CHARLOTTE FUTURE | 2040 COMPREHENSIVE PLAN

OUR CITY. OUR PLAN. OUR FUTURE.

MANUALS AND METRICS
(FINAL RECOMMENDED PLAN)
Published July 20, 2021

CITY OF CHARLOTTE

ADOPTED PLAN POLICY UNDER SEPARATE COVER:

PLAN POLICY

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- SECTION 2: COMPLETE COMMUNITIES AND PLACES
- SECTION 3: POLICY FRAMEWORK
- GLOSSARY OF TERMS
- ACKNOWLEDGEMENTS

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MANUALS AND METRICS

- A: EQUITABLE GROWTH FRAMEWORK MANUAL
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- C: GOAL AND OBJECTIVES METRICS

CHARLOTTE FUTURE | 2040 COMPREHENSIVE PLAN

MANUALS AND METRICS

A. Equitable Growth Framework Manual

B. Place Types Manual

C. Goal and Objectives Metrics

CITY OF CHARLOTTE


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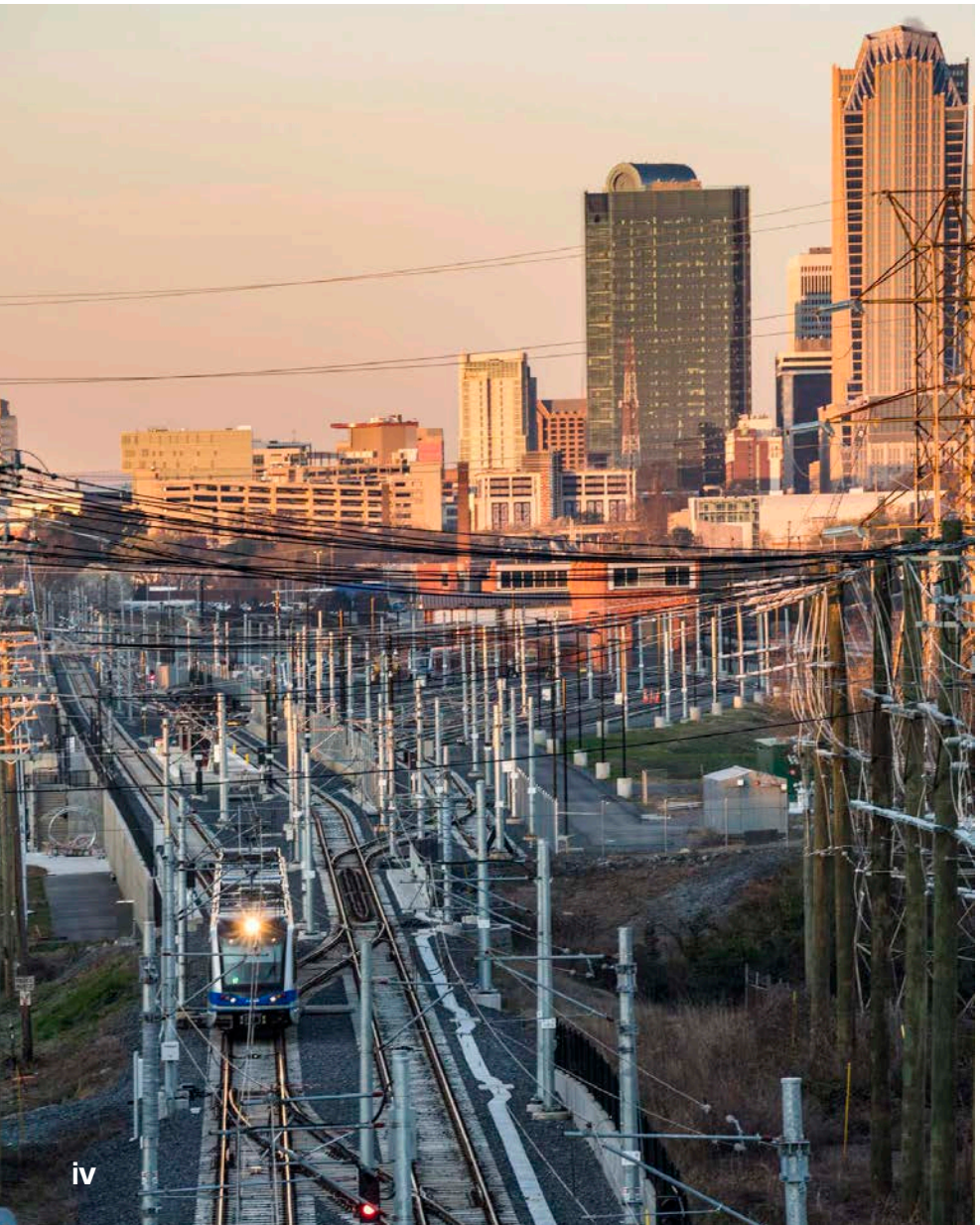


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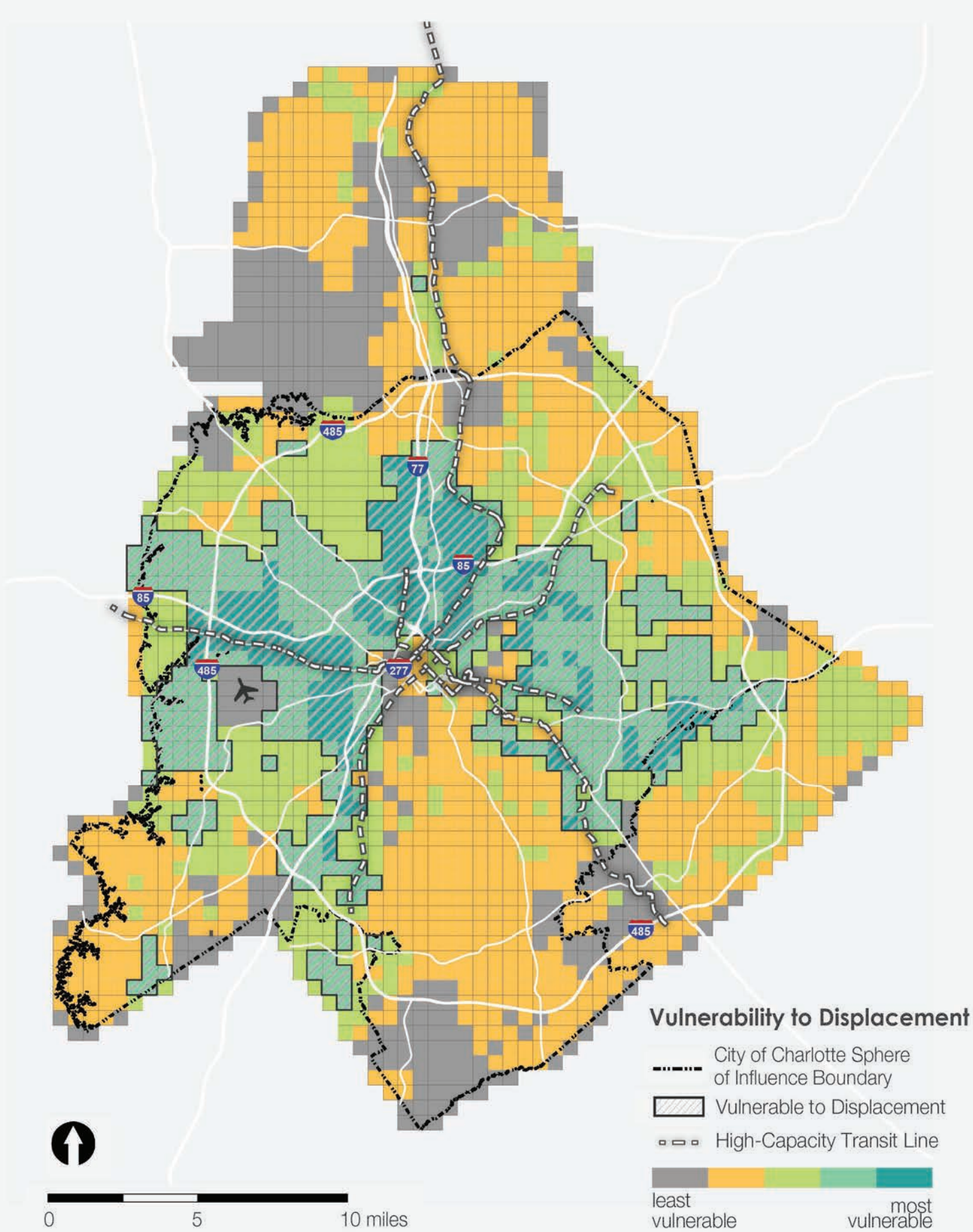
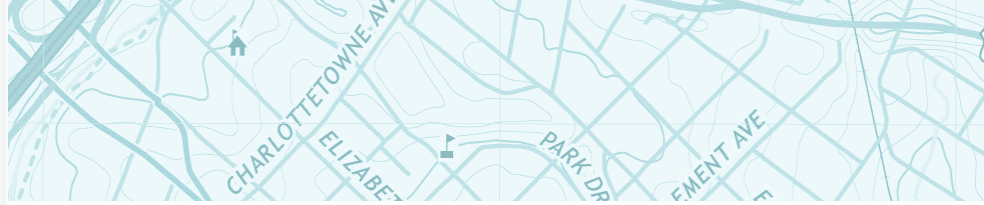
A. EQUITABLE GROWTH FRAMEWORK MANUAL

Building on the Built City Equity Atlas developed in Phase 1 of the Comprehensive Plan effort, a methodology for measuring access, environmental justice and equity has been developed 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. The Equity Metrics described and mapped herein were used to 1) inform the development of Goals and supporting Policies, Projects and Programs in the Comprehensive Plan; 2) to identify priorities for Community Planning Areas for subsequent mapping and planning efforts within sub-geographies throughout the community; and 3) to assess and track progress towards becoming a more equitable, fair and just city over the next 20 years.

Each of the four Equity Metrics comprises a series of relevant indicators and is compared to data that helps us understand where populations that are vulnerable to displacement are concentrated (Populations Vulnerable to Displacement Overlay). The four Equity Metrics described in greater detail after an explanation of the Populations Vulnerable to Displacement Overlay include: Access to Essential Amenities, Goods and Services; Access to Housing Opportunities; Access to Employment Opportunities; and Environmental Justice.

Note: The Equity Metrics are based upon the most accurate and up-to-date data available at the time of the Plan drafting. For future efforts, and during the implementation of the Equity Metrics, the data sets will be updated and the accuracy improved as feasible.





POPULATIONS VULNERABLE TO DISPLACEMENT OVERLAY

As a critical layer of analysis, an overlay identifying concentrations of residents that are vulnerable to being impacted negatively by change was developed. The analysis identifies residents that have characteristics that tend to make them more vulnerable to potential displacement. Unfortunately, the same characteristics that make certain populations susceptible to displacement are used in identifying whether environmental impacts are justly distributed. Areas with higher concentrations of vulnerable populations are overlaid on the access to opportunity and environmental justice maps to better understand how physical conditions, access, costs and benefits impact residents that have suffered from systemic racial and other social discrimination and/or are less likely to be able to adapt to economic and other changes. The measures contributing to vulnerability to displacement are often good indicators, along with low or no car ownership, of transit propensity as well. Transit propensity is a concept that measures the likelihood of using public transit.

Four measures have been documented as major contributors to vulnerability to displacement and are used to identify the areas with the most vulnerable populations across Charlotte:

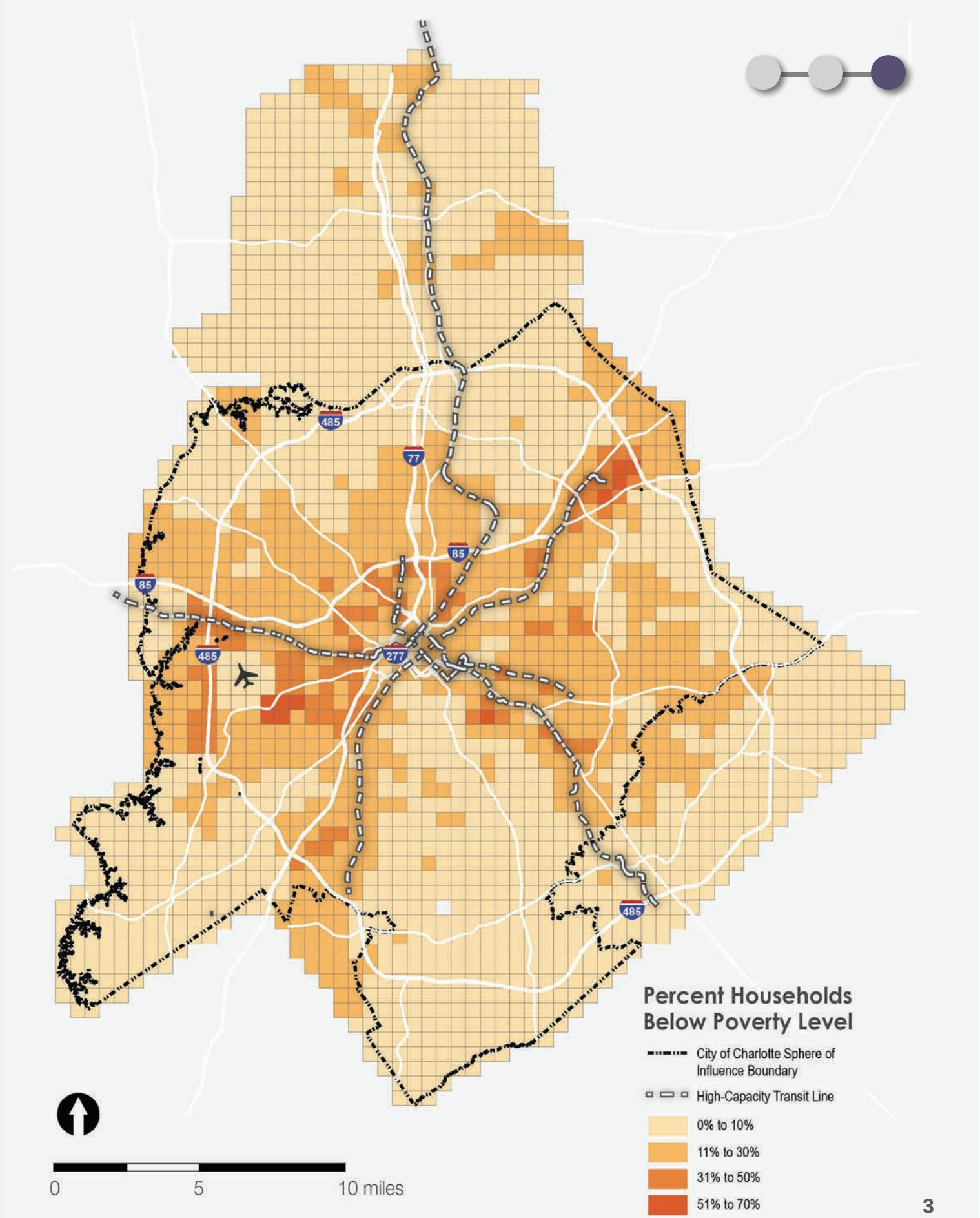
- Poverty Rate;
- Educational Attainment;
- Race; and
- Age.

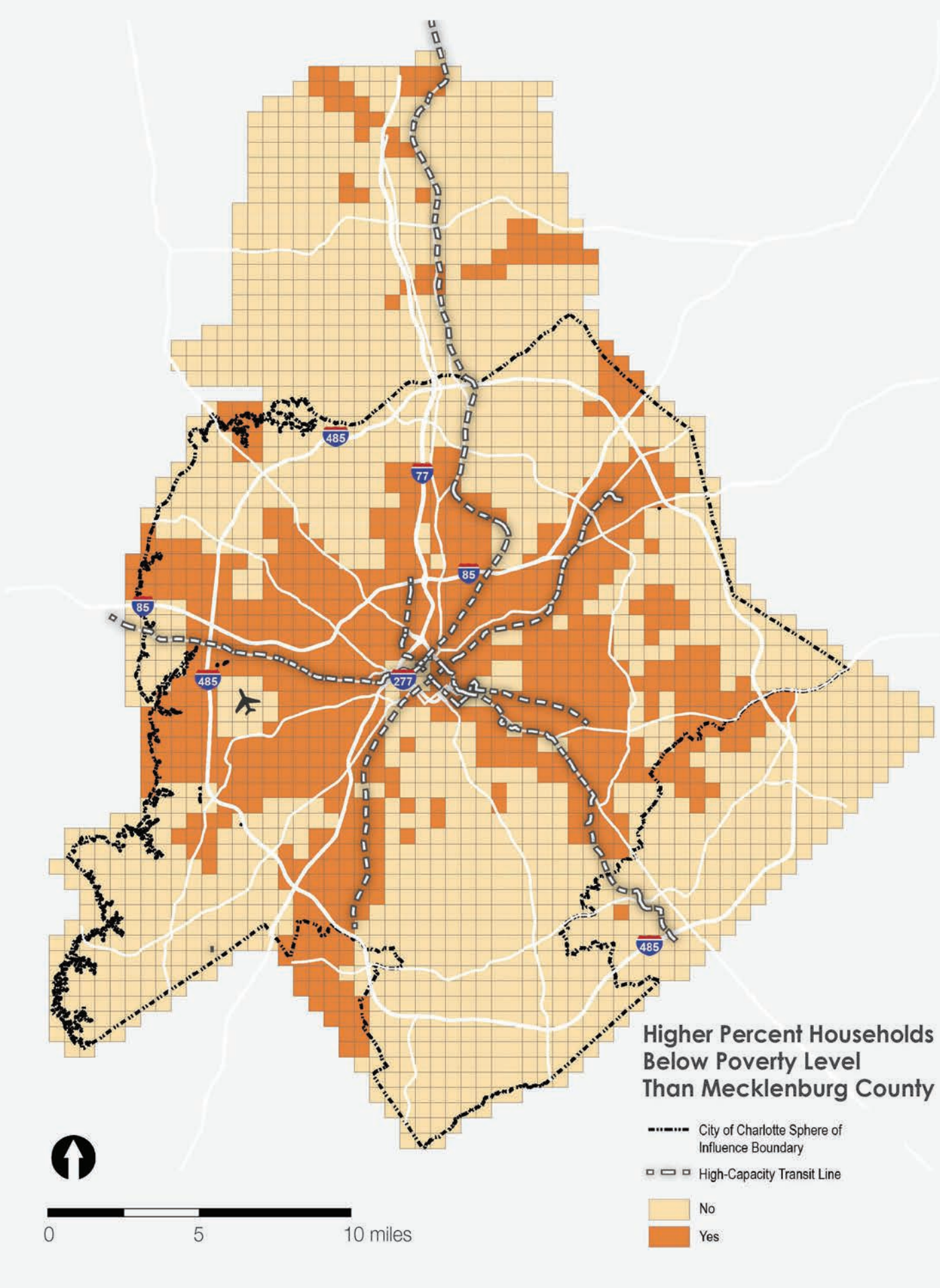
Areas that meet these four conditions will be identified as areas vulnerable to displacement.

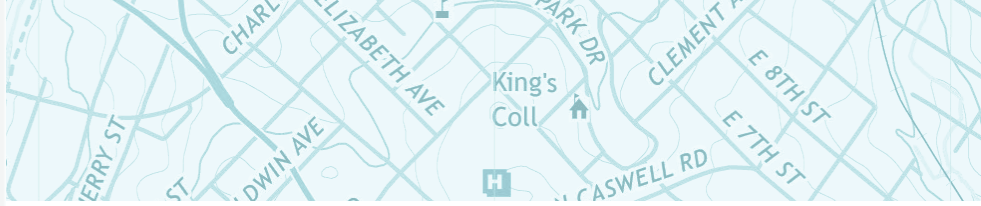
Poverty Rate

Areas with a greater percentage of residents living at or below the poverty level (relative to the County's average rate) are considered to be vulnerable. The map to the right shows the household poverty rate by grid cell (based on 2018 ACS 5-year estimates by block group, apportioned to grid cells).

Map at right: Household Poverty Rate, 2018







Poverty Rate, Compared to County

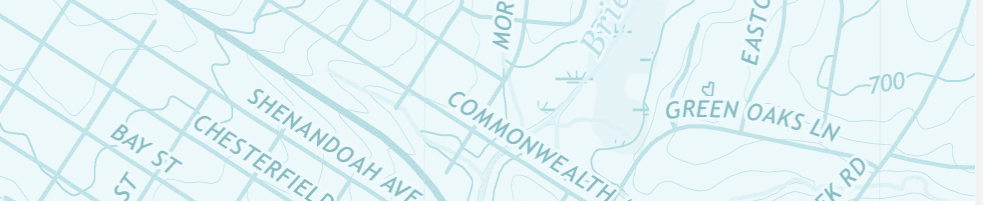
Any area with a poverty rate higher than the county-wide rate of 11.2% were considered to be vulnerable.

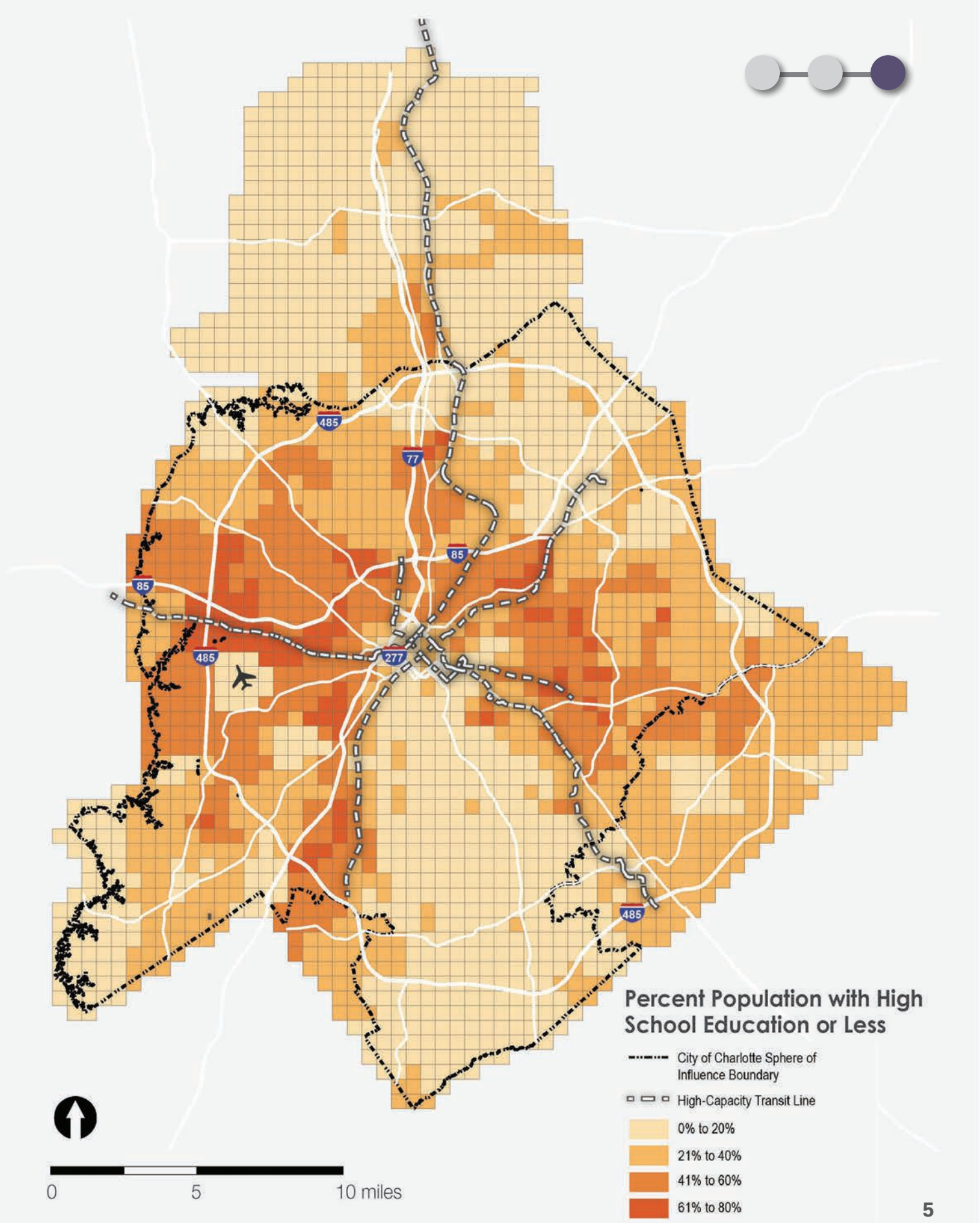
Map at left: Areas with Household Poverty Rate Exceeding Mecklenburg County, 2018

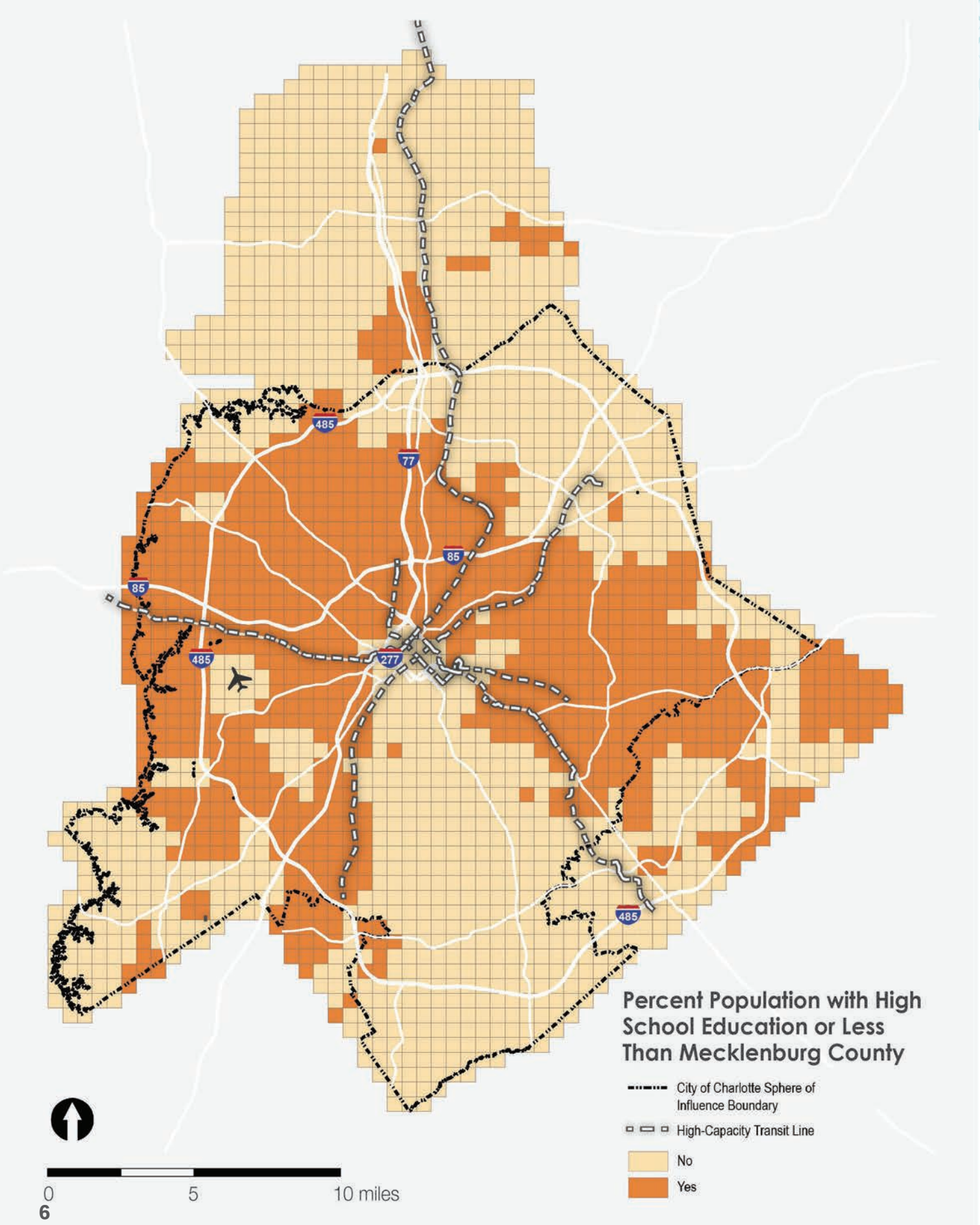
Education Attainment Rate

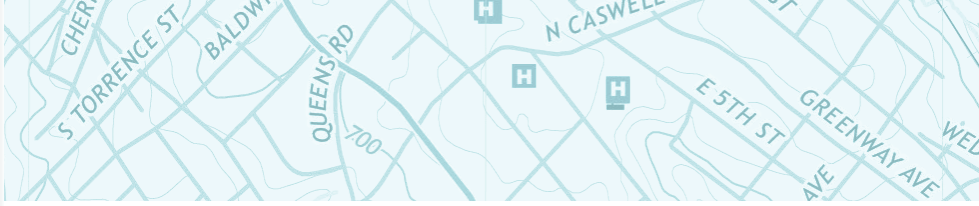
Areas with a greater percentage of residents that have low educational attainment rates (High School degree/GED or less) are considered to be vulnerable. The map at right shows the rate of low education (among the population age 25 and older) by grid cell (based on 2018 ACS 5-year estimates by block group, apportioned to grid cells).

Map at right: Education of Population Age 25 and Older, 2018









Education Attainment Rate, Compared to County

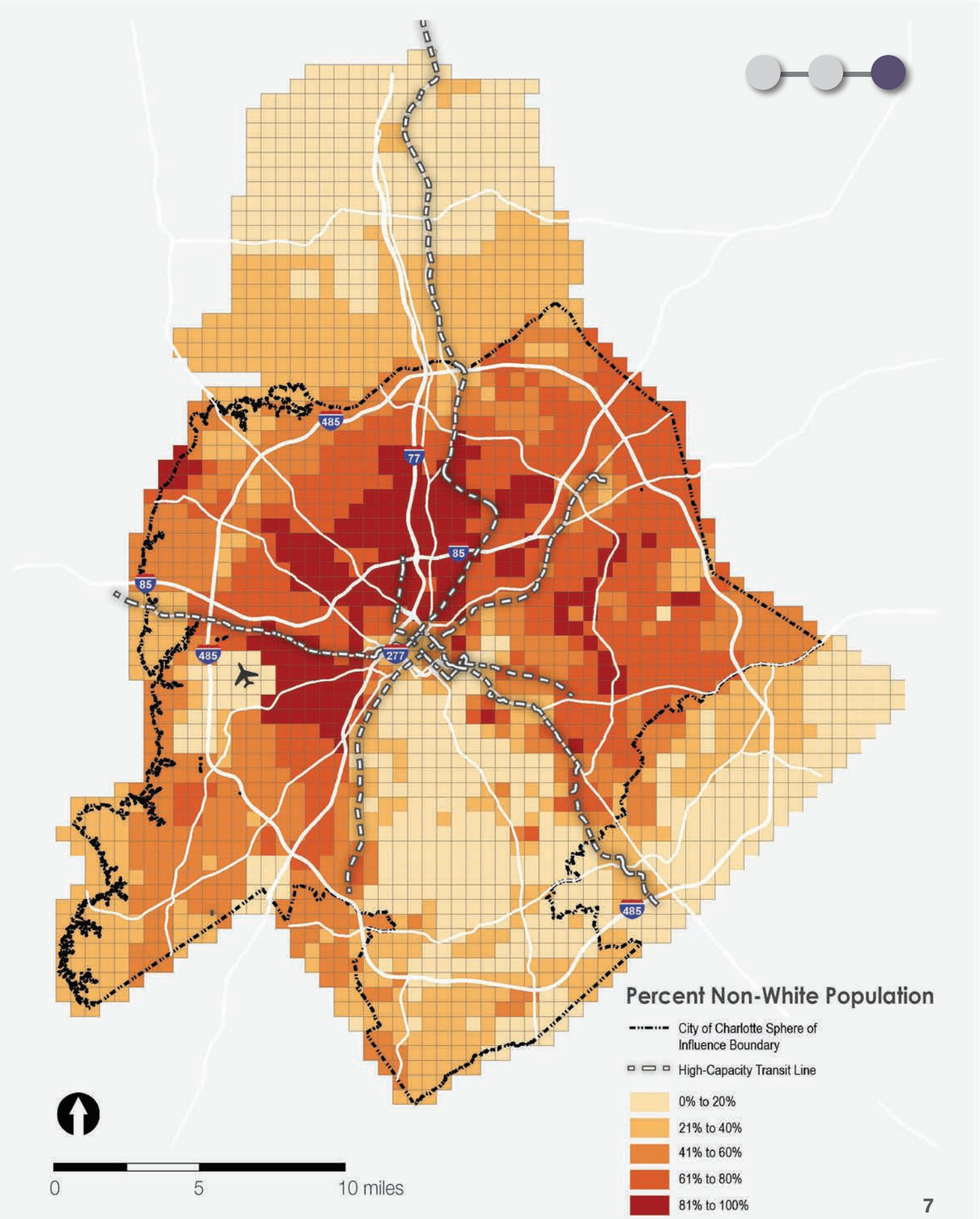
Any area with a rate higher than the county-wide rate of 27.3% were considered to be vulnerable, as shown in the map at left.

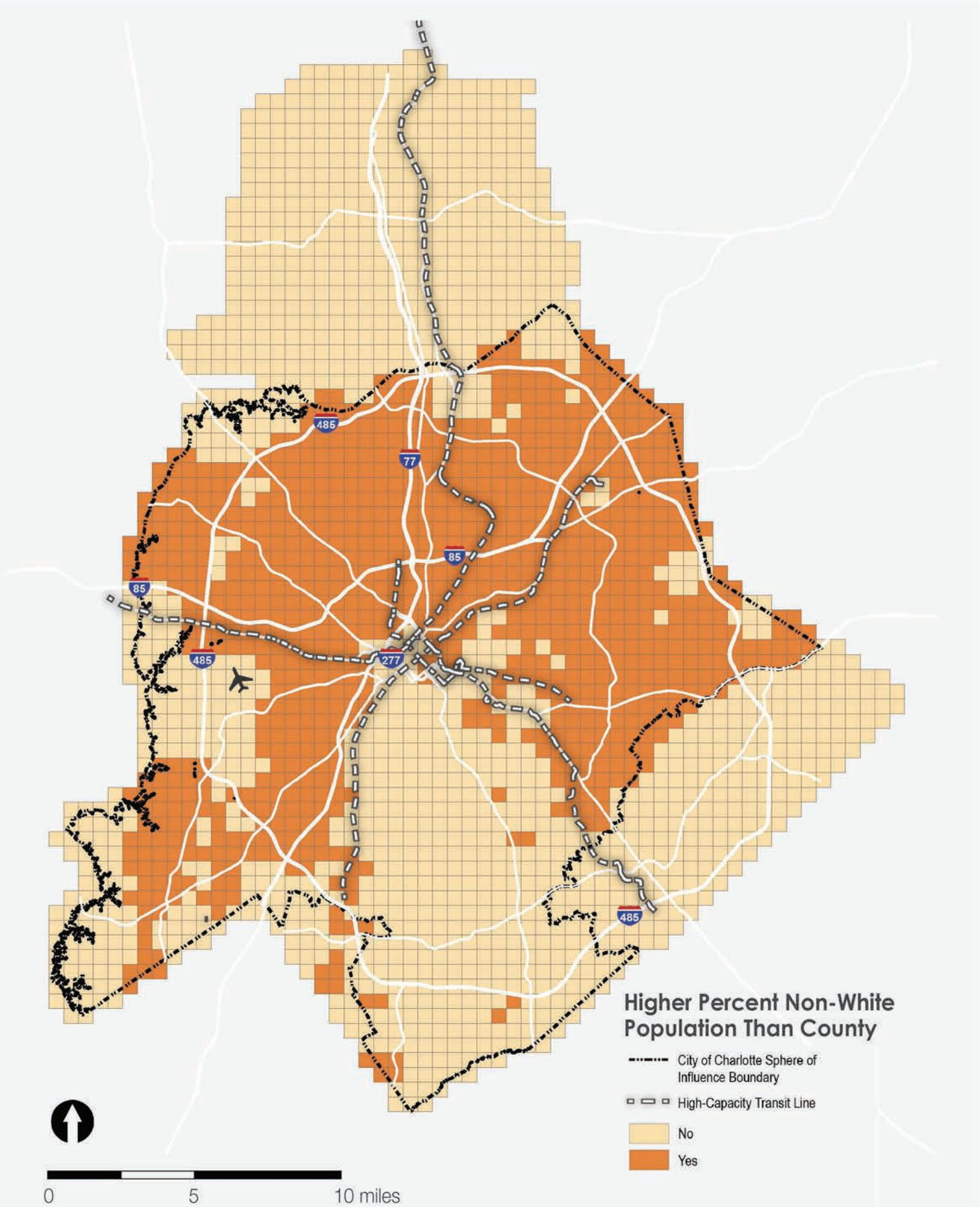
Map at left: Education Compared to County

Race

Areas with a greater concentration of non-white residents are identified as potentially vulnerable. These areas may not truly reflect vulnerability of residents themselves, but likely indicate areas disadvantaged due to historical racially based structural and systematic policies (e.g. redlining) which may still be resulting in lingering issues that cause the areas to lack access to opportunity. The map at right shows the non-white population by grid cell (based on 2018 ACS 5-year estimates by block group, apportioned to grid cells).

Map at right: Percent Non-White Population, 2018

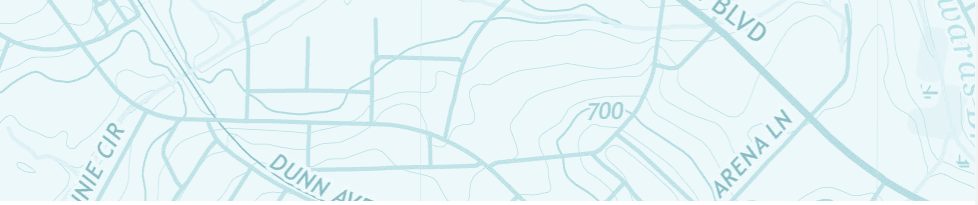




Race, Compared to County

Any area with a rate higher than the county-wide rate of 45.5% were considered to be vulnerable, as shown in the map at left.

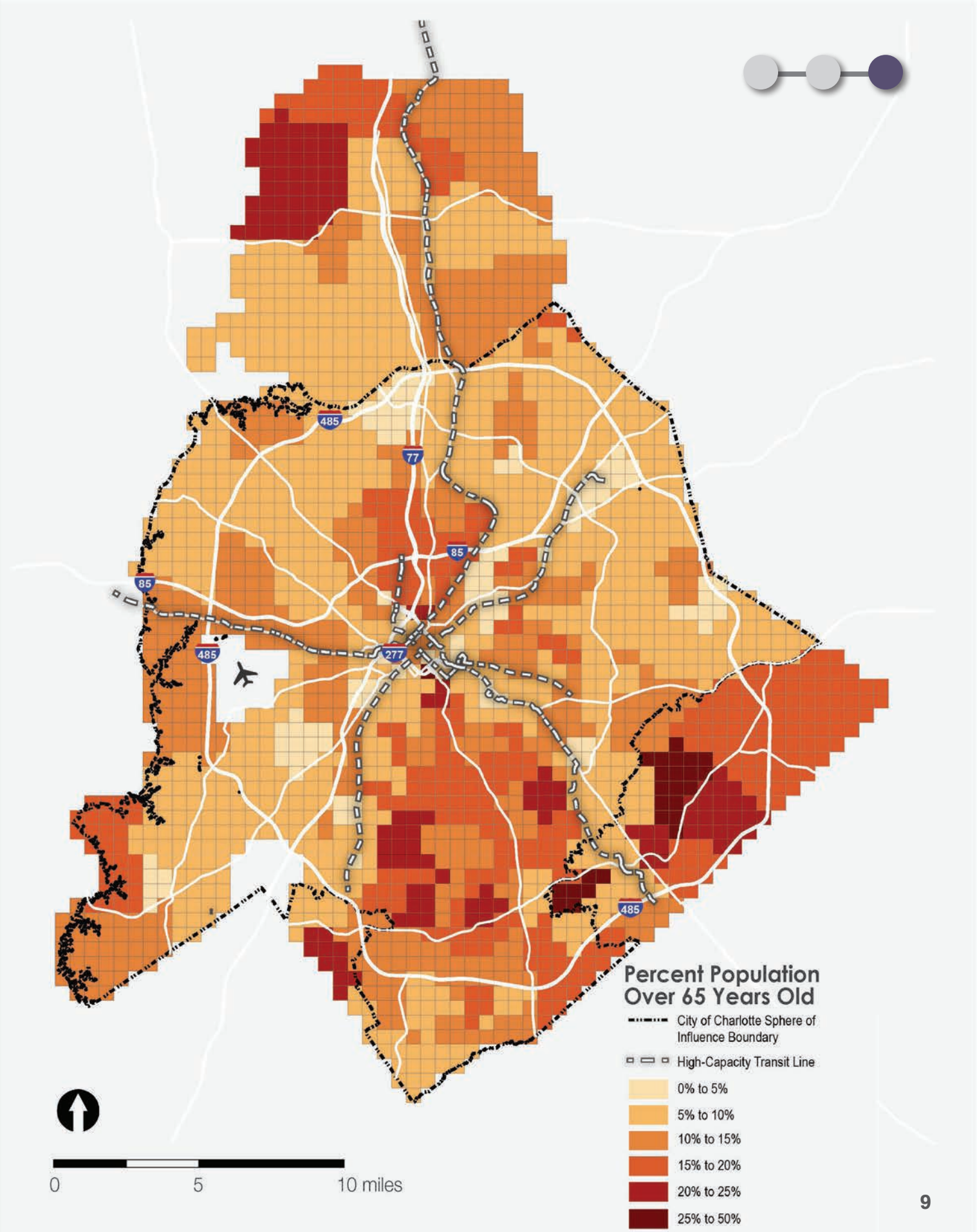
Map at left: Non-White Population Compared to County

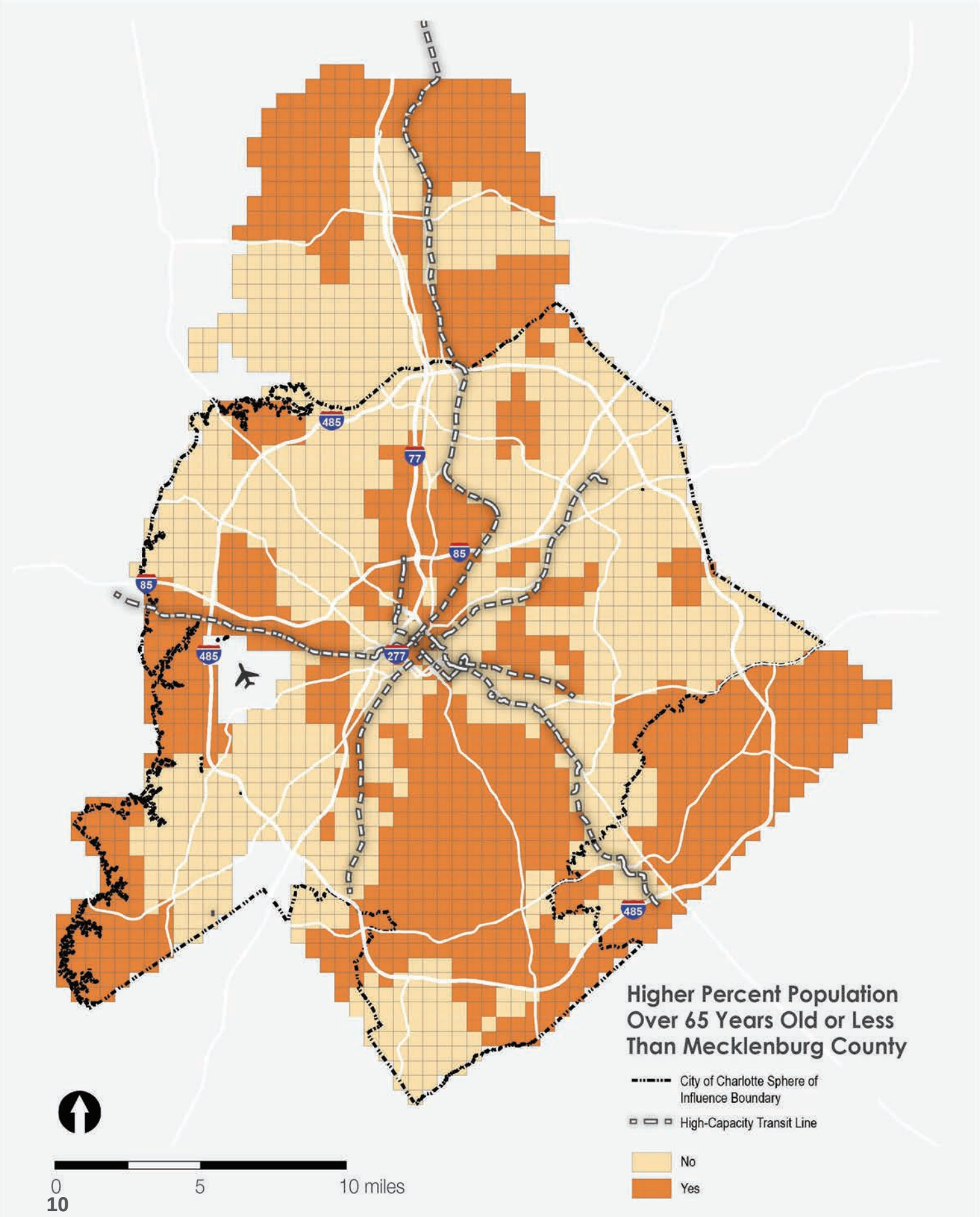


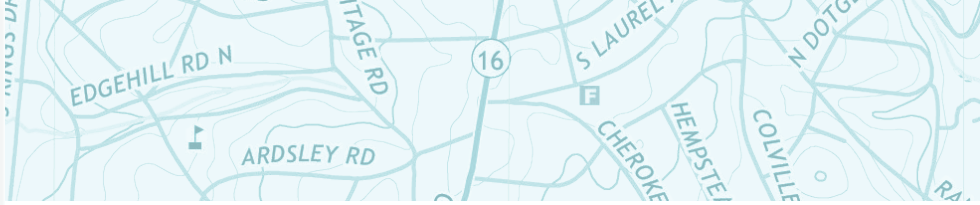
Age

Areas with a greater concentration of residents aged 65 or older are identified as potentially vulnerable. The map at right shows the age 65+ population by grid cell (based on 2018 ACS 5-year estimates by census tract, apportioned to grid cells).

Map at right: Percent Population Age 65+, 2018



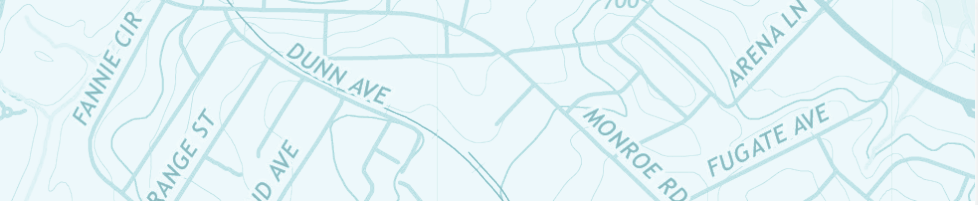




Age, Compared to County

Any area with a rate higher than the county-wide rate of 10.6% were considered to be vulnerable, as shown in the map at left.

Map at left: Age 65+ Population Compared to County



Vulnerability Overlay

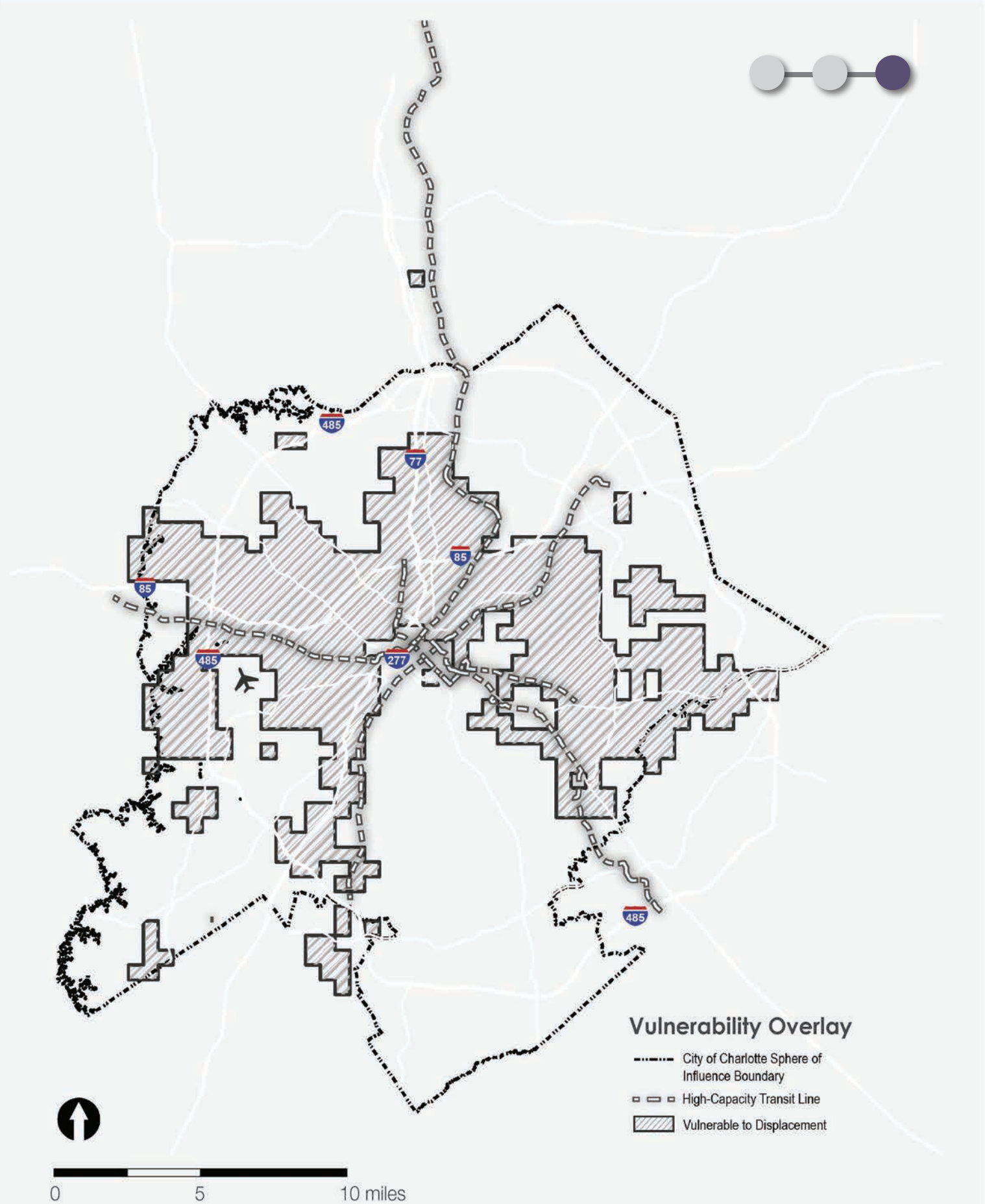
Using the described metrics and taking the most vulnerable grid cells from the Vulnerability to Displacement map, the overlay shown in the map at right was applied to all the Equitable Growth Framework Maps.

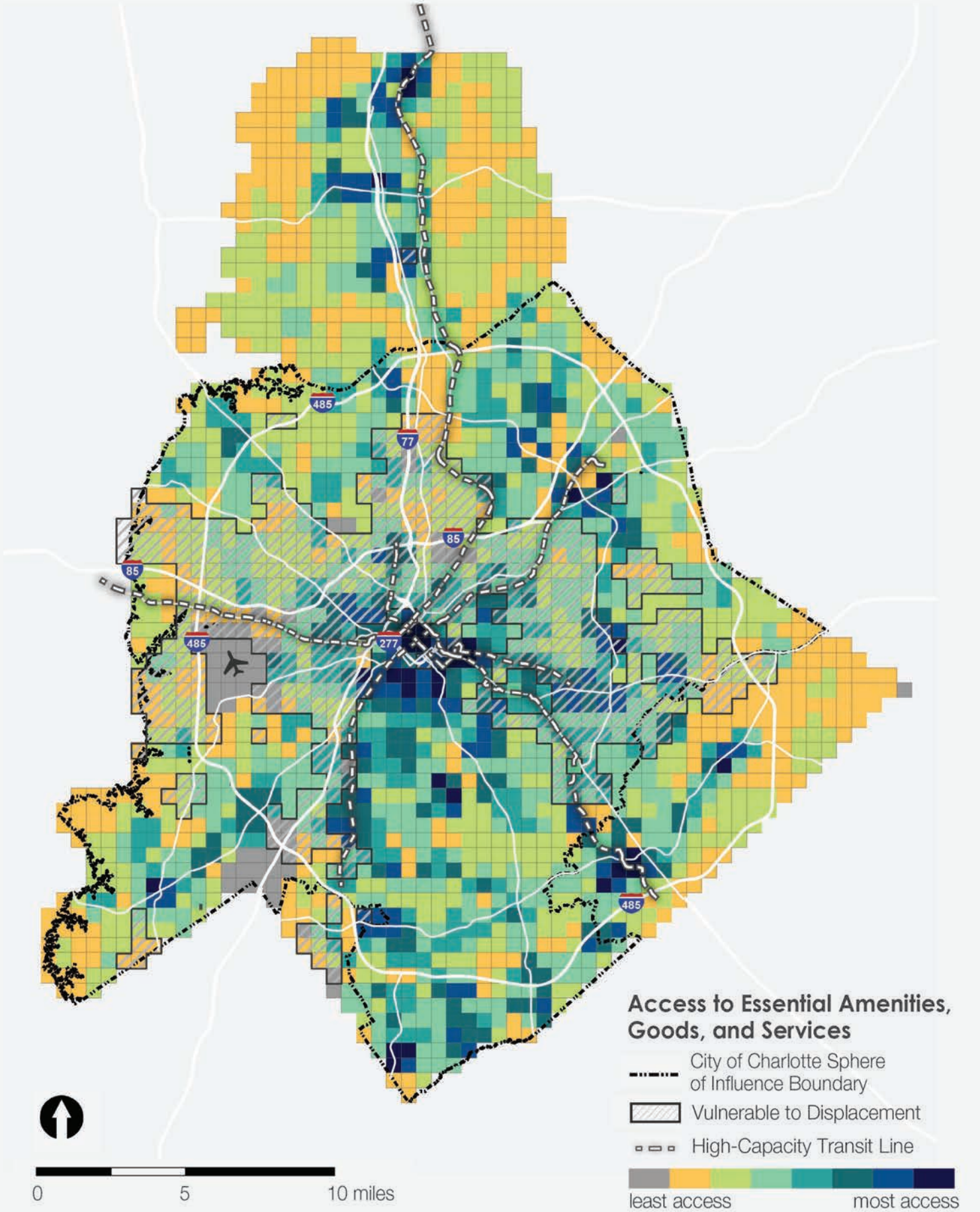
Map at right: Areas Vulnerable to Displacement Overlay

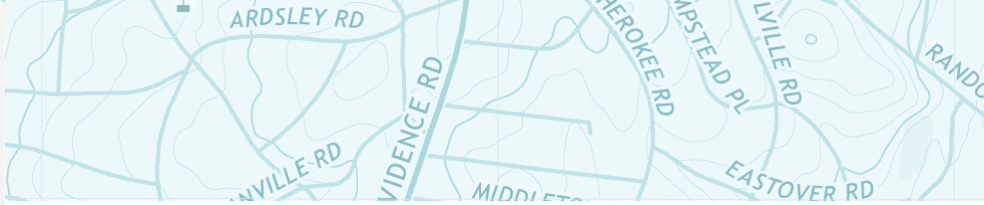
Future Vulnerability to Displacement Metrics to Consider

The following data sets were not included in the measurement of Vulnerability to Displacement for various reasons including lack of available data, poor data quality, or out of date information. If these data sets become more useable and accurate in the future, they should be considered for use in the Vulnerability to Displacement Equity Metric.

- Ethnicity
- Disability
- Owner-Occupied Single-Family Housing
- Land Values
- Average Single-Family Home Size
- Adjacency to Current/Proposed Mass Transit Corridor







EQUITY METRIC #1: ACCESS TO ESSENTIAL AMENITIES, GOODS AND SERVICES

Building on the Equity Atlas developed in Phase 1 of the Comprehensive Plan effort, a methodology for measuring access to essential amenities, goods and services has been developed to help identify areas where residents and businesses may not have access to essential amenities, goods and services. The measuring of access to essential amenities, goods and services is closely linked to the bigger Plan concepts related to complete communities and 10-minute neighborhoods. The metrics to measure access to essential amenities, goods and services will primarily utilize data associated with the Charlotte/Mecklenburg Quality of Life Explorer (QLE) tool that looks at the social, housing, economic, environmental and safety conditions in Charlotte and Mecklenburg County. The following measures are proposed to measure access to essential amenities, goods and services.

Access to essential amenities, goods and services is analyzed using seven measures:

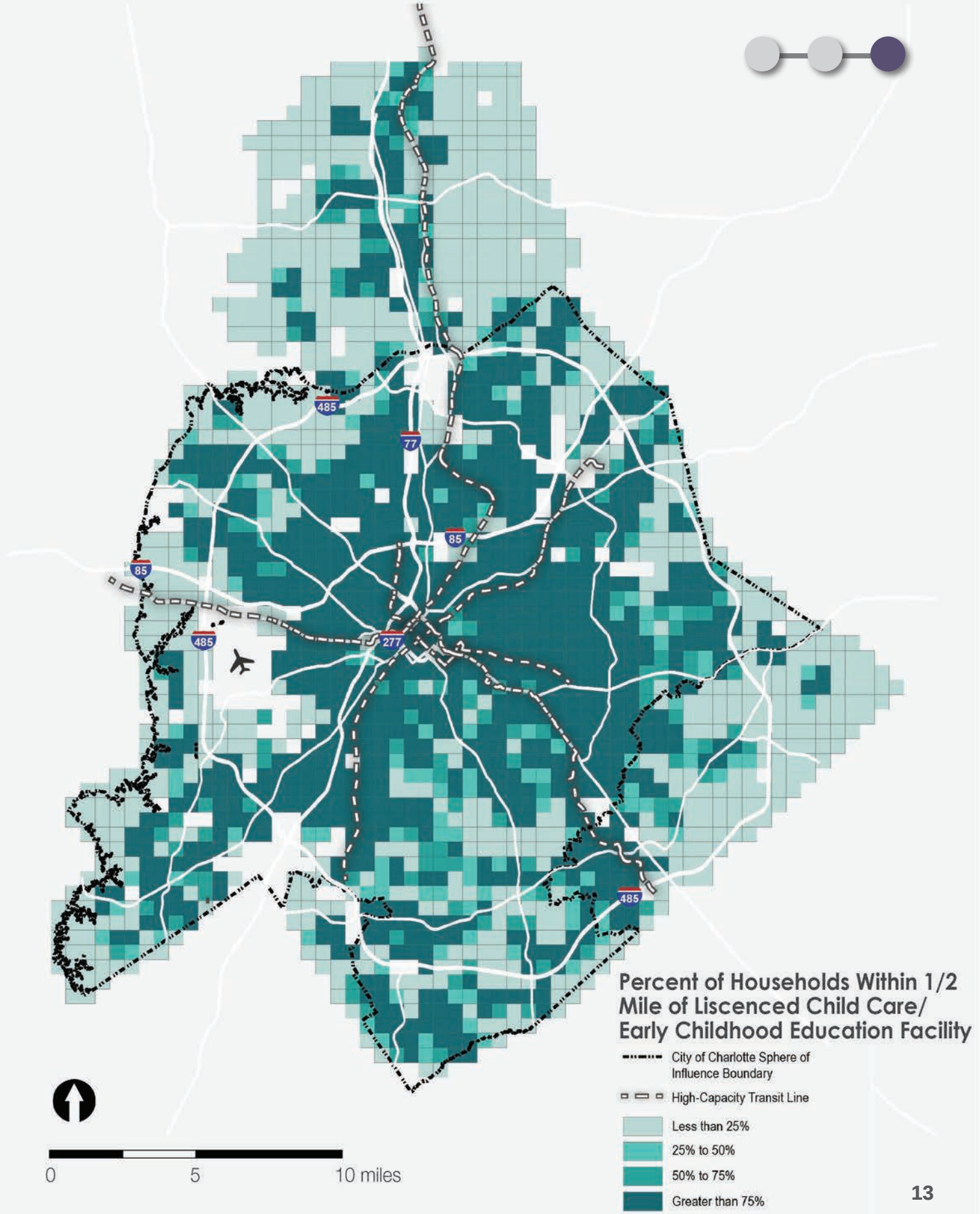
- Proximity to Childcare and Early Childhood Education;
- Proximity to Parks, Open Space and Trails;
- Proximity to Community Facilities;
- Proximity to Fresh Food;
- Proximity to Health Care & Pharmacies;
- Proximity to Financial Services; and
- Access to Internet Service.

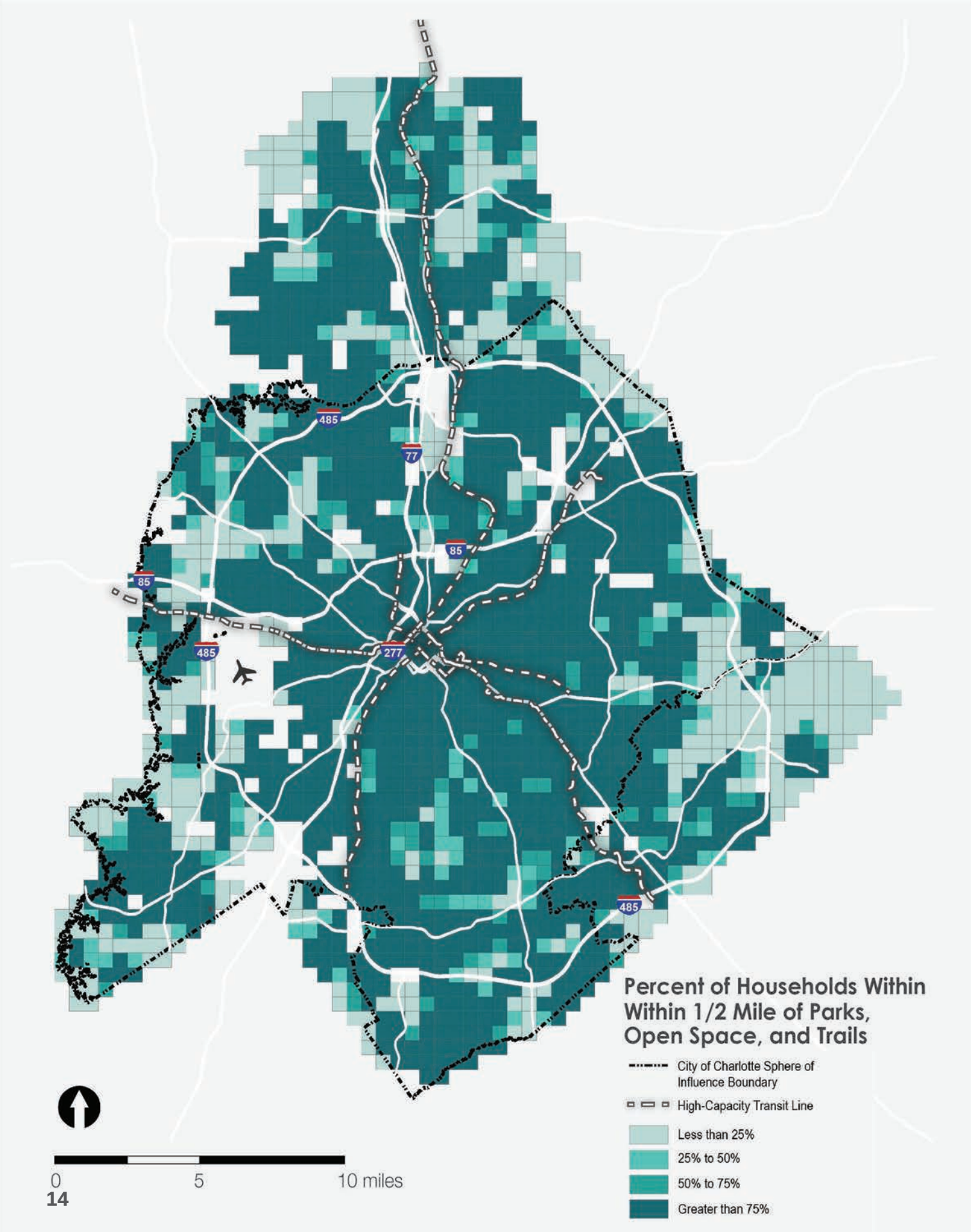
Data: Grid cells that meet the “opportunity” criteria for each of the 7 metrics are scored with a 1, while those that do not meet the criteria receive a 0. Scores are added to create a final Access to Essential Amenities, Goods, and Services score. The primary housing data source is Mecklenburg County tax parcel data (2019). Data is reported at the parcel level and aggregated to grid cells based on the centroid location of the parcel. The amenities, good and services data is from a variety of sources and is outlined in the data inventory.

Proximity to Childcare and Early Childhood Education

This measure examines proximity of households across Charlotte to licensed childcare/early childhood education facilities. Areas with more than 50% of households within ½ mile of a licensed childcare/early childhood education facilities are considered to have equitable access.

Map at right: Percentage of Households within ½ mile of Licensed Childcare/Early Childhood Education Facility

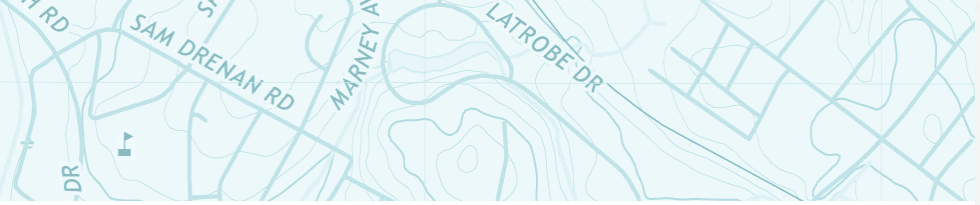




Proximity to Parks, Open Space and Trails

This measure examines the proximity of households across Charlotte to outdoor recreational opportunities. Areas with more than 50% of households within ½ mile of parks, greenway, open space or trails are considered to have equitable access.

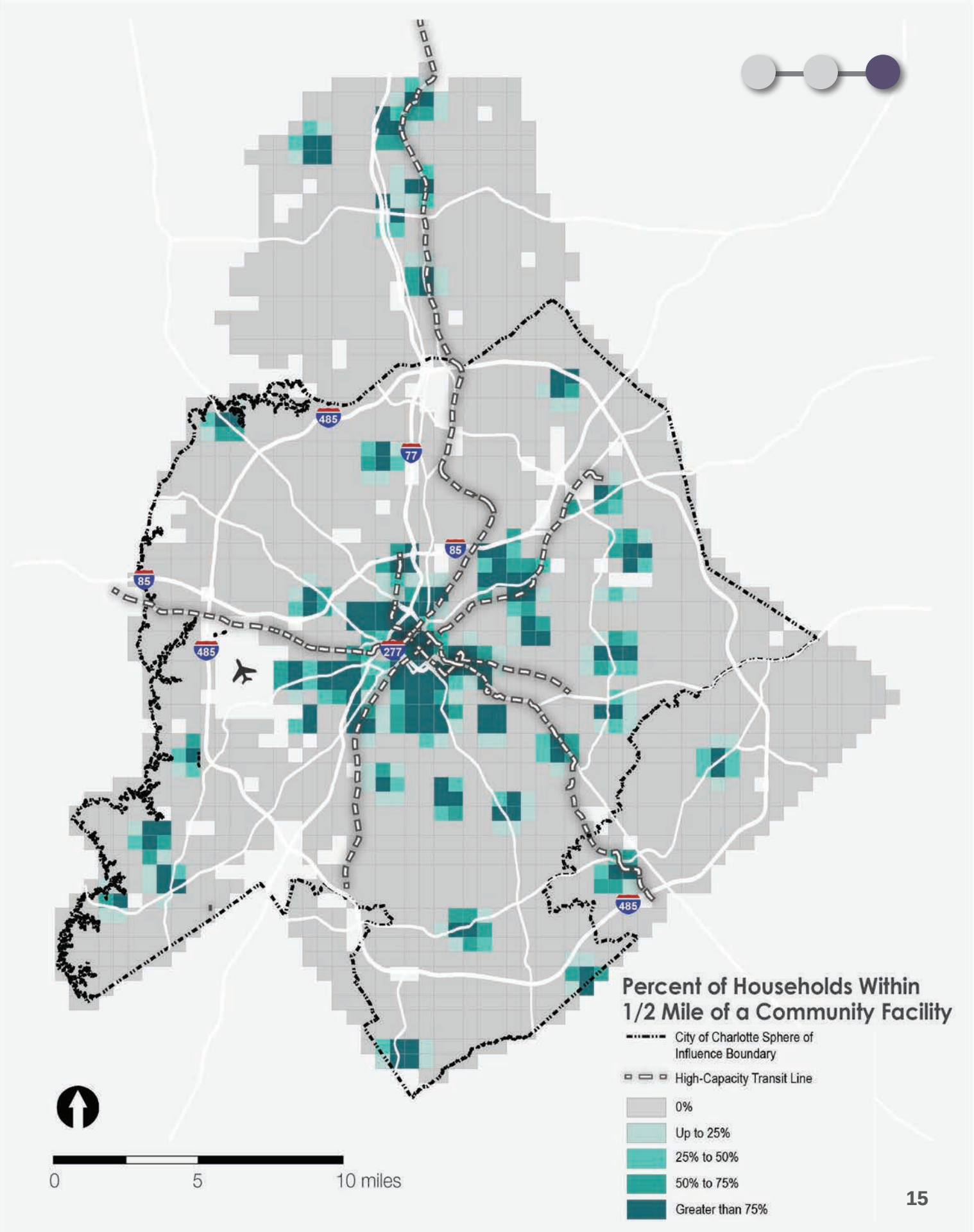
Map at left: Percentage of Households within ½ mile of Parks, Open Space and Trails

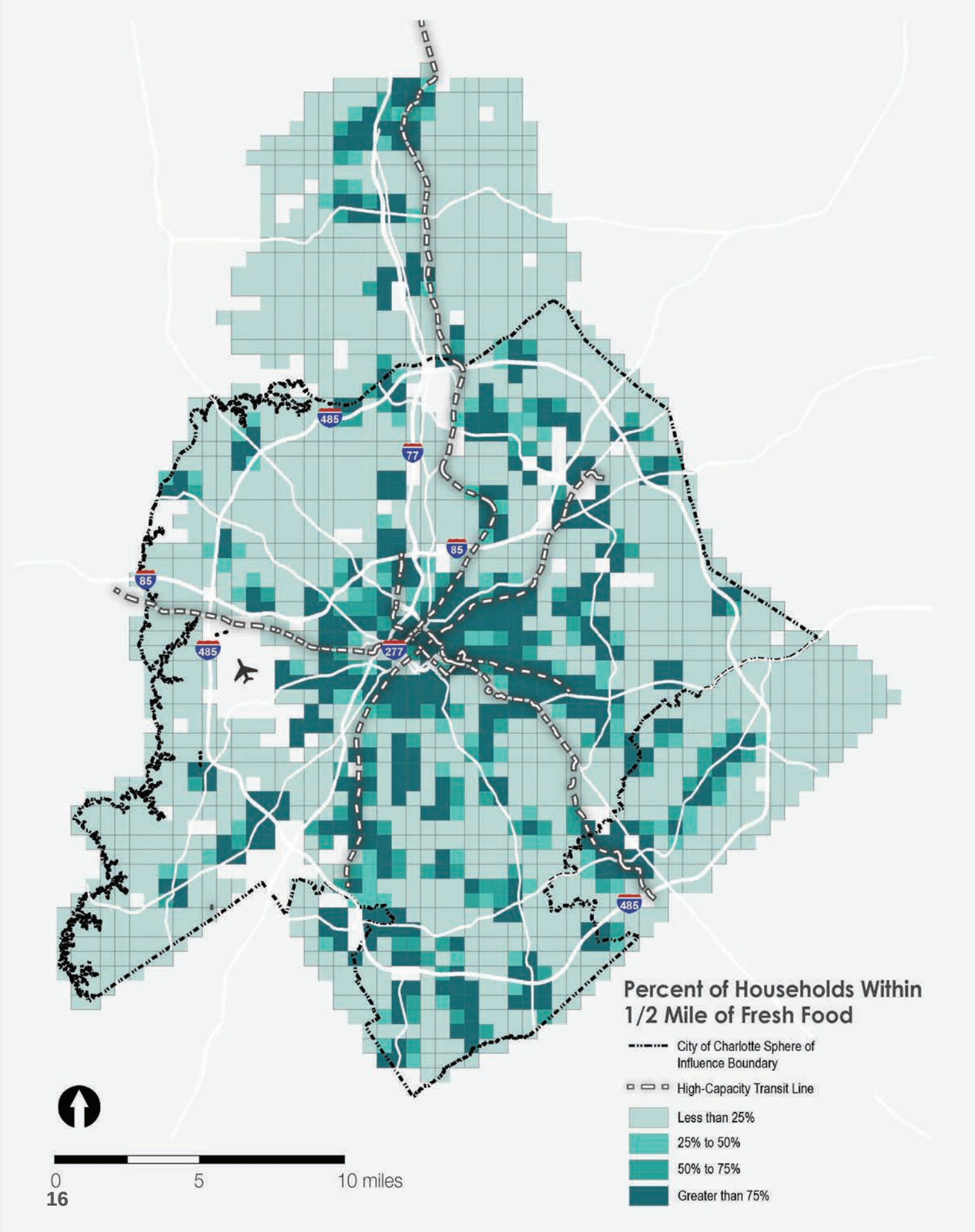


Proximity to Community Facilities

This measure examines the proximity of households across Charlotte to community facilities and amenities. Areas with over 50% percent of households within ½-mile of libraries, recreation centers, senior centers, nature centers, or indoor rental facilities are considered to have equitable access.

Map at right: Percentage of Households within ½ mile of Community Facilities





Proximity to Fresh Food

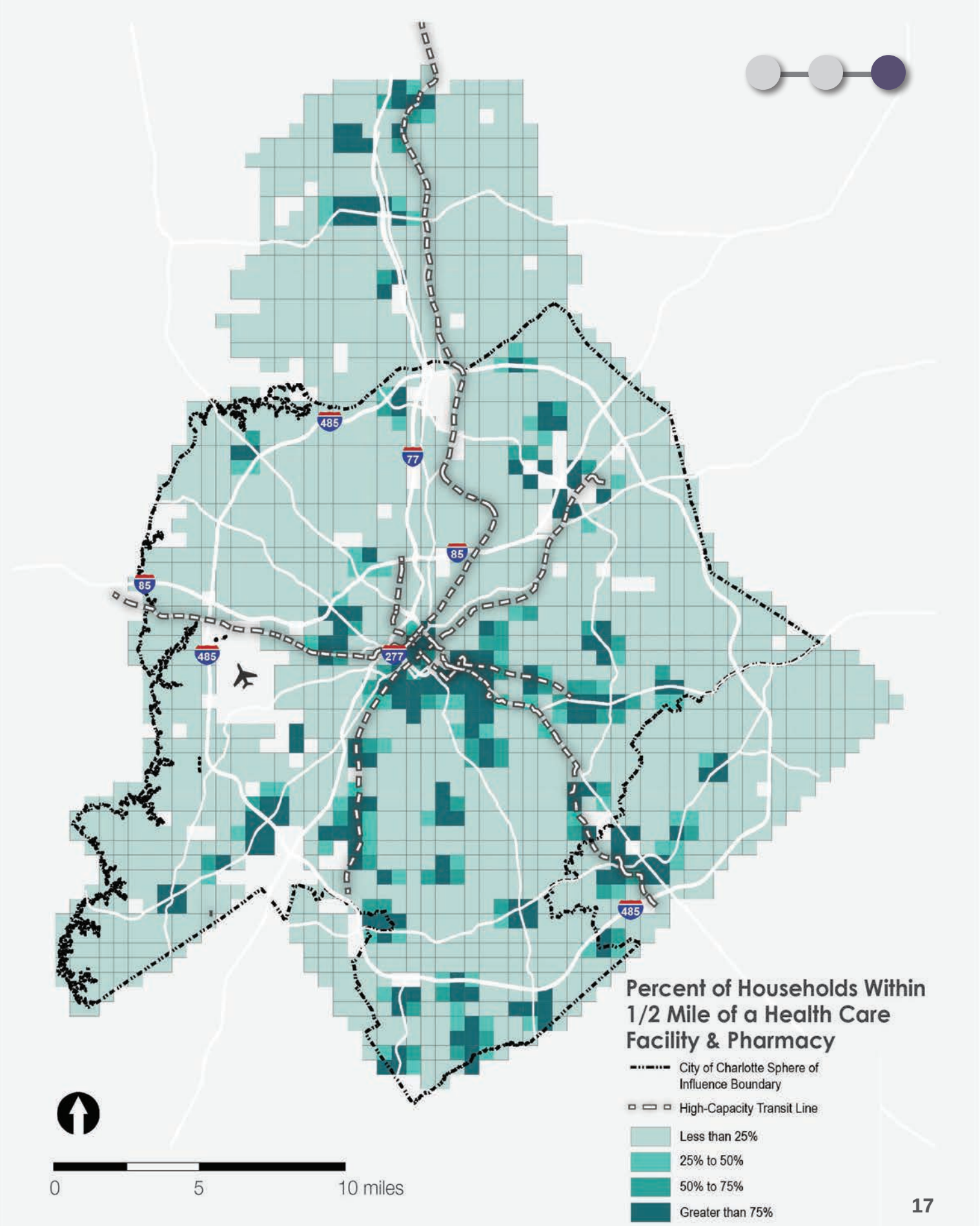
This measure examines the proximity of households across Charlotte to healthy, fresh food options to assess equitable access. Areas with more than 50% of households within ½ mile of grocery stores, farmers markets, or community gardens are considered to have equitable access.

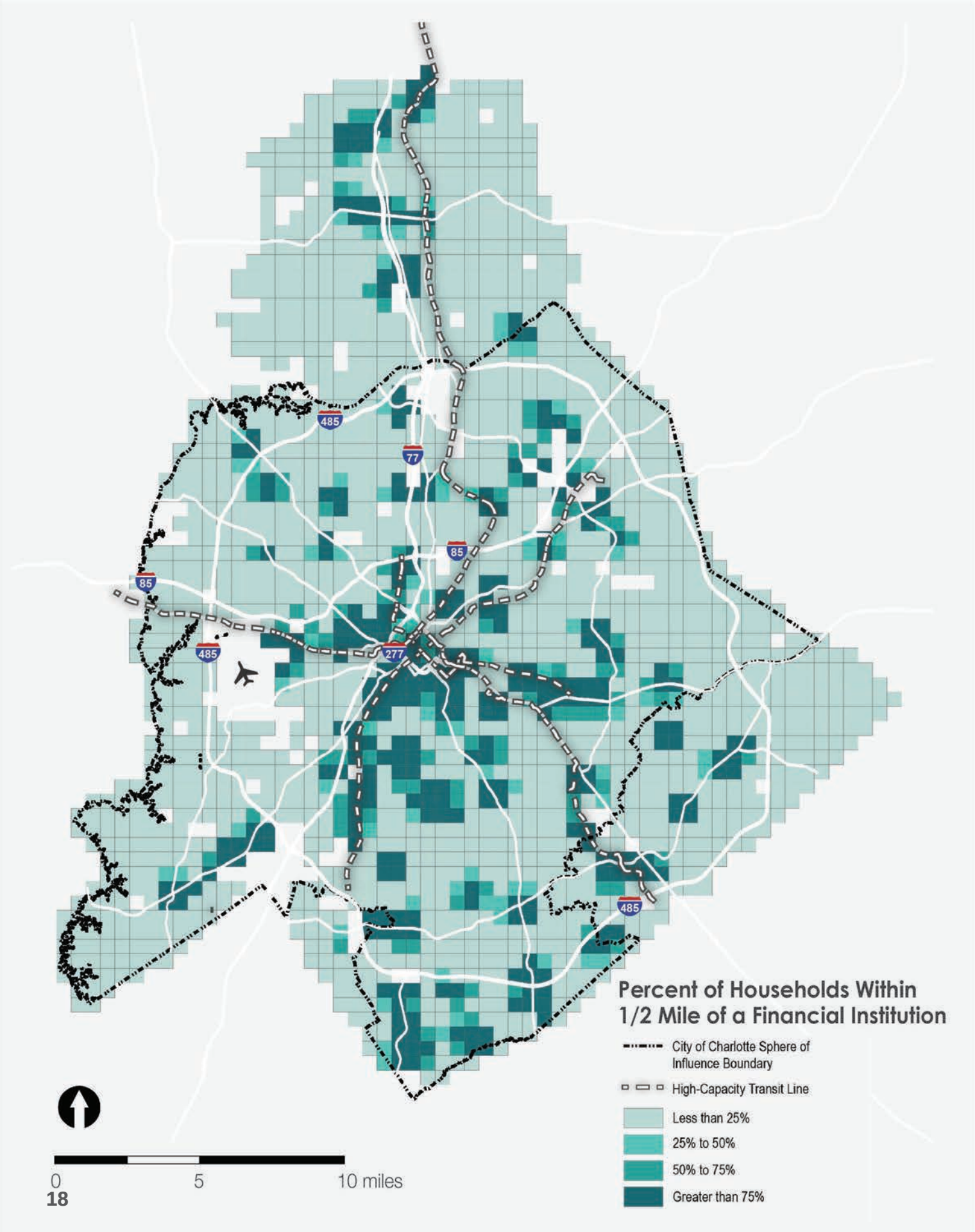
Map at left: Percentage of Households within ½ mile of Fresh Food Options

Proximity to Health Care & Pharmacies

This measure examines the proximity of households across Charlotte to health care facilities and pharmacies. Areas with more than 25% of households within ½ mile of a healthcare facility and a pharmacy are considered to have equitable access.

Map at right: Percentage of Households Within 1/2 mile of Health Care Facilities and Pharmacies





Proximity to Financial Services

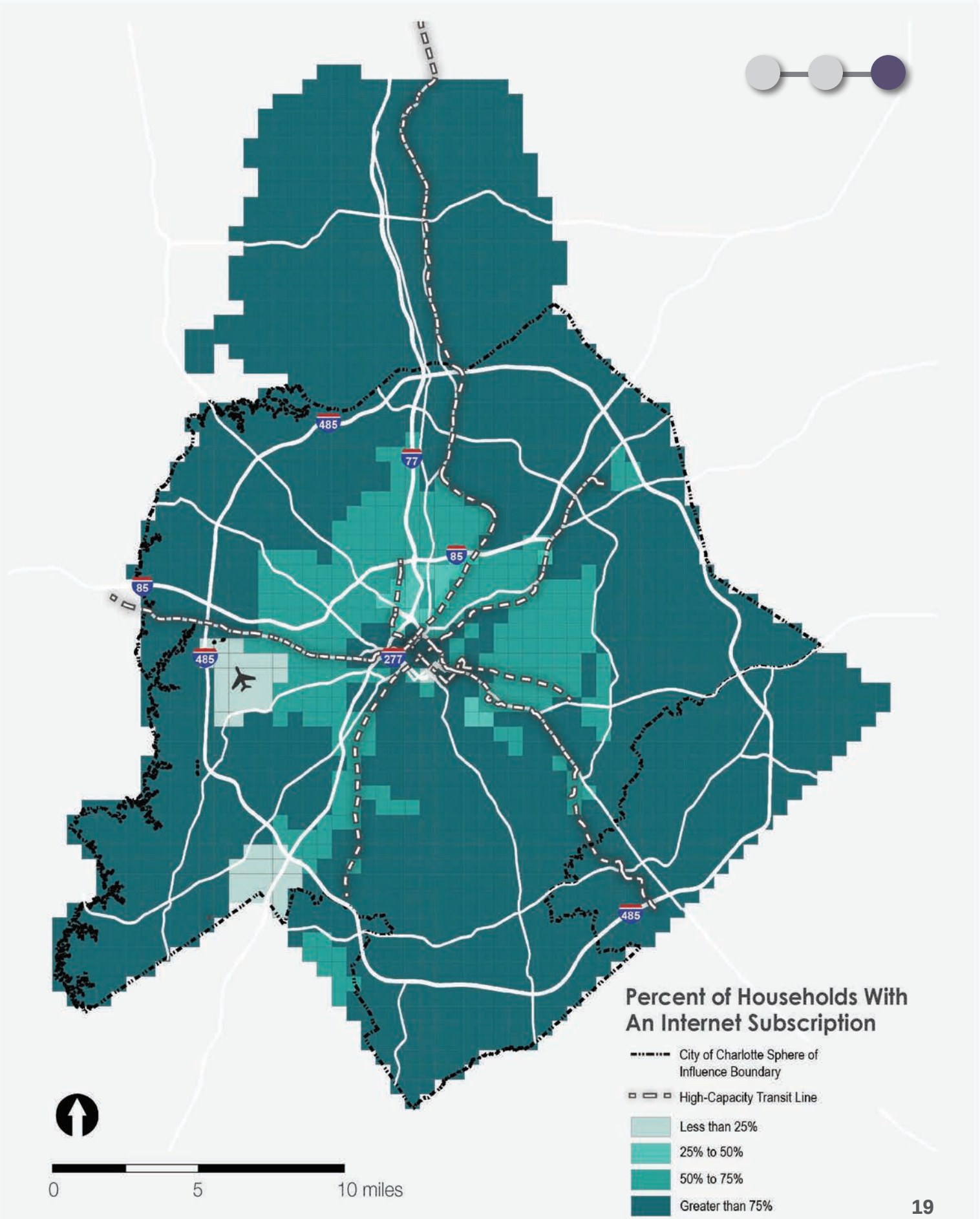
This measure examines the proximity of households across Charlotte to banks and credit unions. Areas with more than 50% of households within ½ mile of a bank or credit union are considered to have access to financial services.

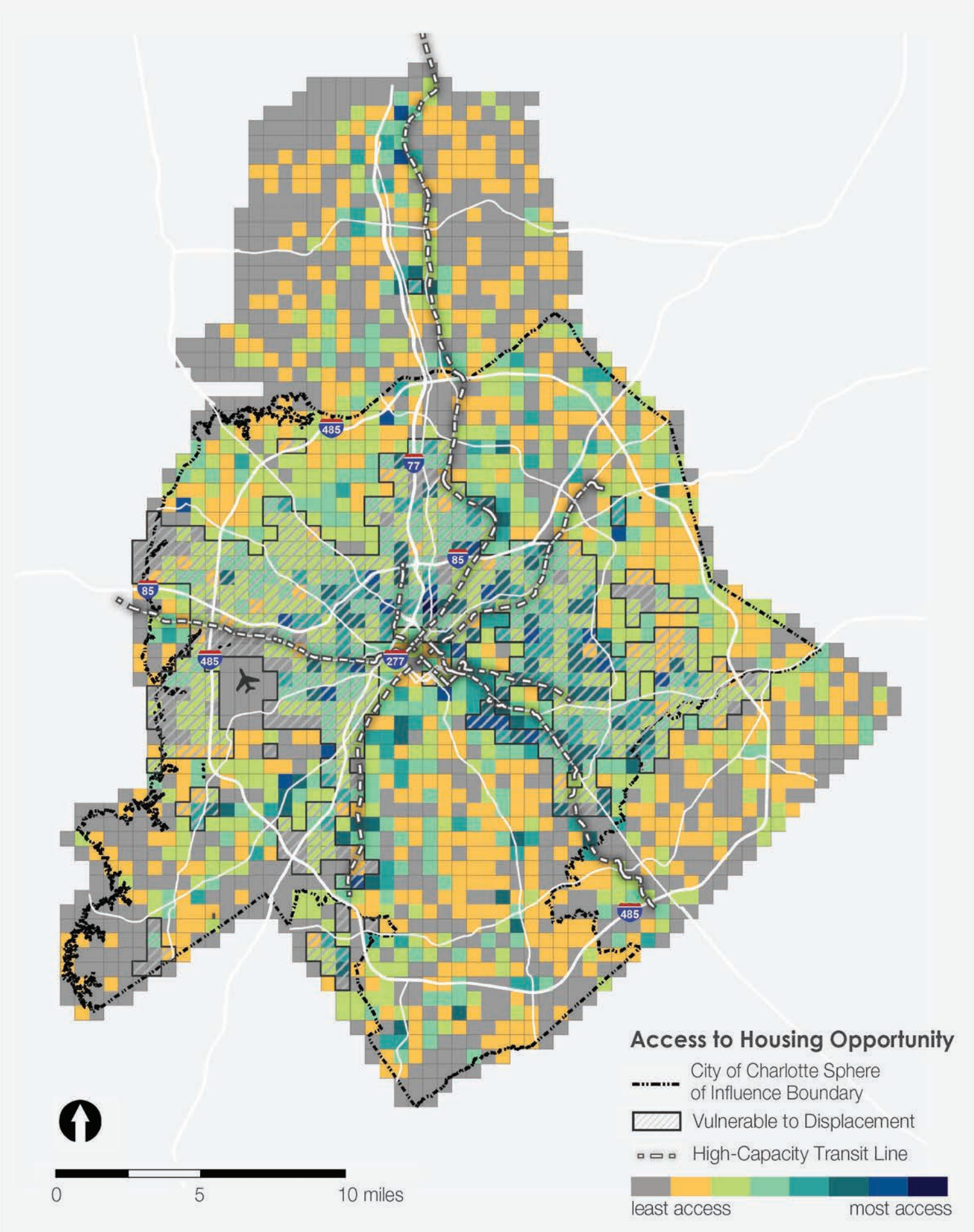
Map at left: Percentage of Households Within 1/2 mile of a Financial Institution

Access to Internet Service

This measure examines the percentage of households across Charlotte with internet connectivity. Areas with more than 75% of households with internet access are considered to have equitable internet access.

Map at right: Percentage of Households with an Internet Subscription





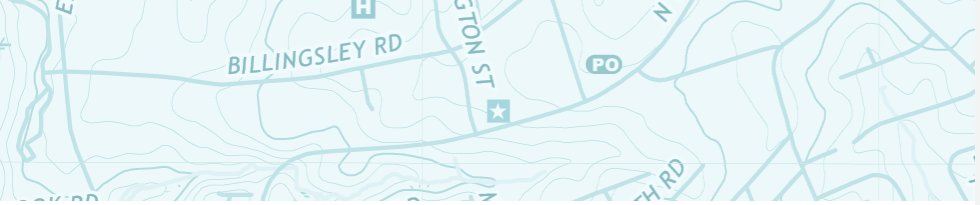
EQUITY METRIC #2: ACCESS TO HOUSING OPPORTUNITY

The Access to Housing Opportunity index identifies areas where the housing stock does not provide opportunities for all residents to live. Housing Opportunity, for the purposes of this analysis, is defined as the ability for residents of all income, household compositions, and life stages to access housing options that meet their needs and economic conditions.

Access to housing opportunity is analyzed using six measures:

- Housing Unit Diversity;
- Housing Cost;
- Housing Size;
- Subsidized Housing;
- Tenure; and
- Level of (Re)Investment.

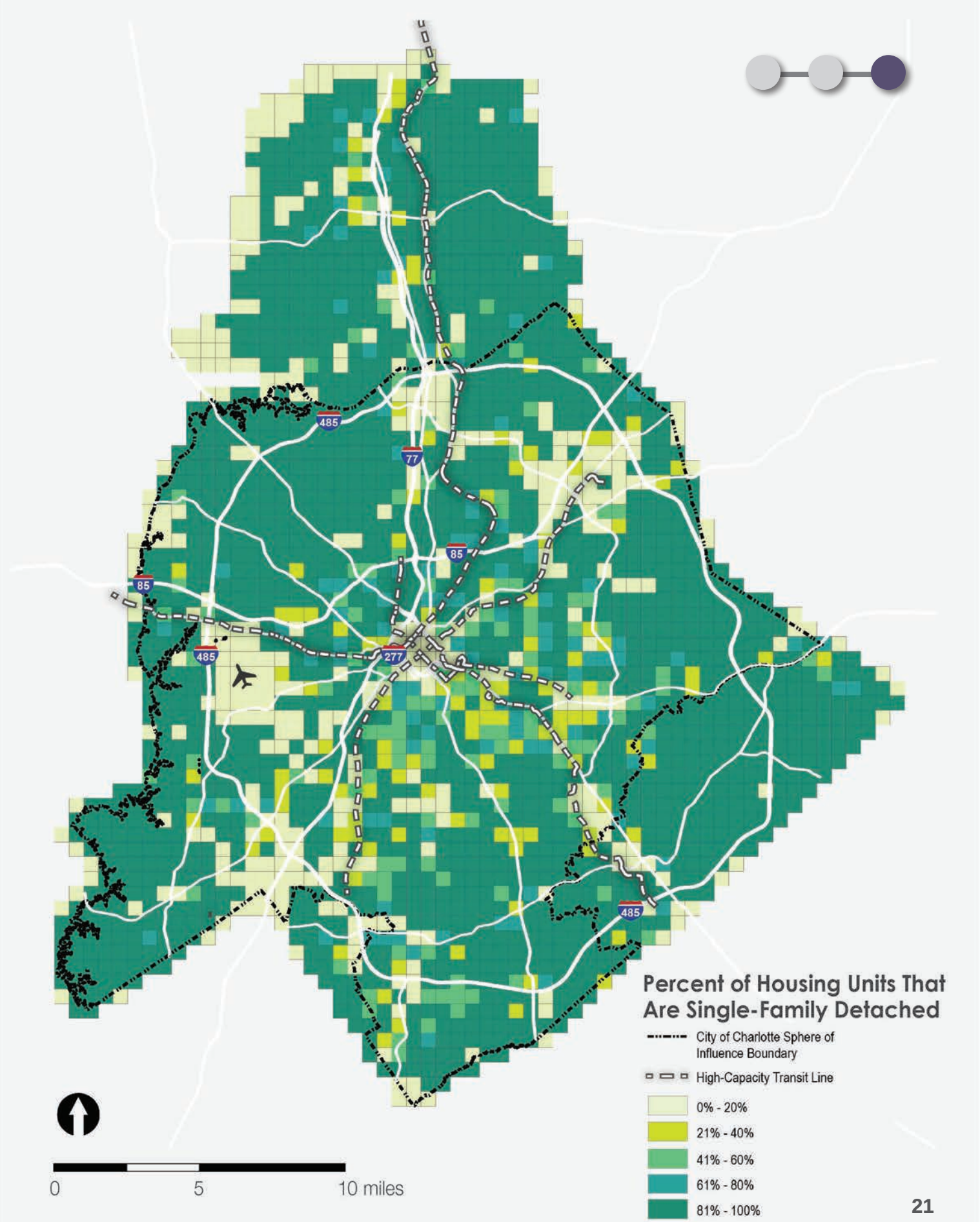
Data: Grid cells that meet the “opportunity” criteria for each of the 6 metrics are scored with a 1, while those that do not meet the criteria receive a 0. Scores are added to create a final Access to Housing Opportunity score. The primary housing data source is Mecklenburg County tax parcel data (2019). Additional data includes building permits (Mecklenburg County, 2017-2019), rental housing (apartment) properties (City of Charlotte, 2020), subsidized housing units (units with development-based rental assistance, Quality of Life Explorer, 2017), and household income (US Census, 2018).

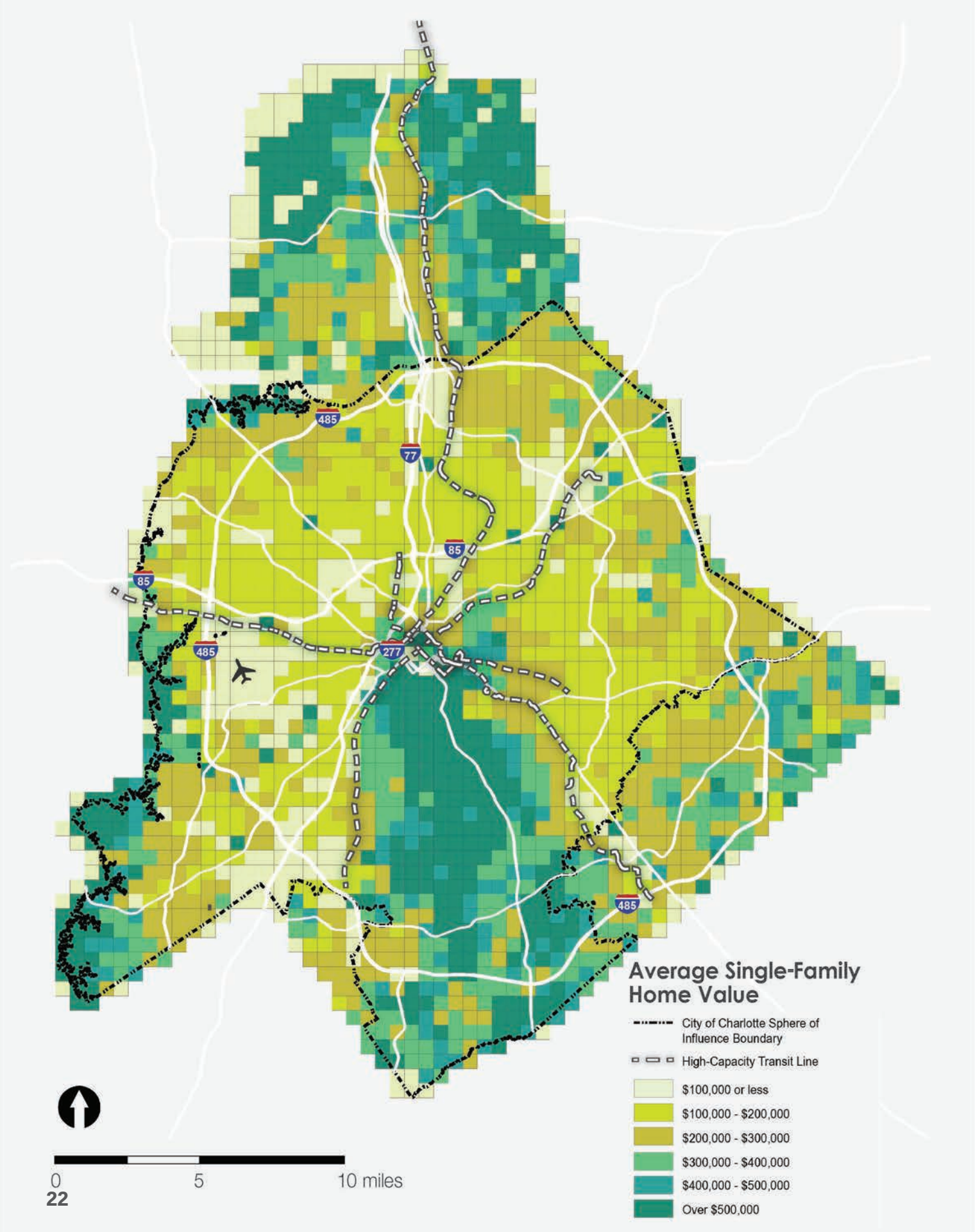


Housing Unit Diversity

This measure examines the mix of housing types in an area through the percentage of housing units that are single-family detached homes. Areas that are primarily comprised of single-family detached homes and areas that have relatively few single-family detached homes are considered to have less opportunity than areas with a mix of unit types. As shown in the map at right, the center city and the area around UNC Charlotte have comparatively few single-family detached homes (20 percent or less of the housing stock), while in much of the city these homes account for over 80 percent of homes. Areas with between 20% and 80% of housing units single-family detached are considered to have a diversity of housing units.

Map at right: Single-Family Detached Homes as Percent of Housing Units





Housing Cost

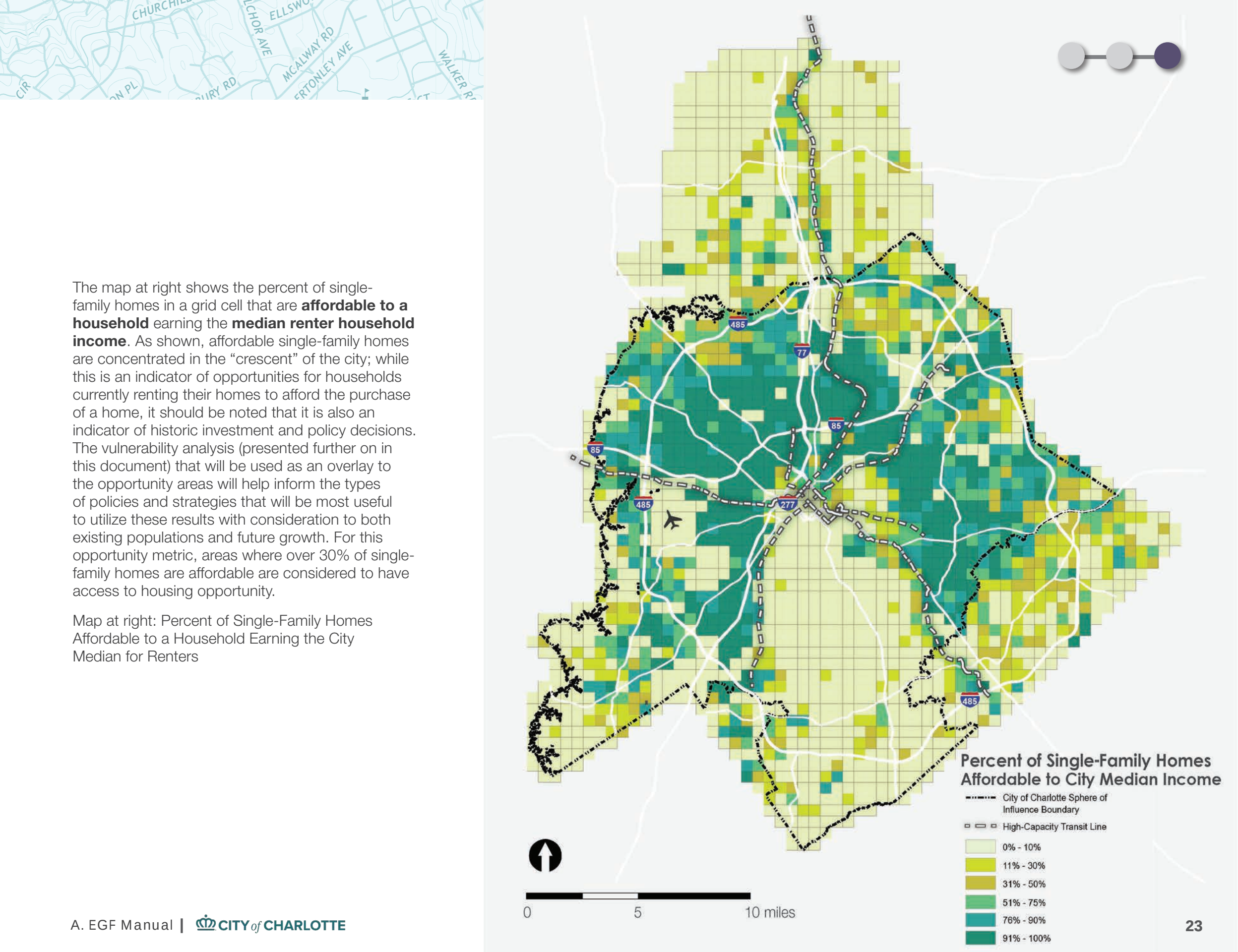
This measure examines the average housing costs in an area relative to the affordable housing cost for a household earning the citywide median household income for renter households. The median income for renter households in the City of Charlotte in 2018 (the most recent year of data) was $47,650, far lower than the overall median of $60,760 and the homeowner median of $80,380. Utilizing the renter median income highlights the areas that currently offer the most and least access to affordable housing options. Areas with homes that are affordable to the citywide median-earning renter household are considered to have access to housing opportunity. **Housing cost includes three sub-metrics: cost for ownership housing; affordability; and cost for rental housing.**

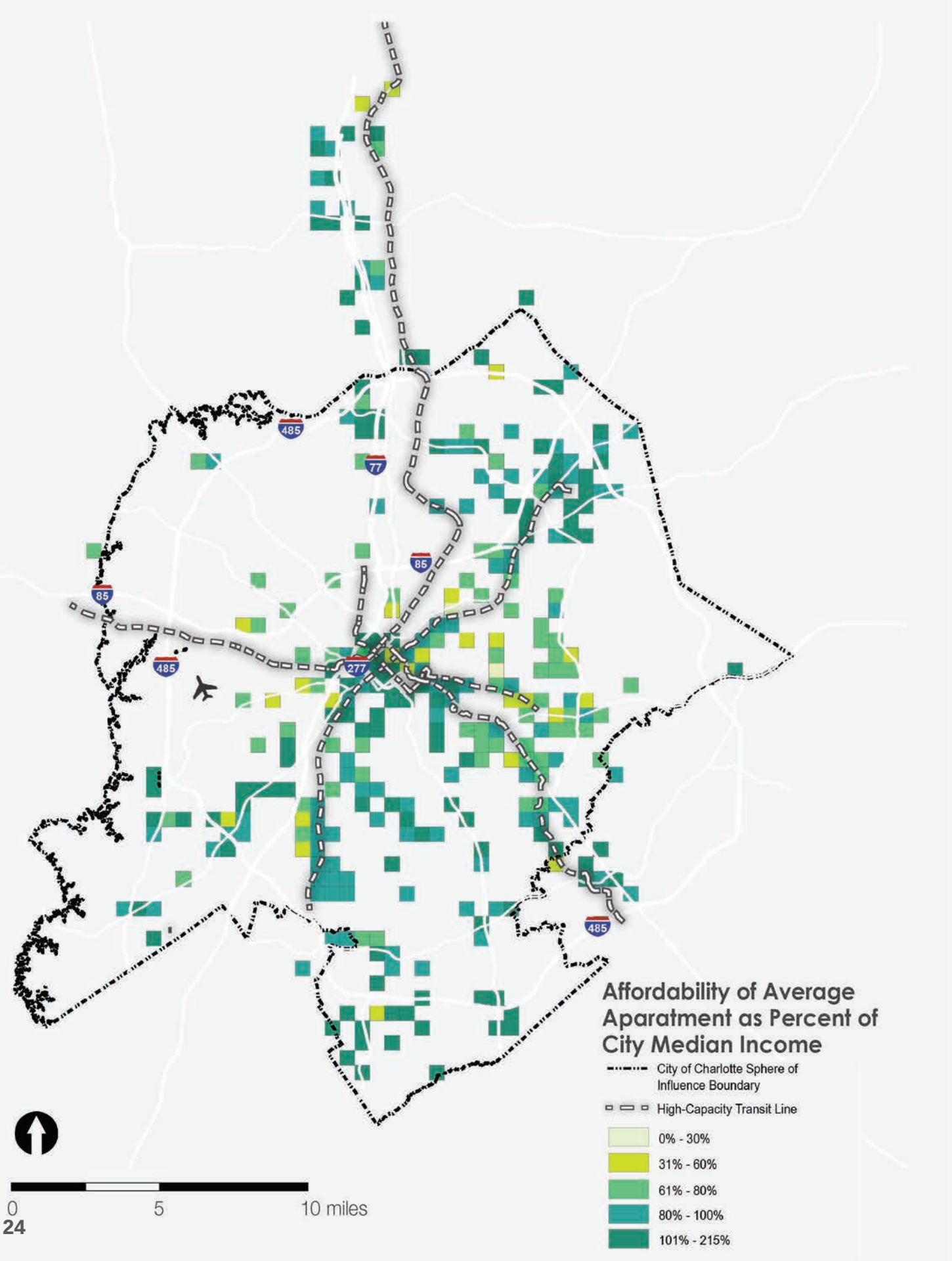
For ownership housing, this compares the income required to afford the average home (measured by the average value of single-family detached homes) in a grid cell to the citywide median income to determine whether homes in the area are affordable to the median-earning renter household, examining the opportunity for households that are currently renting to purchase a home. Cost calculations assume a 30-year loan with 5% down and 4% interest, and account for annual insurance, property tax, and other miscellaneous (e.g. HOA dues) costs. The map at left shows the existing distribution of home values for single-family homes (detached, townhome, duplex, and triplex). This reinforces the crescent and wedge pattern seen in other data in the city, emphasizing the concentration of home values in certain areas.

Map at left: Average Single-Family Home Value (Detached, Townhome, Duplex/Triplex)

The map at right shows the percent of single-family homes in a grid cell that are **affordable to a household** earning the **median renter household income**. As shown, affordable single-family homes are concentrated in the “crescent” of the city; while this is an indicator of opportunities for households currently renting their homes to afford the purchase of a home, it should be noted that it is also an indicator of historic investment and policy decisions. The vulnerability analysis (presented further on in this document) that will be used as an overlay to the opportunity areas will help inform the types of policies and strategies that will be most useful to utilize these results with consideration to both existing populations and future growth. For this opportunity metric, areas where over 30% of single-family homes are affordable are considered to have access to housing opportunity.

Map at right: Percent of Single-Family Homes Affordable to a Household Earning the City Median for Renters





For rental housing, this metric compares the income required to afford the **average per-unit rent** in a grid cell to the citywide median income for renter households to determine whether rental units in the area are affordable to the median-earning household. Affordability calculations assume 30% of income spent on rent. Map at left shows the income required to afford the average apartment rent in a grid cell as a percentage of the city median income (note that due to data limitations, rental rates are not available for every property; however, properties missing rent information are geographically dispersed throughout the region, minimizing the impacts on the overall metric). As shown, apartments in the center city, near UNC Charlotte, and along major corridors are less affordable, requiring a household to earn at least the median renter income ($47,650). Areas that are affordable to households earning less than 100% of the citywide median renter income are considered to have access to opportunity.

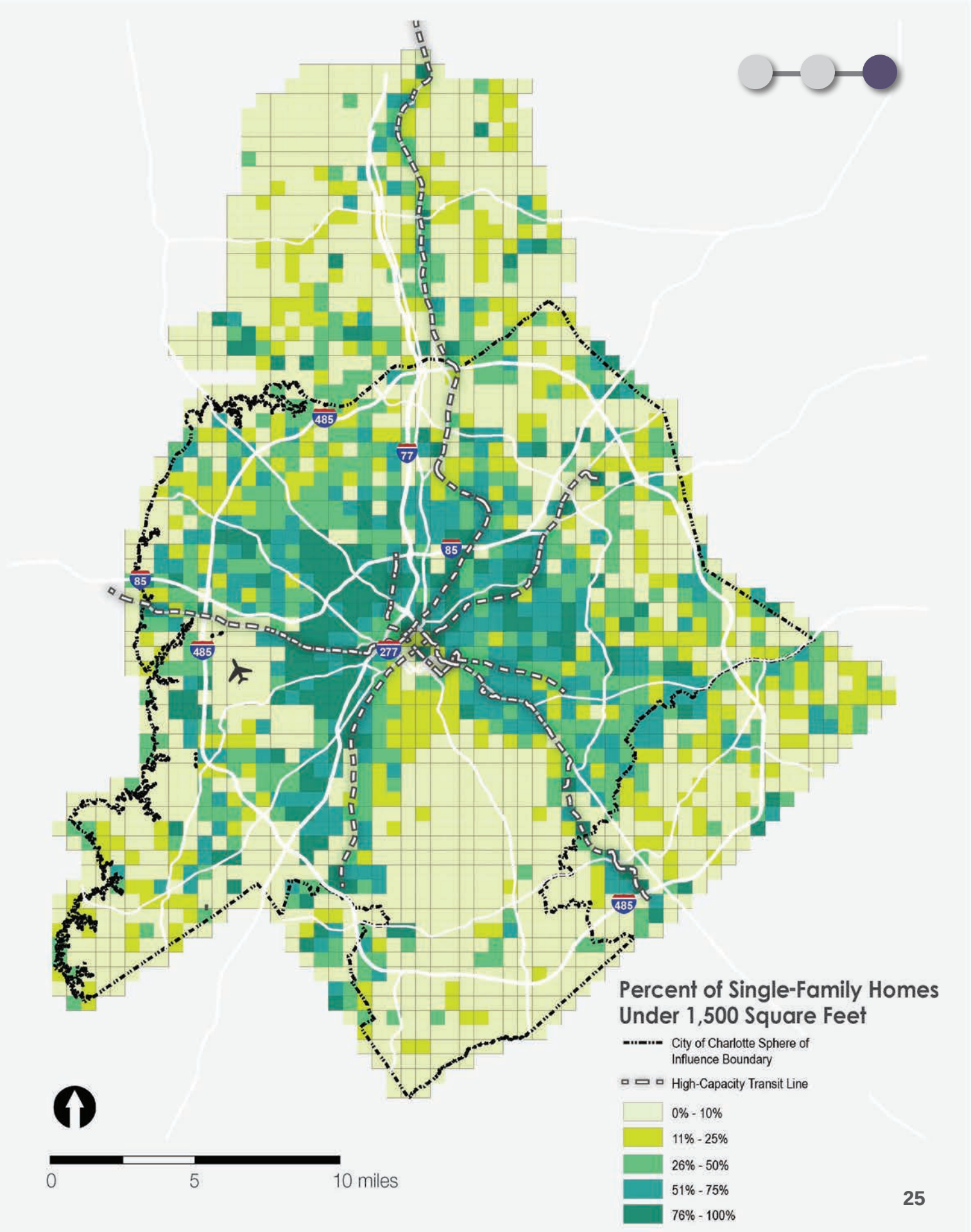
Map at left: Income Required to Afford Average Apartment Rent, as Percent of City Median for Renters

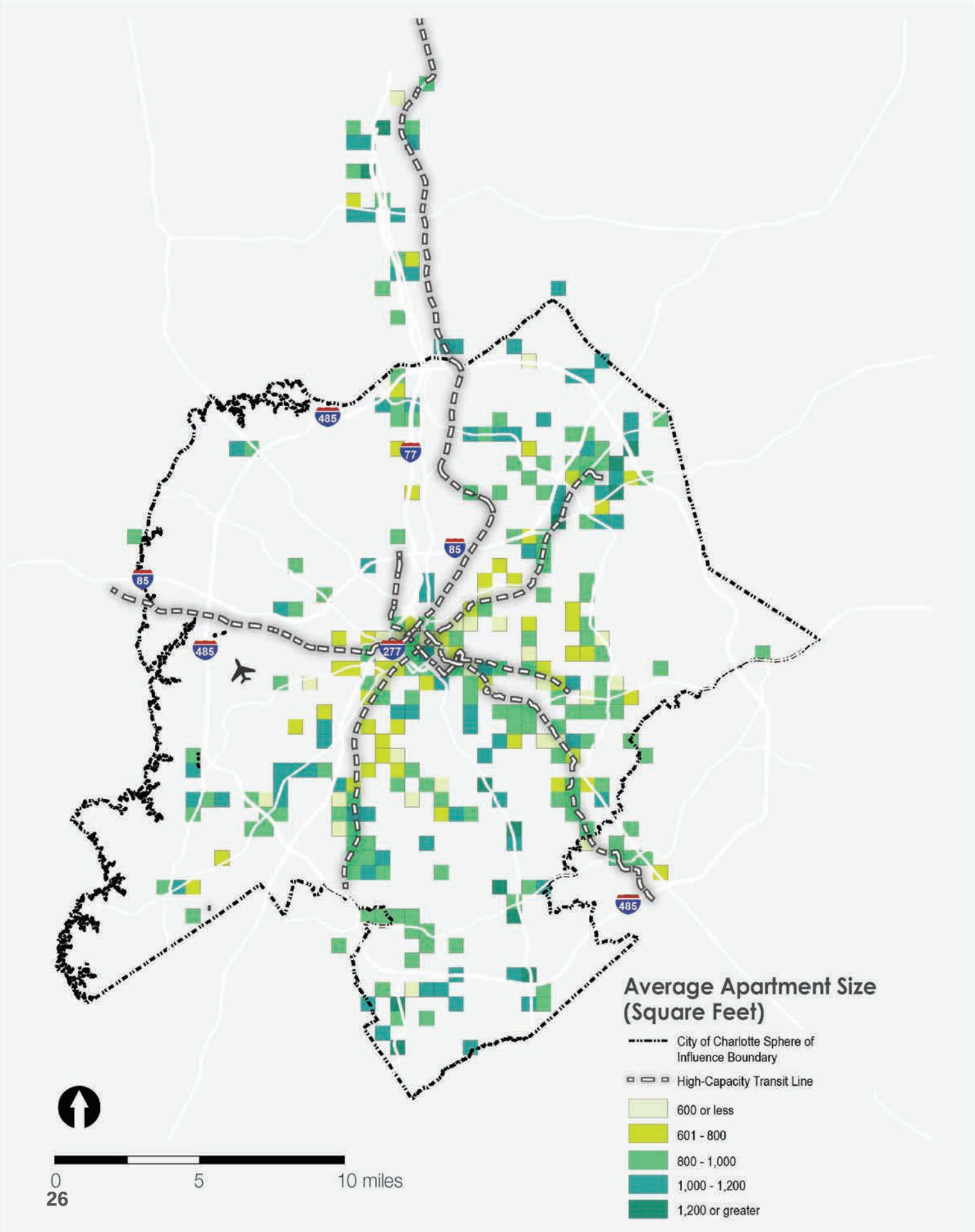
Housing Size

This measure examines the average size of housing units in an area to identify areas with options for a diversity of homeownership (i.e. smaller single-family detached homes) and family-size rental units (i.e. larger apartments). Areas with access to these housing options are considered to have access to housing opportunity. **Housing size includes two sub-metrics: size of ownership housing; and size of rental housing.**

For ownership housing, this is measured using the average heated square footage of single-family homes in the area. For this metric, single-family homes include detached, townhomes, and duplex/triplex homes. As shown in the map at right, smaller homes are more prevalent in the "crescent" to the north of the center city. A home under 1,500 square feet in size is considered an indicator of a housing stock that provides opportunities for a diversity of homeowners (e.g. first-time buyers, individuals, young couples/families, older people looking to downsize) and grid cells where over 25% of homes are under 1,500 square feet are considered to have access to opportunity.

Map at right: Percent of Single-Family (Detached, Townhome, Duplex/Triplex) Homes Under 1,500 Square Feet





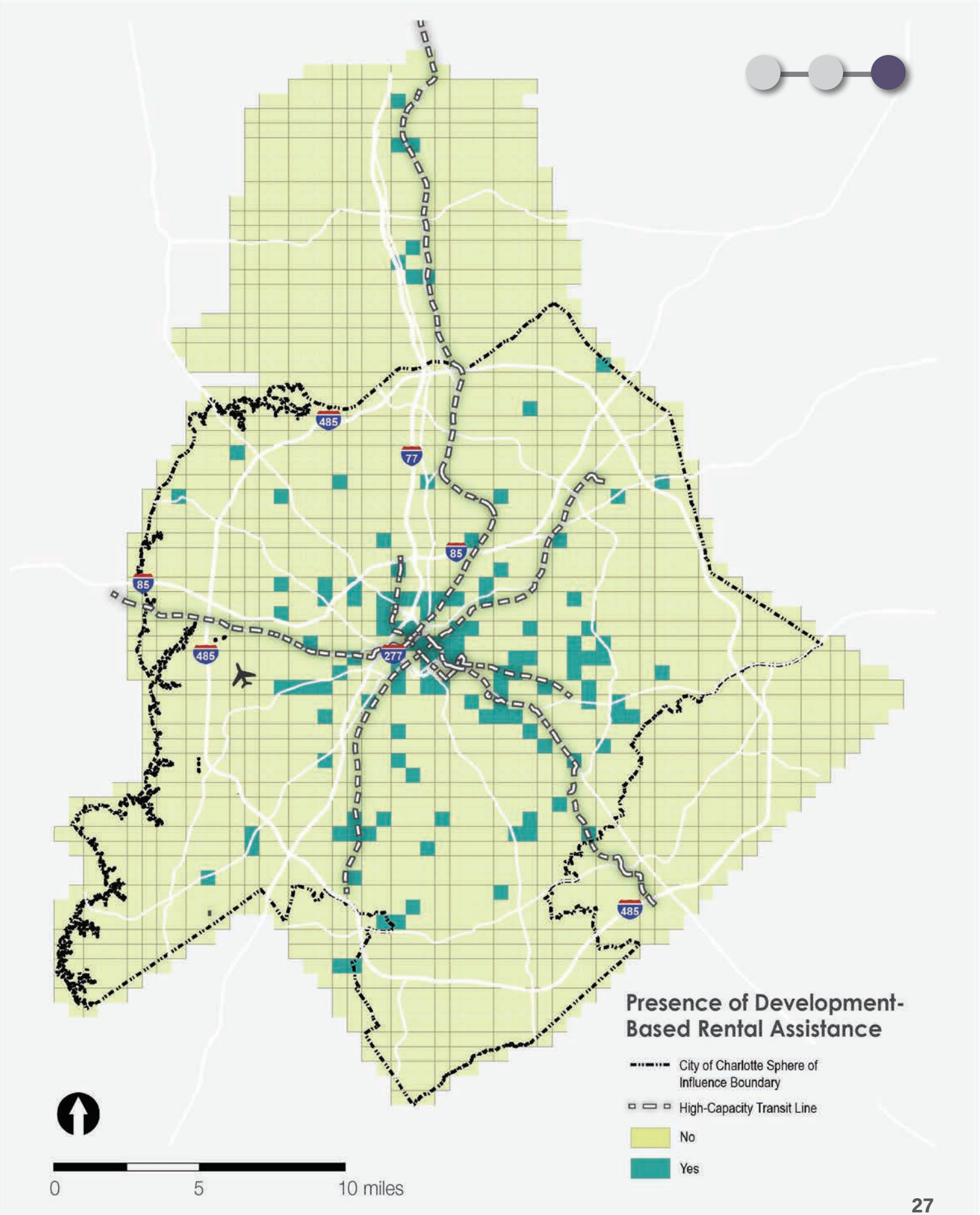
For rental housing, this is measured using the average unit square footage of apartments in the area. As shown in the map at left, there is variation in average apartment size across the city, however in general smaller apartments are concentrated closer to the center city (note that this dataset only includes institutional apartment buildings, and those grid cells without buildings are not shown). This analysis assumes a 1,000 square foot is minimum for a 3-bedroom (family) apartment. Areas where the average unit size is greater than 1,000 square feet are considered to have a supply of family-oriented rental units.

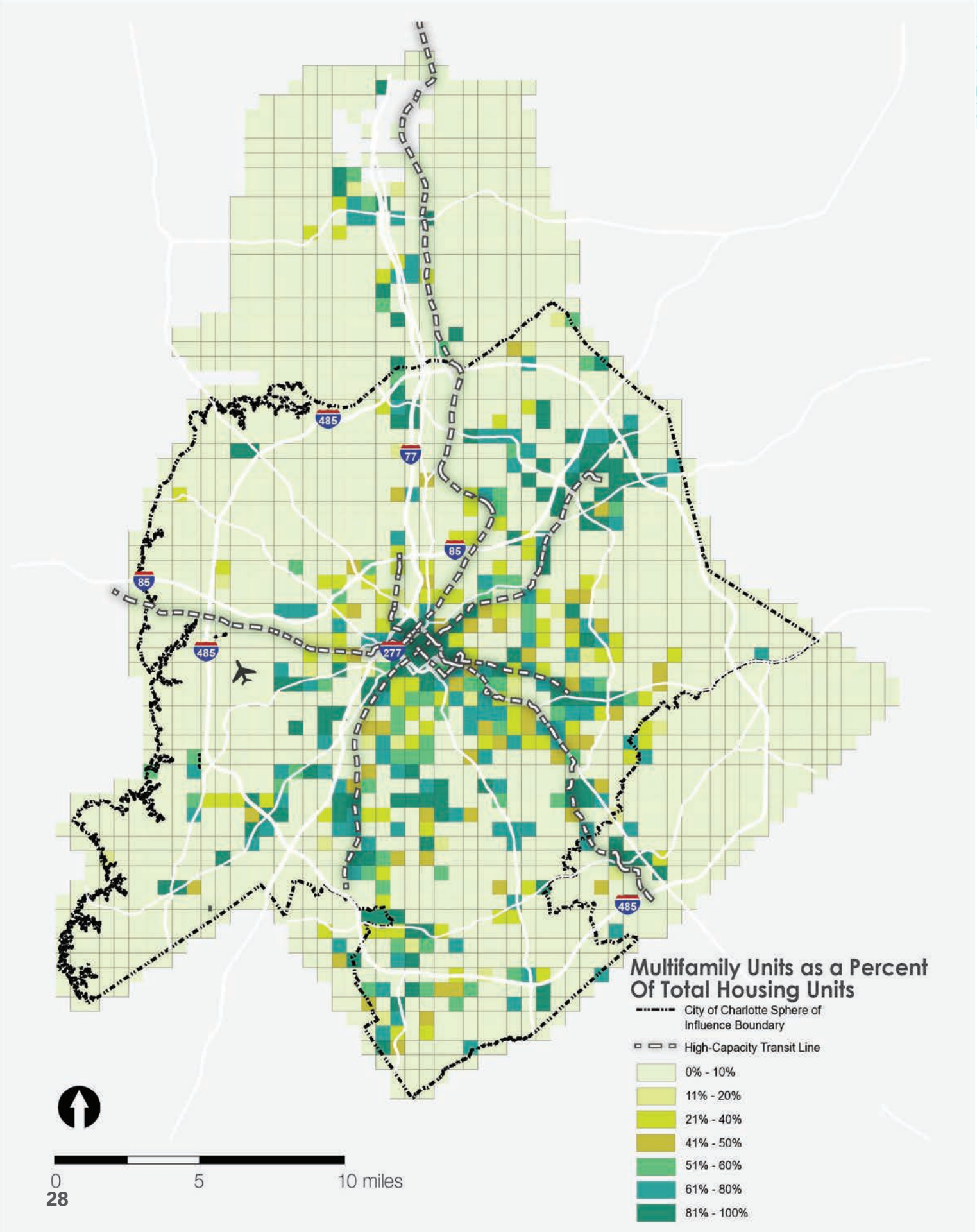
Map at left: Average Apartment Size, by Building (2020)

Subsidized Housing

This measure examines the affordable housing available in an area through the presence of development-based rental assistance. This metric is based on the data underlying this measure in the Quality of Life Explorer, and includes properties with Low-Income Housing Tax Credits, public housing developments of the Charlotte Housing Authority, developments of the Charlotte-Mecklenburg Housing Partnership, developments with funding from the Charlotte Housing Trust Fund, developments with active Section 202 Direct Loans for housing for the elderly or handicapped, units with active Project-Based Rental Assistance Section 8 Contracts through the U.S. Department of Housing and Urban Development (HUD), and units with active HOME Rental Assistance subsidies through HUD. As shown in the map at right, these developments are relatively dispersed throughout the city. Areas where there is a presence of development-based rental assistance are considered to have access to housing opportunity.

Map at right: Presence of Development-Based Rental Assistance, 2017

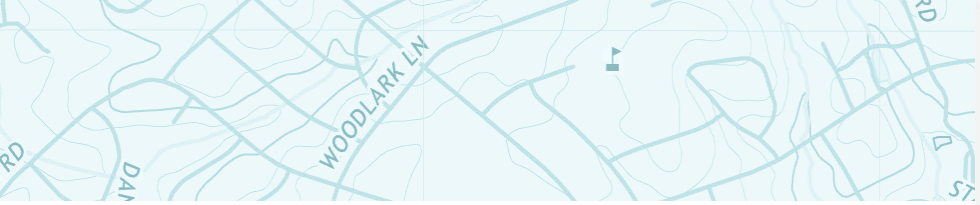




Tenure

This measure examines the mix of ownership and rental housing in an area. This is a parcel-based measure that (due to data constraints) assumes that "multifamily" units are rented and all others are owned. As shown in the map at left, in many areas of the city multifamily housing accounts for 10% of less of the housing inventory. For this metric areas with a mix of tenure are considered to have opportunity, and those grid cells where between 20% and 80% of housing units are multifamily are considered areas with housing opportunity.

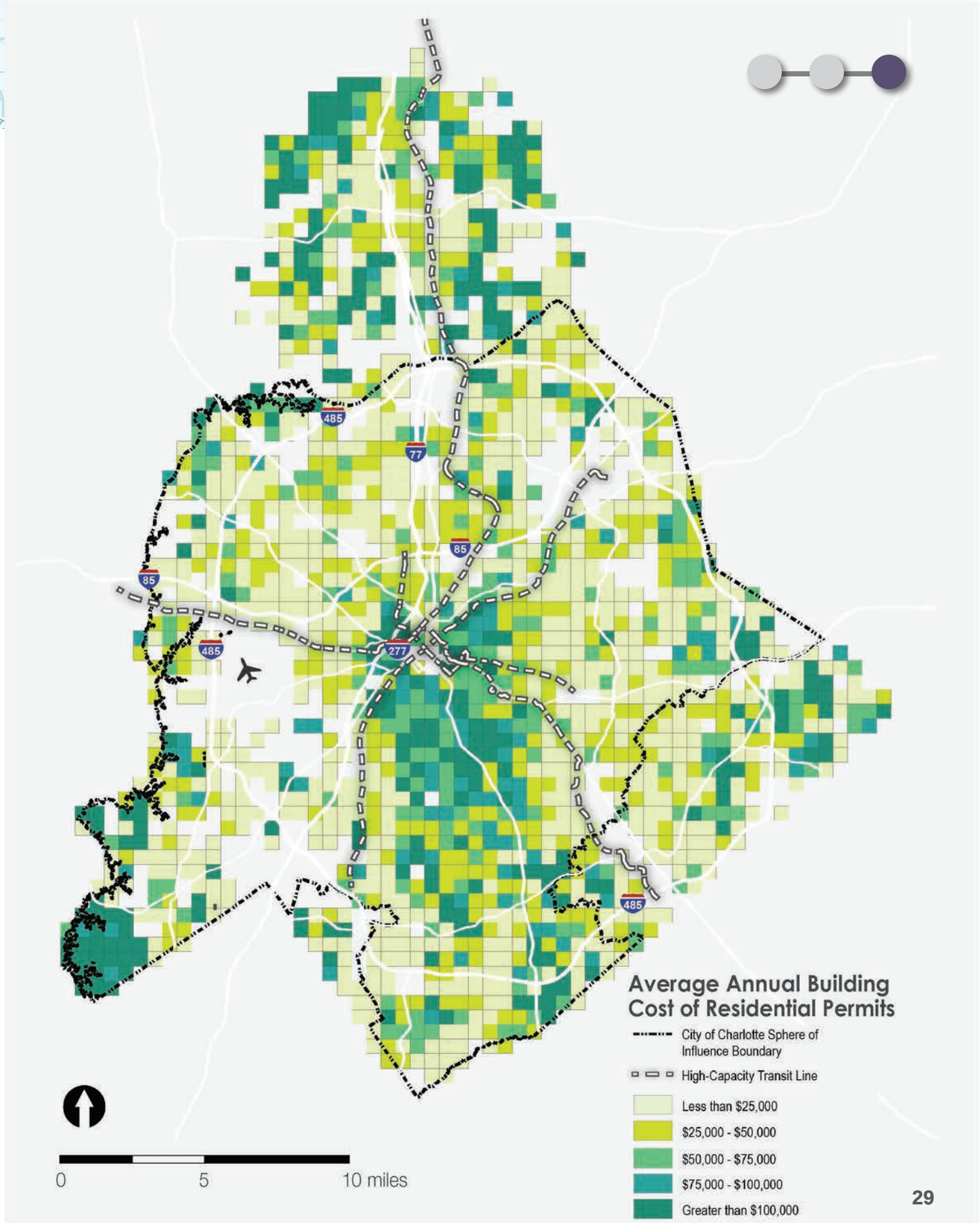
Map at left: Multifamily Housing as a Percent of All Housing Units

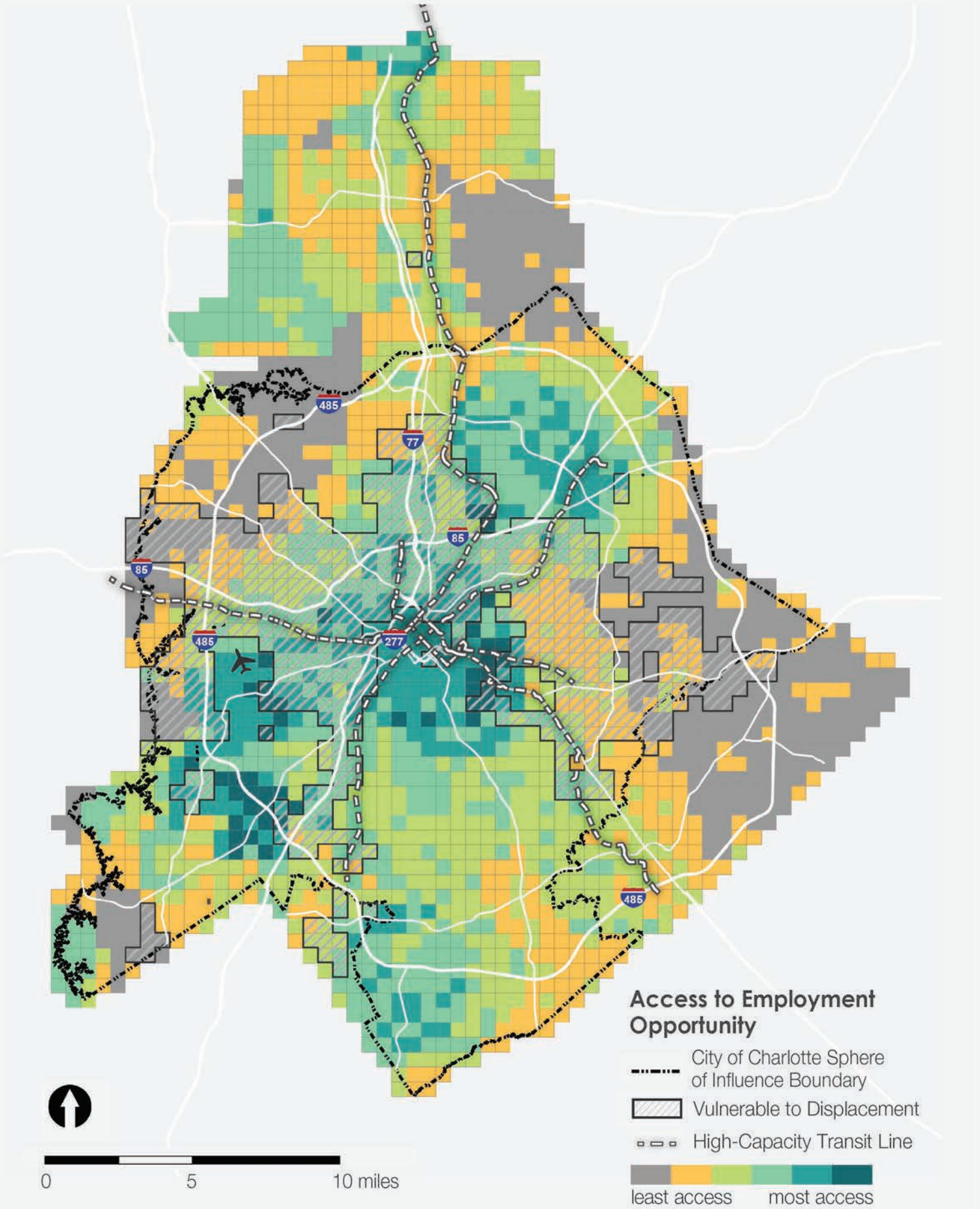


Level of (Re)Investment

This measure examines the level of increased investment into the existing housing stock of an area in order to identify areas that are attracting investment at a rate that does not significantly change the age and composition of the housing stock. This is assessed based on the value of permits for new units and renovations (calculated as the average of the past 3 years to account for single year fluctuations). Areas where there are very low or very high levels of investment are considered to lack opportunity. As shown in the map at right, the per-permit value is higher to the south of the central city, as well as in pockets on the city edges, while there are many areas where the average level of investment per unit is less than $25,000. For this analysis, areas with an average per-permit cost of between $25,000 and $100,000 are considered to provide access to housing opportunity.

Map at right: Average Per-Unit Value of Residential Permits (2017-2019 Annual Average)





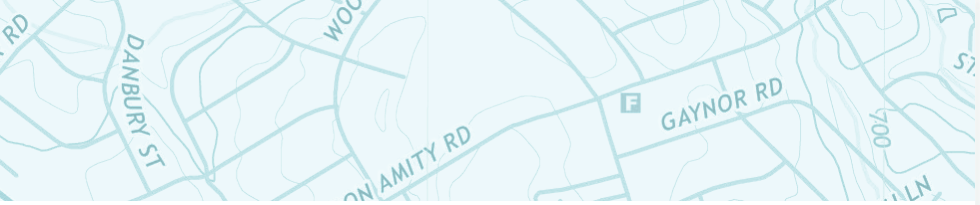
EQUITY METRIC #3: ACCESS TO EMPLOYMENT OPPORTUNITY

The access to employment opportunity index identifies areas with a lack of employment opportunities for residents. Employment Opportunity, for the purposes of this analysis, is defined as the ability for residents to live proximate to jobs that are attainable for a variety of residents and provide a living wage. For the sake of measuring access to employment opportunity, a commute shed is defined as a 20-minute (2.5 mile) radius from a residence.

Access to Employment Opportunity is analyzed using five measures:

- Proximity to Employment;
- Employment in Commute Shed;
- Wage Levels;
- Middle Skill Jobs; and
- Knowledge Based Jobs.

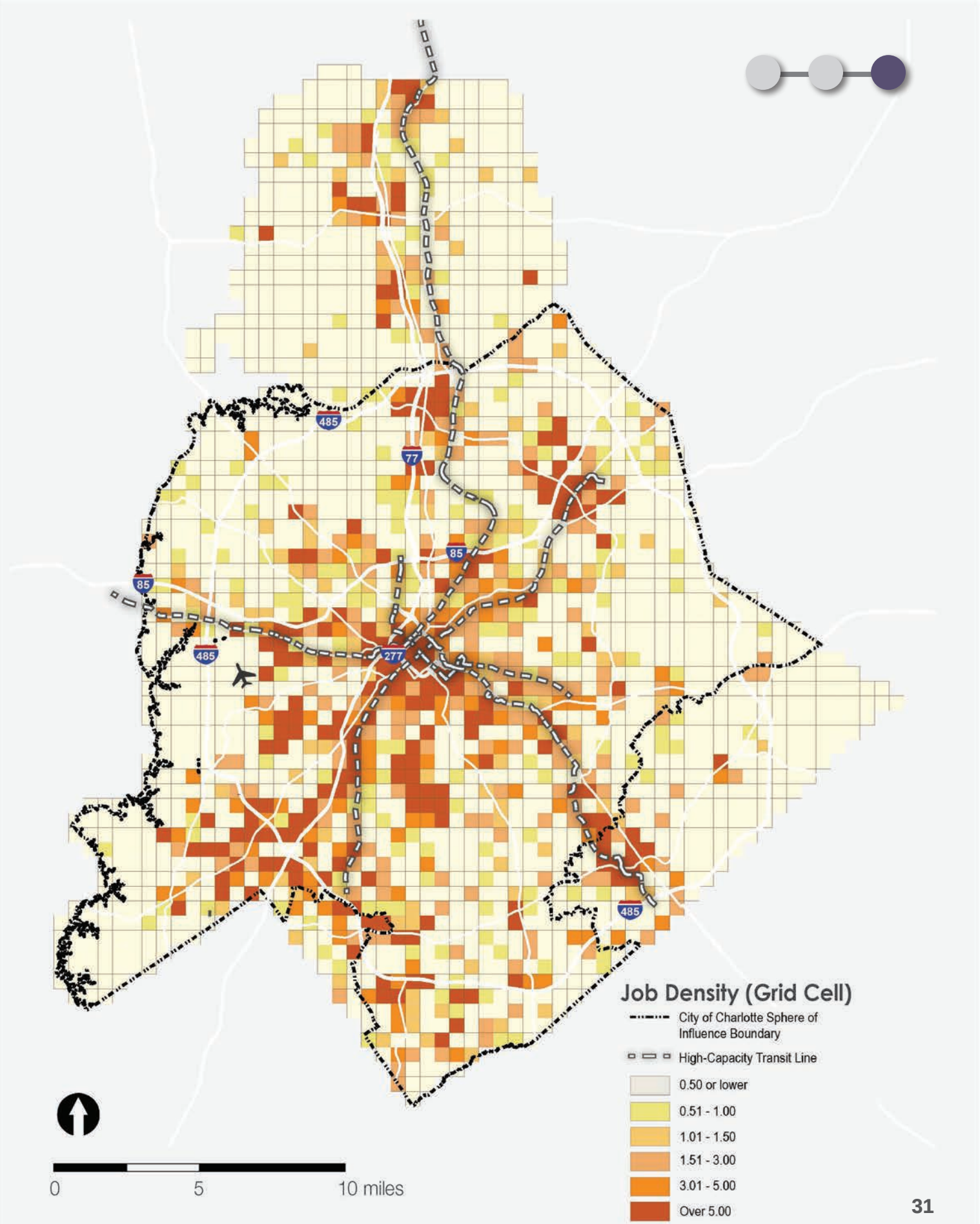
Data: Grid cells that meet the “opportunity” criteria for each of the 5 metrics are scored with a 1, while those that do not meet the criteria receive a 0. Scores are added to create a final Access to Employment Opportunity score.All employment metrics are measured using US Census Longitudinal Employer-Household Dynamics (LEHD) employment data (2017). Data is reported at the Census Block level, and aggregated to grid cells based on the centroid location of each Block.

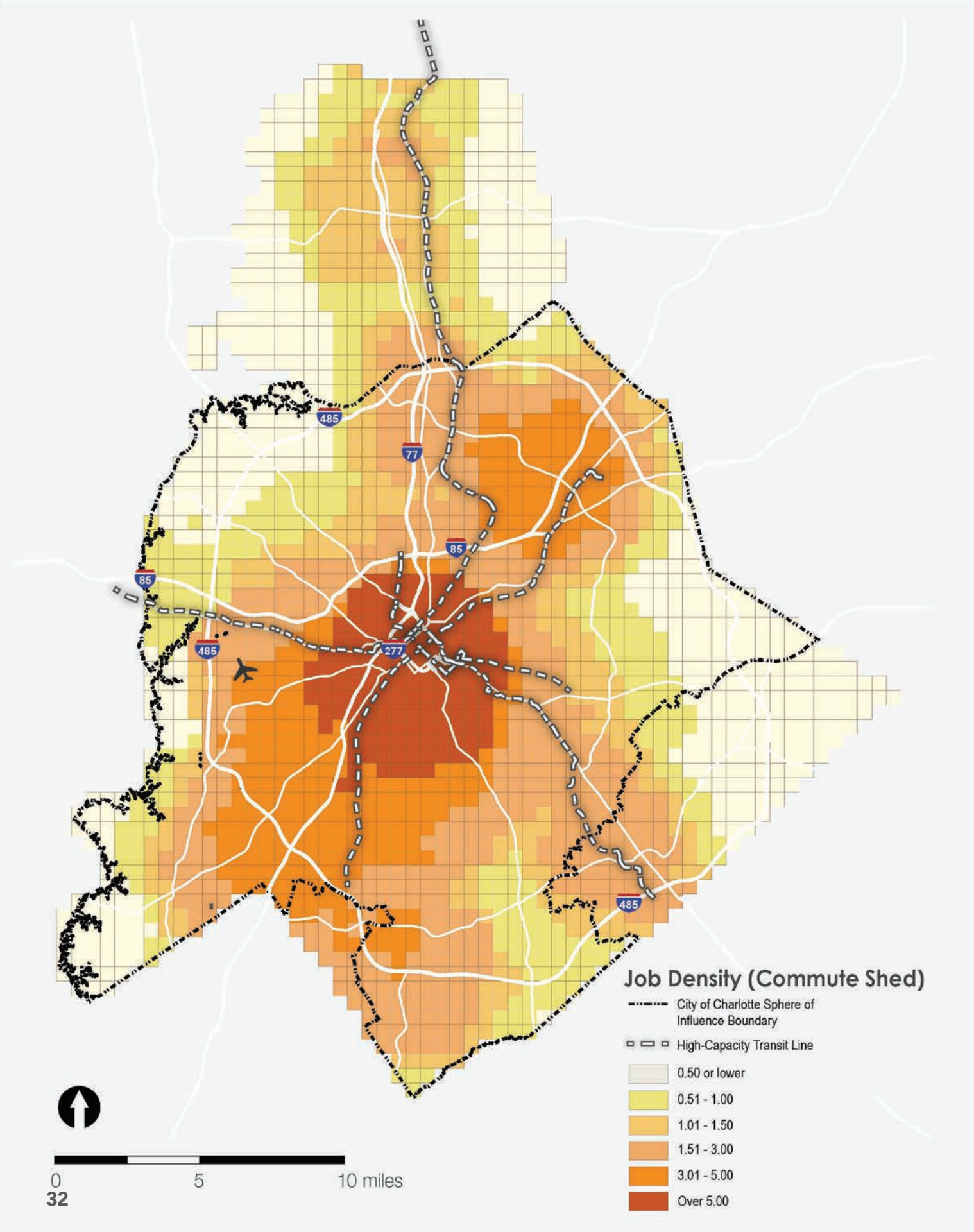


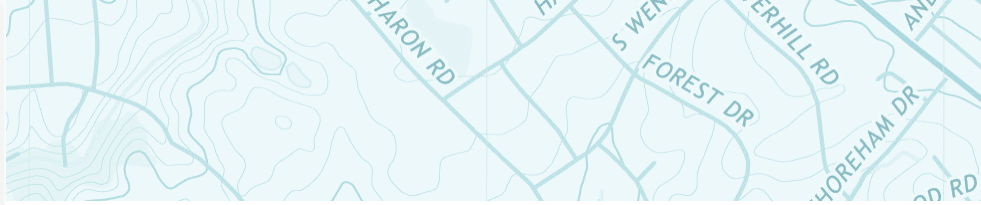
Proximity of Employment

This measure examines the job density within each grid cell, measured as the number of jobs per acre. As shown in the map at right, job density is highest in the center city, as well as in the areas of UNC Charlotte, South End, and along major corridors. Areas with over 1 job per acre are considered to have access to employment opportunity.

Map at right: Grid Cell Job Density (Jobs per Acre), 2017



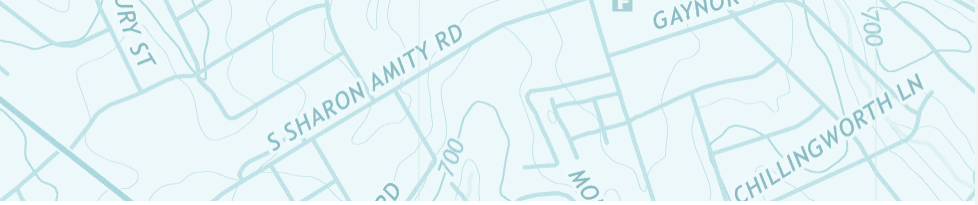




Employment in Commute Shed

This measure examines the job density within a 2.5 mile area surrounding each grid cell, to indicate the accessibility of jobs within an approximate 20-minute commute shed. This is measured as the jobs per acre within a 2.5 mile buffer of each grid cell (including jobs within each cell). As shown in the map at left, accessibility of jobs is highest in the center city and generally decreases with distance from the center. There is an additional concentration of jobs accessible around UNC Charlotte. Areas with a job density within a 20-minute commute shed greater than 1.0 jobs per acre are considered to have access to employment opportunity.

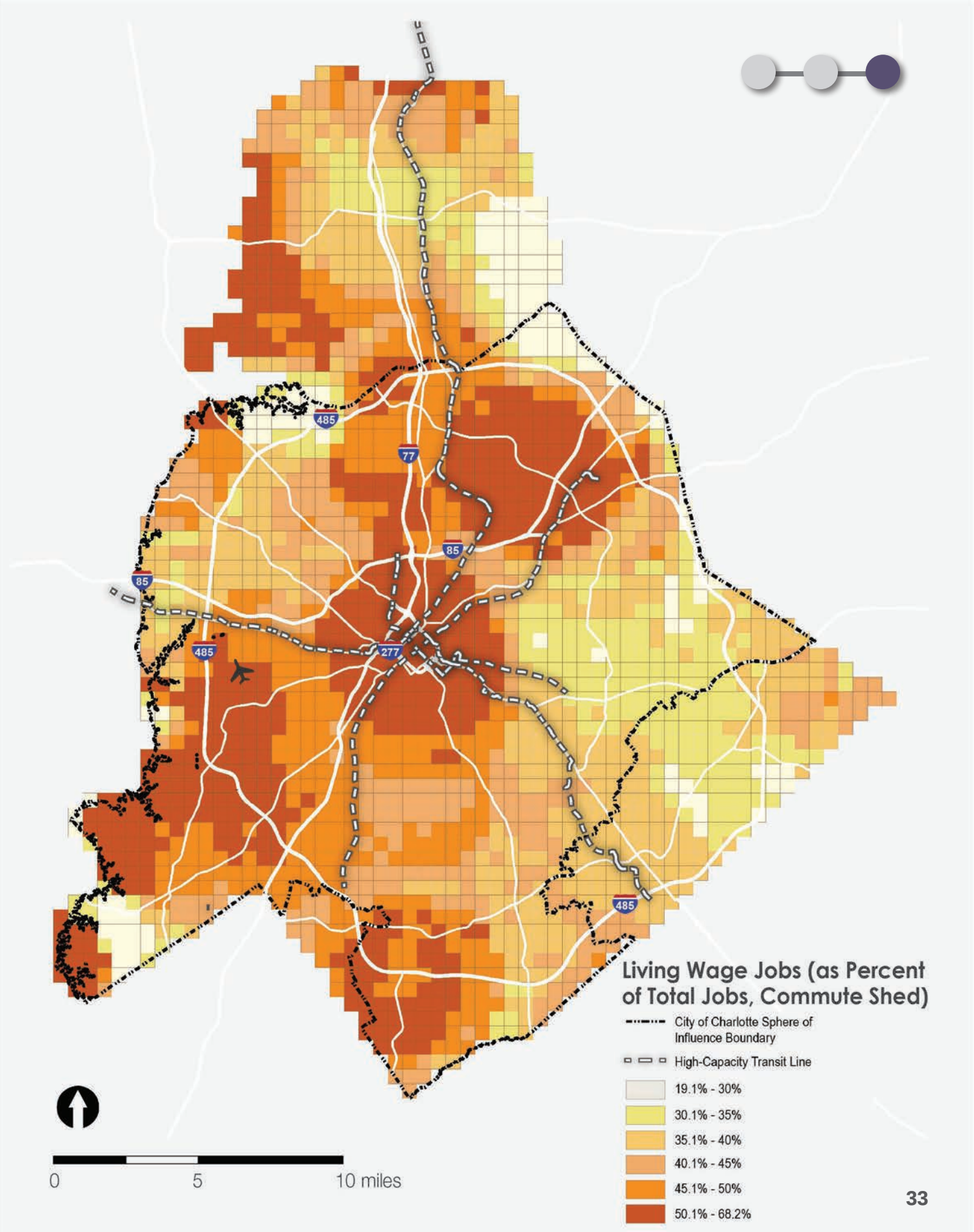
Map at left: Commute Shed Job Density (Jobs per Acre), 2017

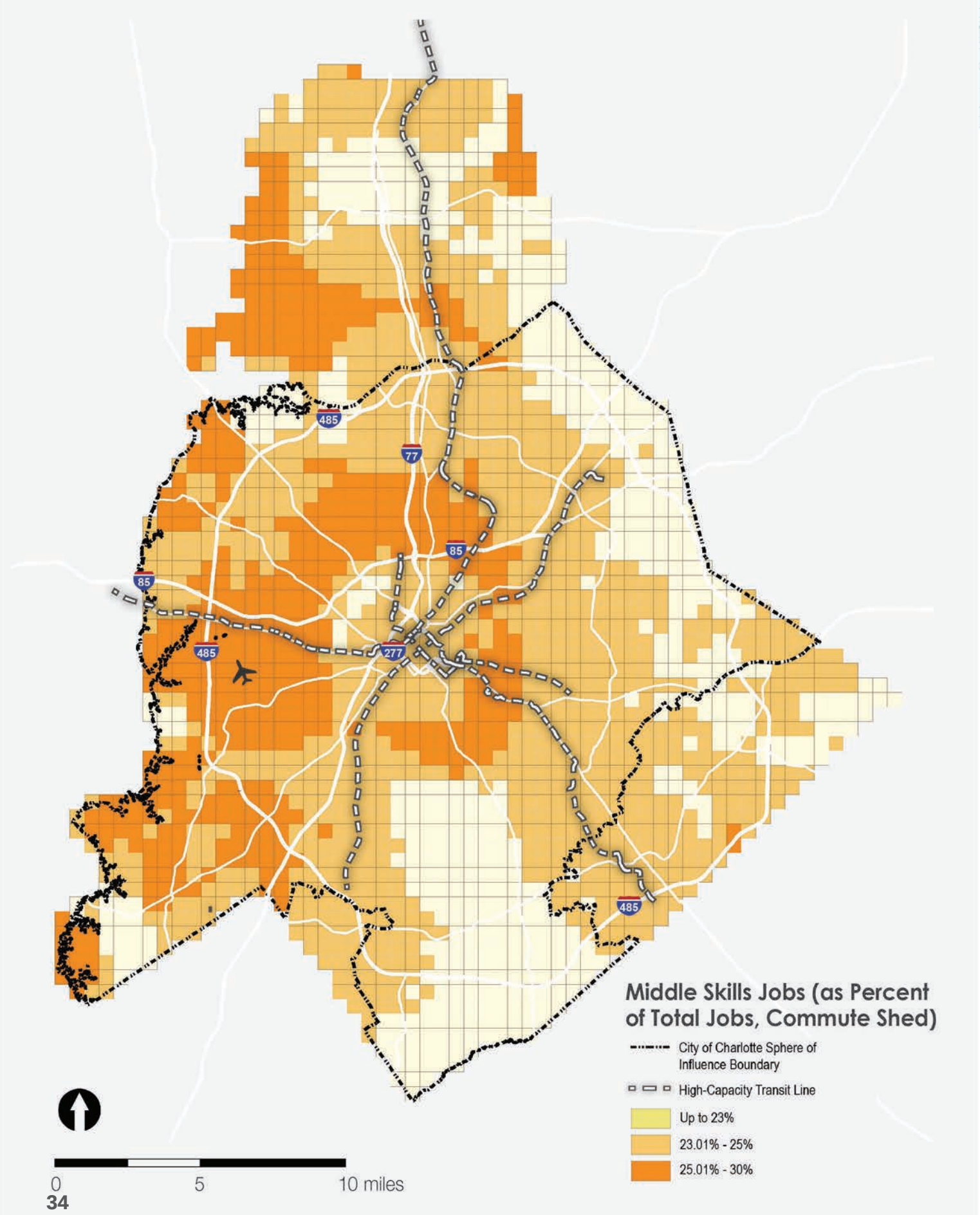


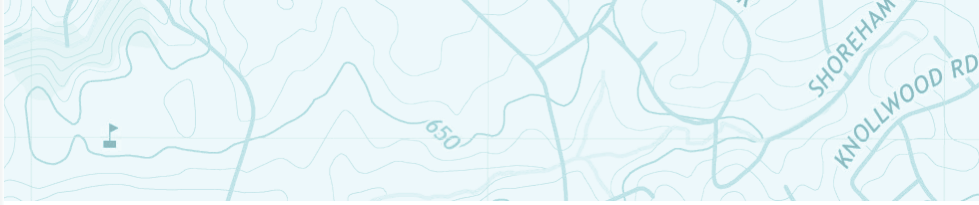
Wage Levels

This measure examines the wages of the jobs accessible within each grid cell's commute shed. Jobs are categorized into low wage (less than $40,000 per year) and living wage ($40,000 per year or more). As show in the map at right, accessibility of living wage jobs is concentrated in and around the center city and UNC Charlotte, as well as in pockets of the south, southwest, and northwest. Areas where more than half of jobs pay a living wage are considered to have access to employment opportunity.

Map at right: Commute Shed Wage Levels (Percent of Jobs with Wages Over $40,000), 2017







Middle Skills Jobs

This measure examines the accessibility of jobs for the "middle skills" workforce – those jobs that only require some post-high school education or training within the commute shed of each grid cell. As shown in the map at left, in most areas between 20 and 30 percent of jobs are available for this workforce, with concentrations in the area surrounding the center city, as well as at the airport and along the western edge of the City. Areas where greater than 25% of accessible jobs are considered "Middle Skills" are areas with economic opportunity.

Map at left: Commute Shed Middle Skills Jobs (Percent of Jobs Requiring Some Post-High School Education), 2017

Knowledge Based Jobs

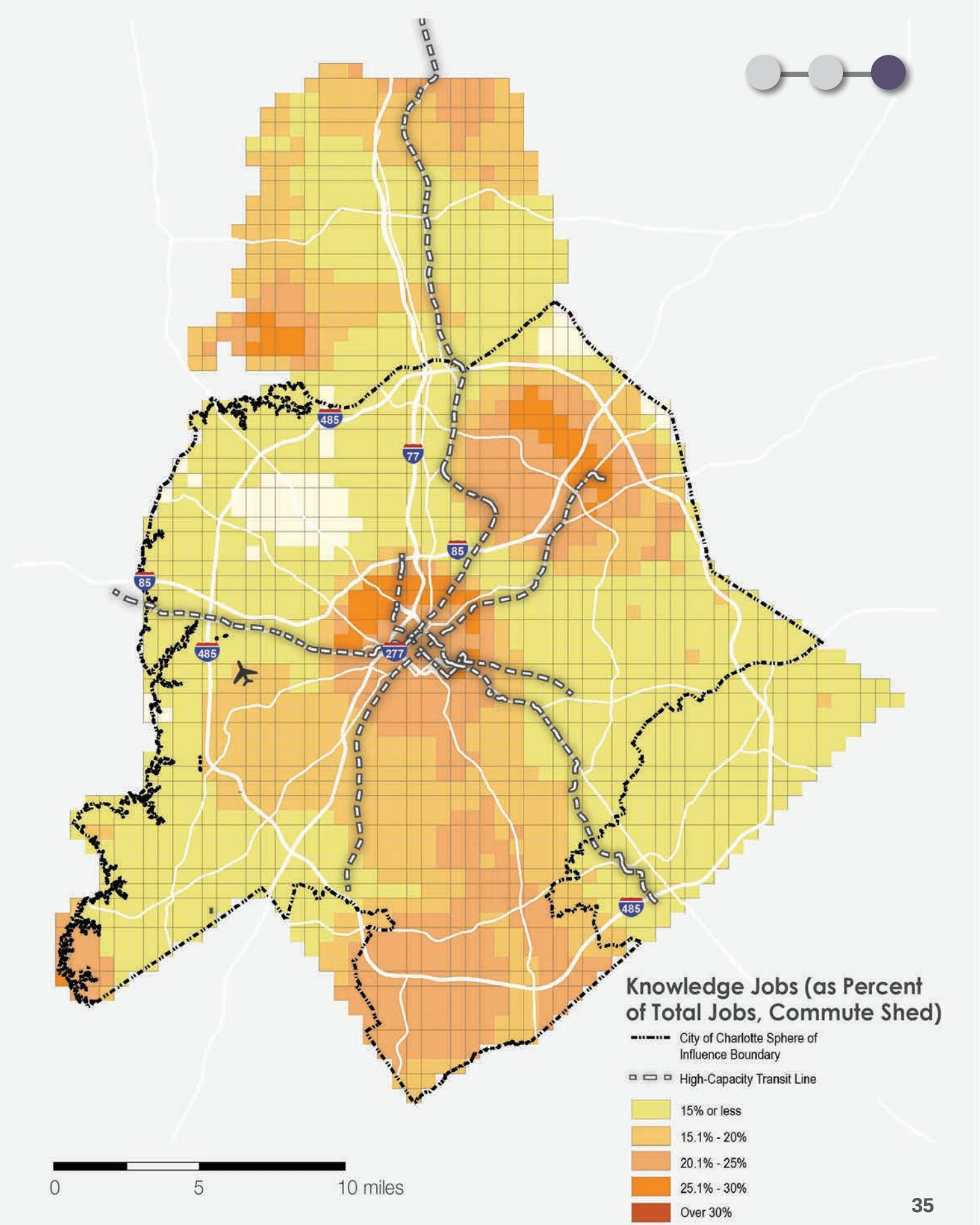
This measure examines the accessibility of jobs requiring a 4-year college degree or higher education within the commute shed of each grid cell. As shown in the map at right, accessibility of these jobs is concentrated around the center city, UNC Charlotte, and Ballantyne. Areas with over 20 percent of jobs that are Knowledge Jobs are considered to have access to economic opportunity.

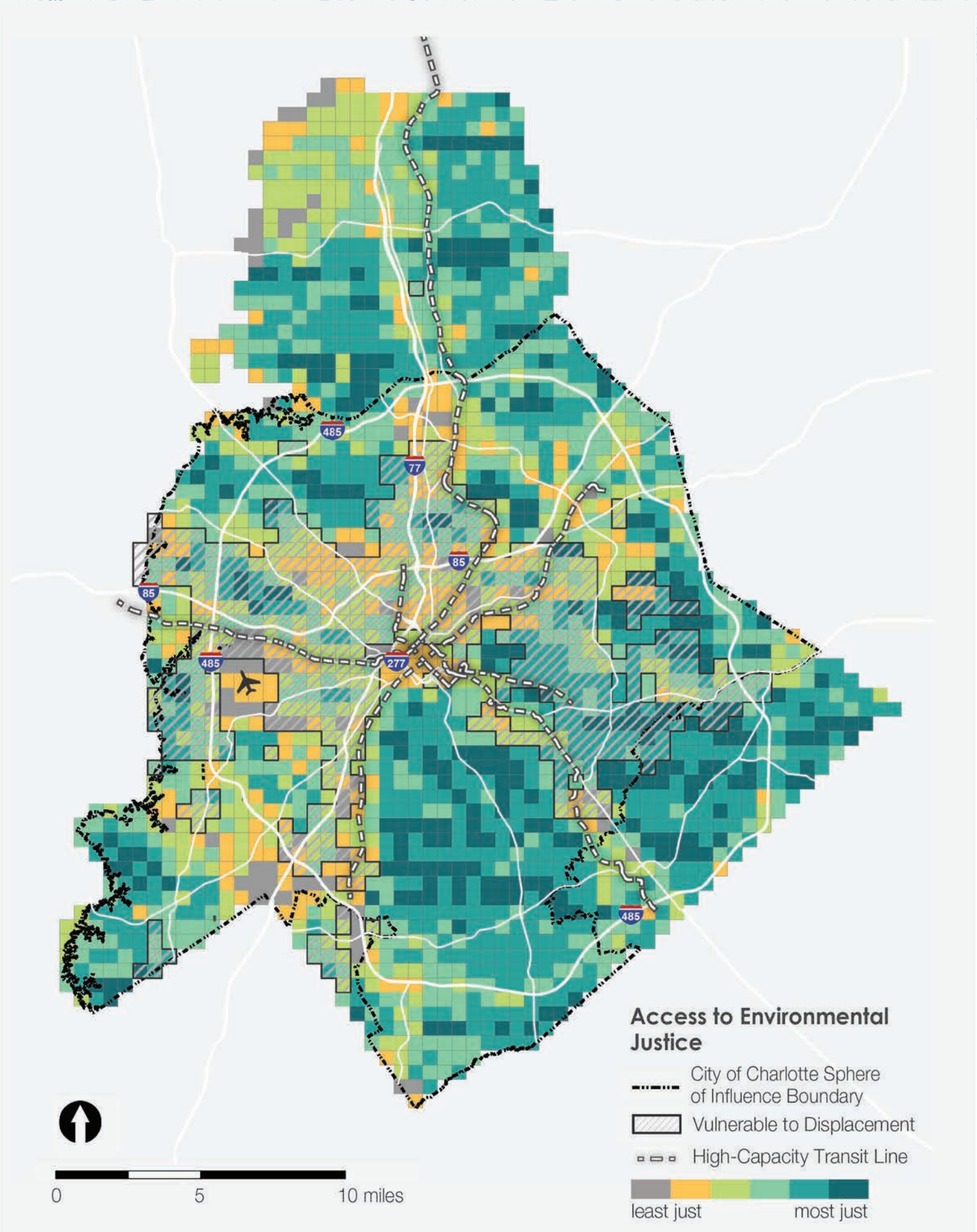
Map at right: Commute Shed Knowledge Jobs (Percent of Jobs Requiring a 4-year Degree or Higher Education), 2017

Future Access to Employment Opportunity Metrics to Consider

The following data sets were not included in the measurement of Access to Employment Opportunity for various reasons including lack of available data, poor data quality, or out of date information. If these data sets become more useable and accurate in the future, they should be considered for use in the Access to Employment Opportunity Equity Metric.

- Access to Newcomer Services
- Language Barriers
- Workplace Core/Soft Skills
- Segregated Social Networks





EQUITY METRIC #4: ENVIRONMENTAL JUSTICE

Environmental justice (EJ) seeks to minimize and equalize effects of environmental hazards among the entire community regardless of income, ethnicity or race. Issues of environmental justice often arise from geographic or procedural inequities. Geographic inequities occur when neighborhoods with high percentages of low-income residents, minority residents, and/or immigrant communities take more than their share of the worst environmental hazards, nuisance impacts, and resulting health problems from exposure to these hazards. Procedural inequities occur when the same neighborhoods face obstacles to meaningfully participate in the decision-making process for projects that directly affect their neighborhoods.

Many factors contribute to these geographic and procedural inequalities. These include a development pattern that concentrates 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 following measures – focused on aspects of the built environment – are proposed to couple with the Populations Vulnerable to Displacement metric to measure environmental justice (or injustices as the case may be).

Environmental Justice is analyzed using five measures:

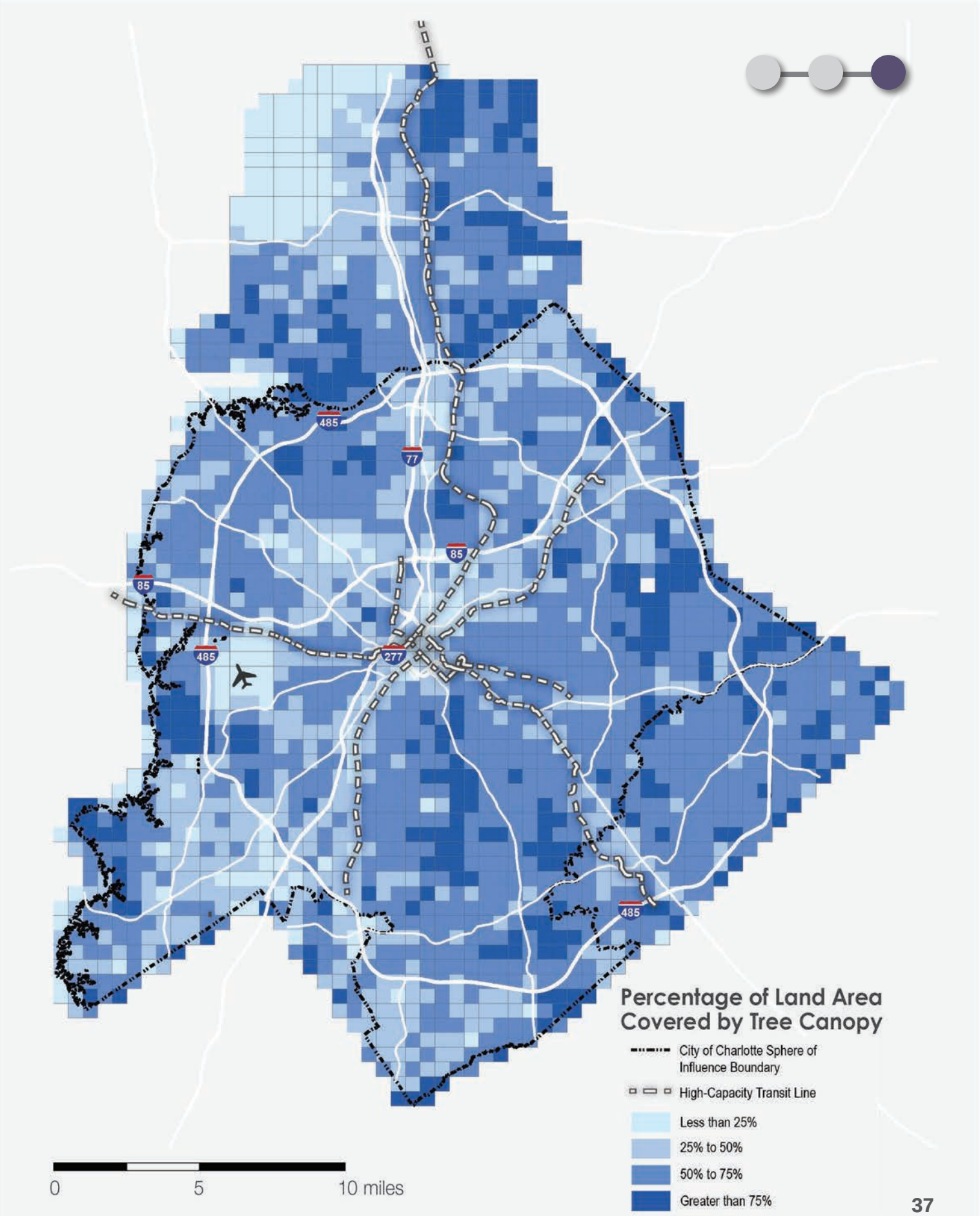
- Tree Canopy;
- Impervious Surface;
- Proximity to Heavy Industrial Uses (including extraction operations (i.e., quarries));
- Proximity to Major Transportation Infrastructure; and
- Floodplain.

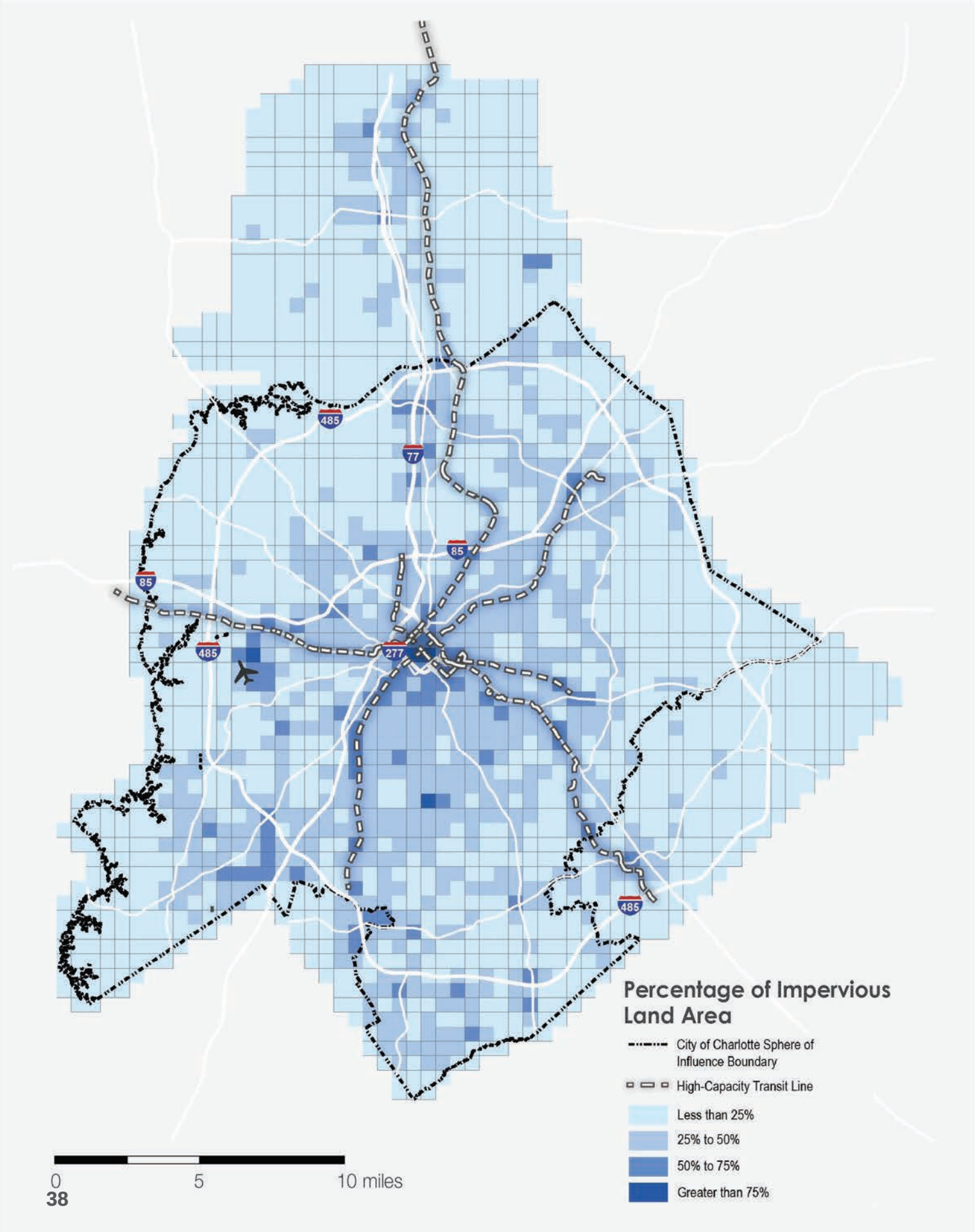
Data: Grid cells that meet the environmental justice criteria for each of the 5 metrics are scored with a 1, while those that do not meet the criteria receive a 0. Scores are added to create a final Environmental Justice score.Environmental justice data sources include a tree canopy study (Mecklenburg County, 2016), impervious surfaces (Mecklenburg County, 2020), zoning (heavy industrial zoning districts, City of Charlotte, 2020), major transportation infrastructure (freeways, expressways, railroads and the airport, Mecklenburg County, 2020), and FEMA Existing 100 Year Floodplain (Mecklenburg County, 2020).

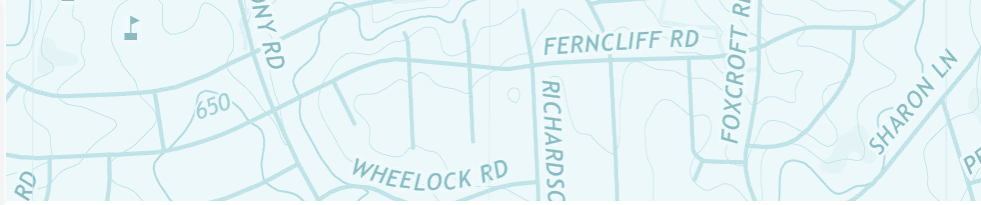
Tree Canopy

This measure examines the percentage of land area covered by tree canopy. Areas with over 50% percent of land area covered by tree canopy are considered to the positive environmental effects of tree canopies.

Map at right: Percentage of Land Area covered by Tree Canopy







Impervious Surface

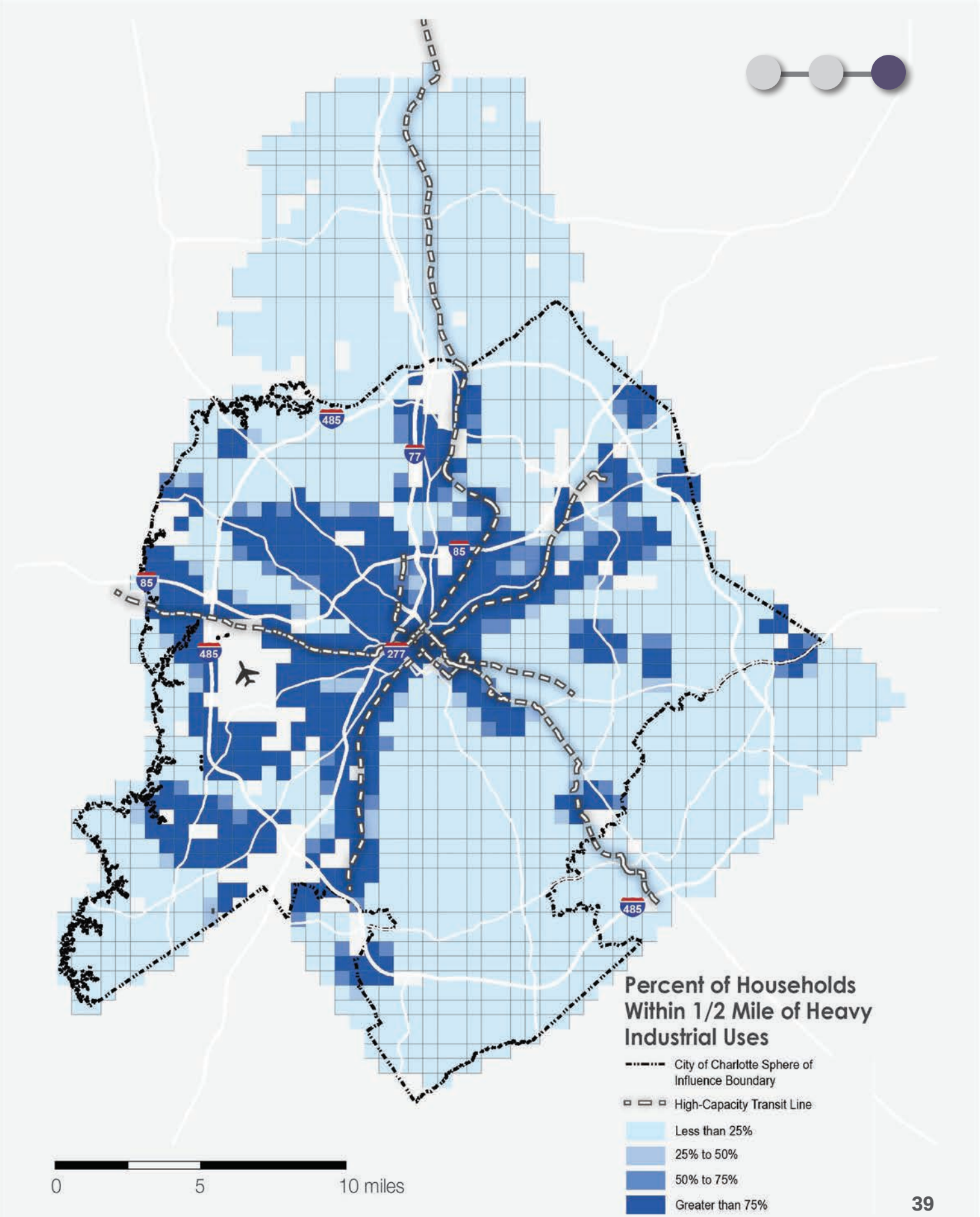
This measure examines the percentage of land area that is impervious. Areas with 25% or less impervious land (<40 acres) are considered to have equitable access to the positive environmental effects of pervious surfaces.

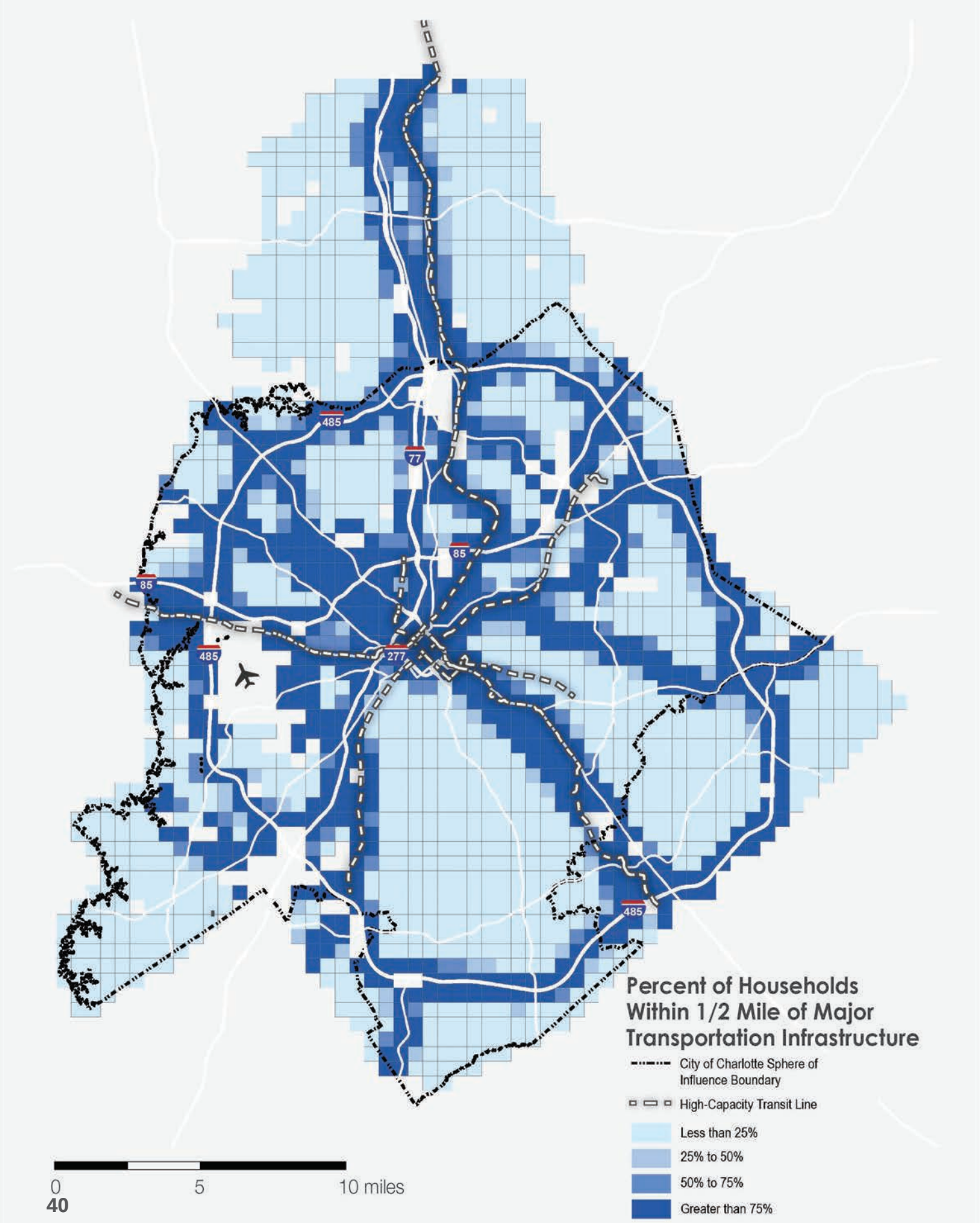
Map at left: Percentage of Land Area that is Impervious

Proximity to Heavy Industrial Uses

This measure examines the percentage of households within ½-mile of heavy industrial uses. Areas with less than 25% of households within ½ mile of heavy industrial are considered to have minimal exposure to the negative environmental effects of heavy industrial uses.

Map at right: Percentage of Households within ½ Mile of Heavy Industrial Uses





Proximity to Major Transportation Infrastructure

This measure examines the percentage of households within ½-mile of freeways, expressways, railroads and/or the airport. Areas with less than 50% of households within ½ mile of major transportation infrastructure are considered to have minimal exposure to air and noise pollution. This metric can also be used to analyze the relationship major transportation infrastructure (existing or planned) and vulnerability to involuntary displacement.

Map at left: Percentage of Households within ½ Mile of Major Transportation Infrastructure

Floodplain

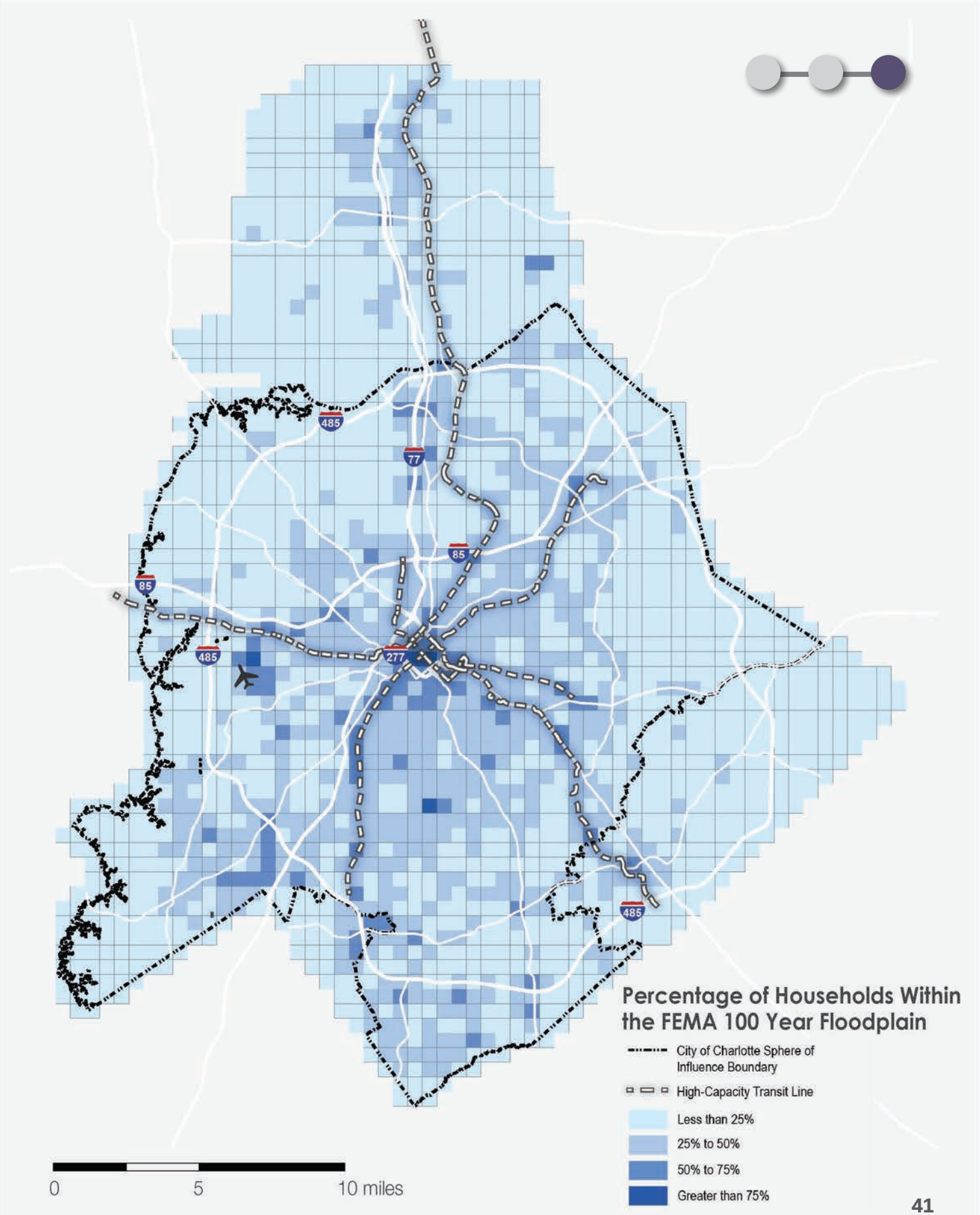
This measure examines the percent of Households within the Floodplain. Areas with less than 25% of households within the Floodplain are considered to have minimal exposure to the risks of the flooding.

Map at right: Percentage of Households within the Floodplain

Future Environmental Justice Metrics to Consider

The following data sets were not included in the measurement of Environmental Justice for various reasons including lack of available data, poor data quality, or out-of-date information. If these data sets become more useable and accurate in the future, they should be considered for use in the Environmental Justice Equity Metric.

- Charlotte Douglas Airport Flight Patterns
- Noise Contours
- Carbon Footprint
- Impact on Climate Change

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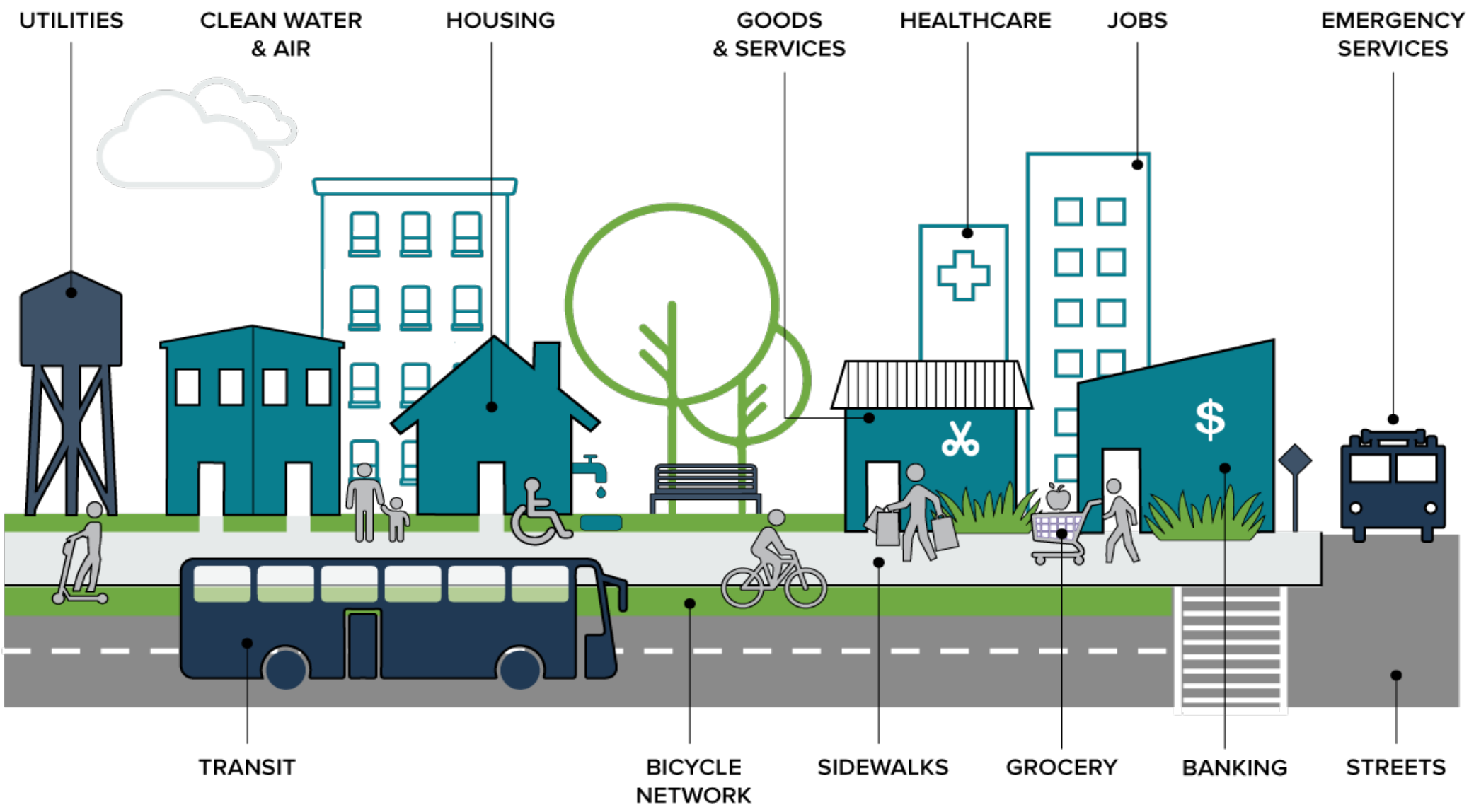
B. PLACE TYPES MANUAL

The Place Types Manual presents all of the information about Place Types in one location. It provides additional detail and supporting graphics to help further articulate the aspirational characteristics of Place Types in Charlotte to what can be found in the main Plan document. The Manual begins with an introduction to Place Types and the Place Type palette or typology. A deep dive into each Place Type follows supplementing and providing additional detail to what is provided in Section 2 of the Comprehensive Plan Policy. The section concludes with a summary of how the Place Types were tested during the planning process and guidance for how they should be mapped and utilized after Plan adoption. Please note that references to more specific parameters within this manual are intended to communicate general ranges and high-level expectations. Specific standards, limitations, and requirements will be established by zoning districts and other sections of the Unified Development Ordinance (UDO).

WHAT IS A PLACE TYPOLOGY?

Most comprehensive planning documents provide direction for future growth through a land use map. Future land use, which informs parcel-based zoning, does not give guidance on the aspects of place like building form, streets, multi-modal facilities and connections, and open space, that make it comfortable for those who use it. To achieve the goal of truly Complete Communities, the Charlotte Future 2040 Comprehensive Plan uses Place Types, which provide direction beyond just land use at the parcel level. A Place Type thinks about a place more holistically and at a larger scale, incorporating guidance for land use, transportation, layout, and design. A Place Typology defines a set of Places that are unique and authentic to the community and its needs.



COMPONENTS OF A PLACE TYPE

There are several components of the Place Types guidance provided in this Plan. These are the categories that are used to organize the direction for each of Charlotte's Places. More detailed guidelines for the Place Types can be found in the following pages. Each component is described in further detail below:

Land Use:

- Land Use lays out the primary and secondary uses that will be found in each Place, as well as any supporting uses. This section also provides some guidance as to how those uses may be laid out within a Place Type, for example, where there should be higher or lower density development of the specified land uses.

Character:

- This category gives a broad picture of the characteristics that make the Place Type identifiable, such as the general building type, lot size, public space, and layout.

Mobility:

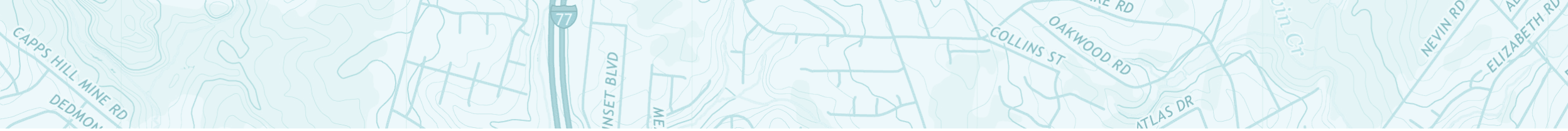
- Mobility describes how people travel to and within Place Types. This category includes guidance for the street network, pedestrian and bicycle facilities, transit facilities, access, and mode share for each Place Type.

Building Design:

- This category establishes direction for the form, placement, and orientation of buildings within a Place Type. This includes recommendations for building height, style, step backs, and interface with the public realm.

Open Space:

- Open space describes the types of open spaces typically located within a Place Type, including private open space, public open space, parks, greenways, green infrastructure and natural or preservation areas. It also indicates how prevalent these types should be.



CHARLOTTE PLACE TYPES

Through many rounds of public input and revision 10 distinct Place Types were established for the City of Charlotte. These Place Types represent the types of development and land uses that currently exist in Charlotte, as well as the aspirational character for those types. These Place Types can generally be organized into the categories of the neighborhoods where we live (Neighborhood 1, Neighborhood 2, and Parks and Preserves), the employment areas where we work (Commercial, Campus, Manufacturing & Logistics, and Innovation Mixed-use), and centers where we shop, dine, and play (Neighborhood Center, Community Activity Center, and Regional Activity Center).

NEIGHBORHOOD 1:

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

NEIGHBORHOOD 2:

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

PARKS & PRESERVES:

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

COMMERCIAL:

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

CAMPUS:

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

MANUFACTURING & LOGISTICS:

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

INNOVATION MIXED-USE:

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

NEIGHBORHOOD CENTER:

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

COMMUNITY ACTIVITY CENTER:

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

REGIONAL ACTIVITY CENTER:

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

RELATIONSHIP TO UNIFIED DEVELOPMENT ORDINANCE

The Place Types in this plan represent the form of future development, as envisioned by the residents of Charlotte. These Place Types will in turn provide the policy-level guidance that will inform the City's Unified Development Ordinance (UDO). Using the intent and direction of the Place Types in the Comprehensive Plan and the upcoming Future Place Types Mapping, the UDO will identify zoning districts and other ordinances that will further define how the Place Types are realized in actual development. Each Place Type will correspond with multiple zoning districts that will provide a high-level of detail and regulatory guidance on items such as height, lot size, setbacks, adjacencies, and allowed uses.

The high-level policy guidance for each Place Type, that will inform the UDO throughout the life of the Plan, is described in the following sections.

PLACE TYPES: NEIGHBORHOOD 1

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

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

LAND USE

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

CHARACTER

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

Mostly Residential Land Uses

MOBILITY

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

BUILDING FORM

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

residential buildings varies but is typically relatively consistent along a block and rarely exceeds 150 feet.

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Comfortable sidewalks with planting strips and shade trees

B. Alleys in select locations to access garages and ADUs

C. Multiple housing types in proximity to each other

D. Accessory Dwelling Units typically accessed off alleys

E. Transition to Adjacent Place Types

BIRD'S EYE HIGHLIGHTS

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

Ⓑ Enhanced and additional small public parks/open spaces

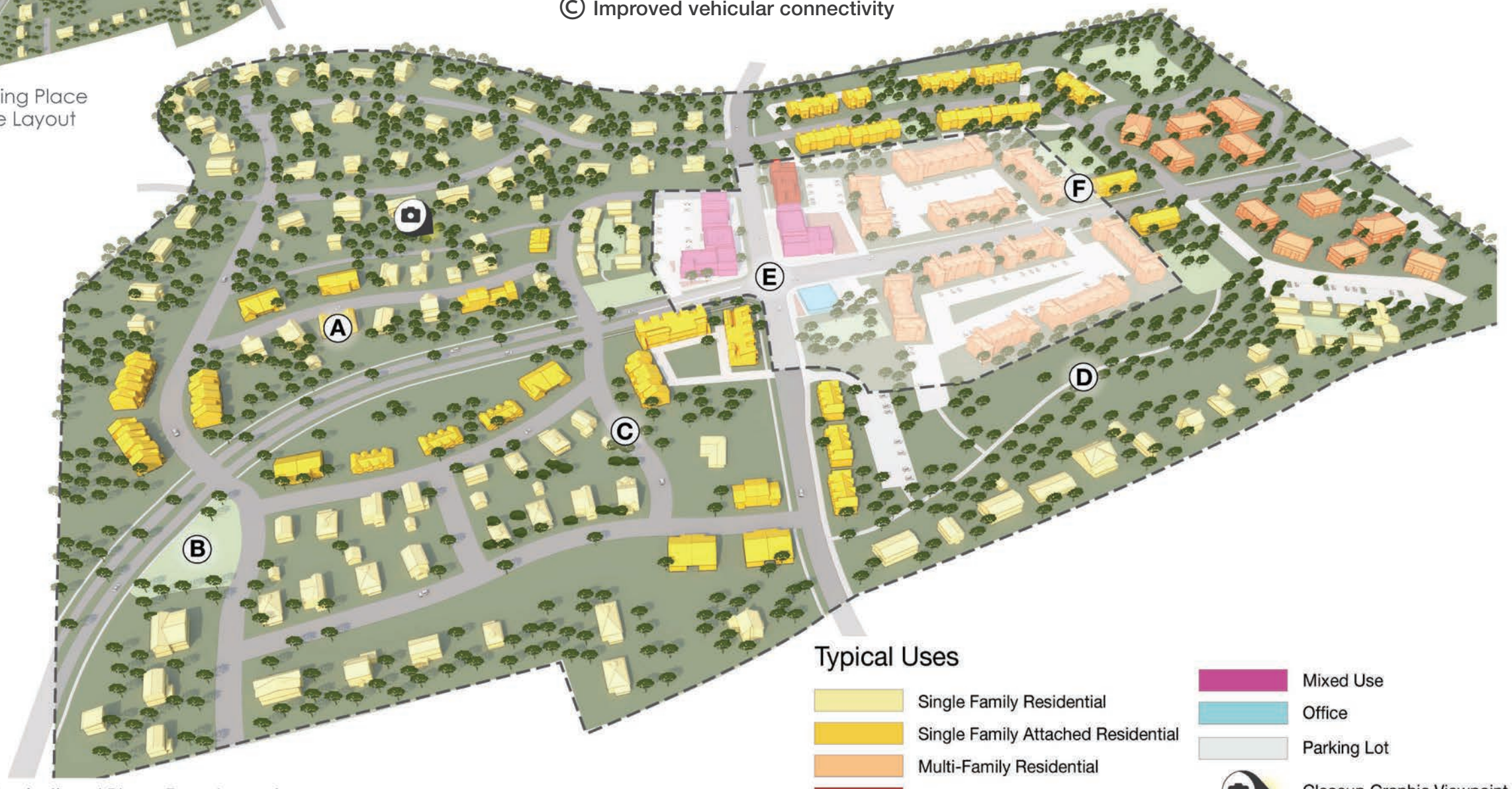
Ⓒ Improved vehicular connectivity

Ⓓ New trails, enhanced pedestrian connectivity and walkability

Ⓔ Neighborhood Center at major intersection

Ⓕ Transition in density to surrounding uses

Existing Place Type Layout



Aspirational Place Type Layout

Place Type graphics are conceptual and for illustrative purposes only

NOTABLE CHARACTERISTICS

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

URBAN FOREST

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

TRANSITIONS

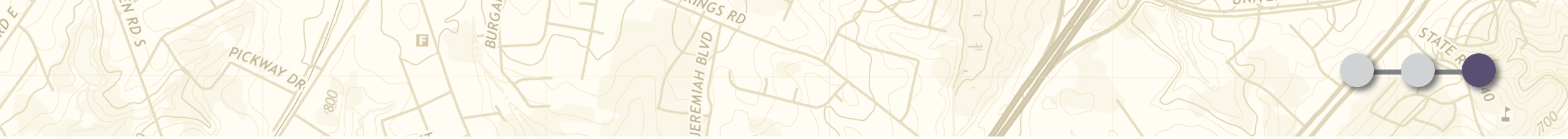
- Transitions from small lot single-family, townhome style housing, multi-family, and civic/ institutional uses to single-family detached, duplexes, triplexes and quadraplexes are typically provided by increased separation that mimics the typical rear yards in Neighborhood 1.
- Lower building heights,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

BUILDING PLACEMENT

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

PARKING & LOADING

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



BLOCK LENGTHS & STREET NETWORK

- Neighborhood 1 places have a dense and well-connected network with good external connections to adjoining streets and destinations. Multiple route options help accommodate all modes of transportation. This enhances safety and mobility by dispersing traffic and providing multiple, shorter routes for walkers, cyclists, and motorists.
- Neighborhood 1 places have street connections to parks, schools, and other destinations, and include well-designed pedestrian connections to trails or greenways.
- The preferred block length is 600 feet and block lengths typically do not exceed 800 feet.

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

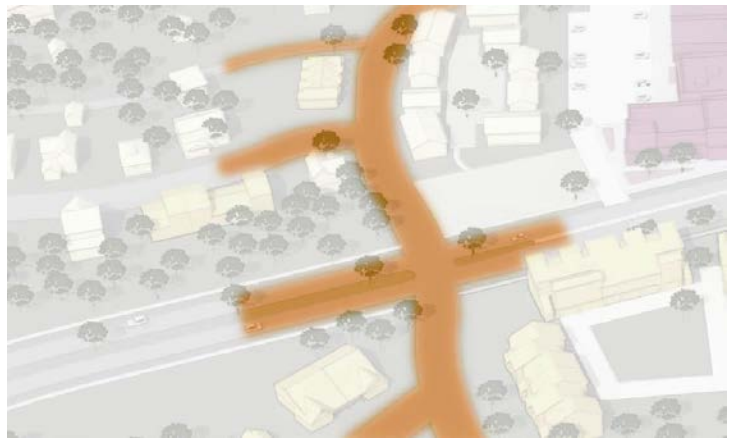
- Individual driveways are common for single-family detached residential homes, though shared driveways are sometimes utilized.
- Alleys are also used to improve access and to limit the number of individual driveways along streets, especially where there are narrow lots or single-family attached dwellings.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

CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

- There are moderate opportunities for Transportation Demand Management.



PLACE TYPES: NEIGHBORHOOD 2

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

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

LAND USE

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

Mostly Residential Land Uses With Neighborhood-Serving Commercial

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Infill development forming a consistent street edge

B. Trail-oriented development

C. Shared public open spaces

D. Neighborhood trail connections

E. Comfortable sidewalks with planting strips and shade trees

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

G. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

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

Ⓑ Buildings oriented toward streets, trails, or open space

Ⓒ Transition to lower-density neighborhoods and Neighborhood Activity Center

Ⓓ Frequent pedestrian connections to and between buildings and blocks

Ⓔ Additional small public parks/open spaces

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

Ⓖ New trails, enhanced pedestrian connectivity and walkability

Aspirational Place Type Layout

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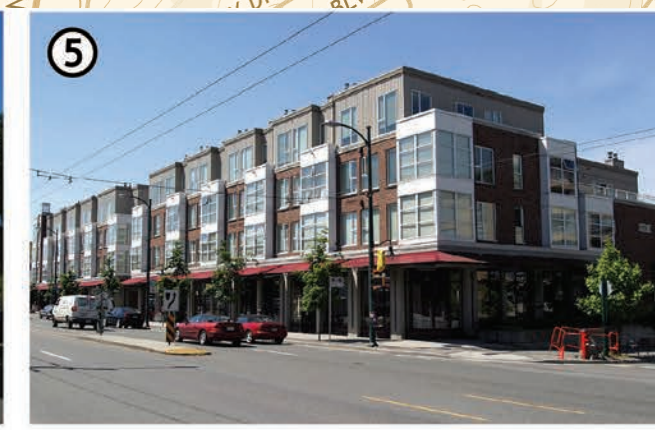

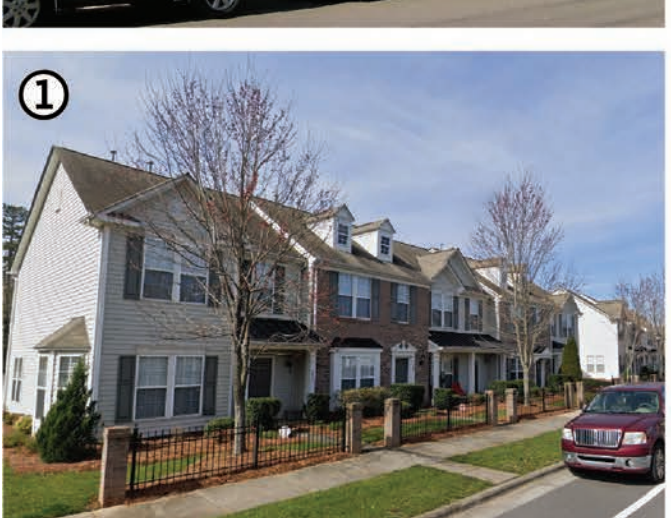

NOTABLE CHARACTERISTICS

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

URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

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

TRANSPORTATION DEMAND MANAGEMENT

- There are moderate opportunities for Transportation Demand Management.

PLACE TYPES: PARKS AND PRESERVES

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

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

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

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

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

E. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

Ⓐ Increased tree canopy in open/ passive spaces

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

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

Ⓓ A mix of passive and active spaces

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

Aspirational Place Type Layout

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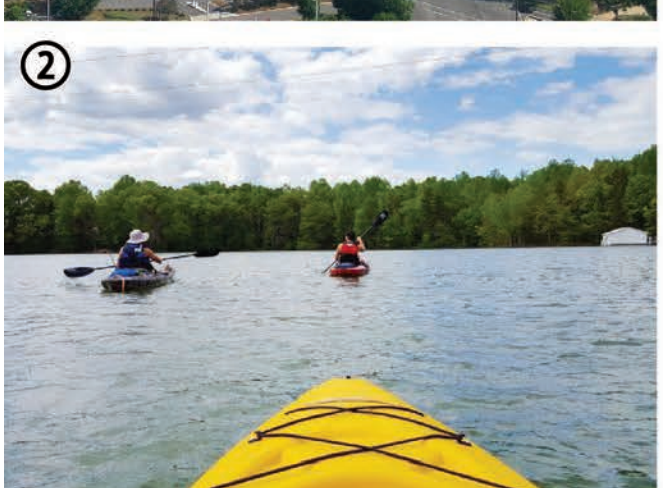
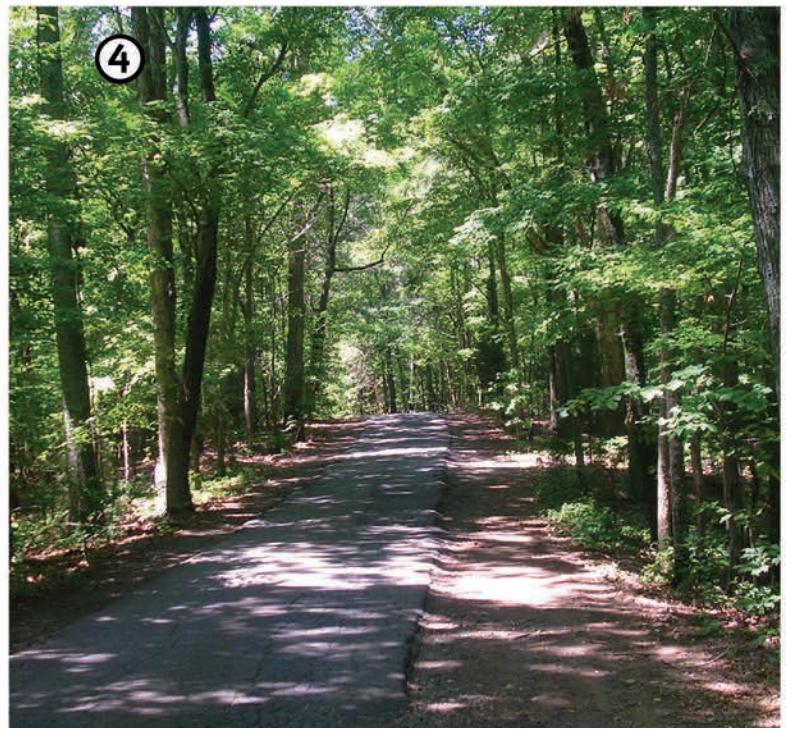
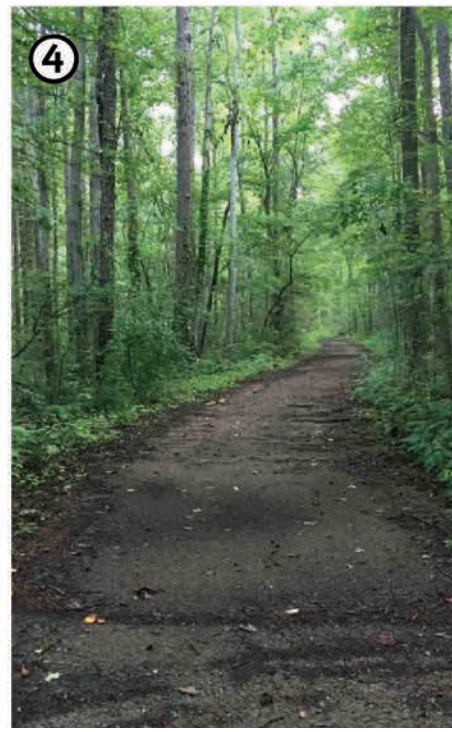
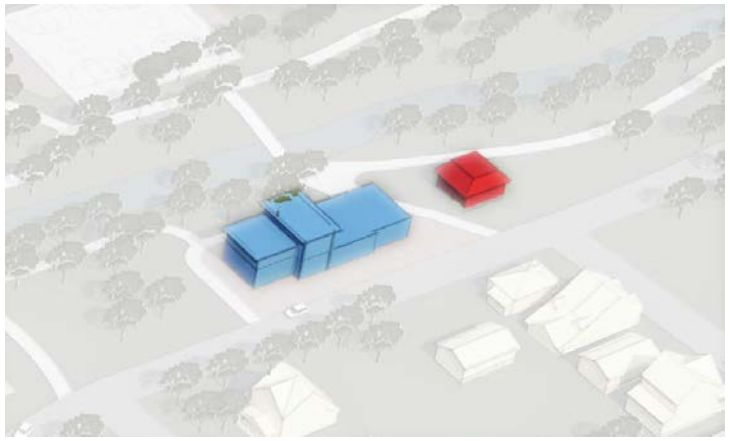






NOTABLE CHARACTERISTICS

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



URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

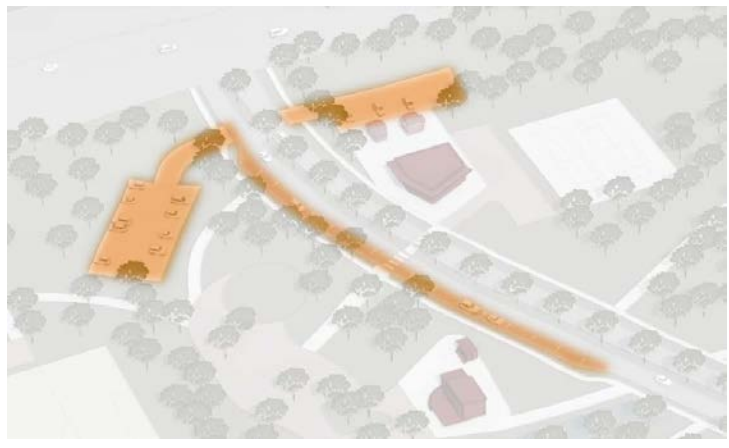
- For Parks and Preserves, shared parking areas and on-site amenities are accessible from both Local streets and Arterial streets. Shared parking areas are also well-connected to internal pedestrian and bicycle facilities and are designed to provide clear and direct pedestrian pathways through the parking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

CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

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



PLACE TYPES: COMMERCIAL

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Comfortable sidewalks with landscape buffers

B. Mid-block crossings

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

D. Buildings oriented to streets

E. Signage opportunities

F. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

Ⓐ Consolidated driveways and access points

Ⓑ Frequent pedestrian connections to and between buildings and blocks

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

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

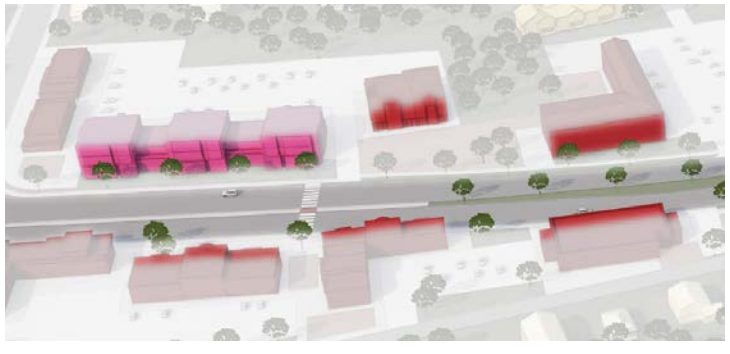
Ⓔ Increase in housing density near commercial activity

Aspirational Place Type Layout

Place Type graphics are conceptual and for illustrative purposes only

NOTABLE CHARACTERISTICS

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



URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

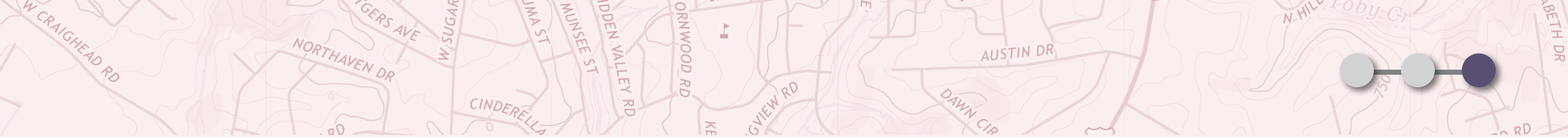
- Buildings are typically located away from the street at a distance that still allows for safe and comfortable pedestrian connections from the public sidewalk.
- Some buildings, especially buildings on smaller parcels, may be located closer to the street.
- Buildings may be located near the side and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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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



PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

- Commercial places have primarily vehicular access.

ACCESS

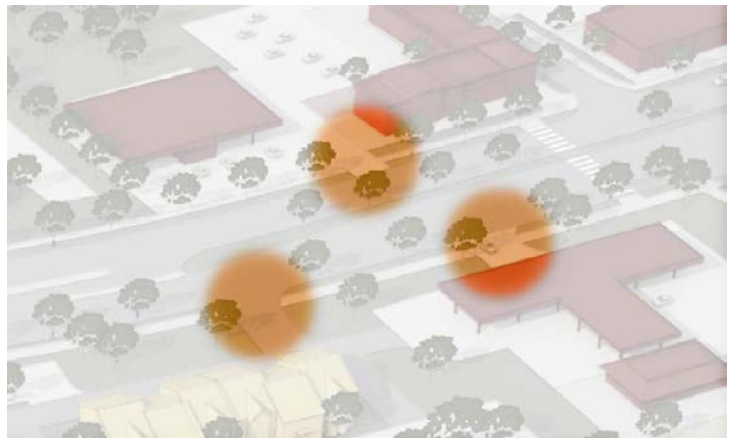
- Commercial sites are primarily accessed from arterial or collector streets, but local streets are also utilized and are designed to provide safe connections from adjacent neighborhoods and places, to better accommodate all transportation modes.
- Commercial places have a limited number of driveways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

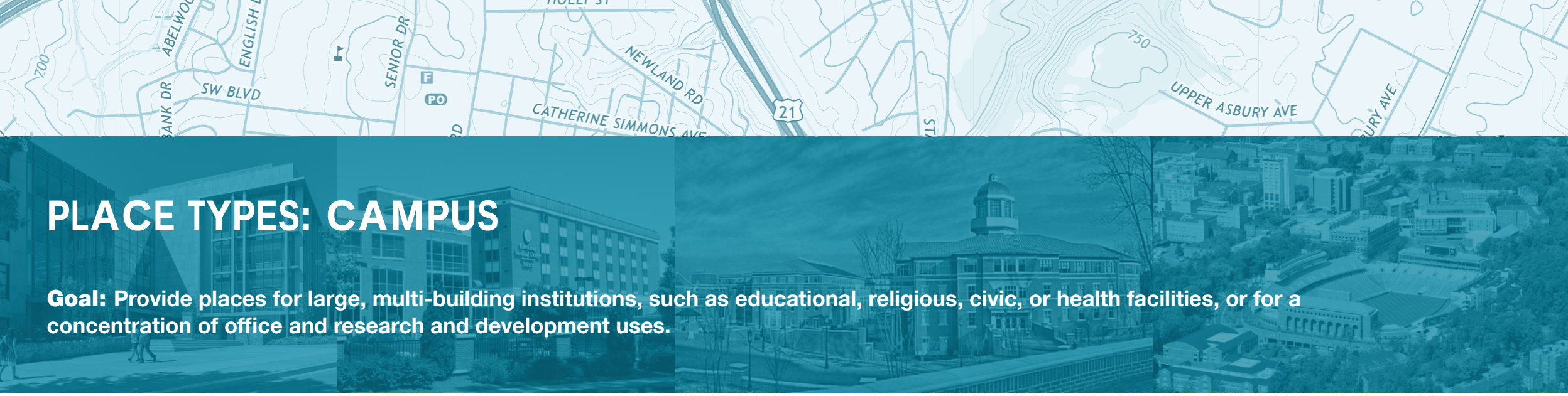
CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

- There are limited opportunities for Transportation Demand Management.





PLACE TYPES: CAMPUS

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

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

LAND USE

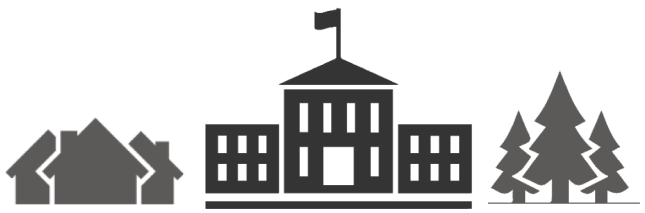
- Primary uses vary, depending on the purpose of the Campus and may include facilities for office, research and development, education, medical, and places of assembly that require a significant amount of space for various activities spread across sites.
- Additional uses intended to support the primary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

CHARACTER

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

MOBILITY

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



Mostly Non-Residential Land Uses

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

BUILDING FORM

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

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Comfortable and convenient internal multi-modal connections

B. Highly amenitized public realm

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

D. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

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

Ⓑ A variety of building heights and densities

Ⓒ Enhanced visual and physical connections to rail and surrounding developments

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

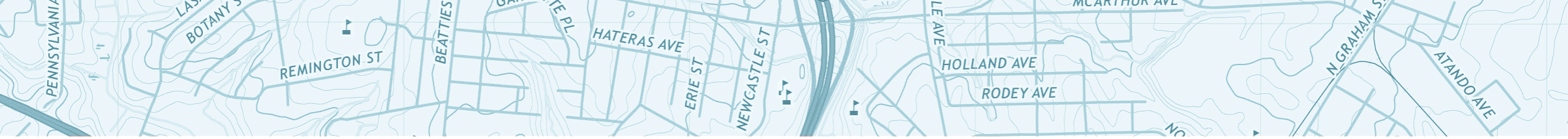
Ⓔ Surface parking and garage parking with green roofs when possible

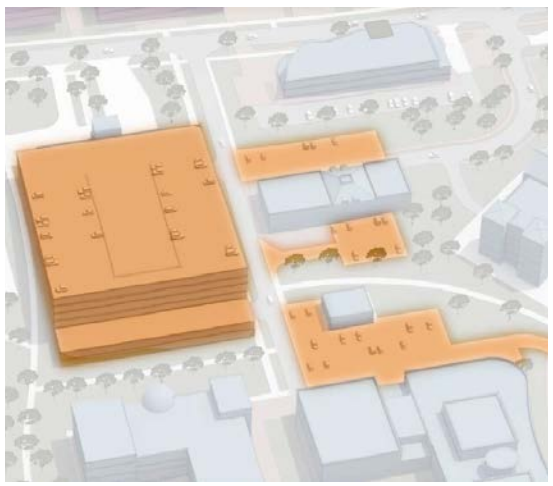
Aspirational Place Type Layout

Place Type graphics are conceptual and for illustrative purposes only

NOTABLE CHARACTERISTICS

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





URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

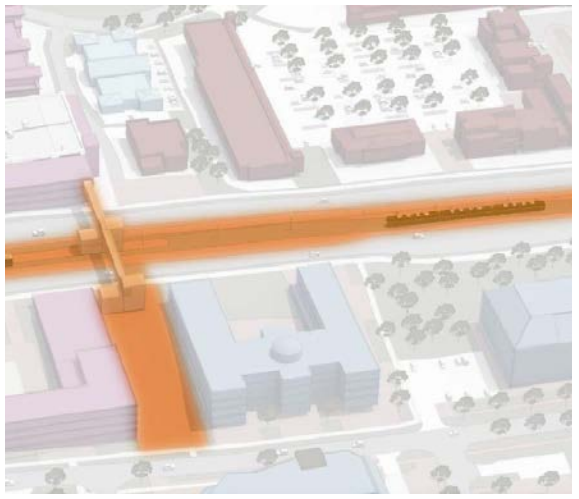
- Sites may be accessed off arterial streets, collectors, and local streets.
- Campuses have a limited number of driveways off arterial streets and more intensely developed institutional Campuses include cross access to limit the need for additional access points and improve internal access and circulation.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

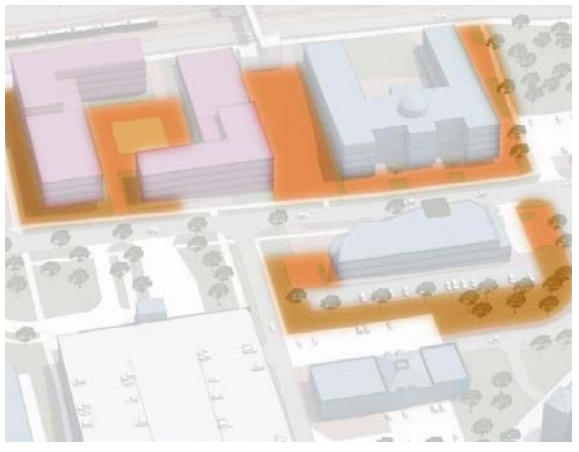
CURB LANE MANAGEMENT & ON-STREET PARKING

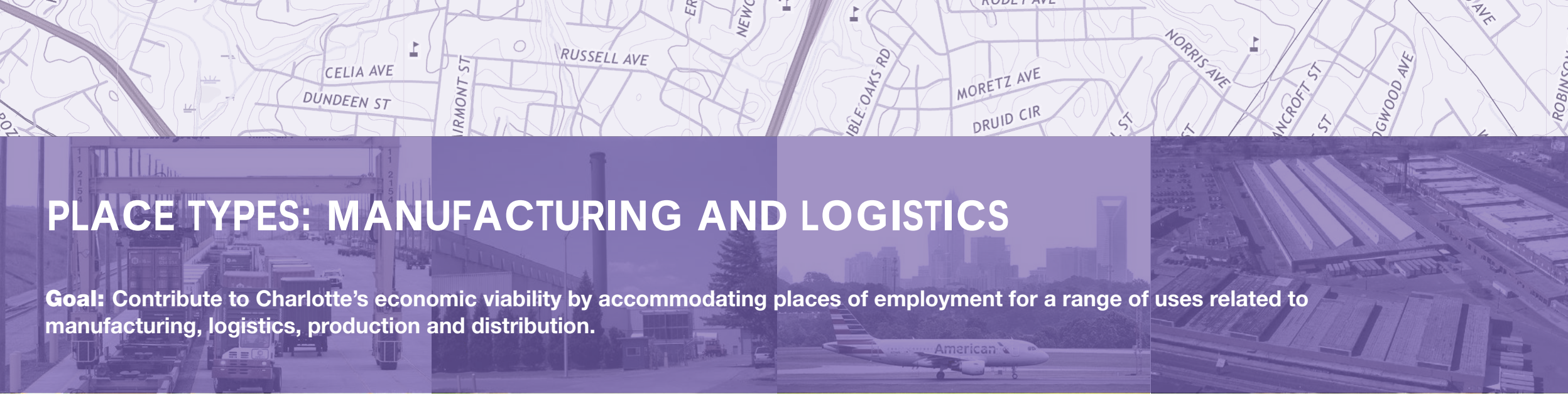
- In more intensely developed institutional Campuses, on-street parking is included along local streets, collector streets, and Main Streets, and may be included along some types of arterials.
- In less intensely developed Campuses, on-street parking is less prevalent, but might be included on some local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

TRANSPORTATION DEMAND MANAGEMENT

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







PLACE TYPES: MANUFACTURING AND LOGISTICS

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

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

LAND USE

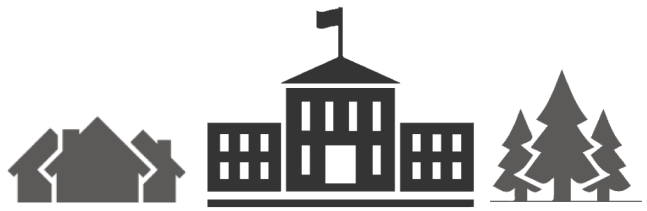
- Primary uses include manufacturing, research and development, warehousing, distribution, and other similar uses.
- Uses in this Place Type also include limited office usually to support primary uses; outdoor storage of materials and vehicles; limited hospitality and restaurants, limited retail, and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

CHARACTER

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

MOBILITY

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



Mostly Non-Residential Land Uses

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Improved bike and pedestrian facilities and connections

B. Generous landscaping and buffers

C. Small shared outdoor gathering space for employees

D. Dedicated rideshare pickup/ dropoff locations

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

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

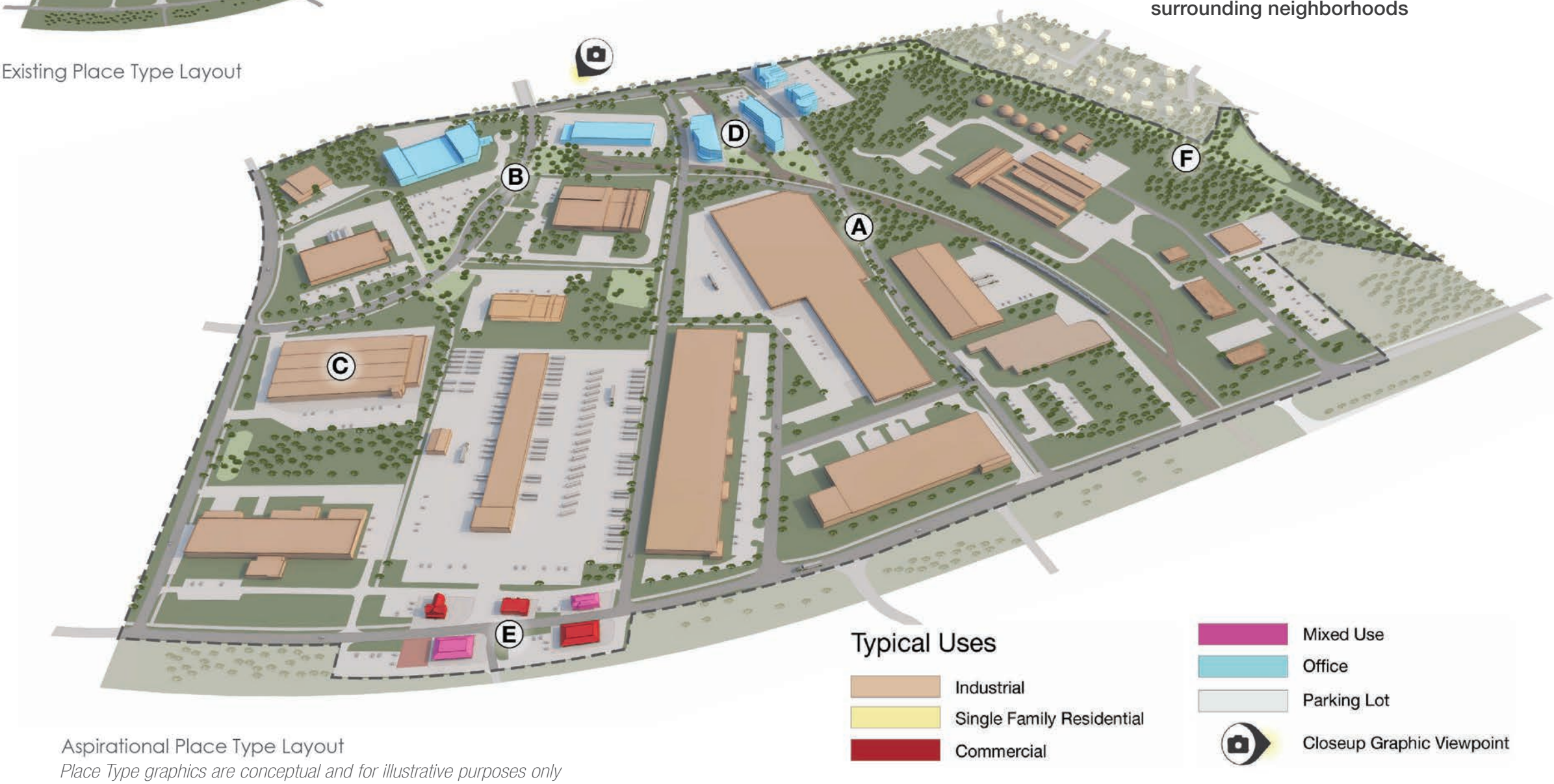
Ⓑ Frequent pedestrian connections between buildings

Ⓒ Large scale industrial building types of varying forms

Ⓓ Infill cluster of office uses

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

Ⓕ Ample open space transition to surrounding neighborhoods



Aspirational Place Type Layout

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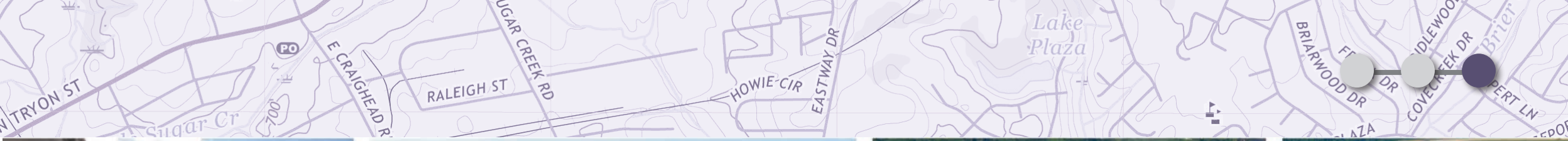
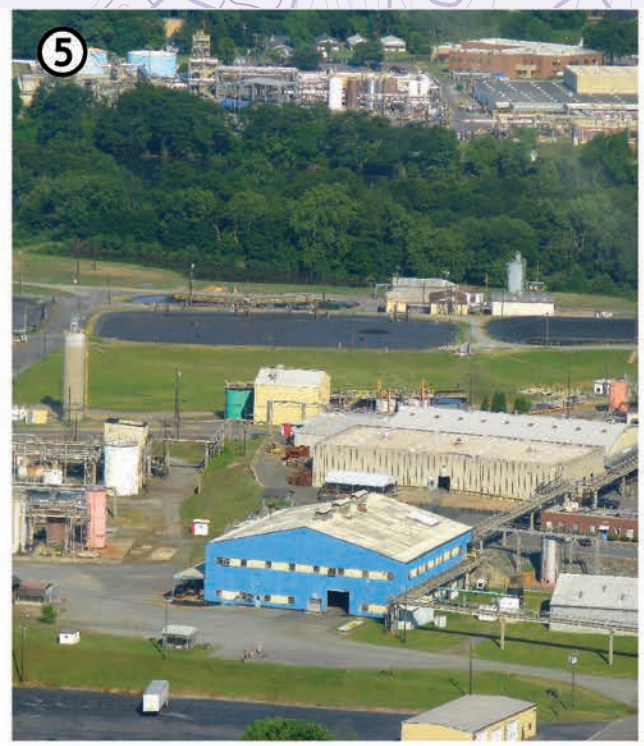
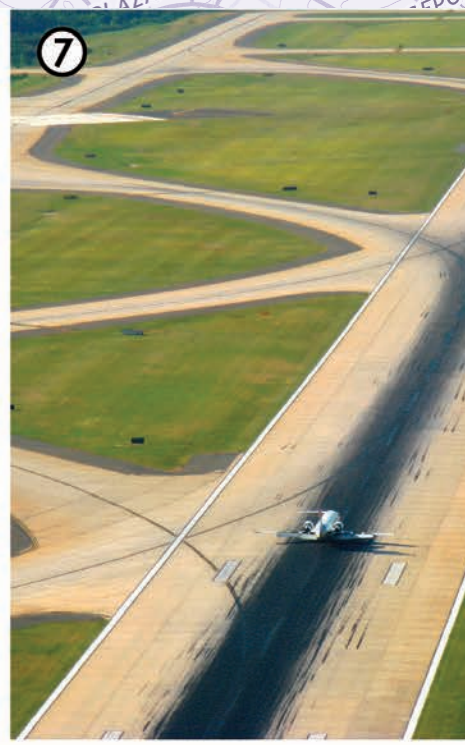






NOTABLE CHARACTERISTICS

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

URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

- Manufacturing & Logistics places allow the least dense network due to the relatively low intensity and mix of uses, but still provide good internal and external connections to adjoining streets and developments.

- The connected network provides for direct and efficient truck access to arterials from local and collector streets and accommodates multiple modes of transportation.
- The preferred block length is 800 feet and block lengths typically do not exceed 1,500 feet. The longer block lengths help accommodate larger industrial buildings as necessary.
  In some cases, blocks might be longer because specific site conditions make new streets and street connections infeasible. These conditions include topography, natural barriers such as creeks and streams, and other barriers such as freeways and railroad lines.

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

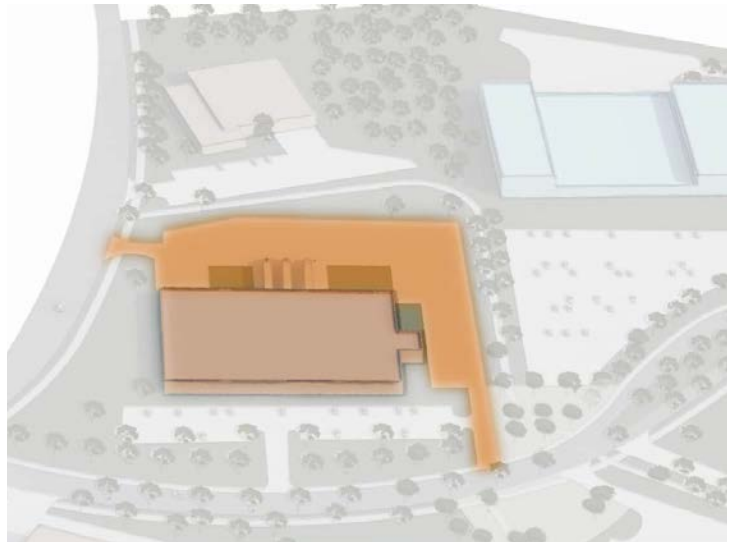
- Direct access is from arterials, collector, or local streets that do not require truck traffic to traverse through residential neighborhoods.
- Cross access is provided whenever possible to help limit the need for additional access points off arterial streets.

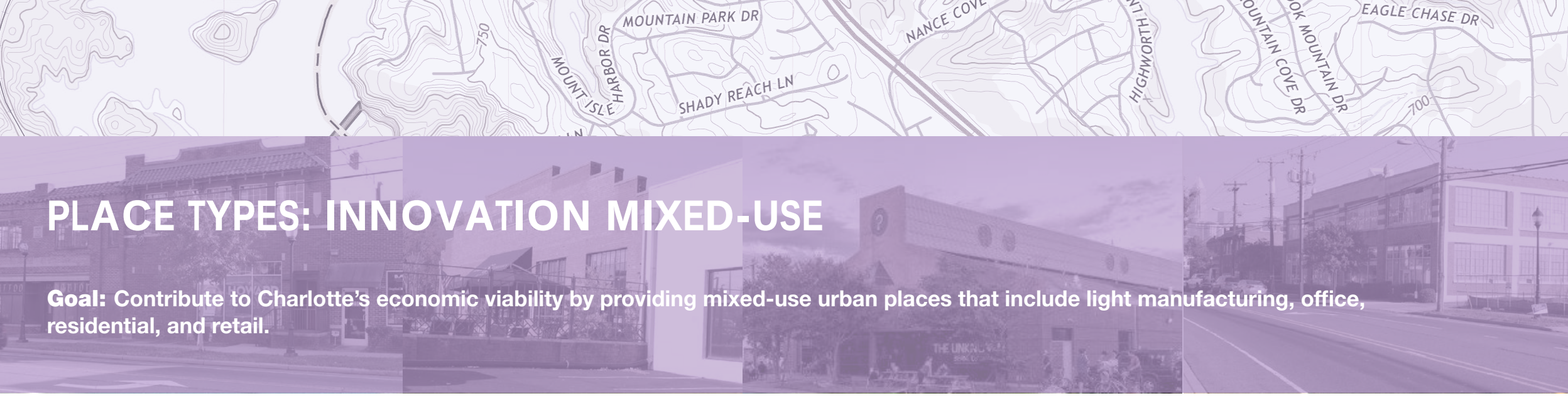
CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

- There are limited opportunities for Transportation Demand Management.





PLACE TYPES: INNOVATION MIXED-USE

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

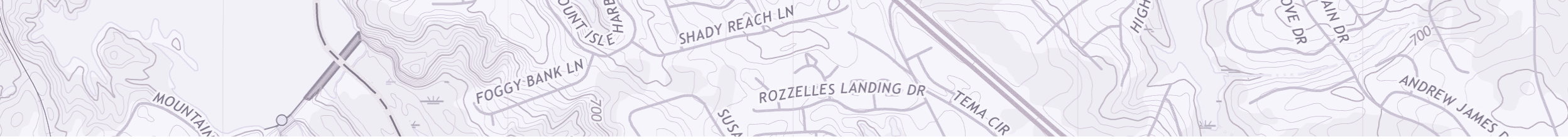
CLOSEUP HIGHLIGHTS

A. Active and passive community gathering spaces

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

C. Regular rail crossings

D. Increased tree canopy



Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

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

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

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

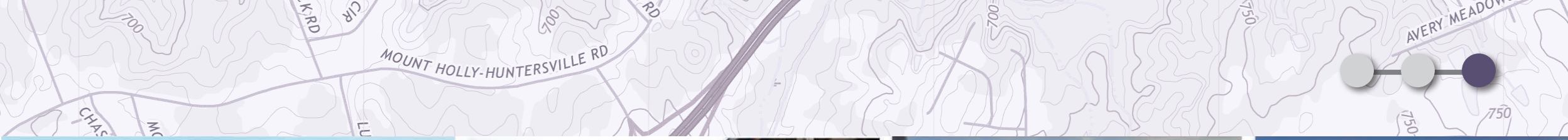
Ⓓ Frequent pedestrian connections to and between buildings and blocks and across rail lines

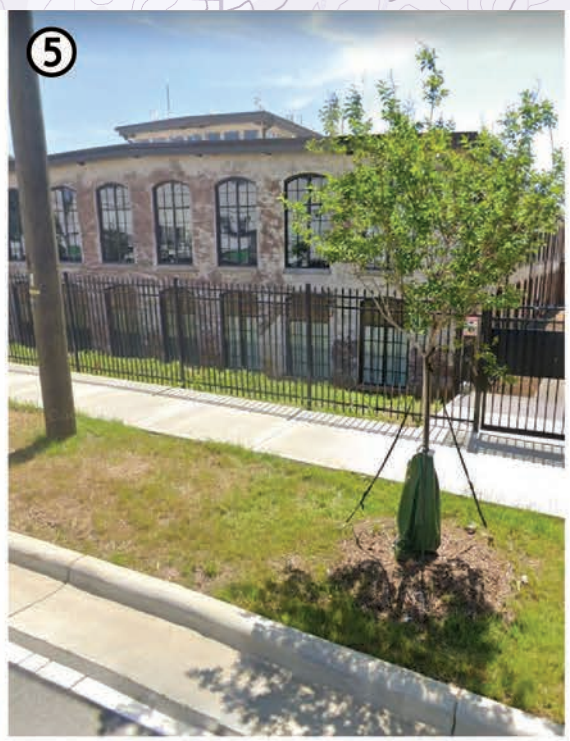
Ⓔ Small parking lots and garages located to the side and behind buildings as feasible

Ⓕ Transition to surrounding neighborhoods

Aspirational Place Type Layout

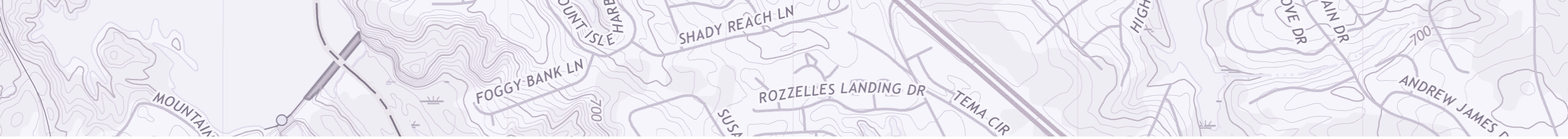
Place Type graphics are conceptual and for illustrative purposes only

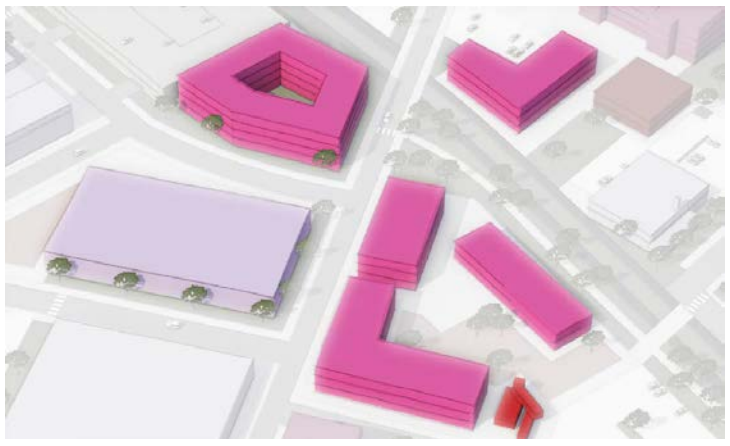




NOTABLE CHARACTERISTICS

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





URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

- The more urban/transitional nature of Innovation Mixed-Use places requires excellent internal and external connectivity.
- The street network connects to and enhances the adjoining network to provide for route and mode choice and is dense enough to provide direct and efficient access from sites to arterials, particularly to reduce truck traffic on local streets.

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

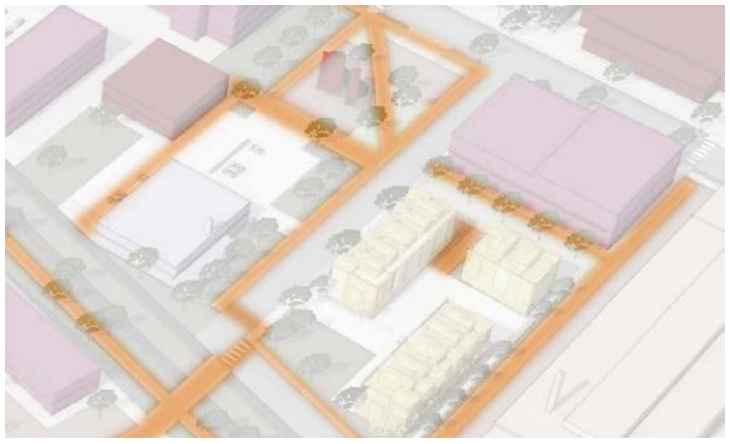
- Direct access is from arterials, collectors, or local streets that do not require trucks to traverse through residential neighborhoods.
- Sites and internal networks provide cross access between parking lots to limit the need for additional access points from streets.
- Alleys are also used as part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

CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

- There are moderate to high opportunities for Transportation Demand Management.



PLACE TYPES: NEIGHBORHOOD CENTER

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Pedestrian-friendly focal point of neighborhood activity

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

C. Comfortable sidewalks with street trees

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

E. Improved pedestrian connectivity and safe crossings

F. Rooftop patios

G. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

Ⓐ Infill development on existing parking lots and underutilized parcels

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

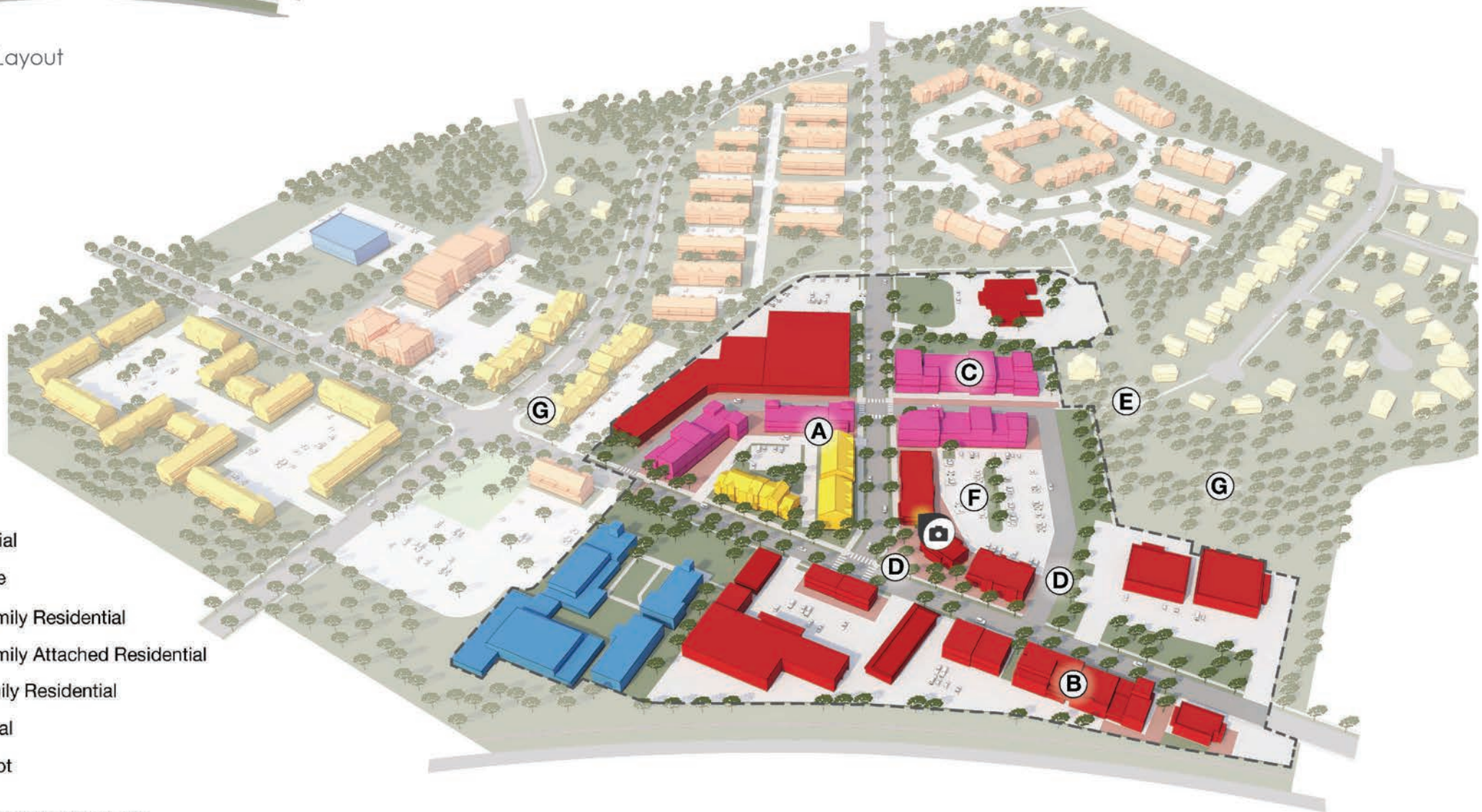
Ⓒ Increased mix of uses including commercial, residential, office, institutional, and mixed-use

Ⓓ Improved pedestrian, bicycle, and vehicular connectivity

Ⓔ Frequent pedestrian connections to and between buildings and blocks

Ⓕ Primarily on-street parking and small surface lots

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



Aspirational Place Type Layout

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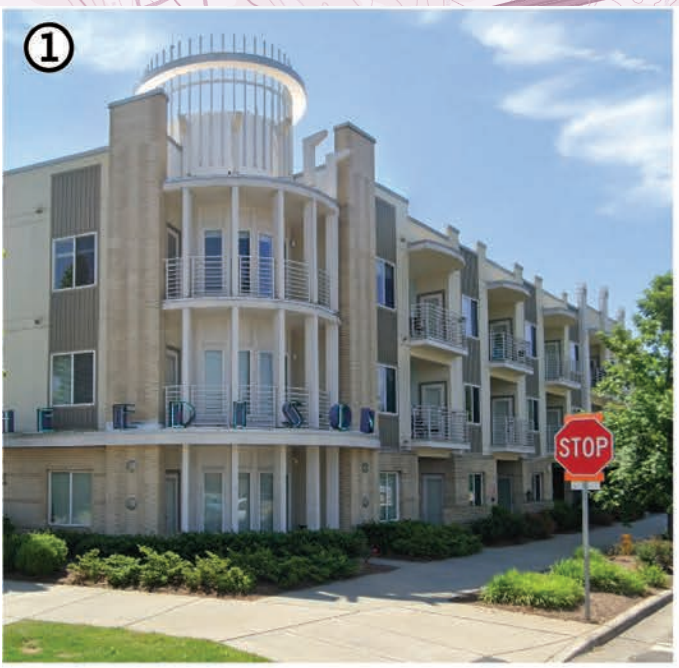
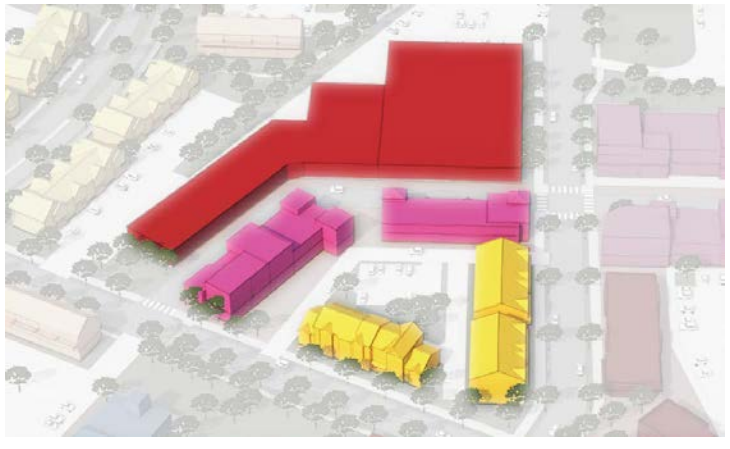
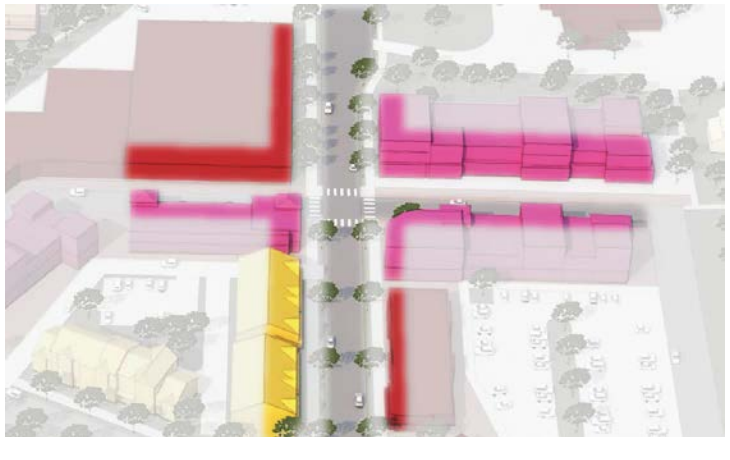


NOTABLE CHARACTERISTICS

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





URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

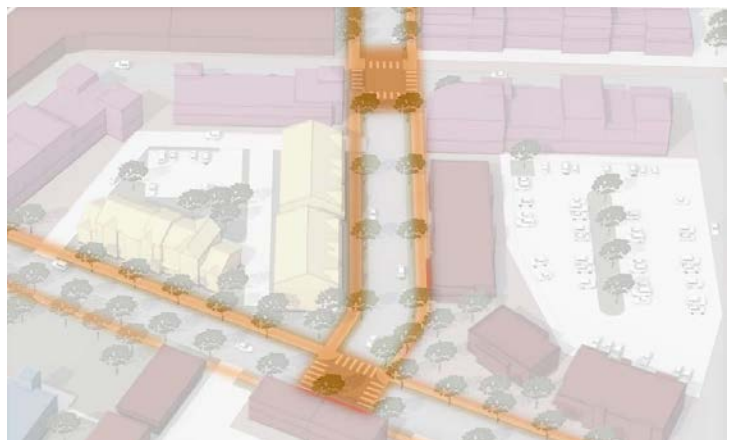
- On-site parking is accessible from Local streets or alleys, rather than directly from Arterials.
- Driveways are limited or consolidated (preferably one per block) to maintain a pedestrian-focused public realm.
- Cross access is used to help limit the number of driveways and reduce short distance auto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

CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

- There are significant opportunities for Transportation Demand Management.



PLACE TYPES: COMMUNITY ACTIVITY CENTER

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

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

LAND USE

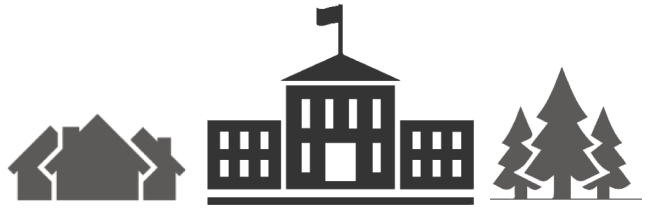
- Typical uses are retail, restaurant and entertainment, and personal services.
- Some multi-family and office may also be located in this Place Type. In Transit Station Areas, multi-family and/or office may be primary uses.
- Some types of auto-oriented uses, well-designed to support walkability, may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

CHARACTER

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

MOBILITY

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



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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Wide sidewalks with hardscape amenity zone or landscape zone

B. Regular street trees on core streets

C. Highly amenitized public realm with frequent open spaces

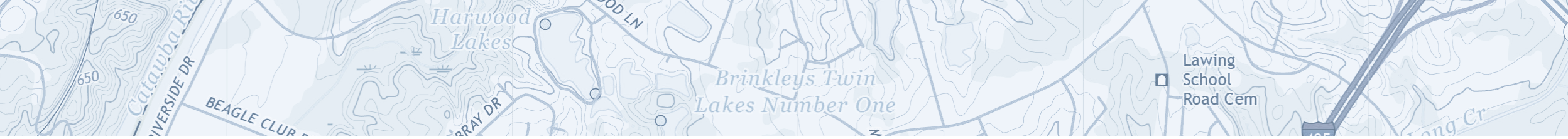
D. Ground floors with retail, patios, or other active uses

E. Upper story balconies and rooftop patios

F. Improved multi-modal connectivity and mobility hub amenities

G. Well-connected, amenity-rich transit stops

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



Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

Ⓐ Infill development on existing parking lots and underutilized parcels

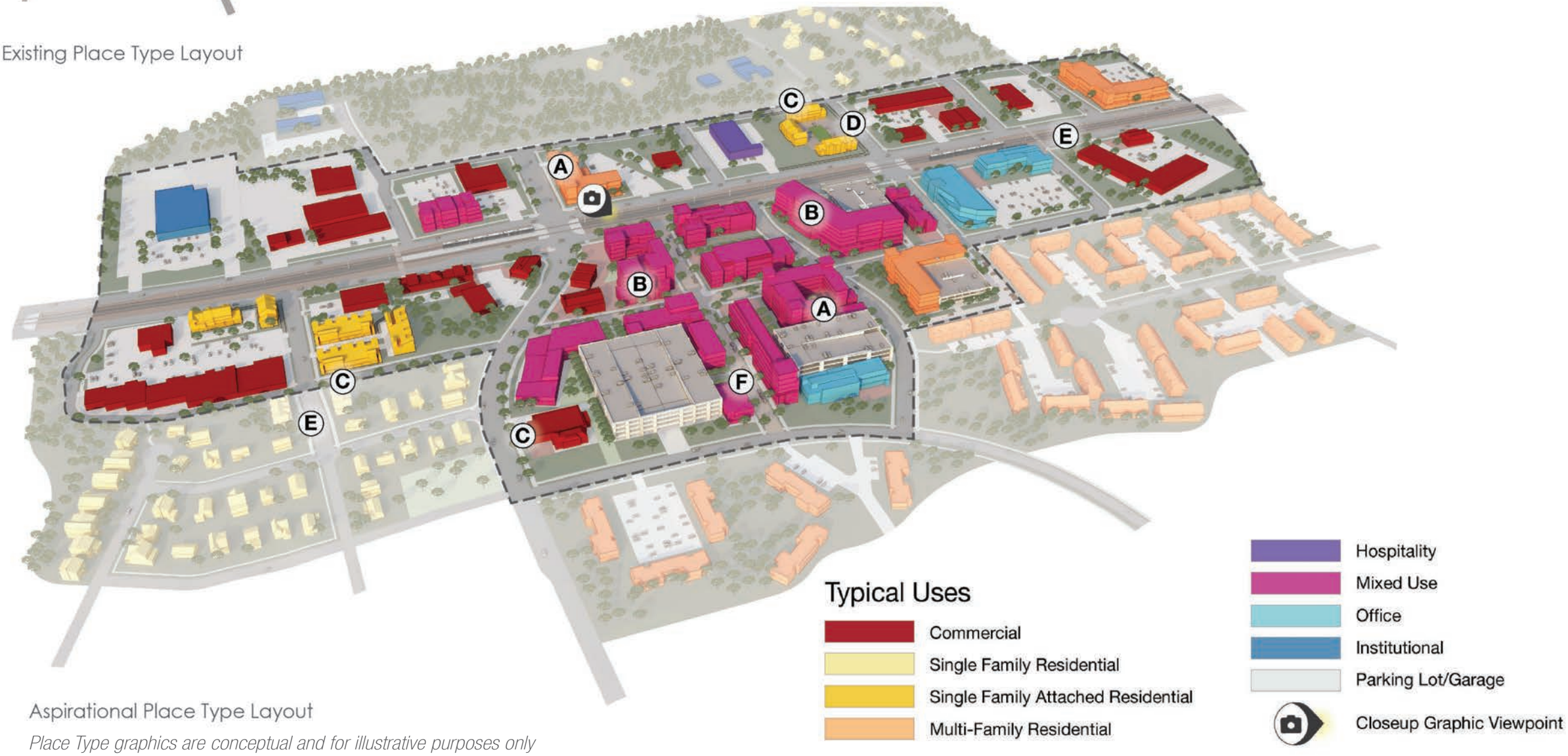
Ⓑ Mid-rise mixed-use (5 to 7 stories), active ground floors with office or residential above, orienting to street or public space

Ⓒ Transition down in intensity to neighborhoods

Ⓓ Small walkable blocks in organized grid pattern

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

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



Aspirational Place Type Layout

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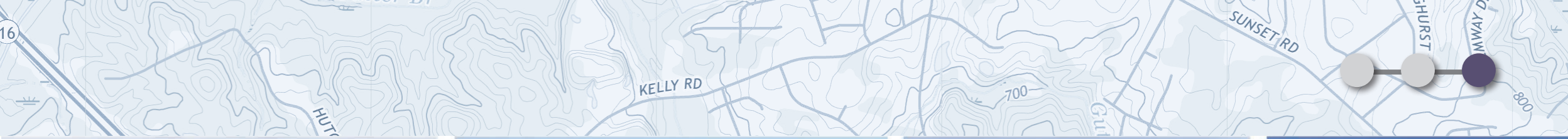
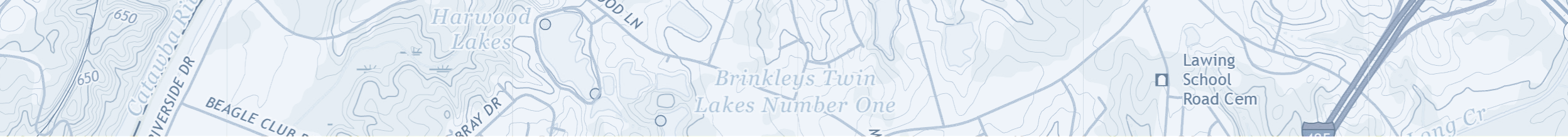


NOTABLE CHARACTERISTICS

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



URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

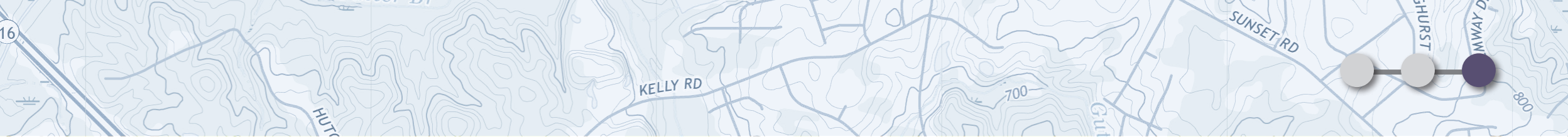
- Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
- A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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



PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

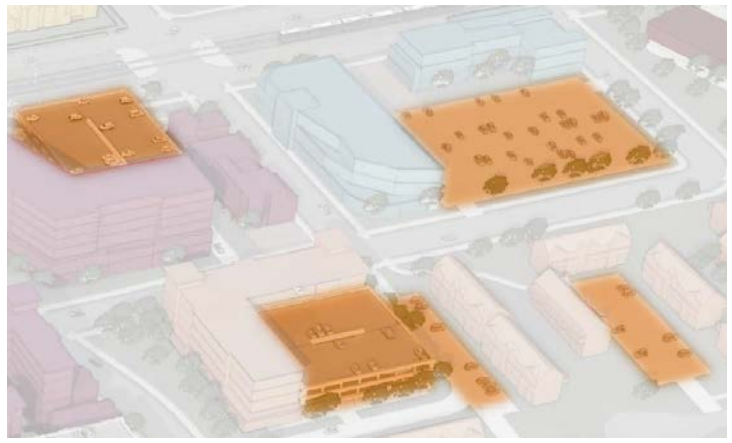
- On-site parking is accessible from Local streets or alleys, rather than directly from Arterials.
- Driveways are limited or consolidated (preferably one per block) to maintain a pedestrian-focused public realm.
- Cross access is used to help limit the number of driveways and reduce short distance auto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

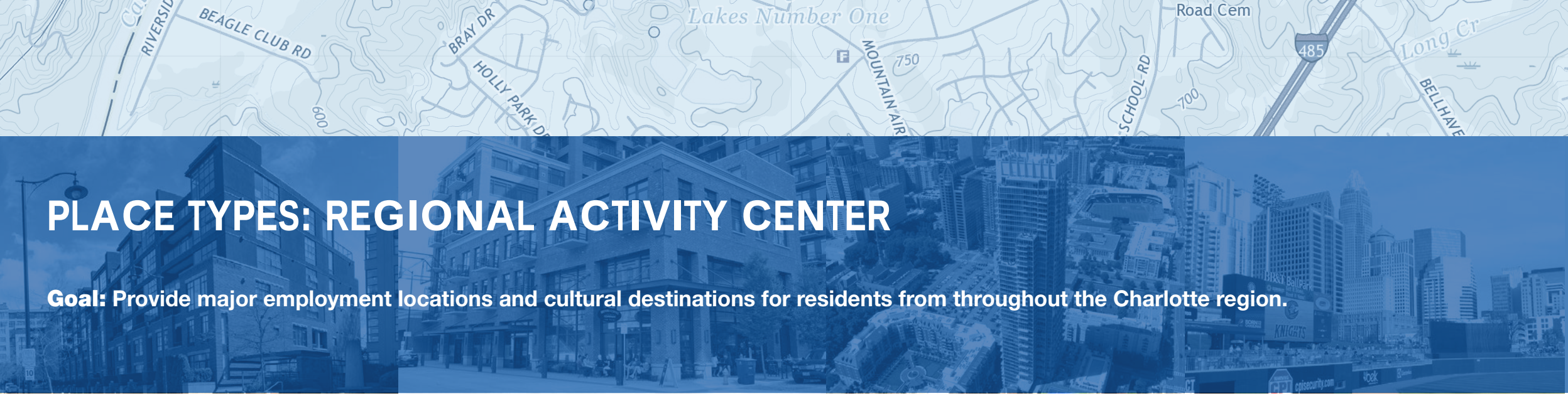
CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

- There are significant opportunities for Transportation Demand Management.





PLACE TYPES: REGIONAL ACTIVITY CENTER

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Safe pedestrian connections, including midblock crossings

B. Wide sidewalks with hardscape amenity zone or landscape zone

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

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

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

F. Rooftop patios and upper story balconies

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

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

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

Ⓒ Active ground floors and buildings oriented to the street

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

Ⓔ Frequent pedestrian connections to and between buildings and blocks

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

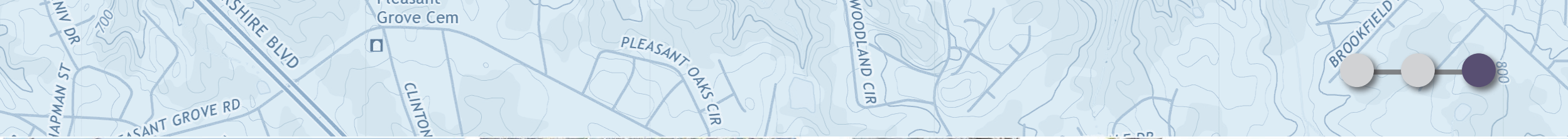
Ⓖ Transition down in density to adjacent neighborhoods

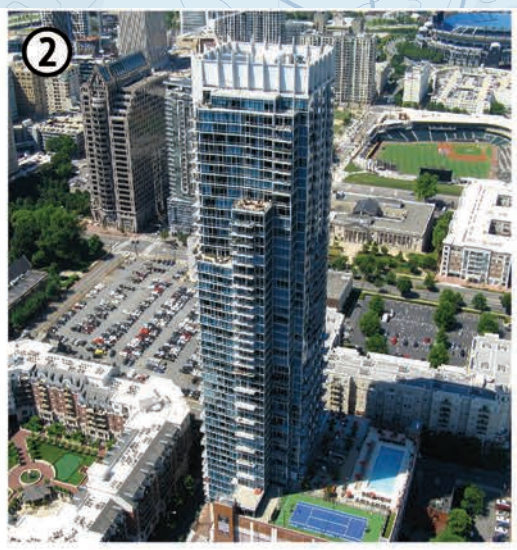
Typical Uses

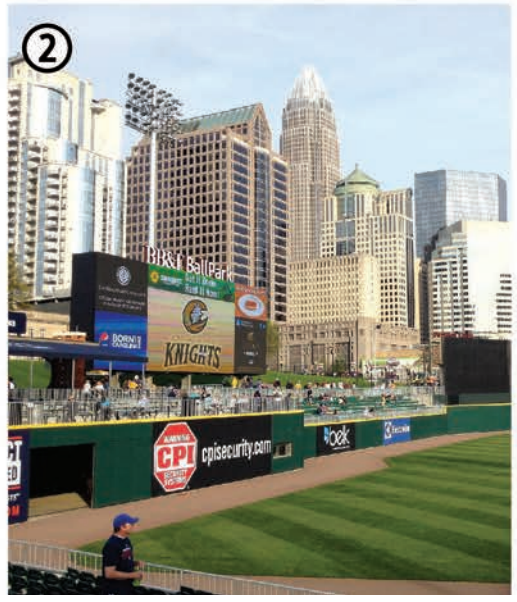
- Mixed Use
- Hospitality
- Commercial
- Single Family Residential
- Single Family Attached Residential
- Multi-Family Residential
- Office
- Parking Lot/Garage
- Closeup Graphic Viewpoint

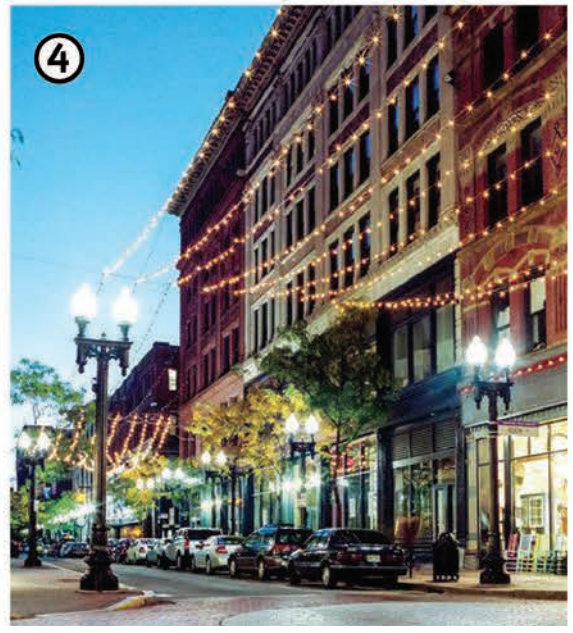
Aspirational Place Type Layout

Place Type graphics are conceptual and for illustrative purposes only



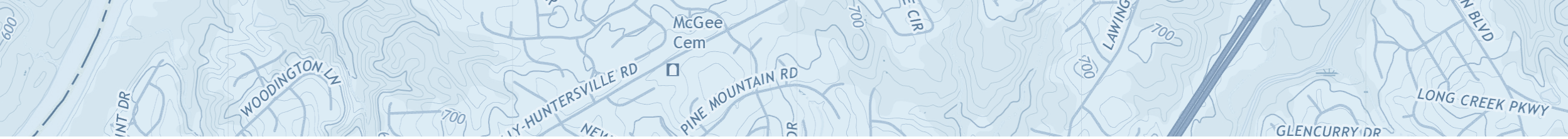


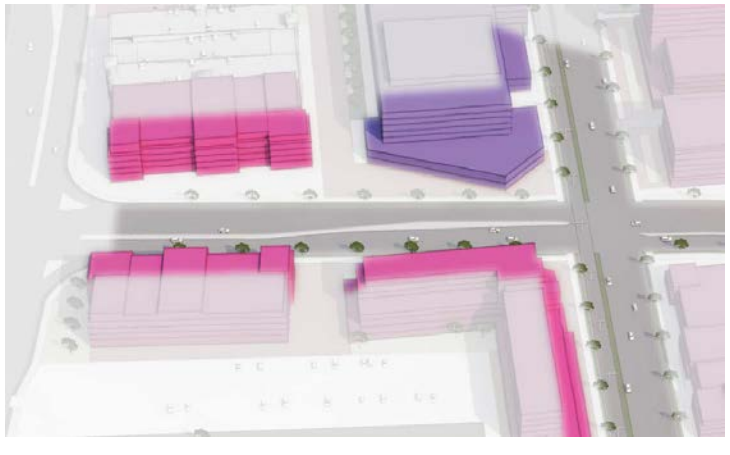




NOTABLE CHARACTERISTICS

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





URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

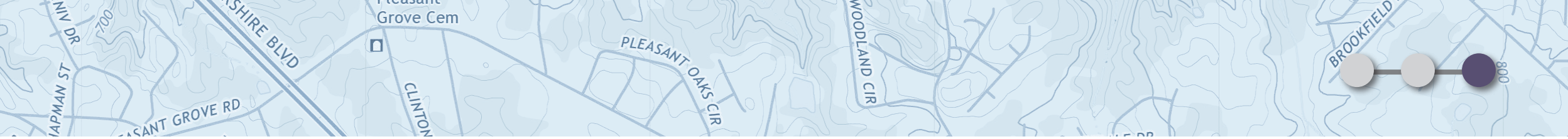
- Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
- A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

- Regional Activity Centers have the densest street network, reflecting the emphasis on accessibility by all modes. Short block lengths allow for more connections and create more (and shorter) route options to and through the Regional Activity Center, thereby encouraging walking and cycling, while helping disperse vehicular traffic.



- The preferred block length is 400 feet and block lengths typically do not exceed 600 feet.

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

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

CURB LANE MANAGEMENT & ON-STREET PARKING

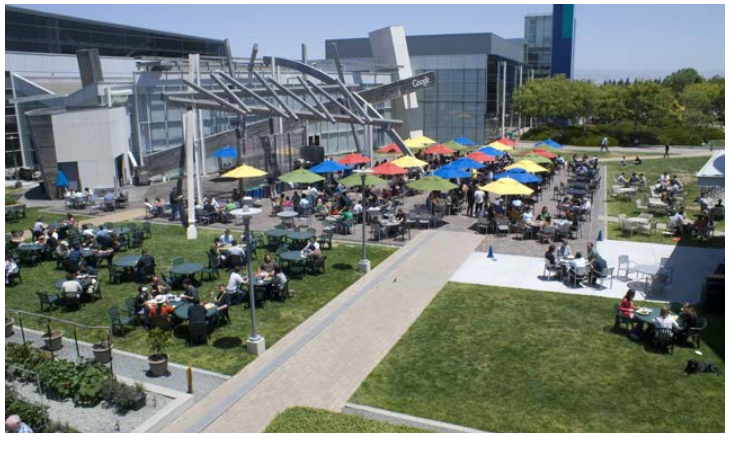
- On-street parking is required along Local streets and Main streets and might be provided along some Arterial streets.
- The curb space has high turnover, particularly along Local Streets and Main Streets, requiring curb lane management to accommodate multiple users.

TRANSPORTATION DEMAND MANAGEMENT

- There are significant opportunities for Transportation Demand Management.

COMMUNITY AREA MAPPING AND PLANNING

It became readily apparent during the development of the Plan that detailed mapping at the neighborhood and community level would not be equitable and inclusive if conducted on a citywide scale. Thus, a first step in the implementation of the Equitable Growth Framework and the Comprehensive Plan will include mapping of Place Types and then developing Community Area Plans for the entire city.



PLACE TYPE TESTING

In March 2020, the Comprehensive Plan planning team met with City and County interdepartmental staff for a focus area planning, design and visualization process to test the Place Type palette included in the Charlotte Future 2040 Comprehensive Plan. This was held in early March of 2020, just before the COVID-19 Stay Home Order, and included a report-out session to share the work at the conclusion of the work session.

The primary goals for the work sessions were to:

- Discuss real world application of Place Types and more significant Place Type change over time;
- Confirm feasibility of preliminary Place Type parameters and other aspirational characteristics;
- Identify types of projects necessary for more common Place Type changes expected across the community;
- Discuss policy implications of Place Type change and necessary public improvements;
- Test and refine our approach to 5-year community investment program (CIP) in the Comprehensive Plan; and
- Initial brainstorm of CIP project evaluation criteria.

The deep dive work sessions resulted in the following:

- Adjustments to Place Type definitions and aspirational characteristics included in the Comprehensive Plan;
- Plan view diagramming and 3D visualization graphics for all Place Types using real world examples in Charlotte. Location identifiers were removed to avoid land speculation, but important prototypical features of the community are highlighted in the graphics;
- An approach to Place Type adjacencies and patterns to inform recommendations in the Comprehensive Plan and to help guide Future Place Type mapping;
- Place Type Mapping Guidance and Approach documented in the Comprehensive Plan Implementation Strategy. The final column summarizes input from the Plan's Ambassadors and Strategic Advisors/Stakeholder group; and
- Concise set of detailed recommendations for the focus area to help understand the policy implications of the change (existing to aspirational) and investments needed to make them viable places to live, work and play.

FUTURE PLACE TYPE MAPPING

A first step in implementing the Comprehensive Plan will be using the palette of Place Types in Charlotte's Place Typology to map the desired future of the community.

Mapping Geographies

Establishing geographies for the mapping of Future Place Types and for Community Area Planning should consider geographic size, as well as existing and future populations. An initial attempt at establishing Community Areas for the City divided Charlotte's planning area into a set of 15 smaller geographies. These draft Community Areas should be used as a starting point to further refine the boundaries (and potentially the number of geographies) using the following considerations.

- Allow existing and projected population to drive the size of areas, but avoid creating areas that are too large. Future Place Type Mapping should be conducted at the Community Area Planning Geography or subgeography. For larger Community Areas, it may be beneficial to further divide the area into two or three smaller geographies to 1) make the geography more manageable and 2) increase the likelihood that community members are familiar with most or all of the area they are being asked to help map.
- Consider existing neighborhood and district boundaries and avoid dividing an area that generally identifies with one another into two or more Community Areas.
- Limit the use of highways, major thoroughfares and major natural features as boundaries. This practice often leads to an existing asset or potential barrier getting less attention in the planning process. Barriers can become even greater divides and opportunities may be overlooked. Also, the Community Area process can help facilitate discussion, coordination and connectivity between neighborhoods and districts that are rarely engaged in the same conversations.
- Engage community members and neighborhood representatives in the exercise of refining and finalizing Community Area boundaries.

Future Place Type Mapping

Future Place Type Mapping should be conducted at the Community Area Planning Geography or subgeography. Using a defined methodology and the Place Type guidance provided within this section, staff should create an initial starting map of Future Place Types. Inputs into the initial starting map should include direction provided in previously adopted plans, existing zoning, and development plans and entitlements. The community should be educated about the Comprehensive Plan and the Place Type palette before being asked to respond to and revise the starting Future Place Type Map. A community process with in-person and online opportunities to provide meaningful input and feedback should be organized and conducted for each mapping geography (Community Area Planning geography or subgeography). Community members should be provided with adequate time to review various iterations of the Future Place Type Map, as well as the final Public Review Draft map. After the initial Future Place Type Map is adopted as an amendment to the Charlotte Future 2040 Comprehensive Plan, any future changes should be incorporated into the appropriate Community Area Plan or an amendment to that plan.

Key Steps in the Future Place Type Mapping Process

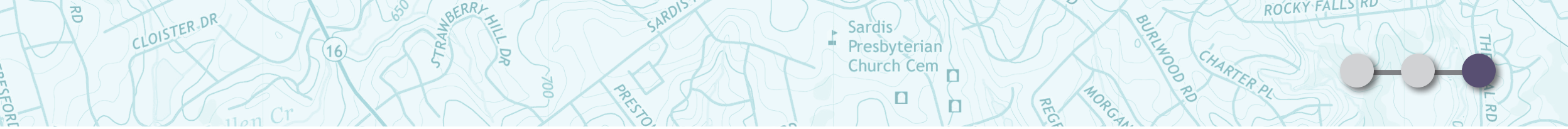
Key steps in the Future Place Type Mapping process include:

- Confirm and/or refine the Community Area geographies (and sub-geographies as applicable)
- Develop a starting data set of Future Place Types that reflects future land use and development expectations and desires articulated in adopted plans and approved entitlements
- Establish a process that is inclusive of residents, employees and business and property owners in the given Community Area or Community Area sub-geography
- Educate community members about the vision and key direction articulated in the Comprehensive Plan
- Educate community members about the ten Place Types in Charlotte and how the Future Place Type Mapping exercise will help to inform 1) the mapping of the Unified Development Ordinance's new zoning districts and 2) follow on community area planning
- Share and build upon the Place Type priorities identified by the community, Ambassadors and Strategic Advisors for the Community Area in the Comprehensive Plan effort
- Review, revise and refine Future Place Type maps generated from the starting data set created by staff
- Facilitate conversations between Community Areas (and sub-geographies as applicable) to ensure that the Future Place Types mapped at the boundaries are complementary and that access to places in adjacent areas is considered in mapping new places
- Compile a citywide Future Place Types map and data set
- Provide an opportunity for the entire community to review and comment on the compiled citywide Future Place Types map
- Adopt the Future Place Types map as an amendment to the Comprehensive Plan

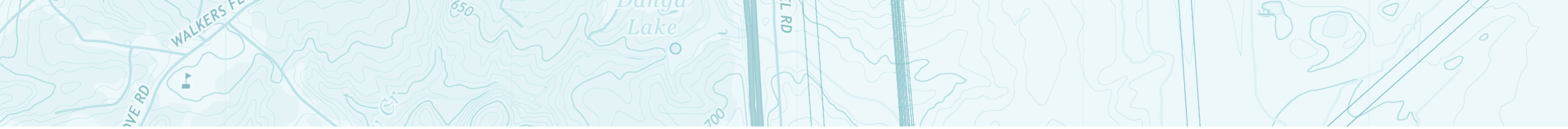
Mapping Guidance by Place Type

The following table summarizes mapping guidance for use by staff and the community in mapping Future Place Types. It includes general mapping guidance developed throughout Place Typology and Comprehensive Plan development, preferred adjacencies and adjacencies that should include major transitions or buffers. For many of the Place Types, the General Mapping Guidance column also includes input from the Plan Ambassadors and Strategic Advisors (ASAs) regarding priority geographies for each Place Type. The ASA members identified priority Place Types using the Equity Metrics from the Equitable Growth Framework, existing conditions, and community input from earlier phases of the project. The final column of the table outlines specific considerations for each Place Type when it is located in the Uptown area. The increased density, walkability, and activity in Uptown lead to exceptions or differences in how the Place Types are applied there.

	General Mapping Guidance	Preferred Adjacencies	Major Transition or Buffer Suggested When Adjacent to:	Uptown Considerations (exceptions or differences in Uptown)
Neighborhood 1	Preserve existing areas of developed Neighborhood 1; look for underdeveloped or vacant areas of Neighborhood 1 to add additional density; provide a transition between Neighborhood 1 and all other Place Types; use Neighborhood 2 or Neighborhood Center around the edges of Neighborhood 1 areas to buffer from more intense uses; avoid mapping new, large areas of Neighborhood 1 without Neighborhood Centers and other complementary Place Types	» Neighborhood 2 (provide transition) » Neighborhood Center » Campus (provide transition)	» Community Activity Center » Regional Activity Center » Commercial » Innovation Mixed Use » Manufacturing and Logistics	» Attached single-family housing may be more prevalent » Neighborhood serving commercial uses should be encouraged at intersections » Front and side yards may be minimal » Parking is likely more balanced between on-street and off-street solutions » Block lengths should not exceed 500 feet » High rate of non-auto mode trips
Neighborhood 2	Map Neighborhood 2 around the edges of existing Neighborhoods to transition to higher intensity uses; map larger areas of Neighborhood 2 around Activity Centers; map Neighborhood 2 near high capacity transit stations; map pockets of Neighborhood 2 along major corridors to give the corridor varied character and density Priority Geography Notes: Areas inside the 485 loop are more suitable for density, but Neighborhood 2 areas should be considered City-wide. Uptown excluded as this should be primarily Regional Activity Center.	» Neighborhood 1 (provide transition) » Neighborhood Center » Community Activity Center » Regional Activity Center » Campus » Innovation Mixed Use	» Commercial » Manufacturing and Logistics	» Ground floor non-residential uses may be more the rule than the exception » Lower intensity housing is not included » Buildings tend to be at least five stories and be as high as 20-30 stories in certain areas with benefits to the community » Outdoor community amenities tend to be shared between buildings and on rooftops » Buildings tend to be oriented along the sidewalk edge with little to no setback » Parking is typically structured » High rate of non-auto mode trips

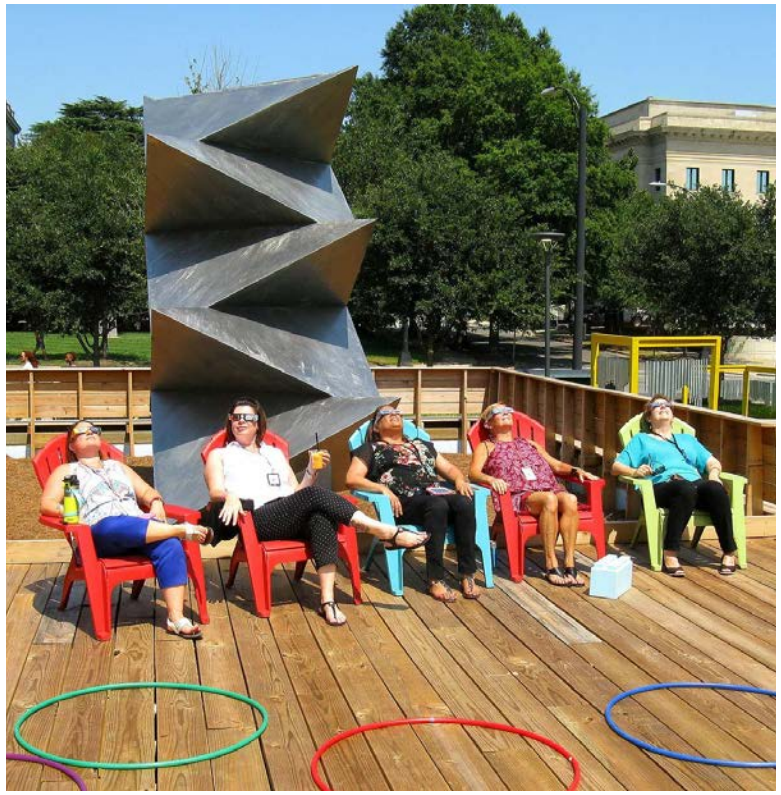


	General Mapping Guidance	Preferred Adjacencies	Major Transition or Buffer Suggested When Adjacent to:	Uptown Considerations (exceptions or differences in Uptown)
Commercial	Map primarily along corridors that provide essential auto-oriented services (car shops, sales, hotels, etc.); consider all Commercial areas that can be converted to mixed use and mapped as a Center; provide a Neighborhood 2 or Neighborhood Center buffer between Commercial areas and Neighborhood 1	» Innovation Mixed Use » Manufacturing and Logistics » Campus » Neighborhood 2	» Neighborhood 1 » Neighborhood 2 » Neighborhood Center	NA
Campus	Primarily map new or expanded Campus in areas that already have this Place Type and the supporting infrastructure; add new Campuses in areas currently lacking access to diverse employment options (see Equity Framework); consider adding Campus in areas near higher density housing to provide jobs and services (medical, education, etc.); consider Campus in areas with low density housing lacking access to employment Priority Geography Notes: Prioritize geographies currently lacking a variety of employment types. Add additional area to existing Campuses as feasible.	» Neighborhood 2 » Neighborhood Center » Community Activity Center » Regional Activity Center » Innovation Mixed Use	» Neighborhood 1 » Manufacturing and Logistics	NA (integrated into Community Activity Center and/or Regional Activity Center)
Manufacturing & Logistics	Primarily map or infill Manufacturing and Logistics in areas that already have this Place Type and the supporting infrastructure; add new Manufacturing and Logistics in areas currently lacking access to diverse employment options (see Equity Framework); do not add Manufacturing and Logistics in existing neighborhoods; new Manufacturing and Logistics should be mapped along major roadways or rail corridors to provide easy access to these jobs Priority Geography Notes: Prioritize geographies currently lacking a variety of employment types and those farther away from Uptown, where higher density employment types should be prioritized.	» Innovation Mixed Use » Commercial	» Neighborhood 1 » Neighborhood 2 » Neighborhood Center » Community Activity Center » Regional Activity Center » Campus	NA



	General Mapping Guidance	Preferred Adjacencies	Major Transition or Buffer Suggested When Adjacent to:	Uptown Considerations (exceptions or differences in Uptown)
Innovation Mixed-Use	Primarily map or infill Innovation Mixed Use in areas that already have this Place Type and the supporting infrastructure; add new Innovation Mixed Use in areas currently lacking access to diverse employment options (see Equity Framework); consider historic industrial areas for transition to Innovation Mixed Use through adaptive re-use and infill Priority Geography Notes: Prioritize geographies currently lacking a variety of employment types. Include in other geographies as a buffer around areas Manufacturing and Logistics, particularly adjacent to neighborhoods.	» Neighborhood 2 » Community Activity Center » Regional Activity Center » Manufacturing and Logistics	» Neighborhood 1	NA (integrated into Community Activity Center and/or Regional Activity Center)
Neighborhood Center	Map Neighborhood Centers interspersed in all neighborhoods; map Neighborhood Centers in areas of small commercial, vacant, or underutilized land that could easily transition to mixed-use; add new Neighborhood Centers in areas currently lacking access to goods and services (see Equity Framework); map Neighborhood Centers as small nodes (at major intersections, etc.) or small-scale main streets a few parcels deep Priority Geography Notes: Neighborhoods farther from Center City are more in need of these pockets of amenities and services, the inner neighborhoods should be primarily served by Community Activity Centers.	» Neighborhood 1 » Neighborhood 2 » Campus » Innovation Mixed Use	» Regional Activity Center » Manufacturing and Logistics	NA (integrated into Neighborhood 1, Neighborhood 2, Community Activity Center, and/or Regional Activity Center)

	General Mapping Guidance	Preferred Adjacencies	Major Transition or Buffer Suggested When Adjacent to:	Uptown Considerations (exceptions or differences in Uptown)
Community Activity Center	Map pockets of Community Activity Center along commercial, mixed-use, or rail corridors, interspersed with lower-intensity uses to give the corridor varied character and density; add new Community Activity Centers in areas currently lacking access to goods and services (see Equity Framework); consider all single-use areas that could transition to mixed-use Community Activity Centers; avoid adding large Community Activity Centers in areas without existing or planned infrastructure or market demand to support increased density Priority Geography Notes: Community Activity Centers are encouraged City-wide, but particularly in the neighborhoods of the "arc" geography that have fewer amenities and services. Uptown excluded as this should be primarily Regional Activity Center.	» Neighborhood 2 » Campus » Innovation Mixed Use	» Manufacturing and Logistics » Neighborhood 1	» Multi-family and office tend to be primary uses with retail, restaurant and entertainment on ground floors » Auto-oriented uses should be discouraged » Buildings should be mid- to high-rise (generally 8 stories or taller with some 5 to 7 stories) » Buildings tend to be oriented along the sidewalk edge with little to no setback except when the setback is used for outdoor seating and urban open space
Regional Activity Center	Map Regional Activity Centers in and around large areas of mixed-use; consider creating Regional Activity Centers from Community Activity Centers that can grow in size and intensity; map Regional Activity Centers near high-capacity transit stations; avoid adding large Regional Activity Centers in areas without existing or planned infrastructure or market demand to support increased density Priority Geography Notes: All City geographies should have access to at least one Regional Activity Center. The priorities listed above are the geographies which currently do not contain an RAC. Uptown is included because it is the center of the region and should be mapped as primarily Regional Activity Center.	» Neighborhood 2 » Campus » Innovation Mixed Use » Community Activity Center	» Manufacturing and Logistics » Neighborhood 1 » Neighborhood Center	» The predominant building type is high-rise » Buildings tend to be up to 30 stories (500') tall and may be over 30 stories with benefits to the community » Buildings should step down in height adjacent to Neighborhood 1, but not necessarily to Neighborhood 2



COMMUNITY AREA PLANNING

The Benefits of a Community Area Planning Approach

Community Area Plans are intended to provide a more coordinated, efficient and effective structure for neighborhood planning. A neighborhood-based approach to more detailed planning of Charlotte presents logistical challenges related to the number of plans that would be required. This a Community Area Planning approach establishes an achievable approach to 100% coverage of the community, facilitates conversations between neighborhoods, and allows major barriers that often serve as neighborhood boundaries to be addressed in the planning process. Existing and future neighborhood planning will be integrated into the planning for Community Areas. Neighborhoods and districts will become integral sub-geographies of these sub-areas. And existing neighborhood and community plans should be respected and recommendations carried forward, as appropriate, as they are integrated into the Community Area Plans.

The Community Area Planning Process

Community Area Plans should protect and enhance Charlotte's neighborhoods. They are plans intended to provide detailed strategies for places, transportation, infrastructure and community facilities and amenities. These plans should catalog and celebrate community character and develop and enhance places through the designation of Place Types and community assets. As described in the previous section, the city's corridors often serve as focal places within and between neighborhoods. The Community Area Plans should drive the creation of place along these corridors and focus on the scale and design of public spaces.

The Community Area Plans should integrate previous neighborhood plans and community plans. The purpose of the Community Area Plans is to develop actionable strategies for the city's neighborhoods at a manageable and implementable scale. In addition, developing a single plan that represents multiple neighborhoods is a more effective way to elevate neighborhood-level issues for consideration of policy changes and funding

priorities. These plans can also serve to protect specific communities within or adjacent to larger Community and Regional Activity Centers.

The planning process for Community Area Plans will generally range from nine to twelve months and should include a robust community engagement strategy. They should be updated approximately every 10-12 years. Criteria for determining prioritization will take into account the Community Area's proximity to regional centers; degree of change reflected in Future Place Type mapping; Equity Metrics; existence and age of existing subarea plans; new large scale development planned, underway or recently completed; new large scale infrastructure planned, underway or completed; and amount and type of public investments recently made in the Community Area.

The Key Components of a Community Area Plan

The following provides the major plan components and steps for a Community Area Plan.

Project Team and Initiation

- Organize Planning Team and Key Stakeholders
- Refine boundary of the Community Plan Area with Planning Team
- Develop community engagement strategy
- Review and confirm community engagement strategy with Planning Team

Community Area Vision and Goals

- Interpret the Comprehensive Plan's Vision Elements and Goals for the Community Area
- Identify additional unique goals for the Community Area

Detailed Place Type Review and Focus Area Planning

- Review adopted Future Place Type mapping
- Identify community focus areas
- Identify neighborhood opportunities and public benefits for focus areas
- Identify more detailed land use guidance (as applicable)
- Identify transition and buffer strategies for applicable Place Types and focus areas

Infrastructure and Amenities

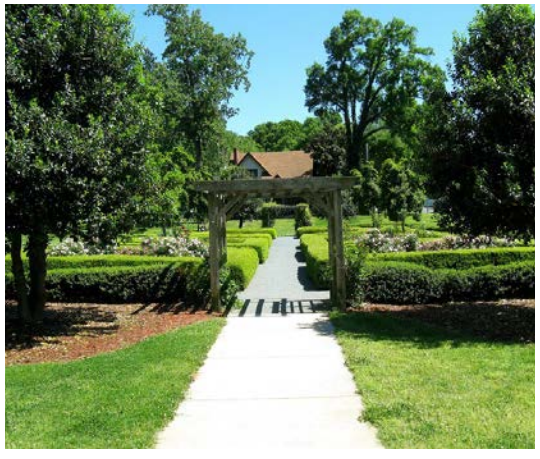
- Identify neighborhood assets and amenities
- Develop list of desired assets and amenities
- Identify planned and needed infrastructure improvements
- Coordination with project partners in infrastructure improvement identification, design and implementation

Implementation

- Key Investments
- Prioritization of needed improvements
- Phasing strategy and CIP coordination

Prioritization of Community Plan Areas

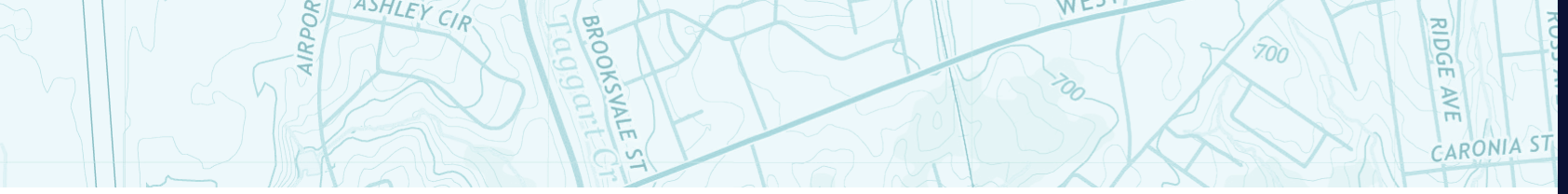
While establishing 15 Community Plan Area geographies will help to ensure that neighborhood level and place specific planning can occur within a timely manner, it will likely be impossible to initiate all 15 planning processes at once. Prioritization criteria should be established to better understand each area and establish groupings for phased implementation of the Community Plan Area planning processes.



Potential criteria include:

- Age of Existing Plan Guidance (District and Community Plans)
- Coverage of Existing Guidance (District and Community Plans)
- Rate and Direction of Population Change
- Rate and Direction of Employment Change
- Access to Amenities, Goods and Services Equity Metric
- Access to Housing Opportunity Equity Metric
- Access to Employment Opportunity Equity Metric
- Environmental Justice Equity Metric
- Populations Vulnerable to Displacement Equity Metric
- Market Readiness/Pressure
- Presence of Major Planned or Current Development/ Redevelopment
- Presence of Major Public Infrastructure Investment
- Development Capacity
- Degree of Future Place Type Change (comparison of Existing Place Type Map to Future Place Type Map)

It is often helpful to look at both ends of the spectrum for several prioritization criteria. One potential example is market readiness. A neighborhood that has little development and/or investment activity may suffer from a lack of housing diversity, a lack of access to nearby or quality amenities, etc. Initiating a Community Area Plan for this the area that includes this neighborhood may help to 1) ignite some market interest and 2) allow the community to plan ahead and prepare for potential gentrification and displacement. On the other hand, a neighborhood that is market ready to the extent that it is experiencing rapid transactions and investments is likely experiencing dramatic increases in land values, property values and rents and change in mobility, culture and character. Initiating a Community Area Plan for this area can help to provide more detailed guidance for future development, identify infrastructure to support recent and impending growth, and help to ensure that public benefits are communicated and achieved.



Community Area Toolkit

The Community Area Planning approach sets out a framework to provide an area plan for every area in Charlotte within the next 5 to 10 years, with multiple areas of the city undergoing a planning process at a time. As the new planning approach makes its way around Charlotte, Community Areas that want to get a head start on the planning process can lay the groundwork by taking advantage of one or more tools that will help them establish valuable resources to guide planning and decision making.

These tools provide ways to connect to existing community resources as well as self-guided activities, some of which are intended for groups or organizations. None of the activities are required for a successful planning process and completing the activities does not mean a Community Area planning process will be scheduled sooner. The activities will help individual and groups to think about and document the Community Area's unique characteristics, strengths, and weaknesses. This can help residents begin to identify, articulate and research ideas before planning begins.

Existing and potential tools include:

- Connect with your City Council representative/s;
- Identify key stakeholders, including residents, businesses, employees, students and others in the Community Area;
- Develop a facility and/or venue inventory;
- Perform a sidewalk inventory to determine the presence, character and conditions of sidewalks in the Community Area;
- Identify and map public and private art installations throughout Community Area;
- Complete or collect a photo inventory of public spaces throughout the Community Area;
- Participate in one or more Housing & Neighborhood Services Training Programs;
- Apply for a Neighborhood Matching Grant or other City grant program;
- Organize one or more neighborhood clean-ups throughout the Community Area;
- Document important and/or unique architectural and design characteristics in the Community Area;
- Identify and map potential opportunity sites or areas;
- Participate in the City's Planning Academy;
- Collect an oral and/or visual history of the Community Area; and
- Conduct a safety audit of a particular corridor, center or other subarea within the Community Area

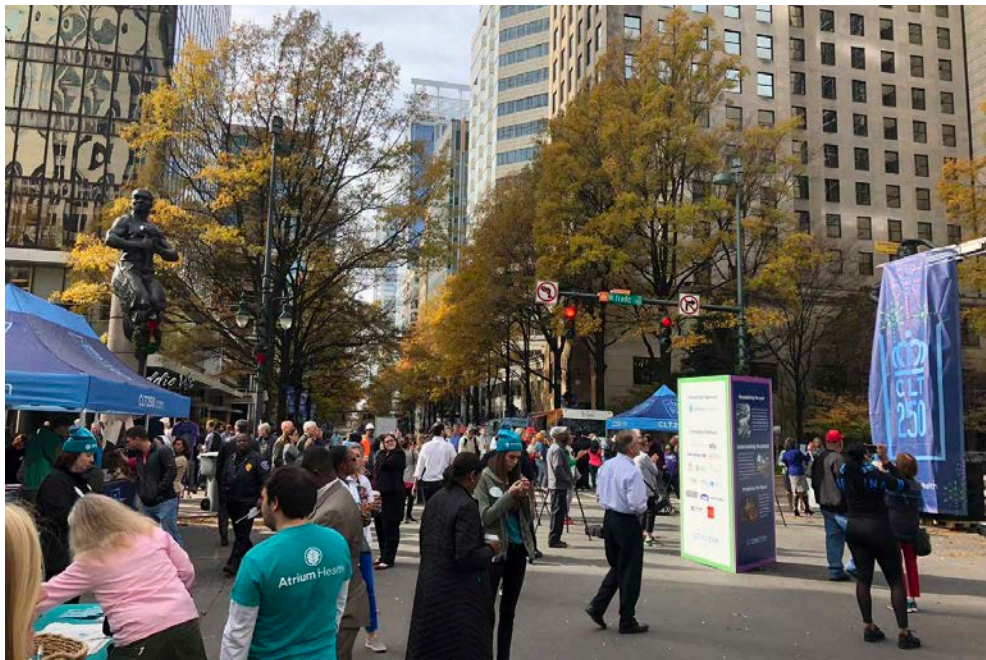
Updates to Community Area Plans

Depending on staffing availability and capacity, it is feasible to complete the Community Area Plans for all 15 geographies within approximately three to five years from when they are initiated. With that said, it may take five to ten years to complete all of the plans depending on the length of individual planning processes and resources available. It is important to note that Community Area Plans should not be initiated until Future Place Type Mapping is completed for all parts of the City. Once adopted, Community Area Plans should be updated every seven to ten years. Prioritization criteria should be updated annually for all Community Area Plans. The order of updates can be adjusted and the timeline for initiating an update can be accelerated if there are significant changes in one or more prioritization criteria.

CASE STUDY: SA TOMORROW REGIONAL CENTERS

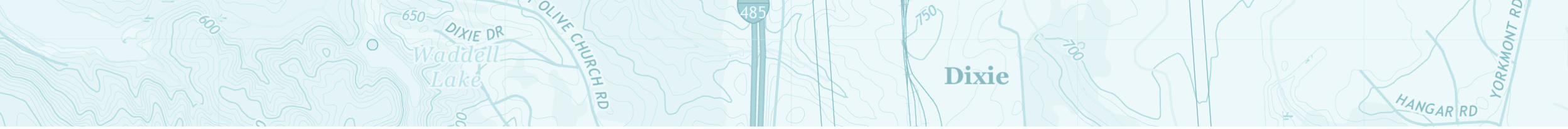
The City of San Antonio's Comprehensive Plan, SA Tomorrow, identified 13 regional activity centers. These Centers are a major building block of the plan and were designed to organize the economic geography of the community and to provide direction and vision for the City's major employment and activity hubs. The centers were identified based on the presence of major economic, civic, and cultural assets (e.g. large employers, major education institutions, cultural attractions/facilities) and the existing density of employment. Three regional center types were identified including Activity Centers (e.g. downtown), Logistics/Service Centers (e.g. airport area), and special purpose centers (e.g. military bases). Each type identifies the desired mixture of uses and the associated land use strategy. The City has worked to organize its economic development tax incentive policies and affordable housing policies to focus efforts and resources towards the Centers. A set of seven elements needed in a regional center were identified to guide planning efforts in these areas: anchor institutions, enhanced urban planning/design, area identify/ brand, partner organizations, enhanced mobility network, capital investments in to place-making and community amenities, and funding/incentive tools.

Image source: https://www.bizjournals.com/sanantonio/news/2019/12/06/city-council-approves-downtown-development-plan.html


Atrium Health

C. GOAL AND OBJECTIVES METRICS

The following provides a suggested list of metrics associated with the objectives corresponding to each of the 10 plan goals in the Comprehensive Plan. The list of metrics should be reviewed to ensure that relevant data is available or can be collected. There are several metrics that will be reported on immediately with already available data and other metrics that should be explored in the future. In addition, a baseline should be established for each metric, as well as 20-year and interim targets.



GOAL 1: 10-MINUTE NEIGHBORHOODS

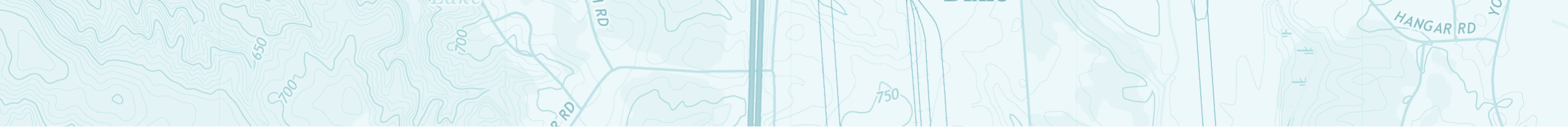
All Charlotte households should have access to essential amenities, goods, and services within a comfortable, tree-shaded 10-minute walk, bike, or transit trip by 2040. Not all neighborhoods are expected to include every essential amenity, good, or service, but every resident should have access within a ½ mile walk or a 2-mile bike or transit ride.

Objective Number	Objective	Metric
Increase the percentage of households, both new and existing, within a tree-shaded 10-minute walk, bike, or transit trip of:		Percent of increase to transportation modes.
1.A	Fresh, healthy food opportunities.	Number of food co-ops, community gardens and neighborhood-based food sharing or grocery store within a 10-minute walk, bike or transit trip
1.B	High performance transit corridor.	Number of facilities within a 10-minute walk, bike or transit trip
1.C	Park, plaza, nature preserve, or other public space.	Number of facilities within a 10-minute walk, bike or transit trip
1.D	Trail, greenway, or other “all ages and abilities (AAA)” bicycle facility.	Number of bicycle facilities, sidewalks, transit stops, parks
1.E	A concentration of daily goods and services (applies to a Neighborhood, Community, or Regional Activity Center).	Number of full-service grocery stores in new mixed use developments in food deserts
1.F	Low-cost health care or pharmacy.	Number of facilities within a 10-minute walk, bike or transit trip
1.G	Community Facilities (libraries, schools, senior centers, community centers, early childhood education etc.).	Percent of vulnerable neighborhoods with increase of facilities; number of facilities built in vulnerable neighborhoods; money spent in vulnerable neighborhoods on facilities; percent of households within a 10-minute trip of early childhood education, library, school, community center
1.H	Financial Services (banks or credit unions).	Number of new financial institutions; percent of households within a 10-minute trip of financial institutions
1.I	Family sustaining wage jobs.	Number of facilities within a 10-minute walk, bike or transit trip
1.J	Advanced technology delivery service and supportive digital access.	Percent of households with advanced technology delivery service

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 neighborhoods.

Objective Number	Objective	Metric
2.A	Increase the score of the overall Access to Housing Opportunity equity metrics index for the City.	Access to Housing Opportunity Equity Metric
2.B	Increase the number of Accessory Dwelling Units (ADUs) in existing and new neighborhoods.	Number of accessory dwelling units
2.C	Increase the number of middle density units such as duplexes, triplexes, in all neighborhoods.	Number of duplexes, triplexes and fourplexes
2.D	Increase the number of middle density housing options, including fourplexes, along high performance transit and other major thoroughfares.	Number of attached single-family units, fourplexes and multifamily units along arterials
2.E	Increase the number of middle density housing options in transition areas between low intensity neighborhoods and higher intensity Place Types.	Number of attached single-family units, fourplexes and multifamily units within 1/8 mile of Activity Centers
2.F	Increase the number of residential dwelling units that includes less than one parking space per unit.	Number of units with less than one parking space
2.G	Increase the number of small footprint housing units in existing and new neighborhoods.	Number of small footprint housing units (see glossary)



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.

Objective Number	Objective	Metric
3.A	Increase housing opportunities for households with limited or no vehicle access by increasing the number of affordable rental and deed-restricted housing units, targeting households at 80% AMI or less, within ½ mile of Activity Centers and high performance transit.	Number of new affordable and workforce units
3.B	Retain the number of naturally occurring affordable and workforce housing units in the community by managing changes within existing neighborhoods.	Number of preserved units
3.C	Increase the number of affordable and workforce units targeting households at 80% AMI or less within mixed-income developments (e.g. affordable and workforce units mixed with market rate units).	Number of new affordable and workforce units
3.D	Reduce the cost burden on households spending more than 45% of their income on housing and transportation.	Number of cost burden households
3.E	Reduce the cost burden on households spending over 30% of household income on housing.	Number of cost burden households
3.F	Increase the number of homeownership opportunities for low to moderate-income households, especially in areas with low Access to Housing Opportunity scores, as identified by the Equitable Growth Framework.	Number of homeownership within specific areas
3.G	Dedicate at least 10% of future housing trust funds to home ownership in areas with low Access to Housing Opportunity scores, as identified by the Equitable Growth Framework.	Percent of funds spent in areas with low Access to Housing Opportunity scores
3.H	Increase housing opportunities and supporting infrastructure and amenities for residents choosing to age in place.	Number of housing units and dollars spent in target areas

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

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

Objective Number	Objective	Metric
4.A	Increase the percentage of Charlotte households and jobs (new and existing) within ½ mile access to trail access points.	Percent of households within ½ mile of trail access points
4.B	Increase the share of households and jobs with safe access to high performance transit stations (light rail, streetcar, bus rapid transit, and bus routes with headways of 15 min or less during peak hours).	Percent of households and jobs with1/2 mile of high performance transit station
4.C	Increase the share of commercial (mixed use, entertainment, and employment) development within 10-minute tree-shaded walk or bike of trail access points and high-performance transit stations.	Percent of commercial development within ½ mile walk or 2-mile bike of trail access points and high performance transit
4.D	Approach maximum allowable density under the TOD zoning for development within 10-minute walk or bike of trail access points and high-performance transit stations.	Percent built capacity in TOD zoning districts
4.E	Increase the number of moderate to high-intensity developments along regional transit and trail routes.	Number of residential units and square feet of commercial within ½ mile of regional transit and trails
4.F	Increase safe and connected bike infrastructure within two miles of transit stops and trail access points.	Number of miles of designated bike facilities within 2 miles of transit stops and trail access points
4.G	Decrease the percentage of transit stops without access to sidewalks.	Percent of transit stops with complete sidewalk coverage within ½ mile
4.H	Provide signalized pedestrian crossings at all transit stops on thoroughfares.	Percent of transit stops on thoroughfares with signalized pedestrian crossings
4.I	Increase the number of connections between new trail and/or transit line developments and neighborhoods of varying land uses, density, and architecture.	Miles of trail and transit routes within ½ mile of Neighborhood, Community and Regional Activity Centers
4.J	Increase the number of developments that are transit-oriented in both location and design.	Square feet of mixed use development within ½ mile of regional transit and trails
4.K	Create engaging public spaces near high-performance transit stops, stations and trails.	Number of new public spaces

GOAL 5: SAFE AND EQUITABLE MOBILITY

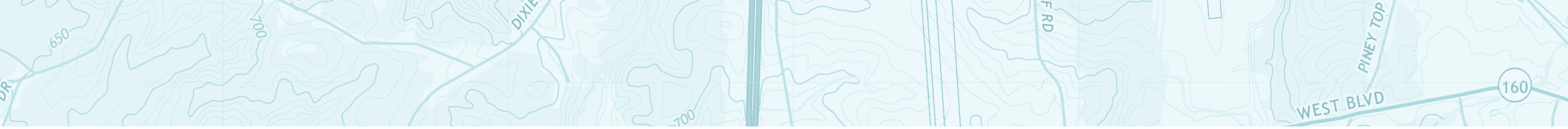
Charlotte will provide safe and equitable mobility options for all travelers regardless of age, income, ability, race, where they live, or how they choose to travel. An integrated system of transit and tree-shaded bikeways, sidewalks, trails, and streets will support a sustainable, connected, prosperous,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

Objective Number	Objective	Metric
5.A	Eliminate transportation-related fatalities and serious injuries to make our streets safe for everyone.	Percentage of transportation-related fatalities
5.B	Increase access in our historically underinvested communities and modes of transportation to support equitable and affordable mobility options.	Proximity to equitable and affordable mobility
5.C	Increase access to sustainable and zero carbon transportation modes and mobility options to support our Strategic Energy Plan.	Proximity to sustainable and zero carbon transportation modes and mobility options
5.D	Increase the share of trips made without a car to broaden the connectivity and capacity of our transportation infrastructure.	Number of trips made without a car; percent increase in number of bicycle and transit trips
5.E	Prioritize transportation investments that promote economic vibrancy by managing congestion, connecting our workforce with opportunities, and advancing community priorities.	Dollars spent on mobility improvements compared to new jobs by area
5.F	Integrate and implement emerging transportation services, technologies, and programs that align with community goals.	Community satisfaction with mobility choices

GOAL 6: HEALTHY AND ACTIVE COMMUNITIES

All Charlotteans will live and work in safe and resilient neighborhoods that enable healthy and active lifestyles by reducing exposure to harmful environmental contaminants, expanding and improving the quality of tree canopy cover, encouraging neighborhood investment in walking, cycling, and recreation facilities, and providing access to healthy food options and health care services.

Objective Number	Objective	Metric
6.A	Increase percentage of households (new and existing) within a comfortable, tree-shaded 10-minute access to primary care health care services.	Proximity to health care services
6.B	Increase the number of days that air quality is “good” to 325 and reduce the days that air quality is “unhealthy for sensitive groups” or worse to zero.	Days and air quality
6.C	Reduce rates of obesity from 24% to 20% and reduce the number of neighborhoods where obesity rates are higher than 24%.	Rate of Obesity
6.D	Increase the percentage of low-income households living within ½ mile of a Medicaid health care provider or free clinic.	Proximity to health care services
6.E	Increase the number of urban farming and fresh produce opportunities (e.g. community gardens, farmers markets, co-ops, food forests, neighborhood-based CSAs, etc.) accessible to all neighborhoods within a 10-minute walk or bike ride.	Proximity to fresh foods
6.F	Reduce and eliminate food deserts within the City.	Proximity to fresh foods
6.G	Improve perceptions of public safety and measure perception through community surveys.	Percent of residents that feel safe and % in each neighborhood feel safe
6.H	Improve public safety and public safety perceptions through annual reductions in violent and property crimes.	Crime prevention measures; reduction in property crime and violent crime
6.I	Provide accommodations for diverse populations, including multilanguage capabilities, accessibility and universal design, and culturally responsive programming.	Number of people served with accommodations



GOAL 7: INTEGRATED NATURAL AND BUILT ENVIRONMENT

Charlotte will protect and enhance its surface water quality, tree canopy, and natural areas with a variety of trees, plantings, green infrastructure, green building practices, and open space at different scales throughout the entire community as a component of sustainable city infrastructure that addresses the threat of climate change.

Objective Number	Objective	Metric
7.A	Increase the number of small parks and plazas within or near neighborhoods and neighborhood centers that contain community amenities such as recreation facilities, tree canopy, retrofit stormwater facilities, and water quality/natural resource education.	Increase the number of parks with standard set of amenities
7.B	Increase the acreage of protected (including public and private) natural lands (such as forests and natural areas) within the City.	Increase this acreage (within private developments)
7.C	Improve surface water quality such that all City streams meet surface water quality standards.	Keep track of streams removed
7.D	Increase the acreage of amenitized open space and forested or tree-shaded open space within private developments that are open to the public.	Increase this acreage (within private developments)
7.E	Reduce the number of flood prone areas through mitigation efforts.	Reduce number of flood-prone areas
7.F	Strive to source 100% of energy use in municipal buildings and fleet from zero carbon sources by 2030.	Percent of City buildings and vehicles that are carbon neutral
7.G	Reduce per capita carbon emissions in the City.	Per Capita Emissions; percentage of commuters driving along
7.H	Slow canopy loss on privately owned residential properties.	Acres and percent of tree canopy
7.I	Improve quality of tree canopy (age, species, etc.) to ensure it lasts for future generations.	Number and proportion of trees of various ages, species, sizes, etc.
7.J	Increase the number of developments utilizing green building practices or receiving green building certifications.	Increase the number of developments using green building practices or obtaining green building certifications
7.K	Continue to expand the use of green stormwater infrastructure to improve surface water quality and reduce flooding, including in-fill and redeveloping areas.	Number of projects; percentage of impervious surfaces

GOAL 8: DIVERSE AND RESILIENT ECONOMIC OPPORTUNITY

Charlotteans will have opportunities for upward mobility to align education and skill levels with a diverse mix of employment opportunities, especially in targeted and supported industries.

Objective Number	Objective	Metric
8.A	Increase the jobs-to-housing balance in Charlotte to ensure housing development keeps pace with job growth.	Percent of jobs increase vs. percent of housing supply increase
8.B	Increase number of workers employed within the City's target industries.	Put out yearly reports of increasing employment within city's target industries / dashboard
8.C	Increase the number of businesses supported and/or participating in business support programs.	Keep track of the number of businesses supported
8.D	Increase the rate of new business formation within the City.	Keep track of new businesses in Charlotte
8.E	Increase the number and proportion of family sustaining wage jobs in Charlotte.	Number of family sustaining wage jobs (see glossary)
8.F	Decrease the number of acres within mixed-use Place Types that are existing single-use commercial and office employment uses by allowing transitions to a mix of uses.	Ratio of housing to commercial uses in areas with Place Type assignments of Center, Campus, Commercial or Innovation Mixed Use
8.G	Grow the presence of "micro-economies," (the number of jobs located within community and neighborhood mixed-use areas).	Define certain micro-economies and monitor percent of growth (new jobs, new businesses, etc.)
8.H	Maintain or increase the number of developed acres within Manufacturing and Logistics and Innovation Mixed Use Place Types.	Maintain percent of developed acres within industrial Place Types
8.I	Maintain or increase the number of jobs located within Manufacturing and Logistics and Innovation Mixed Use Place Types.	Maintain percent of jobs within industrial Place Types
8.J	Grow the number of Minority, Women, and Small Business Enterprises (MWSBEs) and cooperatively owned businesses, operating in the City.	Keep track of number of MWSB businesses
8.K	Increase the share of jobs at MWSBE-qualified businesses and within cooperatively owned businesses.	Keep track of number of MWSB businesses
8.L	Capture a greater share of employment growth within the City's existing and planned Regional Activity Centers.	Keep track of job growth in Regional Activity Centers
8.M	Increase job-training opportunities that allow residents to obtain hard and soft skills needed to qualify for jobs within the City's target industries.	Number of participants in City and/or County affiliated job-training programs
8.N	Maintain or increase the number of middle skill jobs (jobs that require education beyond high school but not a four-year degree).	Increase number of middle-skill jobs

GOAL 9: RETAIN OUR IDENTITY AND CHARM

Charlotte will retain the identity of existing neighborhoods by intentionally directing redevelopment, limiting displacement and cultivating community-driven placemaking that elevates the importance, quality and design of places.

Objective Number	Objective	Metric
9.A	Increase the rate of restoration and adaptive reuse of existing structures originally built for commercial uses and reduce the rate of tear downs.	Number of demolition permits and value of renovations
9.B	Increase the number of publicly funded placemaking and art installations throughout the City, especially within older neighborhoods and areas with populations vulnerable to displacement.	Total number of placemaking and public art projects overall and in areas vulnerable to displacement
9.C	Reduce the speed and scale of older homes and existing trees being demolished and replaced with newer homes in existing neighborhoods, homes within historic districts, and homes within the Old Historic Route 4 Survey area.	Number of demolition permits by location; Acres and percent of tree canopy by area
9.D	Reduce the number of residents experiencing involuntary displacement	Number of evictions; Number of households involuntarily displaced
9.E	Improve jobs-skills match in and near areas with residents who may be vulnerable to displacement.	Jobs-housing ratio in areas vulnerable to displacement
9.F	Preserve and improve the tree canopy in Charlotte (cited as one of the primary aspects of the city that has attracted residents.	Acres and percent of tree canopy
9.G	Increase the capture of new jobs within “work” Place Types proximate to neighborhoods with owners and tenants who may be vulnerable to displacement.	Number of jobs in areas vulnerable to displacement
9.H	Provide financial and technical support to small businesses in areas at high risk for commercial displacement.	Number of participants in City and/or County affiliated financial and technical support programs
9.I	Increase the percent of new jobs and households in Regional and Community Activity Centers.	Number of jobs and housing units in Regional and Community Activity Centers compared to all of Charlotte
9.J	Increase the capture of new jobs within Regional, Community, and Neighborhood Centers adjacent to neighborhoods with owners and tenants who may be vulnerable to displacement.	Number of job in Regional Community and Neighborhood Centers within 2 miles of areas vulnerable to displacement
9.K	Identify, catalogue and understand the patterns of the character defining elements in neighborhoods and places that are uniquely Charlotte.	Percent of Charlotte cataloged for historic and cultural assets
9.L	Increase the number of historic districts that preserve a wide range of Charlotte’s diverse history and character.	Number and size of historic districts

GOAL 10: FISCALLY RESPONSIBLE

Charlotte will align capital investments with the adopted growth strategy and ensure the benefit of public and private sector investments to limit the public costs of accommodating growth.

Objective Number	Objective	Metric
10.A	Increase the capture of new jobs and households in Activity Centers.	Number of jobs and housing units in Regional Activity Centers, Community Activity Centers and Neighborhood Centers compared to all of Charlotte
10.B	Increase infrastructure investments (water/sewer replacement, street lighting, stormwater facilities, streetscaping, etc.) in existing urbanized areas planned for significant new development that are constrained by infrastructure capacity.	Amount and share of CIP dollars spent in areas mapped as future Activity Centers and Neighborhood 2 Place Types
10.C	Maintain or decrease the cost to serve residents per capita (e.g. costs to provide transportation, schools, parks, libraries, police, fire, etc.).	Cost to serve residents per capita
10.D	Increase tax revenue generated per acre by new development.	Tax revenue per acre for all new development completed within a year compared to previous years
10.E	Increase capture of new development in areas with available service and infrastructure capacity (e.g. water/sewer, stormwater, transit, etc.).	Percentage of housing units and jobs added in areas with existing services

OUR CITY. OUR PLAN. OUR FUTURE.

CITY OF CHARLOTTE