

This handout provides draft text for the fourth subarea for Corridors.

Established Neighborhood Areas

Description of Sub-Area:

Established Neighborhood Areas are those **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**;
- Should be **protected from more intense development adjacent** to the neighborhood.

Land Use:

The **predominant use will be single family residential**. **Civic uses**, such as parks and schools, may also be located in Established Neighborhood Areas. **In some cases, multi-family residential, office and retail**, in a pedestrian-oriented, neighborhood business district, may be included in these areas.

If appropriate, **multi-family residential density should be moderate** and, in rare cases, high.

If appropriate, **new retail and office development** in Established Neighborhood Areas will typically be located on **non-local streets**. Non-residential intensity (Floor Area Ratio) should be low to moderate.

Desired uses, locations and densities/intensities will be determined by the area planning process. If area plans do not specify residential density, the “Residential Location and Design Assessment Matrix” in the *General Development Policies* should be used.

Transportation:

To both preserve and enhance established neighborhoods, these areas should have a transportation network that **provides residents with viable transportation choices**. The network would include **walkable and bikable neighborhood streets and**, where they exist in established neighborhoods, **thoroughfares that are designed for all travelers based on context**.

As is the case City-wide, and working within the context of established neighborhoods, transportation facilities and services would generally include:

- **An interconnected street network** to allow residents access by bike, foot, or car to civic uses like schools and parks, as well as to nearby shopping areas, transit stops or Station Areas, or adjacent Activity Centers;
- **An extensive pedestrian network**, including sidewalks along streets, greenway connections, walking trails, and safe street crossings;
- **A bicycle network**, consisting of low-speed, low-volume neighborhood streets, bike lanes on higher volume streets, greenway connections and other pathways, where appropriate;
- **Local and express bus service**, typically along any thoroughfares adjacent to or traversing established neighborhoods.

In most cases, the local street network would not change, other than when needed to support a major land use change. Overall, the transportation focus in established neighborhood areas should be to preserve and enhance a well-designed, **context-based network that allows the residents to move safely and easily within their neighborhood and to the adjacent activity areas.**

Infrastructure and Public Facilities:

Established Neighborhood Areas are appropriate for a variety of **public facilities designed primarily to serve the residents**, but in some cases may also serve other users based on proximity to adjacent areas.

Public facilities in Established Neighborhood Areas **could include parks, greenways and schools.**

Established Neighborhoods with **neighborhood business districts might also include libraries and post offices** in these areas.

Other public facilities may be found in nearby locations in **other parts of the Corridor.**

Environment and Site Design:

Buildings and sites should be designed to be sustainable. In particular:

- New development should **preserve environmentally sensitive areas and incorporate consideration of natural features** – such as wetlands, creeks and the natural tree canopy – into the design of new development whenever possible, and minimize site disturbance and related erosion and sedimentation.
- Established Neighborhood Areas should be **priority areas for preservation of Charlotte's natural tree canopy.**
- Development in Established Neighborhood Areas should include **extensive vegetation and trees.** Landscaping should use non-invasive plant species and preserve existing vegetation and open space as feasible.

In general, **development should be low scale.**

A **transition**, either through a buffer or screening, **should be provided between low density residential development in Established Neighborhood Areas and high density residential or non-residential development.**

Site design for Established Neighborhood Areas should **facilitate pedestrian and bicycle circulation**, especially to reach nearby transit facilities, commercial areas and civic uses.

For additional environmental and site design guidance, see the *General Development Policies* and applicable area plans.