

CENTERS · CORRIDORS · WEDGES GLOSSARY

Affordable Housing: Generally defined as housing for which the occupant is paying no more than 30 percent of their gross income for housing costs, including utilities. The City of Charlotte defines affordable housing as any rental housing unit set aside exclusively for households earning 60% or less of the area median income or any ownership housing unit set aside for households earning 80% or less of the area median income. Area Median Income (AMI) is the family income that falls in the middle when compared to all incomes in the metropolitan area. This is based on household size of four.

Subsidized Housing: Typically associated with rental housing. Rental subsidy is a tool used by many Federal and Local affordable housing programs, such as the Section 8 Housing Program. Area Median Income (AMI) is typically the benchmark used to determine eligibility for subsidized housing.

Workforce Housing: Usually associated with for-sale housing. Units are developed and priced for those families whose income is steady and do not make up the poorest of the poor or have special needs. Typically, a developer will set aside a specific number of affordable units available to persons who qualify in return for development incentives or some element of public financing. Qualification is usually determined by some AMI standard.

Area Plan: A policy guide that focuses on a specific geographic area that addresses that area's individual character, its existing facilities and its future needs. Special emphasis is placed on community involvement in public meetings, study groups/stakeholders and individual input in the development of area plans. Area plans focus on the physical development of an area and typically include policies that address land use, transportation, community design, infrastructure, public facilities and the natural environment.

Baby Boomers: General term used to describe people born after World War II between 1945 and 1964

Block Lengths: The longest dimension of a block, from intersection to intersection. Charlotte's street design guidelines recommend relatively short block lengths that will vary according to street types and surrounding land uses, typically not exceeding 650 feet.

Brownfield: Abandoned, idled or under-used land where expansion or redevelopment is complicated by the presence or potential presence of environmental contamination.

Business Corridor: Streets the City has targeted for revitalization efforts as identified in the *Business Corridor Revitalization Strategic Plan 2007-2010*.

Centers as defined in GDPs: These centers are primarily retail-oriented, although ideally they will also contain a mix of well-integrated office and residential uses. Today, many of these centers would be described as shopping centers. While retail uses will continue to be the primary focus of these centers, they are envisioned to become focal point for the surrounding community, providing retail and other services in a pedestrian-oriented, compact, mixed use setting. There are five types of these centers that are differentiated by their size:

Convenience Center (up to 70,000 square feet),

CENTERS · CORRIDORS · WEDGES

GLOSSARY

Neighborhood Center (up to 130,000 square feet),
Community Center (up to 300,000 square feet),
Regional Center (up to 750,000 square feet), and
Super-Regional Center (over 750,000 square feet).

Centers as defined by the *Centers, Corridors and Wedges Growth Framework (Activity Centers)*: These areas have (or are planned to have) at least 750,000 square feet of non-residential development. They are focal points of economic activity, typically planned for concentrations of compact development. Many existing “Activity” Centers have the capacity for significant new growth coupled with enhancements to the supporting infrastructure. The three types of Activity Centers include Center City (Uptown), Mixed Use Centers (like South Park), and Industrial Centers (like Westinghouse).

Center City: Charlotte’s Central Business District (CBD), should be the region’s office and cultural hub, as well as the areas greatest concentration of office development and high density residential development.

Industrial Center: Include primarily warehouse, distribution and manufacturing facilities that serve as major economic generators for the region. They are less compact and less intensely developed than the other types of Activity Centers.

Mixed Use Center: Focal points of community activity that include a mix of uses with retail, housing and office components in a cohesive, identifiable pedestrian-oriented core linked to the remainder of the center by an integrated pedestrian and street network.

Connectivity: Providing for a number of alternate routes between developments/neighborhoods, for multiple modes of transportation including pedestrians, bicyclists, motorists and transit users.

Context Sensitive Design: An approach to designing and building transportation facilities (e.g. streets) that emphasizes that transportation facilities should fit their physical settings and preserve scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. This approach to street design provides a balance between economic, social and environmental objectives.

Complete Street: Is one that provides viable transportation options for all its different users: motorists, pedestrians, bicyclists, transit users, and people who live and work along the street; while recognizing that there might be conflicting needs between different users. For example what is good for motorists might not be good for bicyclists and vice versa.

Corridors as defined by the *2030 Transit Corridor System Plan (Transit Corridors)*: Those areas identified by the *2030 Transit Corridor System Plan* adopted by the Metropolitan Transit Commission that are suitable for rapid transit. They are the South Corridor (running parallel to South Boulevard from Center City to I-485); Northeast Corridor (running generally parallel to North Tryon Street from Center City to UNC-Charlotte to just south of I-485); North Corridor (running relatively parallel to I-77 from Center City to Mount Mourne, just south of Mooresville); Southeast Corridor (running primarily along Independence Boulevard from Center City to CPCC-Levine Campus in Mathews); Center City Corridor

CENTERS · CORRIDORS · WEDGES GLOSSARY

(Connecting areas just beyond I-277 with destinations throughout Uptown); and the West Corridor (running relatively parallel to Wilkinson Boulevard from Center City to the Airport).

Corridors as defined by the *Centers, Corridors and Wedges Growth Framework (Growth Corridors):*

Five growth areas that extend from center city to the edge of Charlotte, roughly parallel to I-77, I-85 or US74, which serve as linkages to various areas of activity along the way. Growth Corridors are characterized by the diversity of places they encompass – from historic neighborhoods to vibrant mixed-use areas to significant employment and shopping districts – and by the accessibility and connectivity they provide for these places. Many areas within the Growth Corridors, particularly the transit station areas, are appropriate locations for significant new growth. Unlike roadway corridors or business corridors, growth corridors are not defined by, or centered on, a single street. Rather they encompass a much wider area and include a variety of high capacity transportation facilities (e.g. major thoroughfares, rapid transit, expressways). Four distinct sub-areas have been identified within the Growth Corridors:

Transit Station Areas: Located within approximately ½ mile walking distance of an existing or planned rapid transit station. These areas should be pedestrian-oriented and typically include a mixture of complimentary moderate to high-intensity residential, office, retail, entertainment, and civic uses.

Interchange Areas: Property located within approximately ½ to 1 mile of interstate or expressway interchanges that have access to and from all interchange quadrants and are appropriate for development types requiring high levels of vehicular access, such as warehouse and distribution uses and regional serving retail.

Established Neighborhood Areas: Existing, primarily low density residential communities that are located within the Growth Corridors. They are typically comprised of single family housing, but may also include some multi-family, commercial and civic uses. These areas should be maintained, enhanced and protected from more intense development adjacent to the neighborhood.

General Corridor Areas: Located outside the other three types of sub-areas within the Growth corridors and are appropriate for a range of low to moderate intensity uses that may include smaller mixed-use centers and areas with the character and function of Mixed-use Activity Centers.

Density: The number of residential dwelling units per acre of land determined by dividing the number of dwelling units by the total number of acres in the parcel.

Low Density: Up to 4 dwelling units per acre

Moderate Density: Up to 22 dwelling units per acre

High Density: Over 22 dwelling units per acre

Dwelling Unit: A room or combination of rooms designed for year-round habitation, containing a bathroom and kitchen facilities, and designed for or used as a permanent residence.

CENTERS · CORRIDORS · WEDGES

GLOSSARY

Dwelling, attached: Any duplex, triplex, quadraplex or multifamily dwelling developed side by side where land is sold with each dwelling unit.

Dwelling, detached: A dwelling unit that is developed with open yards on at least three sides, including modular homes, but not including manufactured homes, mobile homes, or recreational or motor vehicles.

Dwelling, Multi-family: More than four dwelling units, including modular homes, placed one on top of another or side by side and sharing common walls or common floors and ceilings

Established Neighborhood: Existing, primarily low density residential communities that are located within the growth corridors. These areas are typically comprised of single family housing , but may also include some multi-family, commercial and civic uses; should be maintained and enhanced; and should be protected from more intense development that may be adjacent to the neighborhood.

Floor Area Ratio (FAR): The gross floor area of all buildings or structures on a lot divided by the total lot area.

$$\begin{array}{rcl} \text{Total Building Floor Area Square Feet} & 2,500 & \\ \div & & = \\ \text{Total Land Area Square Feet} & 10,000 & .25 \text{ FAR} \end{array}$$

General Development Policies (GDP): A planning document adopted by Charlotte City Council that provides guidance for future land use and development decisions. The *GDP* is used as a starting point in developing area plans, in making changes to existing regulations (such as the zoning and subdivision ordinances), and in evaluating development proposals.

Generation X: People born between 1965 and 1980.

Greenway: Vegetated natural buffers that improve water quality, reduce the impacts of flooding, and provide wildlife habitat. Greenway trails provide recreation, transportation, fitness, and economic benefits.

Greenfield: Land that is still in its natural state or used for agriculture or very low intensity uses; rural sites/areas not yet developed.

Height: The vertical distance between the average grade at the base of a structure and the highest part of the structure, but not including skylights, and roof structures for elevators, stairways, tanks, heating, ventilation and air-conditioning equipment, or similar equipment for the operation and maintenance of a building. Height is also characterized by the following building types:

Low-rise: up to 4 stories

Mid-rise: 5 to 8 stories

High-rise: over 8 stories

Infill Development: The development of new housing or other buildings on vacant lots in a built-up area.

CENTERS · CORRIDORS · WEDGES GLOSSARY

Intensity: The number of dwelling units per acre for residential development and floor area ratio (FAR) (*see FAR definition*) for non-residential development, such as commercial, office, and industrial. FAR may also be used when referring to intensity for mixed-use developments. In mixed-use developments FAR may be useful in relating the size of the building to the lot area.

High intensity: 0.50 FAR or greater

Moderate intensity: up to 0.50 FAR

Low Intensity: up to 0.25 FAR

In-town: Area of Charlotte generally within Route 4.

Land Use: The way land is used to provide locations for homes, businesses, institutions, etc. Zoning regulations control land use.

Local Streets: Streets that provide direct access to sites or land uses. There are several types of local streets, based on the predominant land uses found along them as defined in Charlotte's *Urban Street Design Guidelines (USDG)*. The different types are Local Residential (Narrow, Medium and Wide), Local Office / Commercial (Narrow and Wide), and Local Industrial. The narrow, medium and wide designation refers to differences in dimensions of the various components of the street, such as vehicle lanes, parking zones and pedestrian zones.

Mixed-use Development: One or more buildings that contain more than one type of land use (e.g., retail, office, residential); or, a combination of buildings that contain single uses and buildings that contain more than one type of land use. A key characteristic of mixed-use development is that the various uses are well integrated in a pedestrian oriented environment.

Multi-use Development: Includes at least two of the following uses: office, institutional, civic, residential, retail/service uses in separate but abutting or adjacent buildings, and located on one tract of land, or on multiple adjacent sites. The various uses within a multi-use development are well connected so that the development is pedestrian oriented, compact, and architecturally integrated.

Node: A hub of activity.

Non-local Streets: Main Streets, Avenues, Boulevards or Parkways as defined in Charlotte's *Urban Street Design Guidelines (USDG)*. They are categorized by being destination locations (Main Streets); providing access from neighborhoods to commercial areas, between areas of the city and, in some cases through neighborhoods (Avenues); moving large numbers of vehicles often as "through traffic" from one part of the city to another (Boulevards); and in some cases are mainly motor vehicle oriented (Parkways).

Parks (public): Any land owned by the public and open for use by the general public for active (including playgrounds, ball fields, etc.) or passive recreational purposes (trails and greenway) or as a refuge for wildlife. Mecklenburg County classifies active parks by the following sizes:

Neighborhood / School Parks: 2 - 20 acres

CENTERS · CORRIDORS · WEDGES GLOSSARY

Community Parks: 20 - 100 acres

Regional Parks: 100+ acres

Urban Parks: Any urban space used for active or passive purposes. These spaces would include such things as a central plaza and can range in size from .8 of an acre to 8 acres; are multi-faceted; do not have to be publicly owned; do not have to be green; and are linked together by greenway or overland connectors for easy pedestrian access and to accommodate larger city-wide events.

Pedestrian Oriented: Any development or facility that incorporates the pedestrian as the focal point in its design, scale, and functionality by providing a clear, comfortable, inviting and safe pedestrian environment that easily accesses commercial and residential areas as well as incorporates transit accessibility throughout the development.

Residential Location and Design Assessment Matrix: A site assessment tool in the *General Development Policies (GDP)* used to help determine the appropriateness of a site as a location for higher density residential development (above 4 dwelling units per acre).

The Residential Location and Design Assessment Matrix is not used when a site is located in a transit station area (the *Transit Station Area Principles* would apply instead), nor is it used when a specific density or density guidance is provided in an adopted plan.

The matrix is based on a point system that “scores” a site on a number of criteria that have an impact on the appropriateness of the site for higher density development. The criteria include: sewer and water availability, land use accessibility, connectivity, existing road network and design. Other opportunities or constraints (listed in the *GDP*) are also considered.

CENTERS · CORRIDORS · WEDGES
GLOSSARY

Residential Location and Design Assessment Matrix

Assessment Criteria	Density Category				
	> 4 up to 6 dua	> 6 up to 8 dua	> 8 up to 12 dua	> 12 up to 17 dua	Over 17 dua
Meeting with Staff					
Yes = 1; No = 0					
Sewer and Water Availability					
CMUD = 2; Private = 1; No = 0					
Land Use Accessibility					
High = 3; Medium = 2; Low = 1					
Connectivity Analysis					
High = 5; Medium High = 4 Medium = 3; Medium Low = 2; Low = 1					
Road Network Evaluation					
Yes = 1, No = 0					
Design Guidelines					
Yes = 4; NA = 4; No = 0					
Other Opportunities or Constraints (see below)					
Comment (no points)					
Minimum Points Needed	10	11	12	13	14

Route 4: Road network that forms a loop around the center of Charlotte (approximately 4 miles from the Center City) and includes all or portions of Billy Graham Parkway, Woodlawn Road, Runnymede Lane, Sharon Rd, Wendover Road, Eastway Drive, Sugar Creek Road, and Interstate 85.

Station Area Plan (SAP): A land use policy guide for a specific geographic area surrounding a rapid transit station that addresses that area’s individual character, its existing facilities and its future needs. These plans focus on the physical development of an area and typically include policies that address land use, transportation, community design, infrastructure, public facilities and the natural environment. Station Area Plans follow the guidelines adopted through the *Transit Station Area Principles* of the *General Development Policies* outlining specific guidance for land use, design, and transportation facilities desired within a ½ mile walk distance of rapid transit stations.

Streetscape: All the elements that constitute the physical makeup of a street and that, as a group, define its character. Streetscape is defined in Charlotte’s *USDG* as the combination of the physical elements installed within and along the street right-of-way that impact its usability, functionality, appearance and identity. A good streetscape enhances a street’s functionality and aesthetics. It also enhances the community by providing access to land uses, locations for social interaction, and sites for locating and maintaining infrastructure and amenities. The appropriate combination of streetscape elements will vary according to street classification, right-of-way width, traffic volume, land use context, and multi-modal expectations.

CENTERS · CORRIDORS · WEDGES GLOSSARY

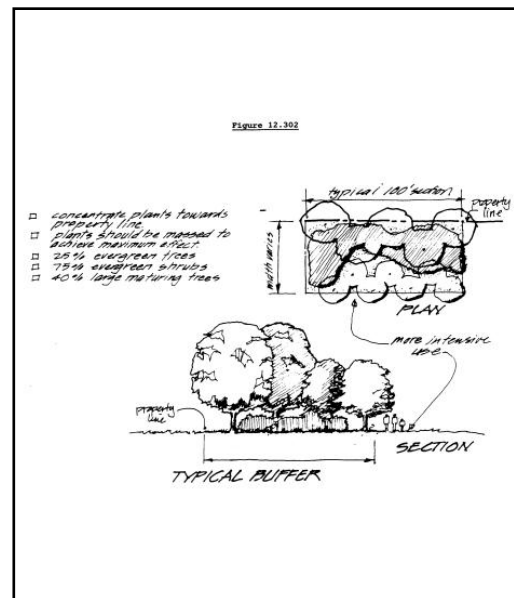
Sustainability: The ability to meet present needs without compromising those of future generations. It relates to the continuity of economic, social, institutional and environmental conditions.

Thoroughfare: Any street designated on the adopted Charlotte-Mecklenburg Thoroughfare Plan, or any street which is an extension of a street on the adopted Thoroughfare Plan. The Mecklenburg-Union Metropolitan Planning Organization (MUMPO) identifies four main thoroughfare types in the Thoroughfare Plan - Freeway/Expressway, Limited Access Thoroughfare, Commercial Thoroughfare (Major Thoroughfare) and Minor Thoroughfare.

Transit Oriented Development (TOD): Development that focuses on creating compact neighborhoods with housing, jobs, shopping community services and recreational opportunities all within easy walking distance (i.e. within ½ mile) of a transit station. A separate TOD zoning district is defined in the zoning ordinance.

Transition: Refers to minimizing potential adverse impacts between land uses that are of different type, intensity and/or scale. Buffers and screens are two of the tools often used to help create such a transition. Site and building design elements, open space, and height restrictions can also help to create a transition between land uses. Sometimes land uses themselves can serve as a transition, providing a more gradual change in use, intensity or scale between different uses. These tools, and others, can be used alone or in combination to create a transition appropriate for a specific situation. The specific details of when and how the different tools are to be used are defined in the Zoning Ordinance and/or Area Plans.

Buffer: A strip of land with natural or planted vegetation located between a use or structure and a side or rear property line intended to separate and partially obstruct the view of two abutting land uses or properties from one another. A buffer area may include any required screening for the site, and ranges in width depending on the types of land uses on either side. The zoning ordinance dictates the specific requirements for buffers between zoning districts.



CENTERS · CORRIDORS · WEDGES
GLOSSARY



Wall with landscaping screens parking from adjacent land uses.

Screening: A fence, wall, hedge, landscaping, earth berm, buffer area or any combination of these provided to create a visual and/or physical separation between certain land uses. Screening may be located on the property line or elsewhere on the site. Screening requirements are detailed in the zoning ordinance with specific standards for minimum and maximum wall/fence height; appropriate types of materials for walls, fences, and landscaping materials; and, appropriate spacing. Guidance for screening is also often addressed in area plans.

Site/Building Design Elements: Site and building design are frequently used to provide a transition between single family housing and more intense development located across a street. The site and building for the more intense use is designed to mimic or complement the characteristics of the facing single family housing. Design elements may include, but are not limited to: multiple building entrances, façade variations, roofline variations, reduced building mass, stoops and porches, and parking located to the side or rear of the structure. Site and building design elements may be addressed in an area plan or through zoning.

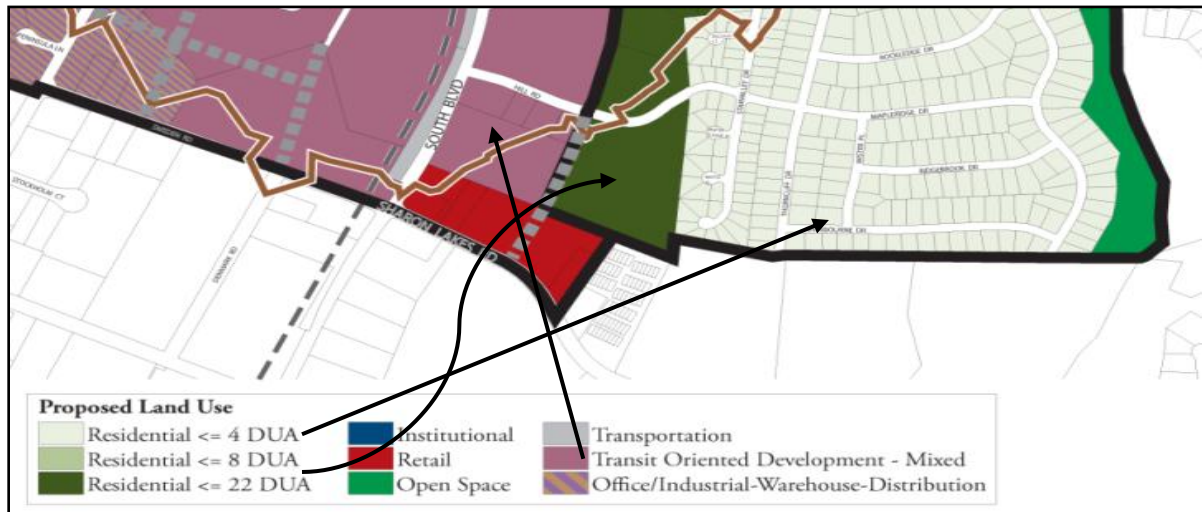


Facade Treatment on Parking Deck

Height: A height plane, or the gradual increase in height from low rise development to mid or high rise development, is another type of transition. Use of a height plane ensures that there is a separation between low scale buildings and mid or high-rise buildings.

CENTERS · CORRIDORS · WEDGES GLOSSARY

Land Use: Land uses may also be used as a transition, for example using moderate density residential in between transit oriented development (TOD) which is a more intense land use, and single family residential which is a less intense land use (see illustration below). The land use designations are identified during the area planning process and adopted as the future land use policy for the area.



Open Space: In some cases, urban plazas or open space may provide a transition by providing additional separation between uses. Urban open spaces may be recommended through the area planning process.



Open space can be used as a transition between land uses

Transportation Action Plan (TAP): Adopted by Charlotte City Council In 2006, the TAP includes goals, objectives, policies and the transportation improvements necessary to prepare the City to meet its future transportation needs to better accommodate growth.

Tree Canopy: Generally defined as the layer of leaves, branches, and stems of trees that cover the ground when viewed from above.

CENTERS · CORRIDORS · WEDGES

GLOSSARY

Urban: A highly developed area that includes, or is an accessory to, a central city or place and contains a variety of industrial, commercial, residential, and cultural uses. These areas typically contain more compact developments that are pedestrian oriented with higher densities than would be found in suburban or rural areas.

Urban Street Design Guidelines (USDG): Adopted by Charlotte City Council in 2007, these policies are a key component of the *Transportation Action Plan* and describe how Charlotte's streets will be evaluated, planned for and designed. The *USDG* define a process to ensure that appropriate street types and street design elements will be used to support specific land development and transportation objectives. Additionally, the *USDG* describe the land uses and urban design elements that can best complement each type of street, with the intention that street design and land use/urban design decisions will reinforce each other.

Wedges: Areas between Growth Corridors where residential neighborhoods have developed and continue to grow. Wedges consist mainly of low density housing, as well as a limited amount of moderate density housing and supporting facilities and services.