

Proposed Community Area Plan Changes Based on Community Feedback

- New Changes since the November 10 City Council Business Meeting – shown in red text and highlighted in yellow (page 1-2)
- All Other Proposed Changes - based on feedback collected throughout Phase 5: Review & Adoption (page 3-10)

ID No.	Applicable Document	Type of Change	Comment Summary	Proposed Change
A	Program Guide	New Content: Update the description of Specific Plans to illustrate how Environmental Impact Action Plans will serve as one of the tools available to address unique needs within smaller geographies.	North Inner community members do not see any plans or strategies to address the policies outlined in the North Inner CAP.	Add the following language to the Specific Plan description within Figure 1: Levels of Planning (page 5). "Specific Plans: Address smaller scale geographies and focus on implementation, such as transit station area plans, reinvestment plans, <u>enviornmental impact action plans</u> , or corridor plans. Examples include the <i>Corridors of Opportunity Playbooks</i> <u>and GreenPrints</u> .
B	South Inner CAP	Policy Map Change: Corner of Torrence Street and Ranlo Avenue (12511C99)	Change the Place Type designation based on guidance from the Cherry Area Plan, the Midtown, Morehead, Cherry Area Plan, current entitlements (N2-B), and relationship to the condominiums across Torrence Street.	Change from Neighborhood Center to Neighborhood 2
C	South Inner CAP	Policy Map Change: Corner of Luther Street and Main Street (Parcel ID: 12522601)	Change the Place Type designation based on guidance from the <i>Cherry Area Plan</i> , the <i>Midtown</i> , <i>Morehead</i> , <i>Cherry Area Plan</i> , and ownership by the City of Charlotte.	Change from Neighborhood 2 to Parks & Preserves
D	South Inner CAP	Policy Map change at 510 Cherry Street (Parcel ID: 12522101)	Change the Place Type designation based on guidance from the Cherry Area Plan, the Midtown, Morehead, Cherry Area Plan, and existing entitlements (N1-D).	Change from Neighborhood Center to Neighborhood 1
E	South Inner CAP	Policy Map Change: 404 Cherry Street (Parcel ID: 12522199)	Change the Place Type designation based on guidance from the Cherry Area Plan, the Midtown, Morehead, Cherry Area Plan, existing entitlements, and property ownership.	Change from Neighborhood Center to Neighborhood 2
F	South Inner CAP	Clarity: Revise language about the 3rd Street & Baldwin Avenue Illustrative Concept (page 93)	The Cherry neighborhood disagreed with the draft language about approved entitlements contributing to the community's vision.	In the Focus Area decsription of the Illustrative Concepts (page 93), delete the final sentence of the last paragraph: "The 3rd Street & Baldwin Avenue focus area is also recommended to evolve into a different Place Type as new development and redevelopment occur. Additionally, it demonstrates how approved entitlements can help realize the recommended vision. "
G	South Inner CAP	Policy Map Change: 1930 Scott Avenue (Parcels 15101724, 15101723, 15101722, 15101721)	Change the Place Type designation based on current entitlements (N1-D) and existing residential use.	Change from Neighborhood Center to Neighborhood 1
H	South Inner CAP	Policy Map Change: Corner of E. Park Avenue and Cleveland Avenue (Parcels 12307C96, 12307C95)	Change the Place Type designation based on the Historic District Overlay, multiple property owners, and existing residential use.	Change from Neighborhood Center to Neighborhood 2
I	South Inner CAP	Policy Map Change: 301 Park Avenue (Parcel 12307101)	Change the Place Type designation based on coniditional entitlements and building form.	Change from Neighborhood 2 to Neighborhood 1

J	North Inner CAP	New Content: Add notes to Table 6: Environmental Justice Assessment highlighting that protecting tree canopy and reducing impervious surfaces are priorities for this geography.	North Inner community members want to ensure future development does not reduce the tree canopy or increase impervious surfaces throughout the geography.	Add the following language to Table 6: Environmental Justice Assessment (p. 63): Tree Canopy – North Inner’s tree canopy is limited due to the large concentration of commercial and industrial development along North Graham Street and Atando Avenue. <u>Preservation and enhancement of the geography’s tree canopy should be considered in the prioritization of future planning efforts, infrastructure projects, and programmatic initiatives.</u> Impervious Surfaces - North Inner has lower rates of impervious surface. While commercial and industrial areas have higher concentrations of impervious surface, these are balanced by parks, greenways, and low-density residential neighborhoods. <u>Reducing impervious surfaces throughout the geography should be considered in the prioritization of future planning efforts, infrastructure projects, and programmatic initiatives.</u>
K	All 14 CAPs	New Content: Amend Environmental Justice Recommendation EJ-1 to provide additional protection for residential uses adjacent to Manufacturing & Logistics	North Inner community members shared concerns about industrial activity expanding near their homes and asked for stronger policies to limit intensification and reduce impacts from Manufacturing & Logistics uses adjacent to residential areas.	Amend Environmental Justice Recommendation EJ-1: To ensure future residents do not live near undesirable or unhealthy land uses, discourage residential development/redevelopment in areas designated Manufacturing & Logistics. <u>When existing Manufacturing & Logistic sites adjacent to residential development request new entitlements, approve the least intense zoning district (ML-1).</u>
L	All 14 CAPs	New Content: Add new Environmental Justice Recommendation (EJ-10) to ensure future infrastructure investments do not increase environmental impacts.	North Inner community members expressed support for the future Red Line but raised concerns that simply running the train through the area could increase air and noise pollution in an already environmentally impacted geography. They also emphasized the need for equitable access to transit and want the Red Line to provide meaningful connectivity to their community.	Add new Environmental Justice Recommendation: EJ-10 – To ensure future infrastructure investments do not increase environmental impacts, encourage designs that minimize impacts to air quality, stormwater, tree canopy, noise, and other environmental conditions.

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New	1	Add information about Specific Plans to the Program Guide.	•																
	2	Include the <i>Environmental Justice Action Plan</i> as a type of Specific Plan in the Level 4 Toolbox of the Planning Framework.	•																
	3	Revise Neighborhood 1 to Manufacturing & Logistics Anticipated Change language (pg. 23) - Over time, these two types of development have been constructed adjacent to or within proximity to one another – in some locations creating incompatibilities that limit each from successfully accommodating their respective purposes. This Place Type change delineates where Neighborhood 1 uses encroach on an <u>should evolve with the</u> established Manufacturing & Logistics area. The goal is to preserve more land for jobs and economic opportunities, to establish more defined neighborhoods, and to mitigate potential health risks or safety hazards for the encroaching neighborhood.”											•						
	4	Add an Extraterritorial Jurisdiction (ETJ) Policy to the Creating Complete Communities chapter - PT-7) <u>To ensure delivery of adequate public services, consider utility capacity (water, sewer, and solid waste), road maintenance, emergency services, and evacuation routes when evaluating entitlements through city-led or privately initiated rezonings.</u>			•		•		•			•	•	•		•	•		
	5	Revise Environmental Justice Policy 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 <u>and encourage the use of smart surfaces</u> in geographies classified as "Poor" or "Somewhat Poor" in Table 6: Environmental Justice Assessment, as well as in areas with high Land Surface Temperatures.		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	6	Add a Residential Displacement Policy to the Creating Complete Communities chapter - PT-8) <u>To reduce residential displacement and promote housing choices, new development/redevelopment within the Vulnerability to Displacement Overlay (VDO) should consider incorporating mixed-income or senior housing.</u>		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	7	Add a Business Displacement Policy to the Creating Complete Communities chapter - PT-9) <u>To help reduce displacement of existing small businesses, small business tools and resources are encouraged, where feasible, within Neighborhood Centers and Community Activity Centers located in the Vulnerability to Displacement Overlay (VDO)., while recognizing that many tools and resources are not location-specific and are available citywide.</u>		•	•	•	•	•	•	•	•	•	•	•	•	•	•		

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New	8	Add an Extraterritorial Jurisdiction (ETJ) Street Construction Policy to the Mobility section - SMP-4) <u>New roads constructed in the Extraterritorial Jurisdiction (ETJ) that serve more than one development should be designed and constructed to North Carolina Department of Transportation (NCDOT) standards so that they may be accepted by NCDOT for maintenance following construction.</u>			•		•		•			•	•	•		•	•		
	9	Add language in the Program Guide that restates the intent and purpose of Table 3: Minor Map Amendment Criteria (Add following language under table header on page 38 + 39) - <u>The criteria outlined in Table 3 represent the metrics used the mapping methodology to assign Place Type designations in the Policy Map. These criteria provide a consistent basis for evaluating amendments to the Policy Map, whether through planning-related updates or through rezonings. As noted on page 37, Minor Map Amendments can be requested by the public, City departments, or City Council as part of the rezoning process. Such requests will be reviewed against the Table 3 criteria for additional consideration in determining compatiblity with the vision and goals of the Charlotte Future 2040 Comprehensive Plan. The criteria is not an exhaustive list and additional factors, such as site-specific conditions, context of the area, capital investments, and changes in development patterns, may be considered when reviewing rezonings.</u>	•																
	10	In Table 3: Minor Map Amendment Criteria (page 38), revise the current Minimum Acreage Preferred for Neighborhood 2 from 4 acres to "2-4 acres* *2 acres may be appropriate for infill sites within ½ mile walkshed of high-capacity transit and 1/4 to 1/2 mile of an Activity Center. Regardless of the proposed acreage, additional contextual, locational, and site-specific factors will also be considered."	•																
	11	In Table 3: Minor Map Amendment Criteria, amend Locational Criteria for the Commercial Place Type: "Not within ½ 1 mile walkshed of high capacity transit station or within ½ mile of major transportation corridor"	•																
Clarity	12	Circle "Areas of Change" on the 2040 Policy Map to clarify where change is anticipated.		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	13	Copy the Place Types descriptions from the Program Guide (pg. 14-15) and paste on the same spread as the 2040 Policy Map to support interpretation of the map.		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	14	Add a new spread after the Supporting The Vision Overview to illustrate how the Mobility, Open Space, and Placemaking Assessment Tables will guide future public and private investments.		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	15	Add index		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	16	Add glossary of terms		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	17	Add data source for Land Surface Temperature Map		•	•	•	•	•	•	•	•	•	•	•	•	•	•		

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Clarity	18	Add mapping methodology for Land Surface Temperature Map																•	
	19	Add disclaimer under Map 10: Charlotte Fire Department: Future Facility Needs - <u>The data used in this map are reevaluated annually and subject to change.</u>		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	20	Add an entry highlighting the Neighborhood Organization Contact List within the Neighborhood Leadership & Capacity-Building section of the Neighborhood Toolkit.																•	
Quality	21	Add 4-5 neighborhood names on Map 1: Plan Area		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	22	Add the Catawba River to Map 1: Plan Area, Map 2: Policy Map, Map 3: Streets Map, Map4: Mobility Assessment, Map 6: Open Space Assessment, Map 7: Environmental Justice & Vulnerability to Displacement, Map 8: Land Surface Temperature, Map 9: Placemaking Assessment, Map 12: Focus Areas												•			•		
	23	Add the ETJ Boundary to Map 1: Plan Area, Map 2: Policy Map, Map 3: Streets Map, Map4: Mobility Assessment, Map 6: Open Space Assessment, Map 7: Environmental Justice & Vulnerability to Displacement, Map 8: Land Surface Temperature, Map 9: Placemaking Assessment, Map 12: Focus Areas			•		•		•			•	•	•		•	•		
	24	Add more street names to Map 1: Plan Area, Map 2: Policy Map, Map 3: Streets Map, Map4: Mobility Assessment, Map 6: Open Space Assessment, Map 7: Environmental Justice & Vulnerability to Displacement, Map 8: Land Surface Temperature, Map 9: Placemaking Assessment, Map 12: Focus Areas		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	25	Add Red Line and approved transit stations to Map 1: Plan Area, Map 2: Policy Map, Map 3: Streets Map, Map 4: Mobility Assessment, Map 9: Placemaking Assessment, Map 12: Focus Areas				•													
	26	Revise the header of the Implementation Guide to "Implementation Guide - Not Adopted Policy"		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	27	Underline bold existing text: <u>The Implementation Guide is a staff document</u> 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. <u>The Charlotte City Council will not be asked to adopt the Implementation Guide</u> ; 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.		•	•	•	•	•	•	•	•	•	•	•	•	•	•		

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Quality	28	Underline and bold existing text: <u>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 an endorsement or guarantee of what will be built.</u> Factors such as site constraints, market demand, project budgets, and community feedback will influence the final outcomes of future development.		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	29	Add bold footer below each Illustrative Concept: NOTE: This concept is not an endorsement or guarantee of what will be built.		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	30	Ensure same font type and size is used for all Titles, Headers, and Sub-Headers		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	31	Within the Charlotte Regional Transportatoin Planning Organization section, link Comprehensive Transportation Plan (CTP) to https://crtpo.org/projects-plans-programs/comprehensive-transportation-plan/		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	32	Within the Charlotte Regional Transportatoin Planning Organization section, link Metropolitan Transportation Plan (CTP) to https://crtpo.org/projects-plans-programs/metropolitan-transportation-plan/		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	33	Revise the second paragraph of the Community Area Profile language to read "While the geography is well served by the LYNX Blue Line, including four transit stops from Parkwood to Sugar Creek Transit Station. <u>The area is also traversed by tracks that will accommodate the future LYNX Red Line and includes the intermodal yard.</u> "				•													
	34	Update the mixed-use geography labels on pages 53–54 in Table 5: Open Space Assessment, changing them from C# to OS# to align with the OS labels in Map 6: Open Space Assessment.					•												
	35	Add C12) NC - West Boulevard entry to Table 8: Placemaking Assessment on page 68													•				
	36	Review and confirm the Existing and Proposed Greenway layers are accurately displayed on Map 6: Open Space Assessment					•												
	37	Update the placeholder for the online Neighborhood Toolkit with an active QR code																•	
	38	Activate all the links included within the Neighborhood Toolkit																•	

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Quality	39	Revise first paragraph in Introdcution, Backgroun & Purpose: In <u>June 2021</u> , 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 addres the inequities of the past, and unite the city around a shared set of goals for the 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.		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	40	Remove extra space in first paragraph under Mobility Assessment - "It is particularly important that their mobility networks support safe and comfortable access to and with the place. (delete space) Over time, these mixed-use places are expected to evolve to meet the mobility aspirations shown in Table 2."		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	41	Remove the inconsistent use of a period in the first bulleted item under the East/Harrisburg SIA on page 47			•														
	42	Remove duplicative "are" from last sentence in the Strategic Mobility Plan Recommendation section - While the SMP's policy framework is intended to be implemented citywide, the following policies are are particularly relevant to this plan area.		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	43	Delete floating leader line on Figure 10: Latrobe Drive Rendering		•															
	44	Replace the incorrect map files with the correct ones for Map 13: Existing Place Types and Map 14: Future Place Types						•											
	45	Replace the incorrect image for Shopton Road & Pinecrest Drive on page 21 with the correct image.											•						
	46	Correct the spelling of "Ardrey Kell Road" in the Number 2 Example Location on page 21										•							
	47	Correct the spelling of "Bellhaven Blvd/Mt Holly Huntersville Rd" in Table 3: Mobility Assessment on page 41															•		
	48	Replace the incorrect Table 1: Existing to Recommended Place Types on page 21 with the correct table.										•		•					
	49	Update the incorrect Map 5: East Middle & Outer & Citywide SIAS on page 46 with the correct map.			•														
	50	Change "North Inner" to "South Inner" in the Floodplain section of Table 6: Environmental Justice Assessment								•									
	51	Change parcels 12522303 and 12522302 from Community Activity Center to Neighborhood Center in Map 16: Future Place Types and Street Types on page 99								•									
	52	Change parcel 12522C99, 12511C99, 12522428, 12522459, 12522601 from Commercial to N2 on Map 15: Existing Place Types on page 99								•									
	53	Change block bounded by Torrence St, Main St, Cherry St, Baxter St and parcels 12511501, 12511524from Commercial to N1 on Map 15: Existing Place Types on page 99								•									

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Quality	54	Change parcel 12523401 from Commercial to Parks & Preserves on Map 15: Existing Place Types on page 99								•									
	55	Replace the incorrect image for Number 4 Example Location: Dixie River Road on page 21 with the correct image.															•		
	56	In the Implelmentation Guide, update the Lead and Support Agencies for Policy Prosperous - 1.12. The current Lead and Support agencies listed are CATS, Planning, Design, & Development, and CMPD. The Lead agency will be updated to CDOT and the Support agency will be CATS.		•		•		•		•					•				
	57	Update the Revised Charlotte Future 2040 Policy Map to reflect 9 changes that are consistent with the adopted mapping methodology. See Attachment 1 for a list of sites and the associated map changes.																	•
	58	Revise Open Space Policy OS-6 - To maximize the use of and access to existing open space, the City of Charlotte <u>and/or</u> Mecklenburg County should formalize joint-use agreements for playgrounds, fields, and tracks on Charlotte-Mecklenburg School sites, both existing and future.		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	59	Update growth projection charts		•	•	•	•	•	•	•	•	•	•	•	•	•	•		
	60	Remove duplicative language in the third paragraph on page 30 - "Zoning districts can provide more nuanced transitions between certain Place Type adjacencies (as outlined on the next page). For example, in areas where a Community Activity Center is adjacent to Neighborhood 1, the lower density CAC-1 zoning district is appropriate over the more intense CAC-2 district."	•																
	61	In Program Guide, on page 9, expand the text box under the Creating Complete Communities subheader to display the full sentence "This section also describes the recommended Place Type changes for the geography."	•																
	62	In the Program Guide, on page 4, revise the second paragraph in the 'Why It Is Important' section: Prior to adoption in June 2021, Charlotte did not have a <u>citywide</u> comprehensive plan since 1975."	•																
Next Steps	63	Develop an Implementation Roadshow to help all users (community members, developers, city staff, and officials) understand how the CAP policies are to be interpreted and applied to decision-making.	The Implementation Roadshow will not alter the Community Area Planning documents. Instead, it will highlight key takeaways from these documents and demonstrate how stakeholders can apply this information to various development and investment decisions.																
	64	Update Rezoning Staff Analysis to integrate CAP policies and ensure requests are consistently evaluated in line with Charlotte's growth strategy.	Revisions to the Rezoning Staff Analysis will not alter the Community Area Planning documents. Instead, they will highight key considerations and policies from these documents to help ensure development requests are consistently evaluated in line with Charlotte's growth strategy.																
	65	Share requests for specific projects with interdepartmental partners to be included in their databases for future prioritization.	Sharing requests for specific projects that were received during Phase 5 of the Community Area Planning process will not alter the Community Area Plan documents. Interdepartmental partners have reviewed these requests and confirmed that they will be considered during future evaluation and refinement of potential projects for implementation.																

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1	East Inner	2319 Crescent Avenue	The site has existing entitlements and land use that make sense for Neighborhood Center.	Neighborhood Center	Yes	Correction - Comment was consistent with the mapping approach and therefore incorporated into the 2040 Policy Map. Identified error typically due to data error or adjacent Place Type designation.
2	Southwest Middle	8000-8100 block of Steel Creek Road (Parcels: 14110107 and 14110113)	The properties are adjacent to N2 and would create a transition to N1 to the rear of the site.	Neighborhood 2	Yes	Correction - Comment was consistent with the mapping approach and therefore incorporated into the 2040 Policy Map.
3	South Inner	620, 624, 628, 632 Cherry Street (Parcels: 12521406, 12521407, 12521408, 12521409)	N1 is consistent with the area.	Neighborhood 1	Yes	Correction - Comment was consistent with the mapping approach and therefore incorporated into the 2040 Policy Map. Identified error typically due to data error or adjacent Place Type designation.
4	Northeast Inner	2742 & 2808 N. Brevard Street (Parcels: 08306909, 08306908)	This is one large vacant lot adjacent to the Community Activity Center and is owned by the same group.	Community Activity Center	Yes	Correction - Comment was consistent with the mapping approach and therefore incorporated into the 2040 Policy Map. Identified error typically due to data error or adjacent Place Type designation.
5	West Middle	4434 Brookshire Boulevard (Parcel: 03904210)	The approved rezoning was for R-12MF(CD) for multi-family uses.	Neighborhood 2	Yes	Correction - Comment was consistent with the mapping approach and existing entitlements, and therefore incorporated into the 2040 Policy Map.
6	West Inner	Adjacent to 1335 Allegany Street (Parcel: 06711342)	This parcel is owned by CMS with no intentions of commercial use	Campus	Yes	Correction - Comment was consistent with the mapping approach and therefore incorporated into the 2040 Policy Map. Identified error typically due to data error or adjacent Place Type designation.
7	South Inner	301, 311, 337 S. KingsDrive (Parcels: 12522201, 12522202, 12522203)	Based on Cherry’s feedback and consistency with the citywide mapping approach, the designation has been changed to Neighborhood Center.	Neighborhood Center	Yes	Correction - Community feedback, comment was consistent with the mapping approach and existing entitlements, and therefore incorporated into the 2040 Policy Map.
8	South Inner	203 Fox Street + 920 Charlottetowne Avenue (Parcels 12522302, 12522303, 12522304)	Based on Cherry’s feedback and consistency with the citywide mapping approach, the designation has been changed to Neighborhood Center.	Neighborhood Center	Yes	Correction - Community feedback, comment was consistent with the mapping approach and existing entitlements, and therefore incorporated into the 2040 Policy Map.

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9	Southwest Middle	Charlotte Douglas International Airport owned properties within the Steeleberry Acres neighborhood (Parcels 14122401, 14122304, 14122303, 14122302, 14122203, 14122202, 14122201, 14122125, 14122124, 14122119, 14122115, 14122114, 14122112, 14122111, 14122109, 14122108, 14122107, 14121124, 14110411, 14110407, 14110405, 14110314, 14110309, 14110301, 14110145, 14110140, 14110130, 14110129, 14110105, 14109401, 14109302, 14109205, 14109204, 14108302)	Based on discussions with the Charlotte Douglas International Airport and Steeleberry Acres neighborhood, the designation has been changed to Innovation Mixed Use.	Innovation Mixed Use	Yes	Correction - The Charlotte Douglas International Airport confirmed that Federal regulations require Airport-owned properties to be used or marketed for airport-compatible purposes, which excludes residential uses. In addition, Federal regulations require that any sale of Airport property be made at fair market value, and current market conditions indicate that manufacturing uses (which includes Innovation Mixed-Use) are in demand over commercial uses.
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