
TO: Joe Mangum, Entitlement Services
FROM: Manal Mahmoud, Long Range Planning
SUBJECT: RZP 2026-002: 2040 Comprehensive Plan Consistency
LOCATION: 129 Verbena Street
DESCRIPTION: Zoning Change Request from ML-2 to TOC-NC
ACREAGE: 0.16 acres
DATE: 4/16/2026

The Long-Range Division of the Planning, Design and Development Department offers the following comments on the above referenced rezoning petition.

Recommendation Summary

The petition is **consistent** with the goals and policies of the Community Area Plan.

The petition is **in alignment** with the [Charlotte Future 2040 Policy Map](#) recommendation for the Community Activity Center Place Type.

SOUTH INNER COMMUNITY AREA PLAN

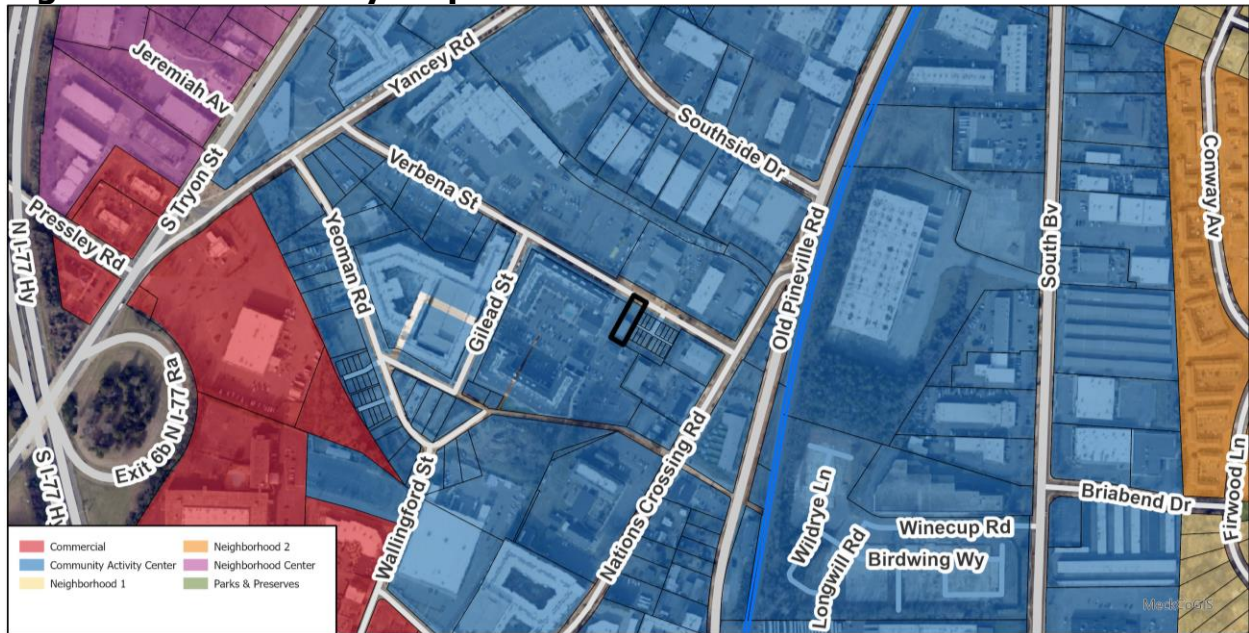
The petition could facilitate the following priority for the South Inner Community Area Plan:

Goal 4: Trail & Transit Oriented Development (2-TOD) This petition could facilitate this goal due to its proximity to the Woodlawn LYNX Blue Line station (at approximately 0.62 miles from the site).

POLICY MAP

This petition **is in alignment** with the Community Activity Center (CAC) Place Type on the 2040 Policy Map (See Figure 1).

Figure 1: 2040 Policy Map



**Comprehensive Plan, 2040 Policy Map, and Supporting Community Areas Plans
Community Area Plan (CAP) –South Inner, adopted November 24, 2025**

- Community Area Plan - Priority Goals of the Area Plan:**
While it is important to advance all ten of the Charlotte Future 2040 Comprehensive Plan goals across the City, some goals are more of a priority for a geography based on the community’s needs for increased access and reduced impacts.

Based on the South Inner CAP’s need for increased proximity to existing or future rapid transit, Table 1 below represents an analysis of how the petition could facilitate the priority Comprehensive Plan Goals for the geography.

Table 1: Community Area Plan Priority Goals

Community Area Plan Priority Goal	How does the petition specifically facilitate the priority goal?
Goal 4: Transit- and Trail-Oriented Development (2T-OD)	This petition could facilitate this goal due to its proximity to the Woodlawn LYNX Blue Line station (at approximately 0.62 miles from the site).

Table 3 below represents an analysis of Alignment with the 2040 Policy Map.

Table 3: Alignment with the 2040 Policy Map

2040 Policy Map Place Type Designation	Petition Consistency
	IN ALIGNMENT WITH the recommendation for Community Activity Center (CAC) .

Table 4 below represents an analysis of how the petition meets the components of the proposed **Community Activity Center (CAC)** Place Type.

Table 4: Community Activity Center Place Type Components

Place Type Component	Place Type Component Description	How does the petition specifically meet the Place Type Component?
Land Uses	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.	The change in zoning to align with the Place Type makes this more appropriate for CAC.
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	This petition is located within a transit friendly environment, along major transportation corridors. This site is approximately 0.6 miles

	with transit service. 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. 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.	from a high-capacity transit station.
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. They have tall ground floors and a high degree of transparency using clear glass windows and doors.	This petition proposes a primarily commercial use
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.	N/A

- **Community Area Plan - Supporting the Vision Policy and Assessment Recommendation Review**

Supporting the Vision section outlines adopted and recommended policies, regardless of Place Type designations, to help guide decisions for Mobility, Open Space, Environmental Justice & Sustainability, Community Character and Public Facilities & Services.

The Mobility, Open Space and Community Character Assessments apply to petitions within an area designated by the 2040 Policy Map as an activity center. To fully realize the aspirations of those mixed-use Place Type recommendations and advance Charlotte’s goals, future

development should help further aspirations related to Mobility, Open Space and Community Character.

Table 5 below represents an analysis of how the petition meets the policy recommendations. These policies are specifically tracked for rezoning petitions.

Table 5: Policy Recommendations

Policy Recommendation	How does the petition specifically meet the policy?
Open Space OS-1: To increase access to open space, ensure new development/redevelopment provides enhanced open space(s), as encouraged by the designated Place Type and required by the Unified Development Ordinance.	N/A
Environmental Justice EJ-1: To ensure future residents do not live near undesirable or unhealthy land uses, discourage residential development/redevelopment in areas designated Manufacturing & Logistics.	N/A
Environmental Justice EJ-2: To ensure compatible land uses near industrial land uses, encourage Commercial or Innovation Mixed-Use development/redevelopment adjacent to areas designated Manufacturing & Logistics.	N/A
Environmental Justice EJ-8: To reduce brownfields and hazardous sites, the City should consider adjacent Place Type designations and preferred adjacencies, as outlined in the Policy Map Manual, when approving new land uses for redeveloped "Areas of Environmental Concern."	N/A
Community Character CC-5: To retain neighborhood culture and identity, Charlotte should use pattern books and regulatory tools such	N/A

as neighborhood character overlays, historic districts, and other community-driven strategies to guide residential infill development.	
Public Facilities PS-4: To ensure delivery of adequate public services, align Charlotte's annexation policy with public facility needs.	N/A