CHARLOTTE FUTURE
2040 POLICY MAP

MAPPING METHODOLOGY

APRIL 2022

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CITY OF CHARLOTTE 2040 POLICY MAP

Mapping Methodology

April 15, 2022

The 2040 Policy Map is the spatial application of place-based policies within Charlotte Future 2040 Comprehensive Plan. This mapping methodology is intended to document the mapping approach and key steps utilized to sequentially generate Charlotte Future 2040 Policy Map. This document explains how each of three maps were created during this process- Existing Place Types Map, the Status Quo Place Types Map, and the 2040 Policy Map.

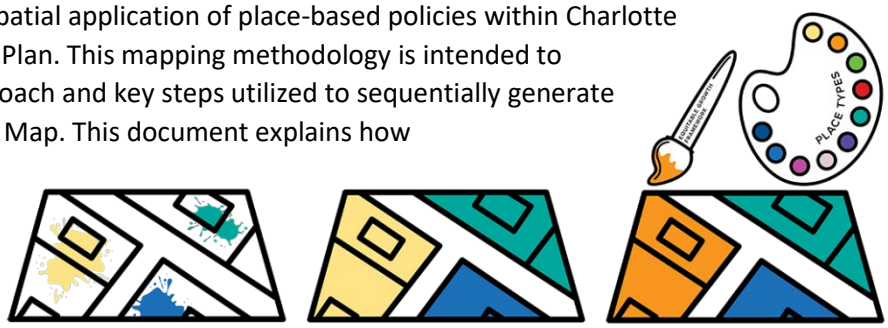


Figure 1: Three Step Process – 1) Existing Place Types Map, 2) Status Quo Place Types Map, 3) 2040 Policy Map

CONTENTS

This methodology contains the following sections (click a listed item to jump to a section):

Abbreviations used in this document include: EPT = Existing Place Type, SQPT = Status Quo Place Type, and FPT = Future (2040) Place Type. The ten Place Type classification abbreviations used in the document include: RAC, CAC, NAC, N1, N2, PP, COMM, CAMP, ML, IMU. For interim coding of Activity Center parcels without a determined Center type yet at that point in the process, the abbreviation used is AC.

MAPPING AND ENGAGEMENT PROCESS

The methodology was written and tested by MIG with collaboration with City staff. The mapping was performed primarily by City staff with demonstrations, technical support, and QA/QC from MIG. More detailed, technical steps of the methodology are included in an appendix to this report.

Community engagement was conducted in three windows throughout the 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. More information about community engagement during this process is available in the Community Engagement Summary.

STEP 1: EXISTING PLACE TYPES MAP

Th 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.

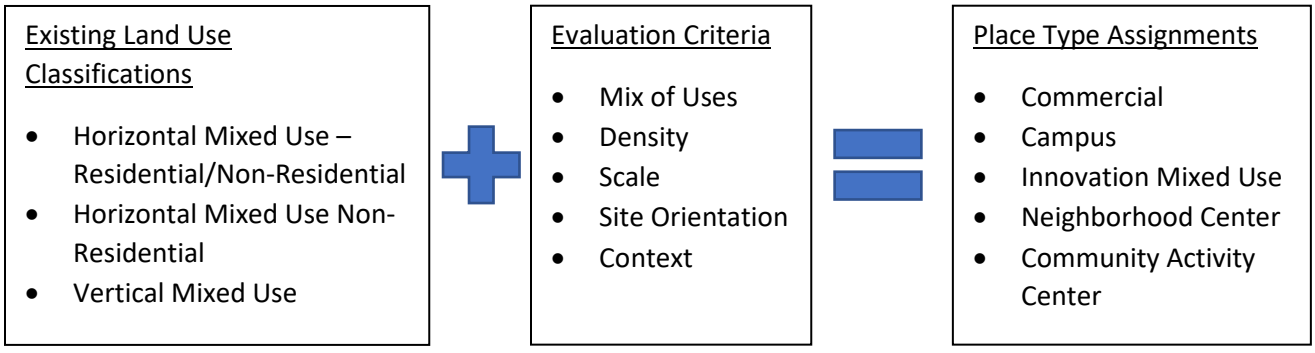
EPT Action 1.1: Translation of Existing Land Uses to Existing Place Types

Parcels with thirteen existing land use classifications were directly translated to one of the ten Place Types. Existing land use data used was from 2018, the most recent data available at the time.

Existing Land Use	Existing Place Type
Water	Parks & Preserves
Open Space/Recreation	Parks & Preserves
Large Lot Residential	Neighborhood 1
Single Family – Detached	Neighborhood 1
Single Family – Attached	Neighborhood 1
Multi-Family	Neighborhood 2
Civic/Institutional	Campus
Office > 50 acres	Campus
Office < 50 acres	Commercial
Retail	Commercial
Industrial	Manufacturing & Logistics
Warehouse/Distribution	Manufacturing & Logistics
Vacant > 10 acres	Vacant

EPT Action 1.2: Evaluation of Existing Mixed-Use Areas

Parcels with three mixed use existing land use classifications (2018 data) were evaluated on a site-by-site basis using aerial photography. Existing Place Type classifications were assigned based on mix of uses, density, scale, site orientation, and context.



EPT Action 1.3: Evaluation of Outstanding Land Use Classifications

Parcels with four existing land use classifications were assigned an existing Place Type classification based on the predominant surrounding or adjacent Place Type.

Existing Land Use Classifications

1. Parking
2. Transportation
3. Utility
4. Vacant < 10 acres

Place Type Assignment Example:

Parking lot adjacent to Neighborhood Center

Parking lot translated to Neighborhood Center

Some parcels had no value for existing land use. In these instances, existing zoning was used to apply the most likely existing Place Type to a parcel.

EPT Action 1.4: Allowance of "Vacant" Existing Place Type

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. Any vacant parcels or clusters of parcels over 10 acres in size were assigned the designation "vacant".

EPT Action 1.5: Manually Coding of Existing IMU

Due to lack of data related to determining existing IMU place type locations, CLT planners did a review based on local knowledge of existing mixed-use adaptive reuse places. These areas were coded as IMU.

EPT Action 1.6: Review of Standalone Parcels

Place Types are intended to be applied at the half block or block scale. In this step, small individual or clusters of parcels amidst another larger Place Type were typically absorbed into the predominant surrounding Place Type.

Standalone parcels were absorbed into the surrounding Place Type

Criteria including size thresholds and Place Type adjacencies were used to make the determination to preserve standalone parcels as their assigned existing place type or to absorb them into the surrounding Place Type. Common examples included:

- **Standalone N2 parcels amidst N1 were absorbed into the surrounding N1**.
    - N1 permits small-scale, multi-family building types such as duplexes, triplexes, quadraplexes and small apartments (typically 8 or less units).
- **Standalone CAMP sites (less than 10 acres in size) were absorbed into the predominant surrounding Place Type.**
    - Campus uses (such as schools, religious institutions, and public services) on small sites are part of a complete community and should be incorporated into all Place Types.

- **Open space & recreation sites (less than 10 acres) scattered throughout any Place Type were absorbed into the predominant surrounding Place Type.**
    - Small open space, both private and public, are part of a complete community and should be incorporated into all Place Types.

There were a few exceptions to this approach, knowing that some locations on the Existing Place Types Map may not meet the aspirational characteristics of a Place Type as described in the Comprehensive Plan. One example of an exception included small nodes of COMM. These existing places were left as COMM when surrounded by N1 or N2 in order to illustrate existing development patterns in Charlotte and to identify possible locations for future NAC's.

EPT Action 1.7: Review of "Hodgepodge" Areas

At this point, some areas on the Existing Place Types map did not include a singular small, standalone parcel of a unique Place Type, but rather had a "hodgepodge" pattern. An example of this is shown in the image to the right. The two primary types of "hodgepodge" areas included ML/COMM and N1/N2.

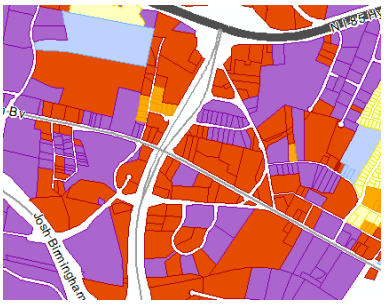


Figure 2: "Hodgepodge" example

- ML/COMM hodgepodge areas: Based on a review of aerial imagery, these areas typically became IMU if truly mixed use or remained as-is if the Place Type assignments were at least a half block in size.
- N1/N2 hodgepodge areas: Based on a review of aerial imagery, these areas typically became N2 due to the predominance of N2 uses.

EPT Action 1.8: Determination of Activity Center Types

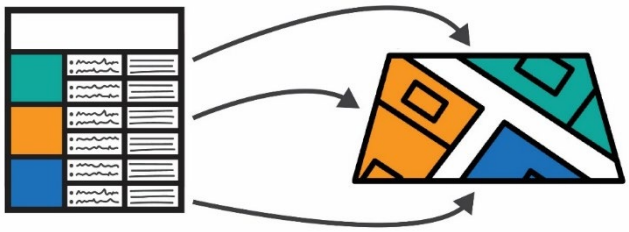
Activity Center types were initially determined by size. Only a few existing Regional Activity Centers were determined to exist. Aside from those locations, Neighborhood Centers were determined to be 5 acres or smaller and Community Activity Centers were determined to be larger than 5 acres.

STEP 2: STATUS QUO PLACE TYPES MAP

The Status Quo Place Types map 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. For this mapping application, much of the mapping team's efforts involved narrowing down each parcel to have one "most likely" Status Quo Place Type (SQPT).

SQPT Action 2.1: Translation of Zoning Districts to Future Place Types

A crosswalk was generated in coordination with the UDO team to translate existing zone districts to SQPT. This was intended to map Place Types based on what was currently allowed and what opportunities currently exist. The zoning crosswalk was also intended to remove the potential for "down-zoning" as a result of this (and the UDO) process. The table below summarizes a more detailed zoning crosswalk.



Current zoning districts were translated to Place Types

Summarized Zoning Crosswalk	
2040 Place Type	**Possible Zoning Designations**
Neighborhood 1	MX-1, MX-1(INNOV), MX-2, MX-2(INNOV), MX-3, MX-3(INNOV), R-3, R-3(CD), R-4, R-4(CD), R-5, R-5(CD), R-6, R-6(CD), R-6MF(CD), R-6MFH(CD), R-8, R-8(CD), R-9(CD), R-12, R-12(CD), R-15(CD), R-MH, RR-CD, UR-1, UR-1(CD), UR-2, UR-2(CD), UR-3, UR-3(CD)
Neighborhood 2	MX-1, MX-1(INNOV), MX-2, MX-2(INNOV), MX-3, MX-3(INNOV), R-RPUD, R-6PUD, R-9PUD, R-12PUD, R-15PUD, R-6MF(CD), R-6MFH(CD), R-8, R-8(CD), R-8MF, R-8MF(CD), R-9(CD), R-9MF(CD), R-12, R-12(CD), R-12MF, R-12MF(CD), R-15MF(CD), R-17MF, R-17MF(CD), R-20MF, R-22MF, R-22MF(CD), R-43MF, R-43MF(CD), UR-1, UR-1(CD), UR-2, UR-2(CD), UR-3, UR-3(CD), TOD-R(CD), TOD-R(O), TOD-RO
Campus	BP, BP(CD), O-2, O-2(CD), O-3, O-3(CD), O-15, O-15(CD), R-I, INST, INST(CD), RE-1, RE-1(CD), RE-2, RE-3, RE-3(CD)
Commercial	B-2, B-2(CD), B-2(O)
Manufacturing & Logistics	B-D, B-D(CD), BP, BP(CD) I-1, I-1(CD), I-2(CD)(TS), I-2(TS-O)
Innovation Mixed Use	I-1, I-1(CD), I-1(TS-O), I-2, I-2(CD), I-2(CD)(TS), I-2(TS-O)
Regional Activity Center	B-1SCD, O-1, O-1(CD), O-6(CD), O-9(CD), CC, CC(CD), MUDD, MUDD-O, MUDD-O(CD), MUDD(CD), R-RPUD, R-6PUD, R-9PUD, R-12PUD, R-15PUD, RE-3, RE-3(CD), RE-3(O), TOD-M(CD), TOD-M(O), TOD-MO, TOD-UC, UMUD, UMUD-O, UMUD(CD)
Community Activity Center	B-1SCD, O-1, O-1(CD), O-6(CD), O-9(CD), CC, CC(CD), MUDD, MUDD-O, MUDD-O(CD), MUDD(CD), R-RPUD, R-6PUD, R-9PUD, R-12PUD, R-15PUD, RE-3, RE-3(CD), RE-3(O), TOD-CC, TOD-M(CD),

	TOD-M(O), TOD-MO, TOD-R(CD), TOD-R(O), TOD-RO, UMUD, UMUD-O, UMUD(CD)
Neighborhood Center	B-1, B-1(CD), NS, O-1, O-1(CD), O-6(CD), O-9(CD), MUDD, MUDD-O, MUDD-O(CD), MUDD(CD), R-RPUD, R-6PUD, R-9PUD, R-12PUD, R-15PUD, UR-C, UR-C(CD), RE-3, RE-3(CD), RE-3(O), TOD-M(CD), TOD-M(O), TOD-MO, TOD-NC, TOD-TR

In many cases, there was not a 1:1 direct translation in the zoning crosswalk. In this instance, two steps were used:

- MIG and City staff first narrowed down the possibilities as much as possible based on site review of parcels with this zoning designation
- For any remaining districts in the zoning crosswalk that still had multiple SQPT options, EPS conducted a market analysis to understand which Place Type would be most likely for that zoning district based on where/how it was applied in the City.

SQPT Action 2.2: Translation of Recently Adopted Future Land Use

Future land use from Area Plans adopted since 2010 were then incorporated into the Status Quo Place Types Map. This enabled the City to reflect recent community visioning efforts into the current trajectory for Place Types in Charlotte. Future land use has been applied using a variety of palettes and patterns in different areas of Charlotte. Staff reviewed the various plans, palettes, and plan recommendations to translate these future land uses into Status Quo Place Types. Areas with a recently adopted future land use map were given Place Types corresponding with the plan, even if this SQPT designation was different than that assigned by zoning.

Multiple FLU palettes and recommendations funneled into one Place Type palette

Plans included in this step of the Status Quo mapping included the Blue Line Extension Transit Station Area Plans (Old Concord Rd, Tom Hunter, Parkwood, 25th St, 26th St, and Sugar Creek), Catawba Area Plan, Center City 2020 Vision Plan, Elizabeth Area Plan, Independence Boulevard Area Plan, Midtown Morehead Cherry Area Plan, North Tryon Area Plan, Park Woodlawn Area Plan, Prosperity Hucks Area Plan, Steele Creek Area Plan, University City Area Plan, and University Research Area Plan.

STEP 3: 2040 POLICY MAP

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 can be accommodated with the resultant application of FPT.

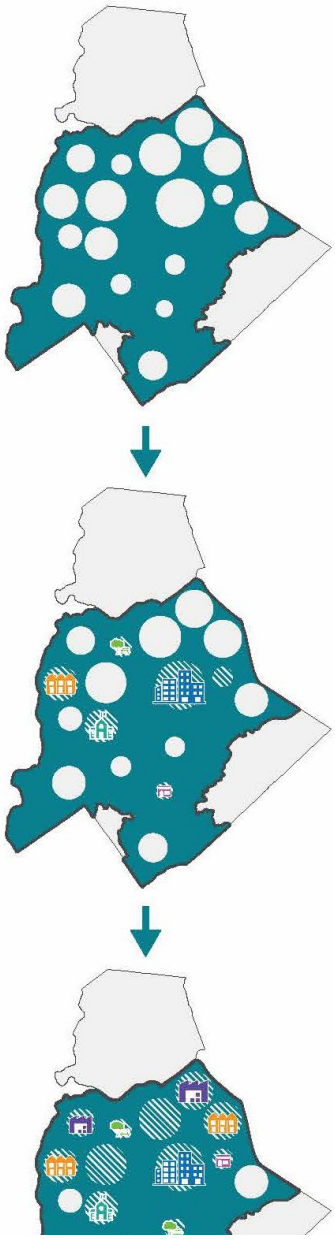
FPT Action 3.1: Operationalize Equitable Growth Framework Metrics

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 qualifications for an area to be considered within an EGF gap are listed in the following sections by metric (Actions 3.1.1-3.1.4).

Next, it was important to recognize that FPT can provide the *opportunity* for reducing inequities in areas identified by the EGF. This effort does not *actually* reduce the gap immediately upon mapping. Rather, an EGF gap may be reduced upon building or implementation of a project that enhances an Equity Metric in a given area (ie: grocery store, affordable housing, park, etc.).

Given that premise, the mapping team determined which Place Types provide an opportunity to reduce EGF gaps in the future, and then assessed where this was already occurring based on the Status Quo Place Types Map. The team considered certain Place Types by Equity Metric, as outlined in the following sections (Actions 3.1.1-3.1.4).

Ultimately, the EGF gaps reviewed by the mapping team during the 2040 Policy Mapping effort reflected areas that either 1) are lacking existing equity and/or 2) were not provided the opportunity for increased equity based on the Status Quo Place Types Map. The mapping methodology included criteria for both where (locational opportunities) and how (Place Type choice) to map new FPT to help provide the opportunity for further reduction in EGF gaps, as much as possible. The City of Charlotte is largely built out which means there are limited opportunities to reduce EGF gaps in equity during this process. Further efforts to reduce EGF gaps should occur through other City projects and programs.



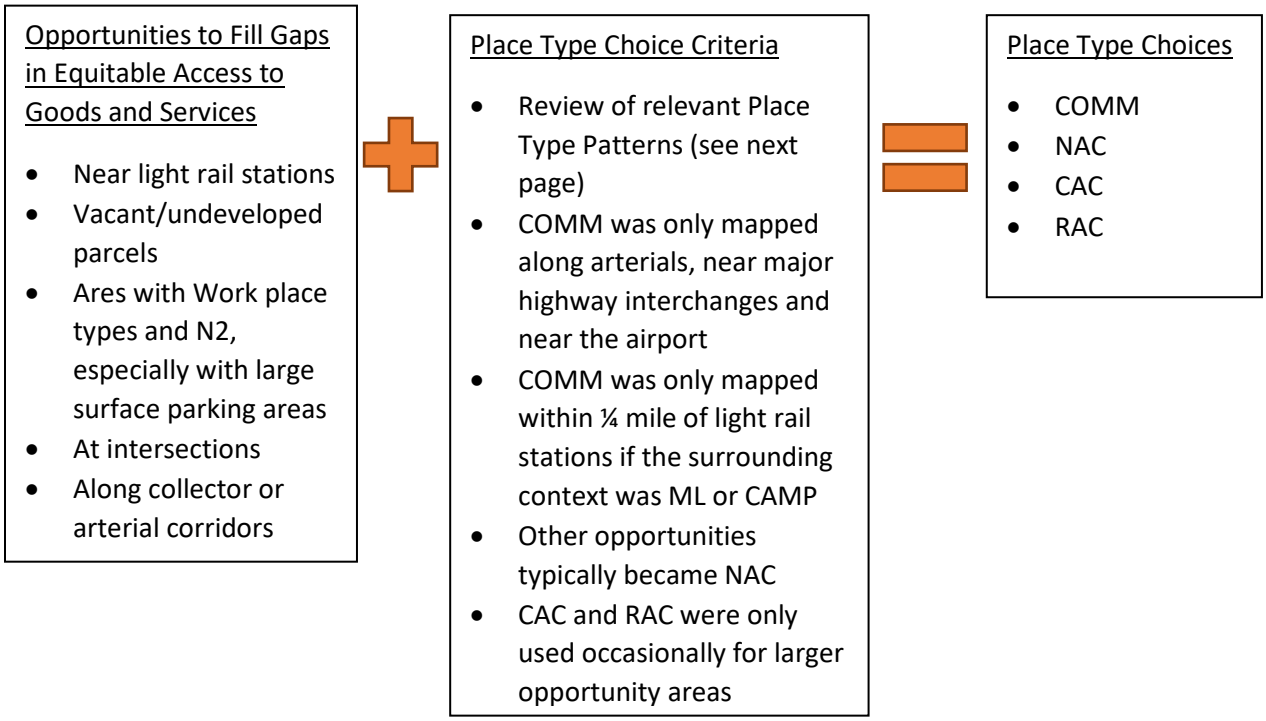
(Top to bottom) Existing EGF Gaps, Reduced EGF gaps based on future opportunity resulting from Status Quo Mapping, Further reduced EGF gaps based on future opportunity, resulting from 2040 Policy Mapping

3.1.1 Access to Goods and Services

Existing Gaps: Areas with a score of less than 2 on the Access to Goods and Services map were considered to lack equitable access to goods and services.

Contributing Place Types: Activity Centers and Commercial Place Types were considered to provide the opportunity for increased access to goods and services for the surrounding 1-mile area.

Opportunities to reduce gaps in equitable Access to Goods and Services were determined and mapped through the process below.



Access to Goods and Services Place Type Patterns

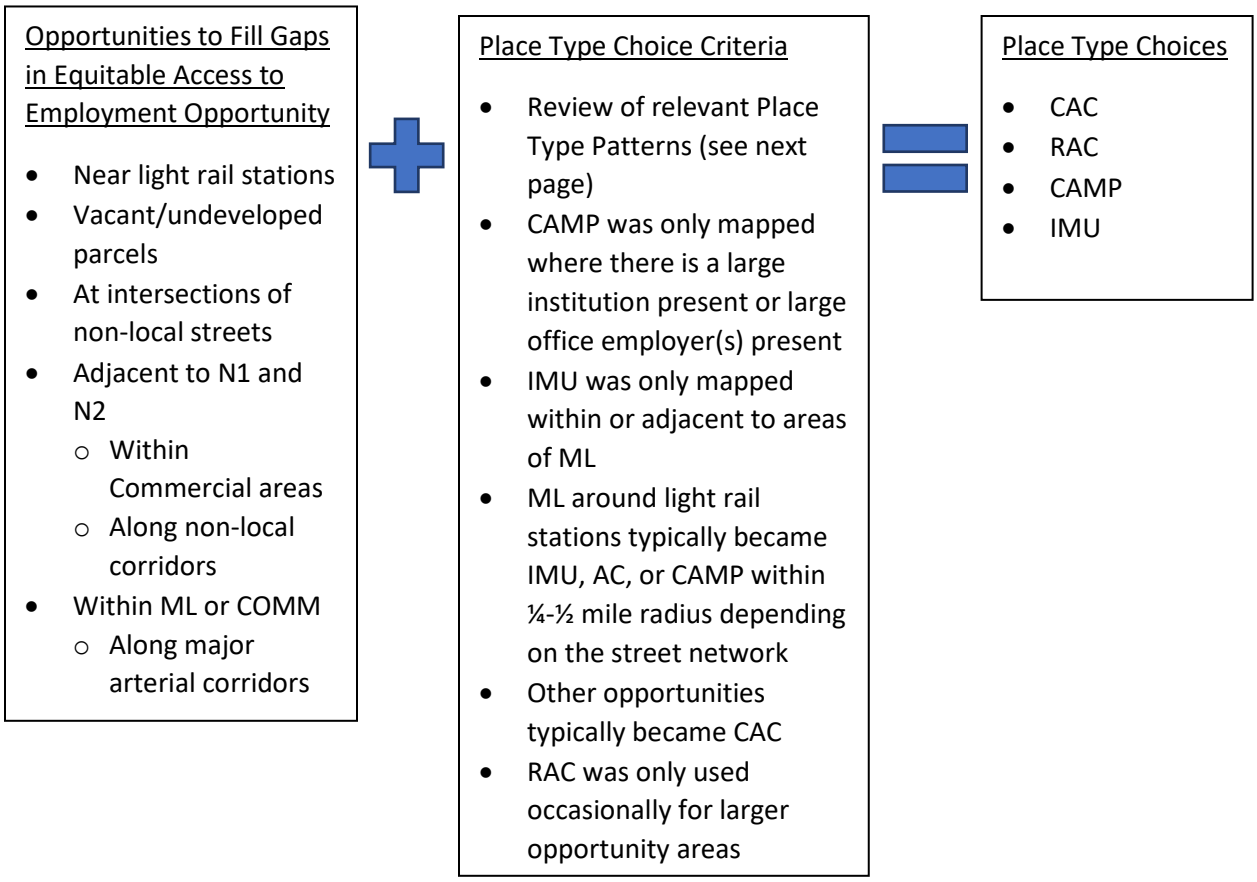
Please see, Appendix C: Place Types Pattern Book, to review place type patterns that provide the opportunity for increased access to goods and services.

3.1.2 Access to Employment Opportunity

Existing Gaps: Areas with a score of less than 2 on the Access to Employment Opportunity map were considered to lack equitable access to employment opportunities.

Contributing Place Types: RAC, CAC, IMU and Campus Place Types were considered to provide the opportunity for increased access to diverse employment opportunities for the surrounding 1.25-mile area.

Opportunities to reduce gaps in equitable Access to Employment Opportunity were determined and mapped through the process below.



Access to Employment Opportunity Place Type Patterns

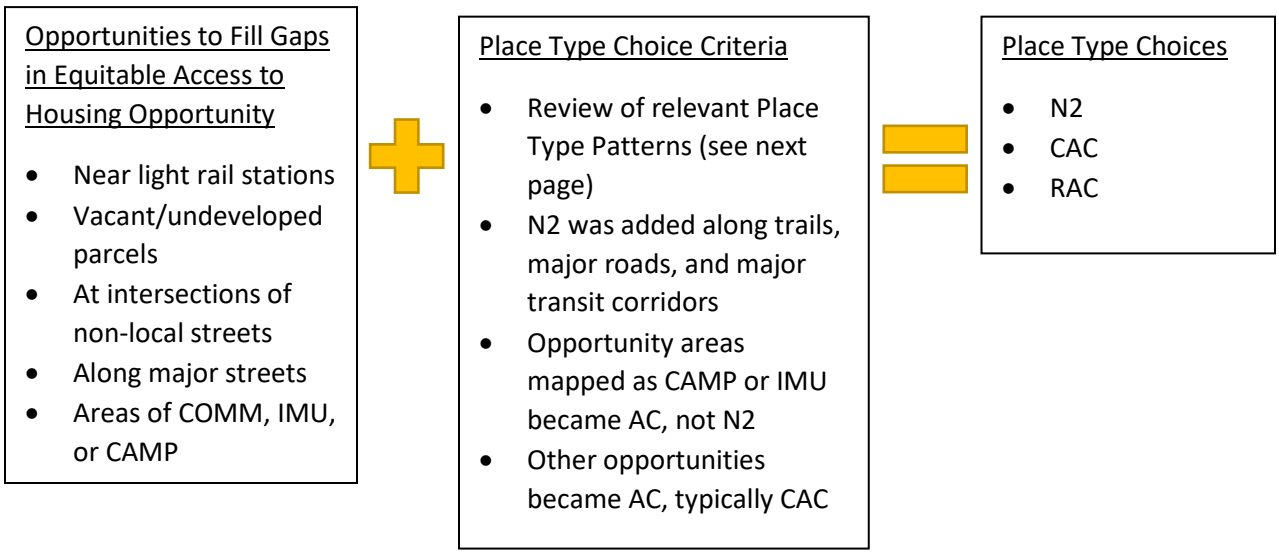
Please see, Appendix C: Place Types Pattern Book, to review place type patterns that provide the opportunity for increased access to employment opportunity.

3.1.3 Access to Housing Opportunity

Existing Gaps: Areas with more than 80% of housing units being single-family detached homes on the Housing Unit Diversity map were considered to lack equitable access housing opportunity. Housing unit diversity was determined to be the only factor within this metric that may inherently vary due to Place Type designation.

Contributing Place Types: N2, CAC, and RAC Place Types were considered to provide the opportunity for increased access to diverse housing opportunities for the surrounding 1-mile area.

Opportunities to reduce gaps in equitable Access to Housing Opportunity were determined and mapped through the process below.



Access to Housing Opportunity Place Type Patterns

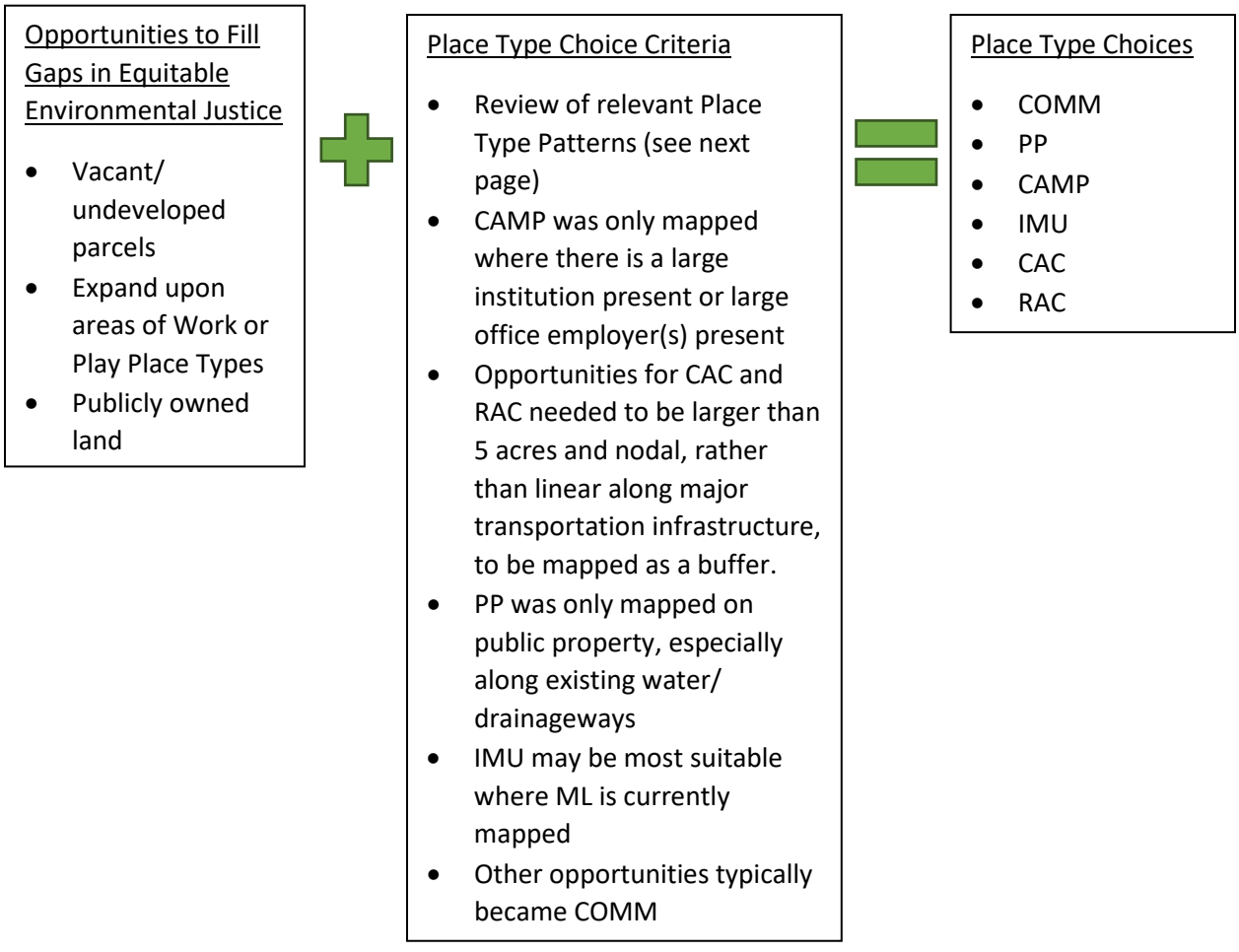
Please see, Appendix C: Place Types Pattern Book, to review place type patterns that provide the opportunity for increased access to housing opportunity.

3.1.4 Environmental Justice

Existing Gaps: Areas with more than 75% of households within ½-mile of major transportation infrastructure on the Proximity to Major Transportation Infrastructure map or areas of N1 or N2 within immediate proximity to ML on the Proximity to Heavy Industrial Uses map were considered to lack equitable environmental justice. These two factors were determined to be the only ones within this metric that may be impacted due to Place Type designation.

Contributing Place Types: Reducing Environmental Justice gaps through the 2040 policy mapping was primarily focused on buffering neighborhoods (N1 and N2) from major transportation infrastructure (freeway interchanges, heavy rail lines, and airport) and heavy industrial uses (ML). IMU, COMM, IMU, CAMP, CAC, and RAC were considered to provide the opportunity for an increased buffer between neighborhoods and these elements.

Opportunities to reduce gaps in environmental justice were determined and mapped through the process below.



Environmental Justice Place Type Patterns

Please see, Appendix C: Place Types Pattern Book, to review place type patterns that provide the opportunity for increased environmental justice.

FPT Action 3.2: Mapping of Additional Place-Based Policies from the Comprehensive Plan

3.2.1 Preservation of Existing N1: Existing N1 was preserved during the 2040 Policy Mapping process except for N1 in immediate proximity to high-capacity transit stations and within close proximity to other high-capacity transportation corridors based on staff site-level review.

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

3.2.2 Preservation of Existing PP: Open space, both private and public, are part of a complete community and should be incorporated into all Place Types. The policy mapping team utilized designations from the currently adopted Meck Playbook to establish that Neighborhood parks should be absorbed into the surrounding Place Type and Community and Regional parks be designated as PP. Additionally, publicly owned greenways over 5 acres in size were preserved as PP. No PP were mapped on the 2040 Policy Map on land that is not currently publicly owned.

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

3.2.3 Preservation of Valuable Existing ML and Repurposing of ML to IMU Where Appropriate: Existing ML was preserved during the 2040 Policy Mapping process except where land was determined to be better suited for IMU or AC in the Center City and/or along the Silver Line per an evaluation conducted by EPS and in coordination with the Silver Line TOD planning team. EPS' evaluation included review of building age, ceiling heights, loading docks, and mixed-use suitability within the Center City; areas for possible expansion of ML based on un/under-developed parcels, industrial suitability areas identified in the Industrial Land Use and Jobs Analysis, and parcel size; and industrial suitability along the Silver Line.

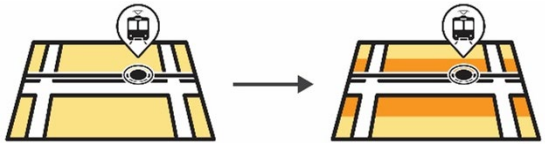
Older ML was considered an opportunity for new IMU

Valuable existing ML was preserved as ML

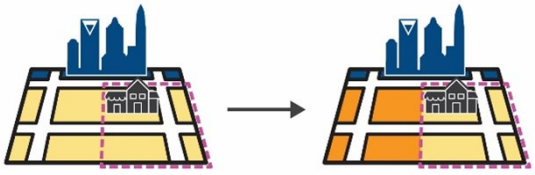
3.2.4 Consideration of Historic Districts: Existing Place Types were preserved as much as possible in historic districts while respecting existing entitlements. Ultimately, the historic areas are preserved through design and development standards within the Historic Zoning Overlay.

Historic districts were preserved as their existing Place Type

3.2.5 Mapping of Additional N2 in Certain Locations: Additional N2 was mapped in close proximity to high-capacity transit stations and other high-capacity transportation corridors, as a conversion of N1 in Uptown outside of historic districts, and near Community and Regional Activity Centers.



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



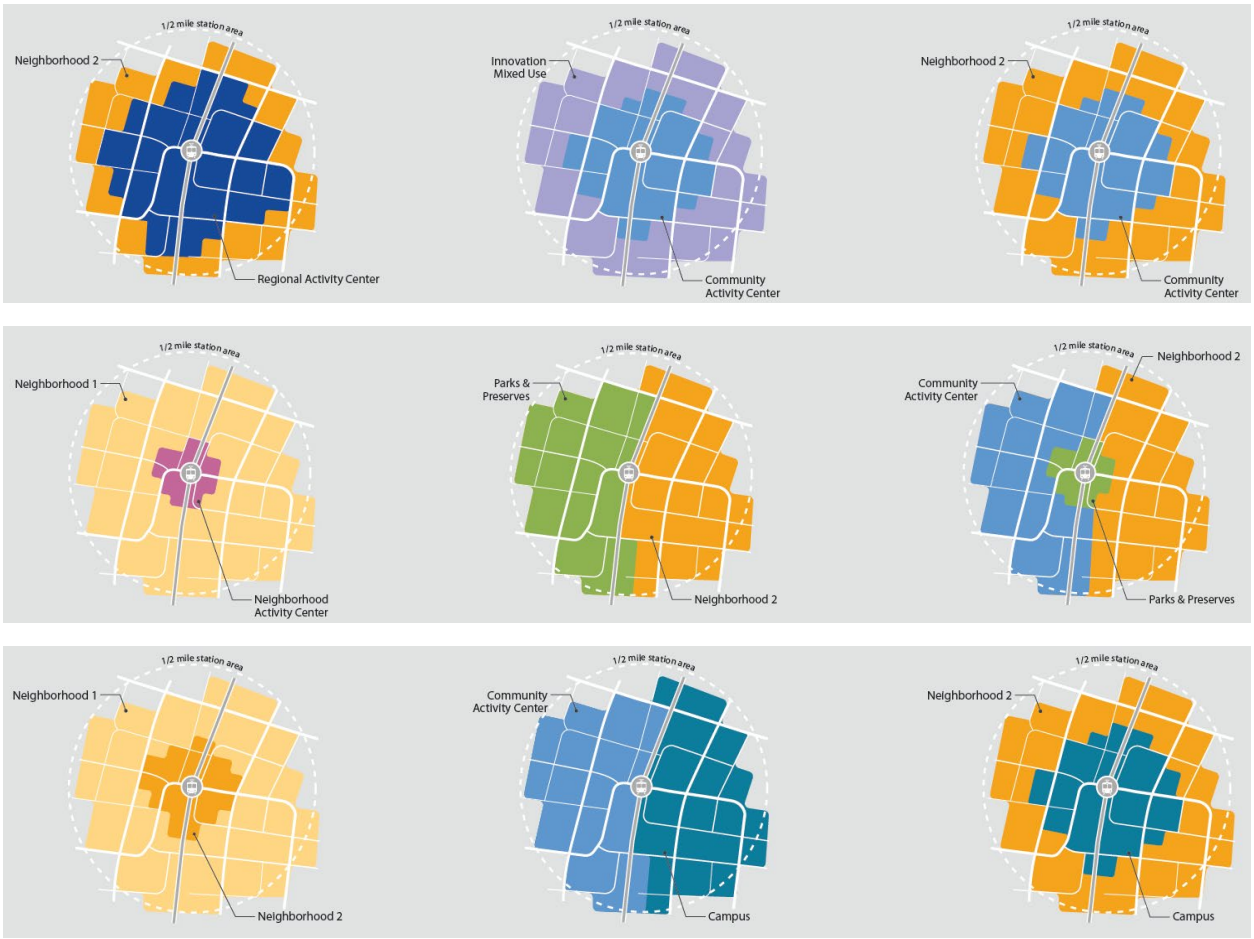
N1 was changed to N2 in Uptown outside of the historic district

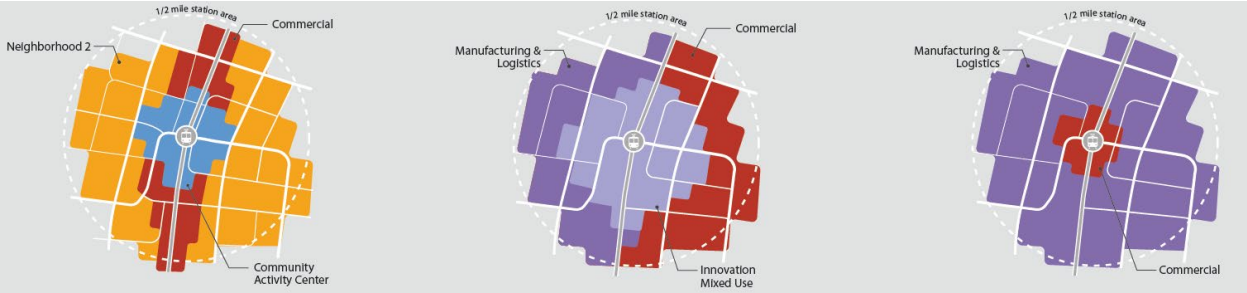
3.2.6 Increase of NAC: The 2040 Policy Map increases the number of existing COMM areas that are envisioned to transition to NAC over the next 20 years to better serve Charlotte's neighborhoods. Locations providing this opportunity were considered based on criteria including the EGF Access to Goods and Services gaps, COMM opportunity sites of 5-20 acres in size, potential for a nodal/walkable development pattern, adjacency to N1 or N2 on at least one side, marinas/piers, and community feedback.

Small, targeted nodes of COMM were transitioned to NAC

3.2.7 Buffering of N1 from RAC: The mapping team buffered N1 from RAC as much as possible using IMU, PP, N2, CAC, NAC and COMM. The selection for the appropriate Place Type to buffer with was determined based on Existing Place Type for the parcels in the buffer area. Further buffering and transition considerations will be covered in the UDO.

3.2.8 Consideration for Transit-Oriented Development: The Policy Mapping team collaborated closely with the LYNX Silver Line Station Area Planning team to map higher density Place Types (including N2, CAC, and RAC) around Silver Line stations and other high-capacity transit stations as much as possible. Place Type patterns specifically considered to support TOD in station areas are shown below.





FPT Action 3.3: Refinement of Activity Centers

The amount, size, and specific designation of Activity Centers received continuous refinement throughout the 2040 Policy Mapping process. Two primary points of review are listed below.

3.3.1: Review of Number of AC's: Before the first draft of the 2040 Policy Map, EPS evaluated market feasibility for the current AC's based on the associated service area of AC's by type. Service areas were considered to be 1 mile for NAC and 2 miles for CAC and RAC. The analysis proposed that areas with too many AC were those with a standalone NAC service area overlapping a CAC service area. This was not found to be a significant issue and it was determined that in order to align with the Comprehensive Plan policy of providing more NAC's, it would be most beneficial to maintain the NAC's as mapped and not detrimental to allow the market to self-select in the future. Next this analysis looked at where there may have been too few AC's. This included areas that fell outside of a 1-mile NAC buffer or a 2-mile CAC/RAC buffer. The mapping team added three additional NAC's as a result of this analysis, primarily on the northern part of the City.

3.3.2: Review of Size of AC's: On the second draft of the 2040 Policy Map, it was recognized that some AC's were very large in size and may not provide walkability and a focus for development intensity. AC's were "right-sized" as much as possible using size thresholds while respecting existing entitlements. The size thresholds considered for right-sizing the acreage of AC's included:

- 5-20 acres for NAC
- 21-125 acres for CAC
- Greater than 125 acres for RAC

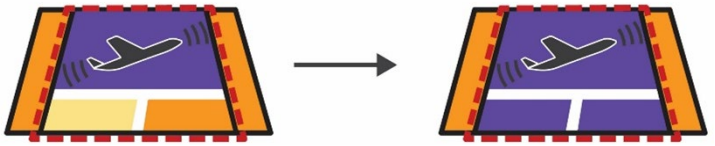
Reduction in Center size to ensure focused intensity and appropriate transitions

FPT Action 3.4: Consideration of Airport Impacts

The airport area was recognized as an important and valuable place for ML through EPS' ML evaluation and collaboration with the airport. The airport staff expressed that ML is the most appropriate Place Type for airport-owned property. This was applied except when resulting in a piecemeal Place Type application. Additionally, the community indicated that the noise impacts of the airport are significant on surrounding neighborhoods and the Airport Noise Zoning Overlay also regulates residential uses in

this area. Therefore, no new N1 or N2 was mapped within the Airport Noise Zoning Overlay on the 2040 Policy Map.

ML was applied to airport-owned property



No new N1 or N2 was mapped within the Airport Noise Zoning Overlay

FPT Action 3.5: Consideration of Pedestrian Zoning Overlay

Parcels within the Pedestrian Zoning Overlay were typically mapped as NAC on the 2040 Policy Map based on the design and development standards regulated within this overlay.

FPT Action 3.6: Preservation of Large Campuses

Coordination with the UDO indicated that regardless of use (religious, educational, etc.), existing CAMP over 25 acres in size should be preserved as CAMP due to the zoning regulations associated with the CAMP Place Type. Initially, existing CAMP smaller than 10 acres in size had been absorbed into the surrounding Place Type based on having a religious or educational use, reflecting that these uses can occur within any Place Type.

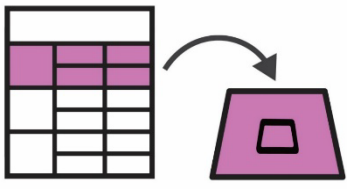
Existing CAMP larger than 25 acres were preserved as CAMP

FPT Action 3.7: Consideration of Corridors of Opportunity Initiative

City staff review the six identified Corridors of Opportunity and ensured that the FPT in these areas reflect the vision set forth in the Corridors of Opportunity initiative. More information about the Corridors of Opportunity Initiative can be found here: https://charlottenc.gov/corridorsofopportunity/Pages/default.aspx.

FPT Action 3.8: Reflection of Recent Rezonings

The 2040 Policy Map process started when the most recent available rezoning data was from April 2021. Toward the end of this process, updated rezoning data was available and therefore reflected on the 2040 Policy Map. Recent rezonings were considered to reflect the most likely development possibility for a parcel for the next 20 years, and therefore overrode other Place Types where applicable.



Place Types were updated based on the most recent rezoning data available

Recommended Process to Update the 2040 Policy Map

Updating the 2040 Policy Map may happen because of either policy or regulatory updates. Policy-related Policy Map amendments may result from Community Area Planning (CAP) and other Specific and Strategic Plans. An annual or biannual Inconsistencies Report will be developed to track inconsistencies between these initiatives and the Policy Map and inform recommendations for policy-related Policy Map amendments.

Regulatory-related Policy Map amendments may result from approved rezoning requests in the future, but only if a new zoning district is not already aligned with the adopted Place Type, as determined by the UDO. If approved, regulatory-related Policy Map amendments will be made immediately.

Amendments to the 2040 Policy Map also fall within two levels, major and minor. To determine what level an amendment falls within, staff can use a tool developed during the 2040 Policy Mapping process called the "Place Type Minor Amendment Criteria Table". This table is available in Appendix D of this methodology. This table provides specific information about size thresholds, preferred adjacencies, and location requirements. Staff should also reference Comprehensive Plan in major/minor determination. Generally, minor amendments are those that are consistent with the Place Type Minor Amendment Criteria Table and that implement the goals of the Comprehensive Plan. Minor amendments also include corrections due to data or human error that are in alignment with the mapping methodology. Major amendments are those that are inconsistent with the Place Type Minor Amendment Criteria Table or do not implement the goals of the Comprehensive Plan.

The recommended review processes for major and minor policy and regulatory amendments to the 2040 Policy Map are outlined below.

Amendment Review Processes		
	Policy Amendments	**Regulatory Amendments**
Minor	• Can be identified at any time by community or staff • Reviewed by staff, consent agenda review for City Council • ***If approved:*** Included in biannual map update	• Requested through the rezoning process • Reviewed by staff, opportunity for community comment, consent agenda review for City Council • ***If approved:*** Results in immediate map update
Major	• Can be identified by staff, partners, CAP, Strategic, or Specific Plan process • Reviewed by staff, opportunity for community comment, individual review by City Council • ***If approved:*** Included in biannual map update	• Requested through the rezoning process • Reviewed by staff, opportunity for community comment, individual review by City Council • ***If approved:*** Results in immediate map update