



# NORTHEAST MIDDLE & OUTER

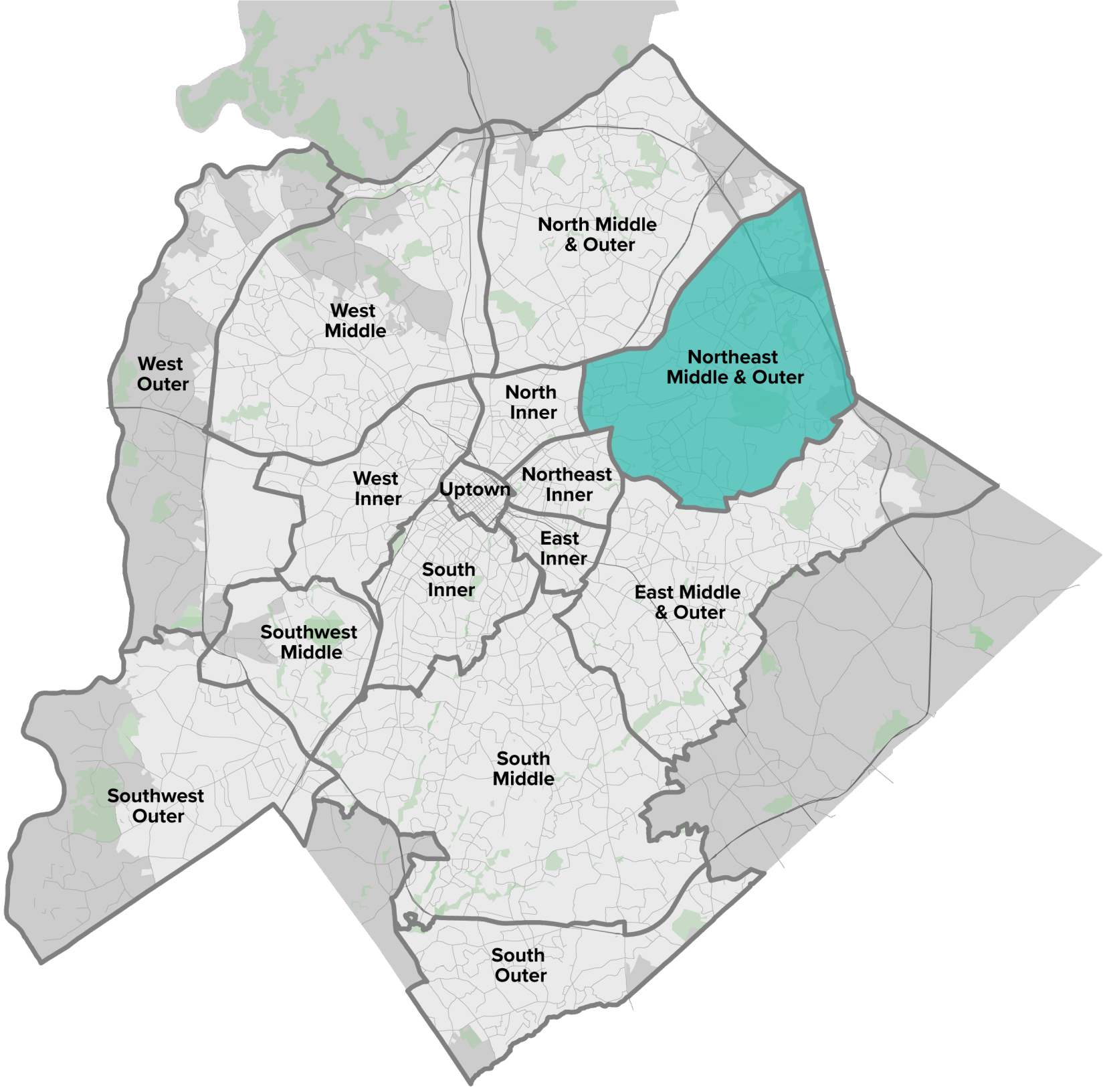
## CHARLOTTE FUTURE 2040

*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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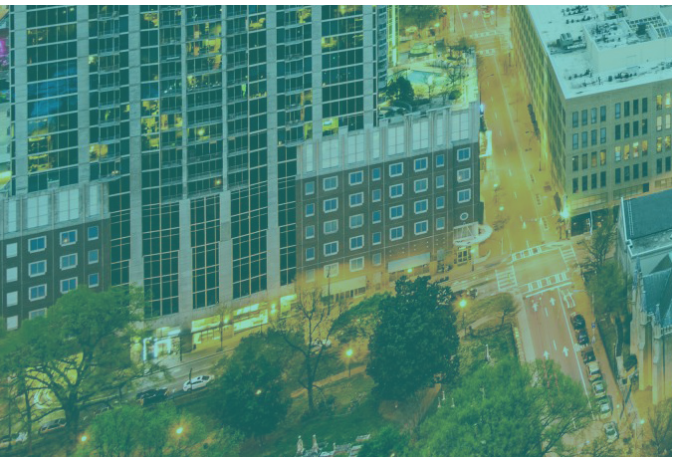
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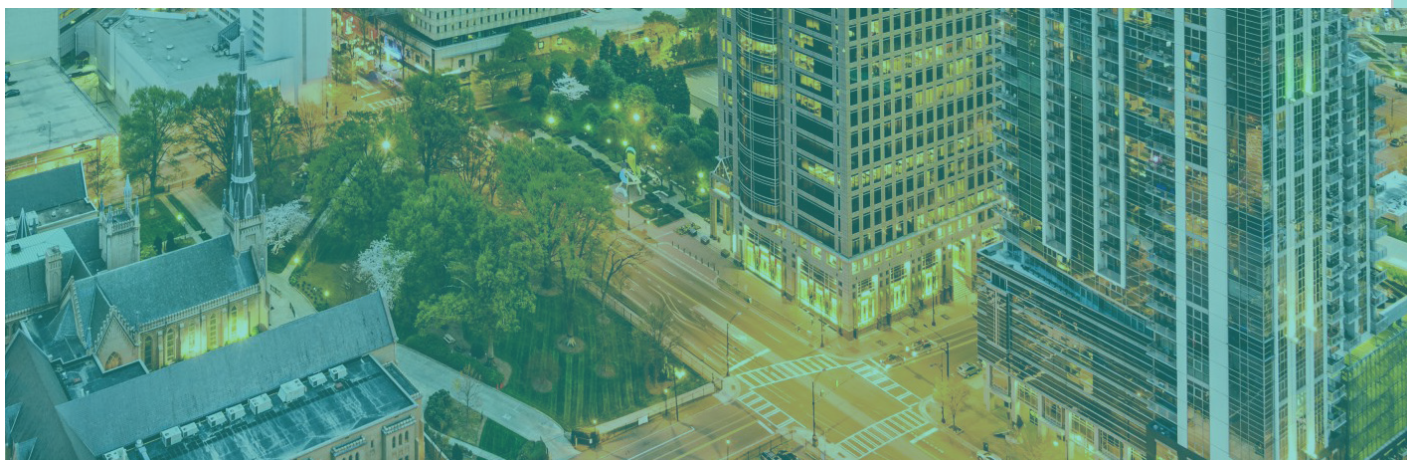
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# INTRODUCTION

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.

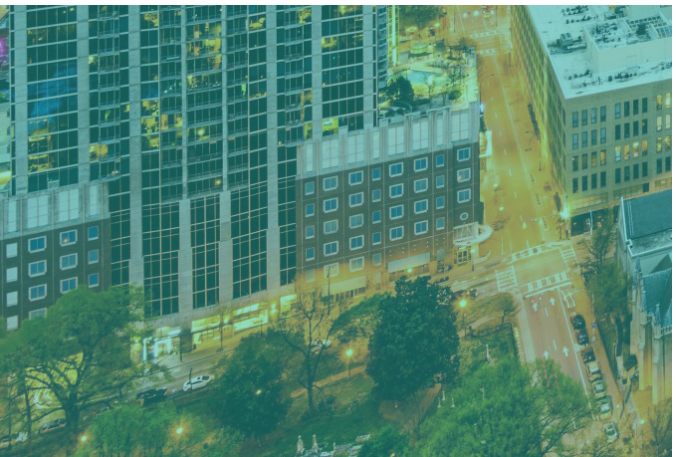
***Volume 1: Program Guide* and *Volume 2: Community Area Plans* are adopted by City Council and become City policy.** *Volume 3: Implementation Guide* is not adopted by City Council; rather it is used to guide staff efforts to implement *Volume 2*. The Neighborhood Toolkit and information about the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

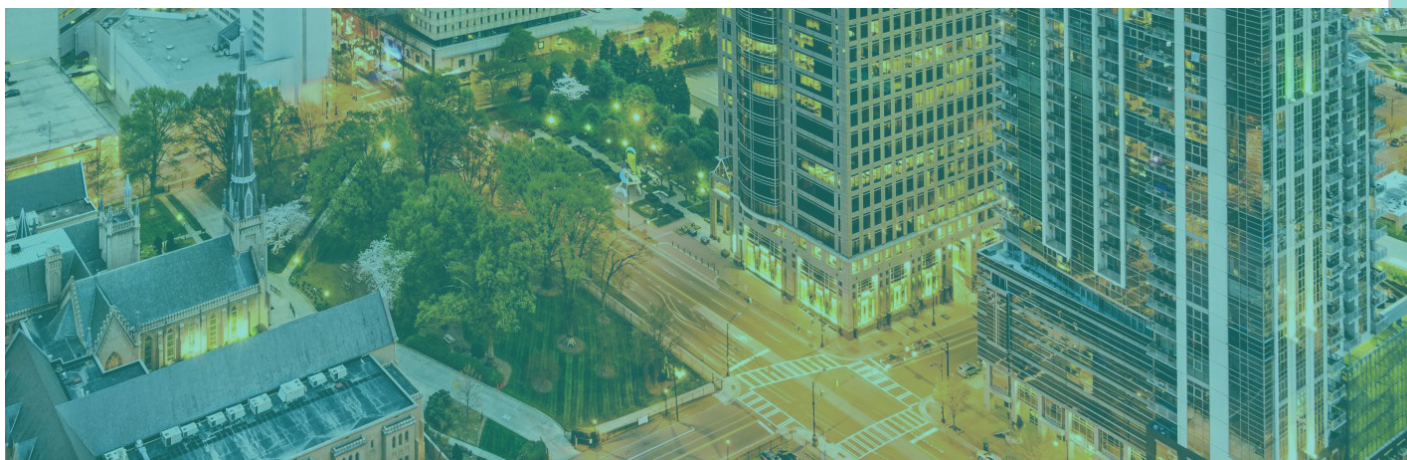
FIGURE 2: **FIVE-PHASE PLANNING PROCESS**

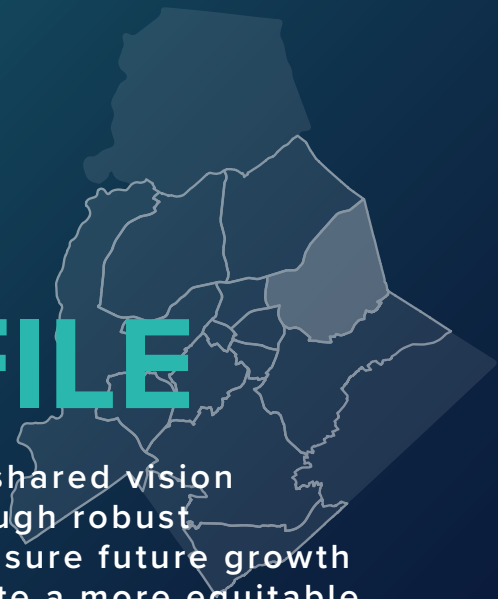












# COMMUNITY PROFILE

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

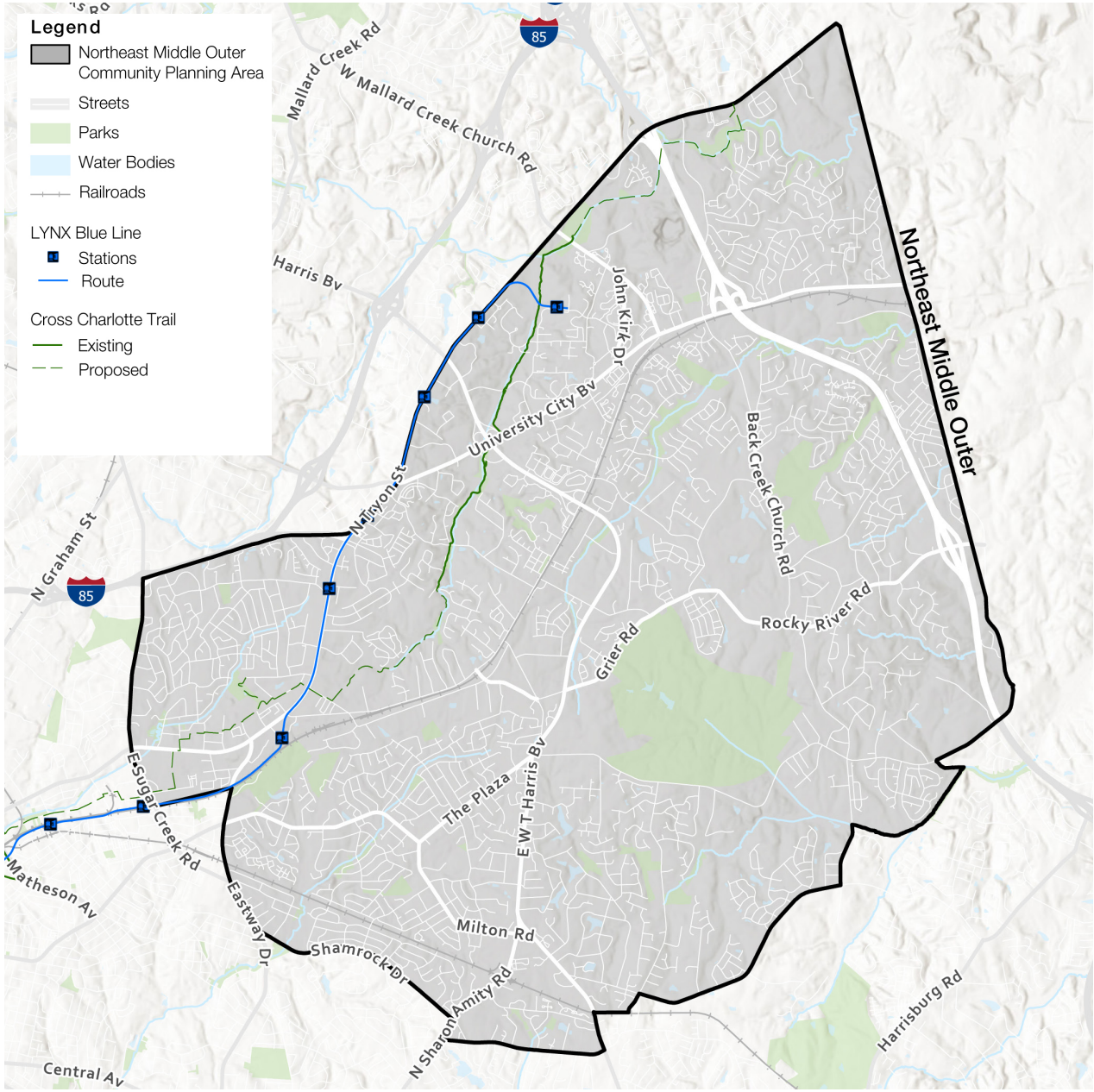
## NORTHEAST MIDDLE & OUTER

The Northeast Middle & Outer geography is roughly bounded by Tryon Street the north, City of Charlotte limits to the east, Reedy Creek, Robinson Church Road, and Shamrock Drive to the south, and Eastway Drive and Sugar Creek Road to the west.

The northwest portion of this geography is well served by major avenues (Tryon Street, University City Boulevard) with high-capacity transit service and the LYNX Blue Line that includes six transit stops from Old Concord Road to UNC Charlotte Transit Station. WT Harris Boulevard and Interstate 485 traverse the area from north to south, and the Norfolk Southern Railway bisects the geography. The plan area is composed of curvilinear or cul-de-sac streets that limit connectivity.

Nearly half of the geography was developed during the 1940s–1960s; this period of development was influenced by Federal policies that encouraged single-family development and car ownership, resulting in a more auto-dependent building form. The other half of the geography was developed from the 1970s-2000s which was constructed in a similar form but included more cul-de-sacs. Both periods of development include a significant amount of low- to moderate-density residential development (55% of development is classified as Neighborhood 1, 7% is classified as Neighborhood 2). There is also a significant amount of Commercial (7%) and Manufacturing & Logistics (8%) development along both the freight rail corridor, parallel to Old Concord Road, and the LYNX Blue Line that opened in 2018.

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



# FIGURE 3: **NORTHEAST MIDDLE & OUTER QUICK FACTS**

## EXPECTED GROWTH

The **Northeast Middle Outer** geography is projected to see an increase of **17,059** residential units, which is **12%** of the city's overall residential growth, and **9,457** new jobs, which is **5%** of the city's total job growth, by the year 2040.

**NORTHEAST MIDDLE & OUTER PROJECTED GROWTH**




## POPULATION

The **Northeast Middle Outer** geography is comprised of **98,765** residents, which is **11%** of the city's population.

**98,765**
RESIDENTS

**11%**
OF CITY-WIDE POPULATION

## INCOME

The Median Household Income Range in the **Northeast Middle Outer** geography is between **$18,472** and **$93,348,** while the citywide range is $18,897 to $250,001.

**$18,472 - $93,348**
MEDIAN HOUSEHOLD INCOME RANGE

## RACE

In the **Northeast Middle Outer** geography, most residents are Black (**50%**), followed by Latino (**21%**) and White (**20%**). while citywide, the majority are White (40%), followed by Black (34%) and Latino (15%).

**20%**
WHITE

**50%**
BLACK

**21%**
LATINO

## EDUCATION & JOBS

In the **Northeast Middle Outer** geography, **83%** of adults 25+ have a high school diploma or equivalent, and **29%** have a bachelor's degree or higher, compared to 90% and 46% citywide.

**83%**
ADULTS AGE 25+ WITH HIGH SCHOOL DIPLOMA OR EQUIVALENT

**29%**
ADULTS AGE 25+ WITH BACHELORS DEGREE OR HIGHER

In the **Northeast Middle Outer** geography, **93%** of adults in the labor force are employed and **20%** of the population is foreign-born, compared to 95% employment and 8% foreign-born citywide.

**93%**
OF ADULTS IN THE LABOR FORCE WHO ARE EMPLOYED

**20%**
FOREIGN BORN POPULATION

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

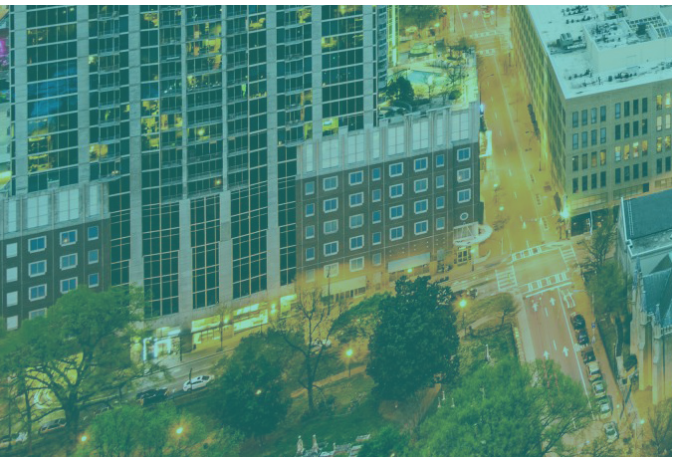
## COMMUNITY REPORTS

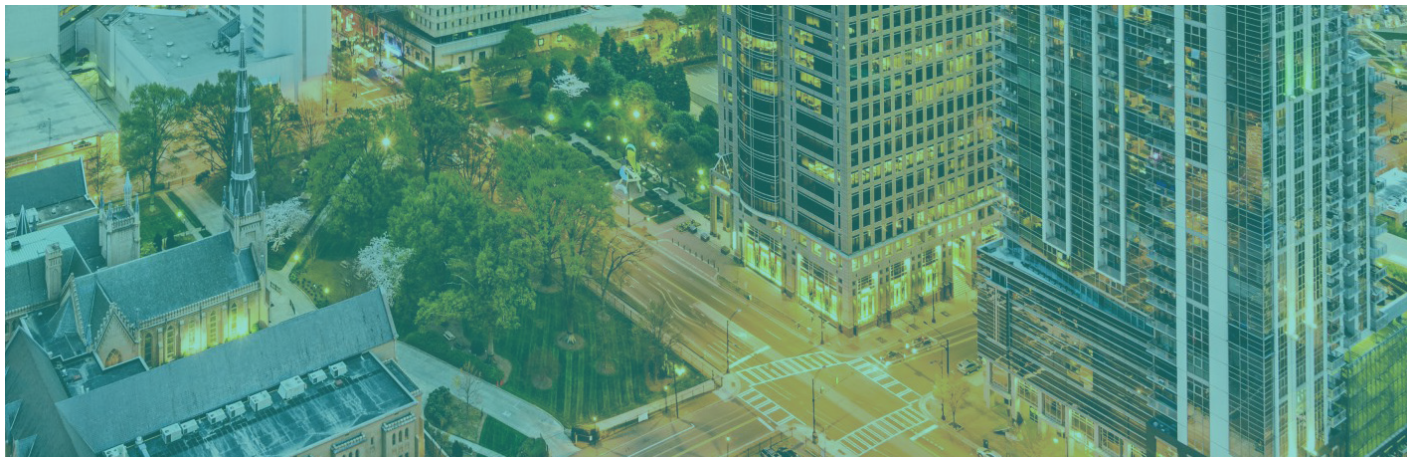
Community Reports were developed for each geography during Phase 1 of the Community Area Planning Process. These reports outline who lives, works and plays in each geography, what growth is expected for the community by 2040, and what the community's greatest needs are to ensure that the expected growth 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)**<br>Measures: Poverty Rate, Race, Educational Attainment, Age |
|---|
| **Part of Northeast 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** | **3** | **4** | **5** |

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

The Northeast Middle & Outer geography's greatest needs are to **increase access to housing choices, employment opportunities, 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 Northeast Middle & Outer's need to increase access to housing choices, employment opportunities, 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

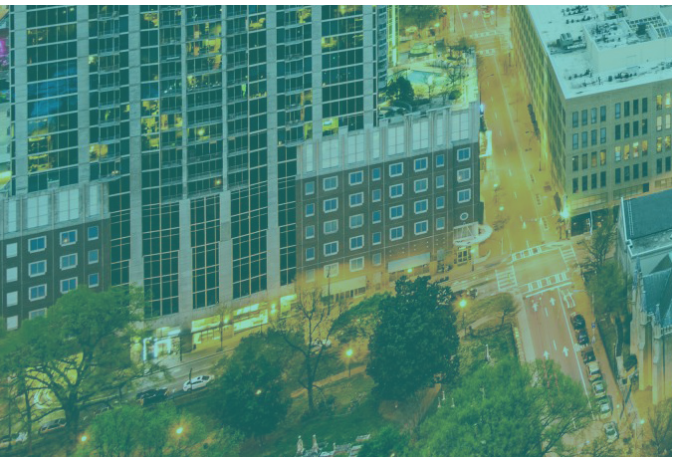
Charlotteans will have opportunity for upward economic mobility through access to a diverse mix of jobs and careers that align with education and skill levels of residents and the economic strengths of the region.

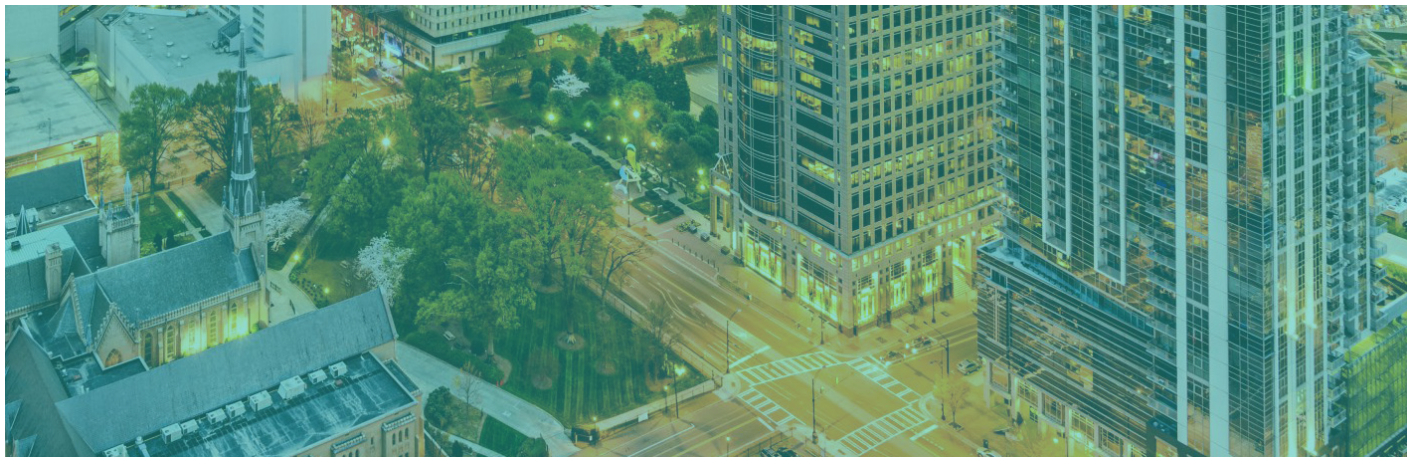
To ensure upward economic mobility, Charlotte will increase the number of family sustaining wage jobs, middle skill jobs, cooperatively owned businesses, Minority, Women, and Small Business Enterprises (MWSBEs), and the rate of new business formation through supportive programs. The City will maintain 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

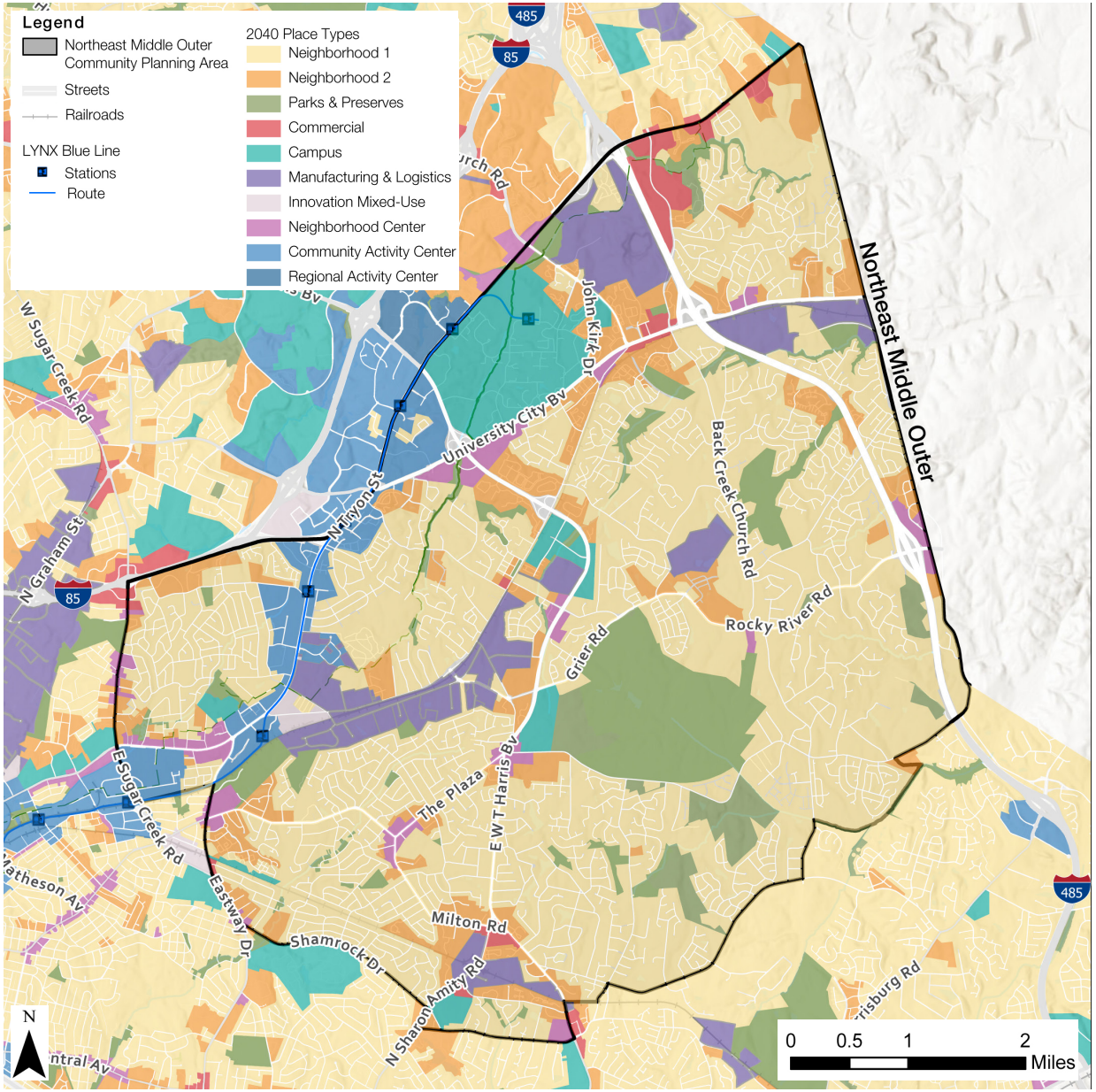


The following section provides Place Type recommendations[1] for how the plan area should evolve over time to increase access, reduce impacts, and advance priority goals. Place Types, adopted within the Comprehensive Plan, are a classification system for organizing patterns of development that encourage 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: **NORTHEAST 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 (78%) 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 UNC Charlotte. 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.

22% of existing development is recommended to evolve into a different Place Type as new development/redevelopment occurs. Large vacant parcels scattered throughout the geography are recommended to evolve into Neighborhood 1 to be compatible with adjacent neighborhoods. Neighborhood 1 sites acquired by Mecklenburg County Park & Recreation are reclassified as Parks & Preserves and will as natural space in perpetuity. Commercial development along the LYNX Blue Line is recommended to evolve into Neighborhood Center or Community Activity Center. Commercial development at key intersections such as The Plaza and Milton Road or WT Harris Boulevard is also recommended to evolve into Neighborhood 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:

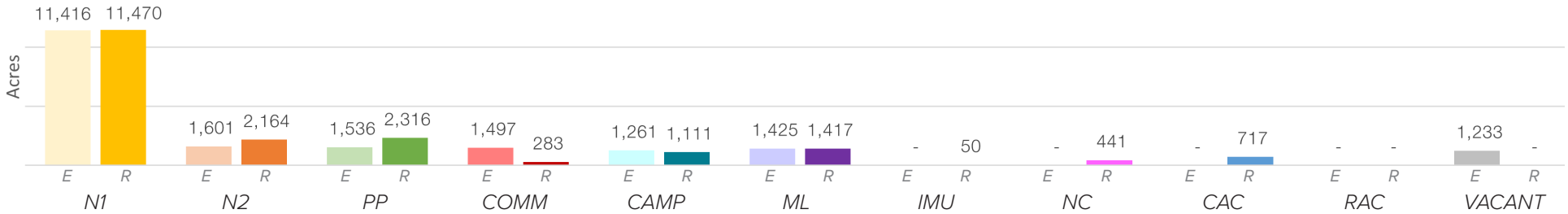
*https://tinyurl.com/2040PolicyMap*

## ANTICIPATED CHANGE

***22%*** 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**

**VACANT** — Verona Rd



**NEIGHBORHOOD 1**



**#2**

**COMMERCIAL** — N Tryon St

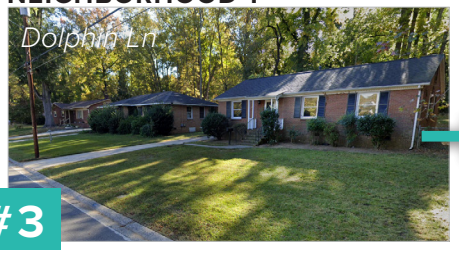


**COMMUNITY ACTIVITY CENTER**



**#3**

**NEIGHBORHOOD 1** — Dolphin Ln



**PARKS & PRESERVES**



**#4**

**COMMERCIAL** — The Plaza & Milton Rd



**NEIGHBORHOOD CENTER**



# 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, Neighborhood 1 to Parks & Preserves, 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. (See the *Community Needs & Goals* chapter for more information on the plan area's prioritized goals.)

| EXISTING PLACE TYPE | RECOMMENDED FUTURE PLACE TYPES | |
|---|---|---|
| | COMMUNITY ACTIVITY CENTER | NEIGHBORHOOD ACTIVITY CENTER |
|  <br>**COMMERCIAL**<br>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. |  <br>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. |  <br>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 |
| --- | --- |
| **NEIGHBORHOOD 1**<br><br>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. | **PARKS & PRESERVES**<br><br>To help meet this geography's goals for the future, some Neighborhood 1 sites are encouraged to evolve into Parks and Preservers, which typically include larger public parks, cemeteries, wildlife refuges, nature preserves, and recreational centers and facilities. These places have limited structural development, robust tree canopy, are directly accessible from surrounding places, and are generally preserved and protected for these purposes only. **This Place Type change delineates larger regional parks and greenways from surrounding neighborhoods,** ensuring that they will be preserved and enhanced by Mecklenburg County Park & Recreation as assets for both resident, employee, and visitor enjoyment, and as key natural resources that support a healthy and sustainable environment. |
| **VACANT**<br><br>Vacant property is undeveloped land. | **NEIGHBORHOOD 1**<br><br>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.




This Place Type change reflects Mecklenburg County Park & Recreation's ongoing efforts to acquire property and expand opportunities for recreation, open space, and natural resources. The Place Type change delineates larger regional parks and greenways from surrounding neighborhoods, ensuring that they will be preserved and enhanced by Mecklenburg County Park & Recreation as assets for both resident, employee, and visitor enjoyment, and as key natural resources that support a healthy and sustainable environment.




**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.




COMMERCIAL → COMMUNITY ACTIVITY CENTER & COMMERCIAL → NEIGHBORHOOD ACTIVITY CENTER

**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.




## 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.

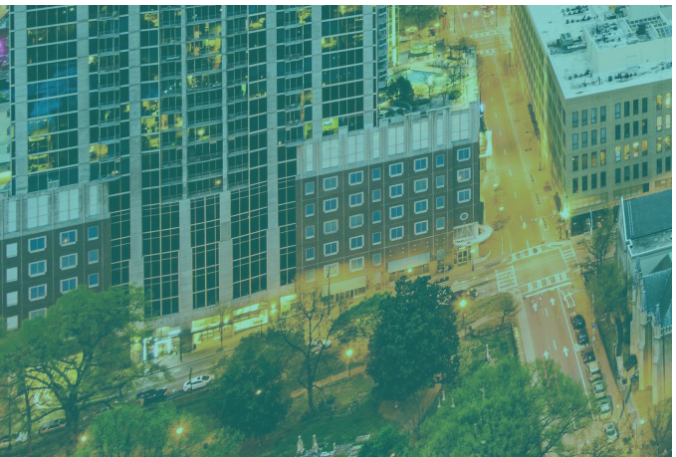
**PT-6** To ensure new development/redevelopment is consistent with the aspirations of mixed-use Place Types, the land use composition of Neighborhood Centers, Community Activity Centers, Regional Activity Centers, and Innovation Mixed-Use areas should be assessed at regular intervals, and the findings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

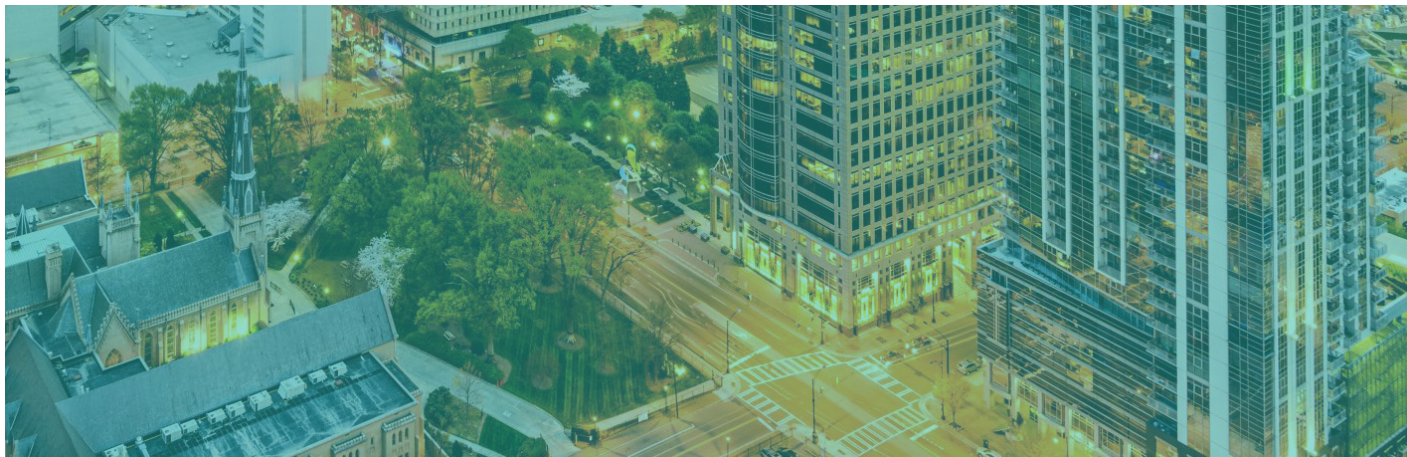


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# SUPPORTING THE VISION

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

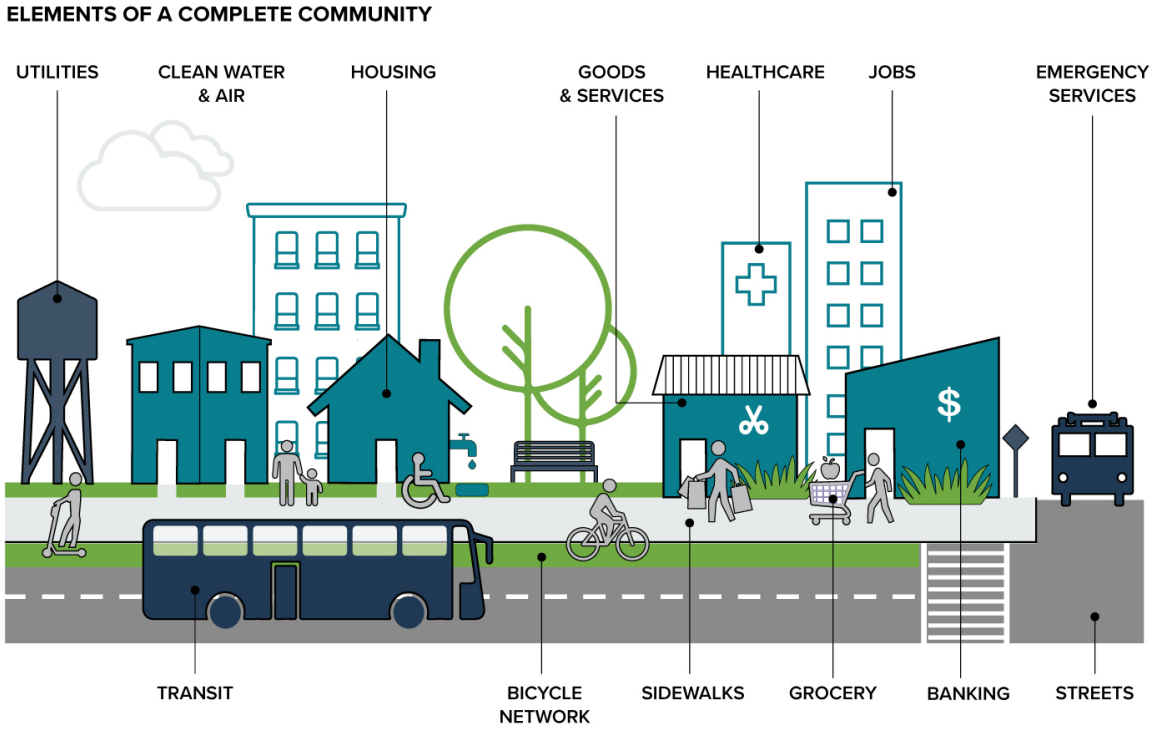
The previous chapter outlines the recommended development pattern for the plan area, which aims to:

- 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.

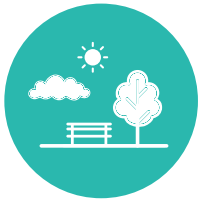
For areas recommended to evolve into a mixed-use Place Type, this chapter provides a Mobility, Open Space, and Placemaking Assessment of future improvements or investments needed to achieve the Place Type aspirations. These assessments focus on mixed-use areas because they are expected to undergo the 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

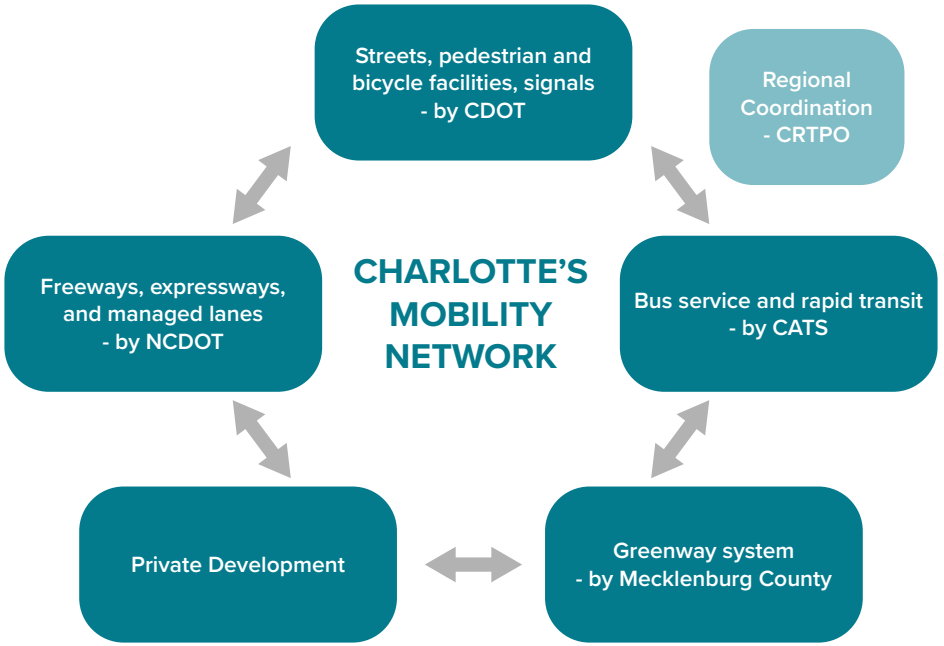
## GOAL 5:

## 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*

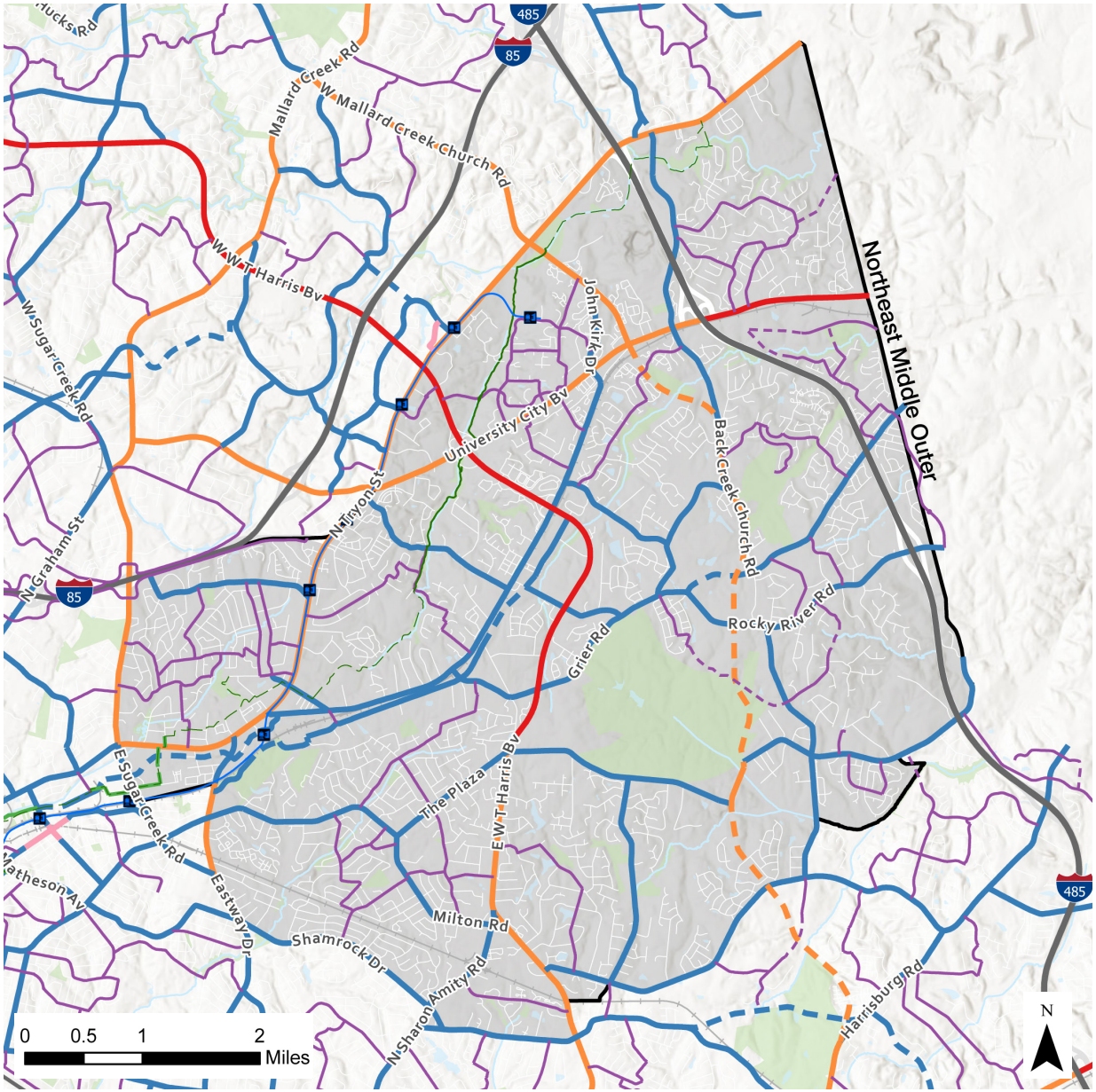
Avenues provide multimodal connectivity to and between our neighborhoods and centers with increased access to our local street network. They typically include two to four travel lanes for local travel and transit capacity with bicycle facilities in buffered/separated bicycle lanes and may include on-street 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: **NORTHEAST 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.

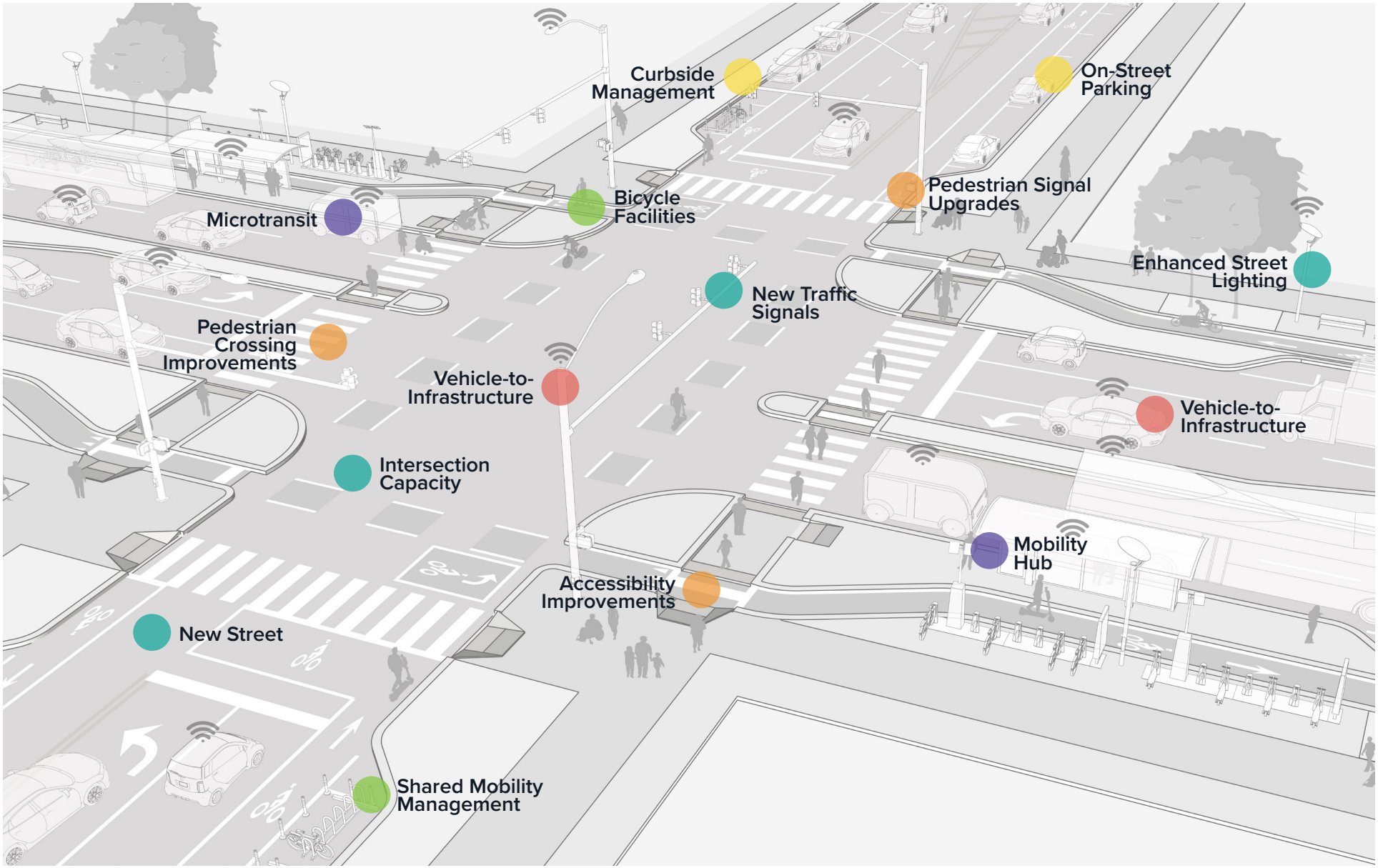
## MOBILITY ASSESSMENT

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.

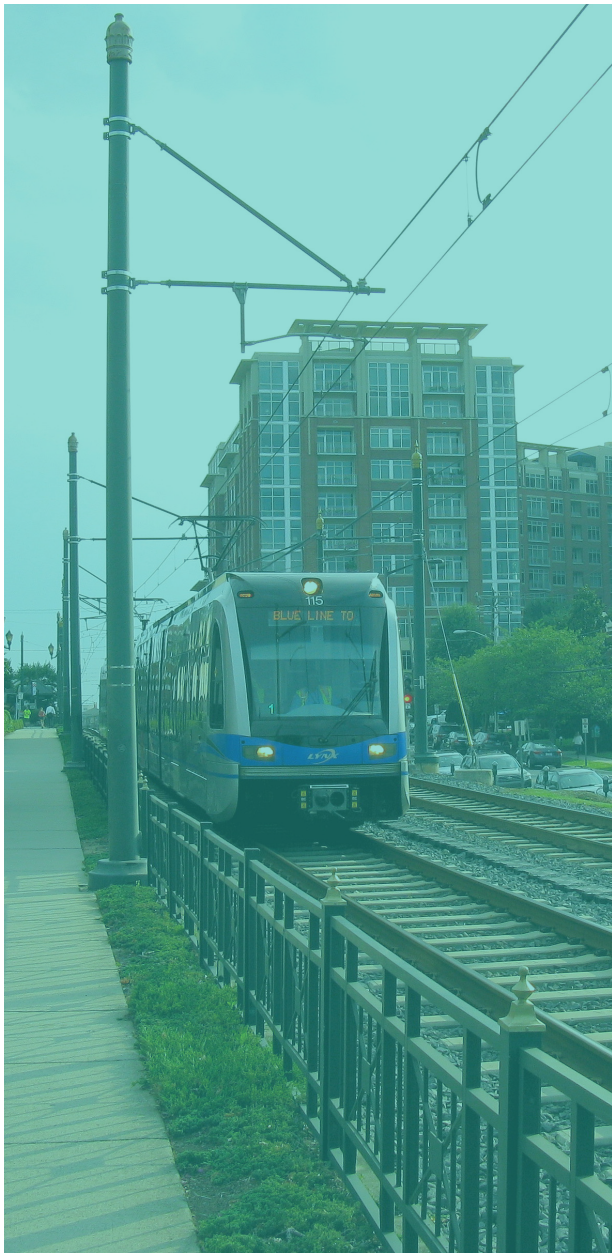
This assessment helps guide mobility-related decisions as development and redevelopment occurs in these places. The Mobility Assessment includes three pieces:

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.

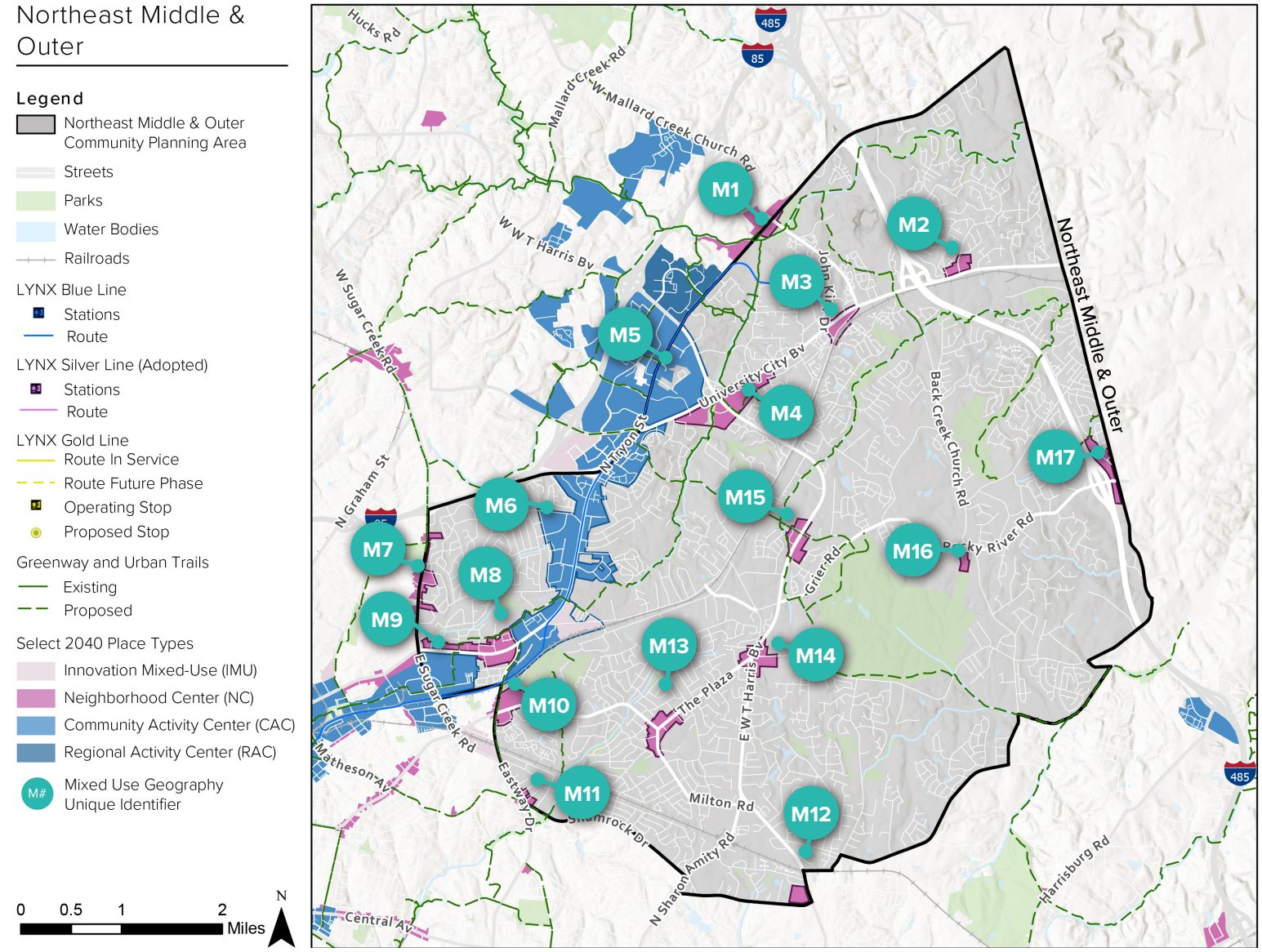





## TABLE 2: **MOBILITY ASPIRATIONS FOR MIXED USE PLACES**

| 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.<br><br>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.<br><br>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.<br><br>IMU places also need to accommodate truck access in the interim, placing extra emphasis on thoughtful design to reflect these needs while prioritizing the transition to a mixed-use place. | It is easy to “park once” and walk or use other mobility options between destinations. | Centers are easily accessible via transit, and transit facilities are located and designed to support that accessibility. |
| Community Activity Center (CAC) | | | | | | | |
| Regional Activity Center (RAC) | | | | | | | |
| Innovation Mixed-Use (IMU) | | | | | | | |

## MAP 4: **MOBILITY ASSESSMENT**






## TABLE 3: **MOBILITY ASSESSMENT**

| MIXED-USE GEOGRAPHY | MOBILITY CHARACTERISTICS | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedestrian Network | Bike Network | Crossings | Block Length & Street Network | Parking | Access & Internal Connections | Transit Access |
| M1) NC** - N Tryon St/Mallard Creek Church Rd | ○ | ○ | ○ | ○ | ○ | ○ | ◔ |
| M2) NC - Harris Houston Rd/ University City Blvd | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| M3) NC** - Old Concotf Rd | ○ | ○ | ○ | ○ | ○ | ○ | ◔ |
| M4) NC** - University City Blvd/ W.T. Harris Blvd | ○ | ○ | ○ | ○ | ○ | ○ | ◔ |
| M5) CAC** - Hampton Park | ○ | ○ | ○ | ○ | ○ | ◔ | ◔ |
| M6) CAC/IMU*/** - N Tryon St (north end) | ○ | ○ | ○ | ◔ | ○ | ○ | ◔ |
| M7) NC*/** - W Sugar Creek Rd | ○ | ○ | ○ | ◔ | ◔ | ○ | ◔ |
| M8) NC* - N Tryon St (west end) | ○ | ○ | ○ | ○ | ○ | ○ | ◔ |
| M9) CAC*/** - W Sugar Creek Rd/ Raleigh St | ○ | ○ | ○ | ○ | ○ | ○ | ◔ |
| M10) NC** - The Plaza/Eastway Dr | ○ | ○ | ○ | ◔ | ○ | ○ | ◔ |

*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**

Northeast Middle & Outer

**Legend**

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

LYNX Blue Line
- Stations
- Route

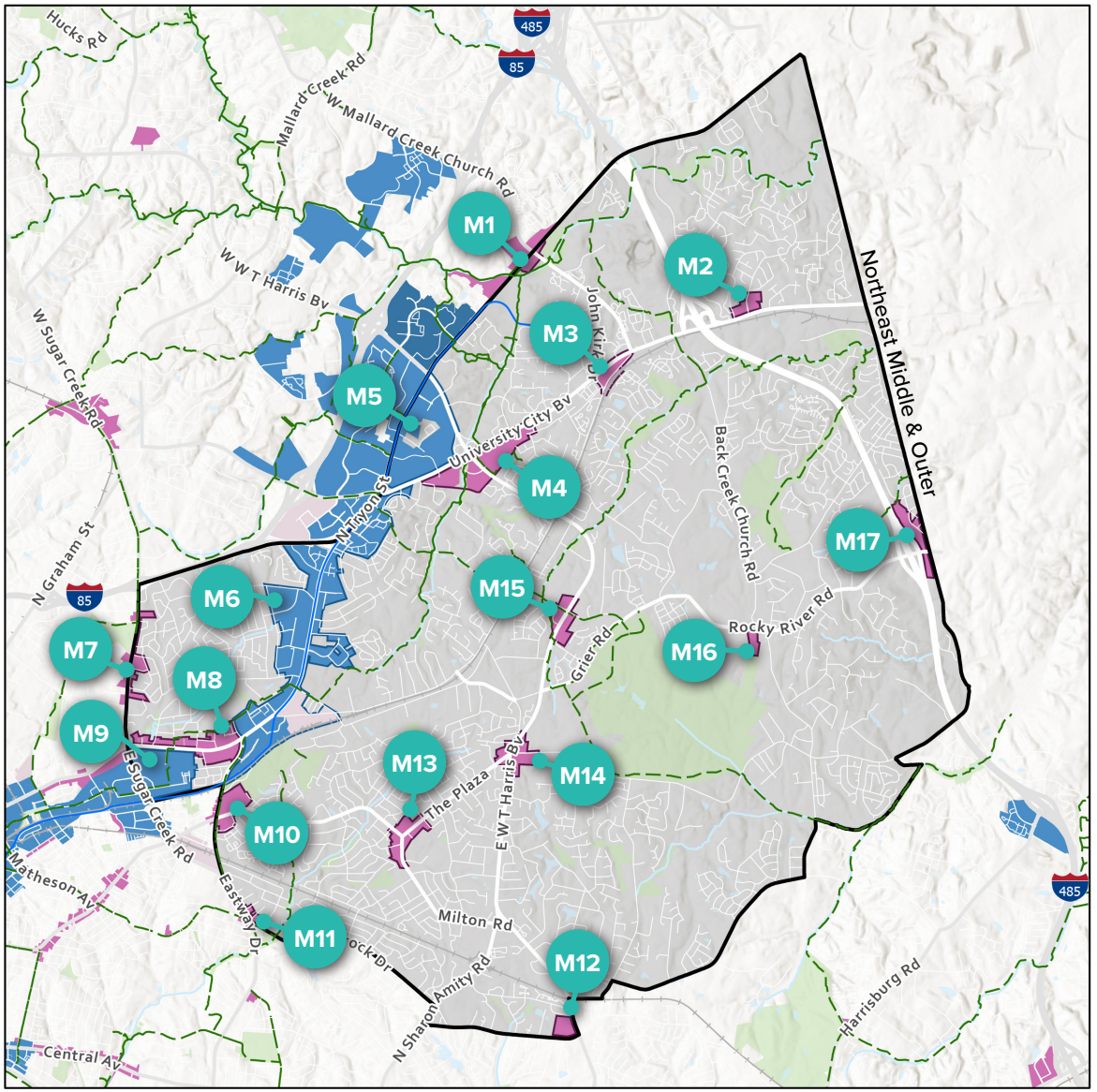
LYNX Silver Line (Adopted)
- Stations
- Route

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






## TABLE 3: **MOBILITY ASSESSMENT**

| MIXED-USE GEOGRAPHY | MOBILITY CHARACTERISTICS | | | | | | |
|---|---|---|---|---|---|---|---|
| | Pedestrian Network | Bike Network | Crossings | Block Length & Street Network | Parking | Access & Internal Connections | Transit Access |
| M11) NC*/** - Shamrock Dr/Eastway Dr | ○ | ○ | ○ | ◔ | ○ | ○ | ◔ |
| M12) NC* - Hickory Grove Rd/W.T. Harris Blvd | ○ | ○ | ○ | ○ | ○ | ○ | ◔ |
| M13) NC - The Plaza/Milton Rd | ○ | ○ | ○ | ○ | ○ | ○ | ◔ |
| M14) NC** - The Plaza/W.T. Harris Blvd | ○ | ○ | ○ | ○ | ◔ | ○ | ○ |
| M15) NC** - Rocky River Rd/W.T. Harris Blvd | ○ | ○ | ○ | ○ | ◔ | ○ | ◔ |
| M16) NC - Whispering Oaks | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| M17) NC - Rocky River Rd/I-485 | ○ | ◔ | ◔ | ○ | ○ | ○ | ○ |

*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 NORTHEAST MIDDLE & OUTER: The majority mixed use geographies in Northeast 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.

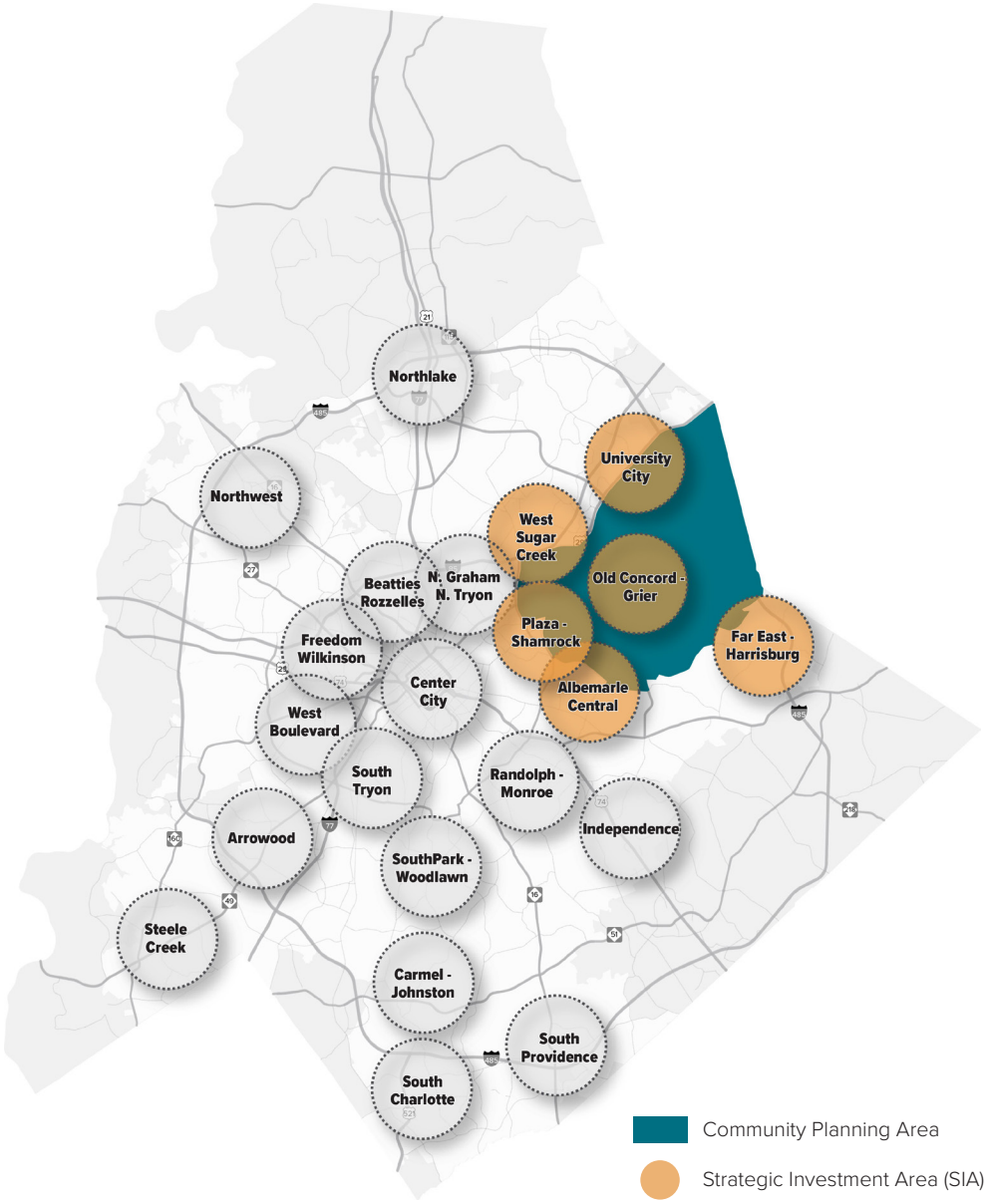
SIAs are 22 areas across Charlotte where targeted mobility investments are strategically planned to achieve the goals set forth in the SMP (see Map 5). The SIAs were identified and refined through a combination of data analysis, known mobility needs, established mobility goals, and public input. Among 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 Northeast Middle & Outer plan area includes portions of 6 SIAs and 15 groups of potential projects (Map 5). Information about the potential projects is included in the Implementation Guide of this Plan.

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






### THE MOBILITY FOCUS FOR FAR EAST / HARRISUBRG 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*
**N/A**

### THE MOBILITY FOCUS FOR OLD CONCORD / GRIER SIA IS:

- Expanding multimodal network through new and improved connections
- Providing better multimodal access to transit in support of mode-shift goals and to better serve transportation disadvantaged communities
- Providing multimodal capacity through operational improvements and network connections
- Improving multimodal connections to commercial areas and to greenspace, including the XCLT
- Supporting access to jobs and 10-minute neighborhoods
- Providing safe multimodal connections to Central Piedmont and school campus areas, parks, and high frequency transit

*Mixed-Use Geography within SIA*
**M14, M15**

### THE MOBILITY FOCUS FOR PLAZA / SHAMROCK SIA IS:

- Expanding multimodal facilities and connections to and within the growing activity centers
- Expanding the bike network for easier multimodal access between neighborhoods and key destinations
- Providing safe and convenient crossings of high-volume arterial streets particularly near commercial areas, schools, and recreational opportunities.
- Expanding network connections to greenways, including the XCLT
- Supporting transportation-disadvantaged communities by providing access to transit, including the existing Blue Line

*Mixed-Use Geography within SIA*
**M6, M8, M9, M10, M11**

# 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.

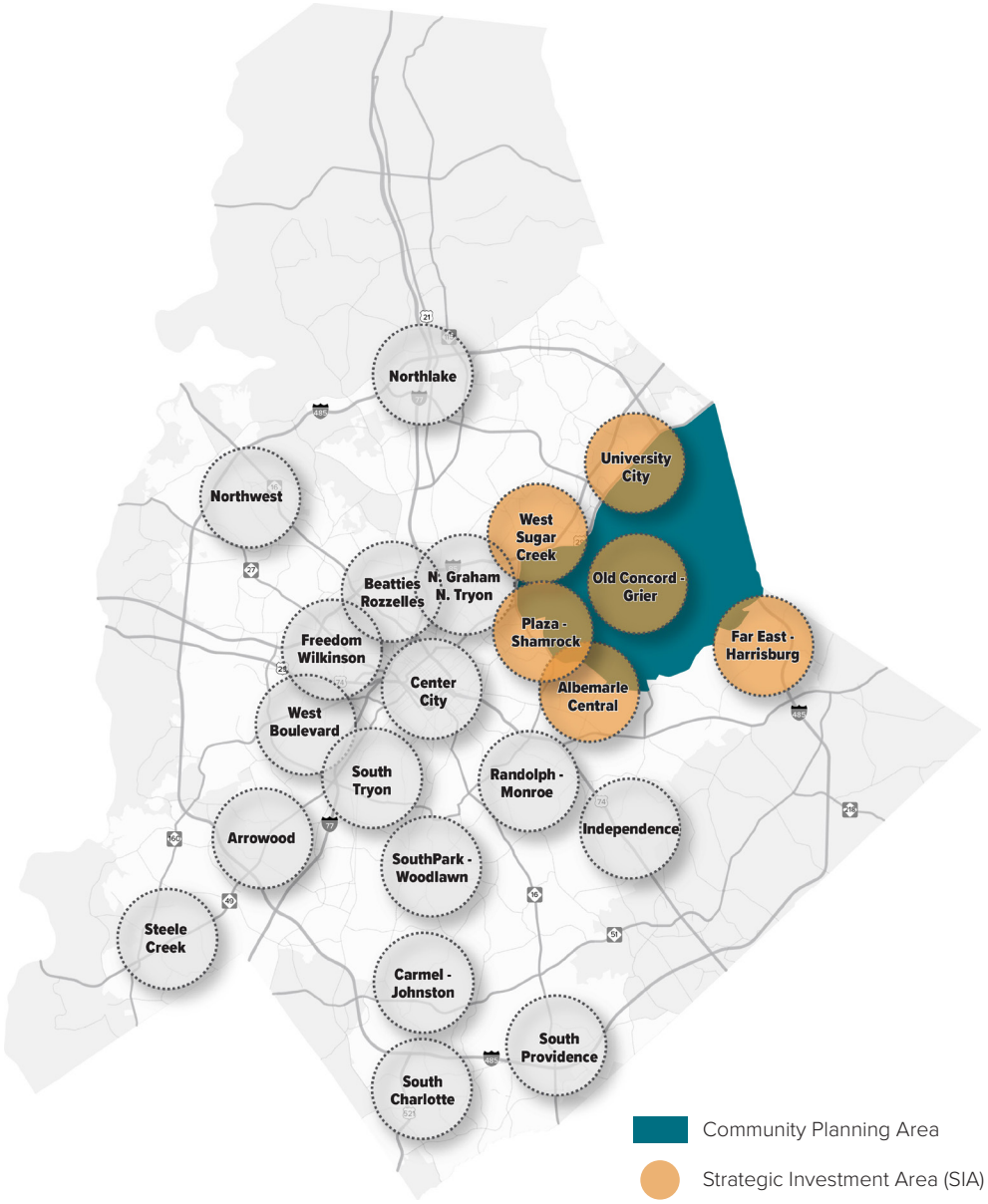
SIAs are 22 areas across Charlotte where targeted mobility investments are strategically planned to achieve the goals set forth in the SMP (see Map 5). The SIAs were identified and refined through a combination of data analysis, known mobility needs, established mobility goals, and public input. Among 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 Northeast Middle & Outer plan area includes portions of 6 SIAs and 15 groups of potential projects (Map 5). Information about the potential projects is included in the Implementation Guide of this Plan.

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






## THE MOBILITY FOCUS FOR UNIVERSITY CITY SIA IS:

- Improving multimodal access within and to University City, University Research Park, and UNC Charlotte
- Improving access to the Blue Line and bus transit
- Providing safe and convenient crossings of high-volume arterial streets for easier multimodal access to shopping, entertainment, transit, jobs, educational opportunities, and greenways
- Increasing bike and greenway network connections
- Increasing capacity through network connections, targeted widenings, and operational improvements
- Improving overall mobility options for equitable access to jobs, shopping, entertainment, and medical care

*Mixed-Use Geography within SIA*
**M1, M3, M4, M5, M6**

## THE MOBILITY FOCUS FOR WEST SUGAR CREEK SIA IS:

- Providing safer crossings and better multimodal connections along a High Injury Network corridor
- Improving multimodal access to and within existing commercial areas and emerging activity centers
- Supporting transportation-disadvantaged communities by providing access to transit, including the existing Blue Line and future Red Line
- Providing mobility options to better connect neighborhoods to commercial areas/greenspaces
- Improving multimodal access along/across N Tryon St

*Mixed-Use Geography within SIA*
**M7**

## 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*
**M12**

# 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**

- Existing Blue Line Light Rail service along North Tryon St with stations at Old Concord Rd, Tom Hunter Rd, University City Blvd, McCullough Dr, JW Clay Blvd, and UNC-Charlotte.

**High-Frequency Network**

- Improve bus services along The Plaza, North Tryon Street, and Shamrock Drive to 15 minute or better frequency

**Mobility Hubs**

- Enhance and upgrade light rail stations and bus stops to better accommodate proposed microtransit services

**On-Demand Services**

- Proposed microtransit zones in University Area and Hidden Valley

**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.<br><br>**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.<br><br>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**

Northeast Middle Outer

**Legend**

- Northeast Middle Outer Community Planning Area
- Streets
- Water Bodies
- Railroads

Open Space:

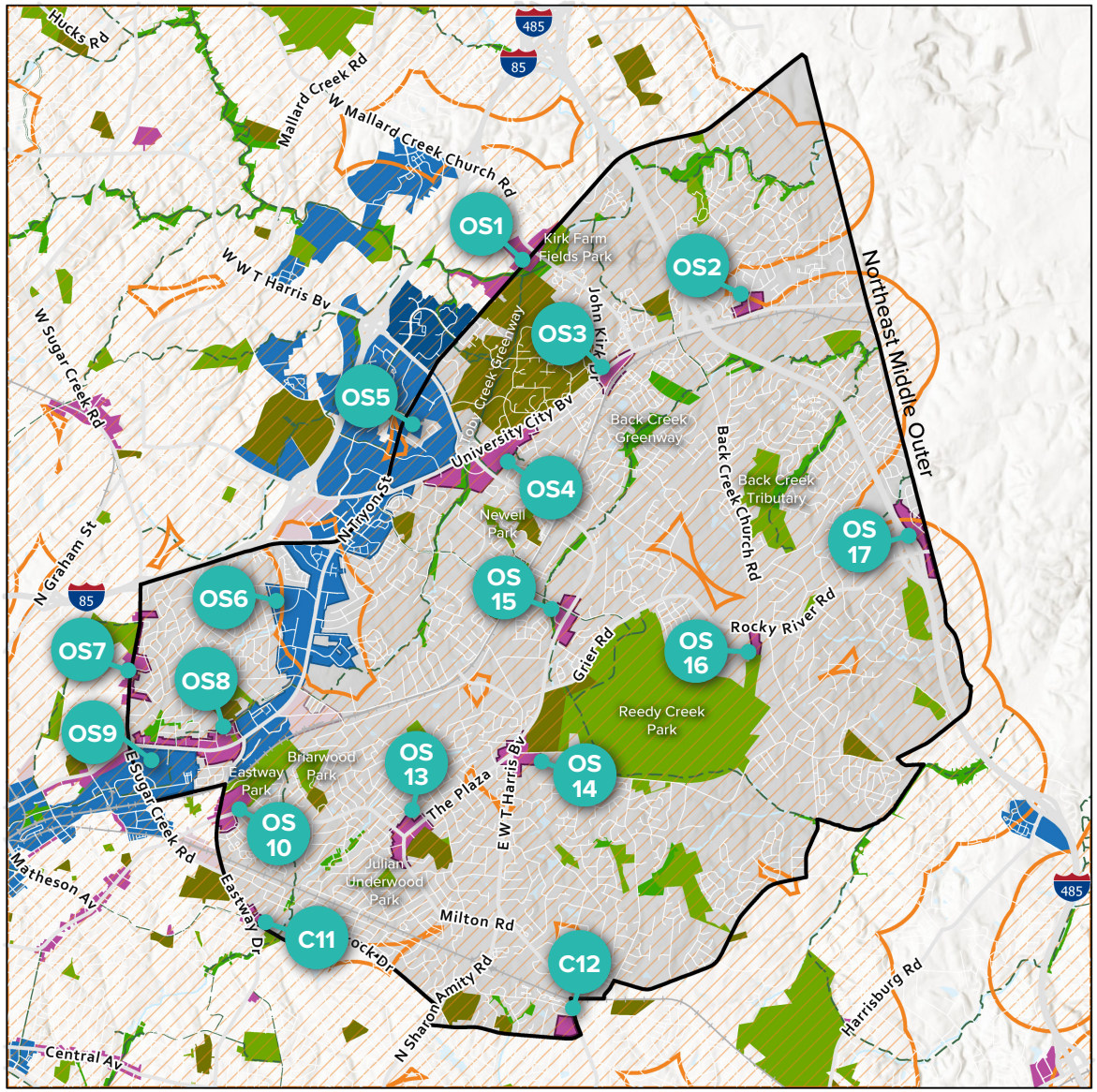
- Areas with 1/2 Mile Open Space Access
- Parks
- Greenways
- Facilities
- Historic Sites
- City-Owned Public Space

Greenway & Urban Trails:

- Existing
- Proposed

Select 2040 Place Types:

- Innovation Mixed-Use
- Neighborhood Center
- Community Activity Center
- Regional Activity Center
- OS# Mixed Use Geography Unique Identifier






## TABLE 5: **OPEN SPACE ASSESSMENT**

| MIXED-USE GEOGRAPHY | OPEN SPACE CURRENT/PLANNED ELEMENTS | | | |
|---|---|---|---|---|
| | Access | Diversity | | Tree Canopy |
| | | Parks & Greenways | Public Plazas & Courtyards** | |
| **OS1) NC -** N Tryon St/Mallard Creek Church Rd | ✓ | ✓ | ○ | ✓ |
| **OS2) NC -** Harris Houston Rd/ University City Blvd | ◔ | ○ | ○ | ◔ |
| **OS3) NC -** Old Concotf Rd | ✓ | ✓ | ○ | ○ |
| **OS4) NC -** University City Blvd/W.T. Harris Blvd | ✓ | ✓ | ○ | ✓ |
| **OS5) CAC -** Hampton Park | ✓ | ✓ | ○ | ✓ |
| **OS6) CAC/IMU* -** N Tryon St (north end) | ◔ | ✓ | ○ | ✓ |
| **OS7) NC* -** W Sugar Creek Rd | ✓ | ✓ | ○ | ✓ |
| **OS8) NC* -** N Tryon St (west end) | ✓ | ✓ | ○ | ◔ |
| **OS9) CAC* -** W Sugar Creek Rd/ Raleigh St | ✓ | ✓ | ○ | ○ |
| **OS10) NC -** The Plaza/Eastway Dr | ✓ | ◔ | ○ | ✓ |
| **OS11) NC* -** Shamrock Dr/Eastway Dr | ✓ | ✓ | ○ | ✓ |

*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** | |
| **OS12) NC*** - Hickory Grove Rd/W.T. Harris Blvd | ✓ | ◔ | ○ | ◔ |
| **OS13) NC** - The Plaza/Milton Rd | ✓ | ✓ | ○ | ✓ |
| **OS14) NC** - The Plaza/W.T. Harris Blvd | ✓ | ✓ | ○ | ✓ |
| **OS15) NC** - Rocky River Rd/W.T. Harris Blvd | ✓ | ✓ | ○ | ✓ |
| **OS16) NC** - Whispering Oaks | ✓ | ○ | ○ | ✓ |
| **OS17) NC** - Rocky River Rd/I-485 | ◔ | ○ | ○ | ◔ |

*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 NORTHEAST MIDDLE & OUTER: Most mixed-use geographies have good access to open space and relatively good diversity of parks and greenways diversity, except OS2, OS16, and OS17. Public plazas and courtyards are lacking across all 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 relatively good for all geographies, except OS3 and OS17.




## 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).

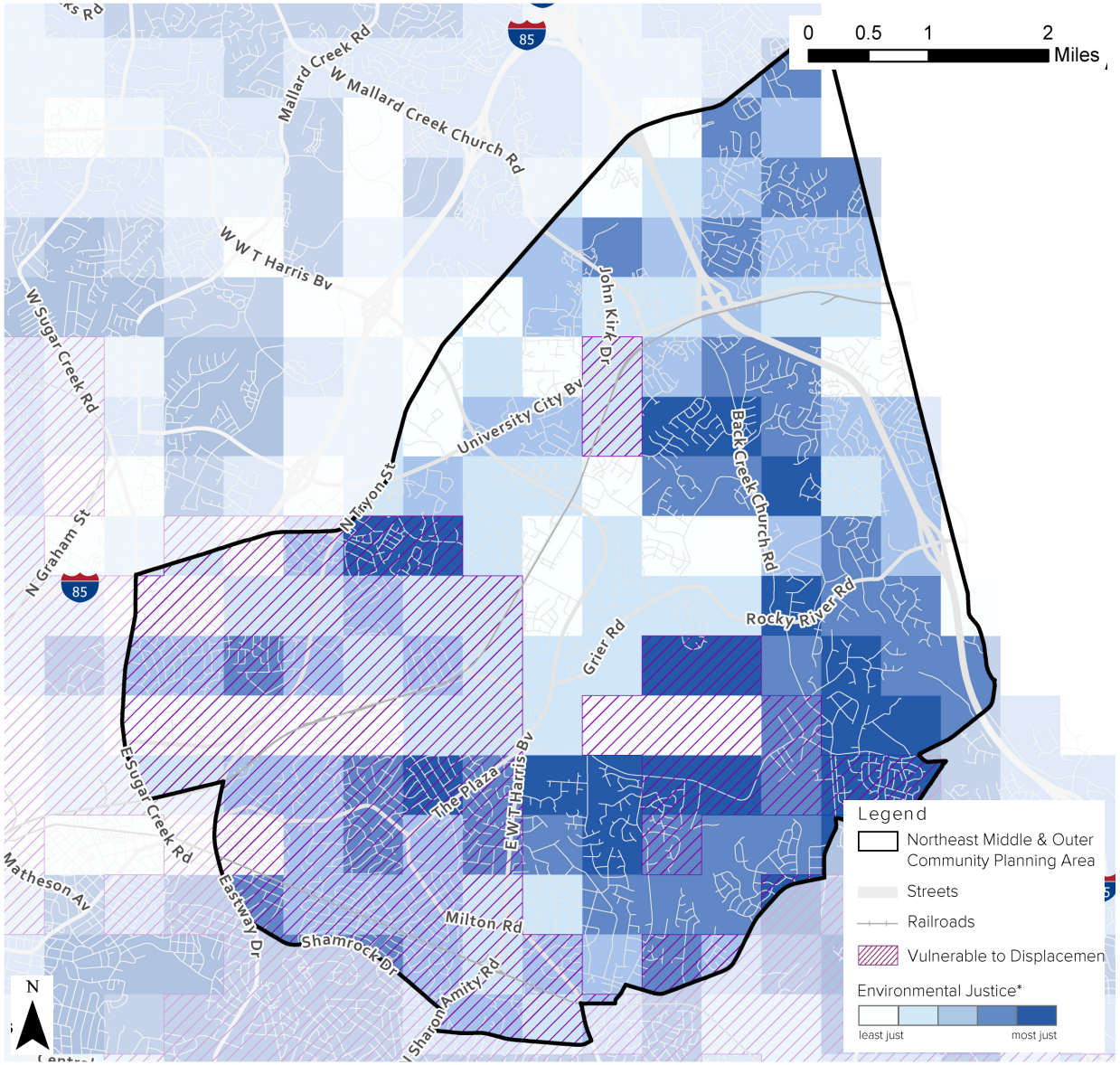
**OS-6** To maximize the use of and access to existing open space, the City of Charlotte and Mecklenburg County should formalize joint-use agreements for playgrounds, fields, and tracks on Charlotte-Mecklenburg School sites, both existing and future.

**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 Northeast Middle & Outer's average score[1] for Environmental Justice is 5, this is equal to the city's goal of 5. Therefore, environmental impacts is a not a priority for this plan area. A portion of this 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

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




### Impervious Surface

Northeast 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 areas.




### Proximity to Heavy Industrial

There are a few heavy industrial centers in Northeast Middle & Outer; however, they are relatively isolated or concentrated along Old Concord Road, resulting in generally low proximity to heavy industry.




### Proximity to Major Transportation Infrastructure

Northeast Middle & Outer is intersected by I-485 and several railroads, placing portions of the area near major transportation infrastructure.




### Floodplains

Northeast Middle & Outer has a significant number of residential units within the floodplain, leading to a high risk of flooding.

# ENVIRONMENTAL JUSTICE & SUSTAINABILITY

## URBAN HEAT

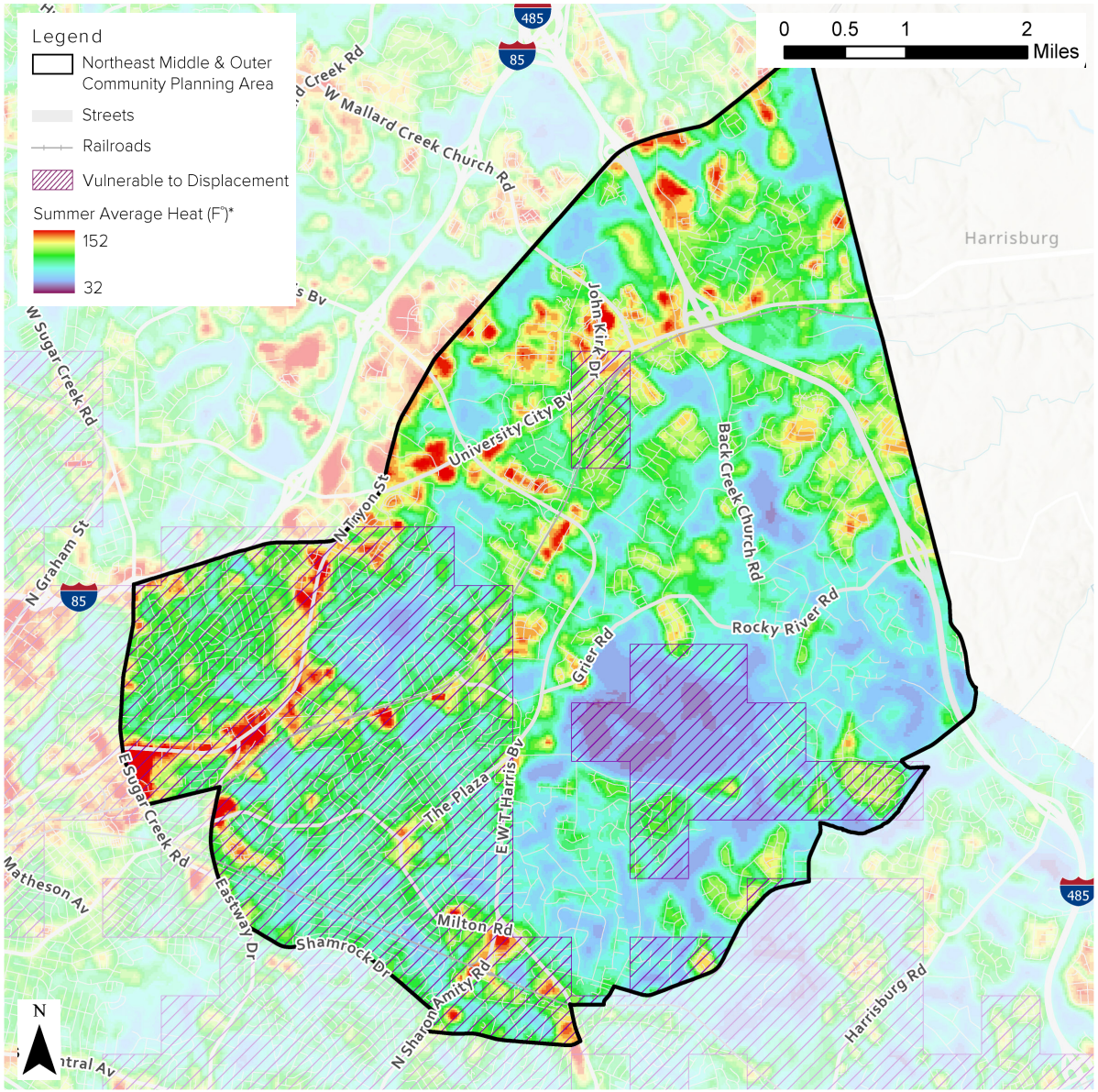
The five measures included within the Environmental Justice metric of the *Equitable Growth Framework* focused on aspects of the built environment and were available during development of the Comprehensive Plan. Since the Plan was adopted, the City has gained access to Land Surface Temperature (LST) 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 varies across Northeast Middle & Outer. Higher temperatures are primarily found along North Tryon Street and near UNC Charlotte, where there are more impervious surfaces and less tree canopy coverage.

## SUSTAINABILITY

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

MAP 8: **LAND SURFACE TEMPERATURE**








## 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 Northeast Middle & Outer geography contains 1,291 acres of brownfields and hazardous materials sites within the plan area. These sites account for nearly six percent of the geography's 22,741 acres. Brownfields are generally located along North Tryon Street and rail lines in commercial and industrial land uses. One existing and two former landfills are found in the area.

## ENVIRONMENTAL JUSTICE RECOMMENDATIONS

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

**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?

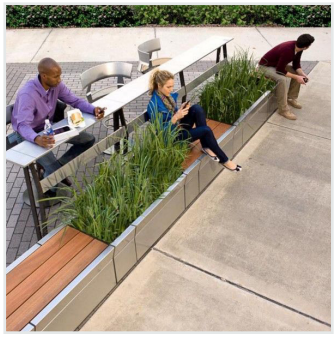
- **Property Ownership Patterns** – Do the mixed-use geographies have a diversity of multiple property owners or a single/predominant property owner(s)? Strategies for implementing placemaking efforts may take different forms depending on depending on a the number of property owners.

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

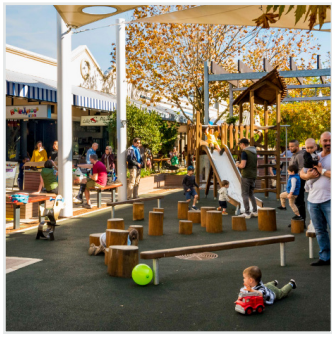
TABLE 7: **PLACEMAKING ASPIRATIONAL ELEMENTS**

| 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**

### Northeast Middle Outer

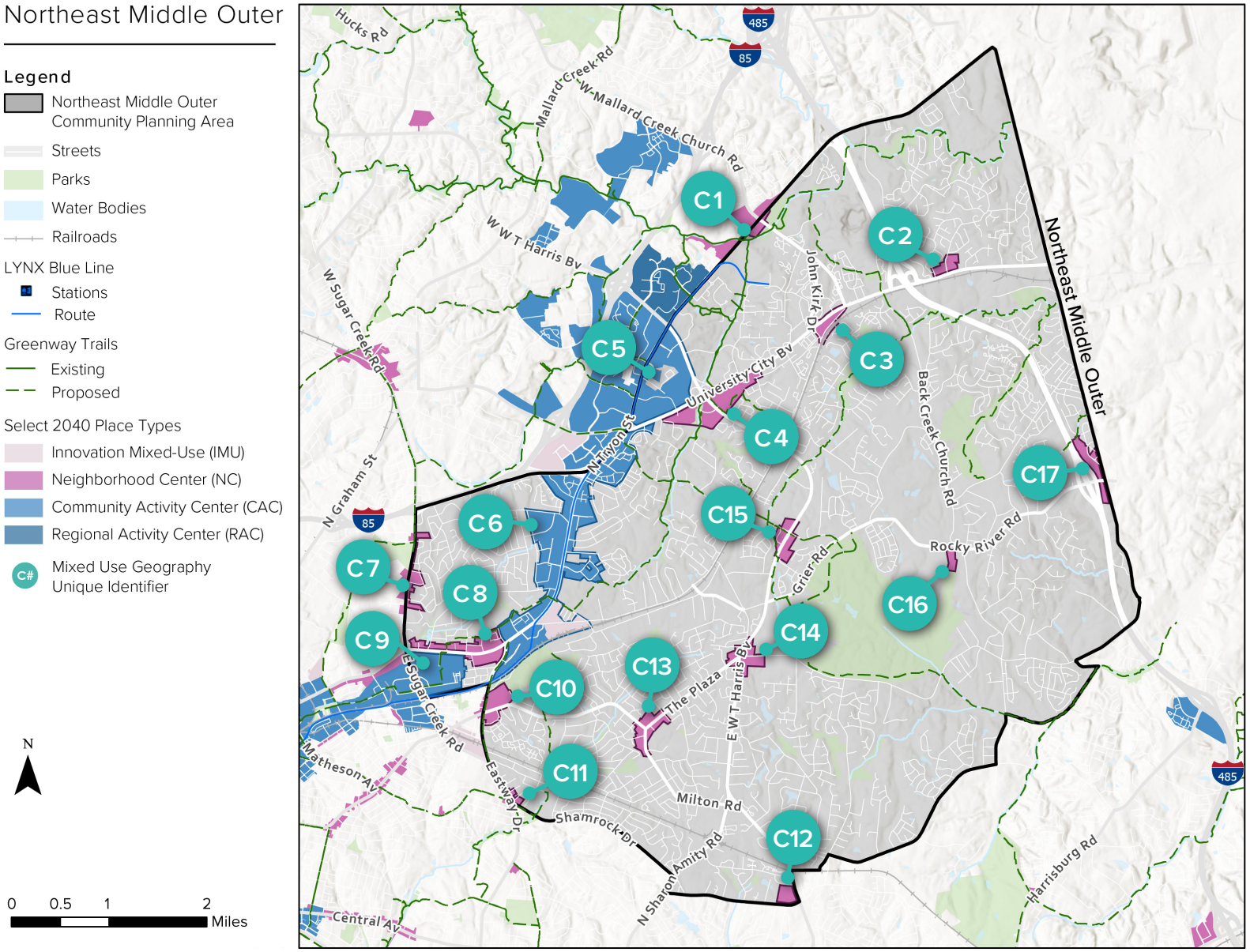





TABLE 8: **PLACEMAKING ASSESSMENT**

| MIXED-USE GEOGRAPHY | PLACEMAKING ELEMENTS | | | | | | |
|---|---|---|---|---|---|---|---|
| | Public Spaces | Public Play Areas | Amenities/ Furnishings | Branding | Public Art | Signage | Property Ownership Pattern |
| **C1) NC** - N Tryon St/Mallard Creek Church Rd | ○ | ○ | ○ | ○ | ○ | ○ | Few |
| **C2) NC** - Harris Houston Rd/University City Blvd | ○ | ○ | ○ | ○ | ○ | ○ | Multiple |
| **C3) NC** - Old Concotf Rd | ○ | ○ | ○ | ○ | ○ | ○ | Few |
| **C4) NC** - University City Blvd/W.T. Harris Blvd | ○ | ○ | ○ | ○ | ○ | ○ | Few |
| **C5) CAC** - Hampton Park | ○ | ○ | ○ | ○ | ○ | ○ | Multiple |
| **C6) CAC/IMU*** - N Tryon St (north end) | ○ | ○ | ✓ | ○ | ○ | ○ | Multiple |
| **C7) NC*** - W Sugar Creek Rd | ○ | ○ | ○ | ○ | ○ | ○ | Multiple |
| **C8) NC*** - N Tryon St (west end) | ○ | ○ | ○ | ○ | ○ | ○ | Multiple |
| **C9) CAC*** - W Sugar Creek Rd/Raleigh St | ○ | ○ | ○ | ○ | ○ | ○ | Multiple |
| **C10) NC** - The Plaza/Eastway Dr | ○ | ○ | ○ | ○ | ○ | ○ | Few |
| **C11) NC*** - Shamrock Dr/Eastway Dr | ○ | ○ | ○ | ○ | ○ | ○ | Multiple |
| **C12) NC*** - Hickory Grove Rd/W.T. Harris Blvd | ○ | ○ | ○ | ○ | ○ | ○ | Few |
| **C13) NC** - The Plaza/Milton Rd | ○ | ○ | ○ | ○ | ○ | ○ | Multiple |

* These geographies are within the Corridor of Opportunity

**LEGEND**

✓ Aligned with Aspirations

◔ Somewhat Aligned with Aspirations

○ Not Aligned with Aspirations

Aspirations are outlined in Table 7.

# COMMUNITY CHARACTER

| MIXED-USE GEOGRAPHY | PLACEMAKING ELEMENTS | | | | | | |
|---|---|---|---|---|---|---|---|
| | Public Spaces | Public Play Areas | Amenities/ Furnishings | Branding | Public Art | Signage | Property Ownership Pattern |
| C14) NC - The Plaza/W.T. Harris Blvd | | | | | | | Multiple |
| C15) NC - Rocky River Rd/W.T. Harris Blvd | | | | | | | Multiple |
| C16) NC - Whispering Oaks | | | | | | | Few |
| C17) NC - Rocky River Rd/I-485 | | | | | | | Few |

**LEGEND**

Aligned with Aspirations

Somewhat Aligned with Aspirations

Not Aligned with Aspirations

Aspirations are outlined in Table 7.

## PLACEMAKING TRENDS

There are very few to no placemaking elements in the Northeast Middle & Outer planning area. The most elements exist along N. Tryon, where there are plenty of bike racks, benches, trash cans, and transit shelters.




## 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.

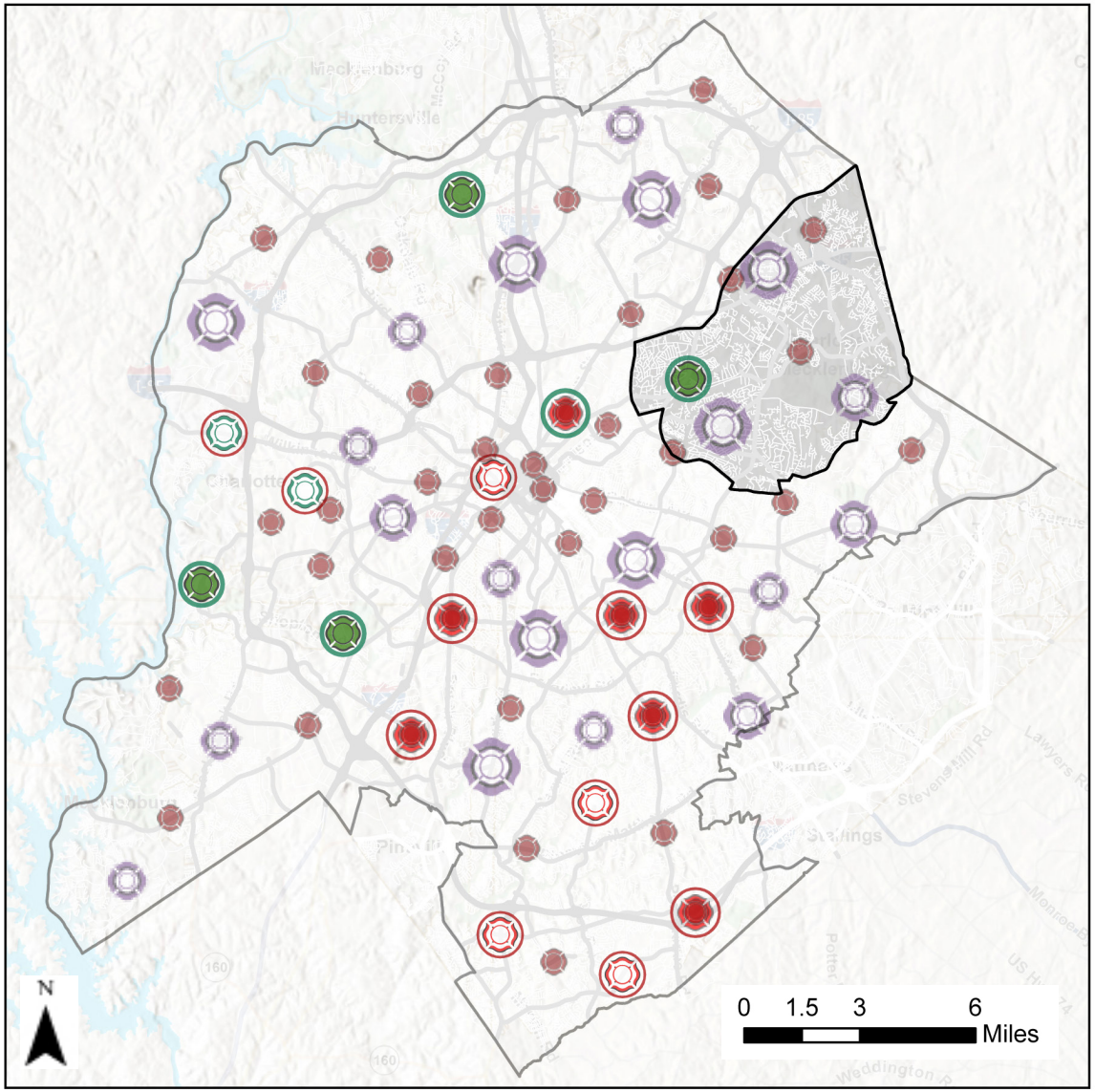
**PFS-2** To preserve and enhance public services, incorporate guidance from the Charlotte Future 2040 Comprehensive Plan into public facility master plans. Maintain and improve water, sewer and storm water infrastructure to meet current and future needs.

**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

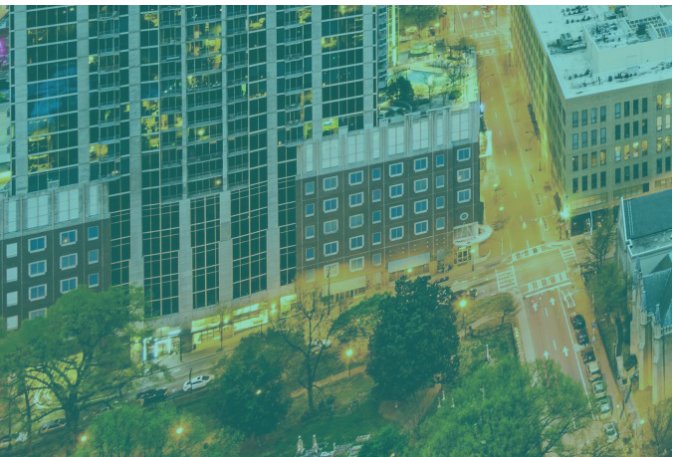
- New FireHouse - Funded
- New FireHouse - City Owned Land, Not Funded
- New Firehouse - Not City Owned, Not Funded
- Rebuild Existing Firehouse - Funded
- Rebuild Existing Firehouse - Not Funded

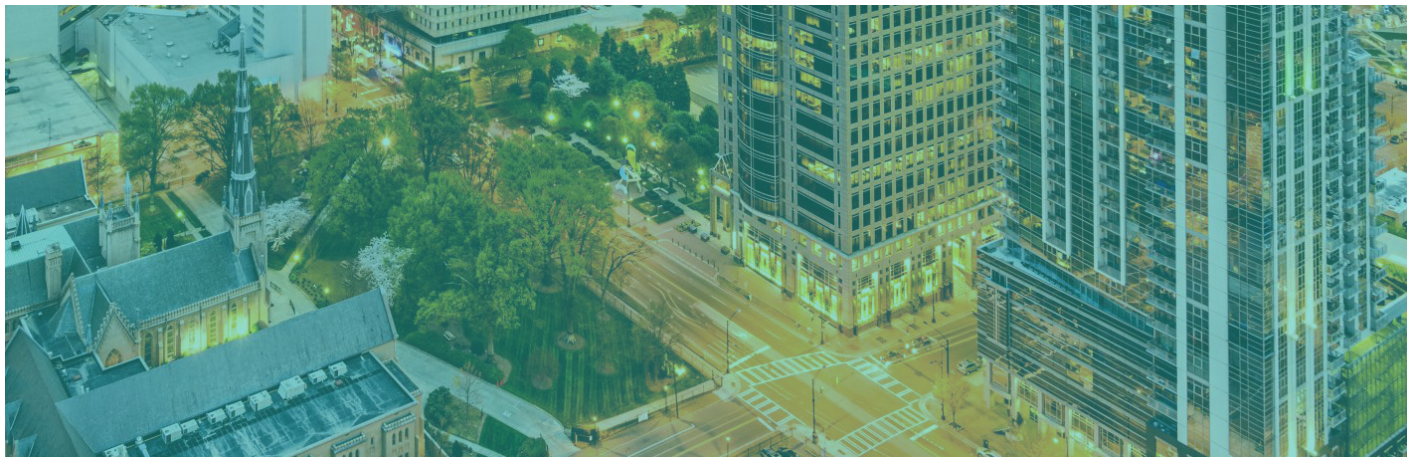
Idenitified CFD Future Needs - FireHouse/Co-Location/Other Solutions

- 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 2040 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, 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: 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. 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. | 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, and Regional Activity Centers should be assessed at regular intervals, and the findings should be used in land-use-related decision making. | Supportive Policies, Regulatory Change | Charlotte Planning, Design, & Development | | Long | 2.17, 3.10, & 3.5 |
| **Mobility** | | | | | | |
| SMP 1 | 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 |
| SMP 2 | Sustainable – 1.24 – City TDM Strategy. Develop a long-term citywide TDM implementation plan that identifies strategies for employers and property managers to encourage fewer drive-alone trips (including overall reductions in work trips) for their employees and/or residents. Establish the City of Charlotte, as an employer, as a leader in implementation of TDM programs. | Strategic Partnership, Recommended Projects and Programs, Supportive Policies | CDOT, CATS | CRTPO, NCDOT, Planning, Design, and Development | Long | 4.19, 4.26, & 8.23 |

# IMPLEMENTATION GUIDE

| POLICY NO. | POLICY RECOMMENDATION | TYPE | LEAD | SUPPORT | TIME FRAME | RELATED 2040 POLICIES |
|---|---|---|---|---|---|---|
| SMP 3 | Connected – 4.11 – Transit-Oriented Development. Support CATS and the Planning, Design and Development (PDD) Department in proactive station area planning along new and existing corridors, focusing on identifying the critical mobility infrastructure investment necessary to support transit-oriented development | Recommended Projects and Programs, Public Investment | CATS, Planning, Design, and Development, CDOT | | Long | 4.13, 4.18, & 5.27 |
| | | **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. | Regulatory Change, Supportive Policies | Charlotte Planning, Design, & Development | Mecklenburg County Park and Recreation | Medium | 7.26 & 7.43 |
| OS -2 | To help connect and expand Charlotte's greenway network, new development/redevelopment should, where appropriate, designate property within the FEMA 100-year floodplain and/ or the 100-foot Water Quality or Post-Construction buffers (whichever is larger) as open space or greenway, if identified in the Mecklenburg County Greenway Master Plan. | Regulatory Change, Supportive Policies | Charlotte Planning, Design, & Development | Storm Water Services and Mecklenburg County Park and Recreation | Medium | 7.14 |
| OS - 3 | To increase access to open space, new development/ redevelopment adjacent to existing or planned Mecklenburg County parks or greenways should provide connections to the open space, if deemed feasible by Mecklenburg County Park and Recreation. | Regulatory Change, Supportive Policies | Charlotte Planning, Design, & Development | Mecklenburg County Park and Recreation | Medium | 7.5 |
| OS - 4 | To ensure future development supports Charlotte's aspiration of accessible and diverse open spaces, the City should track, digitize, and calculate walking distances to publicly accessible private open spaces, such as plazas and courtyards. | Supportive Policies | Charlotte Planning, Design, & Development | | Long | 7.10 & 7.18 |
| OS - 5 | To increase access to open space, Charlotte should repurpose underutilized rights-of-way and city-owned land into active public spaces. Additionally, the City should establish a long-term strategy for the maintenance, funding, and programming of all city-owned public spaces. Priority should be given to potential projects that fall within areas classified as "Not Aligned" or "Somewhat Aligned" in Table 5: Open Space Assessment or identified in the Corridors of Opportunity Playbooks. | Supportive Policies, Regulatory Change | Charlotte Planning, Design, & Development | MC Park & Recreation | Medium | 7.16 |




| POLICY NO. | POLICY RECOMMENDATION | TYPE | LEAD | SUPPORT | TIME FRAME | RELATED 2040 POLICIES |
|---|---|---|---|---|---|---|
| OS - 6 | To maximize the use of and access to existing open space, the City of Charlotte and 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 |
| **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 Partnership | 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 Investment, 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 Investment, 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, Stategic Partnership | 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, Stategic Partnership, Support for Homeownership | Planning, Development, and Design, Historic District Commission, Housing and Neighborhood Services | Economic Development | Medium | 9.5 & 9.7 |
| CC - 3 | To encourage the preservation and adaptive reuse of historic or pre-1970s structures, Charlotte should survey Community Area Plan geographies with pre-1970s development to identify key resources and implement appropriate preservation strategies. | Recommended Projects and Programs, Supportive Policies | Planning, Development, and Design, Historic District Commission | Housing and Neighborhood Services | Medium | 9.27 & 9.35 |
| CC - 4 | 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 |




| POLICY NO. | POLICY RECOMMENDATION | TYPE | LEAD | SUPPORT | TIME FRAME | RELATED 2040 POLICIES |
|---|---|---|---|---|---|---|
| CC - 5 | 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 |
| CC - 6 | 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 - 7 | 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. | 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 - 8 | To create vibrant public spaces that foster community gatherings, Charlotte should repurpose underutilized rights-of-way and city-owned land into active public spaces. Additionally, the city should establish a long-term maintenance and programming strategy for all city-owned public spaces and complete the Urban Arboretum Trail. | Strategic Partnerships, Recommended Projects and Programs, Public Investments | Planning, Development, and Design, CDOT | MC Park & Recreation, CATS | Medium | 9.25 |
| CC - 9 | 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, Recommended 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 |
|---|---|---|---|---|---|---|
| **Public Facilities & Services** | | | | | | |
| PS -1 | To ensure all service providers have access to consistent growth forecasts, create a formalized and unified system for developing and sharing growth forecasts. | Recommended Projects and Programs | Planning, Development, and Design | 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 help mitigate pollutants in surface waters, continue to prioritize educational outreach regarding potential pollution sources, how to identify and report pollution, and other practices. | Public Investments, Other City Intiatives, Strategic Partnership | Storm Water Services | Sustainability & Resilience | Medium | 7.21, 7.40, & 7.46 |
| 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 |




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## 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.

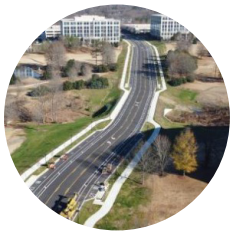
The most common project types include:

**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



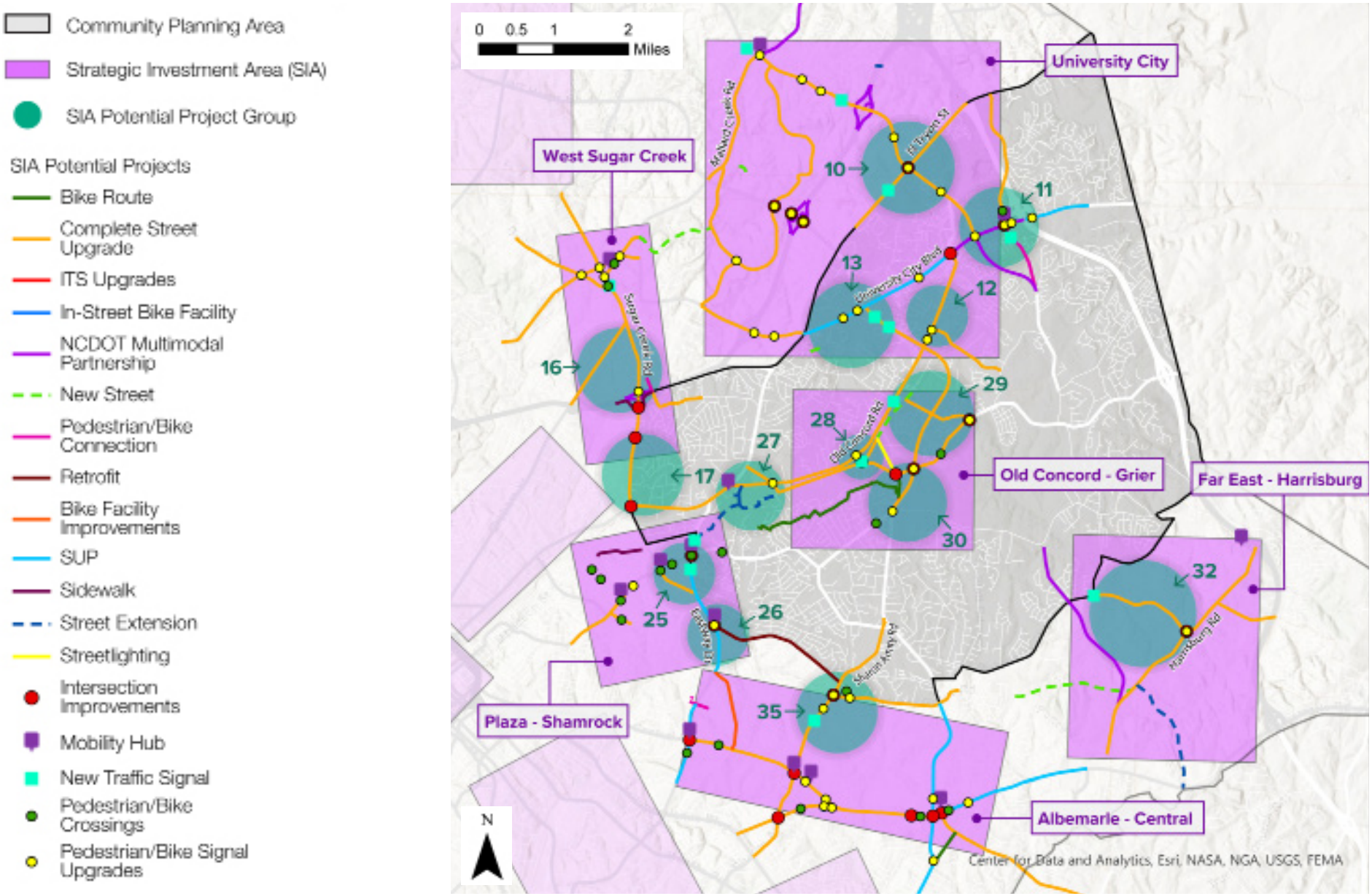
New Mobility hub or modifications to an existing Mobility Hub.

### 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: **NORTHEAST MIDDLE & OUTER STRATEGIC INVESTMENT AREAS / GROUPS OF POTENTIAL MOBILITY PROJECTS**








## 6 Old Statesville / Pete Brown

**Northlake SIA**

Improve safety along high-volume, high-speed arterials and provide safe multimodal connections for nearby neighborhoods and employment destinations.

### *Potential Projects*

- Old Statesville Rd & Pete Brown Rd Intersection Improvements (scope TBD, to potentially include new traffic signal and focus on safety and pedestrian/bike improvements)
- Old Statesville Rd Complete Street Upgrade (scope/limits TBD, to potentially pedestrian and/or bike crossings and pedestrian/bike signal upgrades)
- Pete Brown Rd Extension
- Sugar Creek Rd Sidewalk & SUP
- Statesville Rd Complete Street Upgrade (scope/limits TBD, to potentially include SUP, pedestrian and/or bike crossings, and streetlighting)
- Gibbon Rd Extension
- Pete Brown Rd Complete Street Upgrade (scope/limits TBD, to potentially include bike facility improvements, sidewalk, and streetlighting)

## 10 N Tryon / Mallard Creek Church

**University City SIA**

Improve multimodal connections to University City destinations for residents and UNC-Charlotte students, including improved greenway and Blue Line access.

### *Potential Projects*

- N Tryon St Complete Street Upgrade (limits/scope TBD, to include SUP with greenway connection and streetlighting)
- Mallard Creek Church Rd Complete Street Upgrade (limits/scope TBD, to potentially include center space, SUP, pedestrian/bike signal upgrades, and streetlighting)
- N Tryon St New Traffic Signal (at shopping center)
- N Tryon St & Mallard Creek Church Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)

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




## 11 University City / Mallard Creek Church

University City SIA

Leverage existing NCDOT project to enhance safety and extend multimodal connections.

### *Potential Projects*

- University City Blvd & Pavilion Blvd Intersection Improvements (NCDOT multimodal partnership focused on pedestrian/bike improvements)
- University City Blvd NCDOT Multimodal Partnership (safety, multimodal improvements)
- University City Blvd SUP (limits/scope TBD, to potentially include SUP, pedestrian/bike signal upgrades, ITS, and streetlighting)
- University City Blvd & Pavilion Blvd Mobility Hub
- Pavilion Blvd Complete Street Upgrade with Vehicular Capacity (limits/scope TBD, to include SUP and pedestrian and/or bike crossings, and potentially new travel lanes and center space)
- Back Creek Church Rd Pedestrian/Bike Connection (limits/scope TBD, to potentially include targeted SUP and new traffic signal)

## 12 Old Concord / McLean

University City SIA

Provide safer multimodal access to the UNC-Charlotte area from the south and west and improve crossings.

### *Potential Projects*

- Old Concord Rd Complete Street Upgrade with Vehicular Capacity (University City Blvd to McLean Rd or WT Harris Blvd; scope TBD, to potentially include new travel lanes, targeted center space, SUP, and pedestrian/bike signal upgrades)
- McLean Rd Complete Street Upgrade (John Russell Rd to Old Concord Rd; scope TBD, to include SUP and streetlighting, and potentially center space)
- WT Harris Blvd Streetlighting

## 13 University City / WT Harris

University City SIA

Build on and complement recent projects to create safer crossings and better multimodal network connections from nearby neighborhoods to UNC-Charlotte, Activity Centers, the Blue Line, and Toby Creek Greenway.

### *Potential Projects*

- Dave McKinney Ave New Street
- University City Blvd SUP (N Tryon St to TBD; scope TBD, to include SUP with greenway connection, streetlighting, and pedestrian/bike signal upgrades)
- WT Harris Blvd New Traffic Signals




## 16 Graham / Sugar Creek

**West Sugar Creek SIA**

Improve safety conditions and multimodal connections along I-85 interchanges and nearby High Injury Network corridors.

### *Potential Projects*

- Sugar Creek Rd Complete Street Upgrade (scope/limits TBD, to potentially include targeted center space, in-street bike facility, sidewalk, pedestrian and/or bike crossings, pedestrian/bike signal upgrades, streetlighting, and ITS upgrades)
- Graham St Complete Street Upgrade (scope/limits TBD, to potentially include targeted center space, SUP, pedestrian and/or bike crossings, streetlighting, pedestrian/bike signal upgrades, and ITS upgrades)
- Reagan Dr Sidewalk (scope/limits TBD, to include pedestrian and/or bike crossings)
- Reagan Dr & Sugar Creek Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)
- Tom Hunter Rd Complete Street Upgrade (scope/limits TBD, to potentially include center space, sidewalk, and pedestrian and/or bike crossings)
- I-85/Sugar Creek Rd Interchange NCDOT Multimodal Improvement Partnership
- Tom Hunter Rd to The Roman Rd Pedestrian/Bike Connection

## 17 Hidden Valley / Sugar Creek

**West Sugar Creek SIA**

Improve safety along a High Injury Network corridor with multimodal connections to centers, schools, parks, and greenways.

### *Potential Projects*

- Sugar Creek Rd Complete Street Upgrade (scope/limits TBD, to potentially include bike facility, sidewalk, pedestrian and/or bike crossings, pedestrian/bike signal upgrades, streetlighting, and ITS upgrades)
- N Tryon St Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility, pedestrian and/or bike crossings, pedestrian/bike signal upgrades, and future greenway connections)
- Sugar Creek Rd & N Tryon St Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)
- Hidden Valley Rd & Sugar Creek Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)




## 25 Plaza / Sugar Creek

**Plaza - Shamrock SIA**

Improve safe and comfortable travel throughout the Sugar Creek Rd and The Plaza “triangle”, including safe crossings and access to Garinger HS; complement proposed IMU designation on Sugar Creek Rd.

### *Potential Projects*

- Sugar Creek Rd Complete Street Upgrade (Eastway Dr to The Plaza; scope TBD, to include pedestrian and/or bike crossings)
- Eastway Dr & The Plaza Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on safety and pedestrian/bike improvements)
- Eastway Dr & Citiside Dr New Traffic Signal
- Eastway Dr SUP (SUP extending north from Garinger HS pedestrian crossing to Sugar Creek Rd or new traffic signal, if possible)
- The Plaza Pedestrian and/or Bike Crossings
- The Plaza Mobility Hubs

## 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




## 27 Old Concord Station Area

**Old Concord - Grier SIA**

Improve multimodal network to provide better and safer connections across railroad, connecting neighborhoods to Activity Center/Station Area and transit.

### *Potential Projects*

- Orr Rd Extension
- Orr Rd Extension Grade Separation
- Old Concord Station Mobility Hub
- Old Concord Rd Complete Street Upgrade (scope/limits TBD, to potentially include SUP, pedestrian and/or bike crossings, targeted center space, and pedestrian/bike signal upgrades)
- Orr Rd Complete Street Upgrade / XCLT Trail (scope/limits TBD, to potentially include SUP, XCLT segment, sidewalk, pedestrian and/or bike crossings, and pedestrian/bike signal upgrades)
- New Traffic Signal at Eastway Dr & Eastway Park Dr (current project)

## 28 Grier / Orr

**Old Concord - Grier SIA**

Improve safety and access around the rail line, while providing multimodal travel options between surrounding neighborhoods and key destinations.

### *Potential Projects*

- Grier Rd Complete Street Upgrade (scope/limits TBD, to potentially include in-street bike facility, sidewalk, pedestrian and/or bike crossings, ITS, and streetlighting)
- New Traffic Signal at Grier Rd & Orr Rd
- Grier Rd & Orr Rd Intersection Improvements (scope TBD, to include new traffic signal and focus on safety and pedestrian/bike improvements)
- Old Concord Rd Complete Street Upgrade (scope/limits TBD, to potentially include SUP and pedestrian/bike signal upgrades)
- Orr Rd Complete Street Upgrade (scope/limits TBD, to potentially include bike lanes, sidewalk, and pedestrian and/or bike crossings)
- Newell-Hickory Grove Rd Streetlighting




## 29 Rocky River / WT Harris

**Old Concord - Grier SIA**

Improve multimodal connections and network around rail corridor, while improving safety along WT Harris Blvd and nearby arterials.

### *Potential Projects*

- Rocky River Rd Complete Street Upgrade (scope/limits TBD, to potentially include SUP, pedestrian and/or bike crossings, and streetlighting)
- University East Dr New Street
- Grier Rd & Rocky River Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- WT Harris Blvd Complete Street Upgrade (scope/limits TBD, to potentially include new travel lanes, SUP, and streetlighting)
- New Traffic Signal at Old Concord Rd & Rocky River Rd West
- Old Concord Rd Complete Street Upgrade (scope/limits TBD, to potentially include SUP and pedestrian and/or bike crossings)
- Rocky River Rd Pedestrian/Bike Connection

## 30 Grier / WT Harris

**Old Concord - Grier SIA**

Improve multimodal connections and safety along and across WT Harris Blvd, facilitating better access to Activity Center and schools/campus area.

### *Potential Projects*

- Grier Rd & WT Harris Blvd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Grier Rd Complete Street Upgrade (scope/limits TBD, to potentially include new travel lanes, SUP, and pedestrian and/or bike crossings)
- Eastway Bike Priority Network Bike Route
- WT Harris Blvd Complete Street Upgrade (scope/limits TBD, to include new travel lanes, SUP, and pedestrian and/or bike crossings)
- Newell-Hickory Grove Rd & Grier Rd Intersection Improvements (scope TBD, to focus on pedestrian/bike improvements)
- WT Harris Blvd Bike Priority Network Pedestrian/Bike Connection




## 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)
- Harrisburg Rd & Robinson Church Rd Intersection Improvements (scope TBD, to include pedestrian/bike signal upgrade and focus on pedestrian/bike improvements)
- Hood Rd & Robinson Church Rd Traffic Signal (includes Hood Rd sidewalk to Myra Way)
- 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)

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

# 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.

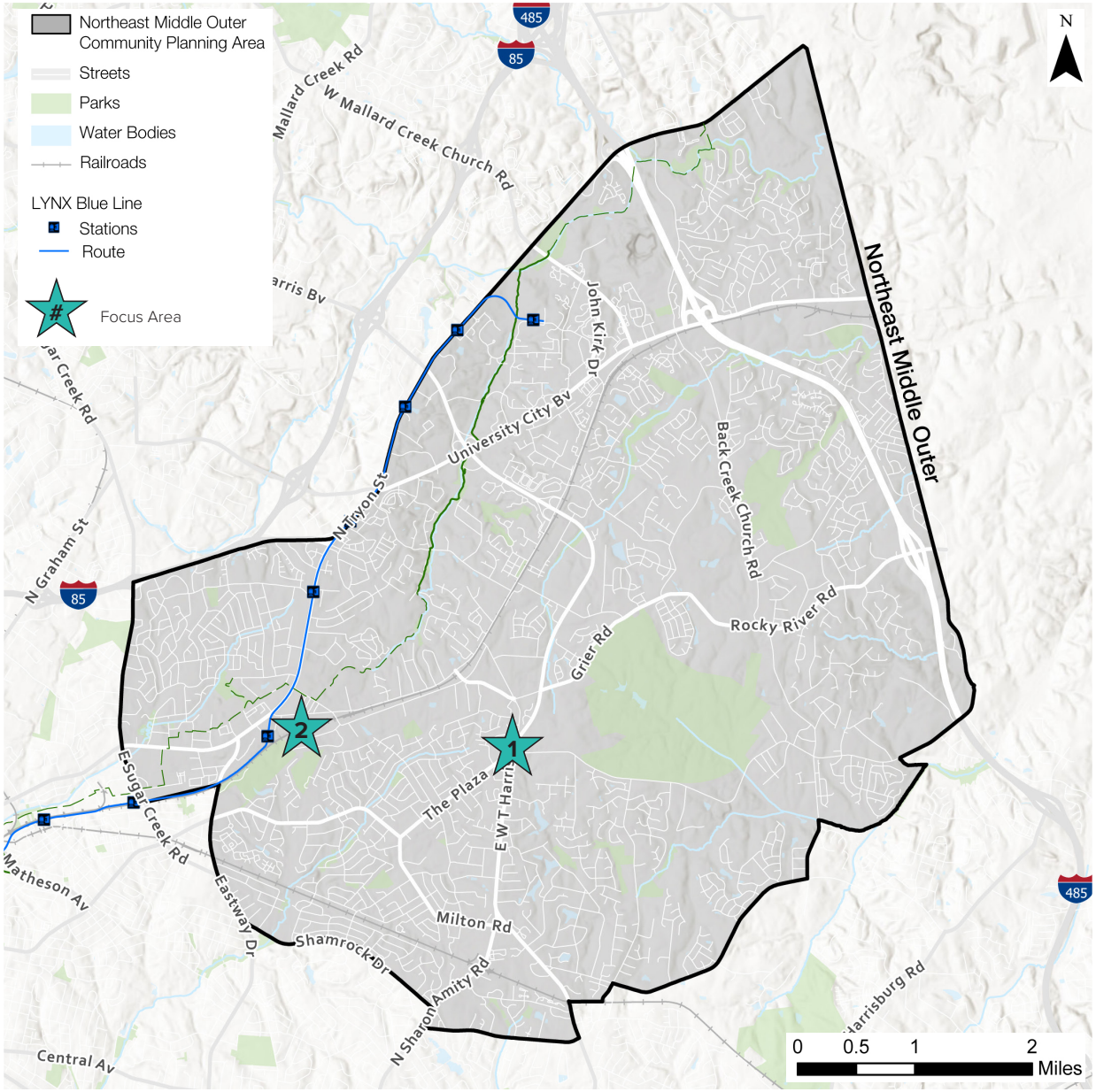
The two focus areas for the Northeast Middle & Outer geography are:

1. The Plaza & WT Harris Boulevard
2. Orr Road & Old Concord Road

The Plaza & WT Harris Boulevard focus area represents an area recommended to evolve into a different Place Type as new development and redevelopment occur.

The Orr Road & Old Concord Road 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 its proximity to the LYNX Blue Line.

## MAP 12: **FOCUS AREAS**



# FOCUS AREA #1 | THE PLAZA & WT HARRIS BOULEVARD

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

FIGURE 8: **AERIAL OF EXISTING CONDITIONS**




## STREET VIEW IMAGES OF EXISTING CONDITIONS






## MAP 13: **EXISTING PLACE TYPES**

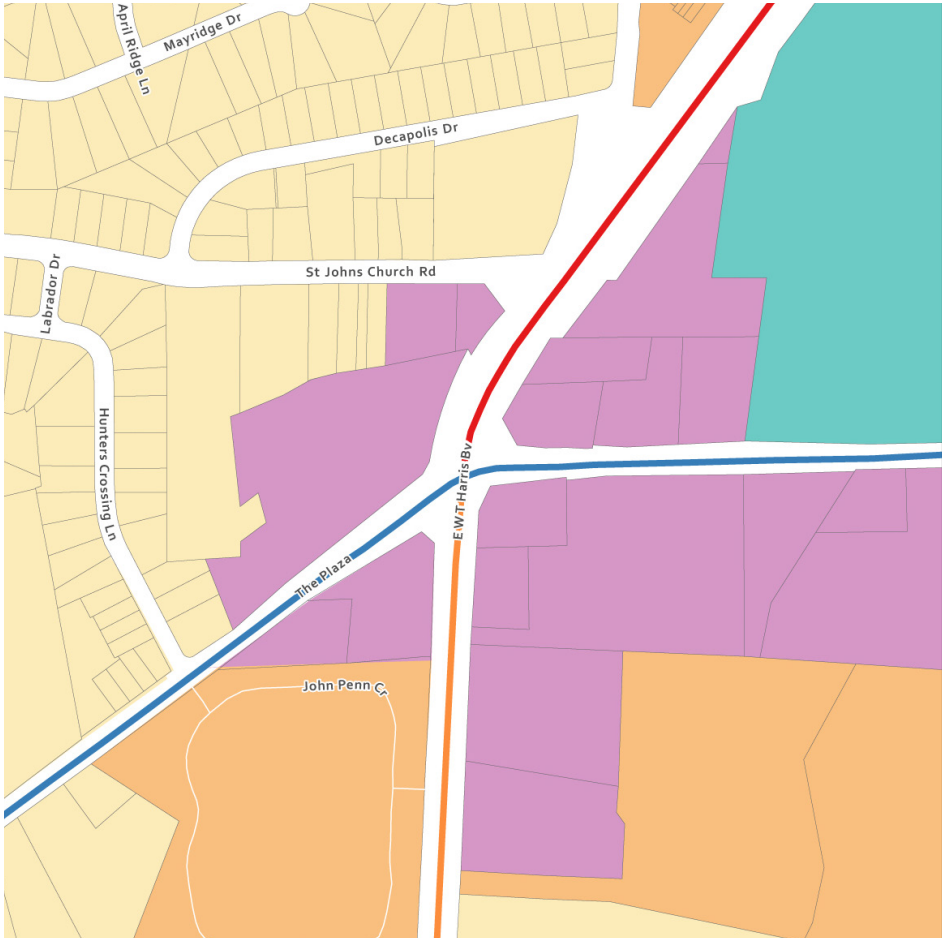



**Legend**

Streets
Existing Buildings

Existing Place Types
Neighborhood 1
Neighborhood 2
Commercial

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




**Legend**

Future Place Types
Neighborhood 1
Neighborhood 2
Campus
Neighborhood Center

Streets Map
Avenue
Boulevard
Parkway

FIGURE 9: **THE PLAZA & WT HARRIS BOULEVARD ILLUSTRATIVE CONCEPT**

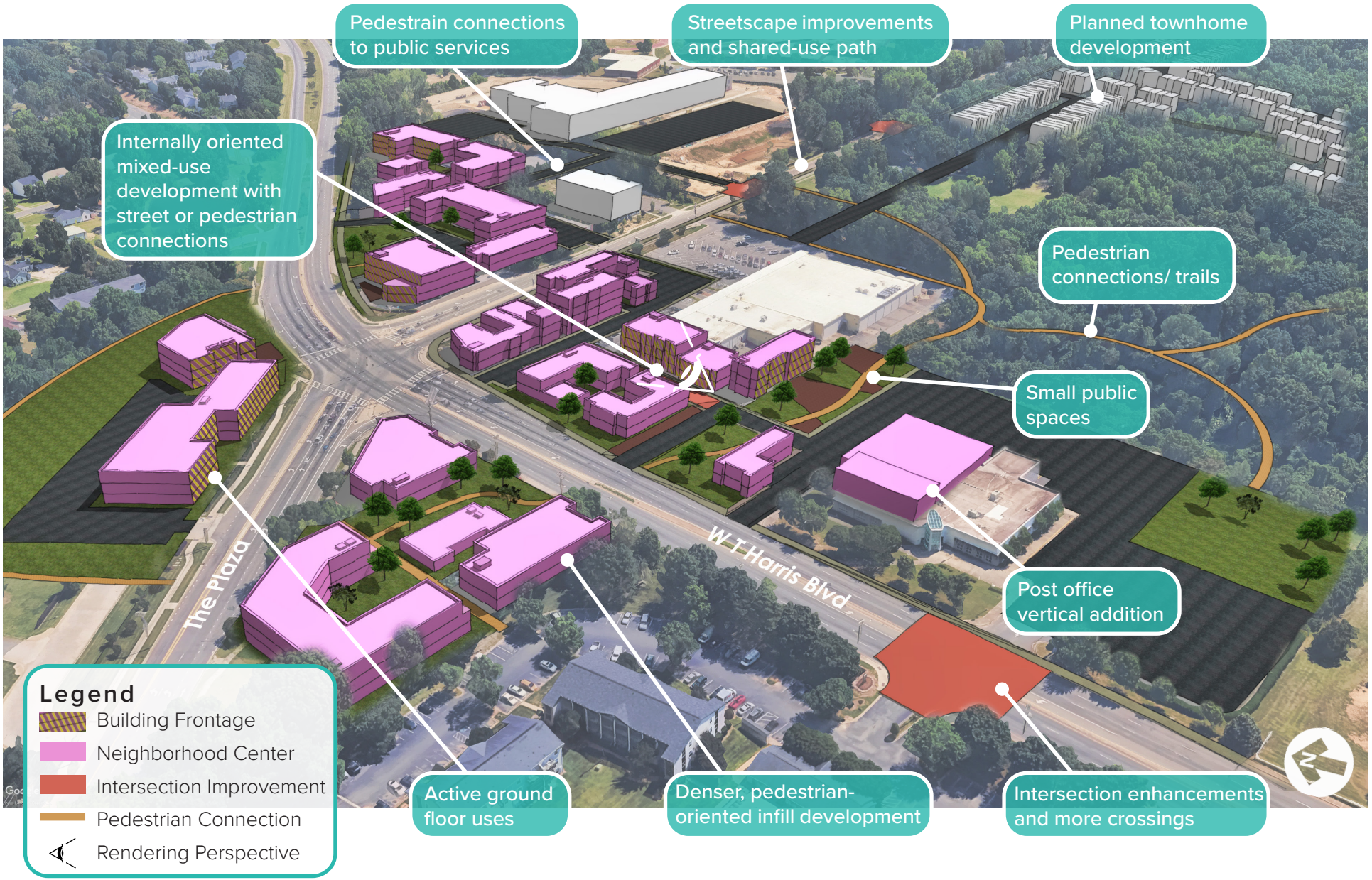


FIGURE 10: **THE PLAZA & WT HARRIS BOULEVARD RENDERING**




Rendering shows a perspective from the pedestrian level of the internally oriented mixed-use development with street or pedestrian connections within the Neighborhood Activity Center.

# FOCUS AREA #2 | ORR ROAD & OLD CONCORD ROAD

Existing development in the area is classified as Commercial and Manufacturing & Logistics (M&L). Commercial development is characterized by car-oriented destinations for retail, dining, and service uses, typically within low-rise buildings. M&L development is characterized by large scale, low-rise manufacturing, warehousing, or distribution facilities. The area is recommended to evolve into Innovation Mixed-Use, which is characterized by adaptively reused, low- to mid-rise structures and a variety of integrated employment uses (research and development, studios, light manufacturing) 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**

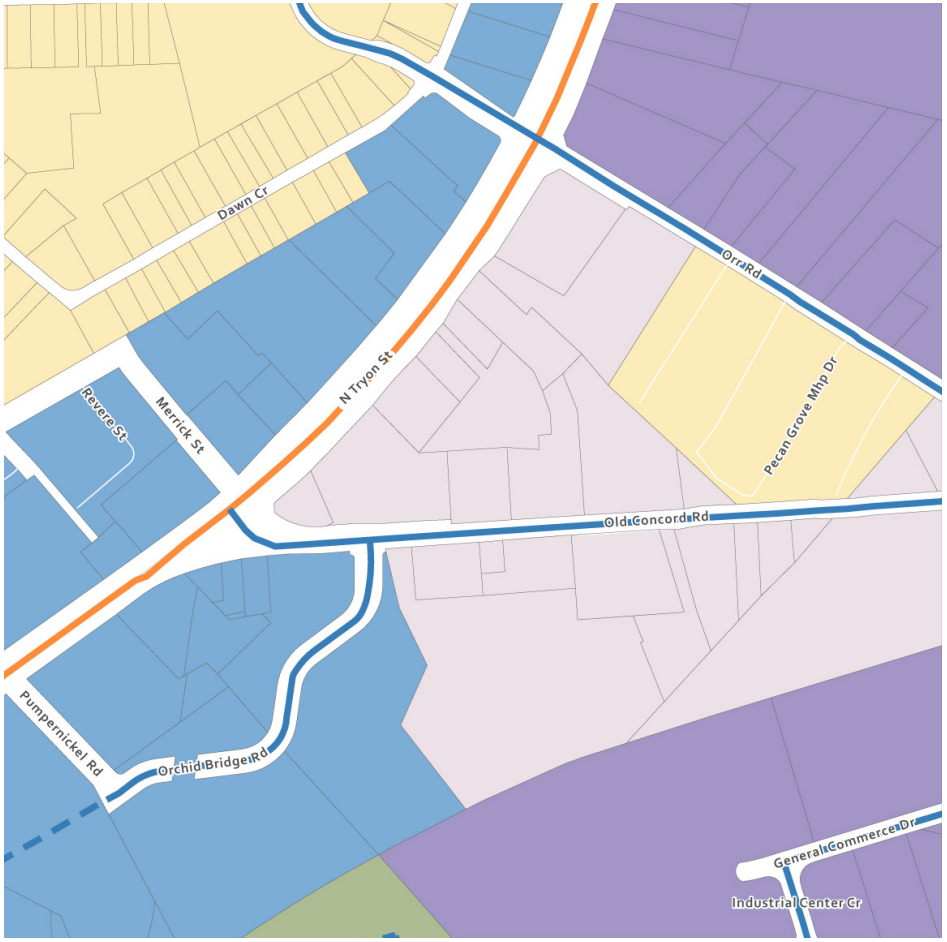
Streets

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 1
- Parks & Preserves
- Manufacturing & Logistics
- Innovation Mixed-Use
- Community Activity Center

Streets Map

- Future Avenue
- Avenue
- Boulevard

FIGURE 12: **ORR ROAD & OLD CONCORD ROAD ILLUSTRATIVE CONCEPT**



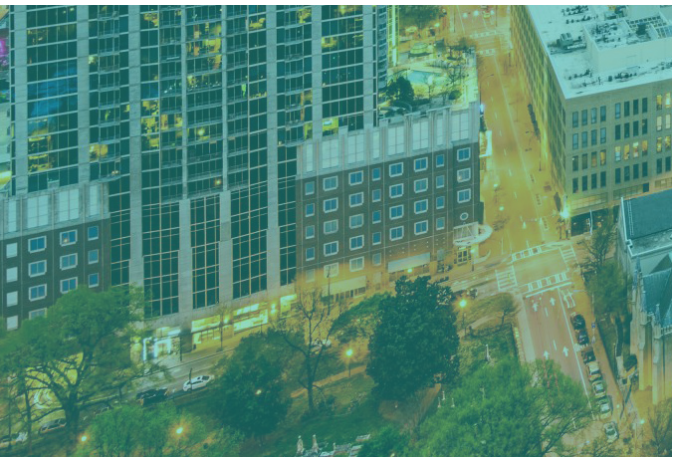
FIGURE 13: **ORR ROAD & OLD CONCORD ROAD RENDERING**

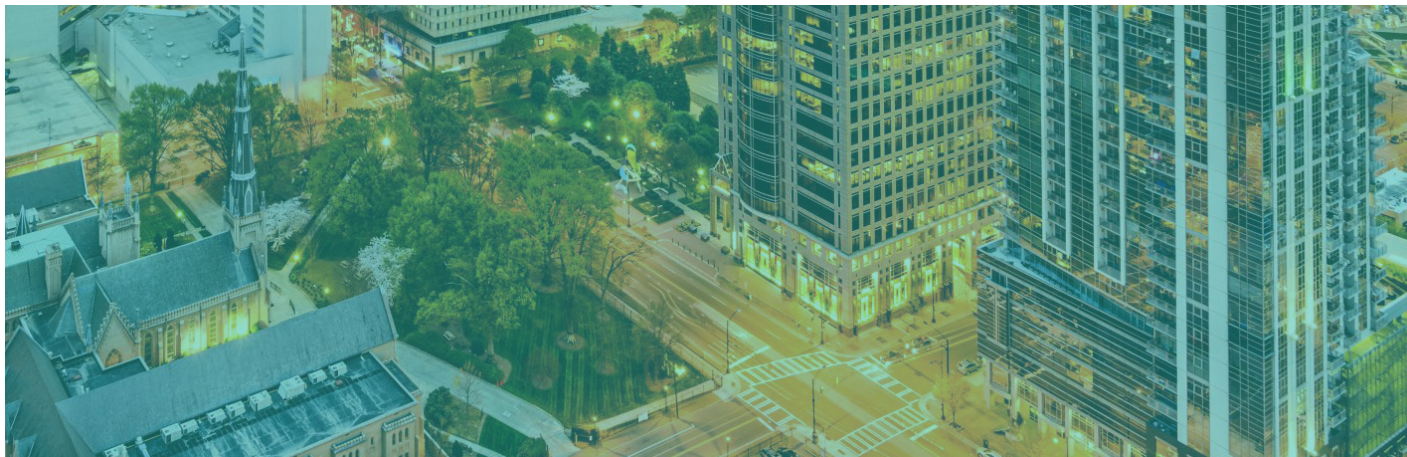


Rendering shows a perspective from the pedestrian level of the small scale public spaces throughout the Innovation Mixed-Use area.









# 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

