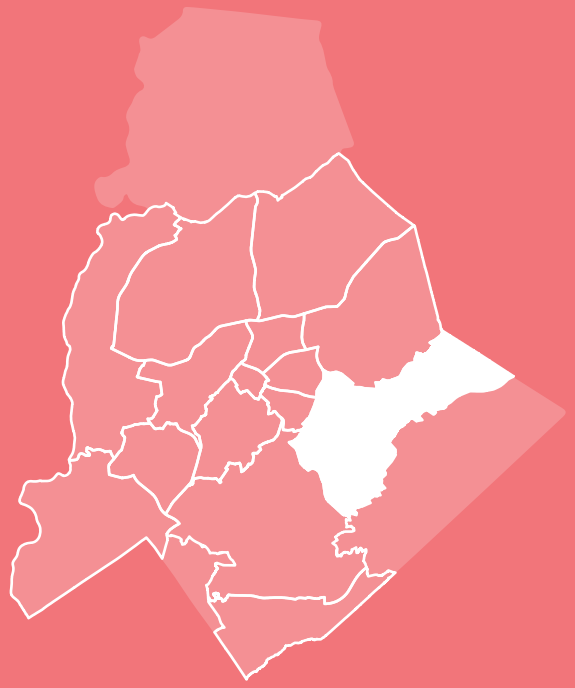




EAST MIDDLE & OUTER

CHARLOTTE FUTURE 2040

COMMUNITY AREA PLANNING

Date

MIG

CITY OF CHARLOTTE

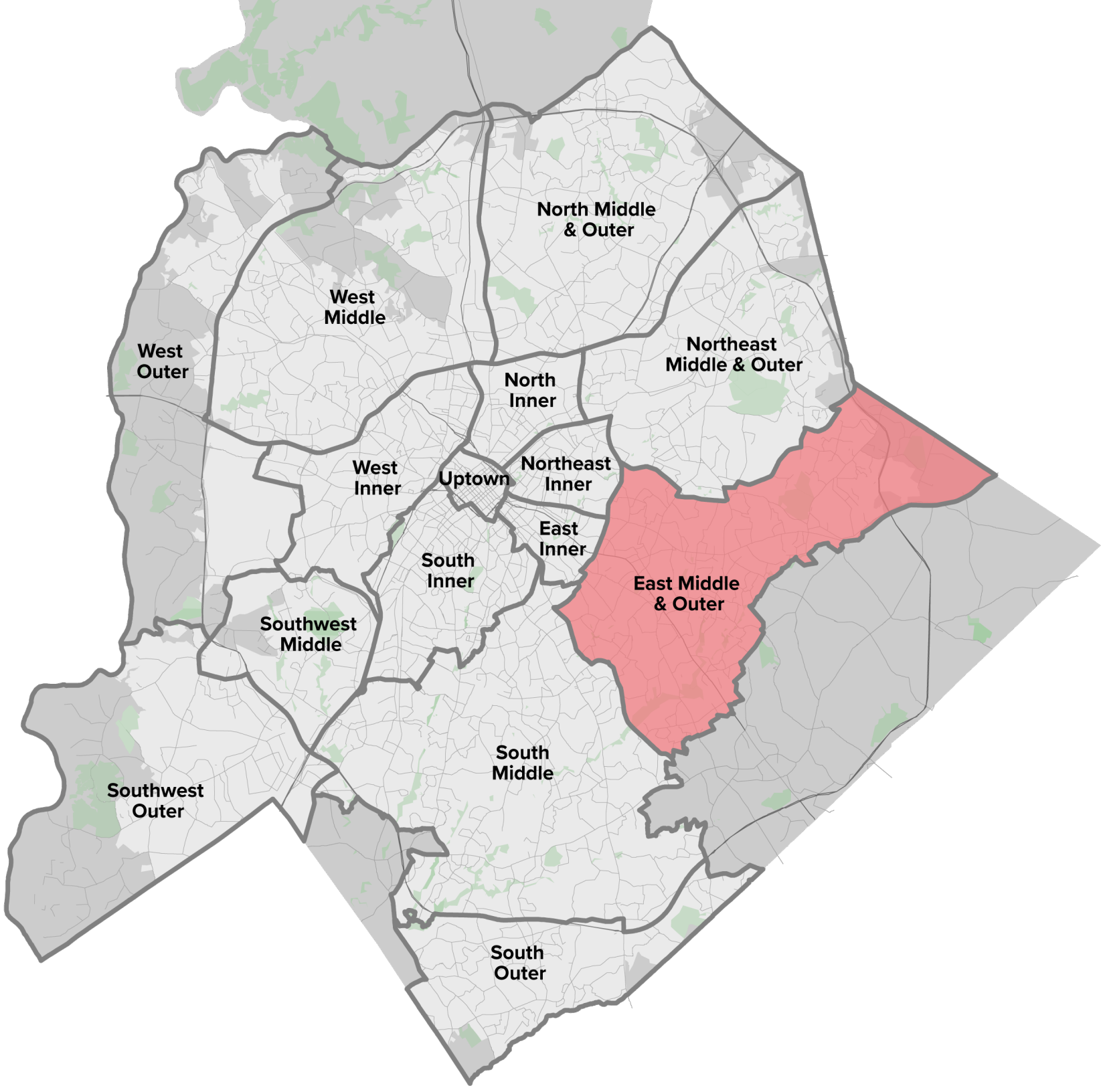

North Middle & Outer
West Middle
West Outer
Northeast Middle & Outer
North Inner
West Inner
Uptown
Northeast Inner
East Inner
South Inner
East Middle & Outer
Southwest Middle
South Middle
Southwest Outer
South Outer

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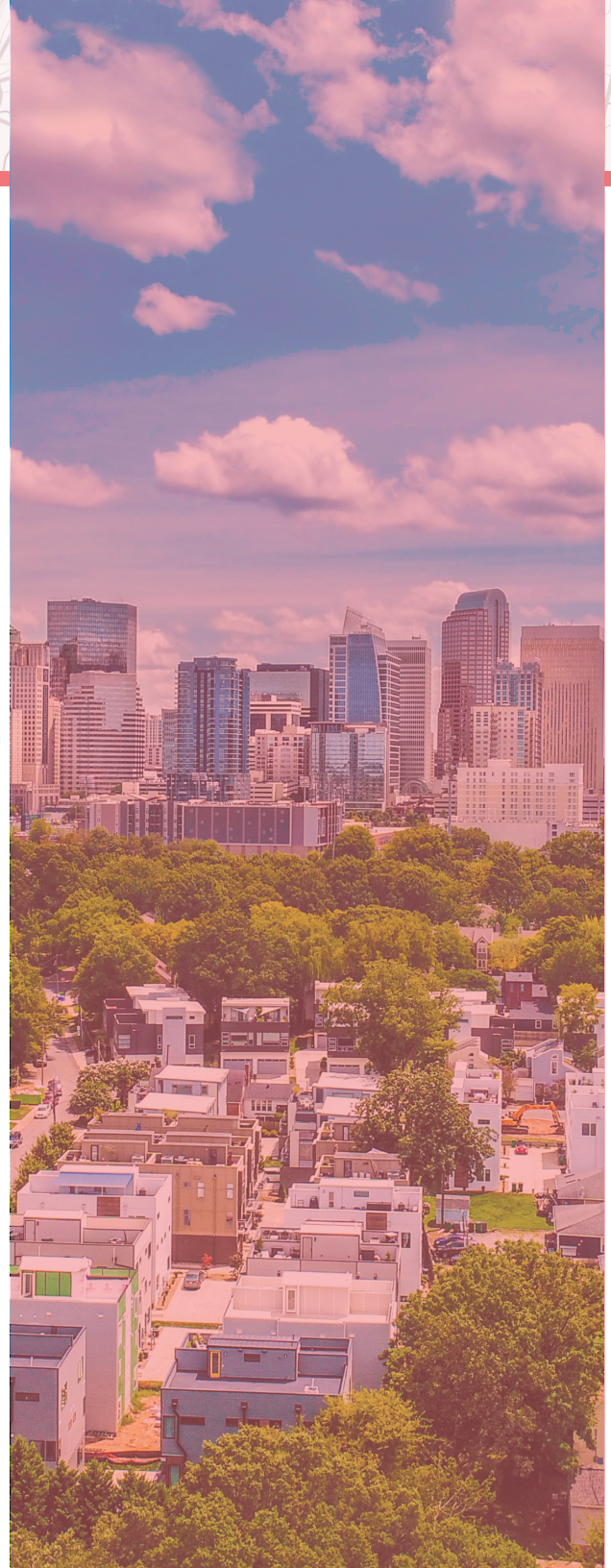
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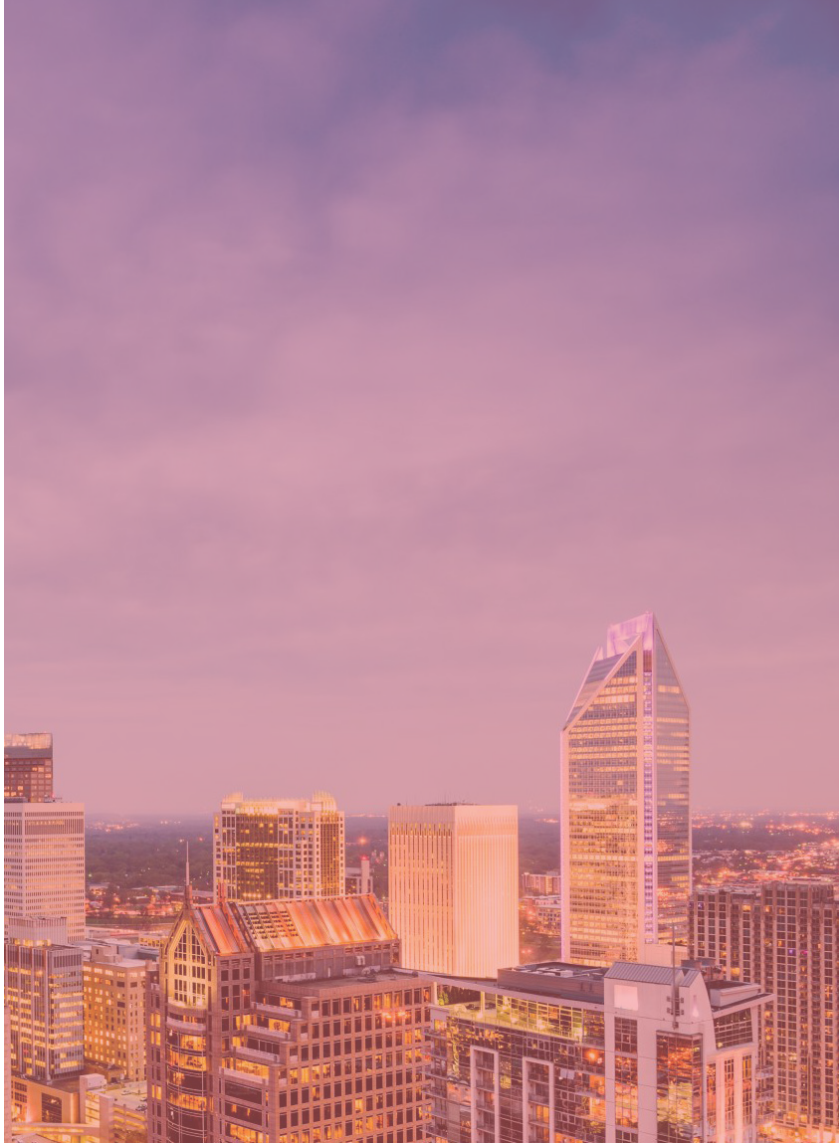
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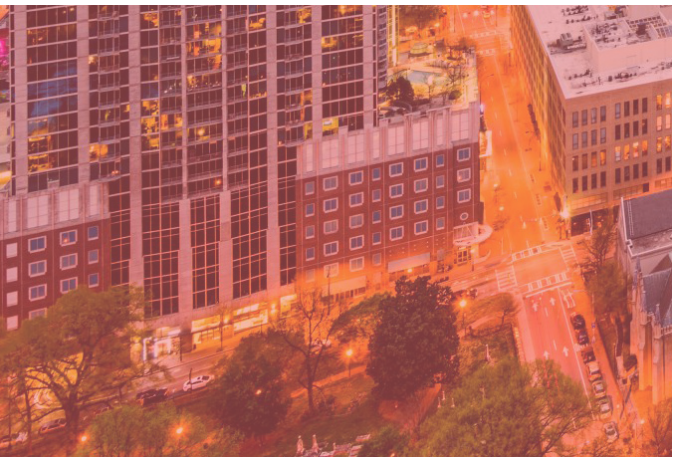
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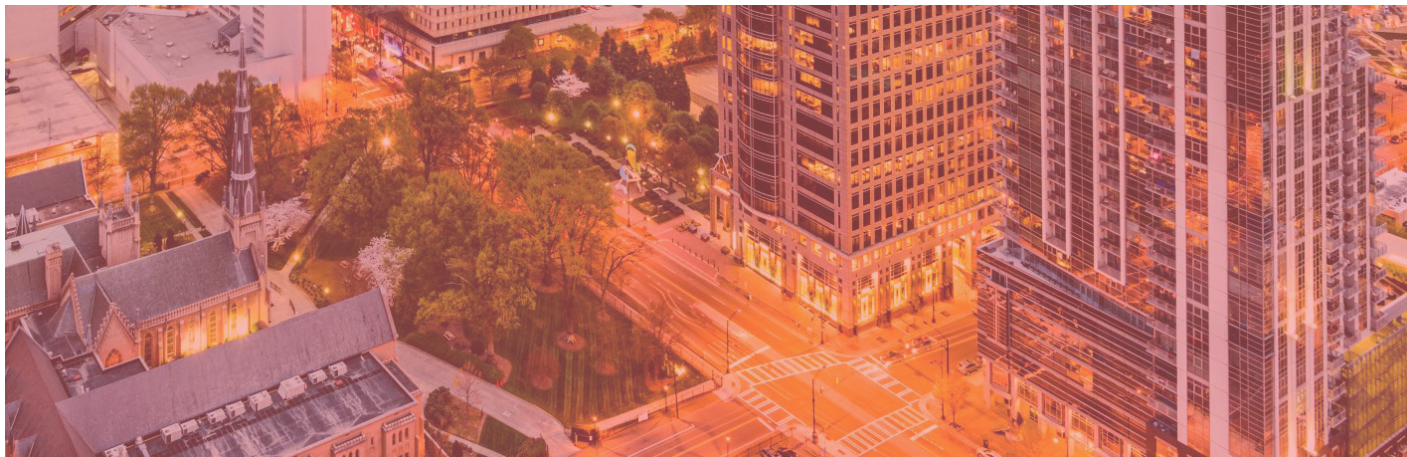
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INTRODUCTION

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

INTRODUCTION

BACKGROUND & PURPOSE

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

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

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



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

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

DEVELOPMENT & ADOPTION PROCESS

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

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

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

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

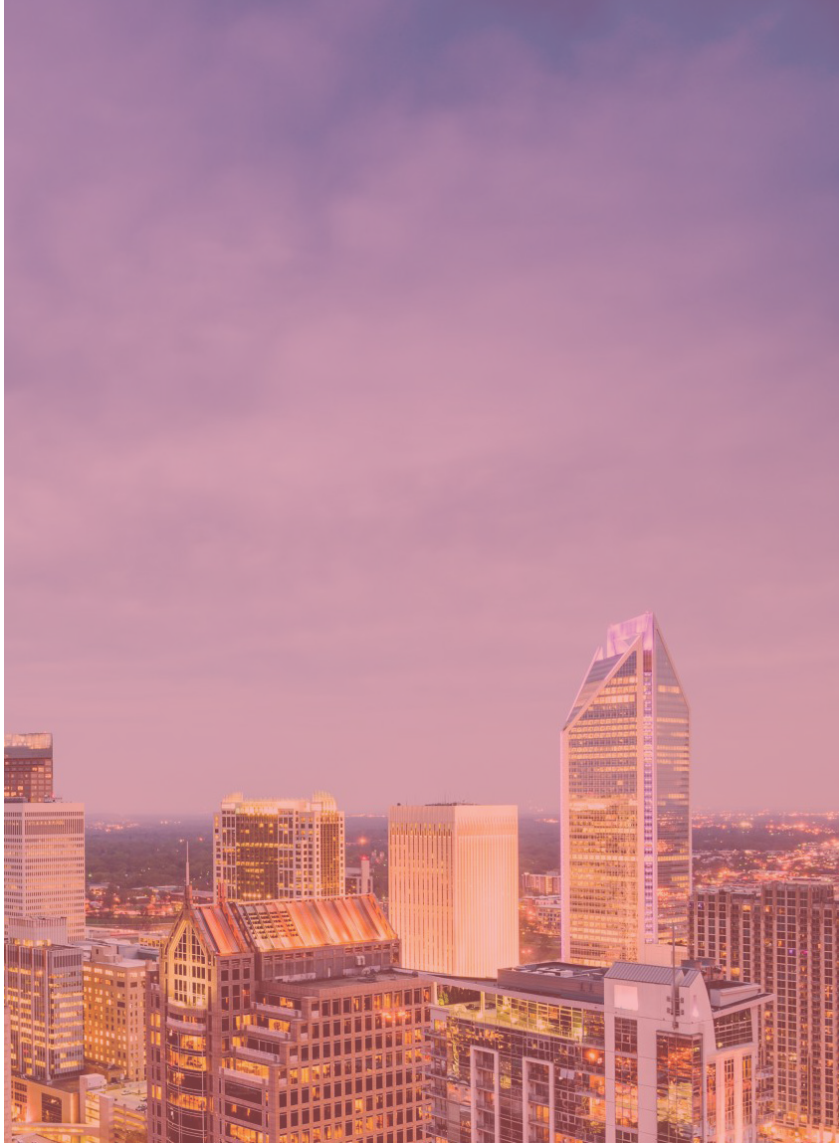
Volume 3: Implementation Guide (1) – Suggest specific actions to be taken to implement the plan recommendations.

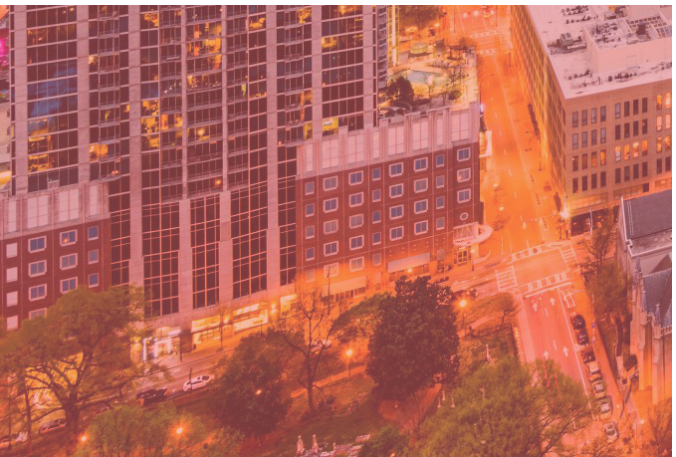
***Volume 1: Program Guide* and *Volume 2: Community Area Plans* are adopted by City Council and become City policy.** *Volume 3: Implementation Guide* is not adopted by City Council; rather it is used to guide staff efforts to implement *Volume 2*. The Neighborhood Toolkit and information about the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

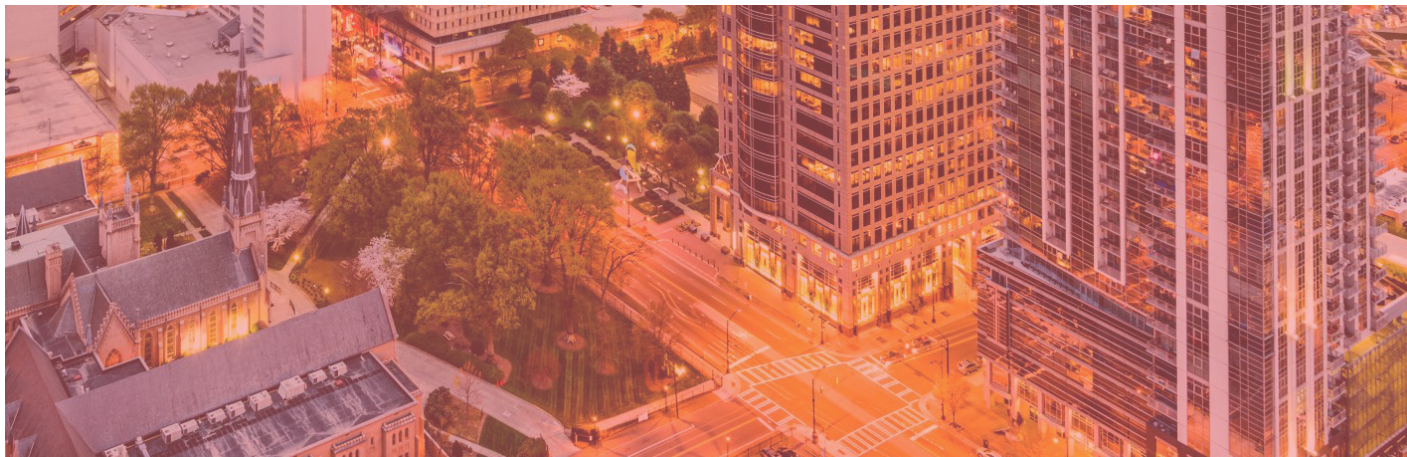
FIGURE 2: **FIVE-PHASE PLANNING PROCESS**



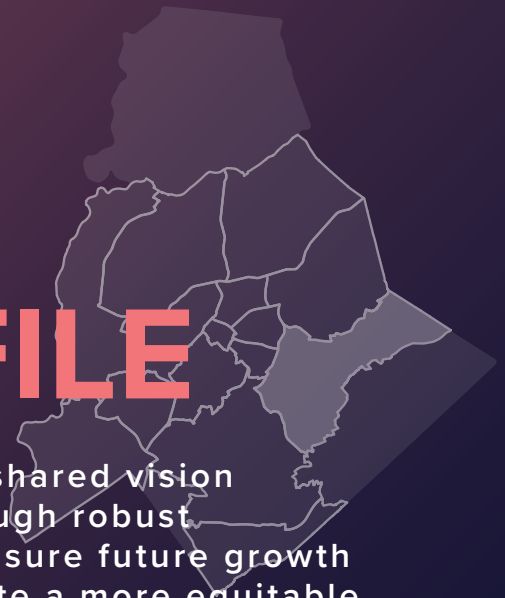








COMMUNITY PROFILE



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

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

COMMUNITY AREA PROFILE

EAST MIDDLE & OUTER

The East Middle & Outer geography is roughly bounded by Shamrock Drive, Robinson Church Road, and Reedy Creek to the north, City of Charlotte limits to the east, Sardis and Randolph Roads to the south, and Wendover Road and Eastway Drive to the west.

The geography includes several major avenues (Monroe Road, Central Avenue/Albemarle Road) and Independence Boulevard radiating outward from Uptown as well as several east-west avenues (Sharon Amity Road, WT Harris Boulevard, Harrisburg Road); all of which include high-capacity or express transit service. The plan area is composed of curvilinear or cul-de-sac streets that limit connectivity. It is also traversed by the Norfolk Southern Railway.

Nearly half of the geography was developed during the 1940s–1970s; this period of development was influenced by Federal policies that encouraged single-family development and car ownership, resulting in a more auto-dependent building form. The other half of the geography was developed from the 1970s-2000s which was constructed in a similar form but included more cul-de-sacs. Both periods of development include a significant amount of low-density residential development (59% of development is classified as Neighborhood 1). There is a concentration of Commercial development (10%) along the major avenues and 8% Parks and Preserves, which is land that is intended to remain as natural space in perpetuity.

MAP 1: **EAST MIDDLE & OUTER PLAN AREA**

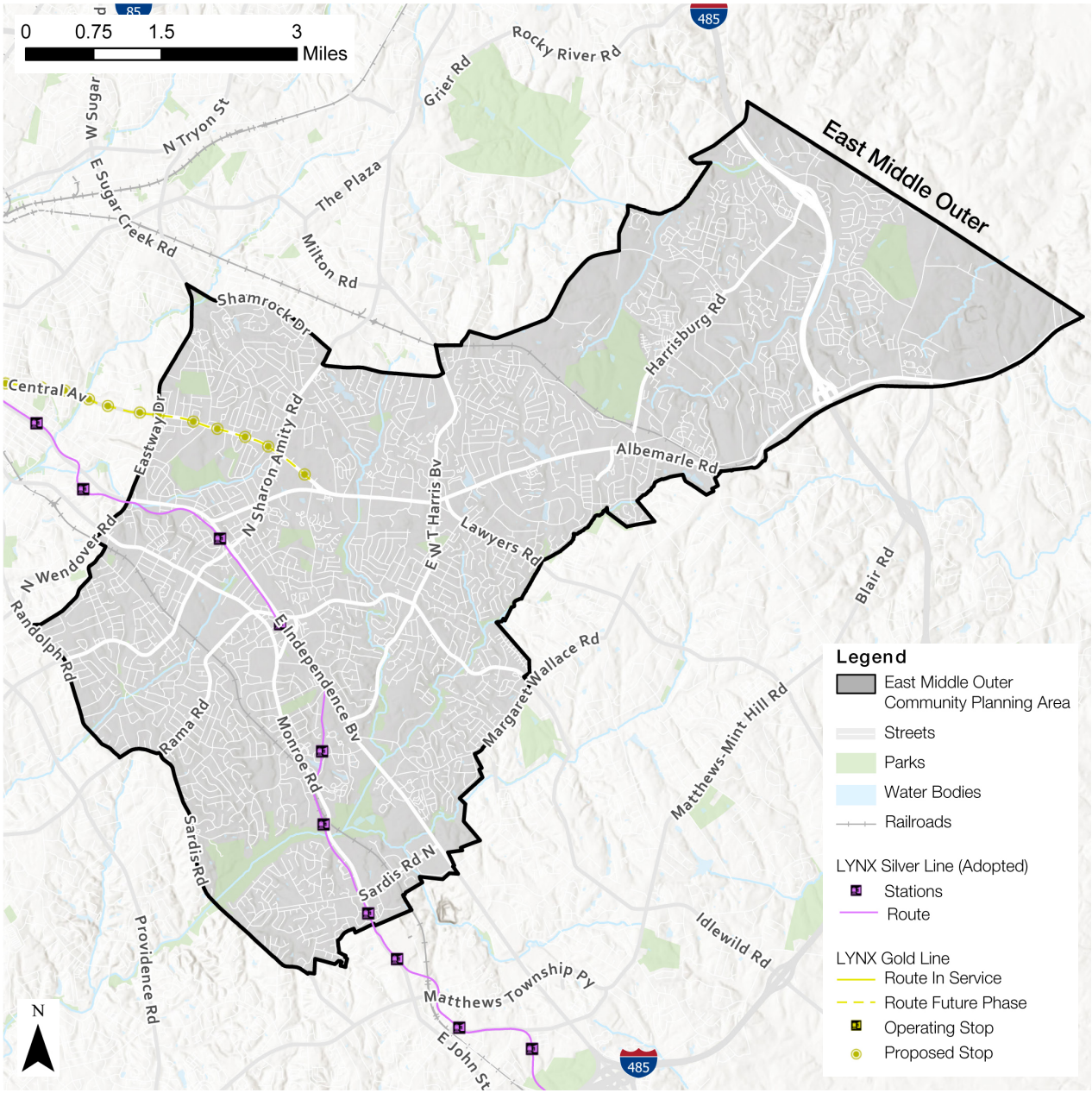


FIGURE 3: **EAST MIDDLE & OUTER QUICK FACTS**

EXPECTED GROWTH

The **East Middle Outer** geography is projected to see an increase of **13,370** residential units, which is **9%** of the city's overall residential growth, and **4,309** new jobs, which is **2%** of the city's total job growth, by the year 2040.

EAST MIDDLE & OUTER PROJECTED GROWTH



POPULATION

The **East Middle Outer** geography is comprised of **143,576** residents, which is **16%** of the city's population.

143,576
RESIDENTS

16%
OF CITY-WIDE POPULATION

INCOME

The Median Household Income Range in the **East Middle Outer** geography is between **$31,509** and **$137,897,** while the citywide range is $18,897 to $250,001.

$31,509 - $137,897
MEDIAN HOUSEHOLD INCOME RANGE

RACE

In the **East Middle Outer** geography, most residents are Black (**36%**), followed by White (**32%**) and Latino (**23%**). while citywide, the majority are White (40%), followed by Black (34%) and Latino (15%).

32% WHITE

36% BLACK

23% LATINO

EDUCATION & JOBS

In the **East Middle Outer** geography, **84%** of adults 25+ have a high school diploma or equivalent, and **30%** have a bachelor's degree or higher, compared to 90% and 46% citywide.

84%
ADULTS AGE 25+ WITH HIGH SCHOOL DIPLOMA OR EQUIVALENT

30%
ADULTS AGE 25+ WITH BACHELORS DEGREE OR HIGHER

In the **East Middle Outer** geography, **94%** of adults in the labor force are employed and **23%** of the population is foreign-born, compared to 95% employment and 8% foreign-born citywide.

94%
OF ADULTS IN THE LABOR FORCE WHO ARE EMPLOYED

23%
FOREIGN BORN POPULATION

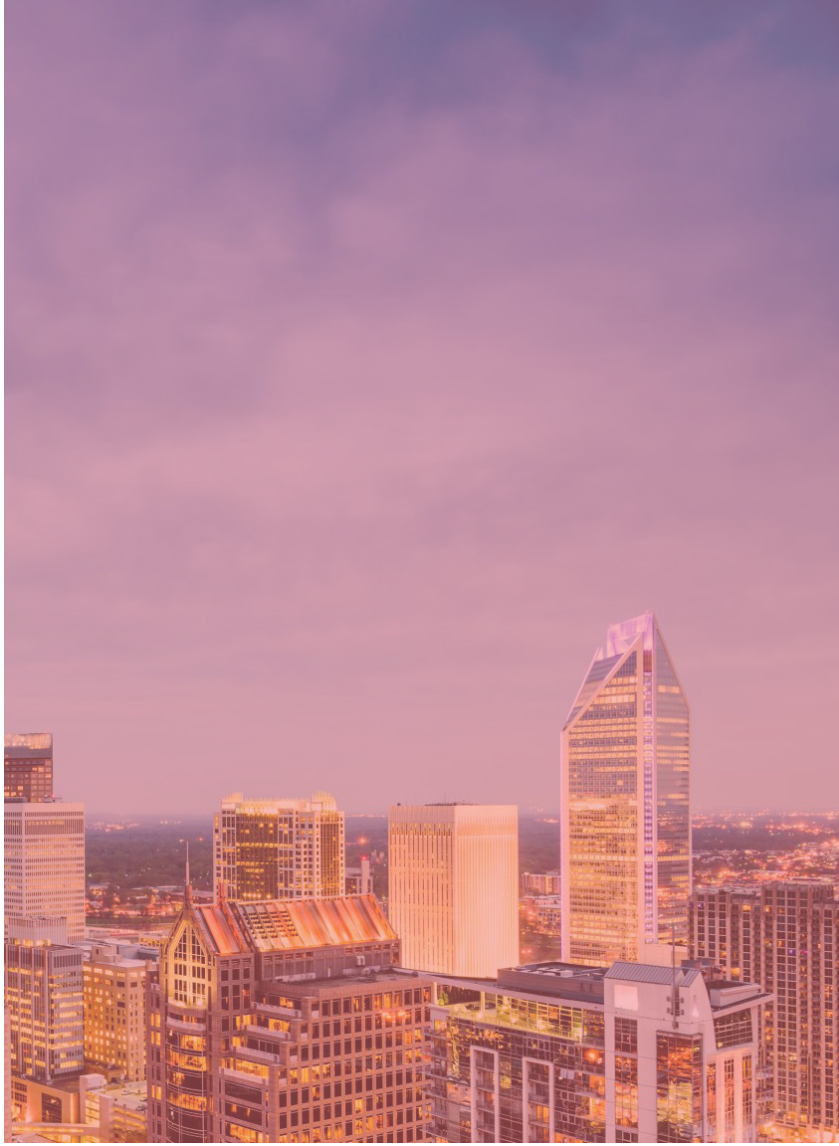
Data Sources: American Community Survey (ACS) 2019, Quality of Life Explorer (QOL) 2020, Community Viz Model 2020, CPA Prioritization Matrix 2019

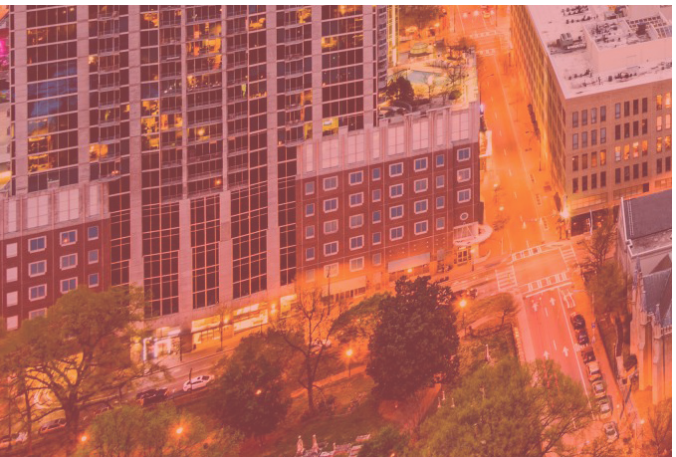
COMMUNITY REPORTS

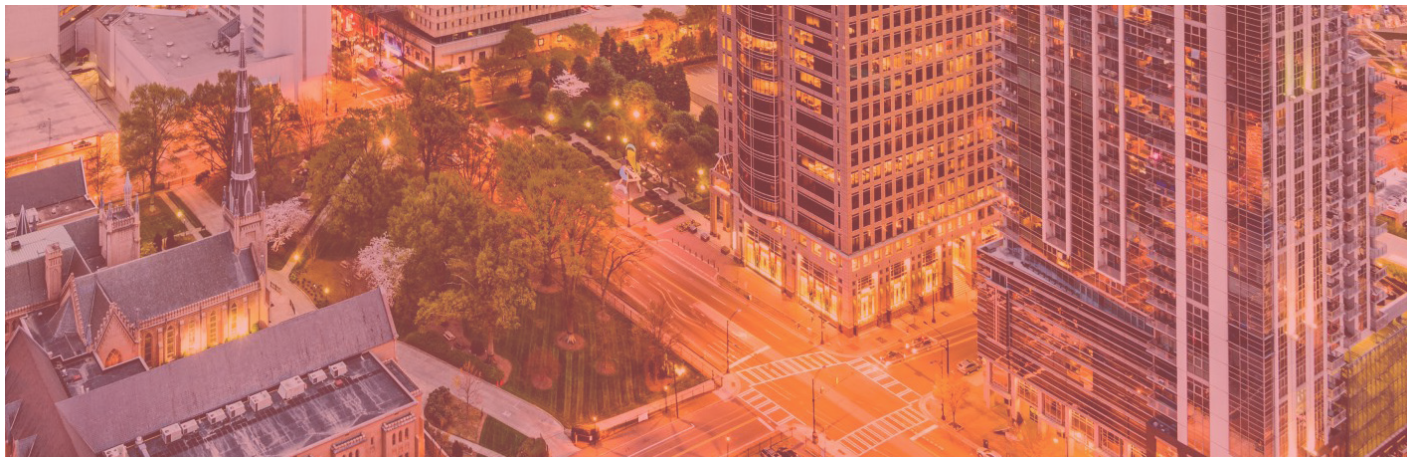
Community Reports were developed for each geography during Phase 1 of the Community Area Planning Process. These reports outline who lives, works and plays in each geography, what growth is expected for the community by 2040, and what the community's greatest needs are to ensure that the expected growth will benefit everyone.

These reports are available online at **https://tinyurl.com/CAPCommunityReports**









COMMUNITY NEEDS & GOALS



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

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

COMMUNITY NEEDS & GOALS

COMMUNITY NEEDS

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

Vulnerability to Displacement Overlay (VDO) Measures: Poverty Rate, Race, Educational Attainment, Age
East Middle & Outer is within the VDO

Access to Housing	**Access to Jobs**	**Access to Amenities**	**Environmental Justice**
Measures: Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing, Tenure, Level of (Re)Investment	Measures: Proximity to Employment, Employment in Commute Shed, Wage Levels, Middle Skill Jobs, Knowledge Based Jobs	Measures: Proximity to Childcare and Early Childhood Education, Parks, Open Space, Trails; Community Facilities, Fresh Food, Health Care & Pharmacies, Financial Services, Internet Service	Measures: Tree Canopy, Impervious Surfaces, Proximity to Heavy Industrial Uses, Proximity to Major Transportation Infrastructure, Floodplain
3	**2**	**4**	**7**

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

The East Middle & Outer geography's greatest needs are to **increase access to employment opportunities** as well as **access to housing choices and daily goods & services**.

COMMUNITY GOALS

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

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

Goal 1: 10-Minute Neighborhoods

Goal 2: Neighborhood Diversity and Inclusion

Goal 3: Housing Access for All

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

Goal 8: Diverse and Resilient Economic Opportunity

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

GOAL 1: 10-MINUTE NEIGHBORHOODS

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

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

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

GOAL 2: NEIGHBORHOOD DIVERSITY AND INCLUSION

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

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

GOAL 3: HOUSING ACCESS FOR ALL

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

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



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

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

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

GOAL 8: DIVERSE AND RESILIENT ECONOMIC OPPORTUNITY

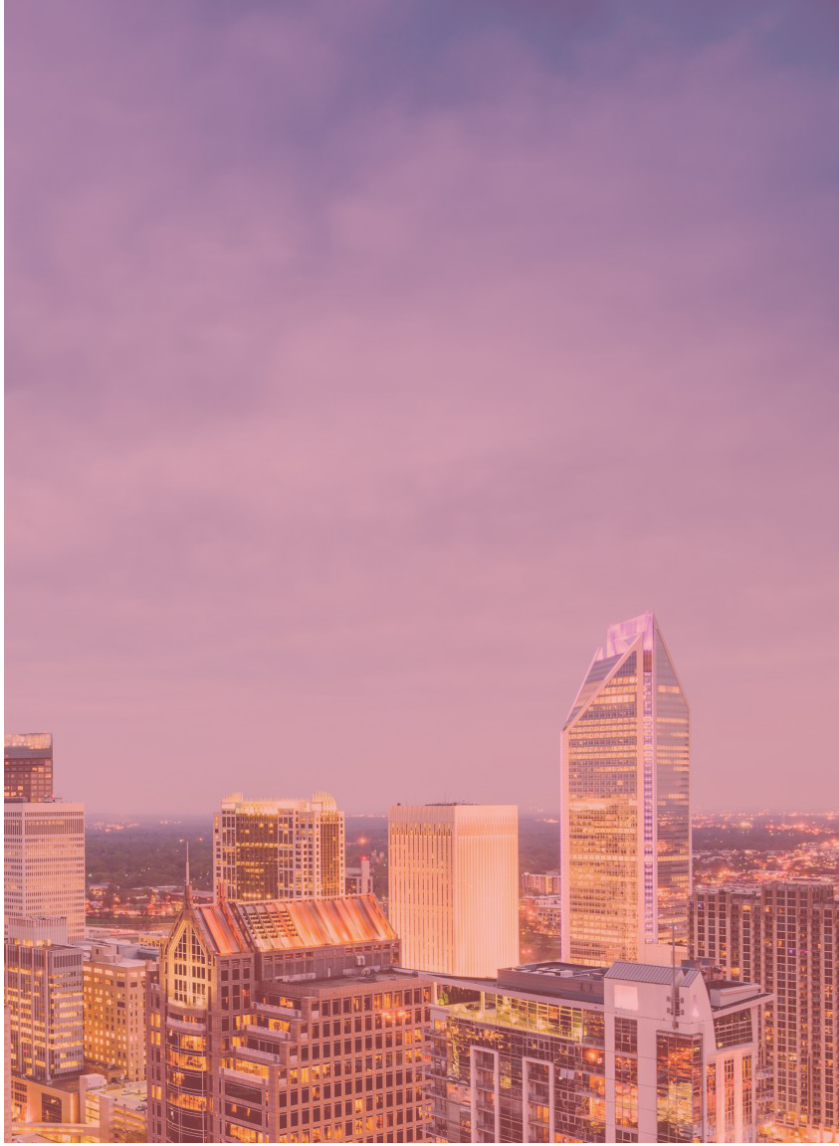
Charlotteans will have opportunity for upward economic mobility through access to a diverse mix of jobs and careers that align with education and skill levels of residents and the economic strengths of the region.

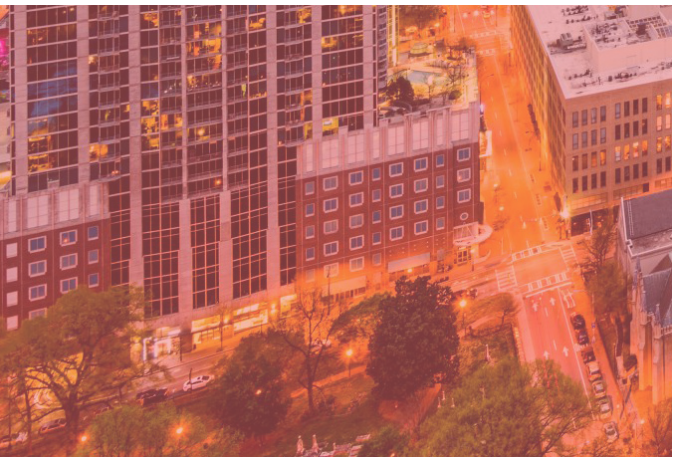
To ensure upward economic mobility, Charlotte will increase the number of family sustaining wage jobs, middle skill jobs, cooperatively owned businesses, Minority, Women, and Small Business Enterprises (MWSBEs), and the rate of new business formation through supportive programs. The City will maintain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

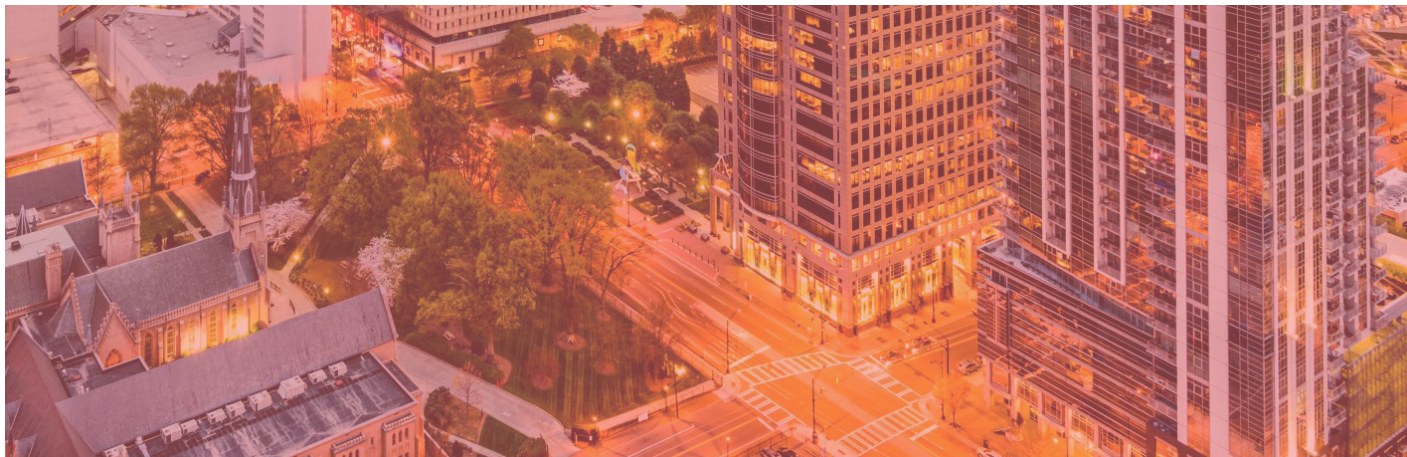


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CREATING COMPLETE COMMUNITIES

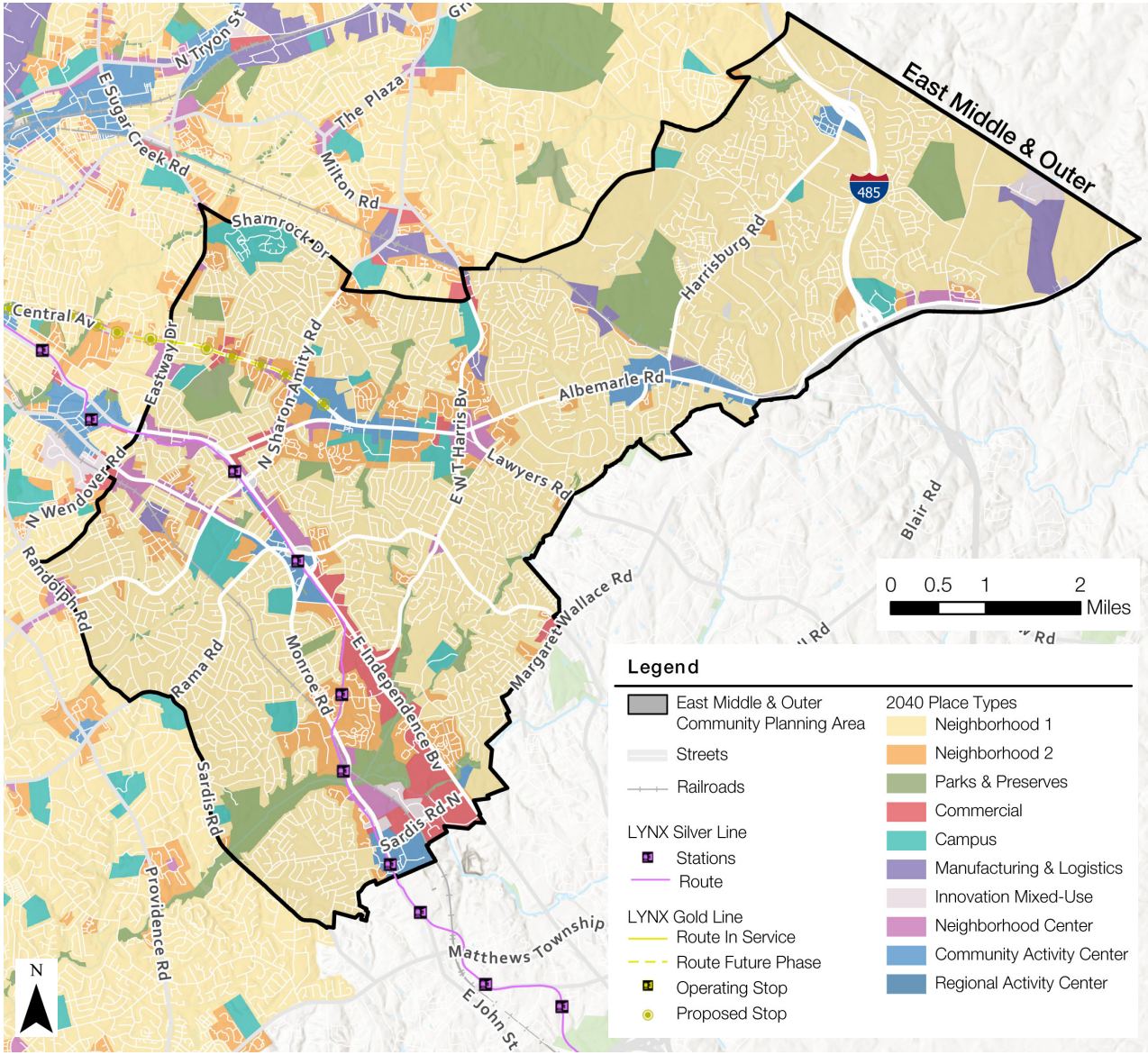


The following section provides Place Type recommendations[1] for how the plan area should evolve over time to increase access, reduce impacts, and advance priority goals. Place Types, adopted within the Comprehensive Plan, are a classification system for organizing patterns of development that encourage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

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

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

MAP 2: **EAST MIDDLE & OUTER 2040 POLICY MAP**



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

Most of the existing development (82%) within the plan area is expected to remain in place. Areas expected to remain in place include the low- to moderate-density residential neighborhoods (Neighborhood 1 & 2), Parks & Preserves, and Campus development associated with medical and healthcare institutions. If redevelopment or infill occurs within these areas, it should be consistent with the type and intensity of development described in the recommended Place Type.

18% of existing development is recommended to evolve into a different Place Type as new development/redevelopment occurs. Campus development with civic uses that are permitted in Neighborhood 1 (such as religious institutions or schools) are reclassified as Neighborhood 1 to provide opportunities for a portion of these sites to be redeveloped for residential purposes. Large vacant parcels scattered throughout the geography are recommended to evolve into Neighborhood 1 to be compatible with adjacent neighborhoods. Commercial development along the adopted LYNX Silver Line alignment, portions of Central Avenue and Albemarle Road, and west of the intersection of Harrisburg Road and Interstate 485 are recommended to evolve into Neighborhood Center or Community Activity Center. The next section addresses the impacts and advancement of prioritized goals associated with these types of change.

Citywide 2040 Policy Map

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

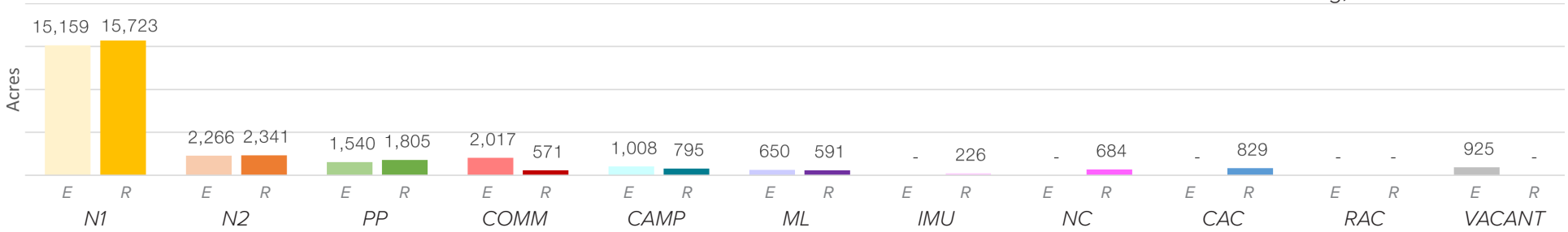
https://tinyurl.com/2040PolicyMap

ANTICIPATED CHANGE

18% of the plan area is recommended to evolve into a different Place Type than what exists today. The chart below shows the total acreage of change for each Place Type (from existing to future) in the area. These Place Type recommendations are anticipated to generate different levels of change that fall into four categories: 1) delineate land uses, 2) increase land uses, 3) increase density, and 4) new development. Following Table 1 is a description of the most predominant changes from existing to future Place Types and the anticipated change associated with each recommendation.

TABLE 1: **EXISTING TO RECOMMENDED PLACE TYPES**

E = Existing, R = Recommended



EXAMPLE LOCATIONS:

#1

COMMERCIAL



COMMUNITY ACTIVITY CENTER



#2

VACANT



NEIGHBORHOOD 1



#3

COMMERCIAL

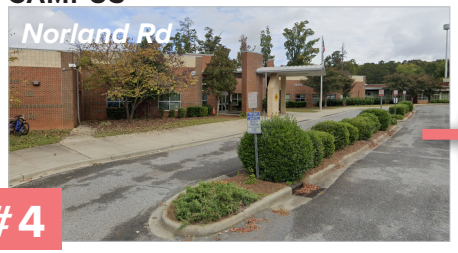


NEIGHBORHOOD CENTER



#4

CAMPUS



NEIGHBORHOOD 1



FUTURE PLACE TYPES & ANTICIPATED CHANGE

PREDOMINANT TYPES OF CHANGE

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

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

EXISTING PLACE TYPE	RECOMMENDED FUTURE PLACE TYPES
 **CAMPUS** Campus places are characterized by a concentration of civic, office, education, or medical uses, typically within low- to mid-rise buildings that are constructed on a cohesive site.	 **NEIGHBORHOOD 1** To help meet this geography's goals for the future, some Campus sites are encouraged to be integrated within surrounding Neighborhood 1. **This Place Type change delineates specific civic uses (religious institutions, schools, etc.) that are allowed within Neighborhood 1 contexts** and creates new opportunities for a portion or all of these sites to be redeveloped for residential purposes. Neighborhood 1 is characterized by a mix of low-density housing types, including single-family homes, accessory dwelling units, duplexes, triplexes, and quadraplexes along arterials. Civic uses such as parks, religious institutions, and schools are allowed within this place to help create integrated and complete communities.
VACANT Vacant property is undeveloped land.	 **NEIGHBORHOOD 1** To help meet this geography's goals for the future, some Vacant (undeveloped) sites are recommended to develop into Neighborhood 1, which is characterized by a mix of low-density housing types, including single-family homes, accessory dwelling units, duplexes, triplexes, and quadraplexes along arterials. Civic uses such as parks, religious institutions, and schools are also allowed within this place to help create integrated and complete communities. **This Place Type change will add new residential development to the recommended areas, strategically providing access to new housing.** New development is expected to provide all mobility and open space elements necessary to realize the aspiration of Neighborhood 1.

ADVANCING PRIORITY GOALS

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



GOAL 1

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

GOAL 2

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

GOAL 3

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





GOAL 1

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

GOAL 2

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

GOAL 3

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

GOAL 4

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

GOAL 8

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

ADVANCING PRIORITY GOALS

GOAL 1

This Place Type change will add new development to the recommended areas which advances Goal 1 by ensuring future neighborhoods have access to essential goods and services, such as schools and daycares, within a ½ mile walk or 2-mile bike or transit trip.

GOAL 2

This Place Type change will add new residential development to the recommended areas, which advances Goal 2 by increasing housing choices (including number and types of residential units) where they previously did not exist.

GOAL 3

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



CREATING COMPLETE COMMUNITIES RECOMMENDATIONS

PT-1 To ensure future growth helps achieve the City's vision, encourage new development/redevelopment as recommended in the *Charlotte Future 2040 Policy Map*.

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

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

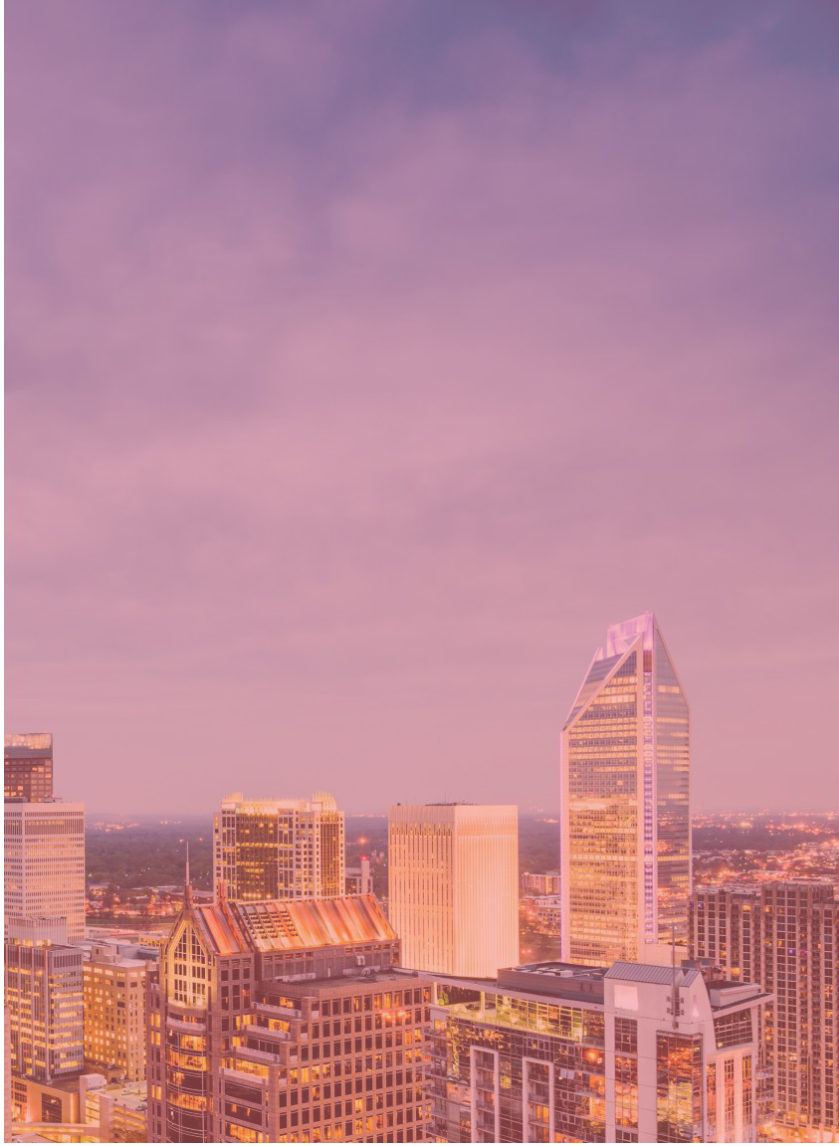
PT-4 To ensure the scale and massing of new development/redevelopment is compatible with existing development, refer to Table 2: Place Type Adjacencies & Zoning Districts (in the Program Guide), which outlines when transitions can be made through entitlements. If a zoning transition is necessary, approve the least intense zoning district that aligns with the designated Place Type.

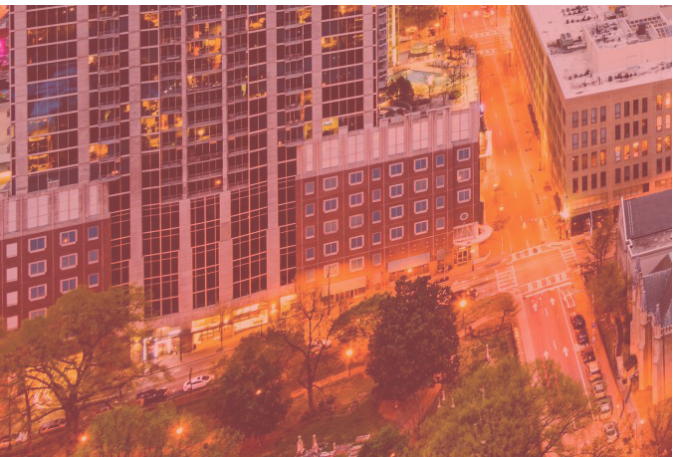
PT-5 To ensure the scale and massing of new development/redevelopment is compatible with existing development, the following items should be taken into consideration when considering a zoning change within Neighborhood 1 Zoning Districts. The listed items should not be considered a comprehensive list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

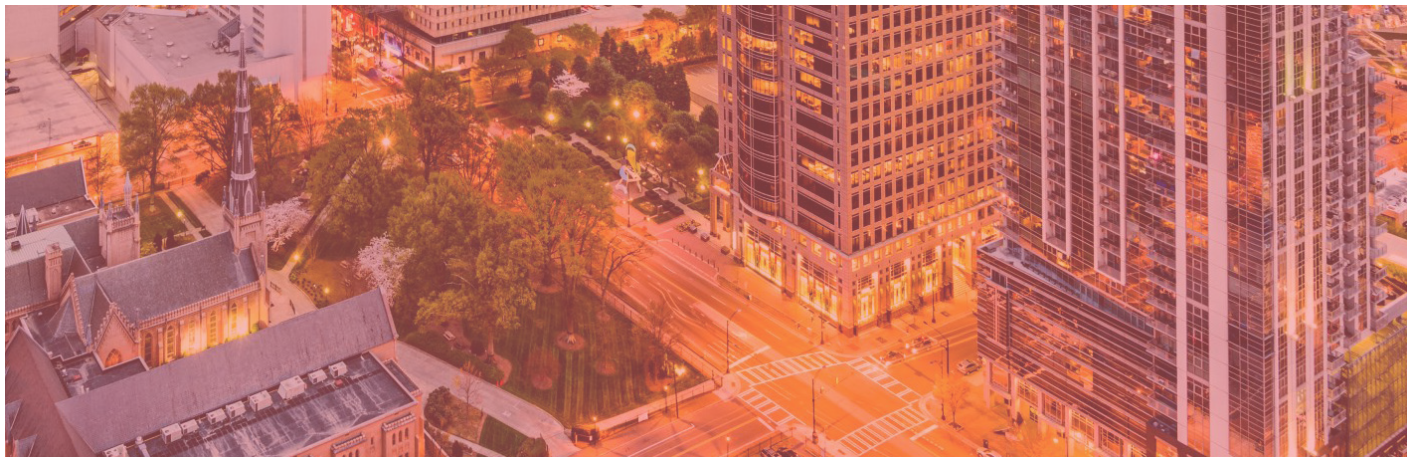
- Existing lot pattern in the area of the request,
- Average lot sizes,
- Road frontage classification of the subject parcel(s),
- Location of the subject parcel(s); i.e.- mid-block, corner lot, etc.

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











SUPPORTING THE VISION

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

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

SUPPORTING THE VISION

OVERVIEW

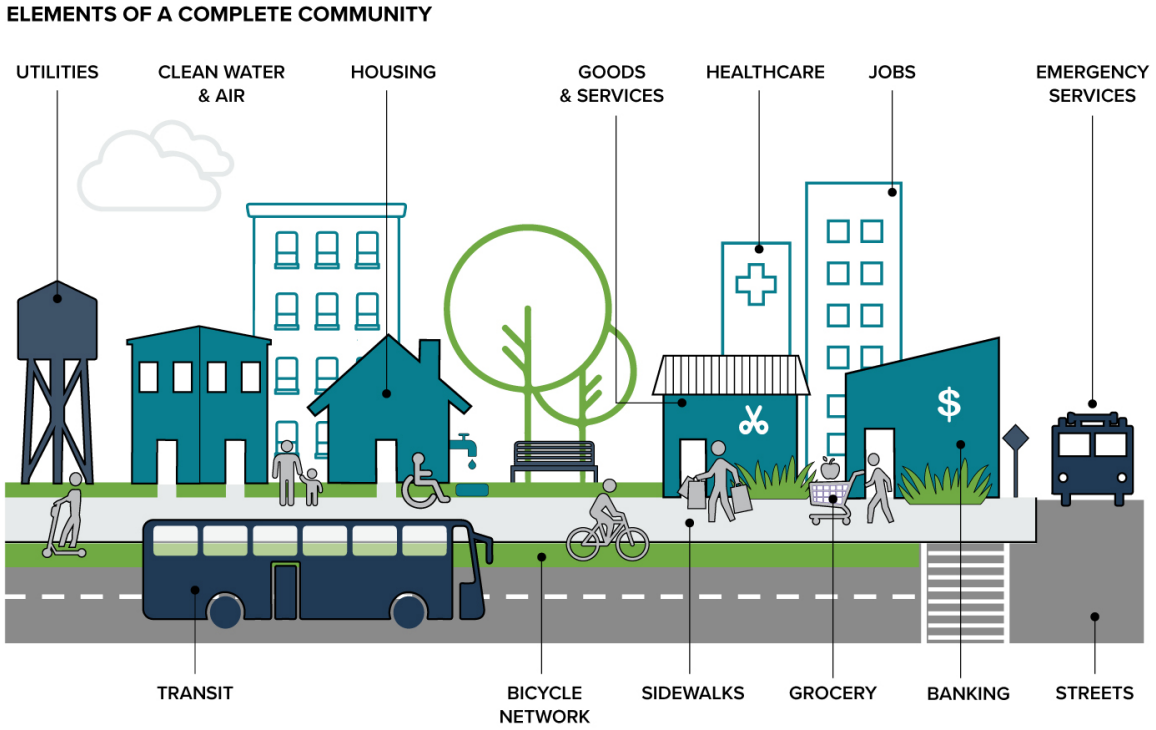
The previous chapter outlines the recommended development pattern for the plan area, which aims to:

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

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

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

FIGURE 4: **COMPLETE COMMUNITIES**



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

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

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

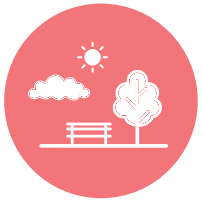
For areas recommended to evolve into a mixed-use Place Type, this chapter provides a Mobility, Open Space, and Placemaking Assessment of future improvements or investments needed to achieve the Place Type aspirations. These assessments focus on mixed-use areas because they are expected to undergo the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



NEIGHBORHOOD TOOLKIT



MOBILITY



OPEN SPACE



ENVIRONMENTAL JUSTICE & SUSTAINABILITY



COMMUNITY CHARACTER



PUBLIC FACILITIES & SERVICES

MOBILITY

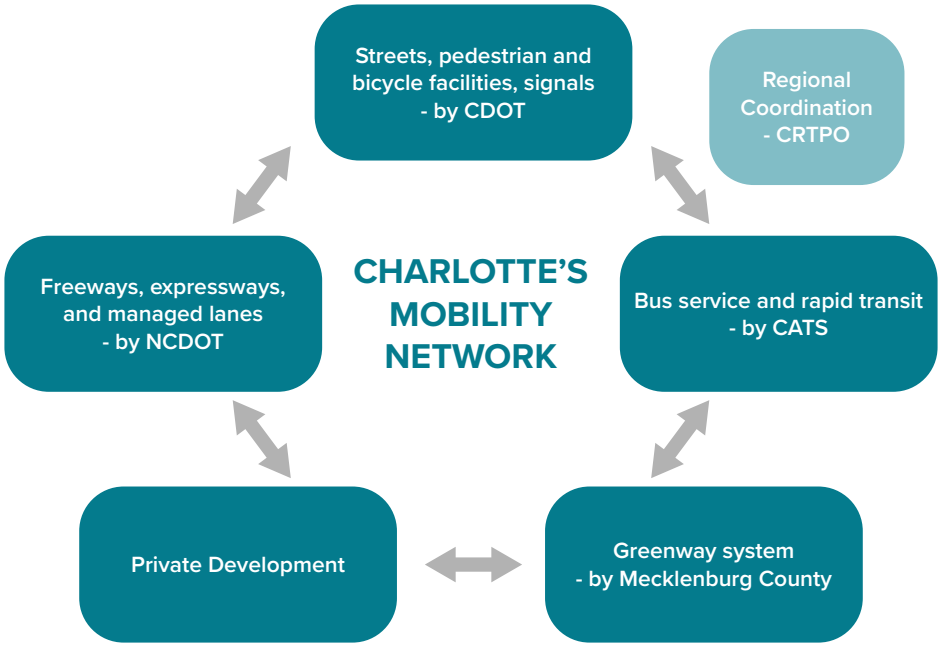
GOAL 5:

SAFE & EQUITABLE MOBILITY

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

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

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



CHARLOTTE DEPARTMENT OF TRANSPORTATION

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

STRATEGIC MOBILITY PLAN

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

The established polices of this plan include:

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

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

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

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

FIGURE 6: **STRATEGIC MOBILITY PLAN ASPIRATIONS**



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

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

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

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

MOBILITY

CHARLOTTE STREET MAP

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

The Streets Map establishes four types of arterial streets:

Parkways

Connections to Our Region

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

Boulevards

Connections Across Our City

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

Avenues

Connections to Our Neighborhoods & Centers

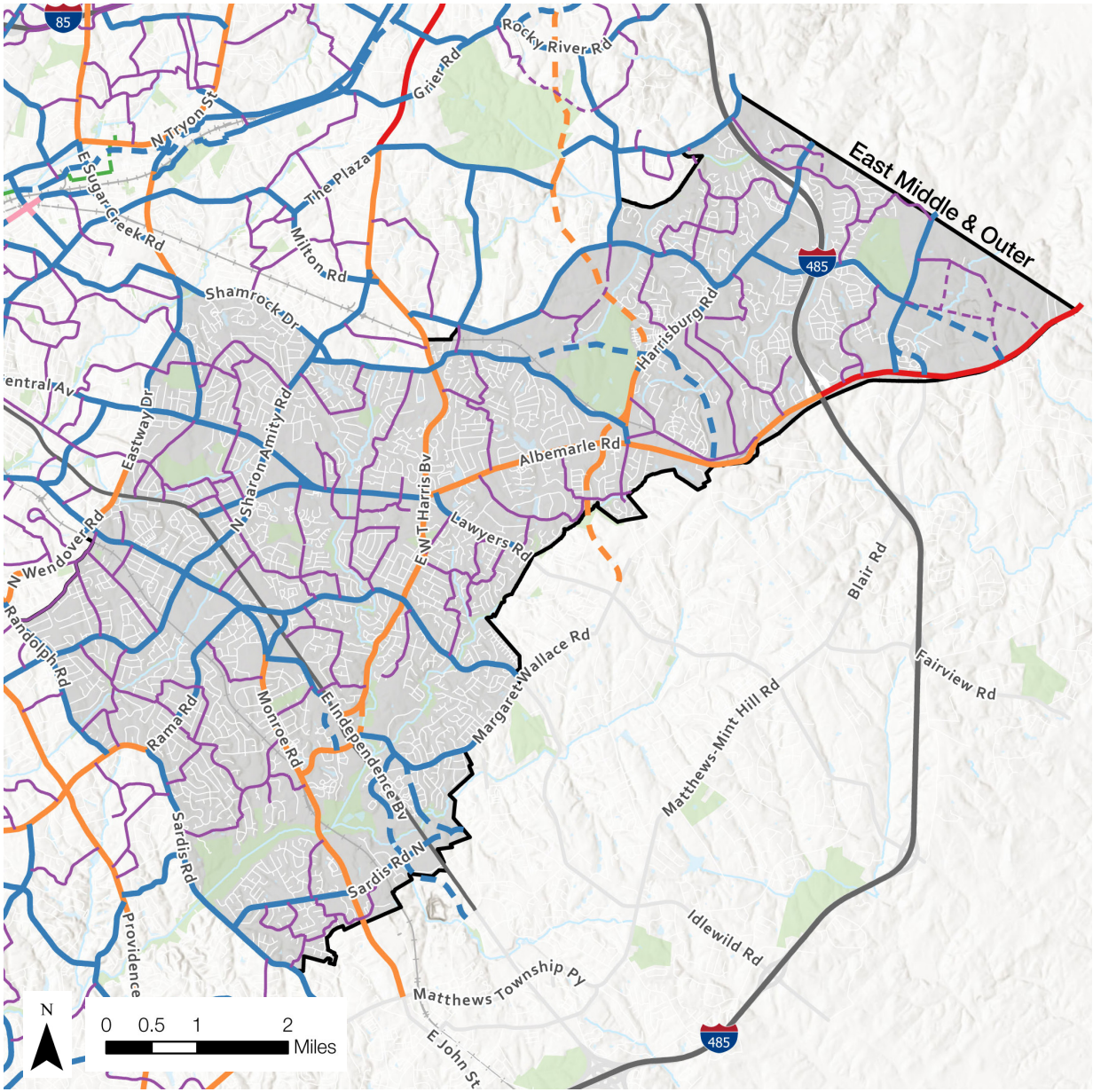
Avenues provide multimodal connectivity to and between our neighborhoods and centers with increased access to our local street network. They typically include two to four travel lanes for local travel and transit capacity with bicycle facilities in buffered/separated bicycle lanes and may include on-street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

Main Streets

Connections in Our Centers

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

MAP 3: **EAST MIDDLE & OUTER STREETS MAP**



Legend

Community Planning Area

Charlotte Streets Map

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

MOBILITY

HOW WE INVEST

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

Roads

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

Pedestrian

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

Bike & Micromobility

Building our micromobility network with dedicated bike facilities, greenways and paths, and active management of shared mobility such as scooters, bikes, and emerging technologies.

Innovation & Technology

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

Transit (supporting)

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

Curbside Management

Facilitating access to our curbside resource with the creation and management of on-street parking, space for delivery and mobility services, and EV charging infrastructure to support our energy goals.

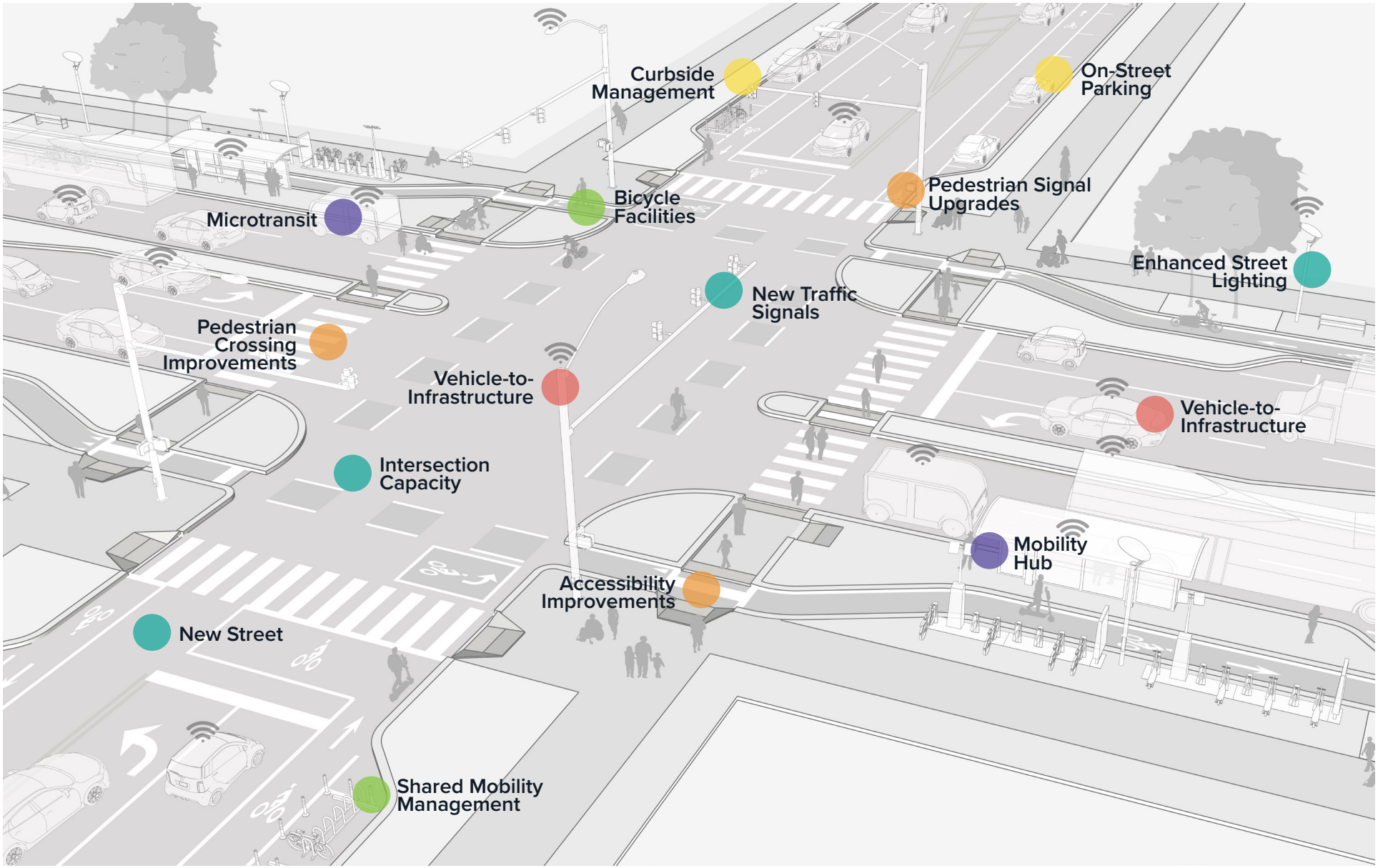
MOBILITY ASSESSMENT

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

STRATEGIC INVESTMENT AREAS

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

FIGURE 7: **HOW WE INVEST**



MOBILITY

MOBILITY ASSESSMENT

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

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

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

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

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

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

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

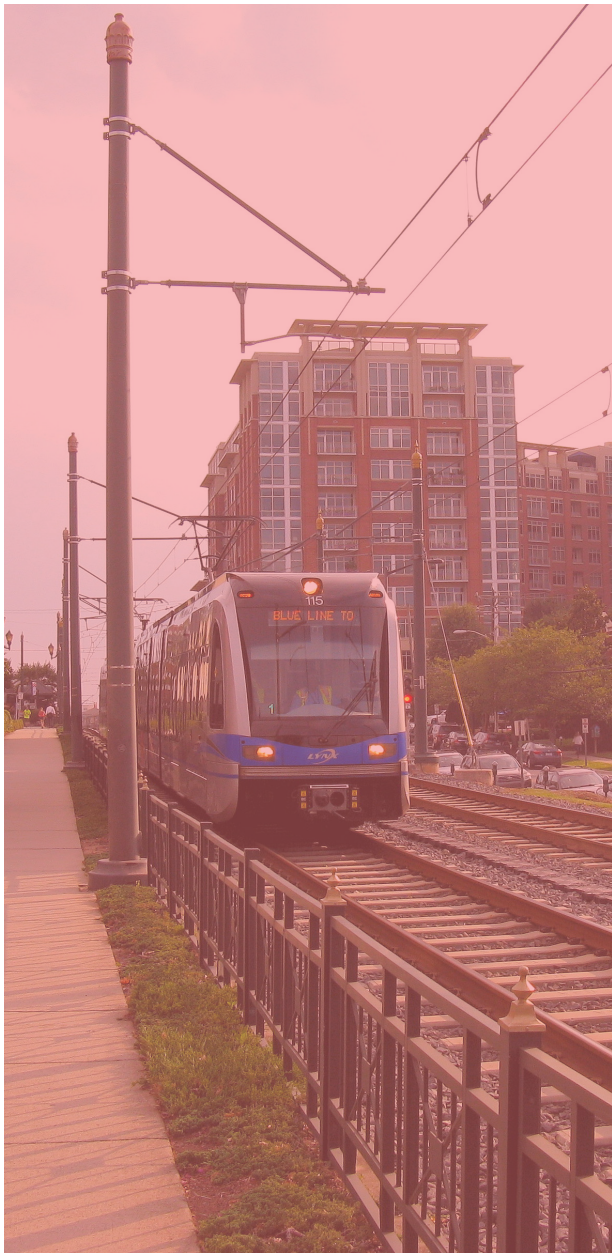




TABLE 2: **MOBILITY ASPIRATIONS FOR MIXED USE PLACES**

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

MAP 4: **MOBILITY ASSESSMENT**

East Middle & Outer

Legend

- East Middle & Outer Community Planning Area
- Streets
- Parks
- Water Bodies
- Railroads

LYNX Blue Line
- Stations
- Route

LYNX Silver Line (Adopted)
- Stations
- Route

LYNX Gold Line
- Route In Service
- Route Future Phase
- Operating Stop
- Proposed Stop

Greenway and Urban Trails
- Existing
- Proposed

Select 2040 Place Types
- Innovation Mixed-Use (IMU)
- Neighborhood Center (NC)
- Community Activity Center (CAC)
- Regional Activity Center (RAC)

M# Mixed Use Geography Unique Identifier

0 0.75 1.5 3 Miles

N

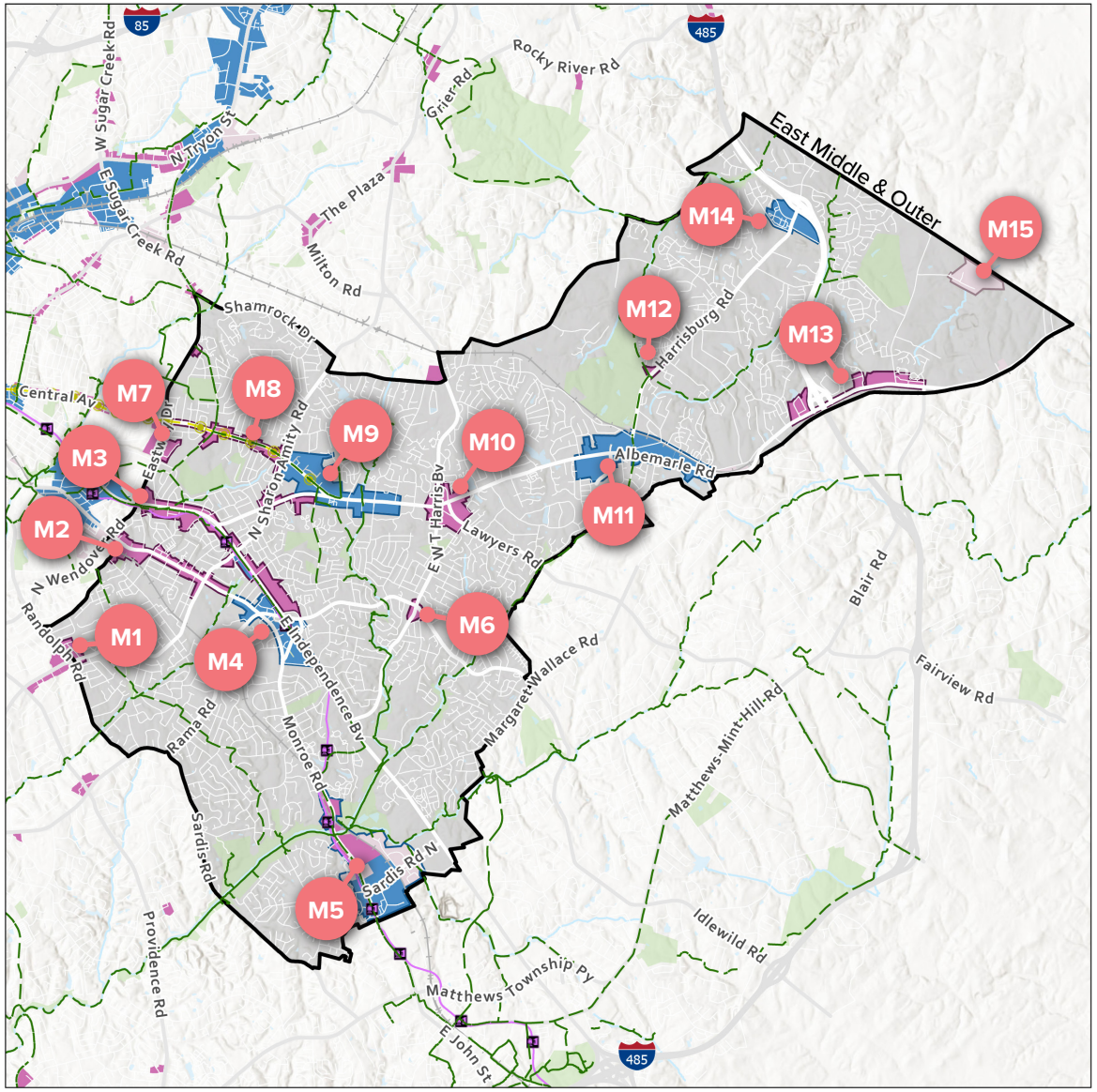




TABLE 3: **MOBILITY ASSESSMENT**

MIXED-USE GEOGRAPHY	MOBILITY CHARACTERISTICS						
	Pedestrian Network	Bike Network	Crossings	Block Length & Street Network	Parking	Access & Internal Connections	Transit Access
M1) NC** - Randolph Rd/Sharon Amity Rd	○	○	○	○	○	○	◔
M2) NC** - Monroe Rd west	○	○	◔	○	○	◔	◔
M3) NC*/** - Independentce Blvd	○	○	○	○	○	○	◔
M4) CAC** - Monroe Rd east	○	○	○	○	○	◔	◔
M5) NC/CAC/IMU** - Monroe Rd/ Sardis Rd	○	○	○	○	○	○	◔
M6) NC* - Idlewild Rd/W.T. Harris Blvd	○	○	○	○	○	○	○
M7) NC*/** - Eastway Dr	◔	○	○	○	○	○	◔
M8) NC*/** - Central Ave west	○	○	○	○	○	○	✓
M9) NC/CAC*/** - Central Ave east	○	○	○	○	○	○	◔

*These geographies are within a Corridor of Opportunity

** These geographies are within a Strategic Investment Area

LEGEND

✓ Aligned with Aspirations

◔ Somewhat Aligned with Aspirations

○ Not Aligned with Aspirations

Aspirations are outlined in Table 2.

MAP 4: **MOBILITY ASSESSMENT**

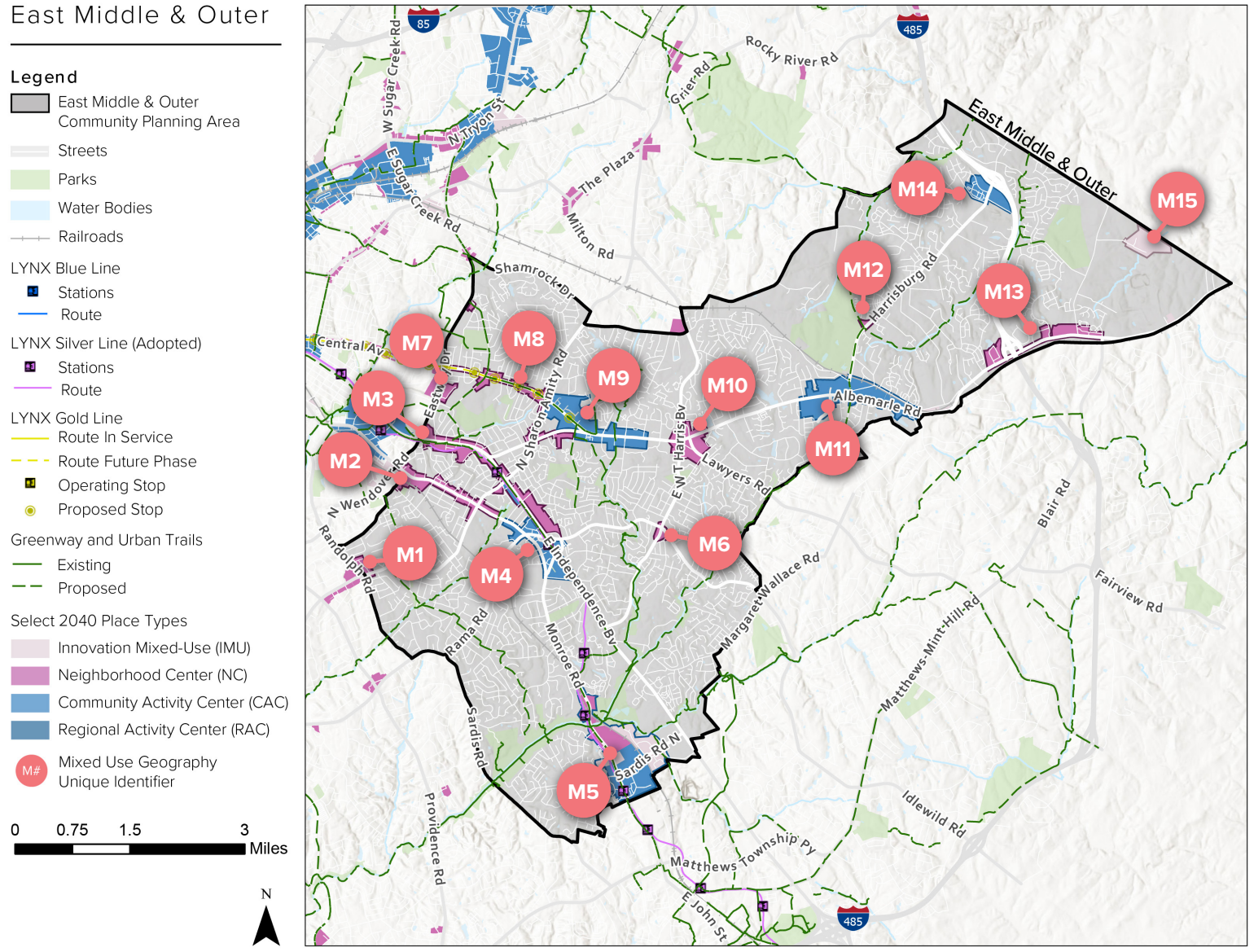




TABLE 3: **MOBILITY ASSESSMENT**

MIXED-USE GEOGRAPHY	MOBILITY CHARACTERISTICS						
	Pedestrian Network	Bike Network	Crossings	Block Length & Street Network	Parking	Access & Internal Connections	Transit Access
M10) NC/**** - W.T. Harris Blvd/ Albemarle Rd	○	○	○	○	◔	○	◔
M11) CAC* - Albemarle Rd/ Harrisburg Rd	○	○	○	○	○	○	◔
M12) NC** - Harrisburg Rd	○	○	○	○	○	○	○
M13) NC - Albemarle Rd	○	○	○	○	○	◔	○
M14) CAC** - Harrisburg Rd/I-485	○	○	○	○	○	○	◔
M15) IMU - Marlstone Ln	○	◔	○	◔	○	○	○

*These geographies are within a Corridor of Opportunity

** These geographies are within a Strategic Investment Area

LEGEND

✓ Aligned with Aspirations

◔ Somewhat Aligned with Aspirations

○ Not Aligned with Aspirations

Aspirations are outlined in Table 2.

MOBILITY TRENDS IN EAST MIDDLE & OUTER: The majority mixed use geographies in East Middle & Outer are within a Strategic Investment Area and have improvements identified, except M6, M11, M13, and M15. These geographies are generally not aligned with the aspirational characteristics.

MOBILITY

STRATEGIC INVESTMENT AREAS (SIAS)

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

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

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

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

The East Middle & Outer plan area includes portions of 4 SIAs and 16 groups of potential projects (Map 5). Information about the potential projects is included in the Implementation Guide of this Plan.

MAP 5: **EAST MIDDLE & OUTER & CITYWIDE SIAS**





THE MOBILITY FOCUS FOR RANDOLPH-MONROE SIA IS:

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

Mixed-Use Geography within SIA
M1, M2

THE MOBILITY FOCUS FOR INDEPENDENCE SIA IS:

- Partnering with NCDOT for improved multimodal crossings of Independence Blvd
- Improving crossing opportunities along high-volume arterial streets
- Improving multimodal access to transit services, including bus and future Silver Line, in support of mode shift goals
- Supporting 10-minute neighborhoods by creating better multimodal connections to commercial areas, Activity Centers, and greenspaces

Mixed-Use Geography within SIA
M3, M4, M5

MOBILITY

STRATEGIC INVESTMENT AREAS (SIAS)

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

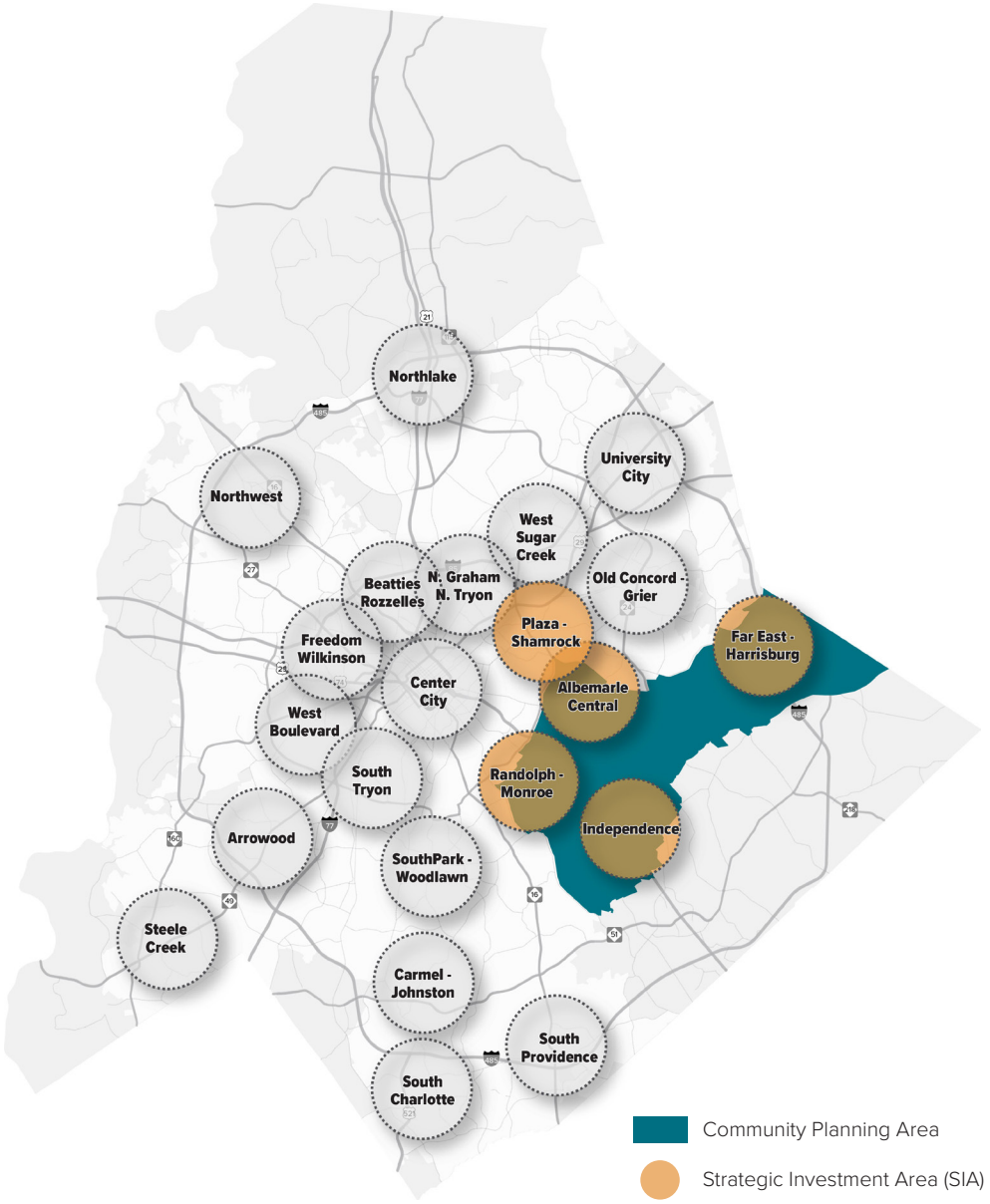
SIAs are 22 areas across Charlotte where targeted mobility investments are strategically planned to achieve the goals set forth in the SMP (see Map 5). The SIAs were identified and refined through a combination of data analysis, known mobility needs, established mobility goals, and public input. Among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

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

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

The East Middle & Outer plan area includes portions of 4 SIAs and 16 groups of potential projects (Map 5). Information about the potential projects is included in the Implementation Guide of this Plan.

MAP 5: **EAST MIDDLE & OUTER & CITYWIDE SIAS**





THE MOBILITY FOCUS FOR ALBEMARLE-CENTRAL SIA IS:

- Improving multimodal access to commercial, recreational, and institutional uses, including the redeveloping Eastland Mall site
- Providing more and safer crossing opportunities on high-volume arterials
- Supporting transportation-disadvantaged communities and growing commercial areas through safe and convenient access to transit and better multimodal connections
- Improving access to greenways and other greenspaces
- Coordinating multimodal access with future Gold Line

Mixed-Use Geography within SIA

M7, M8, M9, M10

THE MOBILITY FOCUS FOR FAR EAST / HARRISBURG SIA IS:

- Increasing multimodal capacity through network connections, operational improvements, and targeted widenings.
- Providing safe crossings and lighting on arterial streets for better multimodal access to parks, transit, and neighborhood amenities
- Creating better multimodal access and network connections to Cambridge Commons Activity Center to support a 10-minute neighborhood and broader transit access

Mixed-Use Geography within SIA

M11, M12, M13, M14

MOBILITY

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

CITY MOBILITY PROGRAMS

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

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

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

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

RESURFACING
Resurfaces streets and bike lanes.

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

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

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

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



STRATEGIC MOBILITY PLAN RECOMMENDATIONS

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

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

SMP-2 Prosperous – 1.12 – Manage Micromobility – Collaborate with e-scooter and other micromobility service providers to incentivize expanded and equitable access while managing their safe use and parking.

SMP-3 Connected – 3.22 – Access to Transit – Identify and prioritize new sidewalks, pedestrian crossings, and other pedestrian improvements near transit stations and high frequency priority bus corridors.

MOBILITY

CHARLOTTE REGIONAL TRANSPORTATION PLANNING ORGANIZATION

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

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



CHARLOTTE AREA TRANSIT SYSTEM

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

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

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

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

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

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

Major Capital Investments

- Proposed LYNX Silver Line from Uptown Charlotte to the Town of Matthews, serving East Charlotte along the US74 Corridor with stations at Sharon Amity Rd, Conference Dr, Village Lake Dr, McAlpine Creek and Sardis Rd
- Proposed CityLYNX Gold Line east along Central Avenue with stops at Eastway Dr, Sheridan Drive, Derby Acres, Rosehaven Dr, Winterfield Place, and Eastland Community Transit Center.

High-Frequency Network

- Improve bus services along Central Avenue, Monroe Road, and The Plaza to 15 minute or better frequency

Focus Corridors

- Invest in priority treatments on Central Avenue and Monroe Road, including transit signal priority
- Consolidate bus stops and relocate stops closer to comfortable pedestrian crossings

Mobility Hubs

- Existing hubs at Albemarle Road / Lawyers Road Park and Ride and Eastland Community Transit Center.
- Proposed hubs near Margaret Wallace Road, Idlewild Road and Harrisburg Road / I-485 to accommodate transfers between bus routes as well as to accommodate proposed microtransit services

On-Demand Services

- Proposed microtransit zones at Hickory Ridge / Becton Park and Marshbrooke

Bus Stops

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

OPEN SPACE

OVERVIEW

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

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

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

OPEN SPACE ASSESSMENT

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

The open space assessment includes three parts:

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

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

- **Accessibility** – Are the mixed-use geographies within a ½ mile of existing parks or acquired sites owned by Mecklenburg County Park & Recreation, easements that provide access to County parks, City owned and managed public spaces, or schools and colleges? Note: To gain a more nuanced understanding of accessibility, this evaluation should be considered in conjunction with the Mobility assessment provided on [page 38].
- **Diversity (Parks & Greenways + Public Plazas & Courtyards)** – Do the mixed-use geographies have access to a range of park types, including public plazas and courtyards (typically included within urban development)? Note: data limitations for public plazas and courtyards are noted in the Appendix.
- **Tree Canopy** – Does the tree canopy within the mixed-use geographies meet the recommended coverage?

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



TABLE 4: **OPEN SPACE ASPIRATIONS**

MIXED-USE PLACE TYPE	OPEN SPACE ASPIRATIONAL ELEMENTS			
	Access	Diversity		Tree Canopy
		Parks & Greenways	Public Plazas & Courtyards	In Mixed-Use Places, trees are primarily provided by street trees, along pedestrian paths, and onsite.
Neighborhood Center (NC)	**Public open space should be accessible within a 10-minute walk** (roughly half a mile) from any point within a mixed-use place. Public open space may include parks, greenways, recreation facilities, plazas and courtyards, or preservation areas.	**Mixed-Use places should include a moderate diversity of passive and active open spaces.** Passive and active open spaces may include small parks, natural open spaces, greenways, recreation facilities, plazas, patios, and courtyards that may include landscaping. **These places should also have a highly amenitized public realm**, which is defined as the public space between buildings and the street. A high quality amenitized public realm may include wide sidewalks, seating, plantings, shade, and lighting. Community & Regional Activity Centers should also include open spaces that are developed with trails, amenities, facilities, art, or other investments that add to the space's natural benefits.		Tree canopy coverage is 25% - 35%
Community Activity Center (CAC)				Tree canopy coverage is 20% - 30%
Regional Activity Center (RAC)				Tree canopy coverage is 15% - 25%
Innovation Mixed-Use (IMU)				Tree canopy coverage is 35% - 40%

OPEN SPACE

MAP 6: **OPEN SPACE ASSESSMENT**

East Middle Outer

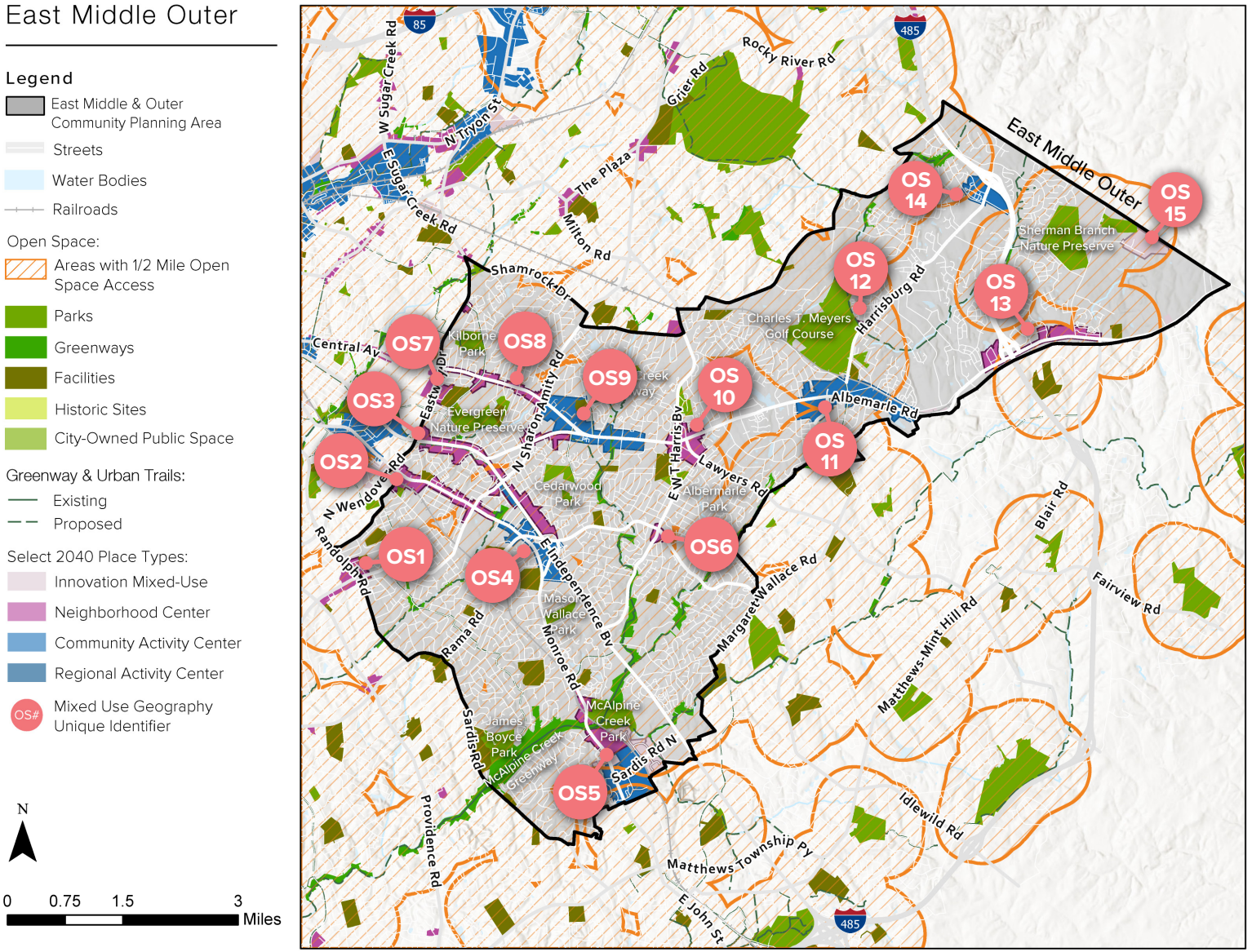




TABLE 5: **OPEN SPACE ASSESSMENT**

MIXED-USE GEOGRAPHY	OPEN SPACE CURRENT/PLANNED ELEMENTS			
	Access	Diversity		Tree Canopy
		Parks & Greenways	Public Plazas & Courtyards**	
OS1) NC - Randolph Rd/Sharon Amity Rd	✓	◔	○	✓
OS2) NC - Monroe Rd west	✓	✓	○	✓
OS3) NC* - Independence Blvd	✓	✓	○	◔
OS4) CAC - Monroe Rd east	✓	✓	○	○
OS5) NC/CAC/IMU - Monroe Rd/ Sardis Rd	✓	✓	◔	✓
OS6) NC* - Idlewild Rd/W.T. Harris Blvd	✓	◔	○	✓
OS7) NC* - Eastway Dr	✓	✓	○	✓
OS8) NC* - Central Ave west	✓	◔	○	◔

*These geographies are within a Corridor of Opportunity.

**This assessment reflects the "public spaces" and "public play areas" identified in the Community Character assessment (see page 62).

LEGEND

✓ Aligned with Aspirations

◔ Somewhat Aligned with Aspirations

○ Not Aligned with Aspirations

Aspirations are outlined in Table 4.

OPEN SPACE

TABLE 5: **OPEN SPACE ASSESSMENT**

MIXED-USE GEOGRAPHY	OPEN SPACE CURRENT/PLANNED ELEMENTS			
	Access	Diversity		Tree Canopy
		Parks & Greenways	Public Plazas & Courtyards**	
OS9) NC/CAC* - Central Ave east	✓	✓	○	○
OS10) NC* - W.T. Harris Blvd/ Albemarle Rd	✓	◔	○	✓
OS11) CAC* - Albemarle Rd/ Harrisburg Rd	◔	✓	○	✓
OS12) NC - Harrisburg Rd	✓	◔	○	✓
OS13) NC - Albemarle Rd	◔	○	◔	✓
OS14) CAC - Harrisburg Rd/I-485	◔	○	◔	✓
OS15) IMU - Marlstone Ln	✓	○	◔	✓

*These geographies are within a Corridor of Opportunity.

**This assessment reflects the "public spaces" and "public play areas" identified in the Community Character assessment (see page 62).

LEGEND

✓ Aligned with Aspirations

◔ Somewhat Aligned with Aspirations

○ Not Aligned with Aspirations

Aspirations are outlined in Table 4.

OPEN SPACE TRENDS IN EAST MIDDLE & OUTER: Most mixed-use geographies in East Middle & Outer have good access to open space. There is relatively good diversity of parks and greenways, except in OS13, OS14, and OS15. Public plazas and courtyards are generally lacking across most geographies. This is partly because the County has historically been responsible for creating and maintaining open spaces in Charlotte. To support the City's growing population, Charlotte now aims to expand open spaces with the help of developers and property owners as new development and redevelopment take place. Tree canopy coverage is also good for all geographies, except OS4.



OPEN SPACE RECOMMENDATIONS

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

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

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

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

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

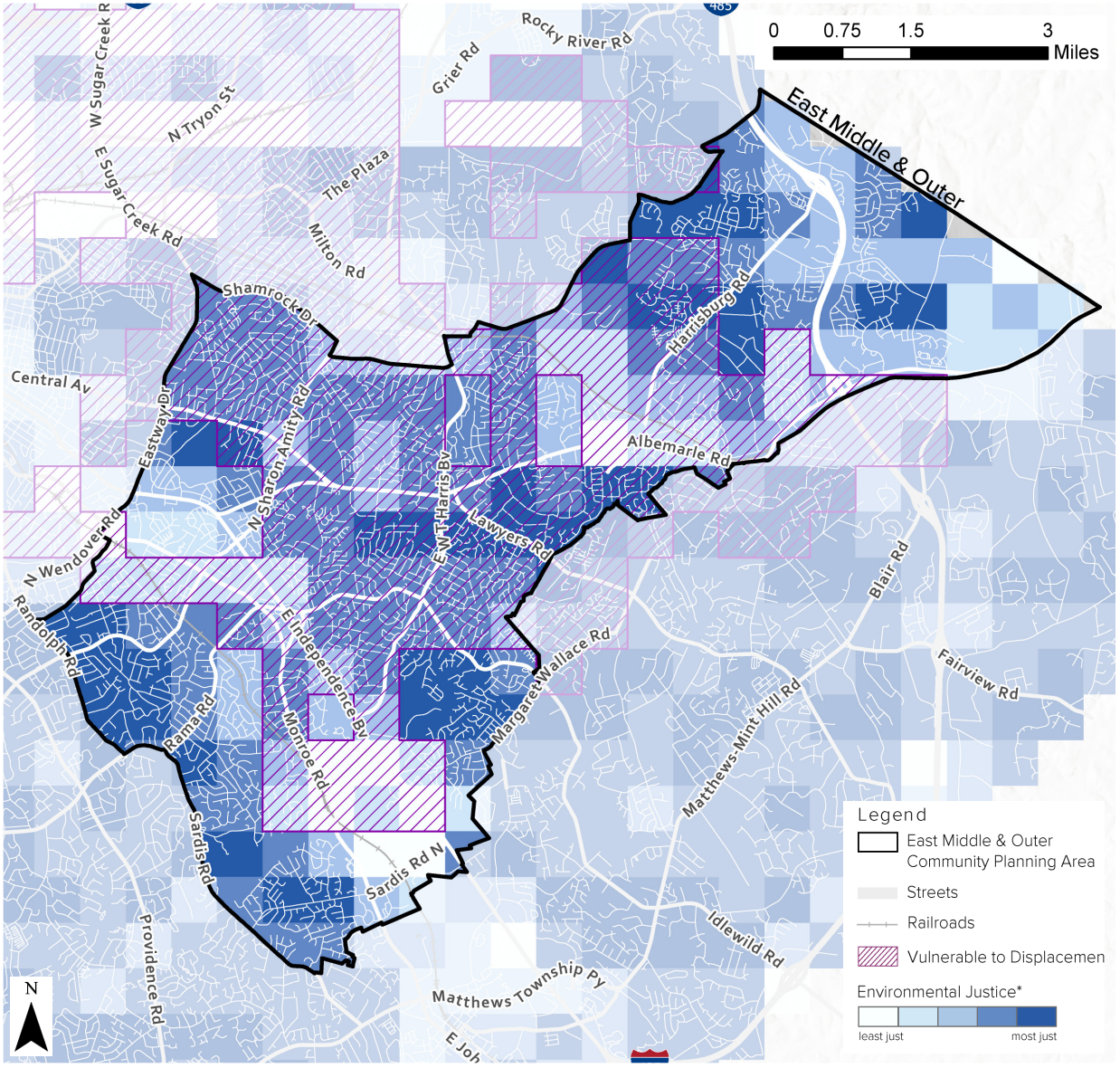
OS-6 To maximize the use of and access to existing open space, the City of Charlotte and Mecklenburg County should formalize joint-use agreements for playgrounds, fields, and tracks on Charlotte-Mecklenburg School sites, both existing and future.

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

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

ENVIRONMENTAL JUSTICE & SUSTAINABILITY

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



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

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

The East Middle & Outer's average score[1] for Environmental Justice is 7, this is higher than the city's goal of 5. Therefore, environmental impacts is a not a priority for this plan area. The geography is within the Vulnerability to Displacement Overlay.

1 Calculated using the Environmental Justice methodology in Appendix E.

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

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

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

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

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

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

TABLE 6: **ENVIRONMENTAL JUSTICE ASSESSMENT**

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



Tree Canopy

East Middle & Outer's tree canopy is moderate, with greater coverage in well-established residential neighborhoods, while commercial and industrial areas have less tree cover.



Impervious Surface

East Middle & Outer has low rates of impervious surface due to low-density residential and forested areas. There are higher rates of impervious surface found in commercial and industrial areas, primarily at the Sardis Road and Monroe Road intersection.



Proximity to Heavy Industrial

There are a few heavy industrial centers in East Middle & Outer; however, they are relatively isolated, resulting in overall low proximity to heavy industrial.



Proximity to Major Transportation Infrastructure

East Middle & Outer is intersected by East Independence Boulevard, I-485, and a railroad, placing portions of the area near major transportation infrastructure.



Floodplains

East Middle & Outer has a significant number of residential units within the floodplain, increasing the overall risk of flooding.

ENVIRONMENTAL JUSTICE & SUSTAINABILITY

URBAN HEAT

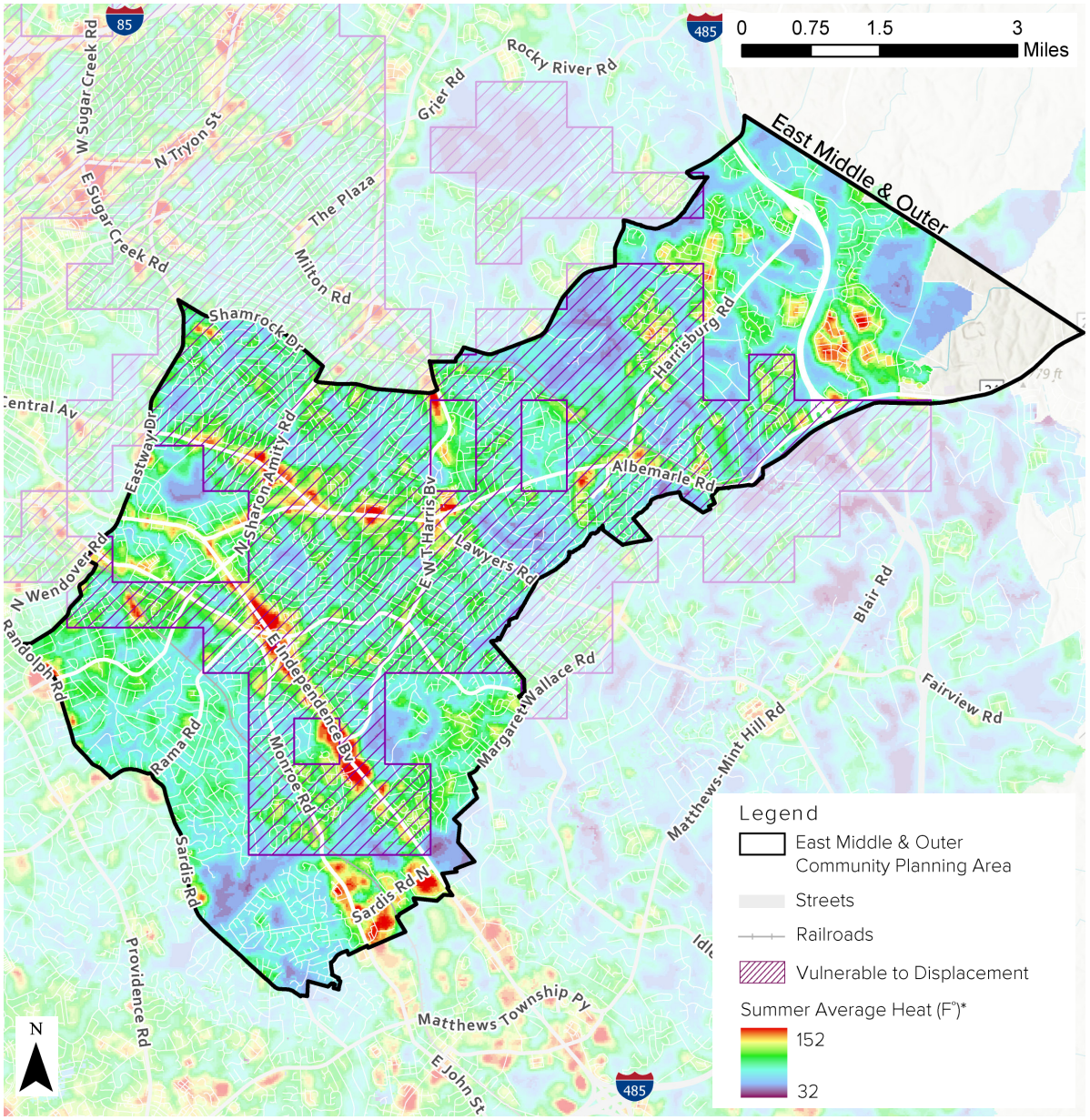
The five measures included within the Environmental Justice metric of the *Equitable Growth Framework* focused on aspects of the built environment and were available during development of the Comprehensive Plan. Since the Plan was adopted, the City has gained access to Land Surface Temperature (LST)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

The average land surface temperature is higher along major roadways, including Independence Boulevard, Sardis Road, and Albemarle Road. New development, as well as commercial and industrial areas, have more impervious surfaces and less tree canopy coverage.

SUSTAINABILITY

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

MAP 8: **LAND SURFACE TEMPERATURE**







BROWNFIELDS & HAZARDOUS SITES

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

The East Middle & Outer geography contains 1,787 acres of brownfields and hazardous materials sites within the plan area. These sites account for nearly seven percent of the geography's almost 26,995 acres. Brownfields are generally located along Independence Boulevard and Ablemarle Road in commercial and industrial land uses. There are four former landfills found in the area one current landfill on Harrisburg Road.

ENVIRONMENTAL JUSTICE RECOMMENDATIONS

EJ-1 To ensure future residents do not live near undesirable or unhealthy land uses, discourage residential development/redevelopment in areas designated Manufacturing & Logistics.

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

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

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

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

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

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

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

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

COMMUNITY CHARACTER

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

PLACEMAKING ASSESSMENT

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

The placemaking assessment includes three parts:

1. A summary of the aspirations related to community character for the four mixed-use places (Table 7: Placemaking Aspirations). Charlotte's aspirations aim to advance highly amenitized public spaces through seven key elements.

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

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

- **Public Spaces** – Do the mixed-use geographies have passive and/or active public gathering spaces, such as parks, plazas or courtyards? Note: this evaluation should be considered in conjunction with the Open Space assessment provided on page 52.

- **Public Play Areas** – Do the mixed-use geographies have amenities that encourage multigenerational play and physical activity, including playgrounds, climbable sculptures, water features, sports facilities, etc.? Note: this evaluation should be considered in conjunction with the Open Space assessment provided on page 52.

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

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

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

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

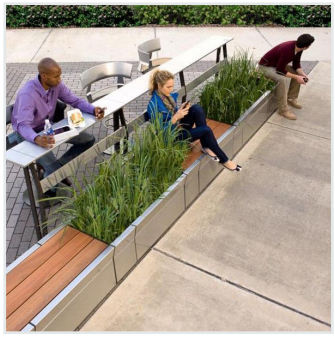
- **Property Ownership Patterns** – Do the mixed-use geographies have a diversity of multiple property owners or a single/predominant property owner(s)? Strategies for implementing placemaking efforts may take different forms depending on depending on a the number of property owners.

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

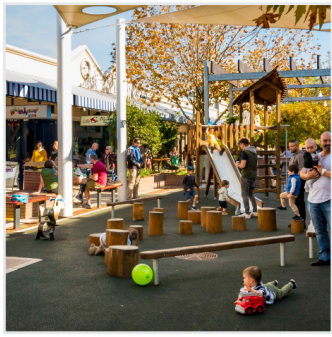
TABLE 7: **PLACEMAKING ASPIRATIONAL ELEMENTS**

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







MAP 9: **PLACEMAKING ASSESSMENT**

East Middle Outer

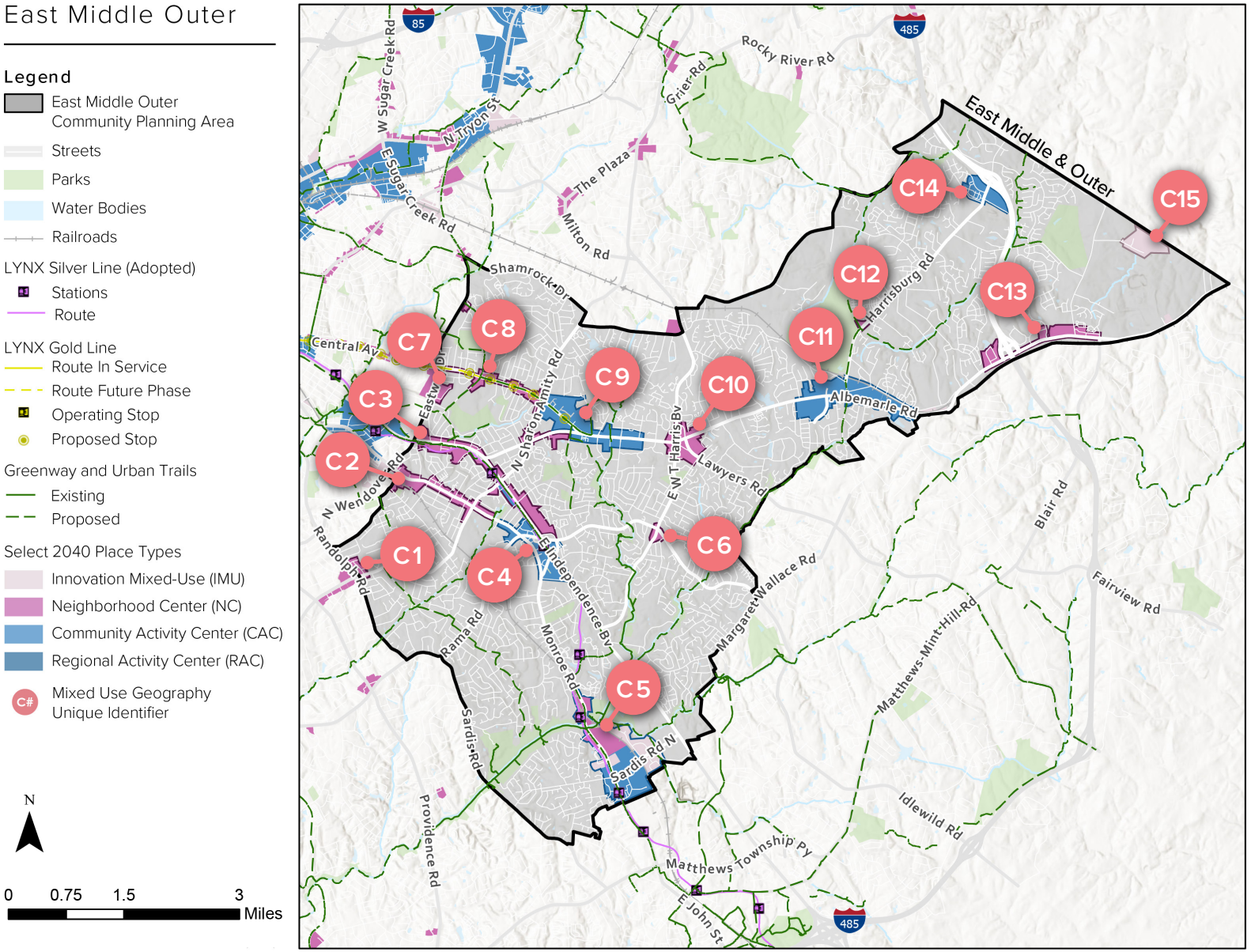




TABLE 8: **PLACEMAKING ASSESSMENT**

Mixed-Use Geography	PLACEMAKING ELEMENTS						
	Public Spaces	Public Play Areas	Amenities/ Furnishings	Branding	Public Art	Signage	Property Ownership Pattern
C1) NC - Randolph Rd/Sharon Amity Rd	○	○	○	○	○	○	Multiple
C2) NC - Monroe Rd west	○	○	◔	○	◔	○	Multiple
C3) NC*- Independence Blvd	○	○	○	○	○	○	Multiple
C4) CAC - Independence Expy	○	○	○	○	○	○	Multiple
C5) NC/CAC/IMU - Monroe Rd/Sardis Rd	◔	○	○	○	◔	◔	Multiple
C6) NC*- Idlewild Rd/W.T. Harris Blvd	○	○	◔	○	○	○	Multiple
C7) NC *- Eastway Dr	○	○	○	○	○	○	Few
C8) NC*- Central Ave West	○	○	○	○	○	○	Few
C9) NC/CAC*- Central Ave East	○	○	◔	○	○	○	Multiple

* These geographies are within a Corridor of Opportunity.

LEGEND

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

Aspirations are outlined in Table 7.

COMMUNITY CHARACTER

TABLE 8: **PLACEMAKING ASSESSMENT**

Mixed-Use Geography	PLACEMAKING ELEMENTS						
	Public Spaces	Public Play Areas	Amenities/ Furnishings	Branding	Public Art	Signage	Property Ownership Pattern
C10) NC*- W.T. Harris Blvd/Albemarle Rd	○	○	○	○	○	○	Multiple
C11) CAC*- Albemarle Rd/Harrisburg Rd	○	○	○	○	○	○	Multiple
C12) NC - Harrisburg Rd	○	○	○	○	○	○	Multiple
C13) NC - Albemarle Rd	◔	○	◔	○	○	◔	Few
C14) CAC - Harrisburg Rd/I-485	○	○	○	○	○	○	Few
C15) IMU - Marlstone Ln	✓	○	◔	○	○	◔	Multiple

* These geographies are within a Corridor of Opportunity.

LEGEND

✓ Aligned with Aspirations

◔ Somewhat Aligned with Aspirations

○ Not Aligned with Aspirations

Aspirations are outlined in Table 7.

PLACEMAKING TRENDS

Placemaking in East Middle & Outer's mixed-use place types is fairly lacking when it comes to the determined elements above. Much of the geographies explored include existing conditions that reflect a lack of pedestrian-scale infrastructure. Many of the placemaking elements found to exist were part of or extensions of more recent private housing developments, especially in the western side of the community planning area. There is plenty of opportunity for placemaking including signage, public art, amenities, branding, public spaces, and play areas in the East Middle & Outer planning area.



COMMUNITY CHARACTER RECOMMENDATIONS

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

CC-2 To encourage the preservation and adaptive reuse of historic or pre-1970s structures and to protect existing affordable housing units, Charlotte should explore incentives such as tax credits, revolving loan funds, zoning or permitting exceptions, and other innovative strategies to minimize demolition. Additionally, the City should discourage the demolition or conversion of multiplex structures, such as duplexes and quadruplexes, into single-family units.

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

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

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

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

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

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

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

PUBLIC FACILITIES & SERVICES

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

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

PUBLIC FACILITIES & SERVICES RECOMMENDATIONS

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

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

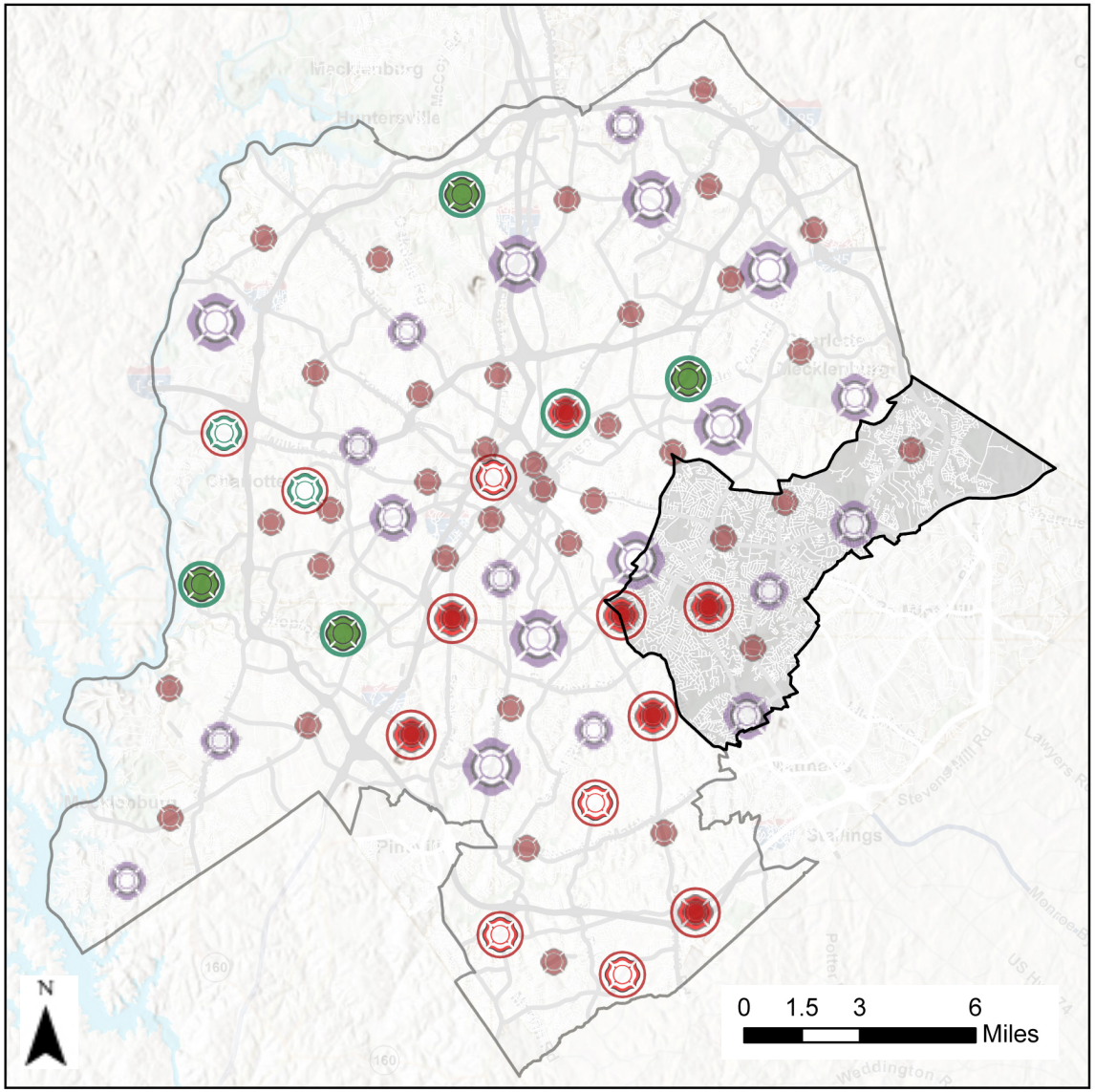
PFS-2 To preserve and enhance public services, incorporate guidance from the Charlotte Future 2040 Comprehensive Plan into public facility master plans. Maintain and improve water, sewer and storm water infrastructure to meet current and future needs.

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

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

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

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



Legend

- Community Planning Area

CFD Fire Stations

- Existing Fire House

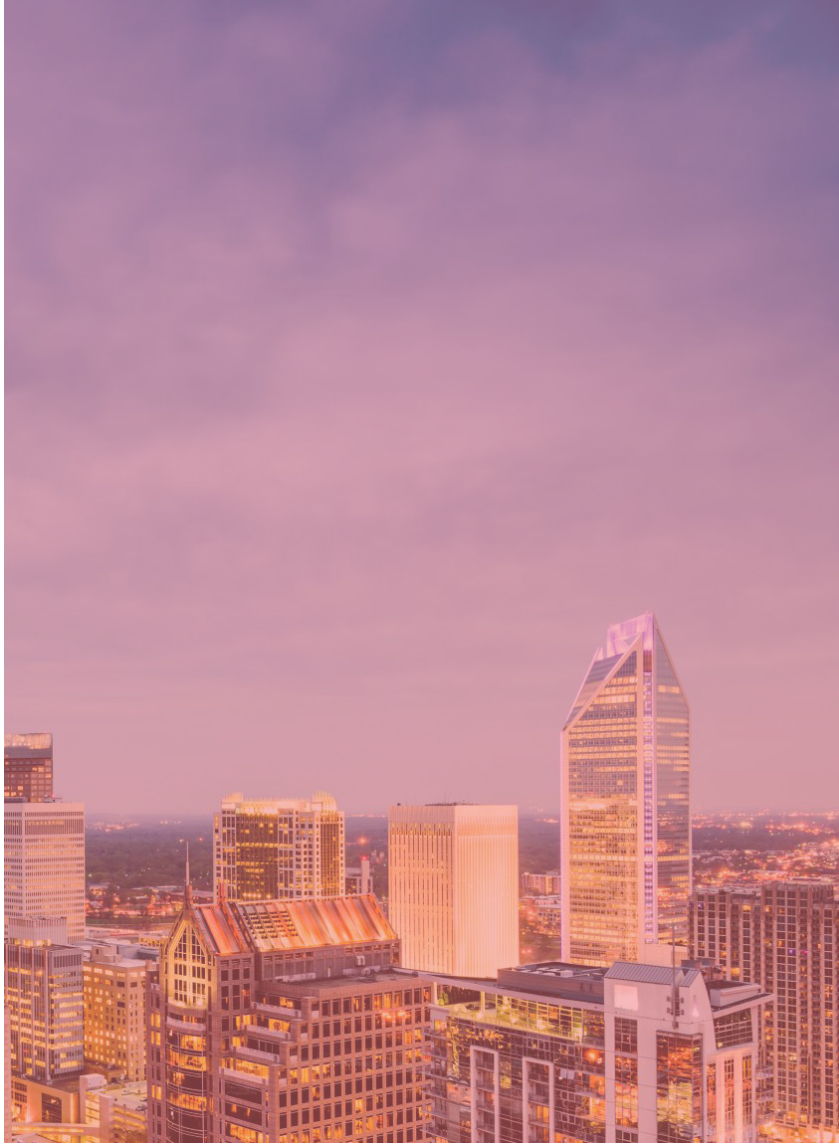
CFD Future Fire Stations

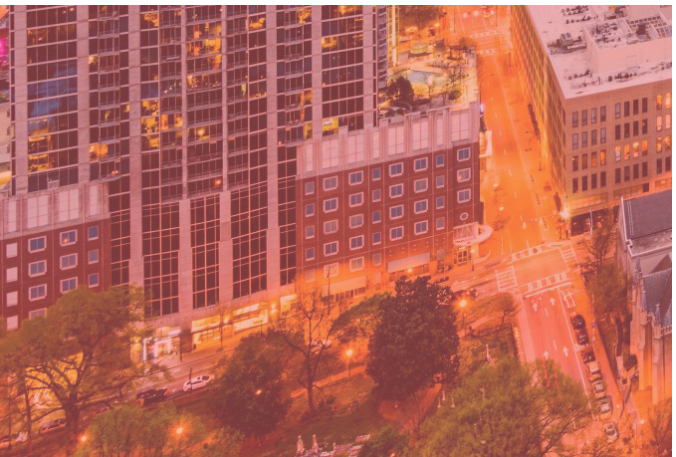
- New FireHouse - Funded
- New FireHouse - City Owned Land, Not Funded
- New Firehouse - Not City Owned, Not Funded
- Rebuild Existing Firehouse - Funded
- Rebuild Existing Firehouse - Not Funded

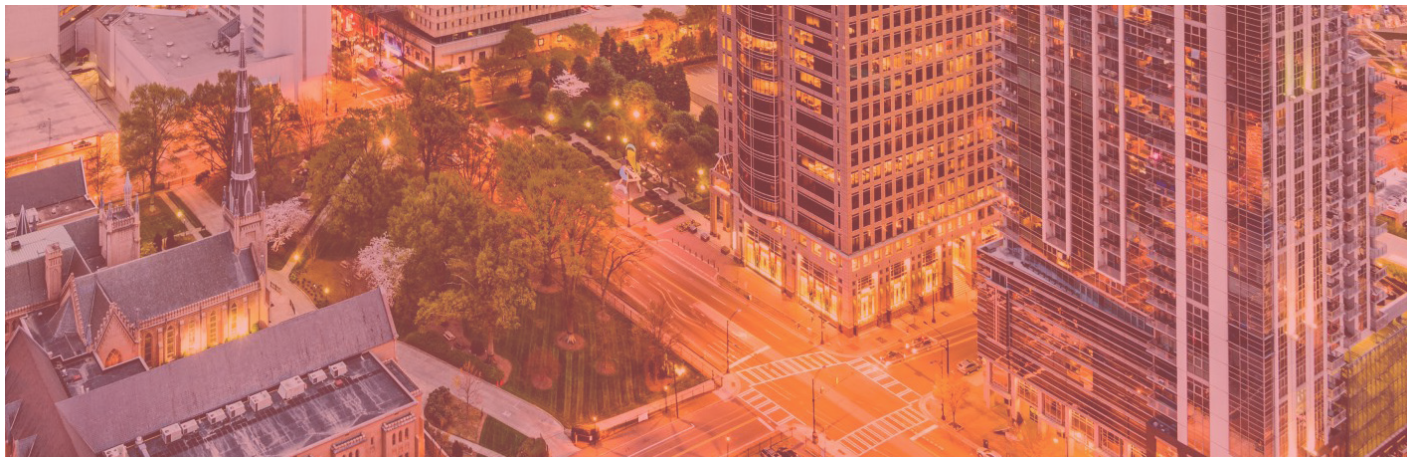
Idenitified CFD Future Needs - FireHouse/Co-Location/Other Solutions

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









IMPLEMENTATION



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

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

IMPLEMENTATION GUIDE

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

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

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

IMPLEMENTATION STRATEGIES

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

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



POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
PT - 4	To ensure the scale and massing of new development/redevelopment is compatible with existing development, refer to Table 2: Place Type Adjacencies & Zoning Districts in the Program Guide, which outlines when transitions can be made through entitlements. If a zoning transition is necessary, approve the least intense zoning district that aligns with the designated Place Type.	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development		Medium	3.6 & 9.4
PT - 5	To ensure the scale and massing of new development/redevelopment is compatible with existing development, the following items should be taken into consideration when considering a zoning change within Neighborhood 1 Zoning Districts. The listed items should not be considered a comprehensive list of considerations and other contextual, locational, and site-specific elements may be considered when evaluating the appropriateness of a zoning change within the N1 zoning districts. • Existing lot pattern in the area of the request, • Average lot sizes, • Road frontage classification of the subject parcel(s), • Location of the subject parcel(s); i.e.- mid-block, corner lot, etc..	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development		Short	3.6 & 9.4
PT - 6	To ensure new development/redevelopment is consistent with the aspirations of mixed-use Place Types, the land use composition of Neighborhood Centers, Community Activity Centers, Regional Activity Centers, and Innovation Mixed-Use should be assessed at regular intervals, and the findings should be used in land-use-related decision making. These mixed-use Place Types are envisioned to maintain a balance of different land uses. For example, Community and Regional Activity Centers should include a mix of housing, retail, office, and entertainment land uses.	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development		Long	2.17, 3.10, & 3.5

IMPLEMENTATION GUIDE

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
			Mobility			
SMP - 1	Safe – 1.13 – Intersection Design - Design intersections to prioritize pedestrians and bicyclists by minimizing crossings distances, maximizing visibility between vulnerable users and motorists, and incorporating geometric design and traffic signal technology that slows vehicular traffic and manages conflict points between vulnerable users and motorists.	Regulatory Change, Recommended Projects and Programs	CDOT	Charlotte Planning, Design, & Development	Long	5.21, 5.22, 5.23
SMP - 2	Safe - 1.12 - Intersections and Traffic Signals - Identify, prioritize, and improve pedestrian safety at intersections and traffic signals, including Leading Pedestrian Intervals (LPI) and LPI Plus treatments, exclusive pedestrian phase, raised intersections, etc.	Public Investment, Recommended Projects and Programs	CDOT	CATS	Medium	5.1, 5.23
SMP - 3	Connected – 1.11 – New Streets - Invest in and protect new future street connections through capital investment and land development projects, prioritizing opportunities to increase network capacity in growing areas, expand our multimodal network, complete critical creek crossings, and partner with new development.	Public Investments, Supportive Policies, Recommended Projects and Programs	CDOT	Planning, Design, and Development, CATS, CRTPO, Parks and Recreation	Long	4.13, 4.2, 4.8
			Open Space			
OS - 1	To increase access to open space, ensure new development/redevelopment provides enhanced open space(s), as encouraged by the designated Place Type and required by the Unified Development Ordinance. New development/ redevelopment in mixed-use Place Types should contribute to the creation, expansion, and/or maintenance of privately-owned public spaces.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development	Mecklenburg County Park and Recreation	Medium	7.26 & 7.43
OS -2	To help connect and expand Charlotte's greenway network, new development/redevelopment should, where appropriate, designate property within the FEMA 100-year floodplain and/or the 100-foot Water Quality or Post-Construction buffers (whichever is larger) as open space or greenway, if identified in the Mecklenburg County Greenway Master Plan.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development	Storm Water Services and Mecklenburg County Park and Recreation	Medium	7.14



POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
OS - 3	To increase access to open space, new development/redevelopment adjacent to existing or planned Mecklenburg County parks or greenways should provide connections to the open space, if deemed feasible by Mecklenburg County Park and Recreation.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development	Mecklenburg County Park and Recreation	Medium	7.5
OS - 4	To ensure future development supports Charlotte's aspiration of accessible and diverse open spaces, the City should track, digitize, and calculate walking distances to public open spaces provided through private development, such as plazas and courtyards.	Supportive Policies	Charlotte Planning, Design, & Development		Long	7.10 & 7.18
OS - 5	To increase access to open space, Charlotte should repurpose underutilized rights-of-way and city-owned land into active public spaces. Additionally, the City should establish a long-term strategy for the maintenance, funding, and programming of all city-owned public spaces. Priority should be given to potential projects that fall within areas classified as "Not Aligned" or "Somewhat Aligned" in Table 5: Open Space Assessment or identified in the Corridors of Opportunity Playbooks.	Supportive Policies, Regulatory Change	Charlotte Planning, Design, & Development	MC Park & Recreation	Medium	7.16
OS - 6	To maximize the use of and access to existing open space, the City of Charlotte and Mecklenburg County should formalize joint-use agreements for playgrounds, fields, and tracks on Charlotte-Mecklenburg School sites, both existing and future.	Strategic Partnerships, Recommended Projects and Programs	Charlotte Mecklenburg Schools	City Manager, City Attorney, MC Park and Recreation	Medium	1.8 & 4.15
OS - 7	To maintain or expand tree canopy within mixed-use places, the City of Charlotte should continue to purchase and preserve parcels as part of the Tree Canopy Preservation Program.	Recommended Projects and Programs, Public Investment	Charlotte Planning, Design, & Development	General Services, Strategy & Budget	Short	7.13 & 7.16
OS - 8	To maintain and expand Charlotte's tree canopy, the City should expand options for the Affordable Housing Bonus Program to allow contributions to a Tree Canopy Preservation Fund in lieu of on-site requirements.	Recommended Projects and Programs, Public Investment	Charlotte Planning, Design, & Development	General Services, Strategy & Budget	Short	7.13 & 7.16

IMPLEMENTATION GUIDE

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
			Environmental Justice			
EJ - 1	To ensure future residents do not live near undesirable or unhealthy land uses, discourage residential development/redevelopment in areas designated Manufacturing & Logistics.	Supportive Policies	Charlotte Planning, Design, & Development	Charlotte Housing & Neighborhood Services	Short	6.1 & 6.20
EJ -2	To ensure compatible land uses near industrial land uses, encourage Commercial or Innovative Mixed-Use development/redevelopment adjacent to areas designated Manufacturing & Logistics.	Supportive Policies	Charlotte Planning, Design, & Development		Medium	6.20
EJ - 3	To help mitigate impacts of noise and air pollution, encourage vegetated buffers and adequately sized yards between areas designated Manufacturing & Logistics and Neighborhood 1, Neighborhood 2, Campus, Neighborhood Center, Community Activity Center, or Regional Activity Center.	Regulatory Change, Supportive Policies	Charlotte Planning, Design, & Development		Medium	6.1 & 6.33
EJ - 4	To better measure and monitor environmental justice impacts, update the Equitable Growth Framework to include Land Surface Temperature as the sixth measure of the Environmental Justice metric representing urban heat.	Supportive Policies	Charlotte Planning, Design, & Development	Sustainability & Resilience	Medium	7.33
EJ - 5	To help mitigate water pollutants in surface waters, continue to prioritize educational outreach regarding potential pollution sources, how to identify and report pollution, and other best practices.	Public Investments, Other City Intiatives, Strategic Partnerships	Storm Water Services	Sustainability & Resilience	Medium	7.21, 7.40, & 7.46
EJ - 6	To mitigate environmental justice impacts, the City should prioritize -or, in some cases, continue prioritizing- investments and programmatic funding that addresses impacts in geographies classified as “Poor” or “Somewhat Poor” in Table 6: Environmental Justice Assessment, as well as in areas with high Land Surface Temperatures.	Public Investement, Recommended Projects and Programs	Sustainability & Resilience	Charlotte Planning, Design, & Development	Medium	7.16, 7.18, & 7.33
EJ - 7	To help mitigate impacts of high land surface temperatures, co-locate cooling amenities (such as covered seating and water fountains) at neighborhood-serving mobility hubs in geographies classified as “Poor” or “Somewhat Poor” in Table 6: Environmental Justice Assessment, as well as in areas with high Land Surface Temperatures.	Public Investement, Recommended Projects and Programs	Charlotte Area Transit System, CDOT	Mecklenburg County Health Department	Medium	5.11 & 7.33



POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
EJ-8	To reduce brownfields and hazardous sites, the City should consider adjacent Place Type designations and preferred adjacencies, as outlined in the Policy Map Manual, when approving new land uses for redeveloped "Areas of Environmental Concern."	Supportive Policies	Charlotte Planning, Design, & Development	Economic Development	Short	6.1 & 6.14
EJ-9	To support the coordination of economic development and brownfield remediation efforts, the City should further study "Areas of Environmental Concern" to better understand the potential impacts of redevelopment.	Public Investment, Supportive Policies	Economic Development	Sustainability & Resilience	Short	6.14
Community Character						
CC - 1	To reduce the loss of historically and culturally significant structures and spaces and to advance the City's sustainability and affordability goals, Charlotte should prioritize the preservation and adaptive reuse of historic or pre-1970s structures. When demolition is necessary, the City should encourage deconstruction practices to maximize material reuse.	Recommended Projects and Programs, Strategic Partnerships	Planning, Development, and Design, Historic District Commission	Economic Development, Sustainability and Resiliency	Medium	9.24 & 9.29
CC - 2	To encourage the preservation and adaptive reuse of historic or pre-1970s structures and to protect existing affordable housing units, Charlotte should explore incentives such as tax credits, revolving loan funds, zoning or permitting exceptions, and other innovative strategies to minimize demolition. Additionally, the City should discourage the demolition or conversion of multiplex structures, such as duplexes and quadruplexes, into single-family units.	Recommended Projects and Programs, Regulatory Change, Supportive Policies, Strategic Parternship, Support for Homeownership	Planning, Development, and Design, Historic District Commission, Housing and Neighborhood Services	Economic Development	Medium	9.5 & 9.7
CC - 3	To ensure major redevelopment projects adjacent to established neighborhoods are compatible with their surroundings, Charlotte should develop an Urban Design Standards Manual to guide the integration and transition of new development in a manner that respects the scale, character, and context of existing communities.	Recommended Projects and Programs, Supportive Policies	Planning, Development, and Design		Medium	9.29 & 9.34
CC - 4	To retain neighborhood culture and identity, Charlotte should use pattern books and regulatory tools such as neighborhood character overlays, historic districts, and other community-driven strategies to guide residential infill development.	Supportive Partnership	Planning, Development, and Design	Housing and Neighborhood Services	Medium	9.6

IMPLEMENTATION GUIDE

POLICY NO.	POLICY RECOMMENDATION	TYPE	LEAD	SUPPORT	TIME FRAME	RELATED 2040 POLICIES
CC - 5	To celebrate neighborhood identity and strengthen the sense of place, Charlotte should support placemaking efforts such as customized crosswalks, wayfinding signage, public art, and gateway elements at key intersections. Additionally, the city should integrate art and design into infrastructure and public spaces whenever possible. When feasible, local artists should be commissioned to design the improvements. Priority should be given to placemaking efforts in mixed-use areas classified as "Not Aligned" or "Somewhat Aligned" in Table 8: Placemaking Assessment or identified in the Corridors of Opportunity Playbooks.	Strategic Partnerships, Recommended Projects and Programs, Public Investments	Planning, Development, and Design, CDOT	MC Park & Recreation, CATS	Medium	9.17 & 9.23
CC - 6	To create vibrant public spaces that foster community gatherings, Charlotte should explore partnerships with private property owners to temporarily transform underutilized areas, such as vacant lots or parking lots, into active public spaces. These spaces should be programmed with community-driven activities, including community gardens, parks, festivals, and pop-up events. Permanent changes would be contingent upon zoning compliance.	Strategic Partnerships, Recommended Projects and Programs, Public Investments	Economic Development	Planning, Deisgn, and Development, MC Park and Recreation	Long	1.14, 1.24, & 9.25
CC - 7	To create vibrant public spaces that foster community gatherings, Charlotte should repurpose underutilized rights-of-way and city-owned land into active public spaces. Additionally, the city should establish a long-term maintenance and programming strategy for all city-owned public spaces and complete the Urban Arboretum Trail.	Strategic Partnerships, Rec. Projects and Programs, Public Investments	Planning, Development, and Design, CDOT	MC Park & Recreation, CATS	Medium	9.25
CC - 8	To enhance public realm amenities in mixed-use places, Charlotte should explore the creation of a fund that supports community-driven improvements that further the goals of the *2040 Comprehensive Plan* and *Community Area Plans*.	Strategic Partnerships, Rec. Projects and Programs, Public Investments	Planning, Development, and Design, Economic Development	CDOT, CATs, MC Park & Recreation,	Long	1.27, 9.10, & 9.11



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

STRATEGIC INVESTMENT AREAS / GROUPS OF POTENTIAL MOBILITY PROJECTS

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

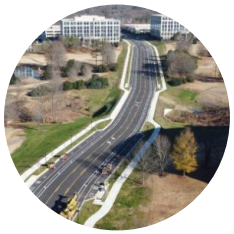
The most common project types include:

Complete Street Upgrade (with or without vehicular capacity)



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

New Street/Street Extension



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

Intersection Improvements



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

Pedestrian and/or Bike Crossing



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

Pedestrian and/or Bike Signal Upgrades



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

Bike Facilities/Bike Facility Improvements



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

Bike Route



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

Sidewalk Improvements



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

New Traffic Signal



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

Streetlighting



New or updated lighting to illuminate the street.

Intelligent Transportation Systems (ITS)



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

Mobility Hub



New Mobility hub or modifications to an existing Mobility Hub.

NCDOT Multimodal Partnership



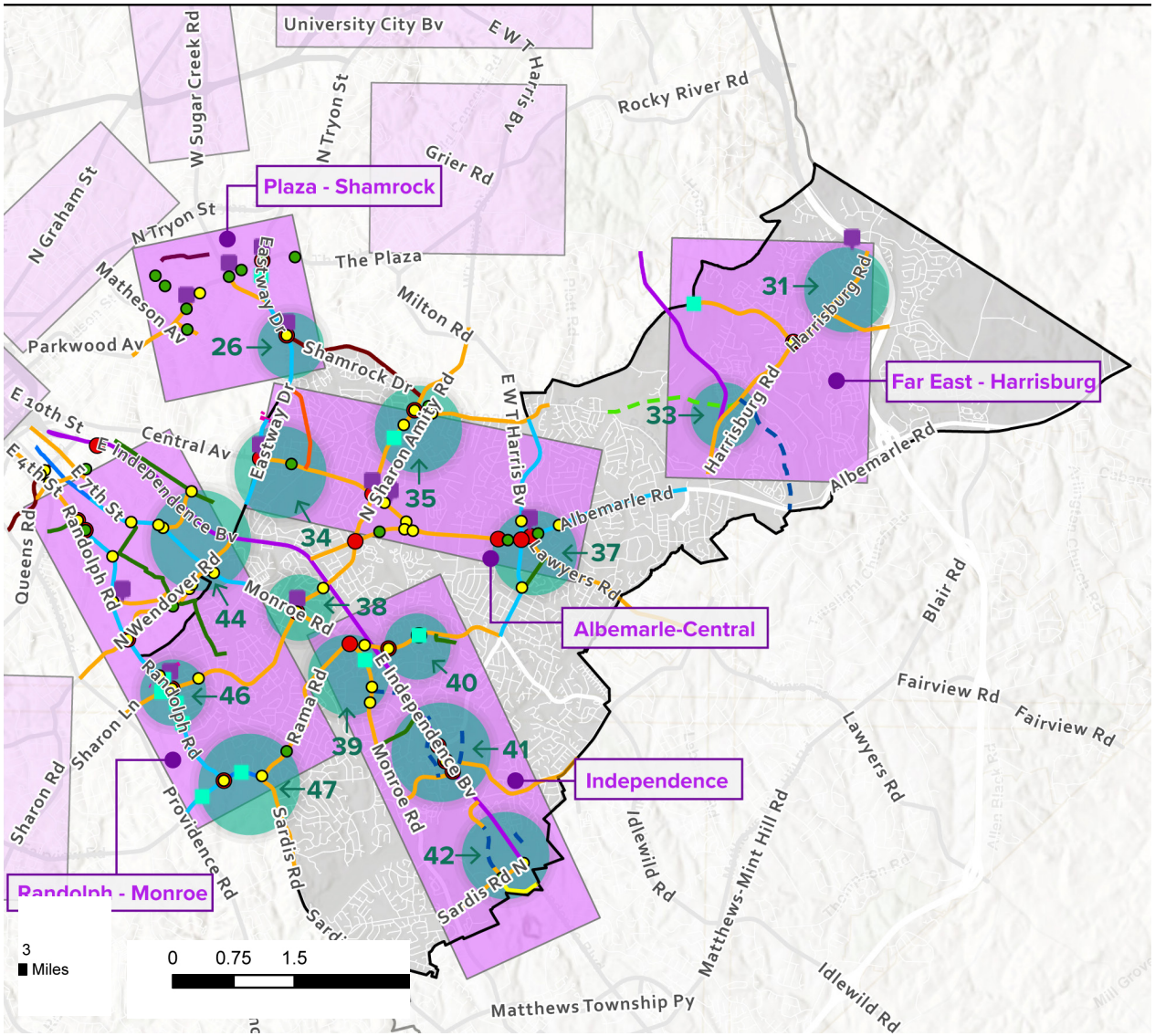
Funding partnership between NCDOT and the City of Charlotte to help achieve Complete Streets along State-maintained streets and roadways.

MAP 11: **EAST MIDDLE & OUTER STRATEGIC INVESTMENT AREAS / GROUPS OF POTENTIAL MOBILITY PROJECTS**

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

SIA Potential Projects

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





26 Eastway / Shamrock

Plaza - Shamrock SIA

Complete the eastern end of a seamless complete street corridor between Hickory Grove, NoDa, and the Blue Line.

Potential Projects

- Eastway Dr & Shamrock Dr Intersection Improvements (current project focused on safety and pedestrian/bike improvements)
- Shamrock Dr Retrofit (Western portion - scope/limits TBD, to include in-street bike facility and pedestrian and/or bike crossings)
- Eastway Dr SUP (SUP extending from intersection project north to pedestrian crossing and south to Dunlavin Way or Kilborne Dr)
- Eastway Dr & Shamrock Dr Mobility Hub

31 Harrisburg / Camp Stewart

Far East - Harrisburg SIA

Provide safer arterial connections to Cambridge Commons Activity Center along a “complete street” corridor connecting I-485 to Albemarle Rd.

Potential Projects

- Harrisburg Rd Complete Street Upgrade with Vehicular Capacity (Camp Stewart Rd to I-485; scope TBD, to potentially include new travel lanes, SUP on west side of street, and streetlighting)
- Camp Stewart Rd Complete Street Upgrade (Harrisburg Rd to Avensong Dr; scope TBD, to potentially include center space, SUP on south side of street, and streetlighting)
- Cambridge Commons Mobility Hub

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



32 Harrisburg / Robinson Church

Far East - Harrisburg SIA

Build off existing projects to create a “complete street” corridor connecting WT Harris Blvd to Harrisburg Rd along with adjacent portions of Harrisburg Rd.

Potential Projects

- Robinson Church Rd Complete Street Upgrade (Hood Rd to Harrisburg Rd and unfunded limits west of Hood Rd; scope/limits TBD, to potentially include SUP, ITS, streetlighting, and targeted center space)
- Hood Rd & Robinson Church Rd Traffic Signal (includes Hood Rd sidewalk to Myra Way)
- Harrisburg Rd & Robinson Church Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Harrisburg Rd Complete Street Upgrade with Vehicular Capacity (Camp Stewart Rd to First Run Ct; scope TBD, to potentially include new travel lanes, SUP, ITS, streetlighting, and targeted center space)

33 Harrisburg / Pence

Far East - Harrisburg SIA

Provide new network and capacity (for all modes) and safer multimodal access to commercial concentrations and greenspaces.

Potential Projects

- Pence Rd Realignment and Complete Street Upgrade (scope/alignment TBD, to include potential improvements to existing Pence Rd)
- Wilgrove-Mint Hill Rd Extension (Harrisburg Rd to Albemarle Rd)
- Harrisburg Rd Complete Street Upgrade with Vehicular Capacity (Pence Rd to new Wilgrove-Mint Hill Rd; scope TBD, to potentially include new travel lanes, SUP, ITS, and streetlighting)
- Eastern Circumferential (NCDOT Multimodal Partnership)



34 Central / Eastway

Albemarle - Central SIA

Improve multimodal connections, access, and safety for neighborhoods around Activity Center and along a high-frequency transit corridor.

Potential Projects

- Central Ave Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility improvements, pedestrian and/or bike crossings, ITS upgrades, and future Gold Line coordination)
- Eastway Dr SUP (scope/limits TBD, between Arnold Dr and Norland Rd, to include pedestrian and/or bike crossings and pedestrian/bike signal upgrades)
- Kilborne Dr Bike Facility Improvements (scope/limits TBD)
- Arnold Dr Pedestrian/Bike Connection (Arnold Dr to Kilborne Park)
- Central Ave & Eastway Dr Intersection Improvements (scope TBD, to focus on pedestrian/bike and safety improvements, and potential capacity improvements in coordination with future Gold Line extension)
- Eastway Dr & Medford Dr Pedestrian and/or Bike Crossing
- Central Ave Pedestrian and/or Bike Crossing (location TBD, between Eastway Dr and Progress Ln)
- Merry Oaks Elementary Pedestrian/Bike Connection (scope TBD)
- Central Ave & Eastway Dr Mobility Hub

35 Hickory Grove / Sharon Amity

Albemarle - Central SIA

Improve multimodal connections and safety along a key segment of the Bike Priority Network in East Charlotte to improve access to housing, schools, and ultimately help connect Hickory Grove to NoDa and the Blue Line.

Potential Projects

- Sharon Amity Rd Complete Street Upgrade (scope/limits TBD, to potentially include SUP, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- Shamrock Dr Retrofit (Eastern portion - scope/limits TBD, to include in-street bike facility and pedestrian and/or bike crossings)
- Sharon Amity Rd & Sudbury Rd New Traffic Signal
- Lawrence Orr Elementary School Pedestrian and/or Bike Crossing
- Hickory Grove Rd Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility improvements, pedestrian and/or bike crossings, pedestrian/bike signal upgrades, and ITS upgrades)
- Hickory Grove Rd & Sharon Amity Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)



36 Central / Sharon Amity

Independence SIA

Improve multimodal connections and safety around the Eastland Mall area for residents and visitors, including good access to transit options.

Potential Projects

- Central Ave Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility improvements, sidewalk, pedestrian and/or bike crossings, pedestrian/bike signal upgrades, and ITS upgrades)
- Sharon Amity Rd Complete Street Upgrade (scope/limits TBD, to potentially include SUP, pedestrian and/or bike crossings, streetlighting, and pedestrian/bike signal upgrades)
- Albemarle Rd Complete Street Upgrade (scope/limits TBD, to potentially include SUP, pedestrian and/or bike crossings, pedestrian/bike signal upgrades, ITS upgrades, and future greenway connection)
- Central Ave & Sharon Amity Rd Intersection Improvements (scope TBD, to focus on pedestrian/bike and safety improvements, and potential capacity improvements in coordination with future Gold Line extension)
- Albemarle Rd & Sharon Amity Rd Intersection Improvements (scope TBD, to focus on pedestrian/bike and safety improvements)
- Reddman Rd SUP (Central Ave to Campbell Creek Greenway extension)
- Eastland Transit Center Mobility Hub
- Central Ave & Sharon Amity Rd Mobility Hub



37 Albemarle / WT Harris

Albemarle - Central SIA

Add multimodal network capacity along highly-traveled arterials in East Charlotte, while improving access and safety for all users.

Potential Projects

- Albemarle Rd SUP (scope/limits TBD, to include pedestrian and/or bike crossings, pedestrian/bike signal upgrades, and ITS upgrades)
- WT Harris Blvd SUP (scope/limits TBD, to include pedestrian and/or bike crossings and pedestrian/bike signal upgrades)
- Lawyers Rd Complete Street Upgrade with Vehicular Capacity (scope/limits TBD, to potentially include new travel lanes, in-street bike facility, sidewalk, pedestrian and/or bike crossings, and streetlighting)
- Albemarle Rd Pedestrian and/or Bike Crossing (location TBD, between Royal Oak Dr and WT Harris Blvd)
- Albemarle Rd & Lawyers Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)
- Albemarle Rd & WT Harris Blvd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)
- Albemarle Rd & Royal Oaks Dr Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)
- Idlewild Rd Bike Route (scope/limits TBD)
- Albemarle Rd & WT Harris Blvd Mobility Hub

38 Monroe / Sharon Amity

Independence SIA

Improve multimodal safety and access along the Monroe Rd and Sharon Amity Rd corridors, including better multimodal connections to the Bus Priority Corridor.

Potential Projects

- Monroe Rd & Sharon Amity Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Monroe Rd Streetscape & SUP (current projects)
- Sharon Amity Rd Complete Street Upgrade (scope/limits TBD, to potentially include SUP, ITS, pedestrian/bike signal upgrades, and streetlighting)
- New Pedestrian and/or Bike Crossings (locations TBD)
- US74 NCDOT Multimodal Improvement Partnership
- Monroe Rd Bus Priority Corridor
- Monroe Rd & Sharon Amity Rd Mobility Hub



39 Independence / Monroe

Independence SIA

Improve multimodal safety and access around the high school and Activity Center, including better connections to the Bus Priority Corridor and other transit.

Potential Projects

- Wallace Rd Extension
- Monroe Rd & Rama Rd & Idlewild Rd Intersection (current project)
- New Traffic Signal at Monroe Rd & Knickerbocker Dr
- Monroe Rd Complete Street Upgrade (scope/limits TBD, to potentially include SUP, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- Rama Rd Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility and pedestrian and/or bike crossings)
- US74 NCDOT Multimodal Improvement Partnership
- Monroe Rd Bus Priority Corridor

40 Independence / Idlewild

Independence SIA

Improve safety, access, and multimodal infrastructure along Idlewild Rd, providing a key multimodal connection across Independence Blvd to a Bus Priority Corridor.

Potential Projects

- Idlewild Rd Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility, pedestrian and/or bike crossings, streetlighting, and ITS)
- Idlewild Rd & Conference Dr Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and pedestrian/bike improvements)
- Idlewild Rd & Cedarwild Rd Intersection Improvements (scope TBD, to include new traffic or pedestrian/bike signal and focus on pedestrian/bike improvements)
- Idlewild Rd & Cedarwild Rd New Traffic Signal
- US74 NCDOT Multimodal Improvement Partnership



41 Independence / Village Lake

Independence SIA

Expand multimodal network and safety through parallel routes, improved crossings of Independence Blvd, and better connections to commercial destinations and greenways.

Potential Projects

- US74 NCDOT Multimodal Improvement Partnership
- Wallace Rd Extension (potential NCDOT Multimodal Improvement Partnership)
- Village Lake Dr Extension (potential NCDOT Improvement Multimodal Partnership)
- Wallace Rd Sidewalk (scope/limits TBD)
- Margaret Wallace Rd Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility and pedestrian and/or bike crossings)
- Village Lake Dr Complete Street Upgrade (scope/limits TBD, to potentially include new travel lanes, in-street bike facility, and pedestrian and/or bike crossings)
- Bike Priority Network Bike Route

42 Independence / Sardis

Independence SIA

Improve multimodal network parallel to and across Independence Blvd, facilitating safe movement to and within an Activity Center.

Potential Projects

- US74 NCDOT Multimodal Improvement Partnership
- Krefeld Dr Extension
- Arequipa Dr Street Connection
- Krefeld Dr Complete Street Upgrade (scope/limits TBD, to potentially in-street bike facility, sidewalk gaps, pedestrian and/or bike crossings, and streetlighting)
- Sardis Rd N Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility and pedestrian and/or bike crossings)
- Crownpoint Executive Dr Streetlighting



44 Monroe / Wendover

Randolph - Monroe SIA

Improve multimodal access between neighborhoods and commercial areas along Monroe Rd and Wendover Rd.

Potential Projects

- Monroe Rd SUP (targeted limits TBD)
- Monroe Rd & Wendover Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and pedestrian/bike improvements)
- Wendover Rd Complete Street Upgrade (scope/limits TBD, to include SUP)
- Washburn Ave/Briar Creek Rd Complete Street Upgrade (scope TBD, to include in-street bike facility)
- Grier Heights Bike Route (east of Wendover)
- Commonwealth Ave Bike Route
- Pedestrian/Bike Signal Upgrades

46 Cotswold

Randolph - Monroe SIA

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

Potential Projects

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



47 Randolph / Sardis

Randolph - Monroe SIA

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

Potential Projects

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

ILLUSTRATIVE CONCEPTS

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

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

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

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

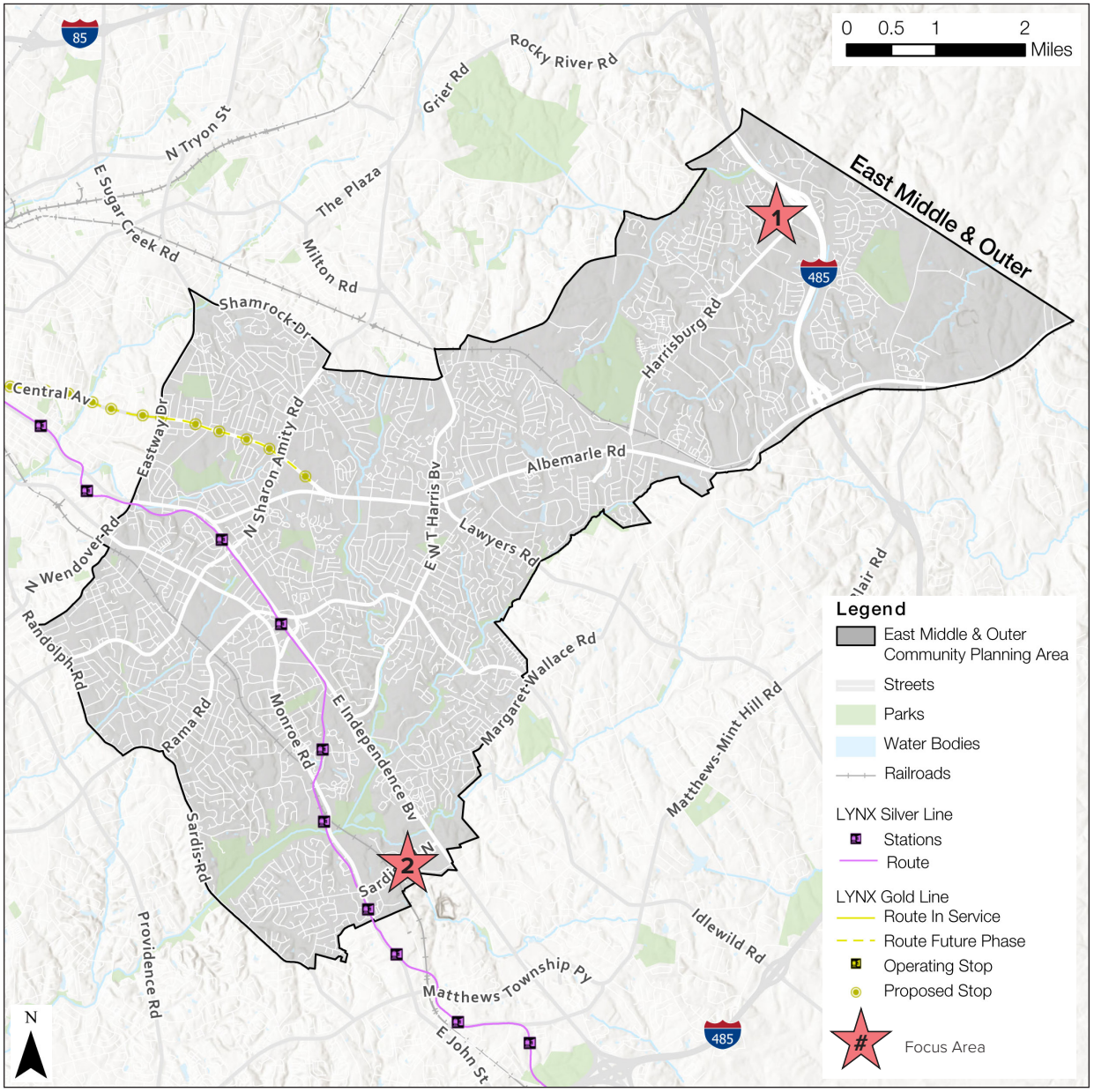
MAP 12: **FOCUS AREAS**

The two focus areas for the East Middle & Outer geography are:

1. Harrisburg Road & Interstate 485
2. Sardis Road & Town Point Drive

The Harrisburg Road & Interstate 485 focus area represents an area recommended to evolve into a different Place Type as new development and redevelopment occur. It also demonstrates how approved entitlements can help realize the recommended vision.

The Sardis Road & Town Point Drive focus area is also recommended to evolve into a different Place Type as new development and redevelopment occur. Additionally, the area will be influenced by planned infrastructure improvements.



FOCUS AREA #1 | HARRISBURG ROAD & INTERSTATE 485

Existing development in the area is classified as Commercial and Neighborhood 2. Commercial development is characterized by car-oriented destinations for retail, typically within low-rise buildings. Neighborhood 2 development is characterized by a mix of moderate-density housing, within small- to- mid-scale structures. The area is recommended to evolve into Community Activity Center, which is characterized by a mix of uses. These uses are set within mid-rise buildings in a pedestrian-oriented environment that is easily accessible to nearby neighborhoods. This Place Type change will add a greater mix of uses and density to the recommended area. To support the change, future development will provide additional mobility, open space, and placemaking elements.

FIGURE 8: **AERIAL OF EXISTING CONDITIONS**



STREET VIEW IMAGES OF EXISTING CONDITIONS

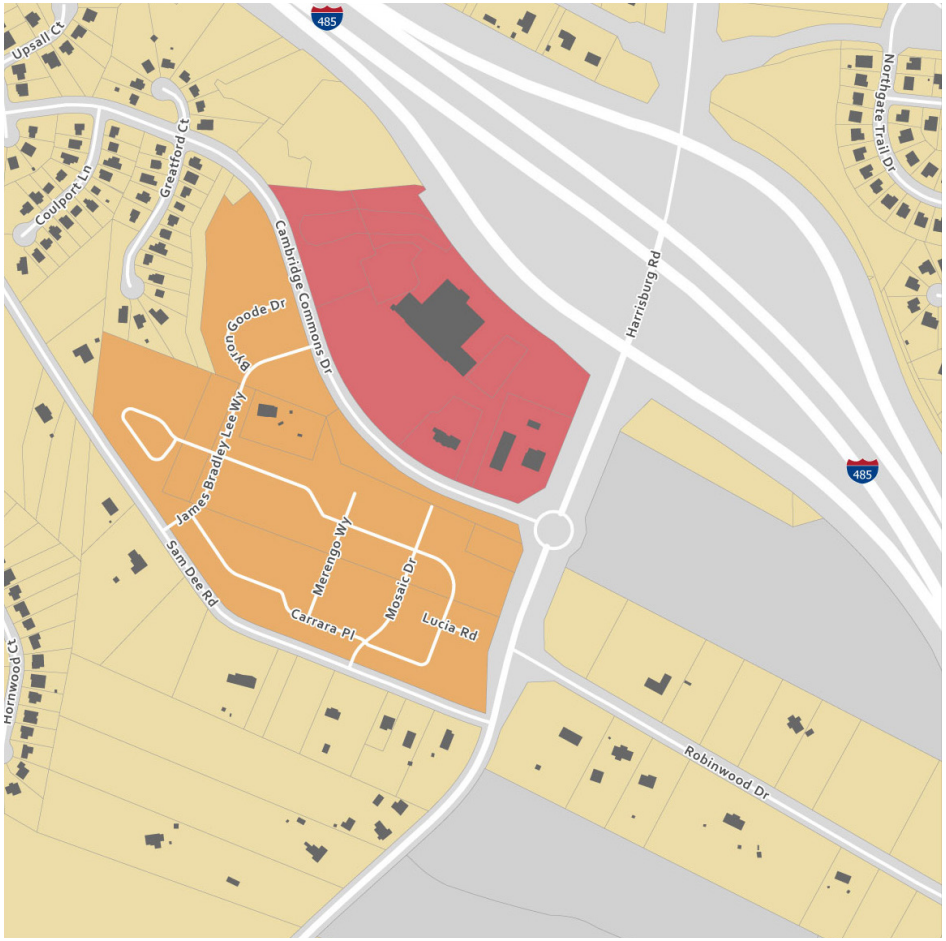








MAP 13: **EXISTING PLACE TYPES**



Legend

Streets
Buildings

Existing Place Types
Neighborhood 1
Neighborhood 2
Commercial
Vacant

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



Legend

Place Types
Neighborhood 1
Community Activity Center

Streets Map
Collector
Avenue
Limited Access

FIGURE 9: **HARRISBURG ROAD & INTERSTATE 485 ILLUSTRATIVE CONCEPT**

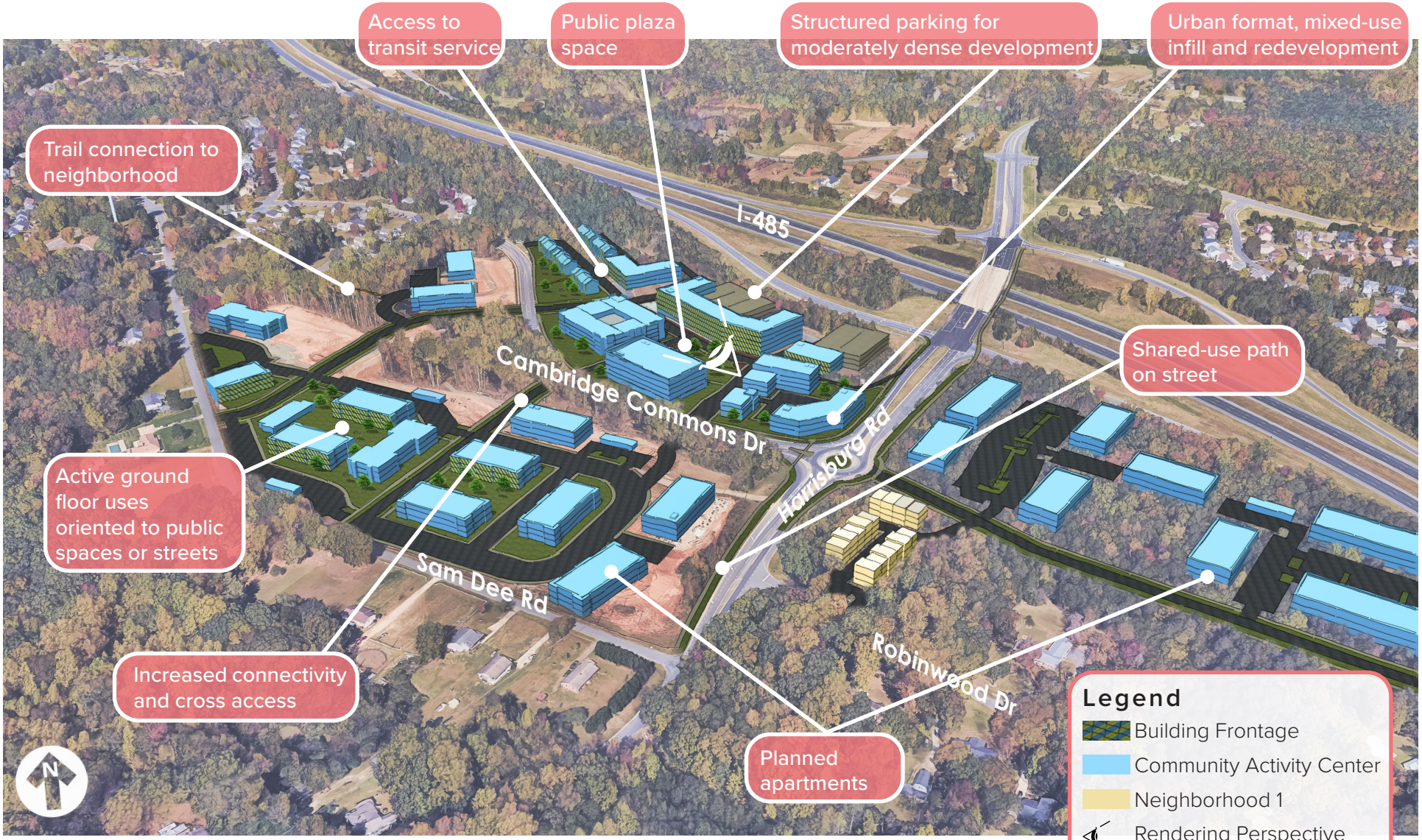


FIGURE 10: **HARRISBURG ROAD & INTERSTATE 485 RENDERING**



Rendering shows a perspective of the public plaza space within the Community Activity Center at Cambridge Commons Drive and Harrisburg Road.

FOCUS AREA #2 | SARDIS ROAD & TOWN POINT DRIVE

Existing development in the area is classified as Commercial, which is characterized by car-oriented destinations for retail, dining, and service uses, typically within low-rise buildings located along major streets or near interstates. The area is recommended to evolve into Community Activity Center and Innovation Mixed Use. The Illustrative Concept depicts the area recommended for Innovation Mixed Use, which is characterized by adaptively reused, low- to mid-rise structures and a variety of integrated employment uses and some supporting multi-family residential. This Place Type change will add a greater mix of uses and density to the recommended area. To support the change, future development will provide additional mobility, open space, and placemaking elements.

FIGURE 11: **AERIAL OF EXISTING CONDITIONS**



STREET VIEW IMAGES OF EXISTING CONDITIONS









MAP 15: **EXISTING PLACE TYPES**



Legend

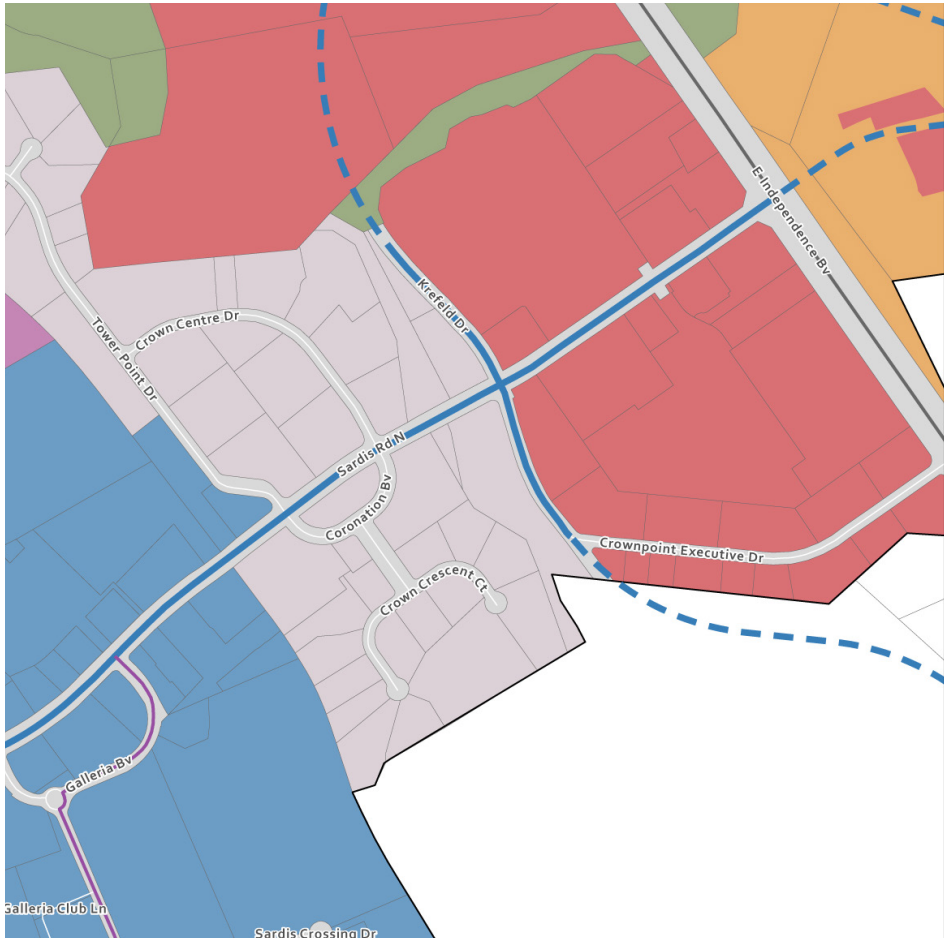
Streets

Existing Buildings

Existing Place Types

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

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



Future Place Types

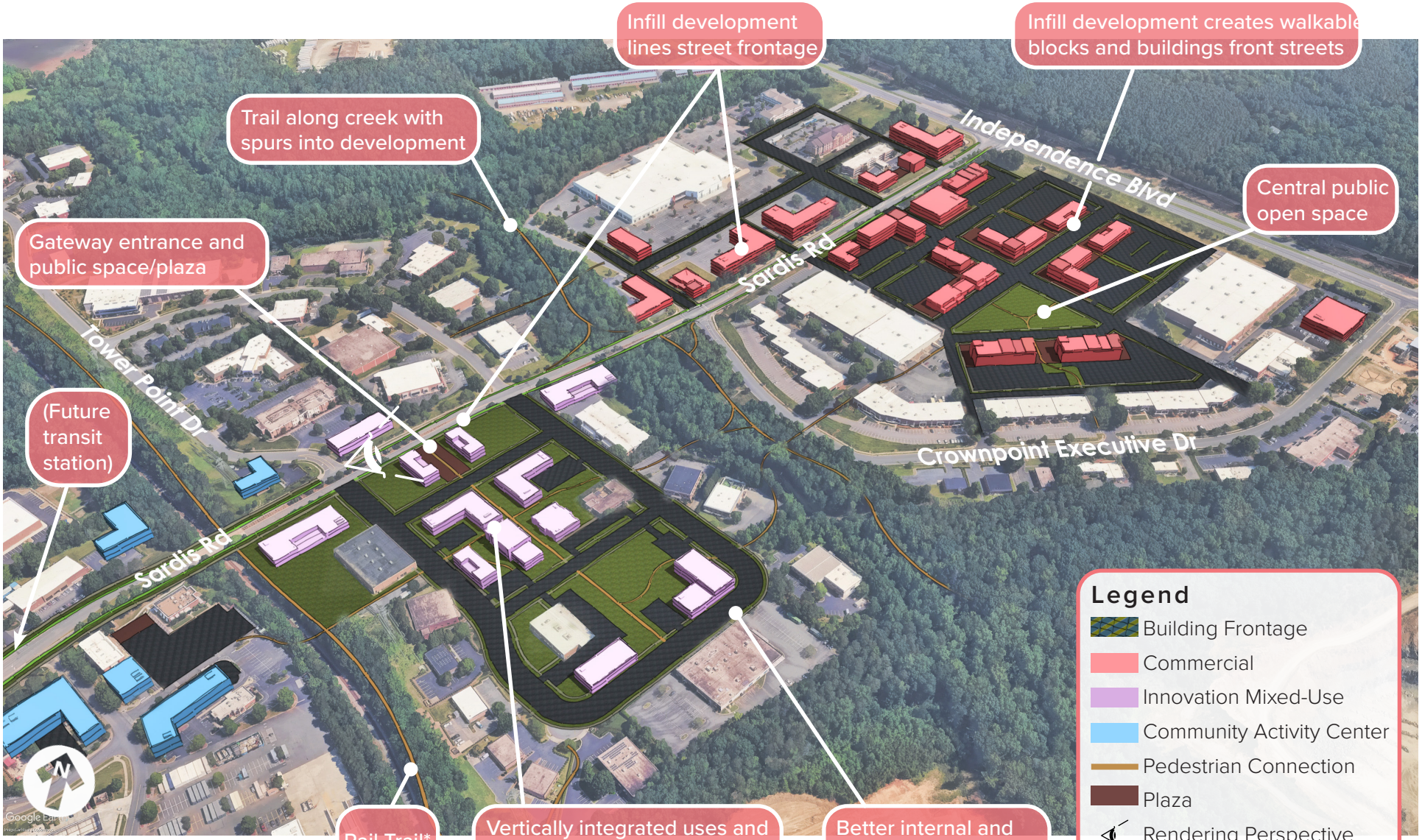
- Neighborhood 2
- Parks & Preserves
- Commercial
- Innovation Mixed-Use
- Neighborhood Center
- Community Activity Center

Legend

Streets Map

- Avenue
- Collector
- Limited Access

FIGURE 12: **SARDIS ROAD & TOWN POINT DRIVE ILLUSTRATIVE CONCEPT**



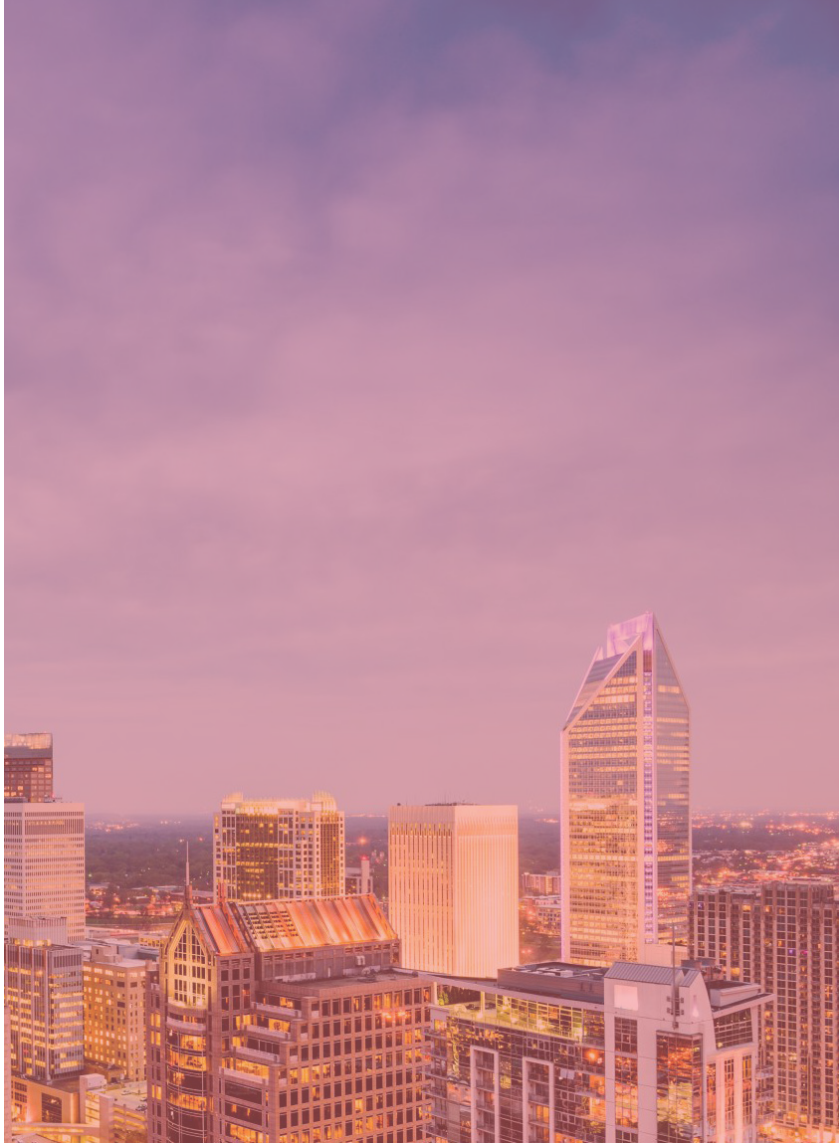
**Future connections within railroad right-of-way will require coordination with railroad companies.*

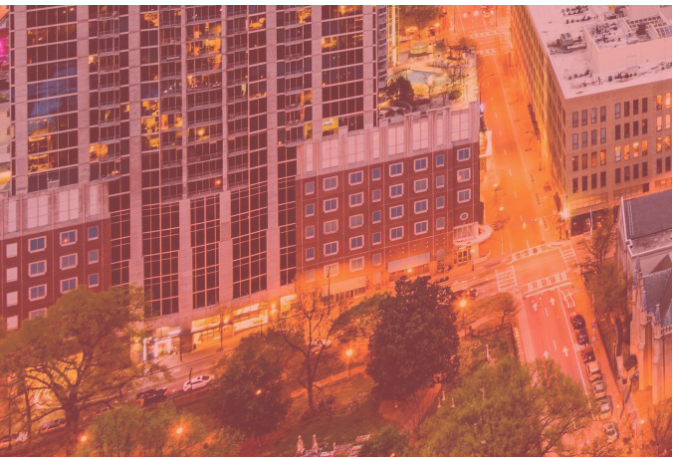
FIGURE 13: **SARDIS ROAD & TOWN POINT DRIVE RENDERING**

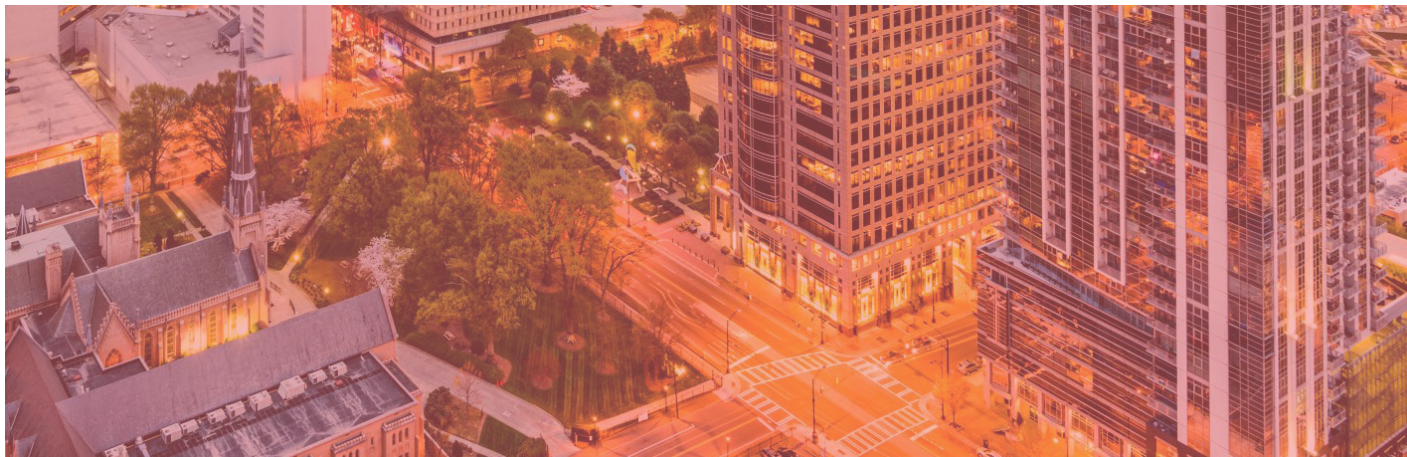


Rendering shows the perspective if looking from Sardis Rd. towards the gateway entrance and public space/plaza.









APPENDIX



Neighborhood Toolkit ..... Appendix A

Equitable Growth Framework ..... Appendix B

Mobility Assessment Methodology ..... Appendix C

Open Space Assessment Methodology ..... Appendix D

Environmental Justice Assessment Methodology ..... Appendix E

Placemaking Assessment Methodology ..... Appendix F

Creating The Policy Map ..... Appendix G

Place Type Details ..... Appendix H

