

Proposed Community Area Plan Changes Based on Community Input

- New Staff Proposed Changes Based on Community Input indentified since the November 24 City Council Decision – shown in red text and highlighted in yellow (page 1-11)

- On March 23, 2026, the Planning Committee of the Charlotte-Mecklenburg Planning Commission unanimously recommended (5-0) an amendment, with conditions to Staff Proposed Changes (see Planning Committee Recommendation), for the seven adopted Community Area Plans. The Committee's rationale for recommending revised policy language is to ensure that Community Area Plans (CAPs) align as closely as possible with the Unified Development Ordinance (UDO). The Committee believes that clarity and consistency between the CAPs and the UDO are essential because the public often does not distinguish between the two and may expect CAPs to function as enforceable law.

- All Other Proposed Changes - based on community input collected throughout Phase 5 engagement (page 12-17)

ID No.	Applicable Document	Type of Change	Comment Summary	Staff Proposed Change Based on Community Input	Planning Committee Recommendation	
1	14 CAPs	NEW POLICIES	New Policy - Lower Maximum Height: Add a policy to reduce the maximum height of new homes so they match the average height of homes on the block.	Community members believe the height of some new buildings in established neighborhoods is not compatible with the existing character.	Add: PT-10) To ensure future residential infill development is compatible with the character of existing neighborhoods, the City should adopt regulations that limit the maximum height of new homes to the average height of homes on the block (when permitted by state law).	Add: PT-10) To ensure future residential infill development is compatible with the character of existing neighborhoods, the City should adopt policies that the maximum heights of new homes are consistent with the established Place Type.
2	14 CAPs		New Policy - Limit Triplex Buildings: Add a policy to limit triplex buildings along major roads, instead of allowing them anywhere in a neighborhood.	Community members are concerned about the traffic impacts of triplex development, including triplex subdivisions and new triplex buildings being constructed around the city.	Add: PT-11) To respect the character of existing neighborhoods, the City should limit future development of triplex buildings to properties located along major thoroughfares (when permitted by state law).	Add: PT-11) To respect the character of existing neighborhoods, the City should provide guidance for the future development of triplex buildings to ensure consistency within the established Place Type.

ID No.	Applicable Document	Type of Change	Comment Summary	Staff Proposed Change Based on Community Input	Planning Committee Recommendation
3	14 CAPs	NEW POLICIES	<p>New Policy - Expedite "Characteristic" Residential Infill: Add a policy to speed up the permitting process for new homes that fit the neighborhood character.</p>	<p>Community members want to encourage or incentivize more compatible residential infill development.</p>	<p><u>Add: PT-12) To encourage the development of new homes that are compatible with the character of existing neighborhoods, the City should collaborate with the County to establish an expedited permitting process for appropriate residential infill development.</u></p>
4	14 CAPs		<p>New Policy - Voluntary Development Limits: Add a policy to create a program that lets residents to place limits on future development on their own property, such as lowering the allowed building height.</p>	<p>Some community members would like to limit future development in established neighborhoods.</p>	<p><u>Add: PT-13) To protect the character of existing neighborhoods, the City should create a voluntary program that allows property owners to place additional development restrictions on their own properties, such as limits on building height.</u></p>
5	14 CAPs		<p>New Policy - Land Use Reviews: Add a policy to require future land use (Place Type) for properties within a half mile of future rapid transit lines be reviewed before the transit line designs are completed.</p>	<p>North Inner community members want to ensure existing industrial land along the proposed Red Line can evolve into more mixed-use development over time.</p>	<p><u>Add: PT-14) To encourage land uses that maximize the benefits of transit, the City should review the Place Type designations of properties within a half-mile of planned rapid transit lines prior to completion of final transit design and construction.</u></p>
6	14 CAPs		<p>New Policy - Guidance for Emerging Land Uses: Add a policy to establish guidance for emerging land uses to ensure they are located and designed in a way that protects nearby neighborhoods.</p>	<p>Community members are concerned about the impacts of new data centers.</p>	<p><u>Add: PT-15) To ensure new development trends are compatible with existing neighborhoods, the City should establish guidance for new and emerging land uses, such as data centers, to ensure appropriate location and design.</u></p>

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7	14 CAPs	NEW POLICIES	<p>North Inner community members shared concerns about industrial activity moving closer to their homes and asked for stronger policies to limit growth of manufacturing uses into neighborhoods.</p>	<p>Amend: <u>EJ-1) To ensure future residents do not live near undesirable or unhealthy land uses, discourage residential development/redevelopment in areas designated Manufacturing & Logistics. When existing Manufacturing & Logistic sites are adjacent to residential development and request new entitlements, approve the least intense zoning district (ML-1). "</u></p>	N/A
8	14 CAPs		<p>North Inner community members shared concerns about industrial activity moving closer to their homes and asked for stronger policies to limit growth of manufacturing uses into neighborhoods.</p>	<p>Add: <u>EJ-11) To ensure existing residents adjacent to Manufacturing & Logistics are protected from more undesirable or unhealthy land uses, discourage the expansion of Manufacturing & Logistics development into areas designated Neighborhood 1 or Neighborhood 2.</u></p>	N/A
9	14 CAPs		<p>Community members believe industrial uses should not be located next to neighborhoods and would like the City to identify specific projects or programs that can help reduce the impacts of existing industry on nearby neighborhoods.</p>	<p>Add: <u>EJ-12) To reduce environmental impacts on neighborhoods, the City should conduct future planning studies within smaller geographies (Specific Plans, as identified in Figure 1: Charlotte’s Planning Approach) to identifying mitigation projects, supportive programs, and additional regulations limit manufacturing impacts on surrounding neighborhoods.</u></p>	N/A
10	14 CAPs		<p>Community members believe industrial uses should not be located next to neighborhoods and would like the City to take a more proactive approach to encouraging changes in development patterns.</p>	<p>Add: <u>EJ-13) To reduce existing residents’ exposure to undesirable or unhealthy land uses, the City should actively explore new or alternative land use and redevelopment opportunities for small manufacturing sites adjacent to neighborhoods.</u></p>	N/A

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11	14 CAPs	NEW POLICIES		<p>New Policy - Protect Tree Canopy: Add a policy to increase funding to protect and grow the tree canopy in neighborhoods that are heavily impacted or at risk of displacement.</p>	<p>Add: EJ-14) <u>To maintain and expand the tree canopy within neighborhoods that experience greater environmental impacts or have increased vulnerability to displacement, the City should provide increased funding to help protect and grow the tree canopy within those neighborhoods.</u></p>	N/A
12	14 CAPs			<p>New Policy - Salvage Building Materials: Add a policy to explore new tools, such as a deconstruction ordinance, that encourage salvaging and recycling building materials before they are sent to the landfill.</p>	<p>Add: EJ-15) <u>To reduce construction waste and support environmental sustainability, the City should explore tools, such as a deconstruction ordinance, to encourage salvaging and recycling building materials before they are sent to the landfill.</u></p>	<p>Add: EJ-15) <u>To reduce construction waste and support environmental sustainability, the City should explore tools and policies to encourage salvaging and recycling building materials before they are sent to the landfill.</u></p>
13	14 CAPs			<p>New Policy - Reduce Infrastructure Impacts: Add a policy to ensure future infrastructure does not create new environmental harms on neighborhoods that are heavily impacted or at risk of displacement.</p>	<p>North Inner community members expressed support for the future Red Line but raised concerns that the train 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.</p>	<p>Add: EJ-16) <u>To ensure future infrastructure investments do not increase environmental harms, encourage designs that minimize impacts to air quality, stormwater, tree canopy, noise, and other environmental conditions.</u></p>

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14	14 CAPs	NEW POLICIES	Community members are concerned that existing or planned infrastructure, such as roads, cannot accommodate new development and would like development to be paused until infrastructure capacity can be expanded.	Amend: 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, <u>which shows how the Charlotte Future 2040 Comprehensive Plan applies across the city and considers existing and planned infrastructure in guiding growth.</u>	N/A
15	14 CAPs		Community members are concerned that existing or planned infrastructure, such as roads, cannot accommodate new development and would like development to be paused until infrastructure capacity can be expanded.	Add: <u>MP-1 (Policy number for plans that include the Extraterritorial Jurisdiction will be MP-5) The Comprehensive Transportation Review thresholds for trip generation of proposed development should be re-evaluated every two years to ensure mobility improvements reflect the anticipated impacts of each development.</u>	N/A
16	14 CAPs		Community members believe the height and intensity of some new buildings is not compatible with the character of adjacent existing development.	Amend: 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. When a zoning transition is needed because the recommended Place Types next to each other create a non preferred adjacency, refer to Table 2: Place Type Adjacencies & Zoning Districts in the Program Guide. This table explains when a zoning transition is appropriate. If a transition is required, choose the least intense zoning district that still aligns with the area’s designated Place Type.	N/A

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17	Program Guide	MINOR ADDITIONS & REVISIONS		<p>Addition: 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.</p>	<p>North Inner community members do not see any plans or strategies to address the policies outlined in the North Inner CAP.</p>	<p>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 <u>Corridors of Opportunity Playbooks _and GreenPrints_.</u>"</p>	N/A
18	North Inner CAP			<p>Addition: Add notes to Table 6: Environmental Justice Assessment highlighting that protecting tree canopy and reducing impervious surfaces are priorities for this geography.</p>	<p>North Inner community members want to ensure future development does not reduce the tree canopy or increase impervious surfaces throughout the geography.</p>	<p>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></p>	N/A

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19	West Outer CAP	MINOR ADDITIONS & REVISIONS	Addition: Add notes to Table 6: Environmental Justice Assessment highlighting that protecting water quality is a priority for this geography.	Mountain Island Lake community members want to ensure future development does not reduce the water quality of Mountain Island Lake.	<u>Add the following language</u> to Table 6: Environmental Justice Assessment (p. 55): Floodplain – West Outer has a significant number of residential units within the floodplain, increasing the overall risk of flooding. <u>It is also important to protect the water quality of Mountain Island Lake, since managing floodplains and stormwater is a key to maintaining healthy waterways.</u>	N/A
20	West Outer CAP		Addition: Add notes to Table 5: Open Space Assessment highlighting that the Whitewater Center does not offer the same access to community members since it requires parking and/or membership fees.	Mountain Island Lake community members want to clarify that the Whitewater Center does not replace public park access.	<u>Add the following language</u> to Table 5: Open Space Assessment (p. 51): OS-5 is Somewhat Aligned because the Whitewater Center <u>charges for parking and entry. The County should explore whether more open space is needed in this area.</u>	N/A
21	North Inner, North Middle & Outer, South Middle, South Outer, West Inner, West Outer		Revision: Update the Plan Area and Policy Maps to show a ½-mile buffer around planned rapid transit lines (Red Line, Blue Line Ballantyne Extension, and Silver Line). [See new policy PT-14 which requires future land use (Place Type) for properties within a half mile of future rapid transit lines be reviewed before the transit line designs are completed.]	North Inner community members want to ensure existing industrial land along the proposed Red Line can evolve into more mixed-use development over time.	<u>Amend Map 1: Plan Area and Map 2: Policy Map</u> by adding a ½-mile buffer around planned rapid transit lines.	N/A
22	14 CAPs		Addition: Include a spread outlining Charlotte’s Anti-Displacement Framework, with specific programs and resources that work alongside the Community Area Plan recommendations to protect existing neighborhoods and support opportunities for current business owners.	Community members are concerned that growth and development could push out long-time residents and business owners.	Add Anti-Displacement Framework & Resources spread	N/A

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23	Program Guide	MINOR ADDITIONS & REVISIONS	Addition: Add a description about the intent of Table1: Place Types & Permitted UDO Zoning Districts	Staff has received questions about the applicability of Table 1 and it's relevancy to the Place Type policies within the Creating Complete Communities chapter of the Area Plans.	<u>Add the following language</u> above Table 1: Place Types & Permitted UDO Zoning Districts (page 31). <u>The intent is for each Place Type to match a zoning districts associated with it. This means that when a site is designated one of the Place Types listed below, it should be assigned one of the zoning districts associated with that Place Type.</u>	N/A
24	Program Guide		Addition: Add a description about the intent of Table2: Place Type Adjacencies & Zoning Transitions	Staff has received questions about the applicability of Table 2 and it's relevancy to the Place Type policies within the Creating Complete Communities chapter of the Area Plans.	<u>Add the following language</u> above Table 2: Place Type Adjacencies & Zoning Transitions (page 31). <u>Zoning districts can help create smoother transitions between different Place Types or within a large area that has only one Place Type. When a Place Type shown in the top row is next to one listed below it, the zoning district with the lowest intensity for the top row Place Type should be used (see Policy PT-4 in Community Area Plans). This approach provides a gradual and orderly change between the two types of development.</u>	N/A
25	Program Guide		Revision: Revise multiple criteria in Table 3: Minor Map Amendment Criteria to improve the intent and interpretation of the guidance..	Staff has received questions about the interpretation of criteria within Table 3: Minor Map Amendment Criteria.	See Attachment A (page 12-13) for all proposed changes to Table 3: Minor Map Amendment Criteria	N/A
26	North Inner CAP	MAP CHANGES	Policy Map Change: 3437 Silas Avenue (Parcel: 08502206)	Change the Place Type designation based on further review of existing conditions and recent entitlements.	Change from Manufacturing & Logistics to Innovation Mixed-Use	N/A

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27	North Inner CAP	MAP CHANGES	<p>Policy Map Change: 200 Atando Avenue (Parcel: 08506120)</p>	<p>Change the Place Type designation based on further review of existing conditions and recent entitlements.</p>	<p>Change from Manufacturing & Logistics to Neighborhood 2</p>	N/A
28	North Inner CAP		<p>Policy Map Change: City-Owned + Retired Landfill at 3300 Northerly Road (Parcel: 07718101)</p>	<p>Change the Place Type designation based on further review of existing conditions, property ownership, and limited future development.</p>	<p>Change from Manufacturing & Logistics to Parks & Preserves</p>	N/A
29	North Inner CAP		<p>Policy Map Change: 3000 - 3030 Graham Street (Parcels: 08505422, 08505418, 08505415, 08505416, 08505443)</p>	<p>Change the Place Type designation based on further review of existing conditions and land uses.</p>	<p>Change from Manufacturing & Logistics to Innovation Mixed-Use</p>	N/A
30	North Inner CAP		<p>Policy Map Change: Back portion of 1007 Amble Drive (Parcel: 08704118)</p>	<p>Change the Place Type designation based on land acquisition of Mecklenburg County Park & Recreation</p>	<p>Change from Manufacturing & Logistics to Parks & Preserves</p>	N/A
31	West Inner CAP		<p>Policy Map Change: Adjacent to 1335 Allegany Street (Parcel: 06711342)</p>	<p>This parcel is owned by CMS with no intentions of commercial use.</p>	<p>Change from Commercial to Campus</p>	N/A
32	West Middle CAP		<p>Policy Map Change: 4434 Brookshire Boulevard (Parcel: 03904210)</p>	<p>The approved rezoning was for R-12MF(CD) for multi-family uses.</p>	<p>Change from Neighborhood 1 to Neighborhood 2</p>	N/A
33	East Middle & Outer CAP		<p>Policy Map Change: 5565 Winterhaven Drive, 6623/6635/6622 Executive Circle, 6740Albermarle Road (Parcels: 10326C98, 10326111, 10326112, 13323101)</p>	<p>Change the Place Type designation based on community feedback.</p>	<p>Change from Campus to Neighborhood Center</p>	N/A

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34	East Middle & Outer CAP	MAP CHANGES	<p>Policy Map Change: 6615/6763/6801/6769/6700/6708 Albermarle Road, 6708/6640 Regal Oaks drive (Parcels: 10326102, 10326103, 10326101, 10326117, 10326C99, 13326105, 13323106, 13326103, 13323104)</p>	Change the Place Type designation based on community feedback.	Change from Commercial to Neighborhood Center	N/A
35	East Middle & Outer CAP		<p>Policy Map Change: 6800 Democracy Drive (Parcel: 13317129)</p>	Change the Place Type designation based on community feedback.	Change from Neighborhood 2 to Neighborhood Center	N/A
36	East Middle & Outer CAP		<p>Policy Map Change: 2824/2830/2926/3020/3080/3102/3124/3130 Milton Road, 5801 Sharon Amity, 5724/5800 WT Harris Boulevard (Parcels: 09921131, 09921128, 09921132, 09922113, 09922111, 09923112, 09923102, 09923108, 09922110, 09923109, 10703202)</p>	Change the Place Type designation based on community feedback.	Change from Commercial to Neighborhood Center	N/A
37	East Middle & Outer CAP		<p>Policy Map Change: 6010 WT Harris Boulevard (Parcel: 09923107)</p>	Change the Place Type designation based on community feedback.	Change from Neighborhood 2 to Neighborhood Center	N/A

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38	West Outer CAP	MAP CHANGES	<p>Policy Map Change: Corner of Shopton Road and Steele Creek Road (Parcels: 14111111,14111112,14111113,14111114,14111117,14111110,14111120,14111124,14111196,14111156,14111109,14111193,14111194,Frontage of 14111198)</p>	Change the Place Type designation based on community feedback.	Change from Manufacturing & Logistics to Commercial	N/A
39	West Outer CAP		<p>Policy Map Change: Frontage along Steele Creek Road (Parcels: 14111143, 14111148, 14111147, 14111145, 14111146, 14111141, 14111142, 14111144, 14111231, 14111232, 14111233, 14111221, 14111213, 14111205, 14126103, 14126102, 14126101, First 300' of parcel depth: 14111188, 14111203, 14111215, 14111212, 14111206, 14126104, 14111188, 14111151, 14111152, 14111198)</p>	Change the Place Type designation based on community feedback.	Change from Manufacturing & Logistics to Parks & Preserves	N/A
40	West Outer CAP	NEW POLICIES	<p>New Policy - Future Development Requirements: Add a policy specifying that future development along Steele Creek Road, within the area designated Parks & Preserves, should include enhanced green screening, preferably an undisturbed buffer with additional tree plantings beyond the minimum requirements of the Unified Development Ordinance where appropriate.</p>	Community members shared concerns about airport or industrial activity moving closer to their homes and asked Charlotte Douglas International Airport to include more screening and plantings in future development than what is currently required by the UDO.	<p>Add: <u>PT-16) To reduce impacts on nearby neighborhoods, future development along Steele Creek Road should include enhanced green screening. This should preferably be an undisturbed buffer with additional tree plantings beyond the minimum requirements of the Unified Development Ordinance, where appropriate, within the Parks & Preserves area (approximately the first 600 feet of parcel depth along the Steele Creek Road frontage).</u></p>	N/A

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			Program Guide	East Middle & Outer	North Inner	North Middle & Outer	Northeast Middle & Outer	West Inner	West Middle	West Outer	Appendices	Revised Policy Map	
New	41	Add information about Specific Plans to the Program Guide.	•										
	42	Include the <i>Environmental Justice Action Plan</i> as a type of Specific Plan in the Level 4 Toolbox of the Planning Framework.	•										
	43	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>		•		•	•		•	•			
	44	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 and encourage the use of smart surfaces in geographies classified as "Poor" or "Somewhat Poor" in Table 6: Environmental Justice Assessment, as well as in areas with high Land Surface Temperatures.		•	•	•	•	•	•	•	•		
	45	Add a Residential Displacement Policy to the Creating Complete Communities chapter - PT-7) <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>		•	•	•	•	•	•	•	•		
	46	Add a Business Displacement Policy to the Creating Complete Communities chapter - PT-8) <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>		•	•	•	•	•	•	•	•		
	47	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>		•		•	•		•	•			

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New	48	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 compatibility 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>	•										
	49	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."	•										
	50	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	51	Circle "Areas of Change" on the 2040 Policy Map to clarify where change is anticipated.		•	•	•	•	•	•	•	•		
	52	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.		•	•	•	•	•	•	•	•		
	53	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.		•	•	•	•	•	•	•	•		
	54	Add index		•	•	•	•	•	•	•	•		
	55	Add glossary of terms		•	•	•	•	•	•	•	•		
	56	Add data source for Land Surface Temperature Map		•	•	•	•	•	•	•	•		
	57	Add mapping methodology for Land Surface Temperature Map										•	
58	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>		•	•	•	•	•	•	•	•			

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Quality	67	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.		•	•	•	•	•	•	•		
	68	Add bold footer below each Illustrative Concept: NOTE: This concept is not an endorsement or guarantee of what will be built.		•	•	•	•	•	•	•		
	69	Ensure same font type and size is used for all Titles, Headers, and Sub-Headers		•	•	•	•	•	•	•		
	70	Within the Charlotte Regional Transportation Planning Organization section, link Comprehensive Transportation Plan (CTP) to https://crtpo.org/projects-plans-programs/comprehensive-transportation-plan/		•	•	•	•	•	•	•		
	71	Within the Charlotte Regional Transportation Planning Organization section, link Metropolitan Transportation Plan (CTP) to https://crtpo.org/projects-plans-programs/metropolitan-transportation-plan/		•	•	•	•	•	•	•		
	72	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> "			•							
	73	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.				•						
	74	Add C12) NC - West Boulevard entry to Table 8: Placemaking Assessment on page 68						•				
	75	Review and confirm the Existing and Proposed Greenway layers are accurately displayed on Map 6: Open Space Assessment				•						
	76	Update the placeholder for the online Neighborhood Toolkit with an active QR code									•	
77	Activate all the links included within the Neighborhood Toolkit									•		

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Quality	78	Revise first paragraph in Introduction, Background & Purpose: In June 2021, Charlotte City Council adopted the Charlotte Future 2040 Comprehensive Plan, which is Charlotte's shared vision to guide growth over the next 20 years. As a community-driven Plan, it seeks to address the inequities of the past, and unite the city around a shared set of goals for 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.		•	•	•	•	•	•	•	•		
	79	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."		•	•	•	•	•	•	•	•		
	80	Remove the inconsistent use of a period in the first bulleted item under the East/Harrisburg SIA on page 47		•									
	81	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.		•	•	•	•	•	•	•	•		
	82	Correct the spelling of "Bellhaven Blvd/Mt Holly Huntersville Rd" in Table 3: Mobility Assessment on page 41									•		
	83	Update the incorrect Map 5: East Middle & Outer & Citywide SIAs on page 46 with the correct map.		•									
	84	Replace the incorrect image for Number 4 Example Location: Dixie River Road on page 21 with the correct image.									•		
	85	In the Implementation 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.			•					•			
	86	Revise Open Space Policy OS-6 - To maximize the use of and access to existing open space, the City of Charlotte and/or Mecklenburg County should formalize joint-use agreements for playgrounds, fields, and tracks on Charlotte-Mecklenburg School sites, both existing and future.		•	•	•	•	•	•	•	•		
	87	Update growth projection charts		•	•	•	•	•	•	•	•		

Type of Change	ID No.	Proposed Change	APPLICABLE DOCUMENT											
			Program Guide	East Middle & Outer	North Inner	North Middle & Outer	Northeast Middle & Outer	West Inner	West Middle	West Outer	Appendices	Revised Policy Map		
	88	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."	•											
	89	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."	•											
	90	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	91	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.	<i>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.</i>											
	92	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 highlight key considerations and policies from these documents to help ensure development requests are consistently evaluated in line with Charlotte's growth strategy.											
	93	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											

TABLE 3: MINOR MAP AMENDMENT CRITERIA

The criteria outlined in Table 3 represent the metrics used in 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 compatibility 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.

Requested Place Type	Minimum Acreage Preferred (includes adjacent parcels, as defined in the UDO , of the same Place Type)	Preferred Place Type Adjacencies	Locational Criteria
NEIGHBORHOOD 1 (N1)	5 contiguous parcels	N2; NAC; CAMP; PP	All Required All considered: <ul style="list-style-type: none"> Not within ½ mile walkshed of high capacity transit station or within ½ mile of major transportation corridor * Not within Access to Housing Gap (EGF)
NEIGHBORHOOD 2 (N2)	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.	N1; NAC; CAC; RAC; COMM; CAMP; IMU; PP	All considered: <ul style="list-style-type: none"> Within ½ mile walkshed of high-capacity transit station or within ½ mile of major transportation corridor * Within ¼ or ½ mile of Activity Centers, Campus or Innovation Mixed Use Within Access to Housing Gap (EGF) Remnant parcel which is a small piece of land left over after a large property is subdivided, developed, or altered. Frontage along arterial or major roads **
COMMERCIAL (COMM)	10 acres	N2; CAC; RAC; CAMP; IMU; ML	All Required All considered: <ul style="list-style-type: none"> Not within Uptown Not within 1 mile walkshed of high capacity transit station or within ½ mile of major transportation corridor Within Access to Amenities Gap (EGF)
CAMPUS (CAMP)	7 acres	N1; N2; NAC; CAC; RAC; IMU; COMM	All Required All considered: <ul style="list-style-type: none"> Major institution present (hospital, university, etc.) Within a master-planned office park development

* Major transportation corridor is defined as any arterial road that has transit service every 15 minutes.

** Arterial or major roads are defined as any road that is classified in the [Charlotte Streets Map](#).

TABLE 3: MINOR MAP AMENDMENT CRITERIA (CONTINUED)

Requested Place Type	Minimum Acreage Preferred (includes adjacent parcels, as defined in the UDO , of the same Place Type)	Preferred Place Type Agencies	Locational Criteria
MANUFACTURING & LOGISTICS (ML)	10 acres	IMU; COMM	<p>All Required <u>All considered</u>:</p> <ul style="list-style-type: none"> Not within Uptown or Center City Not adjacent to N1 Neighborhood 1 Not adjacent to N2 Neighborhood 2, AC Activity Center, or PP Parks & Preserves if will produce significant impact such as environmental impacts such as truck traffic, or noise, water, or air pollution
INNOVATION MIXED USE (IMU)	5 acres	N2; NAC; CAC; RAC; CAMP; ML	<p>Required:</p> <ul style="list-style-type: none"> Not within Uptown <p>Encouraged:</p> <ul style="list-style-type: none"> In Center City or an aging ML manufacturing area (built pre-1960) Frontage along arterial or major roads **
NEIGHBORHOOD CENTER (NAC)	5 acres	N1; N2; CAMP; IMU; CAC; PP	<p>Required:</p> <ul style="list-style-type: none"> Not within Uptown Adjacent to N1 or N2 Neighborhood 1 or Neighborhood 2 on at least one side <p>Encouraged:</p> <ul style="list-style-type: none"> Within Access to Amenities Gap (EGF) Existing COMM Commercial
COMMUNITY ACTIVITY CENTER (CAC)	20 acres	N2; CAMP; IMU; NAC; RAC; COMM; PP	<p>Required:</p> <ul style="list-style-type: none"> Not within Uptown <p>Must also meet one requirement below:</p> <ul style="list-style-type: none"> Within ½ mile walkshed of high capacity transit station or within ½ mile of major transportation corridor * Within EGF gap of any type
REGIONAL ACTIVITY CENTER (RAC)	100 acres	N2; CAMP; IMU; CAC; COMM; PP	<p>Must meet one requirement:</p> <ul style="list-style-type: none"> Within Uptown Within ½ mile walkshed of high capacity transit station or within ½ mile of major transportation corridor *
PARKS & PRESERVES (PP)	10 acres	N1; N2; NAC; CAC; RAC	<p>Encouraged:</p> <ul style="list-style-type: none"> In wetlands, steep slopes, or other environmentally sensitive area Within Access to Amenities or Environmental Justice Gap (EGF)

* Major transportation corridor is defined as any arterial road that has transit service every 15 minutes.

** Arterial or major roads are defined as any road that is classified in the [Charlotte Streets Map](#).