CHARLOTTE FUTURE | 2040 COMPREHENSIVE PLAN

OUR CITY. OUR PLAN. OUR FUTURE.

POLICY MAP MANUAL

February 2024

CITY OF CHARLOTTE


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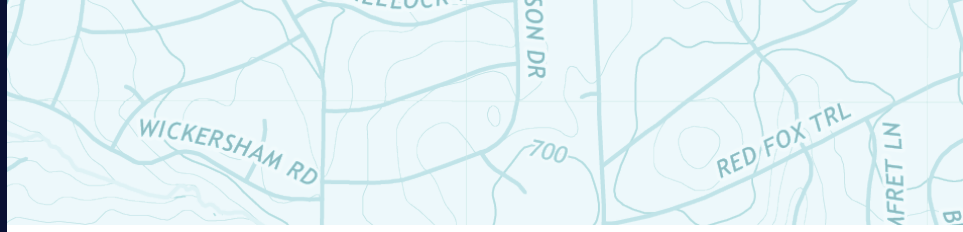
TABLE OF CONTENTS

WHAT IS THE POLICY MAP?



OVERVIEW

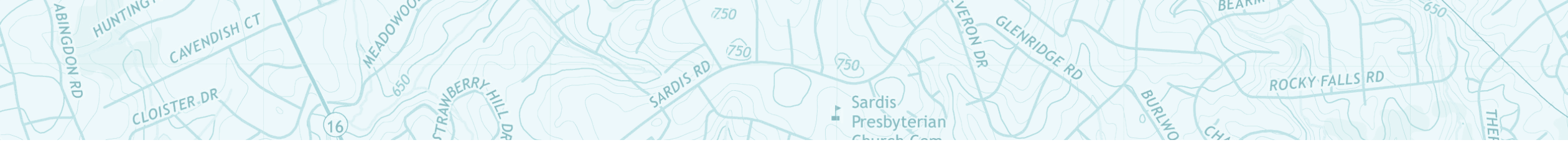
The Policy Map Manual presents all of the information about the Place Types, Policy Map, and amendment/update process in one location. It provides additional detail and supporting graphics to help further articulate the aspirational characteristics of Place Types in Charlotte, how they are applied to the Policy Map, and how the map can be updated.

The Manual begins with an introduction to the Policy Map including what it is, an overview of the Place Types on the map, and the relationship between Place Types and zoning districts.

The Manual then provides an overview of how to use the Policy Map, including scenarios for residents, business owners, developers, City staff, and elected or appointed officials.

The “Updating the Policy Map” section reviews procedures such as minor and major amendments to the Policy Map.

The appendix includes the original mapping methodology, as well as updates completed during the 2023-2024 Community Area Planning process. It also includes the Place Type Details, which consists of multi-page guides with graphic visualizations for each place type and guidance on Place Type patterns and transitions. Please note that references to more specific parameters within this manual are intended to communicate general ranges and high-level expectations. Specific standards, limitations, and requirements are provided by zoning districts and other sections of the Unified Development Ordinance (UDO).



ABOUT THE POLICY MAP

The Charlotte Future 2040 Policy Map (Policy Map) is a companion to the Charlotte Future 2040 Comprehensive Plan and is a translation of the Plan's place-based policies to specific geographies. It is an important tool that **identifies the type and intensity of development that is appropriate throughout Charlotte** and is used in multiple decision-making processes related to growth and development.

The Policy Map provides citywide direction for balancing Charlotte's future needs and opportunities equitably. Through its recommendations for future development the Policy Map:

- Protects priorities such as established neighborhoods while providing opportunities for growth.
- Improves access to housing choices and job opportunities in underserved areas.
- Aligns future growth with environment and infrastructure capacity.

The first iteration of the Policy Map also systematically updated outdated land use policies in approximately 65% of the community, provided a basis for 2023-2024 Community Area Planning, and served as an organizing framework for the Alignment Rezoning initiative. **Charlotte City Council adopted the Policy Map on March 28, 2022. As time goes on, the Policy Map will be updated through recurring efforts such as Community Area Planning and other planning studies as well as ongoing requests such as rezonings.**

The Policy Map assigns a Place Type designation to each property in the City's jurisdiction. There are 10 Charlotte Place Types; each provides guidance for the type and intensity of development that is appropriate. The Place Types also correspond with one or multiple zoning districts that provide specific development standards such as permitted height, required lot size, setbacks, and permitted uses. Through the Alignment Rezoning initiative, the Charlotte Zoning Map will be updated and aligned (where feasible) with the 2040 Policy Map.

The Charlotte Future 2040 Comprehensive Plan (with accompanying Policy Map) and Unified Development Ordinance (with accompanying Zoning Map) were developed together to create a strong connection between the community's vision and its regulatory tools that help make the vision a reality. These linked policies and regulations also make future development more predictable and transparent for all stakeholders.

FREQUENTLY ASKED QUESTIONS

WHAT IS THE POLICY MAP?

The Charlotte Future 2040 Policy Map is a companion to the Charlotte Future 2040 Comprehensive Plan and is a translation of the plan's place-based policies to specific geographies.

HOW IS THE POLICY MAP USED?

It identifies the type and intensity of development that is appropriate throughout city and is used in multiple decision-making processes such as future zoning decisions and capital investments.

HOW IS THE POLICY MAP UPDATED?

The Policy Map can be amended through three processes: Planning-Related Updates, Minor Map Amendments, or Major Map Amendments. Each process is explained in more detail in the "Updating the Policy Map" section of the manual.

HOW WAS THE POLICY MAP CREATED?

A mapping methodology was created to apply the Comprehensive Plan's place-based policies to the City. The map was then refined through extensive community conversations.

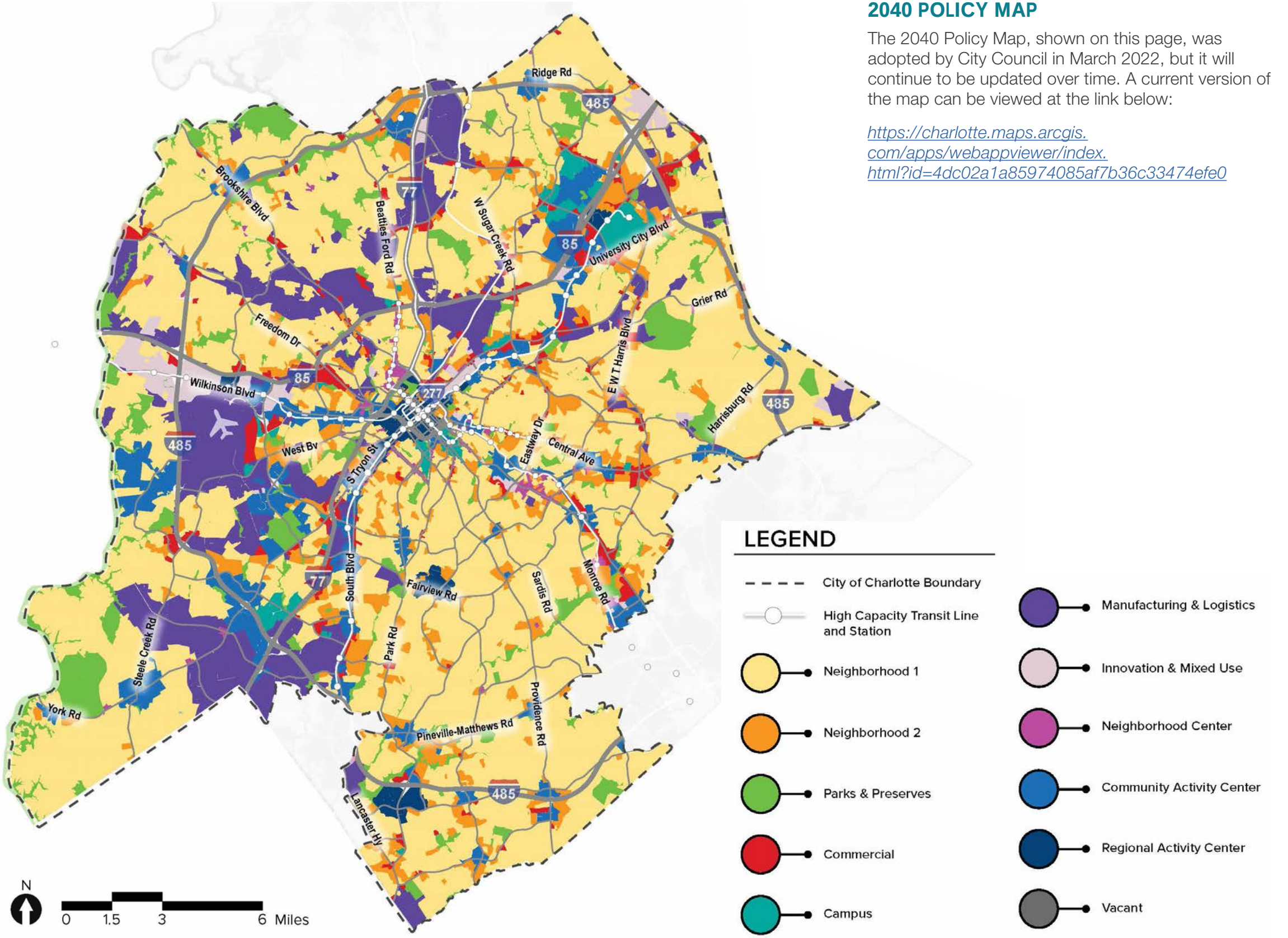
WHAT ARE THE PLACE TYPES?

Place Types are a classification system that provides guidance on the land uses, transportation amenities, and building form that is appropriate for an area.

2040 POLICY MAP

The 2040 Policy Map, shown on this page, was adopted by City Council in March 2022, but it will continue to be updated over time. A current version of the map can be viewed at the link below:

https://charlotte.maps.arcgis.com/apps/webappviewer/index.html?id=4dc02a1a85974085af7b36c33474efe0

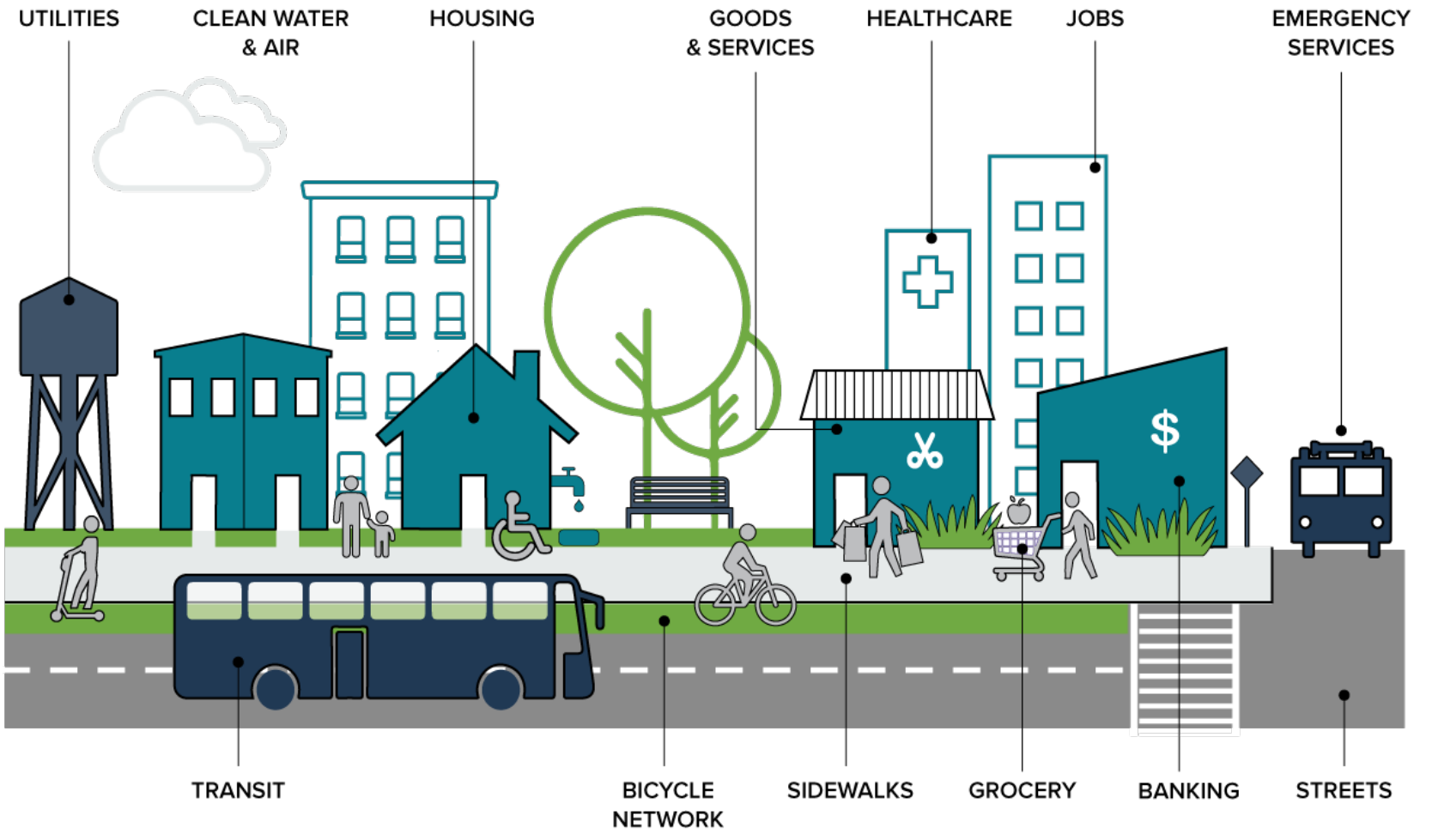


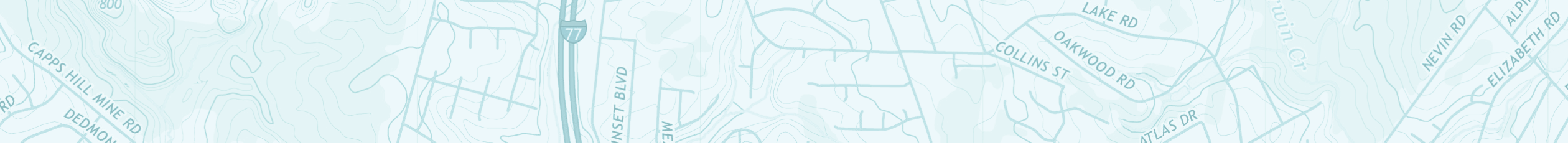
PLACE TYPES

Place Types are a classification system that represents the form of future development, as envisioned by the residents of Charlotte. Place Types provide guidance for the mix and proportions of land use, building form and design, mobility, and open space. The Place Type tool was vetted by the community during development of the Charlotte Future 2040 Comprehensive Plan. These Place Types in turn provide the policy-level guidance that informed the City's Unified Development Ordinance (UDO). The high-level policy guidance for each Place Type is described in the following sections.

Complete Communities

To achieve the goal of truly Complete Communities, the Charlotte Future 2040 Comprehensive Plan uses Place Types, which provide direction beyond just land use at the parcel level. A Place Type conceptualizes a place more holistically and at a larger scale, incorporating guidance for land use, transportation, layout, and design. The Place Typology defines a set of Places that are unique and authentic to the community and its needs.





Components of a Place Type

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

Land Use:

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

Character:

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

Mobility:

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

Building Design:

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

Open Space:

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

Charlotte Place Types

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

NEIGHBORHOOD 1:

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

NEIGHBORHOOD 2:

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

PARKS & PRESERVES:

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

COMMERCIAL:

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

CAMPUS:

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

MANUFACTURING & LOGISTICS:

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

INNOVATION MIXED-USE:

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

NEIGHBORHOOD CENTER:

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

COMMUNITY ACTIVITY CENTER:

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

REGIONAL ACTIVITY CENTER:

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

PLACE TYPE TO ZONING DISTRICT RELATIONSHIP

The Charlotte Future 2040 Comprehensive Plan (with accompanying Policy Map) and Unified Development Ordinance (with accompanying Zoning Map) were developed together to create a strong connection between the community's vision and its regulatory tools that help make the vision a reality. The range of Place Types identified within the Comprehensive Plan and mapped in the Policy Map provide guidance for the type and intensity of development desired in the future. **Each Place Type corresponds with one or multiple zoning districts within the Unified Development Ordinance (UDO).** Zoning districts provide the specific development standards (or rules) required on a site, such as permitted building height, required lot size, setbacks, and permitted uses.

The intention is for Place Type designations and zoning districts to be aligned (or matched). This means, if a site is designated as a Neighborhood 2 place type, then the site should be aligned with one of the three Neighborhood 2 zoning districts. One noteworthy exception, all zoning districts are permitted within the Parks and Preserves place type. Additionally, TOD zoning districts are permitted within any of the three Activity Center place type designations.

While several zoning districts may be permissible within a Place Type, zoning districts should be applied in a context-sensitive manner to provide appropriate transitions between different development intensities. Transitions between different development intensities was considered during development of the Policy Map (see Adjacencies, Place Type Details) but ideal transitions were not always possible due to existing conditions or other constraints. **Zoning districts can provide more nuanced transitions between certain Place Type adjacencies** (as outlined on the next page). For example, in areas where a Community Activity Center is adjacent to Neighborhood 1, the lower density CAC-1 zoning district is appropriate over the more intense CAC-2 district.

PLACE TYPE

A block on the Charlotte Future 2040 Policy Map is mapped as **Neighborhood 2 Place Type.**

ZONING

Individual properties on this block must correspond with **Neighborhood 2 Residential Zoning Districts including N2-A; N2-B; N2-C.**

PERMITTED UDO ZONING DISTRICTS BY PLACE TYPE

Parks & Preserves	Neighborhood 1	Neighborhood 2	Commercial	Campus	Innovation Mixed Use	Manufacturing & Logistics	Neighborhood Center	Community Activity Center	Regional Activity Center
All districts permitted	**6 Districts** N1-A N1-B N1-C N1-D N1-E N1-F	**2 Districts** N2-A N2-B N2-C	**2 Districts** General Commercial Regional Commercial	**4 Districts** IC-1 IC-2 RC-1 OFC	**1 District** IMU	**2 Districts** ML-1 ML-2	**1 Districts** NC	**3 Districts** CAC-1 CAC-2	**8 Districts** RAC Urban Core Urban Edge

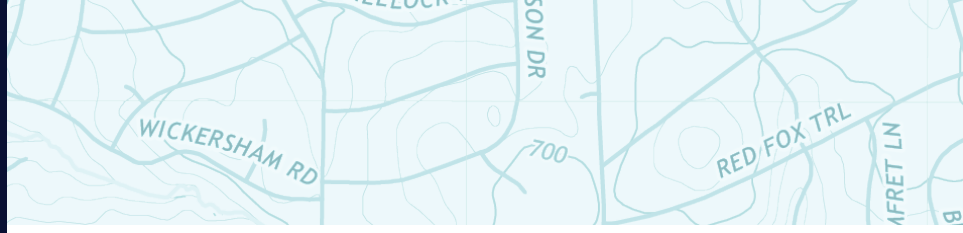
Transit Oriented Development
TOD-TR TOD-NC
TOD-CC TOD-UC

ZONING TRANSITIONS NEEDED WHEN ADJACENCIES EXIST BETWEEN THESE PLACE TYPES:

Parks & Preserves	Neighborhood 1	Neighborhood 2	Commercial	Campus	Innovation Mixed Use	Manufacturing and Logistics	Neighborhood Center	Community Activity Center	Regional Activity Center
• No transitions needed	• Commercial • Campus • Innovation Mixed Use • Manufacturing & Logistics • Community Activity Center • Regional Activity Center	• Commercial • Manufacturing & Logistics	• Neighborhood 1 • Neighborhood 2 • Neighborhood Center	• Neighborhood 1 • Manufacturing & Logistics	• Neighborhood 1	• Neighborhood 1 • Neighborhood 2 • Campus • Neighborhood Center • Community Activity Center • Regional Activity Center	• Commercial • Manufacturing & Logistics • Regional Activity Center	• Neighborhood 1 • Manufacturing & Logistics	• Neighborhood 1 • Manufacturing & Logistics • Neighborhood Center

Source: Minor Amendment Criteria and Unified Development Ordinance (UDO), 2024

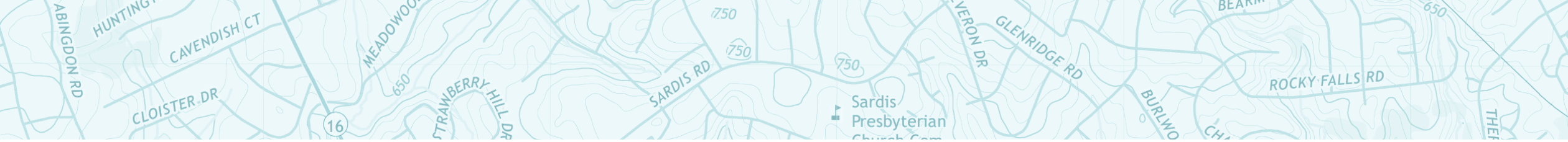
HOW TO USE THE POLICY MAP



OVERVIEW

The Charlotte Future 2040 Policy Map (Policy Map) is a companion to the Charlotte Future 2040 Comprehensive Plan and is a translation of the Plan's place-based policies to specific geographies. It is an important tool that identifies the type and intensity of development that is appropriate throughout Charlotte and is used in multiple decision-making processes related to growth and development.

The Policy Map can be used by any member of the community in several different ways. To better explore possible uses of the map, this section explores how four different community members might use and benefit from the Policy Map.



HOW YOU COULD USE THE POLICY MAP

CHARLOTTE RESIDENT

Charlotte residents can use the Policy Map to better understand the type of development envisioned for their neighborhood, to help their case when requesting improvements/projects, and to be more informed when attending public meetings.

BUSINESS OWNER OR DEVELOPER

Business owners and developers should reference the Policy Map to understand what's envisioned for an area, how the City may invest in public infrastructure, and to inform decisions about their own development or business investments.

CITY STAFF

City staff use the Policy Map as a guide for identifying and prioritizing projects that are appropriate and needed in different place types and to streamline and inform the entitlement processes.

ELECTED/APPOINTED OFFICIAL

The Policy Map makes it easier for elected and appointed officials to understand and advocate for the community's vision and to review, approve, and adopt plans and projects of all types.

CHARLOTTE RESIDENT

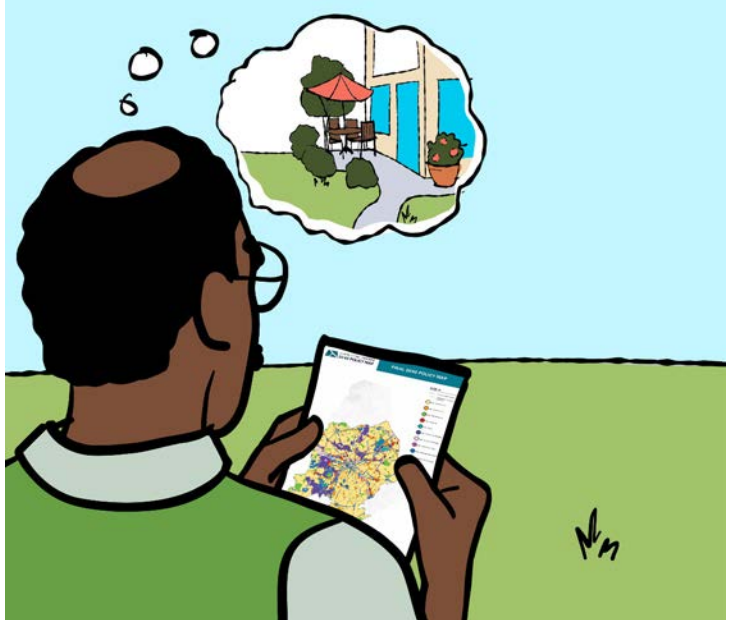
As a resident, you can use the Policy Map in these ways:

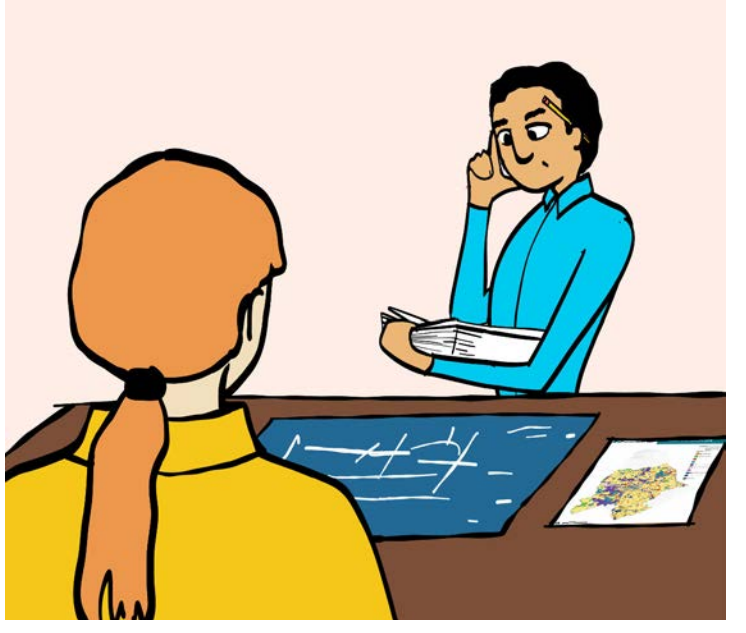
- To learn about the vision for your neighborhood
- To support community requests for policies, programs, and projects to address local needs
- For context while participating in planning processes
- To understand possible development and rezonings with some level of predictability

BUSINESS OWNER OR DEVELOPER

As a business owner or developer, you can use the Policy Map in these ways:

- To clearly understand the City's priorities and development goals
- To see what rezoning may be allowed within your place type
- For predictability regarding development regulations and allowed land uses
- To provide context for the City's public investment strategy as it may relate to your business or property
- To inform your own investment strategy and understand desired business types
- To learn about the community's vision for different neighborhoods





CITY STAFF

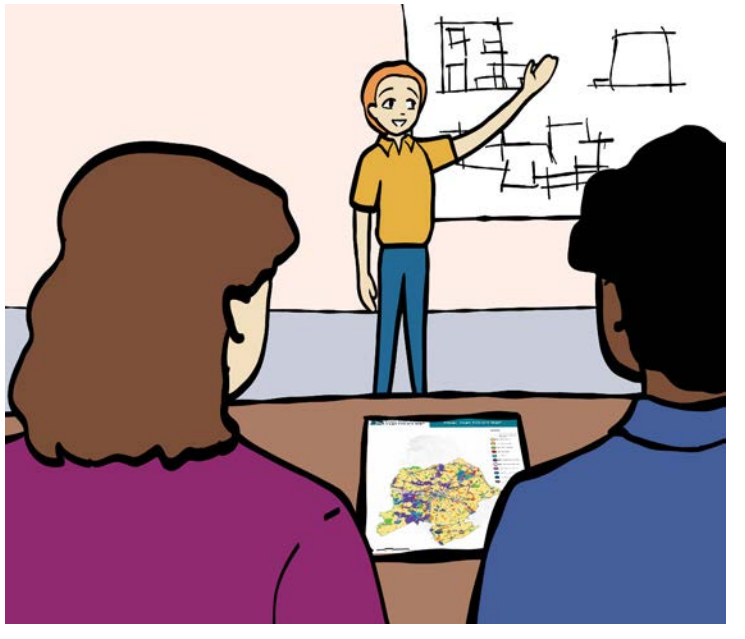
As City staff, you can use the Policy Map in these ways:

- To inform future planning efforts such as Community Area Plans
- To compare existing conditions with visions and track progress over time
- To serve as the foundation for evaluating rezoning requests
- For reference and prioritization when updating policies, programs, and projects to address Charlotte's needs
- To influence the selection of capital projects to align with growth and mobility needs specific to an area and a place type
- To reduce and streamline rezoning cases and development applications

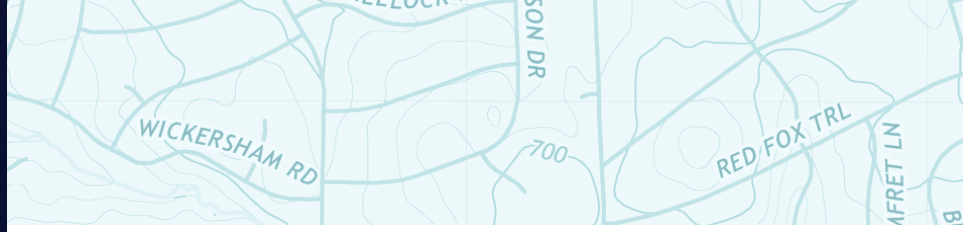
ELECTED/APPOINTED OFFICIAL

As an elected/appointed official, you can use the Policy Map in these ways:

- For reference when reviewing/approving Capital Improvement Plans
- For reference when reviewing /approving Community Area Plans and other strategic plans
- To inform future rezoning and development approvals
- To make planning processes more straightforward and easier to understand



UPDATING THE POLICY MAP

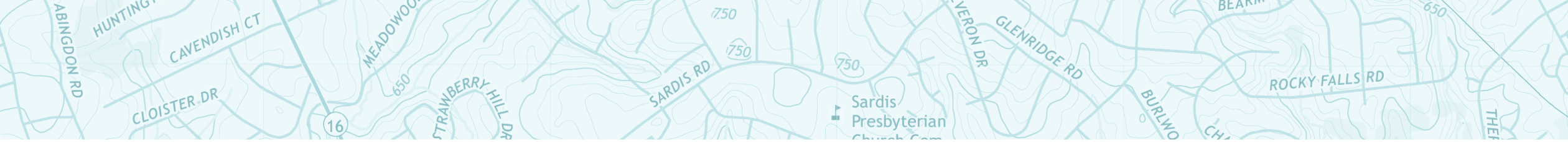


OVERVIEW

The Policy Map was adopted in March 2022, but it is expected to evolve over time as the community changes. Future updates may reflect a refined community vision, changing market conditions, significant public or private investments, or the need to accommodate additional growth.

Policy Map amendments may occur when a formal request is submitted to change a Place Type designation. While some changes might be warranted, the guidelines and processes outlined in this section help to ensure that each request is weighed carefully and consistently. The adopted Charlotte Future 2040 Comprehensive Plan and Policy Map were informed by considerable analysis and community involvement, thus any intentions that diverge from the adopted designations must be approved only through careful consideration.

The Policy Map can be amended through three processes: Planning-Related Updates, Minor Map Amendments, or Major Map Amendments. Each process is explained in more detail in this section of the manual.



1. PLANNING-RELATED UPDATES

Applicability:

The city's place-based policies are translated to specific geographies on the Policy Map. Therefore, future planning efforts (such as a Comprehensive Plan update, future Community Area Plans or Corridor Plans) that amend or update any place-based policies shall be incorporated into the Policy Map. A comprehensive Policy Map update shall be completed triennially in alignment with the Metrolina Regional Growth Model update.

Process:

Extensive community engagement should be included in any planning-related map update process, particularly to directly affected stakeholders. Another consideration in this process is checking growth control totals. Place type change should generally be an increase in density, not a decrease, and capacity for jobs and housing should accommodate growth projections. The mapping process should be carefully documented for the broader updates to the Policy Map. This includes both methodology documentation to streamline future updates and parcel-level data notations where the public can track map changes over time for properties of interest.

Map updates outside of a planning process should be consolidated and updated in batches, rather than individual updates throughout the year.

2. MINOR MAP AMENDMENTS

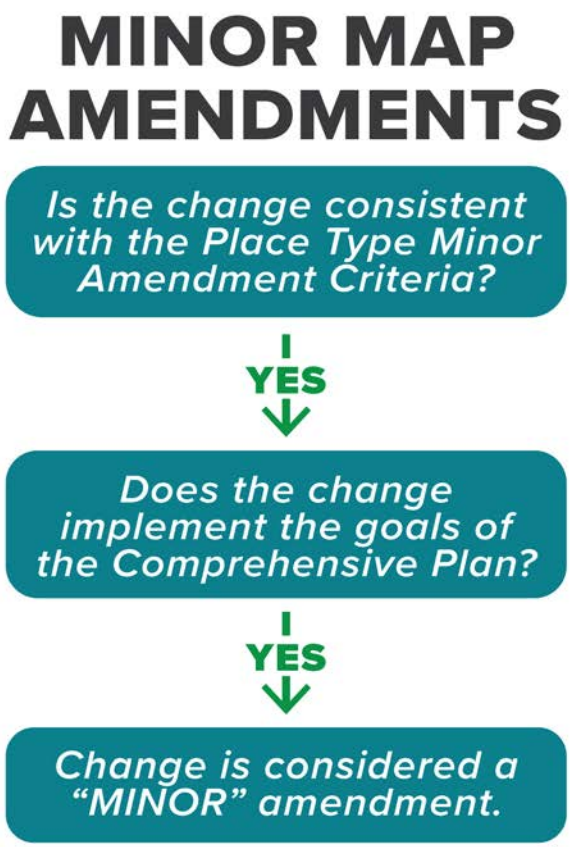
Definition

A Policy Map amendment request is considered and treated as "Minor" when a Place Type change is 1) consistent with the criteria outlined in the table on pages 17-18 and 2) serves to implement the goals of the Comprehensive Plan. Minor amendments to the Policy Map also include corrections due to data or human error that align with the original Policy Map methodology.

Process:

Minor map amendments can be requested by the public, City departments or boards, or by City Council. Minor map amendments are requested using the City's Rezoning Application. Submitted requests are reviewed and analyzed by the Rezoning Team, following the standard Rezoning process.

Minor map amendments are accepted on a monthly basis. Staff will typically recommend Council approval for a Minor amendment request when it is shown to be consistent with the identified criteria.

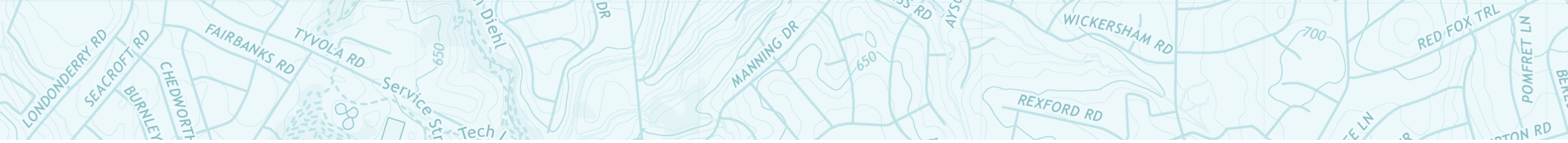


WAYS TO UPDATE THE MAP:

1 PLANNING-RELATED UPDATES

2 MINOR MAP AMENDMENTS

3 MAJOR MAP AMENDMENTS



PLACE TYPE MINOR AMENDMENT CRITERIA

Requested Place Type	Minimum Acreage Requirement (includes adjacent parcels of the same Place Type)	Preferred Place Type Adjacencies	Locational Criteria
NEIGHBORHOOD 1 (N1)	5 contiguous parcels	N2; NAC; CAMP; PP	All Required: • Not within ½ mile walkshed of high capacity transit station or within ½ mile of major transportation corridor • Not within Access to Housing Gap (EGF)
NEIGHBORHOOD 2 (N2)	5 acres	N1; NAC; CAC; RAC; COMM; CAMP; IMU; PP	All considered: • Within ½ mile walkshed of high-capacity transit station or within ½ mile of major transportation corridor • Within ½ mile walkshed of major trail access point • Within ¼ or ½ mile of Activity Centers, Campus or Innovation Mixed Use • Within Access to Housing Gap (EGF) • Remnant parcels • Frontage along arterial or major roads
COMMERCIAL (COMM)	10 acres	N2; CAC; RAC; CAMP; IMU; ML	All Required: • Not within Uptown • Not within ½ mile walkshed of high capacity transit station or within ½ mile of major transportation corridor • Within Access to Amenities Gap (EGF)
CAMPUS (CAMP)	25 acres	N1; N2; NAC; CAC; RAC; IMU; COMM	Required: • Major institution present (hospital, university, etc.)
MANUFACTURING & LOGISTICS (ML)	10 acres	IMU; COMM	All Required: • Not within Uptown or Center City • Not adjacent to N1 • Not adjacent to N2, AC, or PP if will produce significant impact such as environmental, truck traffic, or noise
INNOVATION MIXED USE (IMU)	5 acres	N2; NAC;CAC; RAC; CAMP; ML	Required: • Not within Uptown Encouraged: • In Center City or aging ML area (built pre-1960)

PLACE TYPE MINOR AMENDMENT CRITERIA			
Requested Place Type	**Minimum Acreage Requirement** (includes adjacent parcels of the same Place Type)	**Preferred Place Type Adjacencies**	**Locational Criteria**
NEIGHBORHOOD CENTER (NAC)	5 acres	N1; N2; CAMP; IMU; CAC; PP	Required: • Not within Uptown • Adjacent to N1 or N2 on at least one side Encouraged: • Within Access to Amenities Gap (EGF) • Existing COMM
COMMUNITY ACTIVITY CENTER (CAC)	20 acres	N2; CAMP; IMU; NAC;RAC; COMM; PP	Required: • Not within Uptown Must also meet one requirement below: • Within ½ mile walkshed of high capacity transit station or within ½ mile of major transportation corridor • Within EGF gap of any type
REGIONAL ACTIVITY CENTER (RAC)	100 acres	N2; CAMP; IMU; CAC; COMM; PP	Must meet one requirement: • Within Uptown • Within ½ mile walkshed of high capacity transit station or within ½ mile of major transportation corridor
PARKS & PRESERVES (PP)	10 acres	N1; N2; NAC; CAC; RAC	Encouraged: • In wetlands, steep slopes, or other environmentally sensitive area • Within Access to Amenities or Environmental Justice Gap (EGF)

3. MAJOR MAP AMENDMENTS

Definition:

A Policy Map amendment request is considered and treated as "Major" when a Place Type change is 1) inconsistent with the Minor Amendment Criteria outlined in the table on pages 17-18 or 2) does not serve to implement the goals of the Comprehensive Plan.

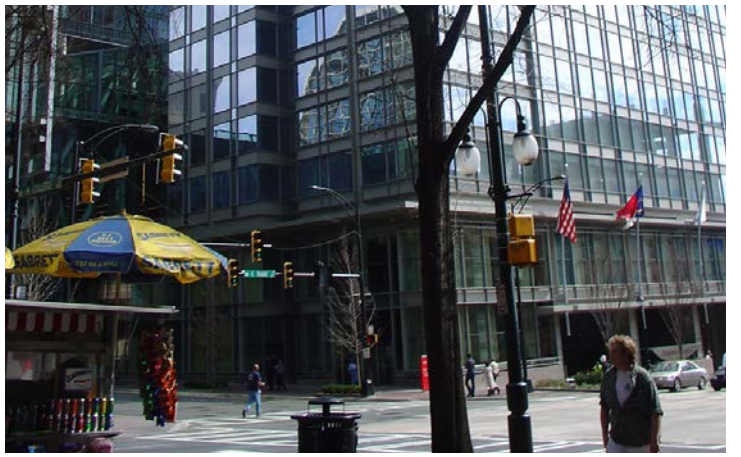
Process:

Major map amendments can be requested by the public, City departments or boards, or by City Council. Major map amendments can be requested as part of the rezoning process but require a separate application. Submitted requests are reviewed and analyzed by the City's Long Range Planning and Entitlement Services Team and require special review by the Planning Committee. The table on page 20 illustrates the criteria used to analyze Major amendment requests. If approved, Major amendments may require updated growth projections.

Major map amendments are accepted on a monthly basis. If a Major map amendment is submitted within the boundaries of an ongoing Community Area Planning process, the amendment will be folded into this broader planning process.

PLACE TYPE MAJOR AMENDMENT CRITERIA

Major amendment scenario	Applicable Charlotte future 2040 Comprehensive Plan goals	Evaluation criteria
Increasing* intensity and not adhering to the preferred adjacencies (as outlined in Minor Map Amendment Criteria). **Increasing intensity means permitted additional uses or increased density of a Place Type*	Determine which goals are most applicable for each scenario Or which goals may compete with one another in each scenario (e.g. Neighborhood Diversity/Inclusion & Resilient Economic Opportunities)	The Long Range Planning Division (LRSP) Team will evaluate major amendment requests according to the criteria outlined below and submit a final report and recommendation to the Planning Committee. The Rezoning Team will support the LRSP's analysis by providing information about rezoning history and existing entitlements within the area in question. The Planning Committee will hold a public comment for major amendments and submit a recommendation to City Council. Considerations: • Existing Conditions • Adverse development patterns (e.g., SF adjacent to ML) • Recent development/ redevelopment • New or planned infrastructure • Expected population change • Equity Metrics (Housing, Jobs, Access, EJ) • Place Type Pattern Booklet (proxy for 2040 Mapping Methodology)
Permitting residential units in non-residential Place Type		
Amending residential to non-residential Place Type		
Decreasing intensity (removing required uses or lowering density of Place Type)		



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CITY OF CHARLOTTE

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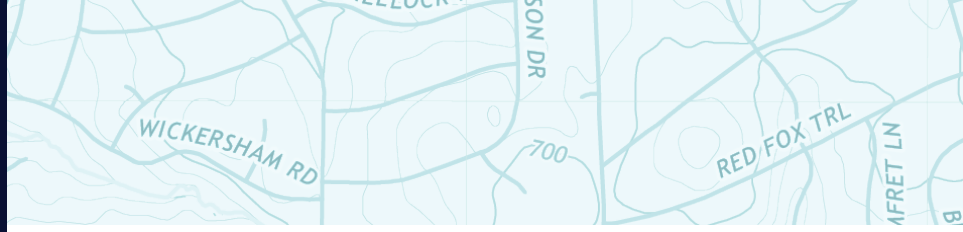
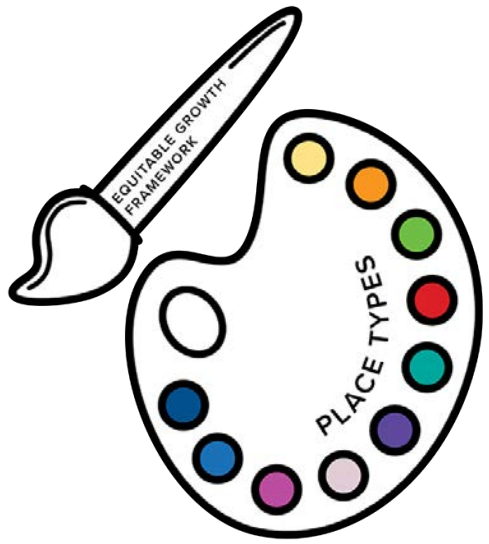
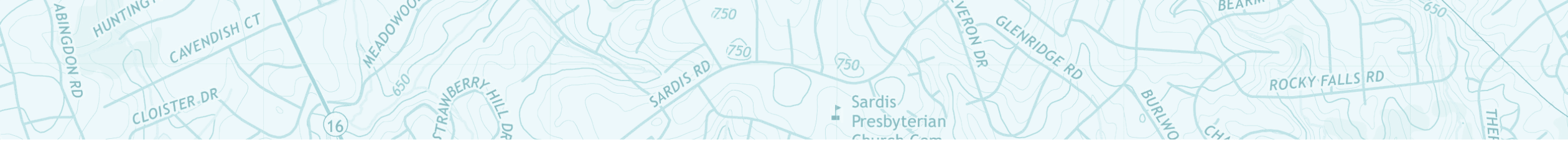
APPENDIX A: CREATING THE POLICY MAP



OVERVIEW

The Charlotte Future 2040 Policy Map was developed as a first step in implementing the Comprehensive Plan. The map translates the Plan's place-based policies to specific geographies, building out the geographic vision for growth and change in Charlotte over time. The map builds upon prior planning work, involved extensive community engagement and a technical mapping process documented in this section. As such, future amendments should be documented with the same level of rigor to track and refer back to changes over time.





CHARLOTTE 2040 POLICY MAP - ORIGINAL MAPPING METHODOLOGY

The Charlotte Future 2040 mapping process was developed using Place Types (a new tool at the time) and followed three primary steps:

Step 1: Map Existing Place Types

Existing development was translated into Place Types using existing land use and form of development. It helped to illustrate how the new tool is intended to be applied and served as a helpful reference later in the process to assess potential change.

- Existing Land Use
- Form of Development

Step 2: Map Adopted Policies Place Types

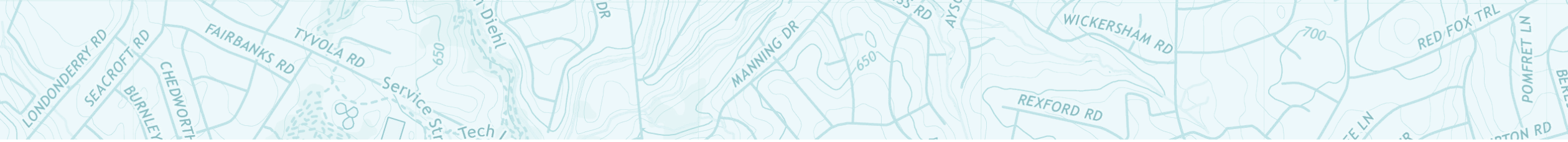
Adopted area plans (or current land use policies) were translated into Place Types. This also included considerations for zoning and market support. This illustrated what our community would look like in a "status quo" scenario, if we did not update the policy map with the Charlotte Future 2040 Comprehensive Plan recommendations.

- Future Land Use
- Zoning
- Market Support

Step 3: Charlotte Future 2040 Policy Map

The Adopted Policies Place Type Map (Step 2) was revised to reflect the Comprehensive Plan place-based policies, such as the Equitable Growth Framework, and ensured future growth projections could be accommodated. Revising the Adopted Policies Place Type Map ensured previous community input was not lost while also incorporating the more recent input received during development of the Charlotte Future 2040 Comprehensive Plan.

- Inputs:
  - Equitable Growth Framework
  - Plan Policies
  - Survey Responses
- Checks:
  - Growth Projections & Allocations
  - Infrastructure & Environmental Capacity
  - Market Feasibility

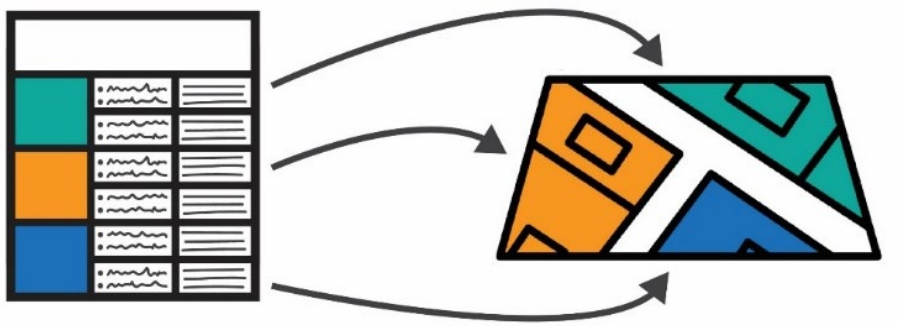


STEP 1: MAP EXISTING DEVELOPMENT

The Existing Place Types Map translated existing development into Place Types. The intent of this map was to reflect what was currently on the ground (in 2021) through the lens of Place Types and provide a tool to assess potential change between 2021 and 2040. This process started with a translation of existing land uses to their most aligned place type. Mixed use places were evaluated based on several factors such as their specific mixed of land uses, density, scale, site orientation, and context. Although not one of the ten Place Types, large existing vacant areas were coded as “vacant” on the Existing Place Types Map. It was determined that would be the most accurate approach and would provide helpful information for the 2040 Policy Mapping. Due to lack of data related to determining existing Innovation Mixed Use place type locations, City of Charlotte planners did a review based on local knowledge of existing mixed-use adaptive reuse places and manually mapped these areas.

STEP 2: MAP ADOPTED POLICIES

The Future Place Types Map started with a “Status Quo Place Types map”. This illustrated what Charlotte could look like in 2040, through the lens of Place Types, if policies from the Comprehensive Plan were not applied. Using existing zoning and future land use from recently adopted Area Plans, this map played an important role in understanding the community’s recent visioning efforts and existing entitlements. This included a translation of zoning districts (pre-UDO) to place types using a “crosswalk” table and review of future land use plans adopted since 2010. These area plans utilized several different land use palettes that were translated into one consolidated place types palette.



Current zoning districts were translated to Place Types

STEP 3: MAP CLT FUTURE 2040 POLICIES

The 2040 Policy Map used the Status Quo Place Types Map as a starting point for Charlotte's future, and then was modified based on the application of place-based policies from the Comprehensive Plan. Growth projections were also modeled using the 2040 Policy Map and ensured projected housing and job growth could be accommodated. Three main steps were followed to create the 2040 Policy Map:

Operationalizing Equitable Growth Framework Metrics

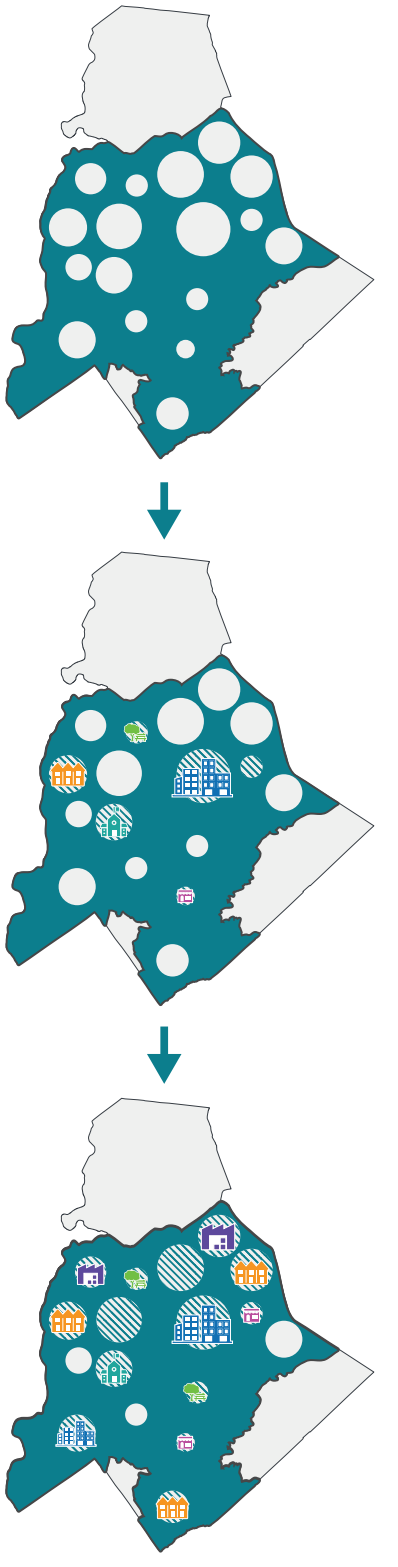
- To operationalize Equitable Growth Framework (EGF) metrics, first the mapping team identified the gaps in equity ("EGF gaps") based on the four Equity Metrics as mapped in the Comprehensive Plan.
- The mapping team determined which place types may provide an opportunity to reduce EGF gaps in the future and then assessed where these opportunities were already potentially being recognized based on the Status Quo Place Types Map.
- To help reduce these EGF gaps as much as possible, the mapping methodology included criteria for both where (locational opportunities) and how (place type choice) to map new future place types. This included creating and referencing a Place Types Pattern Book that illustrated ways to provide opportunities to fill EGF gaps.

Mapping of Additional Place-Based Policies from the Comprehensive Plan

- The mapping preserved of existing Neighborhood 1 and Parks and Preserves.
- The mapping preserved valuable existing Manufacturing and Logistics and repurposed Manufacturing and Logistics to Innovation Mixed Use where appropriate.
- Historic districts and historic district adjacencies were considered when mapping changes in Place Types.
- Additional Neighborhood 2 was mapped in certain locations such as in Neighborhood 1 in Uptown outside of historic districts.
- More Commercial areas were converted to Neighborhood Centers.

Final Refinements

- Activity Center boundaries were refined based on frequency, proximity, and size.
- New residential uses were not mapped within airport impact areas.
- The Pedestrian Zoning Overlay was considered to indicate places with walkable design and development standards.
- The mapping was refined to align with visioning from the Corridors of Opportunity Initiative.
- Recent rezonings (since the mapping process began) were considered to reflect the most likely development possibility for a parcel for the next 20 years.



COMMUNITY INPUT

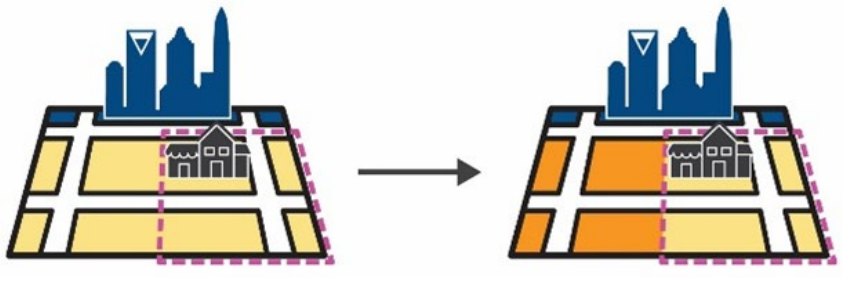
Community engagement was conducted in three "windows" throughout the Future 2040 Policy Mapping process.

- The first window was focused on education and Place Type relationships and adjacencies.
- The second and third windows explained the mapping methodology and used a variety of techniques to allow the community to review and comment on the draft maps, including an online commenting map application, virtual informational meetings, virtual listening sessions, virtual community conversations, public comment sessions with City Council, explanatory handouts and video, email comments, and review of hard copy maps at libraries and other community venues. Due to the COVID-19 pandemic, engagement was primarily virtual.

Some examples of the types of map changes that were made based on community input are illustrated on this page.

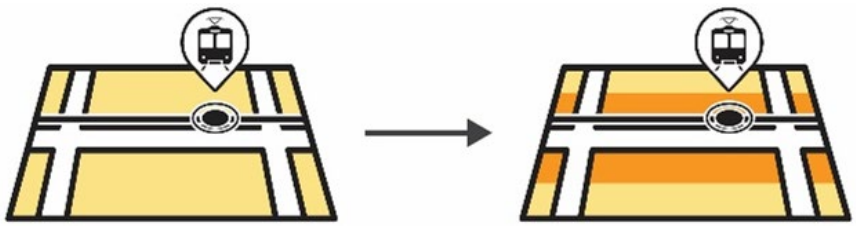
Existing Regional and Community parks and greenways of at least 5 acres in size were preserved as PP.

Small, targeted nodes of COMM surrounded by neighborhoods and located on local roads were transitioned to NAC.



N1 was changed to N2 in Uptown outside of the historic district.

Historic districts were preserved as their existing Place Type.



N1 was changed to N2 in immediate proximity to high-capacity transit stations.

Existing N1 was preserved when distanced from high-capacity transportation infrastructure.

Older ML was considered an opportunity for new IMU.

Valuable existing ML was preserved as ML.

COMMUNITY AREA PLANNING POLICY MAP REFINEMENTS

The first planning-related update of the 2040 Policy Map occurred during the 2023-2024 Community Area Planning (CAP) effort. The objective of CAP's second phase was to review and refine the Place Type designations within the Policy Map to ensure designations addressed each community's needs in terms of better access to housing, jobs, and goods as well as reduced environmental impacts. Below is a summary of the map refinements recommended as an outcome of 42 community workshops and coordination with city, county, and not-for-profit partners:

External Engagement – Discussions with the community via 42 workshops focused on identifying opportunities to improve access and reduce impacts, and were categorized into three themes:

1. Balancing Priorities – This theme explored scenarios where two or more comprehensive plan goals conflict with one another in a certain location. The objective of these conservations (summarized below) was to determine if the conflict could be resolved through additional mapping steps. Ultimately, the conflicts within these scenarios are too complicated to address with additional mapping steps. Therefore, the Policy Map approach was not amended and there were no map refinements as an outcome of these conversations.

2. Confirming the Vision – This theme explored how the Campus Innovation Mixed Use Place Types help improve access to housing choices, job opportunities, daily goods & services and reduce environmental impacts. The objective of these conversations was to demonstrate how adopted Place Types will address a community's greatest needs overtime. The community agreed with the existing mapping approach. Only minor refinements were made to the extents or boundaries of existing Place Types designations.

3. Enhancing Our Activity Centers – This theme explored opportunities to recommend new Activity Centers or enhance existing Activity Centers within a plan area. Feedback received from these conversations that influenced additional mapping steps are listed below. Other feedback related to needed projects + programs to support the vision were carried forward into the third phase of CAP.

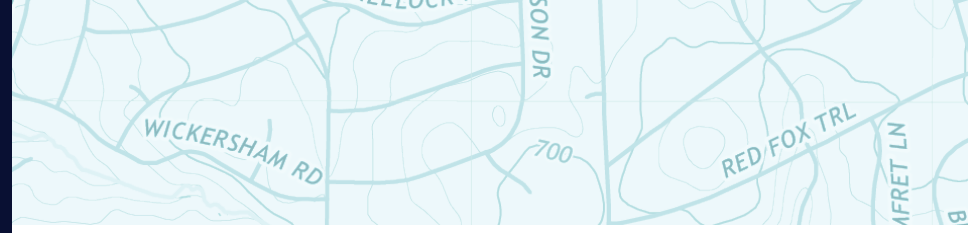
- The community recommended the existing mapping approach for changing small, targeted nodes of Commercial (surrounded by neighborhoods) to Neighborhood Activity Center be expanded. Locational criteria previously required access along local roads. The community recommended expanding this criterion to include access along planned transit or high-frequency bus service.
- The community recommended superseding mapping steps to protect established single-family homes and existing manufacturing sites when within the boundary of an Activity Center.

Internal Engagement - Coordination with city, county, and not-for-profit partners focused on updating data, and adhered to the adopted mapping approach, to improve the accuracy of the Policy Map.

- Property acquired by Mecklenburg County Park & Recreation was reflected as Parks & Preserves
- Property owned by Catawba Lands Conservancy and protected in perpetuity was reflected as Parks & Preserves
- Community feedback received via the Corridors of Opportunity engagement (Freedom/Wilkinson and N. Graham/N. Tryon) and consistent with the adopted mapping approach was incorporated into the Revised Policy Map
- Place Type changes due to inconsistent rezonings within Activity Centers were reverted back to the previous Activity Center designation.
- Existing entitlements of all parcels were compared to the adopted Place Type designations to eliminate unintentional down zoning where appropriate.

Ultimately, external and internal engagement throughout Phase 2 of the 2023-2024 Community Area Planning effort resulted in approximately 6% map change. The Revised Policy Map will be checked via the Metrolina Regional Model to ensure final designations can accommodate Charlotte's growth allocations.

APPENDIX B: PLACE TYPE DETAILS

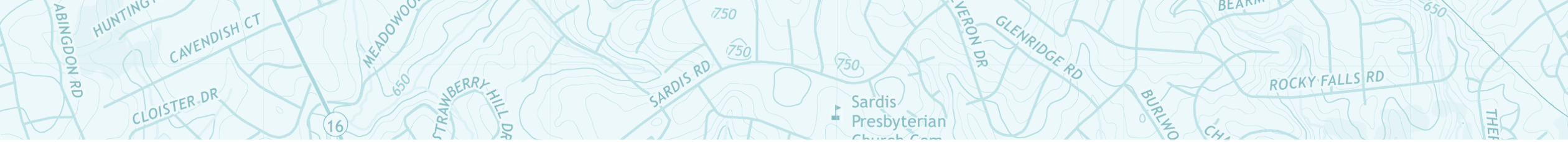


OVERVIEW

Through many rounds of public input and revision 10 distinct Place Types were established for the City of Charlotte. These Place Types represent the types of development and land uses that currently exist in Charlotte, as well as the aspirational character for those types. These Place Types can generally be organized into these categories:

- The neighborhoods where we live (Neighborhood 1, Neighborhood 2, and Parks and Preserves)
- The employment areas where we work (Commercial, Campus, Manufacturing & Logistics, and Innovation Mixed-use), and
- Centers where we shop, dine, and play (Neighborhood Center, Community Activity Center, and Regional Activity Center).

The Place Types and Policy Map help to achieve the guiding principles, vision elements, equitable growth metrics, and plan goals (shown on the next page) from the Charlotte Future 2040 Comprehensive Plan.



GUIDING PRINCIPLES

EQUITABLE

AUTHENTIC

INTEGRATED

RESILIENT

VISION ELEMENTS

INCLUSIVE & DIVERSE

LIVABLE & CONNECTED

HEALTHY & SUSTAINABLE

PROSPEROUS & INNOVATIVE

REGIONAL

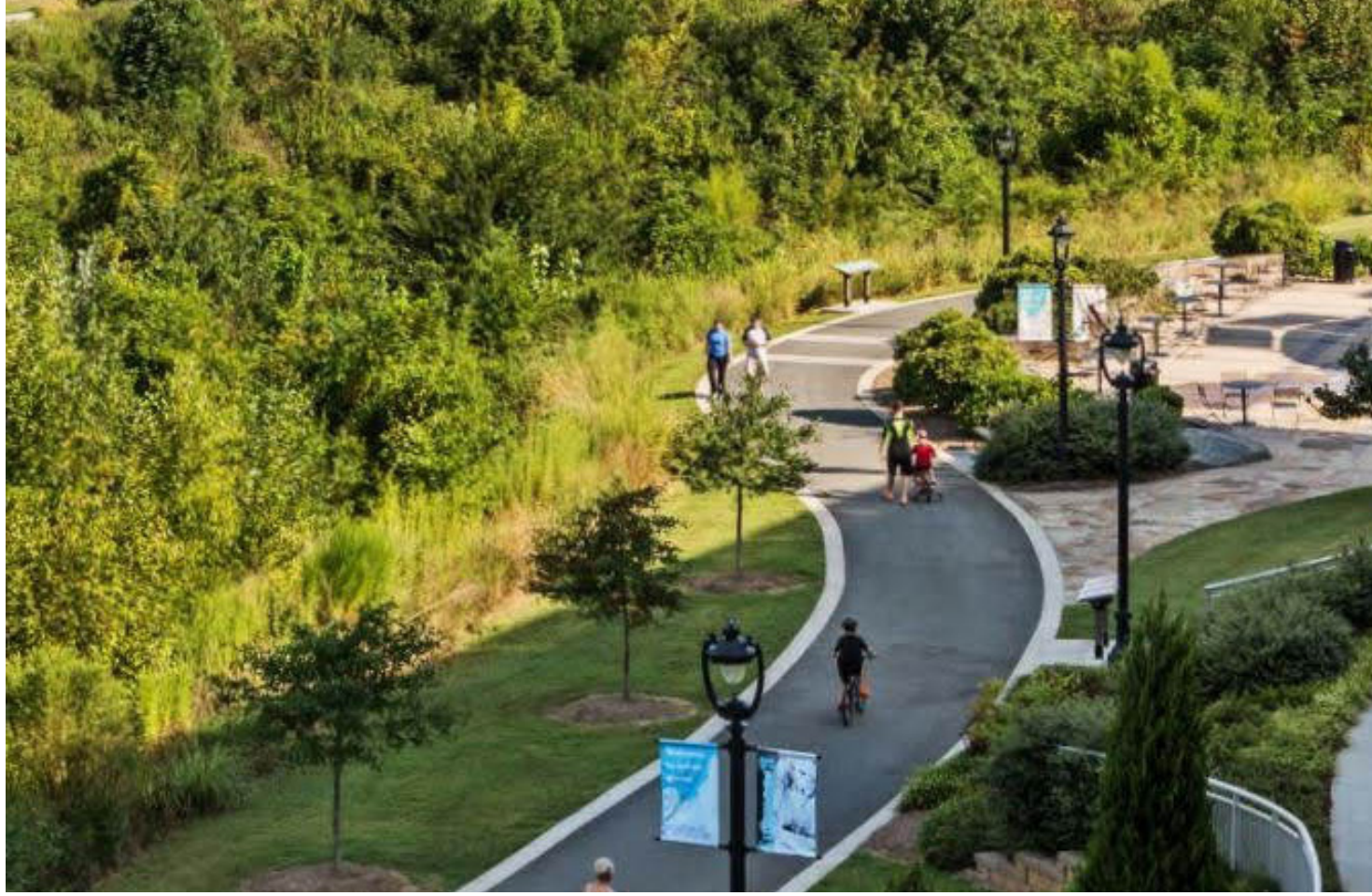
EQUITABLE GROWTH METRICS

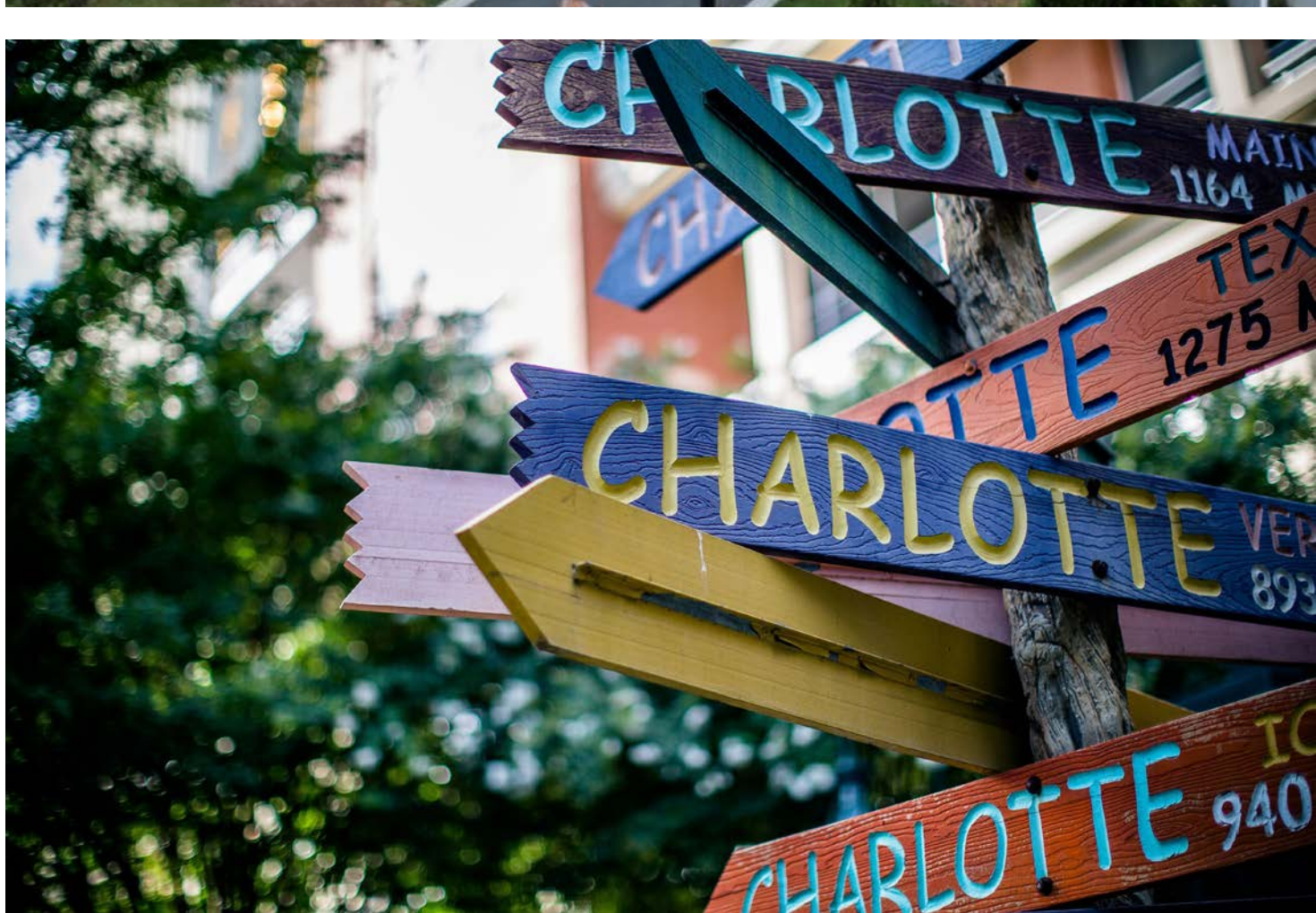
- VULNERABILITY TO DISPLACEMENT
- ACCESS TO ESSENTIAL AMENITIES, GOODS, AND SERVICES
- ACCESS TO HOUSING OPPORTUNITY
- ACCESS TO EMPLOYMENT OPPORTUNITY
- ENVIRONMENTAL JUSTICE

PLAN GOALS

1. 10-MINUTE NEIGHBORHOODS
2. NEIGHBORHOOD DIVERSITY AND INCLUSION
3. HOUSING ACCESS FOR ALL
4. TRANSIT- AND TRAIL-ORIENTED DEVELOPMENT
5. SAFE AND EQUITABLE MOBILITY
6. HEALTHY, SAFE, AND ACTIVE COMMUNITIES
7. INTEGRATED NATURAL AND BUILT ENVIRONMENTS
8. DIVERSE AND RESILIENT ECONOMIC OPPORTUNITY
9. RETAIN OUR IDENTITY AND CHARM
10. FISCALLY RESPONSIBLE

The Place Types originated in the Charlotte Future 2040 Comprehensive Plan.




CHARLOTTE
CHARLOTTE
CHARLOTTE

ADJACENCIES

Certain adjacencies are preferred between Place Types in order to provide sensitive transitions, compatible uses, and to support policy and Equitable Growth Framework objectives from the Comprehensive Plan. These are outlined in the pattens shown on the next pages and are available in more detail in the Place Types Pattern Book.

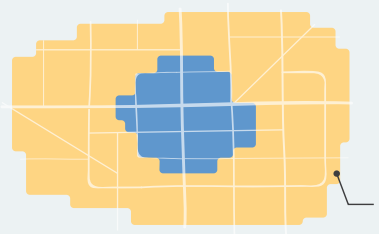
As noted earlier in this manual on pages 7-8, transitions should also be considered within the UDO zoning district development standards, particularly where there is not the opportunity to achieve the recommended patterns based on existing conditions or other constraints. There patterns were mapped to the extent possible during the Policy Mapping process.

These patterns use the four equity metrics from the Charlotte Future 2040 Comprehensive Plan to organize patterns of different Place Types, showing how they might fit together or interact in an area. The strategic development of these patterns in parts of the city that may be lacking access and opportunity are one tool for more equitable growth and change.

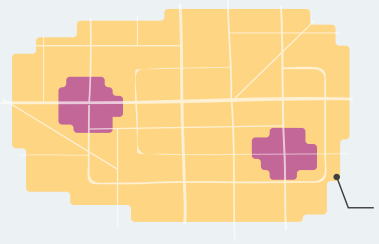
Access to Goods and Services

Measuring access to essential amenities, goods and services helps identify areas where residents and businesses may not have what they need close to home. The result typically involves having to travel farther and pay more to meet basic daily needs. Patterns for this measure illustrate access to goods and services for neighborhoods and for large areas of single-use employment areas.

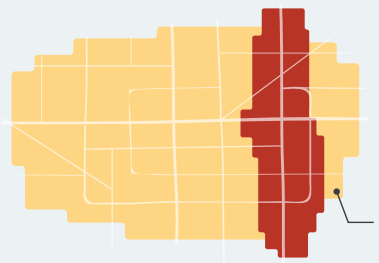
NEIGHBORHOOD PLACES ACCESS



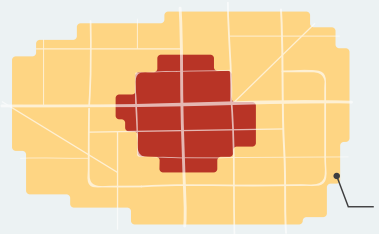
One Community or Regional Activity Center



Multiple Neighborhood Centers

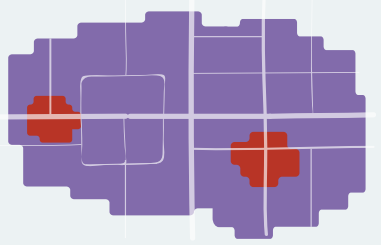


Commercial Corridor

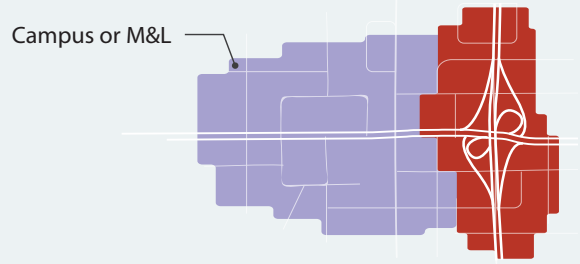


Commercial Center

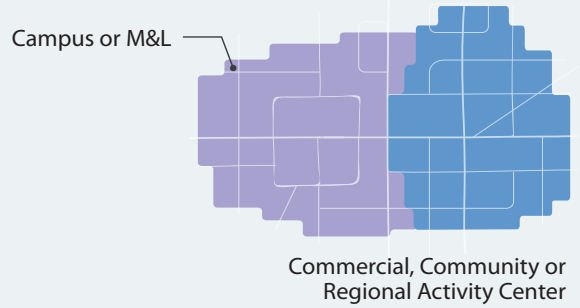
WORK PLACES ACCESS



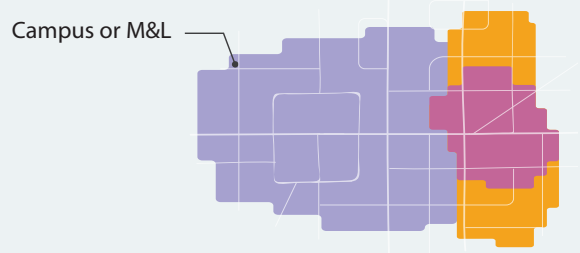
Manufacturing and Logistics with Small Commercial Centers



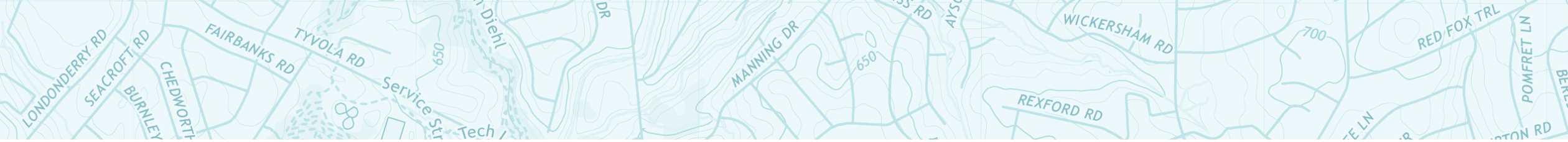
Commercial Corridor



Commercial, Community or Regional Activity Center



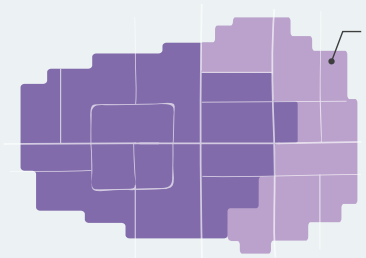
Neighborhood 2 Groupings



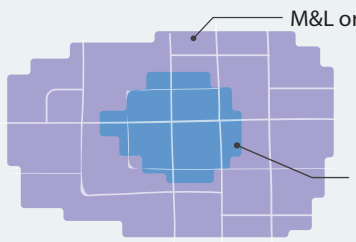
Access to Employment Opportunity

Patterns for this measure illustrate diverse employment patterns adjacent to neighborhoods and better access to employment along major transportation networks within the commute shed.

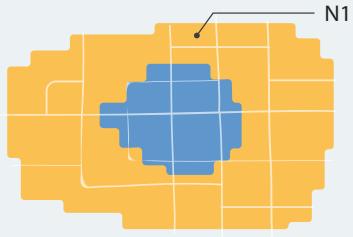
JOB DIVERSITY



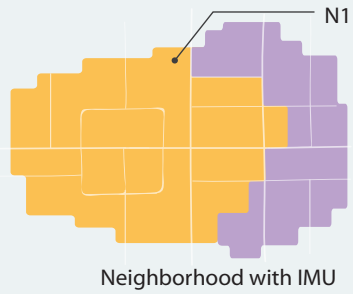
Manufacturing and Logistics with Center or IMU Transition



Manufacturing and Logistics or Commercial with Community or Regional Activity Center, Campus, or IMU

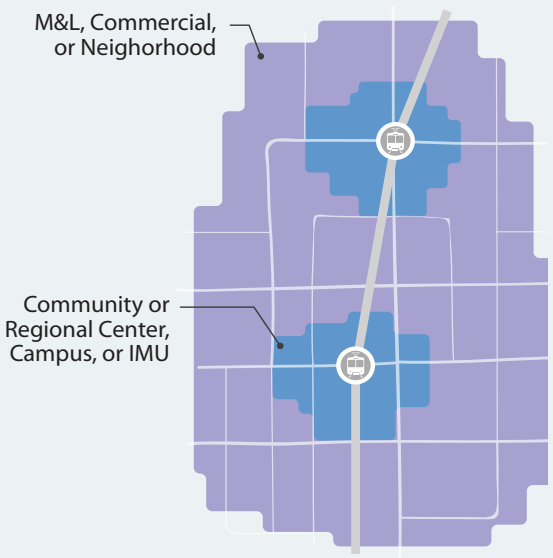


Neighborhood with Community or Regional Activity Center, Campus, or IMU

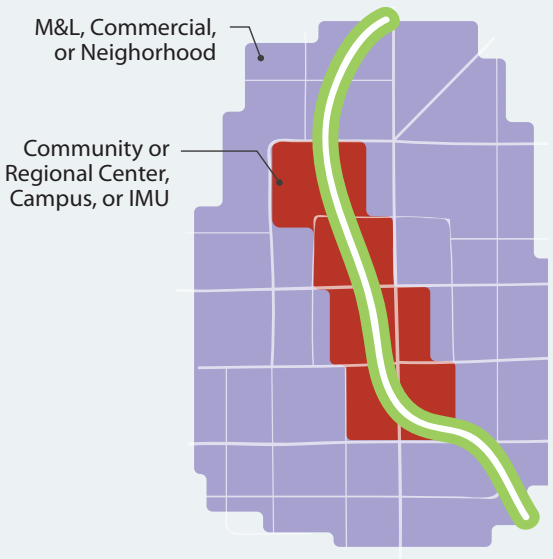


Neighborhood with IMU

BETTER EMPLOYMENT ACCESS



Work Places Along Major Transit Line

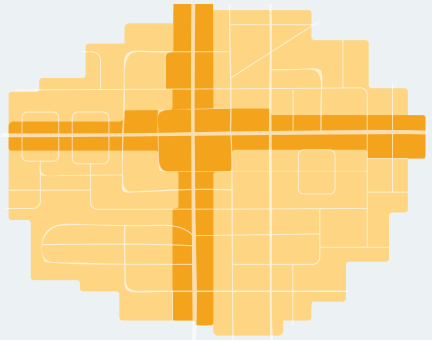


Work Places Along Major Trail

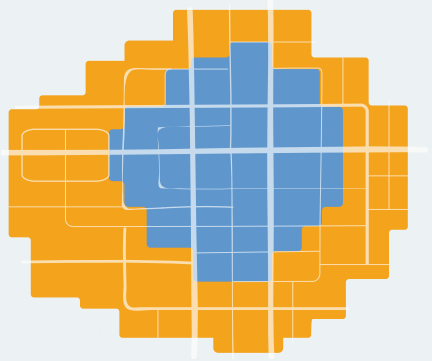
Access to Housing Opportunity

Patterns for this measure illustrate diverse housing patterns and better access to housing along major transportation networks.

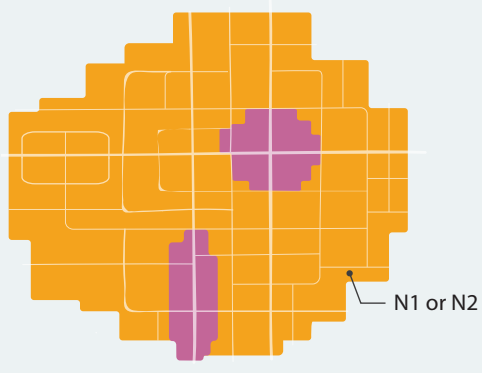
HOUSING DIVERSITY



Large Area of Neighborhood 1, with Neighborhood 2 on Major Streets

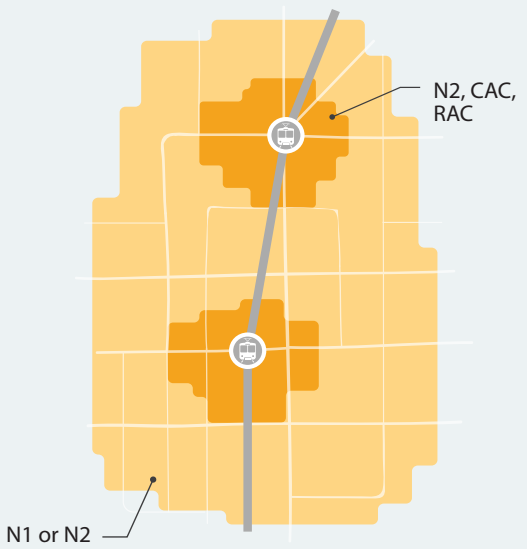


Community or Regional Activity Center with Neighborhood 2

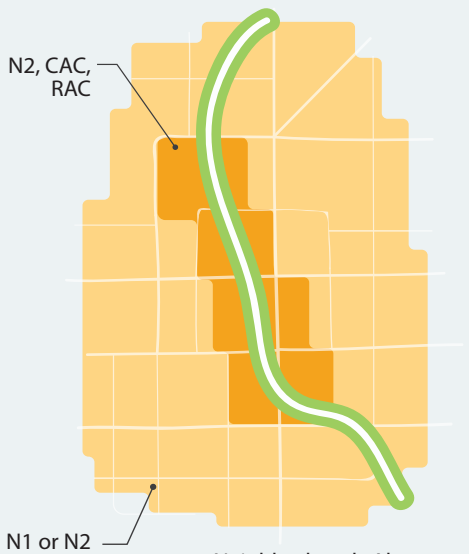


Neighborhood Centers within Neighborhoods

BETTER HOUSING ACCESS



Neighborhoods Along Major Transit Line

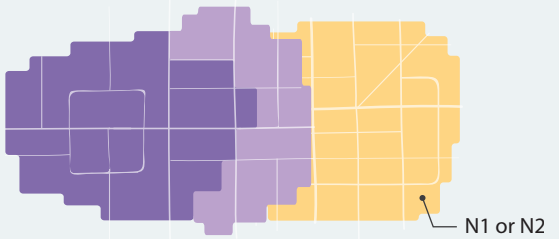


Neighborhoods Along Major Trail

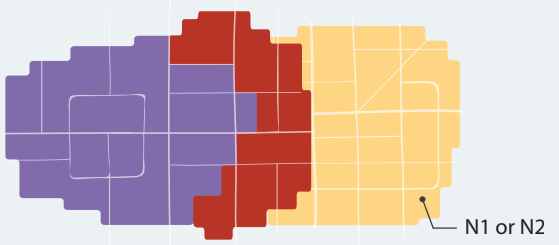
Environmental Justice

Patterns for the measure illustrate buffering neighborhoods from industrial uses and buffering neighborhoods from major transportation infrastructure.

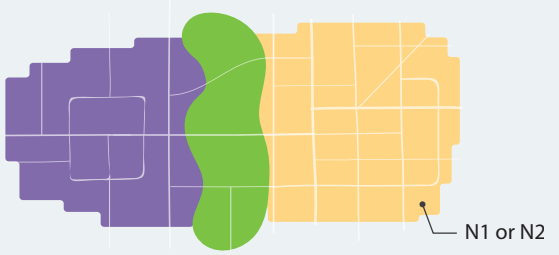
NEIGHBORHOOD PROXIMITY TO INDUSTRIAL USES



Manufacturing and Logistics with IMU Transition to N1 or N2

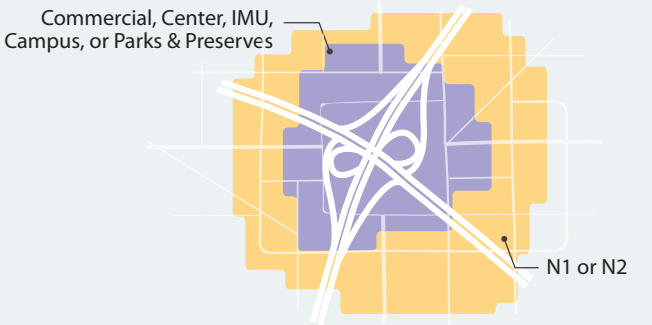


Manufacturing and Logistics with Commercial Transition to N1 or N2

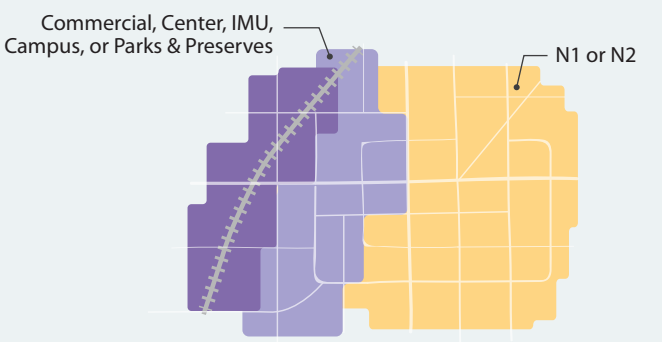


Manufacturing and Logistics with Parks and Preserves Transition to N1 or N2

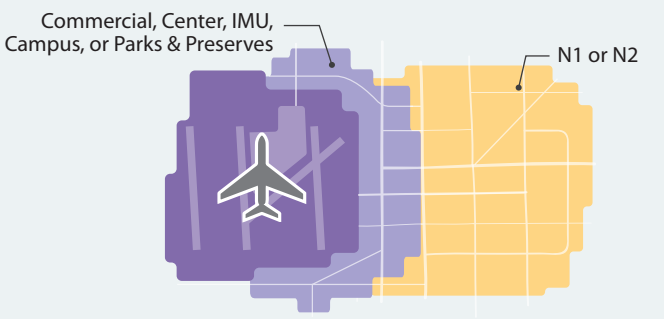
NEIGHBORHOOD PROXIMITY TO MAJOR TRANSPORTATION INFRASTRUCTURE



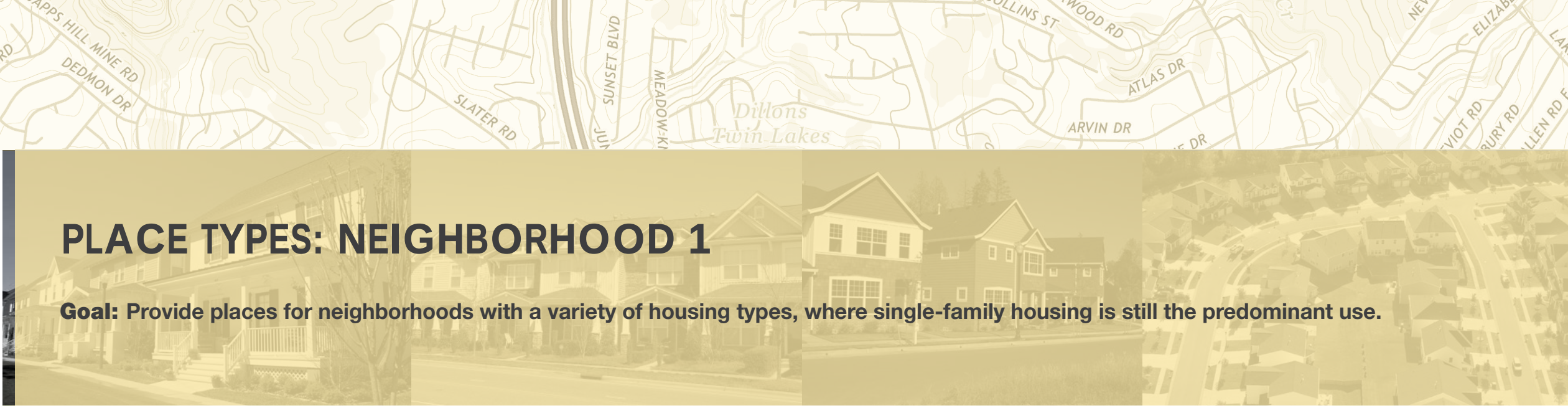
Buffer for Neighborhoods from Freeway Interchange



Buffer for Neighborhoods from Heavy Rail Line



Buffer for Neighborhoods from Airport



PLACE TYPES: NEIGHBORHOOD 1

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

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

LAND USE

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

CHARACTER

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

Mostly Residential Land Uses

MOBILITY

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

BUILDING FORM

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

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

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Comfortable sidewalks with planting strips and shade trees

B. Alleys in select locations to access garages and ADUs

C. Multiple housing types in proximity to each other

D. Accessory Dwelling Units typically accessed off alleys

E. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

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

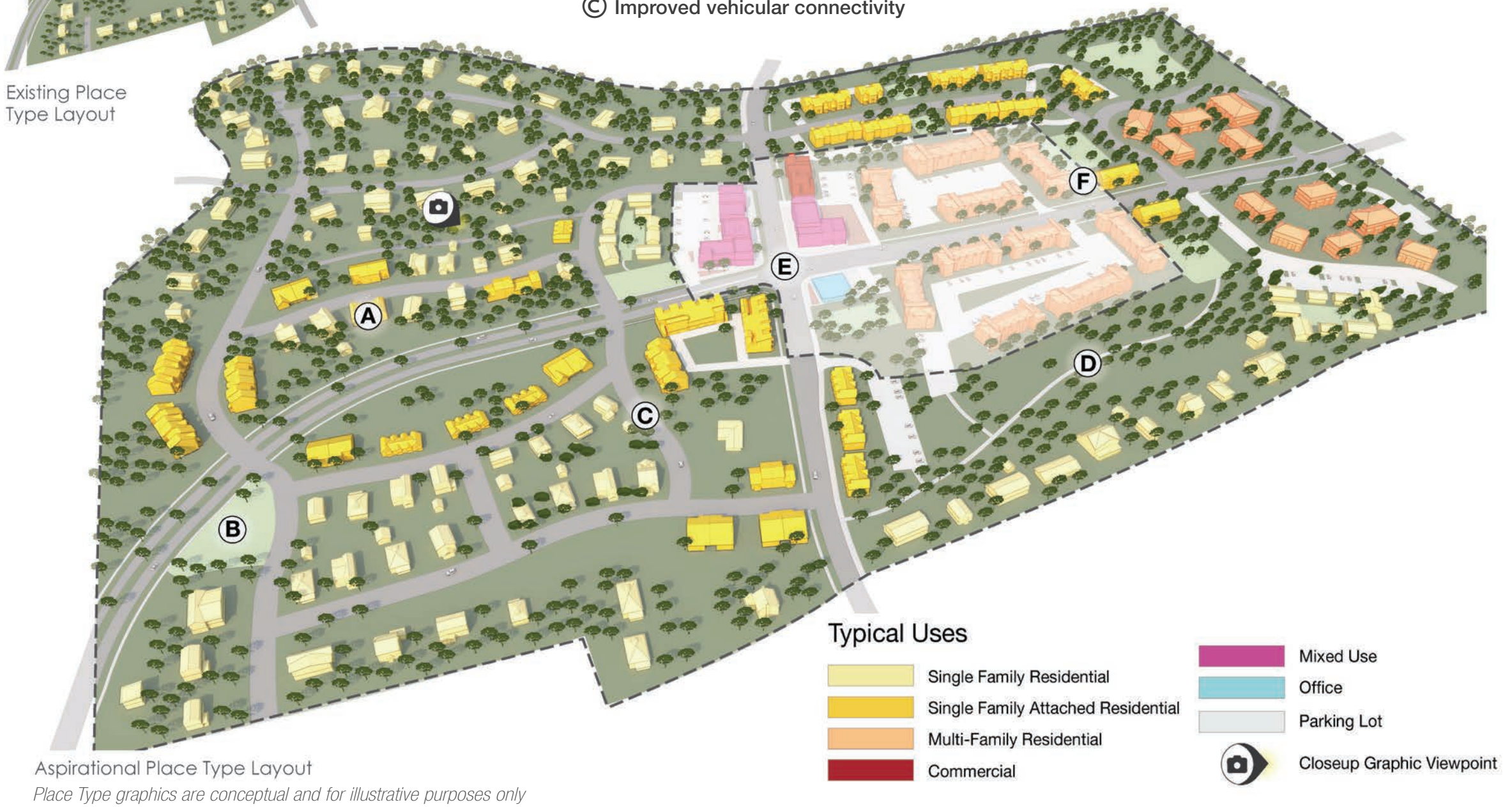
Ⓑ Enhanced and additional small public parks/open spaces

Ⓒ Improved vehicular connectivity

Ⓓ New trails, enhanced pedestrian connectivity and walkability

Ⓔ Neighborhood Center at major intersection

Ⓕ Transition in density to surrounding uses



Aspirational Place Type Layout

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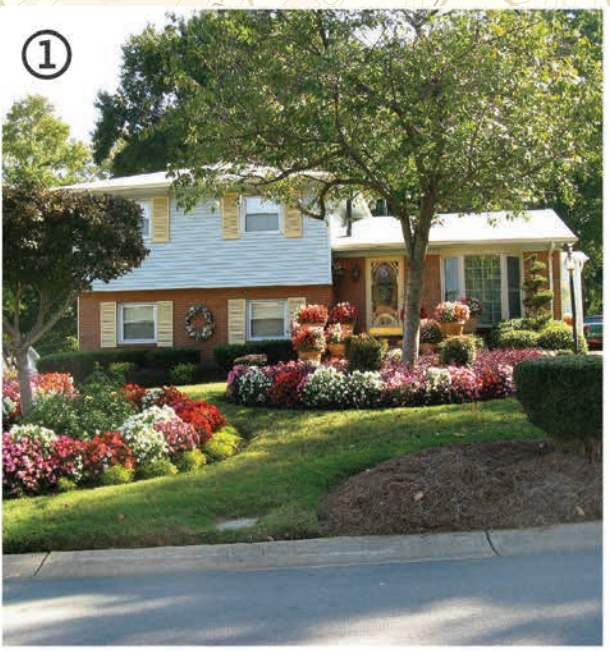


NOTABLE CHARACTERISTICS

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

Building placement and street orientation examples

URBAN FOREST

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

TRANSITIONS

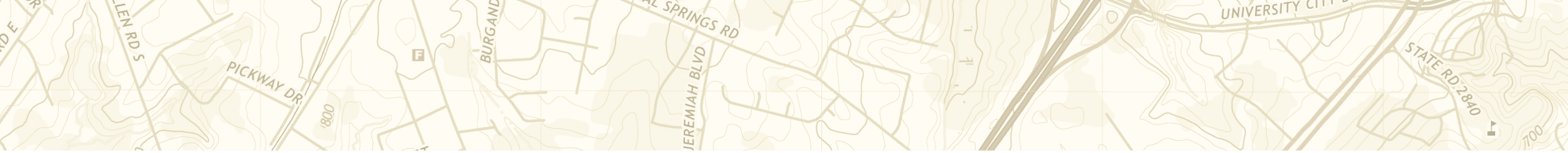
- Transitions from small lot single-family, townhome style housing, multi-family, and civic/ institutional uses to single-family detached, duplexes, triplexes and quadraplexes are typically provided by increased separation that mimics the typical rear yards in Neighborhood 1.
- Lower building heights,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

BUILDING PLACEMENT

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

PARKING & LOADING

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



BLOCK LENGTHS & STREET NETWORK

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

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

CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

- There are moderate opportunities for Transportation Demand Management.

Parks and pedestrian access examples

PLACE TYPES: NEIGHBORHOOD 2

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

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

LAND USE

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

Mostly Residential Land Uses With Neighborhood-Serving Commercial

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Infill development forming a consistent street edge

B. Trail-oriented development

C. Shared public open spaces

D. Neighborhood trail connections

E. Comfortable sidewalks with planting strips and shade trees

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

G. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

- Ⓐ Medium- and high-density 2-5 story residential infill and redevelopment (ADUs, townhomes, multi-family residential, and mixed-use)
- Ⓑ Buildings oriented toward streets, trails, or open space
- Ⓒ Transition to lower-density neighborhoods and Neighborhood Activity Center
- Ⓓ Frequent pedestrian connections to and between buildings and blocks
- Ⓔ Additional small public parks/open spaces
- Ⓕ On-street parking, parking garages, and small parking lots to the side, interior, or behind buildings
- Ⓖ New trails, enhanced pedestrian connectivity and walkability
- Ⓗ Multi-family residential building with a non-residential ground floor

Aspirational Place Type Layout

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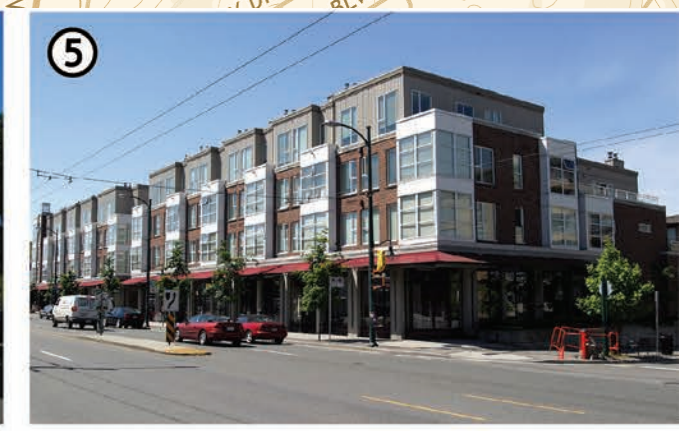

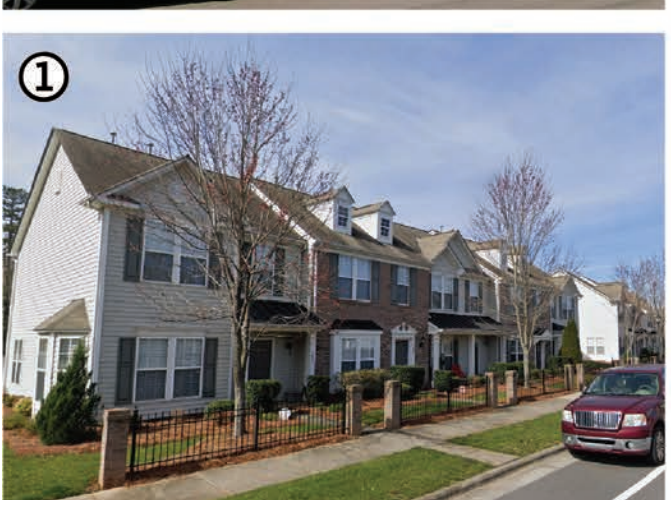

NOTABLE CHARACTERISTICS

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

Building placement examples

URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

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

TRANSPORTATION DEMAND MANAGEMENT

- There are moderate opportunities for Transportation Demand Management.

Parks, parking, and pedestrian access examples

PLACE TYPES: PARKS AND PRESERVES

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

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

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

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

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

E. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

Ⓐ Increased tree canopy in open/ passive spaces

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

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

Ⓓ A mix of passive and active spaces

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

Aspirational Place Type Layout

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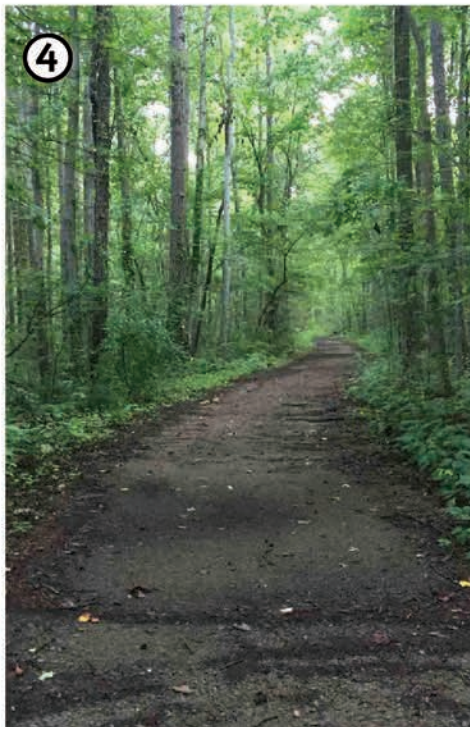
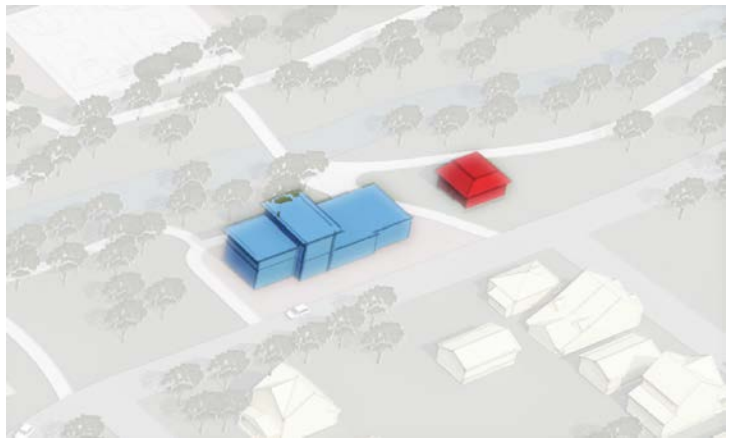
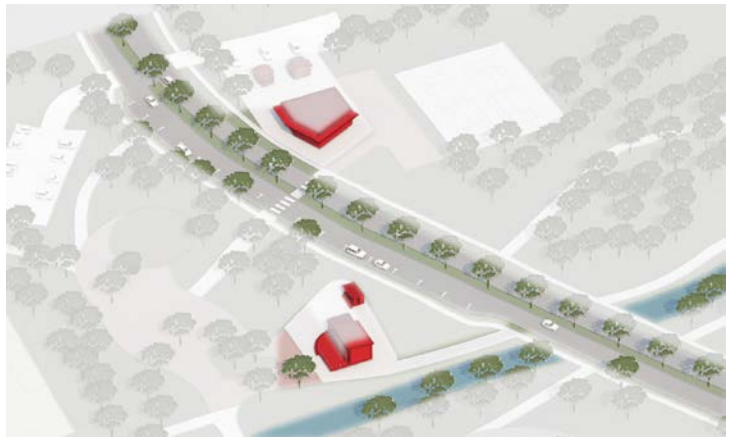


NOTABLE CHARACTERISTICS

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





Building placement and orientation examples

URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

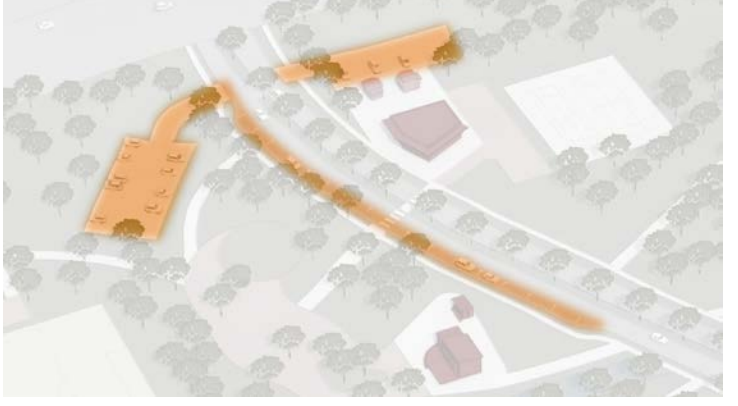
- For Parks and Preserves, shared parking areas and on-site amenities are accessible from both Local streets and Arterial streets. Shared parking areas are also well-connected to internal pedestrian and bicycle facilities and are designed to provide clear and direct pedestrian pathways through the parking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

CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

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



Parking and pedestrian access examples

PLACE TYPES: COMMERCIAL

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Comfortable sidewalks with landscape buffers

B. Mid-block crossings

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

D. Buildings oriented to streets

E. Signage opportunities

F. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

Ⓐ Consolidated driveways and access points

Ⓑ Frequent pedestrian connections to and between buildings and blocks

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

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

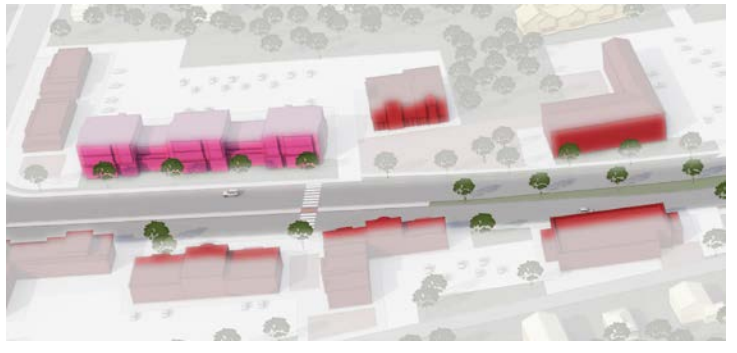
Ⓔ Increase in housing density near commercial activity

Aspirational Place Type Layout

Place Type graphics are conceptual and for illustrative purposes only

NOTABLE CHARACTERISTICS

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



Building placement and orientation examples

URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

- Commercial places have primarily vehicular access.

ACCESS

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

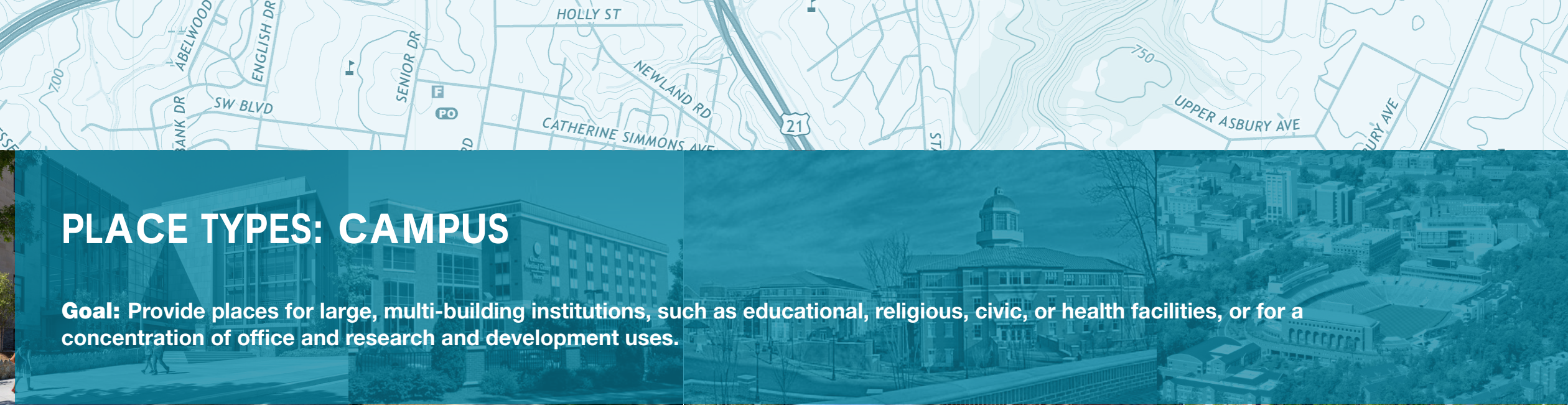
CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

- There are limited opportunities for Transportation Demand Management.

Parking, access, and landscaping examples



PLACE TYPES: CAMPUS

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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


Mostly Non-Residential Land Uses

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

BUILDING FORM

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

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Comfortable and convenient internal multi-modal connections

B. Highly amenitized public realm

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

D. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

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

Ⓑ A variety of building heights and densities

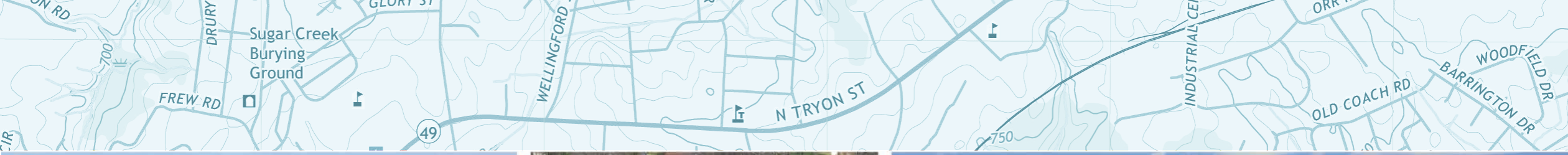
Ⓒ Enhanced visual and physical connections to rail and surrounding developments

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

Ⓔ Surface parking and garage parking with green roofs when possible

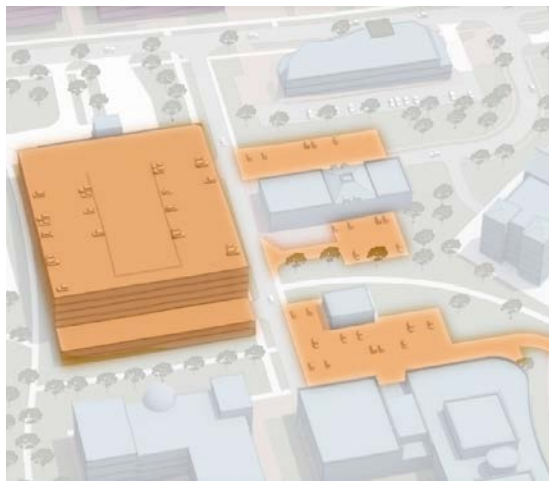
Aspirational Place Type Layout

Place Type graphics are conceptual and for illustrative purposes only



NOTABLE CHARACTERISTICS

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



Building placement and orientation examples

URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

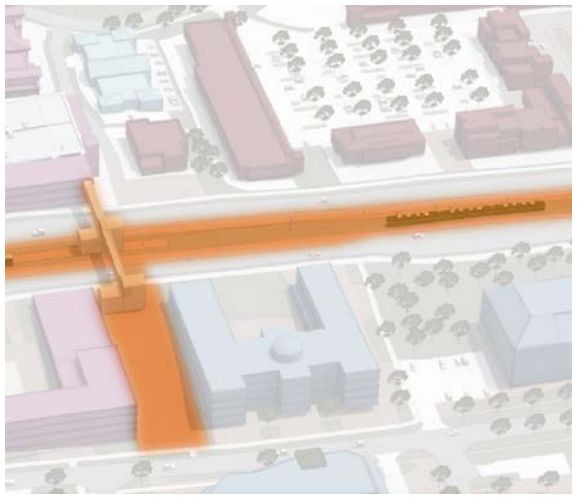
- Sites may be accessed off arterial streets, collectors, and local streets.
- Campuses have a limited number of driveways off arterial streets and more intensely developed institutional Campuses include cross access to limit the need for additional access points and improve internal access and circulation.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

CURB LANE MANAGEMENT & ON-STREET PARKING

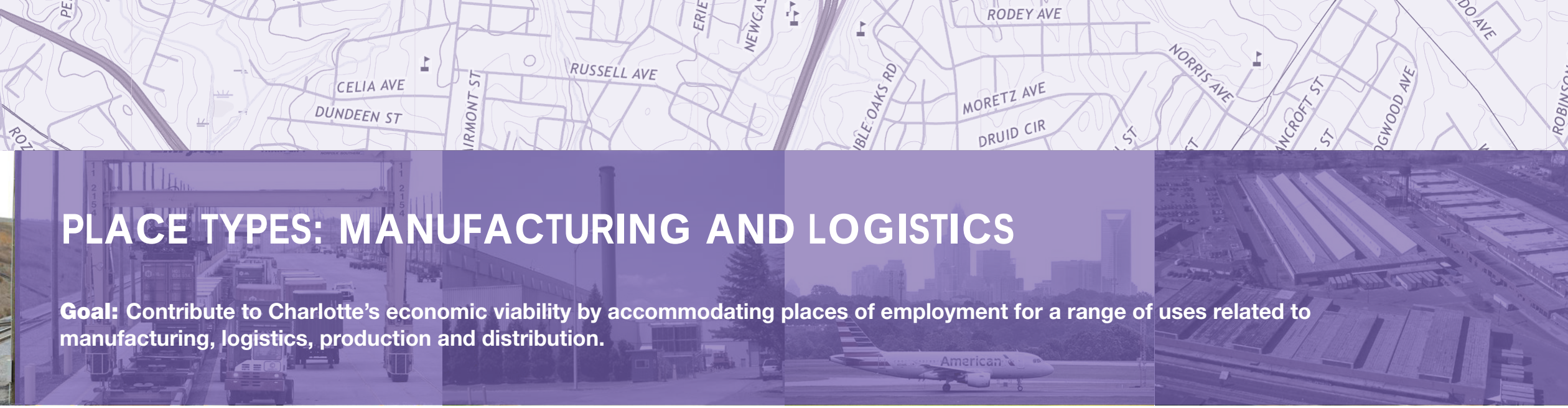
- In more intensely developed institutional Campuses, on-street parking is included along local streets, collector streets, and Main Streets, and may be included along some types of arterials.
- In less intensely developed Campuses, on-street parking is less prevalent, but might be included on some local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

TRANSPORTATION DEMAND MANAGEMENT

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



Parking and access examples



PLACE TYPES: MANUFACTURING AND LOGISTICS

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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


Mostly Non-Residential Land Uses

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

BUILDING FORM

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

OPEN SPACE

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

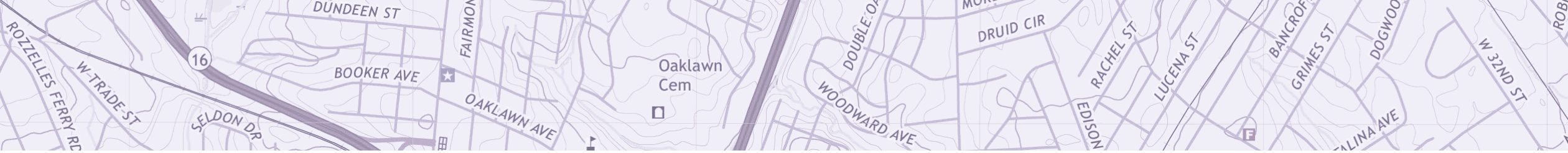
CLOSEUP HIGHLIGHTS

A. Improved bike and pedestrian facilities and connections

B. Generous landscaping and buffers

C. Small shared outdoor gathering space for employees

D. Dedicated rideshare pickup/ dropoff locations



BIRD'S EYE HIGHLIGHTS

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

Ⓑ Frequent pedestrian connections between buildings

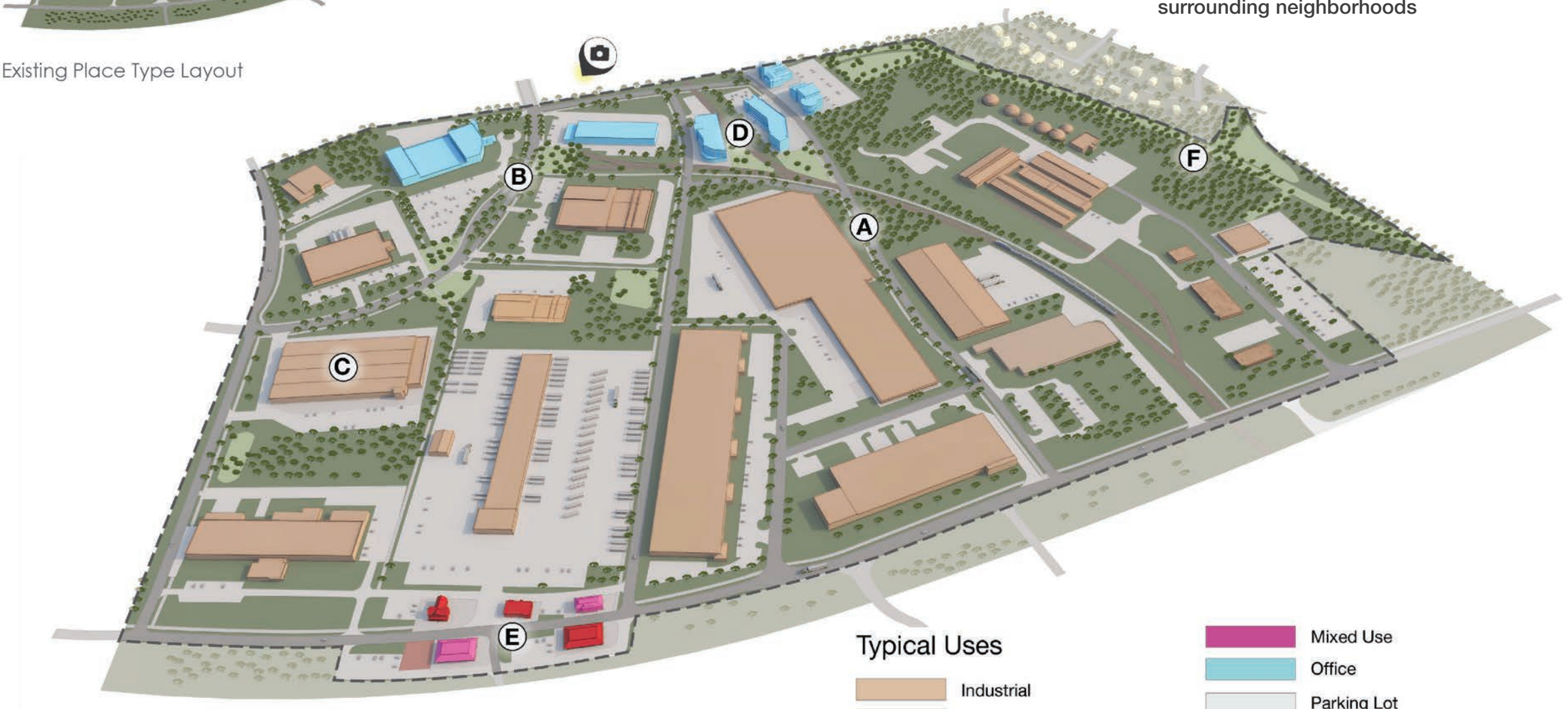
Ⓒ Large scale industrial building types of varying forms

Ⓓ Infill cluster of office uses

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

Ⓕ Ample open space transition to surrounding neighborhoods

Existing Place Type Layout



Aspirational Place Type Layout

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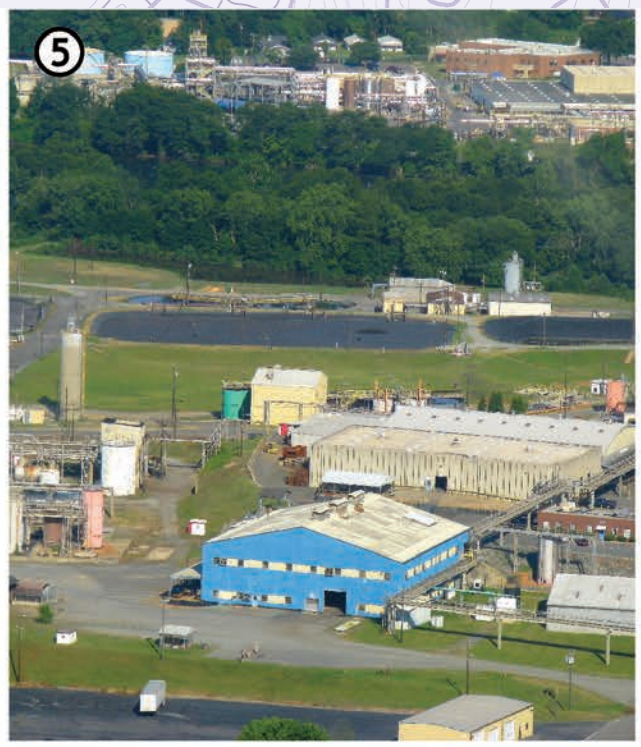
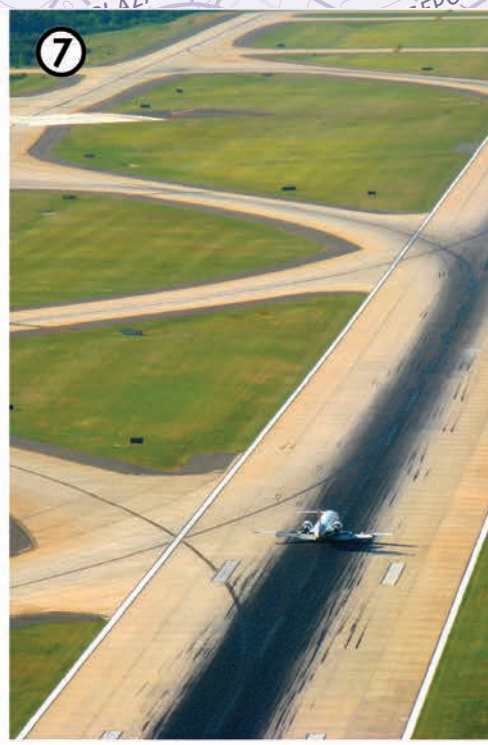




NOTABLE CHARACTERISTICS

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

Building placement and loading orientation examples

URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

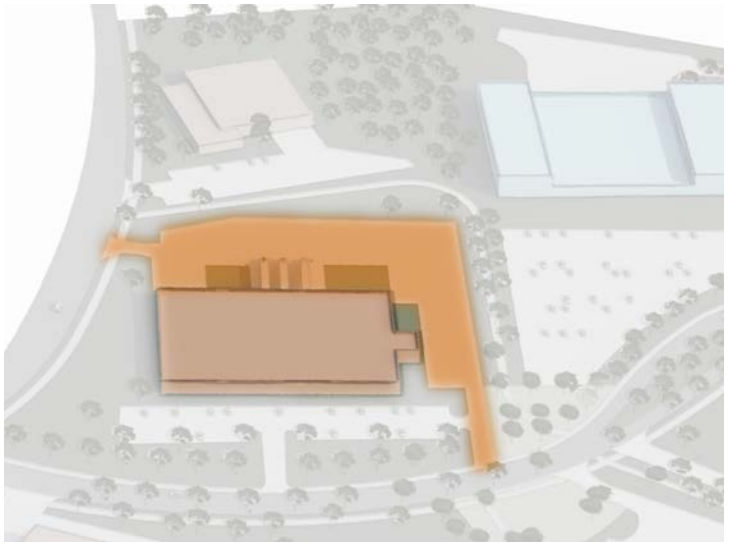
- Direct access is from arterials, collector, or local streets that do not require truck traffic to traverse through residential neighborhoods.
- Cross access is provided whenever possible to help limit the need for additional access points off arterial streets.

CURB LANE MANAGEMENT & ON-STREET PARKING

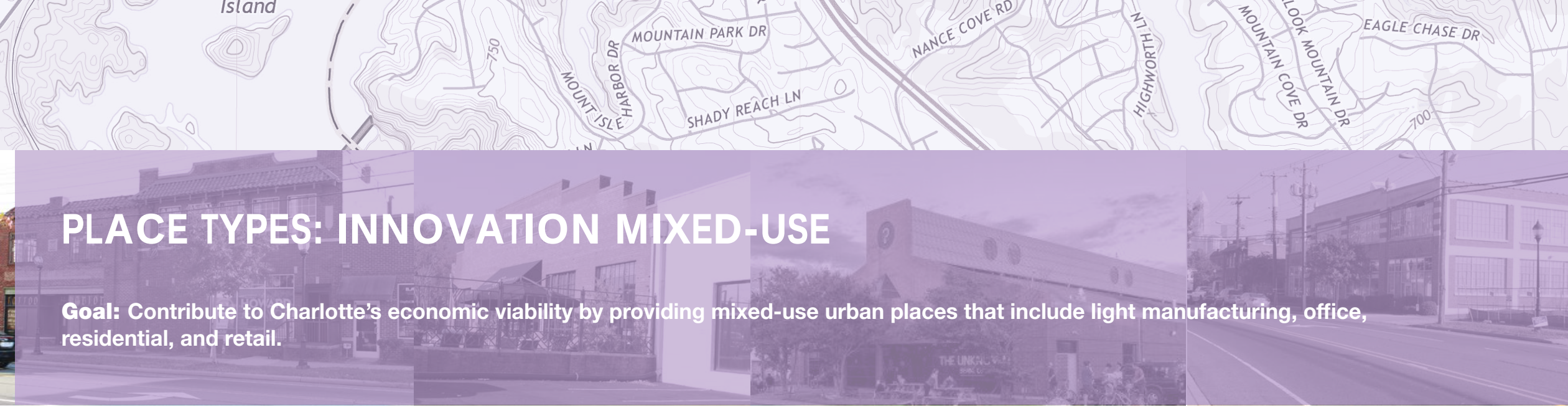
- On-street parking is permitted along local and collector streets but is not typically provided along arterial streets.
- The curb space along local and collector streets will have low turnover and will not require active curb management.

TRANSPORTATION DEMAND MANAGEMENT

- There are limited opportunities for Transportation Demand Management.



Parking and public space examples



PLACE TYPES: INNOVATION MIXED-USE

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Active and passive community gathering spaces

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

C. Regular rail crossings

D. Increased tree canopy

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

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

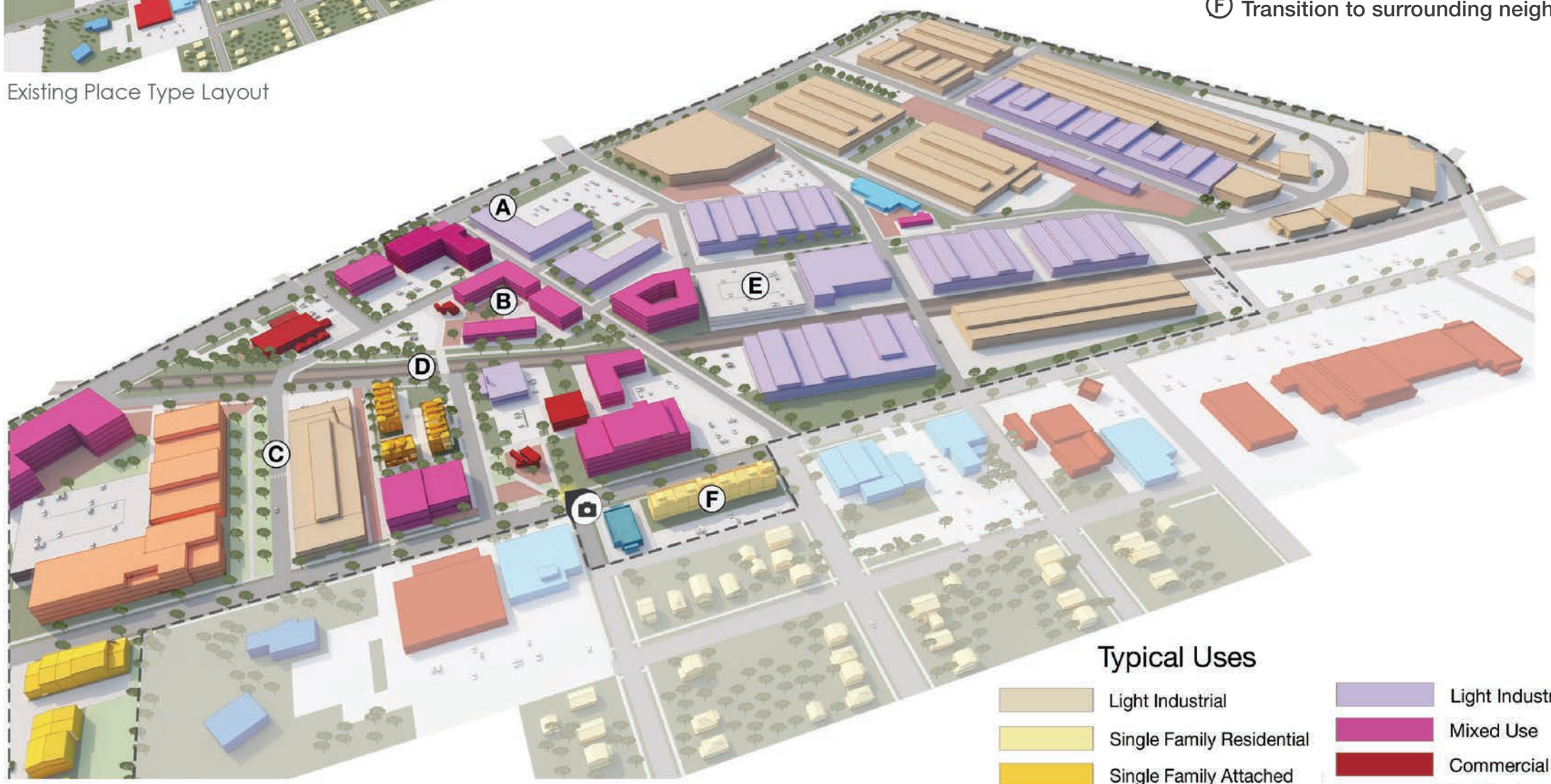
Ⓑ A variety of innovation mixed-use uses which may include breweries/distilleries, office, research, light manufacturing, art/exercise studios, hotels, coworking space, etc.

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

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

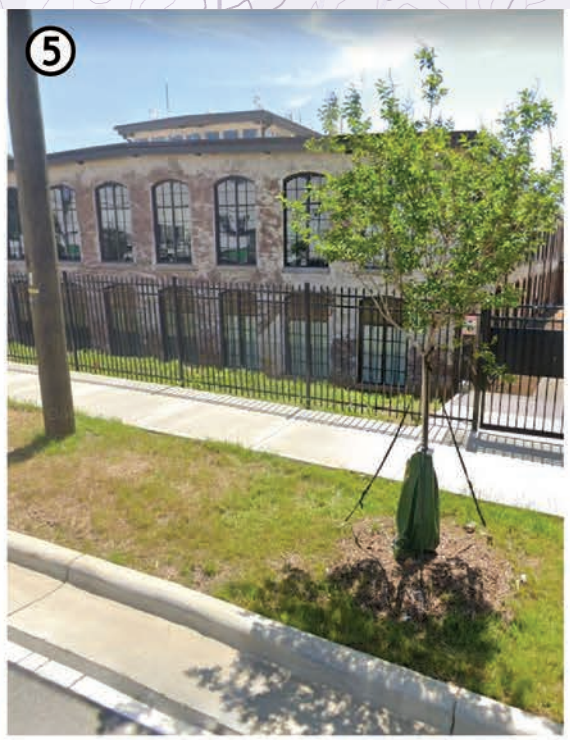
Ⓔ Small parking lots and garages located to the side and behind buildings as feasible

Ⓕ Transition to surrounding neighborhoods



Aspirational Place Type Layout

Place Type graphics are conceptual and for illustrative purposes only



NOTABLE CHARACTERISTICS

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

Building placement and orientation examples

URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

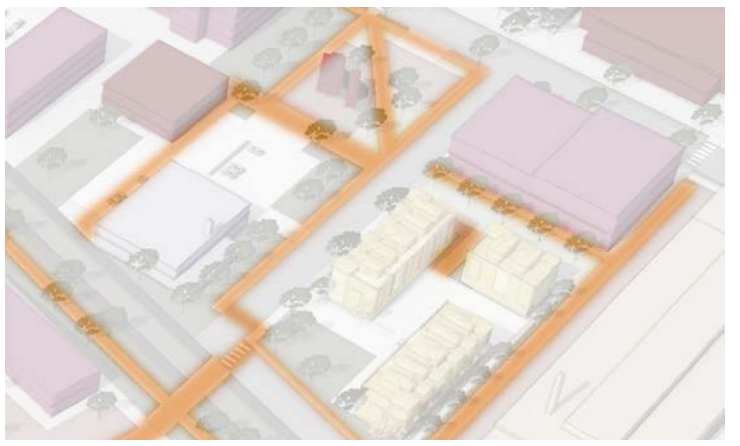
- Direct access is from arterials, collectors, or local streets that do not require trucks to traverse through residential neighborhoods.
- Sites and internal networks provide cross access between parking lots to limit the need for additional access points from streets.
- Alleys are also used as part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

CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

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



Pedestrian access and public space examples

PLACE TYPES: NEIGHBORHOOD CENTER

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Pedestrian-friendly focal point of neighborhood activity

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

C. Comfortable sidewalks with street trees

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

E. Improved pedestrian connectivity and safe crossings

F. Rooftop patios

G. Transition to Adjacent Place Types

Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

Ⓐ Infill development on existing parking lots and underutilized parcels

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

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

Ⓓ Improved pedestrian, bicycle, and vehicular connectivity

Ⓔ Frequent pedestrian connections to and between buildings and blocks

Ⓕ Primarily on-street parking and small surface lots

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

Aspirational Place Type Layout

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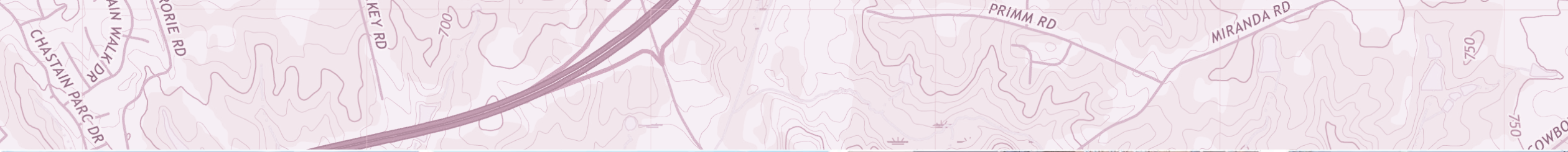
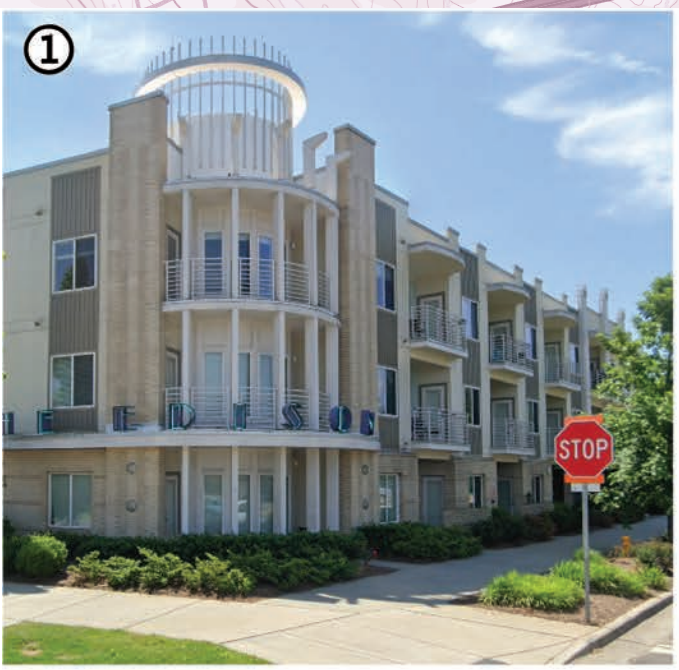
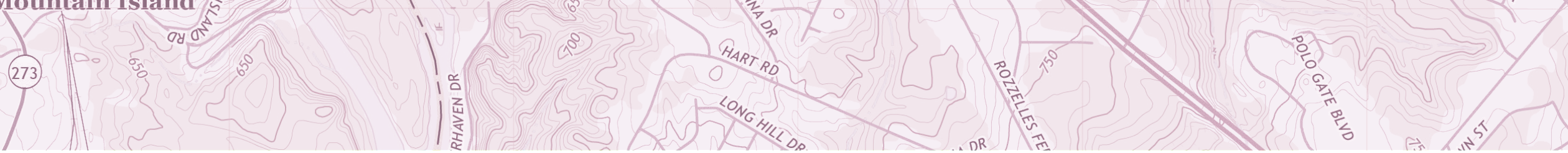
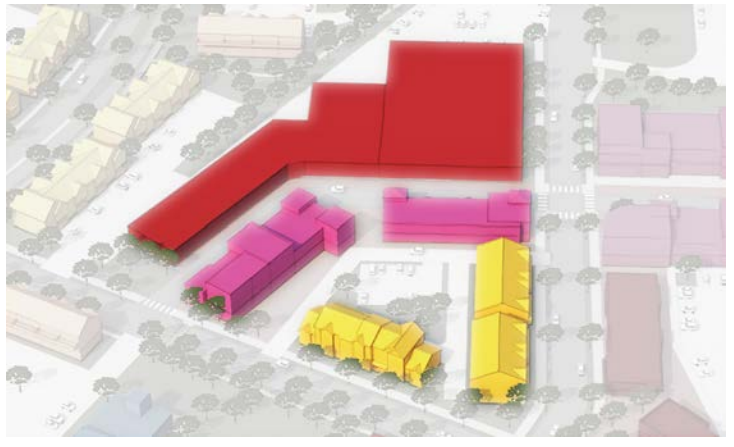


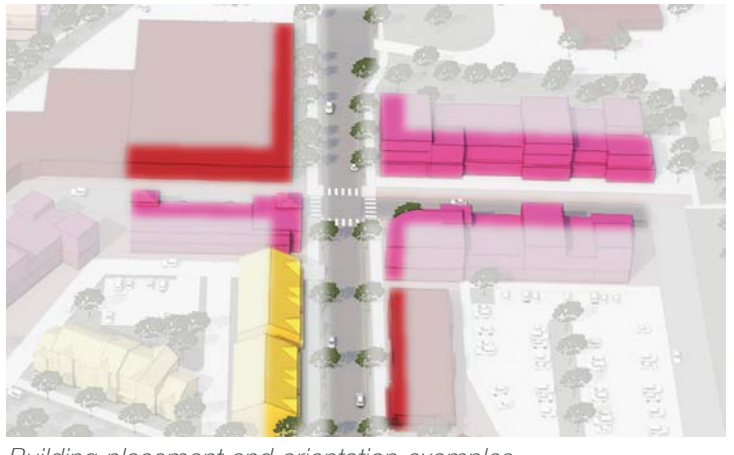


NOTABLE CHARACTERISTICS

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







Building placement and orientation examples

URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

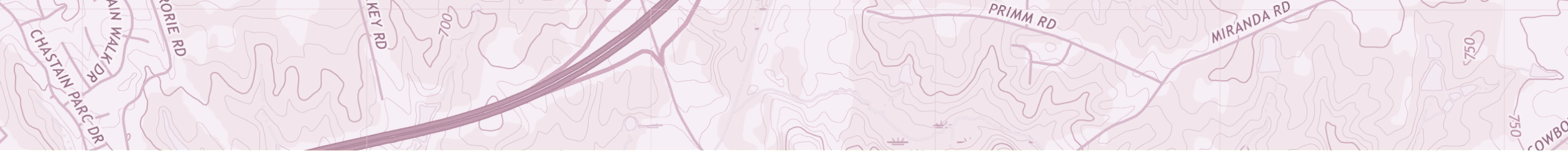
- Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
- A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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



PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

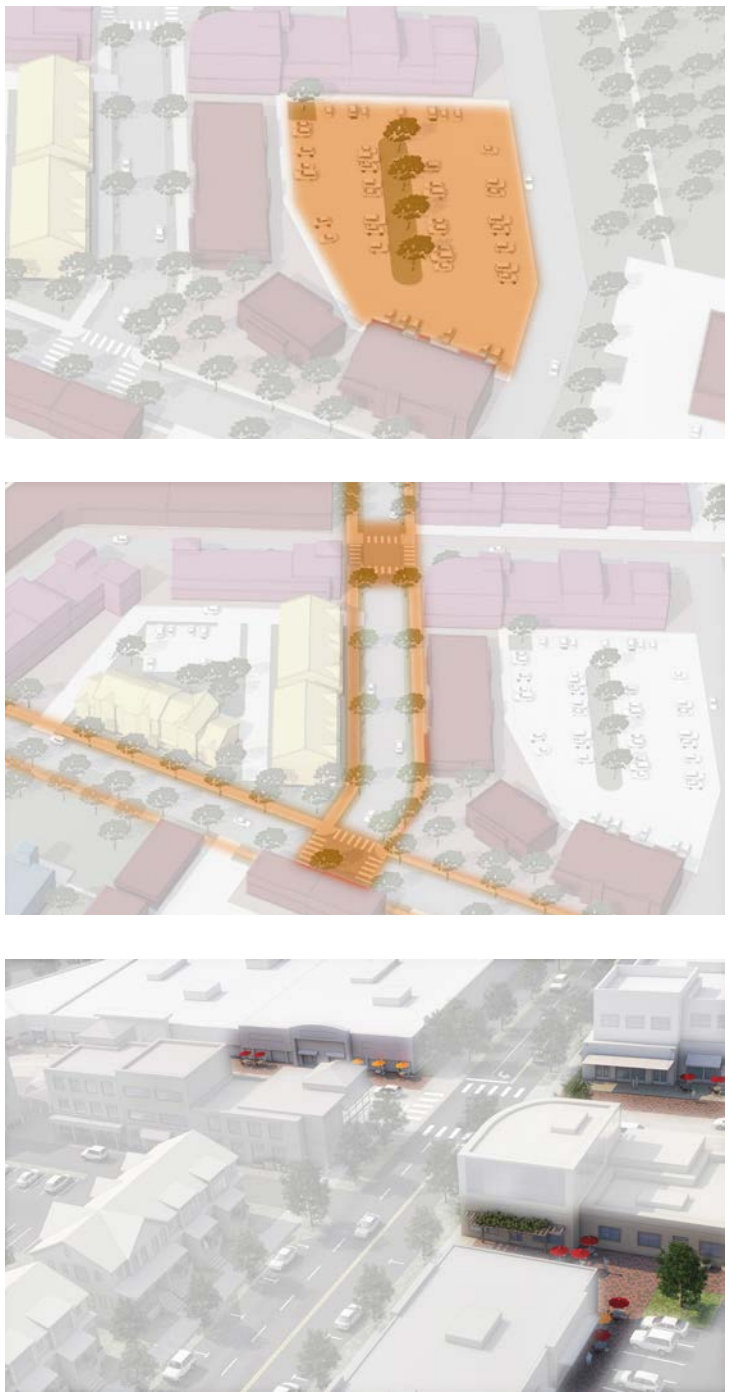
- On-site parking is accessible from Local streets or alleys, rather than directly from Arterials.
- Driveways are limited or consolidated (preferably one per block) to maintain a pedestrian-focused public realm.
- Cross access is used to help limit the number of driveways and reduce short distance auto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

CURB LANE MANAGEMENT & ON-STREET PARKING

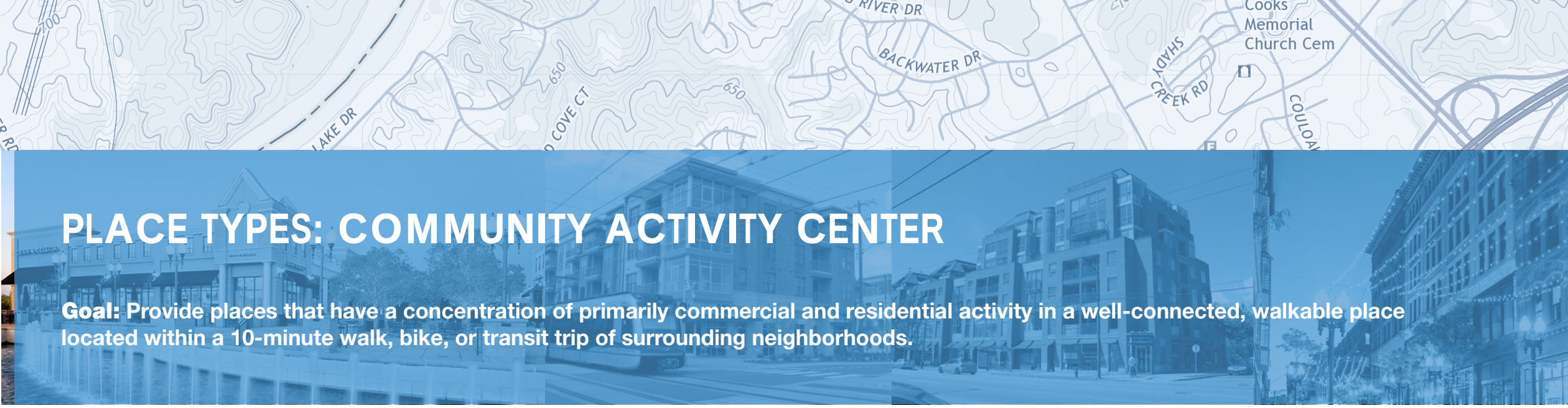
- On-street parking is typically provided along Local and Main streets and may be provided along some Arterial streets.
- The curb space has high turnover, particularly along local and Main streets, requiring curb lane management to accommodate multiple users.

TRANSPORTATION DEMAND MANAGEMENT

- There are significant opportunities for Transportation Demand Management.



Parking and access examples



PLACE TYPES: COMMUNITY ACTIVITY CENTER

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Wide sidewalks with hardscape amenity zone or landscape zone

B. Regular street trees on core streets

C. Highly amenitized public realm with frequent open spaces

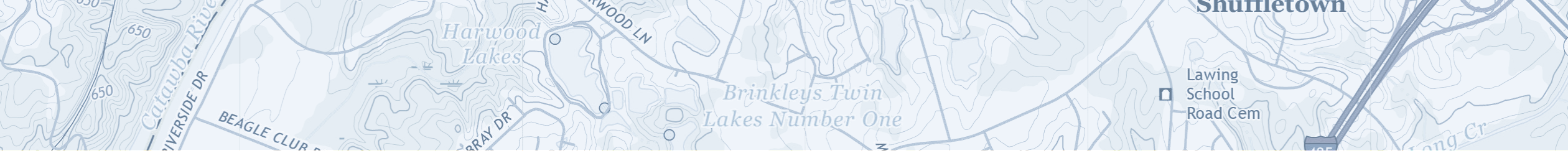
D. Ground floors with retail, patios, or other active uses

E. Upper story balconies and rooftop patios

F. Improved multi-modal connectivity and mobility hub amenities

G. Well-connected, amenity-rich transit stops

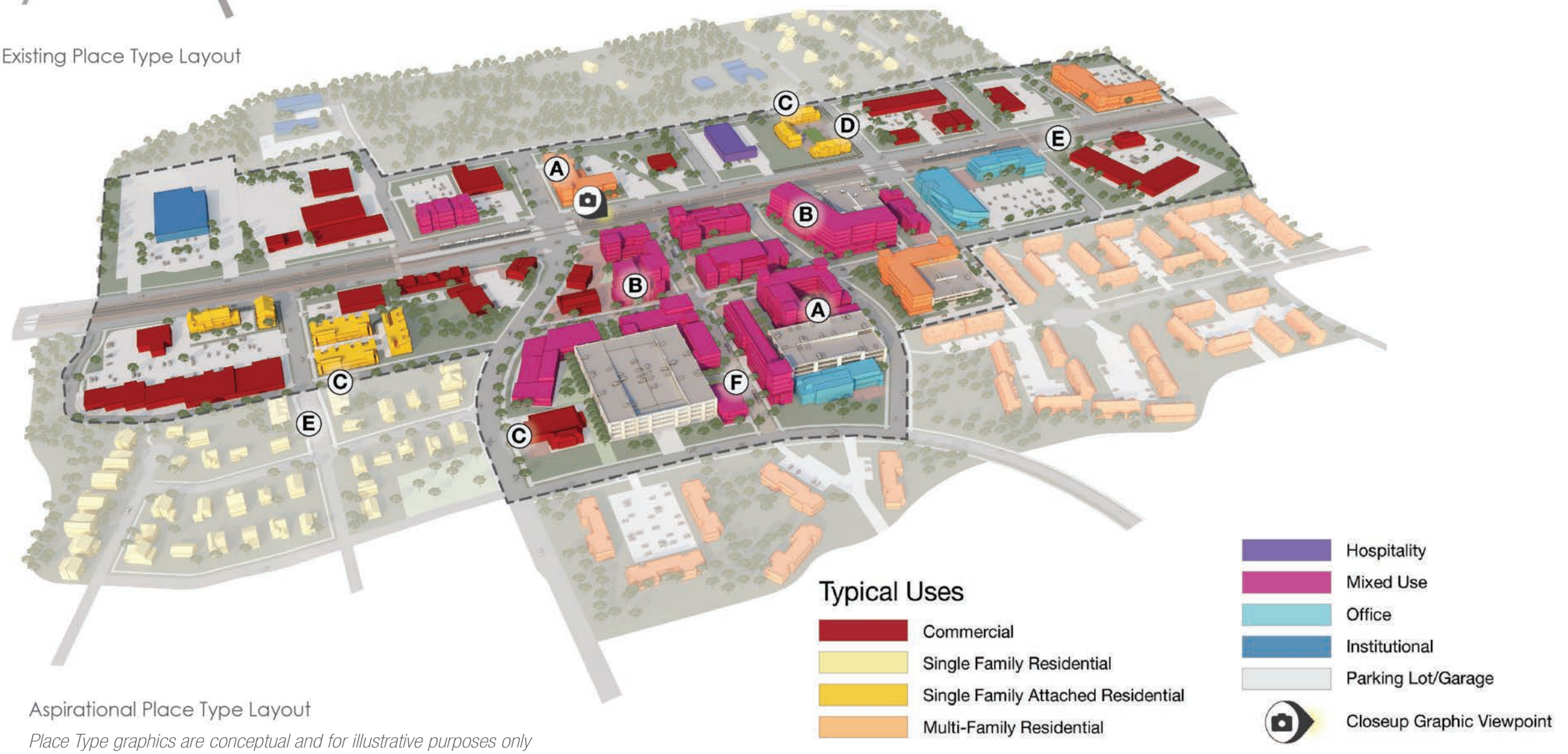
H. On-street parking and screened or wrapped parking lots/structures



Existing Place Type Layout

BIRD'S EYE HIGHLIGHTS

- Ⓐ Infill development on existing parking lots and underutilized parcels
- Ⓑ Mid-rise mixed-use (5 to 7 stories), active ground floors with office or residential above, orienting to street or public space
- Ⓒ Transition down in intensity to neighborhoods
- Ⓓ Small walkable blocks in organized grid pattern
- Ⓔ Improved pedestrian, bicycle, and vehicular circulation and connectivity to adjacent neighborhoods
- Ⓕ On-street parking and screened or wrapped parking lots/structures



Aspirational Place Type Layout

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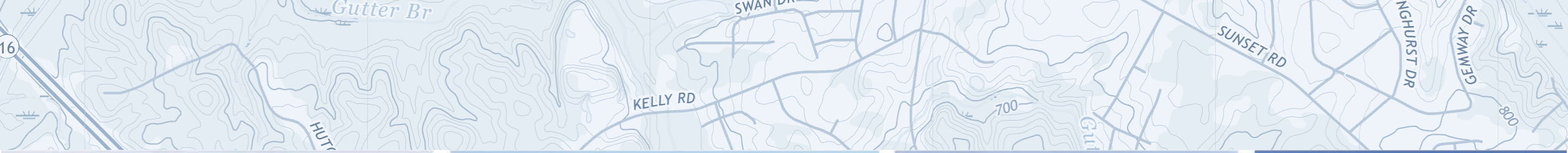
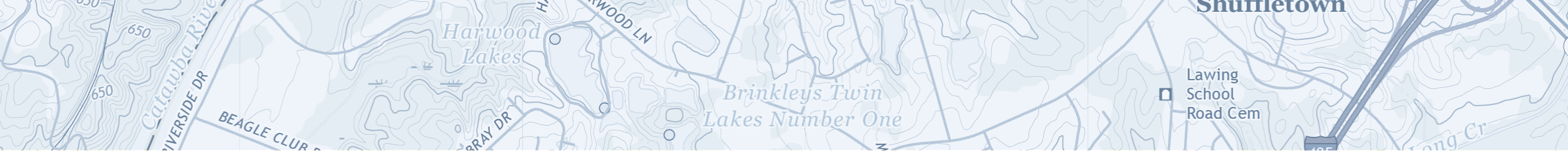


NOTABLE CHARACTERISTICS

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



Building placement and orientation examples

URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

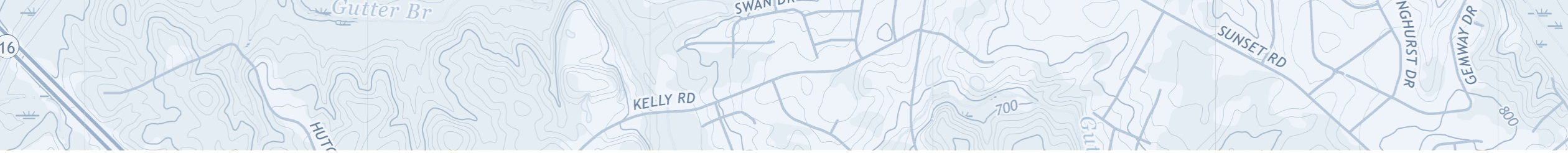
- Buildings are typically located near the back of the sidewalk on local and main streets, and on arterial streets greater separation between the building and street travel lanes is provided.
- A majority of the street frontage is occupied by buildings and urban open spaces, particularly on primary frontages.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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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



PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

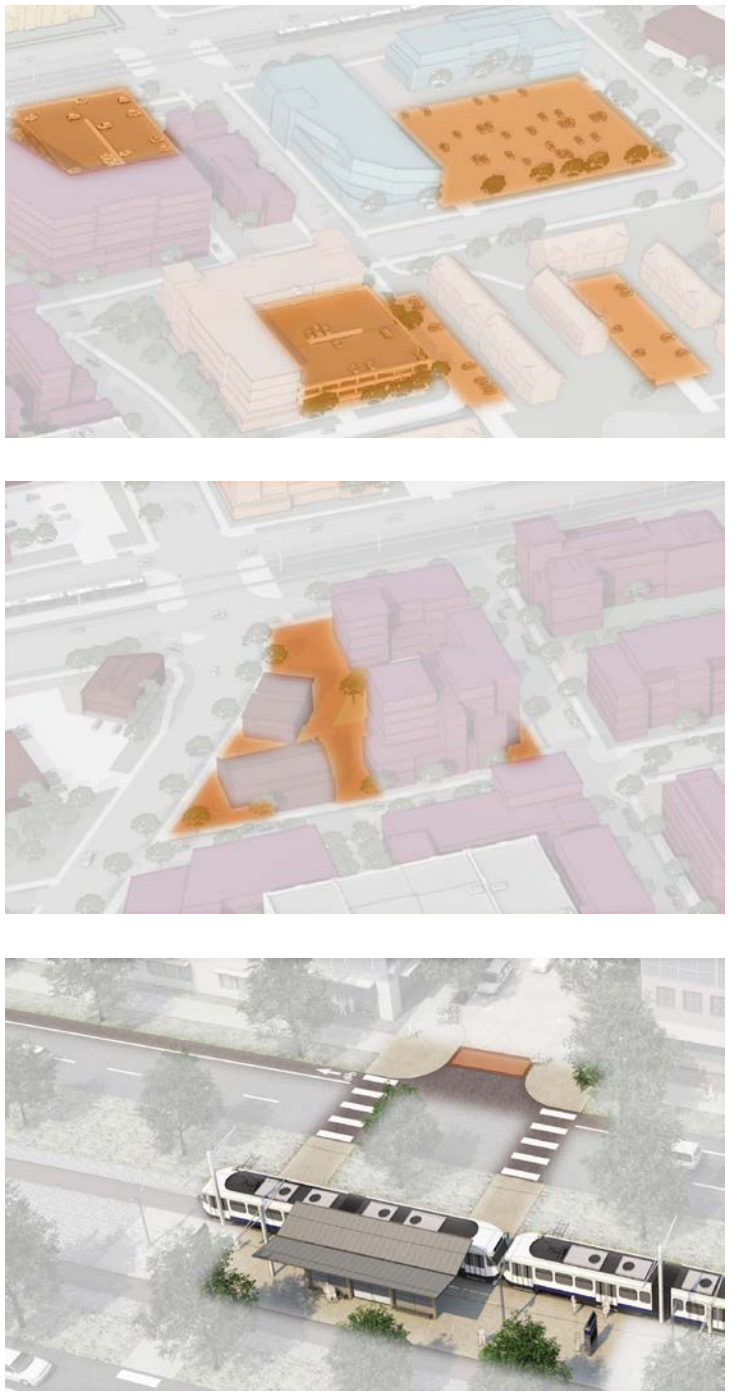
- On-site parking is accessible from Local streets or alleys, rather than directly from Arterials.
- Driveways are limited or consolidated (preferably one per block) to maintain a pedestrian-focused public realm.
- Cross access is used to help limit the number of driveways and reduce short distance auto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

CURB LANE MANAGEMENT & ON-STREET PARKING

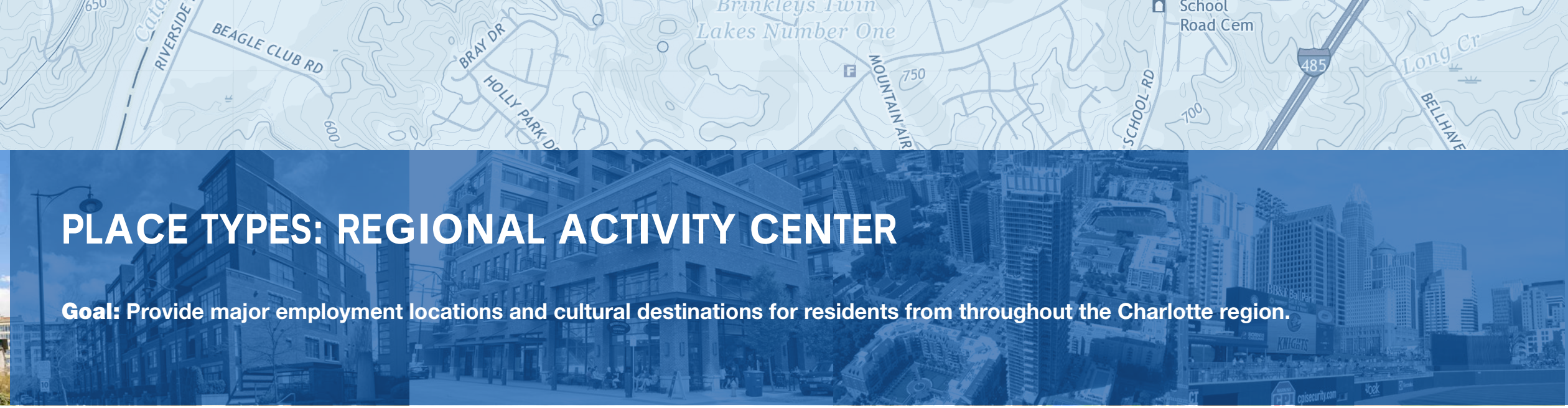
- On-street parking is required along Local and Main streets and may be provided along some Arterial streets.
- The curb space has high turnover, particularly along local and Main streets, requiring curb lane management to accommodate multiple users.

TRANSPORTATION DEMAND MANAGEMENT

- There are significant opportunities for Transportation Demand Management.



Parking, public space, and transit station examples



PLACE TYPES: REGIONAL ACTIVITY CENTER

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

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

LAND USE

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

CHARACTER

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

MOBILITY

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

BUILDING FORM

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

OPEN SPACE

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

CLOSEUP HIGHLIGHTS

A. Safe pedestrian connections, including midblock crossings

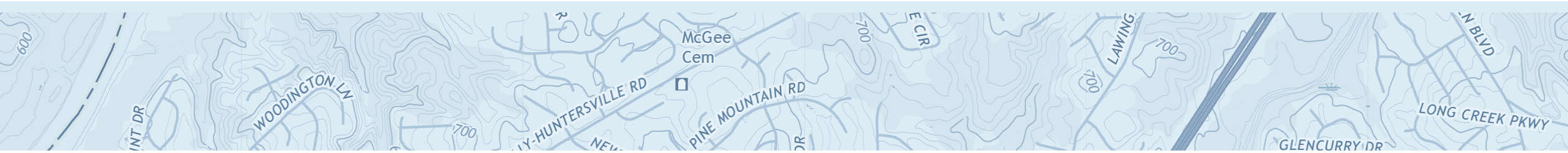
B. Wide sidewalks with hardscape amenity zone or landscape zone

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

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

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

F. Rooftop patios and upper story balconies



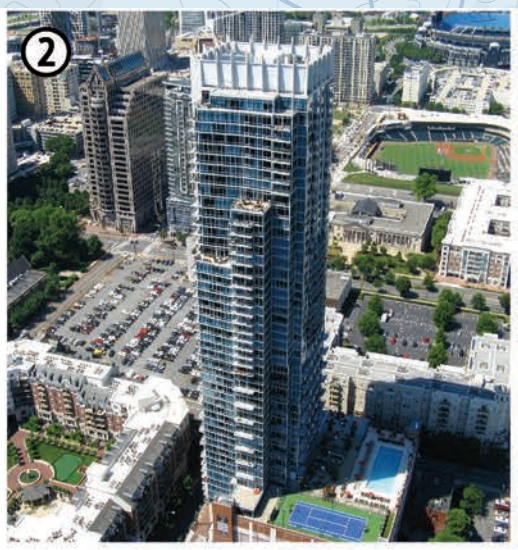
Existing Place Type Layout

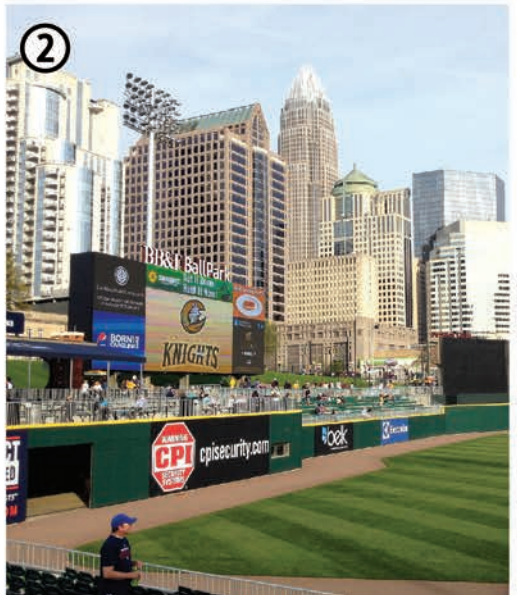
BIRD'S EYE HIGHLIGHTS

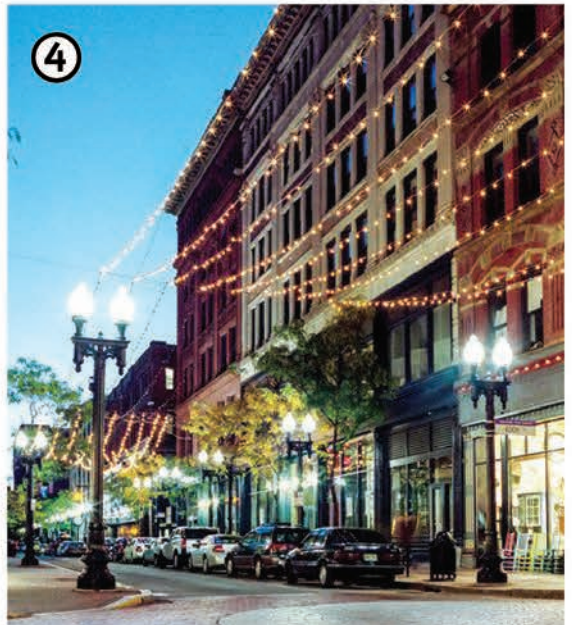
- Ⓐ Mid- to high-rise mixed-use, hospitality, office, and high-density residential development
- Ⓑ "Point towers" can be used to step down the tallest buildings
- Ⓒ Active ground floors and buildings oriented to the street
- Ⓓ Organized/gridded street grid with 400-500' blocks
- Ⓔ Frequent pedestrian connections to and between buildings and blocks
- Ⓕ On-street parking, screened, or wrapped parking lots and structures
- Ⓖ Transition down in density to adjacent neighborhoods

Aspirational Place Type Layout

Place Type graphics are conceptual and for illustrative purposes only

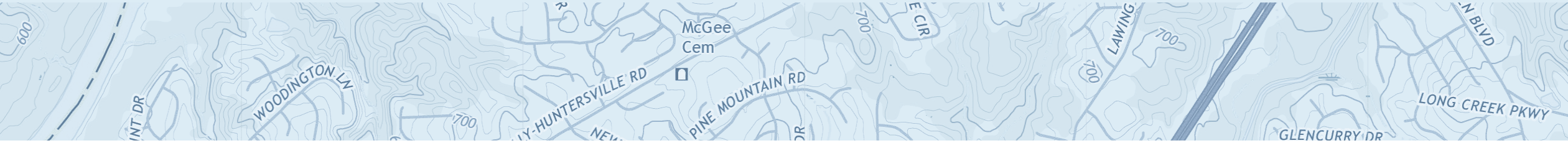


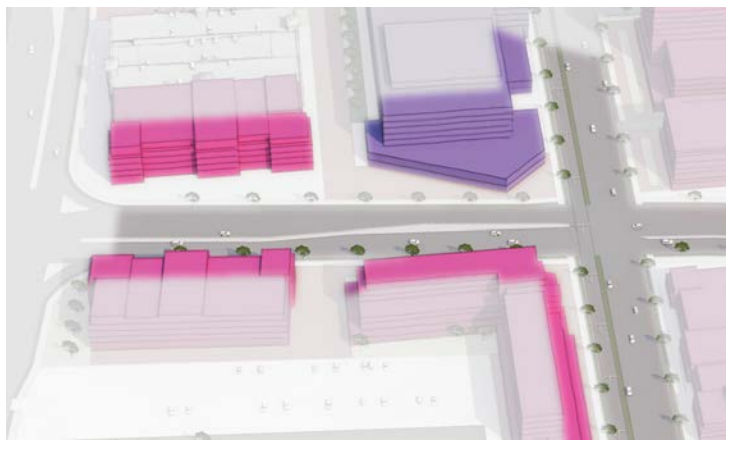




NOTABLE CHARACTERISTICS

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





Building placement and orientation examples

URBAN FOREST

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

TRANSITIONS

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

BUILDING PLACEMENT

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

PARKING & LOADING

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

BLOCK LENGTHS & STREET NETWORK

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

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

PEDESTRIAN & BICYCLE FACILITIES

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

MODE SHARE

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

ACCESS

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

CURB LANE MANAGEMENT & ON-STREET PARKING

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

TRANSPORTATION DEMAND MANAGEMENT

- There are significant opportunities for Transportation Demand Management.

Parking, public space, and transit station examples