

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
1	All plan docs	Email	Suggestion	N/A	CLT Fire requests a disclaimer under Map 10 that states, “The data used in this map are reevaluated annually and subject to change”.	The requested map note will be included in the Revision: Edited plans.	Add “The data used in this map are reevaluated annually and subject to change” under Map 10 in all plan documents.
2	General Comment	Planning Comm	Suggestion	N/A	Add a glossary of terms or index to the documents.	A glossary of terms will be included in the Revision: Edited plans.	Add a glossary of terms.
3	SM	Planning Comm	Suggestion	N/A	Add a glossary or acronym list to the plan documents.	A glossary of terms will be included in the Revision: Edited plans.	Add a glossary of terms.
4	NMO	Online Plan	Concern	Environmental Justice & Sustainability	The urban heat data for the North Middle & Outer geography is bad.	The Land Surface Temperature (LST) data was collected for the Climate Assessment Risk Analysis included in the Strategic Energy Action Plan+.	Add information about the Urban Heat methodology to the Environmental Justice Assessment Methodology
5	NMO	Online Plan	Concern	Environmental Justice & Sustainability	The urban heat data for the North Middle & Outer geography is bad.	The Land Surface Temperature (LST) data was collected for the Climate Assessment Risk Analysis included in the Strategic Energy Action Plan+.	Add information about the Urban Heat methodology to the Environmental Justice Assessment Methodology
6	NMO	Online Plan	Concern	Environmental Justice & Sustainability	The urban heat data for the North Middle & Outer geography is bad.	The Land Surface Temperature (LST) data was collected for the Climate Assessment Risk Analysis included in the Strategic Energy Action Plan+.	Add information about the Urban Heat methodology to the Environmental Justice Assessment Methodology
7	NMO	Online Plan	Suggestion	Illustrative Concepts	Add the Red Line and transit stations to all maps in the North Inner and North Middle & Outer plans.	The requested information will be included on Revision: Edited maps.	Add the Red Line and transit stations to the Profile Map, Policy Map, Streets Map, Mobility Assessment Map, Open Space Assessment Map, Placemaking Assessment Map, Focus Area Map, Existing Place Type & Future Place Type Maps in the North Inner and North Middle & Outer plans
8	NI	Online Plan	Suggestion	Community Area Profile	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Focus Area Map.	Add the Red Line to the Focus Area Map.
9	NI	Online Plan	Suggestion	Illustrative Concepts	Add the Red Line to the applicable maps & graphics.	The Red Line will be added to the Focus Area Map.	Add the Red Line to the Focus Area Map.
10	NMO	Online Plan	Suggestion	Illustrative Concepts	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Focus Area Map.	Add the Red Line to the Focus Area Map.
11	NMO	Online Plan	Suggestion	Illustrative Concepts	Add the Red Line to the applicable maps & graphics.	The Red Line will be added to the Focus Area Map.	Add the Red Line to the Focus Area Map.
12	NI	Online Plan	Suggestion	Mobility	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Mobility Assessment Map.	Add the Red Line to the Mobility Assessment Map.

Please note: Over 675 comments have been received to date. This document catalogues comments that have been assigned a staff response. This document will be updated as additional comments are processed.

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13	NI	Online Plan	Suggestion	Mobility	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Mobility Assessment Map.	Add the Red Line to the Mobility Assessment Map.
14	NI	Online Plan	Suggestion	Mobility	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Mobility Assessment Map.	Add the Red Line to the Mobility Assessment Map.
15	NI	Online Plan	Suggestion	Mobility	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Mobility Assessment Map.	Add the Red Line to the Mobility Assessment Map.
16	NI	Online Plan	Suggestion	Mobility	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Mobility Assessment Map.	Add the Red Line to the Mobility Assessment Map.
17	NMO	Online Plan	Suggestion	Mobility	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Mobility Assessment Map.	Add the Red Line to the Mobility Assessment Map.
18	NMO	Online Plan	Suggestion	Mobility	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Mobility Assessment Map.	Add the Red Line to the Mobility Assessment Map.
19	NMO	Online Plan	Suggestion	Mobility	Add the Red Line to the applicable maps & graphics.	The Red Line will be added to the Mobility Assessment Map.	Add the Red Line to the Mobility Assessment Map.
20	NMO	Online Plan	Suggestion	Mobility	Add the Red Line to the applicable maps & graphics.	The Red Line will be added to the Mobility Assessment Map.	Add the Red Line to the Mobility Assessment Map.
21	NMO	Online Plan	Suggestion	Illustrative Concepts	Add the Red Line to the applicable maps & graphics.	The Red Line will be added to the Open Space + Placemaking Assessment Map.	Add the Red Line to the Open Space + Placemaking
22	NI	Online Plan	Suggestion	Open Space	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Open Space + Placemaking Assessment Map.	Add the Red Line to the Placemaking Assessment Map.
23	NI	Online Plan	Suggestion	Community Character	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Open Space + Placemaking Assessment Map.	Add the Red Line to the Placemaking Assessment Map.
24	NMO	Online Plan	Suggestion	Community Character	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Placemaking Assessment Map.	Add the Red Line to the Placemaking Assessment Map.
25	NI	Online Plan	Suggestion	Creating Complete Communities	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Policy Map.	Add the Red Line to the Policy Map.
26	NI	Online Plan	Suggestion	Creating Complete Communities	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Policy Map.	Add the Red Line to the Policy Map.
27	NMO	Online Plan	Suggestion	Creating Complete Communities	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Policy Map.	Add the Red Line to the Policy Map.
28	NI	Online Plan	Suggestion	Community Area Profile	Add the Red Line to the applicable maps & graphics.	The Red Line will be added to the Profile Map.	Add the Red Line to the Profile Map.
29	NMO	Online Plan	Suggestion	Community Area Profile	Add the Red Line to the applicable maps & graphics.	The Red Line and potential stations will be added to the Profile Map.	Add the Red Line to the Profile Map.
30	WI	Online Plan	Concern	Community Character	The West Boulevard Mixed-Geography (C12) is missing from the Placemaking Assessment table.	Thank you for your comment. All scrivener's errors will be corrected.	Add the West Boulevard Mixed-Geography (C12) to the Placemaking Assessment table on page 68.
31	EMO	Online Plan	Concern	Mobility	Opposition to Redmann Road's designation as a Collector via the Charlotte Street Map.	Thank you for your comment. The Streets Map is periodically updated through an amendment process. This comment will be considered when reviewing future potential Streets Map amendments.	CDOT will consider adding to (internal) potential Streets Map amendments list.

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32	SWO	Online Plan	Concern	Mobility	Mobility - Map 4: Mobility Assessment - area within Winget Rd, Sam Neely Rd, and Westinghouse Blvd — The vast majority of the people living in this area have NO access to public transportation. New homes are being built south of 49 - the new homeowners will need to drive to work.	Charlotte's Strategic Mobility Plan is committed to a multimodal street network, increasing transportation choices and access while helping more people in Charlotte to not have to rely on a single occupancy vehicle. Improvements to our mobility network will be made both by private development and by public capital projects.	Coordinate with Partners: CATS
33	NEI	Online Plan	Support	Creating Complete Communities	Comment agrees with a Neighborhood Activity Center place type designation on Central Avenue. However, there are concerns about what the General Commercial zoning designation will allow.	Thank you for your support of the current Place Type designation. Your request to advance Alignment Rezoning in areas designated Neighborhood Center will be shared with Charlotte Planning, Design & Development's Entitlement Services Division.	Coordinate with Partners: Entitlement Services
34	SWO	Meeting Request	Concern	N/A	Steele Creek residents need better access to daily goods; therefore, any area designated as an Activity Center on the Policy Map should be developed with a mix of uses. The UDO should require mixed-use development, or City Council should refrain from approving residential-only projects in these areas.	The Policy Map aims to increase access to essential amenities and goods through the designation of Neighborhood Centers, Community Activity Centers, and Regional Activity Centers across Charlotte. Your feedback about approving single-use development projects in areas designated for mixed-use will be shared with appointed and elected officials.	Coordinate with Partners: Entitlement Services
35	WO	Online Plan	Question	Open Space	More connection and greenways are needed in West Outer.	Mecklenburg County's Meck Playbook provides more details about the future greenway network throughout Charlotte.	Coordinate with Partners: Mecklenburg County
36	NEMO	Office Hours	Suggestion	Mobility	Each plan should include greenway access points with covered vehicle / bicycle parking, with potential EV charging infrastructure.	Mecklenburg County's Meck Playbook provides more details about the future greenway network throughout Charlotte. However, the plan does not identify specific locations for future access points. That level of detail is addressed during the design and construction phases of individual projects.	Coordinate with Partners: Mecklenburg County Park & Recreation
37	WI	Online Plan	Suggestion	Mobility	Can extending greenway corridors be a bigger part of the SIA / CAP implementation strategy? Future extensions to the Irwin Creek Greenway and Stewart Creek Greenway systems, and connections to the planned Uptown CycleLink network, are critical to the goals for the West Inner geography.	Mecklenburg County Park and Rec plans, funds, and constructs greenways in Charlotte, and greenways serve an important role in our transportation network. CDOT will continue to partner with Mecklenburg County Park and Rec to help align street and mobility improvements with off-street greenway projects, and will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	Coordinate with Partners: Mecklenburg County Park & Recreation
38	WO	Online Plan	Suggestion	Mobility	In Map 3: West Outer Streets Map, there should be greenway along the Catawba River south and north of Wilkinson Blvd.	The Charlotte Streets Map only portrays existing and future greenway segments that are located along the street, within the street right of way. For all existing and proposed greenways that are located outside of street right of ways, please refer to the Mecklenburg County Greenway Master Plan.	Coordinate with Partners: Mecklenburg County Park & Recreation

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39	WI	Online Plan	Concern	Creating Complete Communities	The commenter expresses concern that certain redevelopment projects—specifically Savona Mill—have struggled to attract tenants and have not successfully integrated with the surrounding neighborhood.	The Innovation Mixed-Use (IMU) Place Type at Savona Mill encourages a mixture of uses such as office, retail, research and development, studios, light manufacturing, showrooms, and multi-family. Achieving the vision of IMU will happen gradually through the combined efforts of local government, property owners, residents, developers, and others. Local government sets the policy framework through the CAPs, provides oversight, and makes some infrastructure improvements to support implementation. The private sector may choose to invest when conditions are favorable. These investments should align with the plans' vision and comply with development regulations that are synced with these policies. While the public sector can invest at any time, the most visible changes in the area will emerge as private investment increases.	Coordinate with Partners: Economic Development.
40	SM	Online Plan	Suggestion	Community Character	The commentor supports policies CC-6 & CC-7 and encourages the City/County to activate publicly owned lots in the Nations Ford, Arrowood, and South Boulevard area.	Thank you for your support. Your feedback will be shared with the Planning Department's Urban Design Team — city staff who help activate public spaces	Coordinate with Partners: Urban Design Team
41	EI	Online Plan	Question	Creating Complete Communities	Encouraging Commercial sites evolve into Neighborhood Activity Center is a great idea as long as developers prioritize the "mix of uses" component over residential.	Policy PT-6 recommends regularly assessing the mixture of land uses in Neighborhood Centers, Community Activity Centers, Regional Activity Centers, and Innovation Mixed-Use areas to ensure development aligns with the Place Type aspirations. The results should guide updates to development policies or regulations.	Coordinate with Planning, Design & Development Leadership
42	NI	Online Plan	Suggestion	Creating Complete Communities	Comment recommends the addition of a static map that highlights areas of change.	Areas of change will be highlighted on the Policy Map or in a separate map.	Coordinate with Planning, Design & Development Leadership
43	SI	Office Hours	Suggestion	Illustrative Concepts	There needs to be a disclaimer that states illustrative concepts are just examples, especially the 3rd Street & Baldwin Avenue Illustrative Concept.	The language describing the intent of the Illustrative Concepts will be reformatted to enhance clarity and visibility.	Coordinate with Planning, Design & Development Leadership
44	SO	Online Plan	Suggestion	N/A	Spelling error.	Thank you for your comment. All scrivener's errors will be corrected.	Revision: Change the spelling of Ardey to Ardrey on page 21.
45	WO	Online Plan	Suggestion	Mobility	In Table 3: Mobility Assessment, in M3) NC*, Bellhaven* is misspelled.	Thank you for your comment. All scrivener's errors will be corrected.	Revision: Change the spelling of Belthaven to Bellhaven on page
46	WM	Online Plan	Question	Mobility	Question about what the acronym SUP means in the legend for Map 11: West Middle Strategic Investment Areas/Groups of Potential Mobility Projects.	SUP is an acronym for Shared Use Path.	Revision: Consider spelling out SUP in legend.
47	SI	Online Plan	Support	N/A	"Daily Branch" should read "Dairy Branch".	Thank you for your comment. All scrivener's errors will be corrected.	Revision: Edit "Daily Branch" to "Dairy Branch" on pg. 35

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48	SI	Online Plan	Suggestion	Environmental Justice & Sustainability	There is a typo. "North Inner" should say "South Inner".	Thank you for your comment. All scrivener's errors will be corrected.	Revision: Edit "North Inner" to "South Inner" on Page 59.
49	NEI	Online Plan	Question	Illustrative Concepts	The Existing and Future Place Type maps for Focus Area #1 (The Plaza & Matheson Ave.) are incorrect.	The error will be corrected. Thank you for your comment.	Revision: Edit Focus Area #1 - Existing & Future Place Type maps (currently depict Central & Plaza; need to depict Plaza & Matheson)
50	SWO	Online Plan	Suggestion	Creating Complete Communities	Table 1: Existing to Recommended Place Types is the same for Southwest Outer and South Outer.	Thank you for your comment. The document will be updated with the correct table.	Revision: Edit Table 1: Existing to Recommended Place Type table
51	SWO	Online Plan	Suggestion	Creating Complete Communities	Table 1: Existing to Recommended Place Types is the same for Southwest Outer and South Outer.	Thank you for your comment. The document will be updated with the correct table.	Revision: Edit Table 1: Existing to Recommended Place Type table
52	NI	Online Plan	Suggestion	Creating Complete Communities	Add the Red Line to the applicable maps & graphics.	Reference to the Norfolk Southern Railway tracks in the North Inner will be updated to reflect the City of Charlotte's ownership.	Revision: Edit text on page 10. Existing text - "While the geography is well served by the LYNX Blue Line, including four transit stops from Parkwood to Sugar Creek Transit Station, the area is also traversed by several Norfolk Southern Railway tracks and includes the intermodal road."
53	WO	Online Plan	Question	Creating Complete Communities	Under Table 1: Existing to Recommended Place Types, the example location for Community Activity Center is a duplicate of the photo showing M&L.	Thank you for your comment. The existing Community Activity Center image is an error and will be replaced.	Revision: Edit the "Anticipated Change" CAC image; currently depicts ML development.
54	SWO	Online Plan	Question	Community Needs & Goals	SWO Goal 3: Housing Access for All — Not sure what is meant by "Activity Center". Note that most people want to live in their own homes.	Activity Centers are defined as walkable, mixed-use areas that provide access to goods, services, dining, entertainment, and residential uses. Land uses permitted in this activity centers include retail, restaurants, entertainment, personal services, office, and multi-family. To learn more about the Place Type classifications, see "Place Type Details" in Appendix H:	Revision: Include summaries of Place Type descriptions in the Creating Complete Communities chapter.
55	SO	Online Plan	Question	Illustrative Concepts	Question about what "constitutes mixed-use" in the Rea Road and Ardrey Kell illustrative concept. The plan does not make "mixed-use" clear.	The Community Activity Center Place Type illustrated in the Rea Road and Ardrey Kell concept is defined as "mixed-use areas, typically along transit corridors or major roadways, that provide access to goods, services, dining, entertainment, and residential for nearby and regional needs." Land uses permitted in this Place Type include retail, restaurants, entertainment, personal services, office, and multi-family. To learn more about the Place Type classifications, see "Place Type Details" in Appendix H: <a href="https://openhouse.kanva.io/appendices">https://openhouse.kanva.io/appendices</a>	Revision: Include summaries of Place Type descriptions in the Creating Complete Communities chapter.

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56	SO	Online Plan	Concern	Illustrative Concepts	Comment is not in support of the Rea Road and Ardrey Kell illustrative concept. This design would bring traffic to the area, and existing infrastructure cannot support it.	The Community Activity Center Place Type illustrated in the Rea Road and Ardrey Kell concept is defined as "mixed-use areas, typically along transit corridors or major roadways, that provide access to goods, services, dining, entertainment, and residential for nearby and regional needs." Land uses permitted in this Place Type include retail, restaurants, entertainment, personal services, office, and multi-family. As redevelopment occurs, mobility choices will be incorporated in the Activity Center to make it a more walkable, and less car-oriented, destination. To learn more about the Place Type classifications, see "Place Type Details" in Appendix H: <a href="https://openhouse.kanva.com/appendices">https://openhouse.kanva.com/appendices</a>	Revision: Include summaries of Place Type descriptions in the Creating Complete Communities chapter.
57	WO	Online Plan	Concern	N/A	The commenter is concerned that the city's use of confusing and inconsistent "community area" boundaries makes public engagement difficult. They suggest using familiar and stable references like ZIP codes to improve clarity, consistency, and public trust.	The Community Area Plan boundaries were first drafted during the development of the Comprehensive Plan, based on several considerations including projected population growth, development patterns, and natural boundaries. These boundaries were later refined to align with Neighborhood Profile Areas (NPAs), which are based on federal reporting geographies used across all levels of government (local, state, and federal) to provide a consistent framework for data reporting and comparison. The Community Area Plan boundaries have been used throughout the Charlotte Future 2040 Comprehensive Plan, Policy Map, and Community Area Planning efforts to: (1) help organize and structure community discussions, and (2) establish consistent geographies for data collection and reporting. To help readers better orient themselves within the area plans, several neighborhood names will be overlaid on each Community Profile map.	Revision: Overlay neighborhood names on top of Community Profile map.
58	WM	Online Plan	Suggestion	Mobility	On Page 51, Strategic Mobility Plan Recommendations, the word "are" is repeated at the end of the first paragraph.	Thank you for your comment. All scrivener's errors will be corrected.	Revision: Remove the repeated "are" on page 51.
59	EI	Online Plan	Suggestion	Illustrative Concepts	There is a need for signal prioritization at the intersection of Hawthorne Lane & 7th Street.	The Better Bus Plan builds upon the vision for high-frequency service from the MTC-adopted Envision My Ride: Bus Priority Study, which also advances bus stop improvements and the deployment of CATS Microtransit throughout Mecklenburg County. The Better Bus Plan seeks to develop a customer focused implementation strategy to deploy service enhancements and bus stop improvements over a 5–10 year time period.	No
60	EI	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No

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61	EI	Online Plan	Concern	N/A	Concerns about the rate of development in Charlotte.	The Charlotte Future 2040 Comprehensive Plan and Community Area Plans aim to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all.	No
62	EI	Online Plan	Concern	Creating Complete Communities	The Revision: Editd Place Type Map does not reflect the desire to transition Neighborhood 1 to Neighborhood 2 when adjacent to centers.	Policy PT-3 encourages amendments to the Charlotte Future 2040 Policy Map be evaluated against Table 3: Minor Map Amendment Criteria and Table 4: Major Map Amendment Criteria in the Community Area Plan Program Guide.	No
63	EI	Online Plan	Question	Community Needs & Goals	How were the priority goals for each neighborhood determined? Why is Goal 9: Retain our Identity and Charm not a key goal for the Elizabeth, Chantilly, and Plaza Midwood neighborhoods?	The 10 Comprehensive Plan goals were aligned with the four Equitable Growth Measures. If an Equitable Growth Measure score falls below the City's target of 5, the associated goals are prioritized for that specific geography. However, it remains important to advance all Comprehensive Plan goals where applicable. The CAPs are designed to prioritize the 10 goals based on the greatest needs of each geography.	No
64	EMO	Online Plan	Suggestion	Mobility	Albemarle Road and Farm Pond Lane should be assessed for inclusion in a Strategic Investment Area.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
65	EMO	Online Plan	Question	N/A	General question about new development breaking ground at Harrisburg and Reedy Creek Road.	Project Name: Reedy Creek Townes (Development Near Me)	No
66	EMO	Online Plan	Suggestion	Illustrative Concepts	Improvements needed at Cambridge Commons and Harrisburg Road are not reflected in this rendering. Need a larger roundabout, paint for night visibility, and improved exit lane to I-485.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No

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67	EMO	Online Plan	Suggestion	Supporting the Vision	Place Types are generic, and there needs to be additional opportunities for the community to create more specific guidelines before developers make proposals.	Charlotte's planning approach (see Figure 1) includes four levels of policy guidance to shape development. Community Area Plans represent the third level and provide guidance on the appropriate types of land uses and building forms across a community-level geography. Specific Plans make up the next level of policy guidance, focusing on smaller-scale geographies. These plans offer more detailed guidance and are geared toward implementation. Staff will develop guidelines outlining the types of Specific Plans that may be available in the future, as well as the criteria for when they are needed.	No
68	EMO	Online Plan	Concern	Creating Complete Communities	In support of some Commercial sites evolving into Neighborhood Activity Center but wish there were more specifics as to how this change would occur.	Achieving the vision set out in the CAPs will happen gradually through the combined efforts of local government, property owners, residents, developers, and others. Local government sets the policy framework through the CAPs, provides oversight, and makes some infrastructure improvements to support implementation. The private sector may choose to invest when conditions are favorable. These investments should align with the plans' vision and comply with development regulations that are synced with these policies. While the public sector can invest at any time, the most visible changes in the area will emerge as private investment increases.	No
69	EMO	Online Plan	Concern	Creating Complete Communities	Opposition to Commercial sites along Monroe Road evolving into Community Activity Center.	Place Types provide guidance on the appropriate land uses, building forms, mobility options, and open spaces for a given location. As policy guidance, they are one of several factors that influence future development. Other factors, such as site constraints, market demand, and financing, also play a role in shaping the final outcomes.	No
70	EMO	Online Plan	Concern	Open Space	Reddman Forest Park and Cedarwood Neighborhood Park are two separate parks, but they are not reflected separately on the map.	Map details, such as labels, are limited due to the large geographic scope of the plan.	No
71	EMO	Online Plan	Question	Mobility	The Charlotte Street Map legend references greenways, but they are not on the map.	The Charlotte Streets Map only portrays existing and future greenway segments that are located along the street. For all existing and proposed greenways that are located outside of street right of ways, please refer to the Mecklenburg County Greenway Master Plan.	No
72	EMO	Online Plan	Question	Community Needs & Goals	Environmental Justice is not identified as one of East Middle & Outer's greatest needs. Commentor has questions about EGF scoring.	The Environmental Justice metric assesses the impacts of low tree canopy coverage, extensive impervious surfaces, and proximity to heavy industrial facilities, major transportation infrastructure, and flood-prone areas. It is a separate measure than the Access to Amenities score which assesses a number of metrics, including proximity to open spaces.	No

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73	EMO	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No
74	EMO	Online Plan	Concern	Community Needs & Goals	Reader has difficulty interpreting the colors on the Community Needs table.	Correct, the colors in the Community Need table indicate the greatest needs within the geography. The EMO's greatest need is Access to Jobs, followed by Access to Housing, and then Access to Amenities.	No
75	EMO	Online Plan	Suggestion	Mobility	A traffic light with a crosswalk is needed at Lawrence Orr Road and Hickory Grove Road to achieve the goal of a 10-minute walkable neighborhood.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
76	EMO	Online Plan	Suggestion	Creating Complete Communities	The City should support efforts to enhance the Charlotte Museum of History as a community and entertainment center; additional programming, festivals, educational opportunities should be available.	The current Place Type designation permits the type of development and amenities that are desired. The request for additional City support will be shared with the appropriate agencies.	No
77	NEI	Online Plan	Question	Illustrative Concepts	The "zoning maps" for Focus Area #1 (The Plaza & Matheson Ave.) are the same. Were there supposed to be different ones?	The maps for Focus Area #1 (The Plaza & Matheson Ave.) are not zoning maps. Map 15 depicts the existing Place Type designations, and Map 16 depicts the future Place Type designations. The areas along Central Avenue are recommended to evolve from Commercial (red on Map 15) to Community Activity Center (blue on Map 16).	No
78	NEI	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No
79	NEI	Online Plan	Support	Creating Complete Communities	In support of some Commercial sites evolving into Neighborhood Activity Center, however, City Council does not need to ignore the strategic vision when approving future development.	The Charlotte Future 2040 Community Area Plans are long-term plans. The implementation and impacts of the plans will be monitored and reported on an annual basis. This data will be used to reevaluate the plans' policies every five to ten years.	No

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80	NEI	Online Plan	Concern	Creating Complete Communities	The Revision: Editd Place Type Map does not reflect the desire to transition Neighborhood 1 to Neighborhood 2 when adjacent to centers.	The Community Area Plans aim to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all. The Policy Map is expected to evolve over time, and Policy PT-3 encourages amendments to the Charlotte Future 2040 Policy Map be evaluated against Table 3: Minor Map Amendment Criteria and Table 4: Major Map Amendment Criteria in the Community Area Plan Program Guide.	No
81	NEI	Online Plan	Concern	N/A	Comment agrees with a Neighborhood Activity Center place type designation on Central Avenue, from St Julien to Wembley Drive. However, there are concerns about what the General Commercial zoning designation will allow.	The Community Area Plans do not change zoning entitlements.	No
82	NEI	Online Plan	Suggestion	N/A	There needs to be an increase density along Parkwood Ave and Matheson Ave - recommend changing Neighborhood 1 along these corridors to Neighborhood 2.	Community Area Plans aim to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all. However, the Policy Map is expected to evolve over time, and Policy PT-3 encourages amendments to the Charlotte Future 2040 Policy Map be evaluated against Table 3: Minor Map Amendment Criteria and Table 4: Major Map Amendment Criteria in the Community Area Plan Program Guide.	No
83	NEI	Online Plan	Suggestion	Mobility	Briar Creek Greenway provides an opportunity for the Central Avenue area to rebrand itself as a ped/bike destination. Infrastrucutre improvements will be needed.	Please refer to the Community Character section of the Neighborhood Toolkit (Appendix A) for programs available to support community-driven branding efforts.	No
84	NEI	Online Plan	Concern	Mobility	Comment agrees with the Plaza/Sugar Creek SIA's potential proposal for a traffic signal at the Eastway/Citicide intersection. However, there are concerns around interruption to the flow of traffic on Eastway.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
85	NEI	Online Plan	Support	Illustrative Concepts	The Plaza and Matheson Avenue illustrative concept is great, but there is a proposed new oil change business that is in direct conflict with this vision.	Thank you for your support of the current Place Type designation. The implementation and impacts of the plans will be monitored and reported on an annual basis. This data will be shared with City Council and used to reevaluate the plans' policies every five to ten years.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
86	NEI	Online Plan	Support	Illustrative Concepts	Maintaining the Rail Trail should be a priority regardless of whether the Silver Line is built.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
87	NEI	Online Plan	Suggestion	Illustrative Concepts	At the Food Lion parking lot near The Plaza, the first entrance after crossing The Plaza poses a safety risk.	Thank you for your comment. CDOT will consider this comment if and when we evaluate any potential safety issues or potential mobility projects within this area.	No
88	NEI	Online Plan	Suggestion	Mobility	Bike and pedestrian infrastructure is needed at Eastway Crossing and the Food Lion Shopping Center.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
89	NEI	Online Plan	Support	Open Space	Comment agrees that Commercial Avenue and Eastway Drive at the Plaza are not aligned with Open Space Aspirations.	Thank you for your review and support.	No
90	NEI	Online Plan	Concern	Illustrative Concepts	A Community Activity Center place type designation adjacent to Neighborhood 1 seems inappropriate.	The Community Activity Center designation reflects proximity to the future LYNX Gold Line Extension and LYNX Silver Line. While Community Activity Centers adjacent to Neighborhood 1 areas are not ideal, this condition exists across Charlotte due to past development decisions. As such, Policy PT-4 recommends approving the least intense zoning district that aligns with the designated Place Type when certain Place Types are adjacent to one another (see Table 2: Place Type Adjacencies & Zoning Districts in the Community Area Plan Program Guide).	No
91	NEMO	Office Hours	Concern	Mobility	Concerned that the plan treats walking / cycling as recreational rather than a form of transit.	Charlotte's Strategic Mobility Plan (SMP) goal of Safe and Equitable Mobility includes an aspiration towards a 50/50 mode split, where half of the city's commute trips would be made outside of a single occupancy vehicle. The policy framework in the SMP supports infrastructure investment and new designs to support trips being made by cyclists and pedestrians.	No
92	NEMO	Office Hours	Concern	Mobility	The plan is envisioned is car-centric and assumes cyclists and scooters will use sidewalks and shared-use pathways.	Charlotte's Strategic Mobility Plan (SMP) goal of Safe and Equitable Mobility includes an aspiration towards a 50/50 mode split, where half of the city's commute trips would be made outside of a single occupancy vehicle. The policy framework in the SMP supports infrastructure investment and new designs to support trips being made by cyclists and scooters, and plans for facilities both within the street, and off-street in a shared-use path.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
93	NEMO	Office Hours	Concern	Mobility	Concerned that many neighborhoods are isolated & do not have the street network the help with access issues.	Charlotte's Strategic Mobility Plan identifies connectivity as a key objective, striving to expand the multimodal capacity of our transportation network through new street connections provided by public investment and private development.	No
94	NEMO	Office Hours	Concern	Mobility	Many Parkways, Avenues, and Boulevards lack contiguous separated bike lanes and shared use paths/sidewalks.	Charlotte's Streets Map details the future aspirational cross sections for all arterial street types, and identifies the recommended pedestrian and bicycle facility. New bike connections, both in-street and in a shared use path, will be implemented by private development and by capital projects.	No
95	NEMO	Office Hours	Suggestion	Mobility	Identify “punch through” lots where neighborhoods can be connected to adjacent neighborhoods without the need to use arterial roads.	CDOT continues to identify opportunities for new streets and/or pedestrian/bike connections to help improve our multimodal network. These new connections will be provided by both private developmentk, and through capital projects.	No
96	NEMO	Office Hours	Suggestion	Mobility	Implement direct cycling routes on city / county-owned roadway to expedite development and accessibility to uptown.	Charlotte's Bike Priority Network, suggested bicycle routes, and signed bicycle routes detail a future comprehensive bicycle network in Charlotte, including better access to Uptown.	No
97	NEMO	Office Hours	Suggestion	Creating Complete Communities	Add Neighborhood Activity Center to Back Creek Church Road.	A Neighborhood Center is recommended one block from the intersection of Back Creek Church Road and University City Boulevard, as well as at the intersection of Back Creek Church Road and Rocky River Road. These designations reflect community needs and market feasibility. Furthermore, the Policy Map is expected to evolve over time, and Policy PT-3 encourages amendments to the Charlotte Future 2040 Policy Map be evaluated against Table 3: Minor Map Amendment Criteria and Table 4: Major Map Amendment Criteria in the Community Area Plan Program Guide.	No
98	NEMO	Office Hours	Suggestion	Creating Complete Communities	Add Neighborhood Activity Center south of Reedy Creek Park.	While there is not a Neighborhood Center directly south of Reedy Creek, there is a Neighborhood Center slightly southwest at the intersection of WT Harris Boulevard and The Plaza. Furthermore, the Policy Map is expected to evolve over time, and Policy PT-3 encourages amendments to the Charlotte Future 2040 Policy Map be evaluated against Table 3: Minor Map Amendment Criteria and Table 4: Major Map Amendment Criteria in the Community Area Plan Program Guide.	No
99	NEMO	Office Hours	Suggestion	Mobility	Speed limits need to be reduced.	The Charlotte Department of Transportation may consider implementing speed limit reductions where feasible to improve safety.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
100	NEMO	Office Hours	Suggestion	Mobility	Economic uncertainty and rising costs should drive city to prioritize lower-cost mobility options (e.g., walking, cycling) and close access to essentials (e.g., groceries, healthcare).	Charlotte's Strategic Mobility Plan (SMP) goal of Safe and Equitable Mobility includes an aspiration towards a 50/50 mode split, where half of the city's commute trips would be made outside of a single occupancy vehicle. The policy framework in the SMP supports infrastructure investment and new designs to support trips being made by transit, and by cyclists and pedestrians.	No
101	NEMO	Online Plan	Suggestion	Mobility	In order to achieve Safe & Equitable Mobility along University City Boulevard and North Graham Street, sidewalks and bike lanes are critical.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
102	NEMO	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No
103	NEMO	Online Plan	Suggestion	Environmental Justice & Sustainability	Buffers General Industrial Drive, between industrial and non-industrial uses, should be encouraged when planning for future land use.	Manufacturing & Logistics adjacent to neighborhoods is a condition that exists across the city due to historical development decisions. With the adoption of the Charlotte Future 2040 Comprehensive Plan, Charlotte aims to ensure that future growth helps create healthy communities with integrated natural and built environments (Goals 7 & 8). As such, the Community Area Plans recommend that future residential development should not be located next to Manufacturing & Logistics uses (see Policy EJ-1). To help mitigate the impacts of noise and air pollution, vegetated buffers and adequately sized yards should be located between Manufacturing & Logistics and Neighborhood 1 areas (see Policy EJ-3).	No
104	NEMO	Office Hours	Suggestion	Supporting the Vision	In order to keep pace with development in Charlotte, the Community Area Plans & Policy Map need stronger enforcement mechanisms.	The Charlotte Future 2040 Community Area Plans are long-term plans. The implementation and impacts of the plans will be monitored and reported on an annual basis. This data will be used to reevaluate the plans' policies every five to ten years.	No
105	NEMO	Office Hours	Suggestion	Community Needs & Goals	To address Access to Amenities needs, existing open space should be protected, small parks should be added, and future development plans should contribute a percentage of the land to Parks & Recreation rather than including promises to keep space open.	The Place Type designations within the Policy Map encourage the protection of Parks & Preserves and promote open spaces within other Place Types across Charlotte. The Unified Development Ordinance (UDO) zoning districts are linked to the policy guidance of each Place Type and require varying amounts of open space based on the type of development.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
106	NEMO	Office Hours	Suggestion	Community Needs & Goals	The Northeast Middle & Outer Plan should place greater emphasis on Access to Essential Amenities & Goods, stipulating that new development provide for multi-modal transit options.	The Policy Map aims to increase access to essential amenities and goods through the designation of Neighborhood Centers, Community Activity Centers, and Regional Activity Centers across Charlotte. Furthermore, the Policy Map is expected to evolve over time, and Policy PT-3 encourages amendments to the Charlotte Future 2040 Policy Map be evaluated against Table 3: Minor Map Amendment Criteria and Table 4: Major Map Amendment Criteria in the Community Area Plan Program Guide.	No
107	NEMO	Office Hours	Suggestion	Environmental Justice & Sustainability	Environmental Justice should be a priority in the Northeast Middle & Outer geography.	The Environmental Justice metric was developed during development of the Charlotte Future 2040 Comprehensive Plan and does not assess air quality directly. However, the metric does assess the impacts of low tree canopy coverage, extensive impervious surfaces, and proximity to heavy industrial facilities, major transportation infrastructure, and flood-prone areas - some of which indirectly affect air quality. The Community Area Plans encourage open spaces across all Place Types in Charlotte and aim to reduce commute trips made by single-occupancy vehicles (see Figure 6: Strategic Mobility Plan Aspirations).	No
108	NEMO	Online Plan	Suggestion	Mobility	To enhance affordability in Charlotte, especially in NEMO, reducing car dependence is crucial. The city should proactively build continuous infrastructure like greenways, sidewalks, and bike lanes, rather than relying on private developers to address gaps over time.	Charlotte's Strategic Mobility Plan is committed to a multimodal street network, increasing transportation choices and access while helping more people in Charlotte to not have to rely on a single occupancy vehicle. Improvements to our mobility network will be made both by private development and by public capital projects.	No
109	NEMO	Office Hours	Suggestion	Mobility	Sidewalks and shared use paths would help to connect neighborhoods.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
110	NEMO	Office Hours	Suggestion	Mobility	The Albemarle-Central SIA needs to consider a crosswalk at Hickory Grove Road & Lawrence Orr road.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
111	NEMO	Online Plan	Suggestion	Mobility	Sidewalk connectivity from Bingham Drive to North Tryon and from Curtis Drive to Eastway Drive would benefit the Northeast Middle & Outer geography.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
112	NEMO	Office Hours	Suggestion	Mobility	The intersection of Back Creek Church & University City should remain open to pedestrians and cyclists after it is closed to car traffic.	This project is an NCDOT project, and the State Transportation Improvement Plan currently details plans for this project.	No
113	NI	Online Plan	Concern	Mobility	Overall, parking is less aligned with mobility aspirations than transit access. Commentor disagrees.	Thank you for your comment. The Mobility Assessment is a high-level assessment of existing conditions and needs for centers throughout the city. Actual improvements will be made by private development and by public capital projects. The Mobility Assessment methodology in the appendix provides more information on how the assessment was conducted.	No
114	NI	Online Plan	Suggestion	Mobility	Camp Road would likely align with most North Inner mobility aspirations.	Thank you for your comment. The Mobility Assessment is a high-level assessment of existing conditions and needs for centers throughout the city. Actual improvements will be made by private development and by public capital projects. The Mobility Assessment methodology in the appendix provides more information on how the assessment was conducted.	No
115	NI	Online Plan	Support	Mobility	Comment is in support of intersection improvements at Norris Avenue & Newland Road.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
116	NI	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No
117	NI	Online Plan	Suggestion	Environmental Justice & Sustainability	Add the Red Line to the applicable maps & graphics.	The Red Line will not be added to the Environmental Justice & Vulnerability to Displacement Map or Land Surface Temperature Maps.	No
118	NI	Online Plan	Suggestion	Environmental Justice & Sustainability	Add the Red Line to the applicable maps & graphics.	The Red Line will not be added to the Environmental Justice & Vulnerability to Displacement Map or Land Surface Temperature Maps.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
119	NI	Online Plan	Suggestion	Environmental Justice & Sustainability	Add the Red Line to the applicable maps & graphics.	The Red Line will not be added to the Environmental Justice & Vulnerability to Displacement Map or Land Surface Temperature Maps.	No
120	NI	Online Plan	Suggestion	Environmental Justice & Sustainability	Add the Red Line to the applicable maps & graphics.	The Red Line will not be added to the Environmental Justice & Vulnerability to Displacement Map or Land Surface Temperature Maps.	No
121	NI	Online Plan	Suggestion	Mobility	Add the Red Line to the applicable maps & graphics.	The Red Line will not be added to the Strategic Investment Area / Groups of Potential Mobility Project Maps.	No
122	NMO	Online Plan	Support	Mobility	In support of the Northlake SIA: Hucks Road Complete Street Upgrade project.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
123	NMO	Online Plan	Support	Mobility	The Northlake SIA Strategic Investment Area is critical for neighborhood safety and mobility.	Thank you for your comment and support.	No
124	NMO	Online Plan	Concern	Mobility	It seems like the Northlake SIA is crowding Nevin Park.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
125	NMO	Online Plan	Concern	Mobility	Improving parking and the pedestrian network contradict one another. It is important to focus on sidewalk and bike connectivity to gathering places, not paved parking lots.	Thank you for your comment. The Mobility Assessment is a high-level assessment of existing conditions and needs for centers throughout the city. Actual improvements will be made by private development and by public capital projects. The Mobility Assessment methodology in the appendix provides more information on how the assessment was conducted.	No
126	NMO	Online Plan	Suggestion	Mobility	The corner of Old Statesville Road and David Cox Road is unsafe and requires a traffic light.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
127	NMO	Online Plan	Question	Community Area Profile	Question about the expected growth in North Middle & Outer and if the area is expected to contain 4% of the city's total job growth within the designated borders, or if that percentage reflects upon the employment of the projected residents in the region?	The Expected Growth chart shows the number of new residential units and jobs that should be accommodated within the plan area. These projections can be accommodated within the Place Type designations shown on the Policy Map.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
128	NMO	Online Plan	Question	Community Needs & Goals	How much of North Middle & Outer is currently not in a ten-minute neighborhood?	Charlotte's growth strategy, as outlined in the Policy Map, aims to ensure that the majority of the city is within a ten-minute neighborhood.	No
129	NMO	Online Plan	Question	Creating Complete Communities	What percentage of the city, as a whole, is recommended to evolve into a different Place Type than what exists today?	Thirteen percent of Charlotte's land is recommended to evolve into a new Place Type in an effort to accommodate the city's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant, mixed-use centers accessible to all.	No
130	NMO	Online Plan	Concern	Creating Complete Communities	Concern about the rate at which apartment buildings are being developed in the Mallard Creek/W.T. Harris area.	The Charlotte Future 2040 Comprehensive Plan and Community Area Plans aim to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all.	No
131	NMO	Online Plan	Question	Community Needs & Goals	How will these plans change existing development so that people are within a 10-minute, safe walk from amenities?	The Policy Map (see Map 2) identifies appropriate locations for new mixed-use centers. It guides the land uses and building form of redevelopment and new development.	No
132	NMO	Online Plan	Concern	Creating Complete Communities	The Neighbrorhood 1 Place Type does not allow for certain amenities that would help achieve the goal of a 10-minute neighborhood.	New amenities will be provided in mixed-use centers such as Neighborhood Centers and Community Activity Centers. Neighborhood 1 allows for civic uses such as schools and religious institutions - it does not allow for retail or professional services.	No
133	NMO	Online Plan	Concern	Creating Complete Communities	Commentor states that plan language only addresses future neighborhoods and doesn't address exsiting neighborhoods.	The Community Area Plans provide guidance for future development or redevelopment. While a large percentage of the plan geography is already developed, the plans' guidance helps ensure new development and redevelopment address the community's needs.	No
134	NMO	Online Plan	Concern	Creating Complete Communities	Commentor states that the format and language of the document is very confusing.	Thank you for your comment.	No
135	NMO	Online Plan	Concern	Creating Complete Communities	How will these plans improve livability of already established areas?	The Community Area Plans provide guidance for future development or redevelopment. While a large percentage of the plan geography is already developed, the plans' guidance helps ensure new development and redevelopment address the community's needs.	No
136	NMO	Online Plan	Concern	Open Space	Commentor does not agree that parks & greenways are "somewhat aligned with aspirations" at C5) NC - Browne Rd/WT Harris Boulevard.	The Community Area Plans define open space as private open spaces within neighborhoods, public open spaces such as parks and recreation facilities, and greenways and preservation areas.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
137	NMO	Online Plan	Question	Mobility	Mobility improvements are needed to increase access from the Orthfield Crossing/ Aberdeen / Cooper Ridge neighborhoods and the other side of I-485.	New streets that are identified on the Charlotte Streets Map could be built, either partially or fully, by private development or through a public capital project. CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
138	NMO	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No
139	NMO	Online Plan	Concern	Environmental Justice & Sustainability	In order to support the goal of a 10-Minute Neighborhood, Charlotte's established tree canopy needs to be protected.	The Charlotte Future 2040 Comprehensive Plan is designed to help the city manage growth while creating healthy, safe, and active communities (Goal 6). To support this, the Unified Development Ordinance now requires new developments or redevelopments to preserve 15% of trees on-site. If a site can't meet this requirement, the project must contribute to a payment-in-lieu fund, which the City uses to purchase land for permanent preservation. On average, this fund helps save 1.5 times more trees than the standard 15% requirement. The City will also continue to monitor the effectiveness of this regulation and make adjustments as needed to achieve Goal 6.	No
140	NMO	Online Plan	Concern	Open Space	I-485 at Prosperity Church Road is in need of open space, but the City continues to prioritize apartments over open space in this area.	The Open Space Assessment is intended to help decision-makers better understand open space deficiencies within an area and more effectively ensure that future development and redevelopment fulfill the City's aspirations.	No
141	NMO	Online Plan	Support	Open Space	City investment in public spaces is great, and development that compromises our open space investments should not be approved.	Future development and redevelopment should address the mobility, open space, and placemaking aspirations outlined in the mixed-use Place Types. When these aspirations come into conflict, it is the responsibility of the City Council to evaluate the trade-offs and determine the final outcome.	No
142	NMO	Online Plan	Concern	Community Needs & Goals	It seems like all of the North Middle & Outer geography falls short of the 10-Minute Neighborhood goal.	Charlotte's growth strategy, as outlined in the Policy Map, aims to ensure that the majority of the city is within a ten-minute neighborhood.	No
143	NMO	Online Plan	Concern	Environmental Justice & Sustainability	Comment disagrees with the Environmental Assessment metric stating the North Middle & Outer geography has low impervious surface coverage.	See Appendix E, Environmental Justice Assessment Methodology, for details about the approach and data source for the analysis.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
144	NMO	Online Plan	Concern	Illustrative Concepts	Open space should be preserved in the Gibbon and Nevin Road Focus Area.	Private property owners cannot be forced to preserve existing tree canopy in perpetuity — this is considered a 'taking,' meaning the government's appropriation of private property for public use, which requires just compensation to the property owner. The Community Area Plans aim to ensure that future development and redevelopment incorporate new trees and open spaces to (re)create a healthy environment.	No
145	NMO	Online Plan	Concern	Illustrative Concepts	There should be a bike lane and street tress depicted in the Gibbon and Nevin Road rendering.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
146	NMO	Online Plan	Concern	Illustrative Concepts	There are better uses for the space in the Gibbon and Nevin Road Focus Area (farmers market, community garden, etc.).	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
147	NMO	Online Plan	Concern	Illustrative Concepts	The Gibbon and Nevin Road Illustrative Concept does not reflect public transit options.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
148	NMO	Online Plan	Concern	Illustrative Concepts	Open space should be preserved in the Gibbon and Nevin Road Focus Area.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
149	NMO	Online Plan	Concern	Illustrative Concepts	Parking lots depicted in the Gibbon and Nevin Road Illustrative Concept will only contribute to the urban heat island effect.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
150	NMO	Online Plan	Concern	Illustrative Concepts	Charlotte does not need more housing. It needs more affordable housing.	The City cannot control housing costs. Instead, it tries to support affordability by increasing housing supply and financially supporting programs that assist with home repairs, down payments, emergency rental assistance, and the construction of affordable units.	No
151	NMO	Online Plan	Suggestion	N/A	The North Middle & Outer Community Area Plan needs more work.	Thank you for your comment.	No
152	NMO	Online Plan	Suggestion	Mobility	Dedicated right turn lanes are safer, decrease commute times, and improve health by lowering stress.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization	No
153	NMO	Online Plan	Suggestion	Mobility	Dedicated right turn lanes are safer, decrease commute times, and improve health by lowering stress.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization	No
154	NMO	Online Plan	Suggestion	Environmental Justice & Sustainability	Tree canopy in well-established residential neighborhoods is what draws people to Charlotte. Incentivize developers to leave a large percentage of the trees when building new neighborhoods.	The Charlotte Future 2040 Comprehensive Plan is designed to help the city manage growth while creating healthy, safe, and active communities (Goal 6). To support this, the Unified Development Ordinance now requires new developments or redevelopments to preserve 15% of trees on-site. If a site can't meet this requirement, the project must contribute to a payment-in-lieu fund, which the City uses to purchase land for permanent preservation. On average, this fund helps save 1.5 times more trees than the standard 15% requirement. The City will also continue to monitor the effectiveness of this regulation and make adjustments as needed to achieve Goal 6.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
155	NMO	Online Plan	Concern	Mobility	There is a desire for a traffic signal at Old Statesville/David Cox and Old Statesville/Hucks Road.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization	No
156	NMO	Online Plan	Suggestion	Illustrative Concepts	Why is a light rail vehicle shown on the proposed Red Line? It should be a locomotive or multiple-unit trainset.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
157	NMO	Online Plan	Suggestion	Illustrative Concepts	There should be lane striping depicted in the Gibbon and Nevin Road rendering.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
158	NMO	Online Plan	Concern	Creating Complete Communities	Commentor is concerned about the rate of development in Charlotte.	The Charlotte Future 2040 Comprehensive Plan and Community Area Plans aim to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all.	No
159	NMO	Online Plan	Concern	Mobility	A Prosperity Village resident emphasizes the need for continuous sidewalks along DeArmon Road with a neighborhood crosswalk.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization	No
160	NMO	Online Plan	Concern	Mobility	A Prosperity Village resident emphasizes the need for improved capacity at the I-485 entrance, which experiences severe rush-hour congestion.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
161	NMO	Online Plan	Concern	Mobility	Continuous sidewalks are urgently needed along Sugar Creek from Harris to Hucks Road. Relying solely on redevelopment-triggered sidewalk construction leaves dangerous gaps.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization	No
162	NMO	Online Plan	Concern	Mobility	There is a desire for a traffic signal at Old Statesville/David Cox and Old Statesville/Hucks Road.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization	No
163	NMO	Online Plan	Concern	Mobility	While Prosperity Village, Northlake, and University areas are receiving investment, North Middle & Outer has been forgotten.	Strategic Investment Areas were developed to align Charlotte's mobility policies with areas of greatest mobility need. However, the city's mobility programs will continue to program projects citywide and fund a variety of mobility projects outside of Strategic Investment Areas.	No
164	NMO	Online Plan	Suggestion	Illustrative Concepts	Gibbon Road needs an extension to accommodate traffic from two new developments, especially during school hours when congestion is already an issue. Additionally, a traffic light at Old Statesville Road and Pete Brown Road is urgently needed due to frequent near-collisions at the intersection.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
165	SI	Online Plan	Suggestion	Illustrative Concepts	Suggestion noted on the South Boulevard/Tremont Avenue Illustrative Concept to close Camden Road to personal vehicles.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
166	SI	Online Plan	Suggestion	Illustrative Concepts	Comment does not agree with another resident's suggestion to "add pedestrian bridges across South Boulevard in the South Boulevard/Tremont Avenue Illustrative Concept."	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
167	SI	Online Plan	Suggestion	Illustrative Concepts	Suggestion to add a physical barrier between traffic and sitting area in the 3rd Street/Baldwin Avenue rendering.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
168	SI	Online Plan	Question	Illustrative Concepts	Is on street parking part of the South Boulevard & Tremont Avenue illustrative concept?	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
169	SI	Office Hours	Concern	Mobility	Residents were under the impression that the documents would have specific infrastructure recommendations. For example, there are major safety concerns at East Blvd. & Kenilworth intersection & along E. Morehead.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
170	SI	Office Hours	Question	Mobility	What actions for infrastructure, networks and built environment will be taken for the mixed use geographies that are not aligned with plan aspirations?	The Mobility Assessment evaluated existing conditions. Please see the Mobility Assessment methodology in the appendix for more information on how the assessment was conducted. Strategic Investment Areas and citywide mobility programs will contribute to future infrastructure and mobility investment.	No
171	SI	Office Hours	Concern	N/A	The Cherry Neighborhood has noted errors in the 2040 Policy Map and has yet to see their revisions reflected.	The current designations are consistent with the citywide mapping approach and reflect feedback from the community.	No
172	SI	Office Hours	Concern	N/A	The Cherry Neighborhood would like the edges of the area's residential development to remain intact.	The Policy Map aims to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all.	No
173	SI	Office Hours	Concern	N/A	The Cherry Neighborhood has noted errors in the 2040 Policy Map and has yet to see their revisions reflected.	The current designations are consistent with the citywide mapping approach and reflect feedback from the community.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
174	SI	Office Hours	Concern	N/A	The South Inner Community Area Plan falls short of replacing the Dilworth Land Use and streetscape plan retired with the Comprehensive Plan.	Area plans adopted between 2008 and 2015 included more details because the City's development policies and regulations were outdated. Additionally, these plans only provided guidance for 27% of the city's land area. In comparison, the Community Area Plans provide guidance for 100% of Charlotte and build upon the transformative guidance and extensive public feedback reflected in the Charlotte Future 2040 Comprehensive Plan, Strategic Mobility Plan, and Unified Development Ordinance.	No
175	SI	Office Hours	Concern	N/A	The South Inner Community Area Plan falls short of replacing the Dilworth Land Use and streetscape plan retired with the Comprehensive Plan.	Area plans adopted between 2008 and 2015 included more details because the City's development policies and regulations were outdated. Additionally, these plans only provided guidance for 27% of the city's land area. In comparison, the Community Area Plans provide guidance for 100% of Charlotte and build upon the transformative guidance and extensive public feedback reflected in the Charlotte Future 2040 Comprehensive Plan, Strategic Mobility Plan, and Unified Development Ordinance.	No
176	SI	Office Hours	Concern	N/A	The South Inner Community Area Plan falls short of replacing the Dilworth Land Use and streetscape plan retired with the Comprehensive Plan.	Area plans adopted between 2008 and 2015 included more details because the City's development policies and regulations were outdated. Additionally, these plans only provided guidance for 27% of the city's land area. In comparison, the Community Area Plans provide guidance for 100% of Charlotte and build upon the transformative guidance and extensive public feedback reflected in the Charlotte Future 2040 Comprehensive Plan, Strategic Mobility Plan, and Unified Development Ordinance.	No
177	SI	Office Hours	Question	Community Character	One of the seven key elements in the Placemaking Assessment is "Property Ownership Patterns". What does that mean?	See Appendix F, Placemaking Assessment Methodology, for details about the approach and data source for the analysis. Property Ownership Patterns refers to the number of different property owners within a mixed-use place. A greater diversity of property owners allows for a greater array of business and building types and provides a greater opportunity for the creation and operation of a Special District to support local placemaking efforts.	No
178	SI	Office Hours	Support	N/A	Pleased that the greenspace at Baxter & Torrence Street is being reflected in the plan documents.	Thank you for your support.	No
179	SI	Online Plan	Question	Creating Complete Communities	The Citywide 2040 Policy Map link should direct users to the Revision: Editd Policy Map.	"Revision: Editd Policy Map" is a temporary term used while the map is being reviewed and updated during Community Area Planning. Once the planning process is finished and the map is approved by City Council, it will be called the "Adopted Charlotte Future 2040 Policy Map."	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
180	SI	Online Plan	Suggestion	Illustrative Concepts	Recommend pedestrian bridges across South Boulevard in the South Boulevard/Tremont Avenue Illustrative Concept.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
181	SI	Online Plan	Concern	Creating Complete Communities	Commentor disagrees with the recommended change in the Neighborhood 2 place type (862 acres to 741 acres).	The decrease in Neighborhood 2 is due to the inclusion and reclassification of multi-family sites into mixed-use Place Types, such as Neighborhood Center, Community Activity Center, and Regional Activity Center.	No
182	SI	Online Plan	Suggestion	Environmental Justice & Sustainability	The South Inner area is bounded by I-77 to the west. This should be considered a barrier and a negative rather than a positive because of proximity.	The South Inner's proximity to I-77 is considered a barrier and resulted in the geography's "Proximity to Major Transportation Infrastructure" score being reduced from "Good" to "Somewhat Good."	No
183	SI	Online Plan	Suggestion	Creating Complete Communities	Recommended changes from Manufacturing & Logistics to Community Activity Center should focus on adding & enhancing commercial areas instead of apartments.	Areas recommended to evolve to Community Activity Center should include both new walkable retail areas and opportunities for new housing choices.	No
184	SI	Online Plan	Suggestion	Community Needs & Goals	Commentor does not agree with South Inner's greatest need being an increase in housing choices.	The 10 Comprehensive Plan goals were aligned with the four Equitable Growth Measures. If an Equitable Growth Measure score falls below the City's target of 5, the associated goals are prioritized for that specific geography. However, it remains important to advance all Comprehensive Plan goals where applicable. The CAPs are designed to prioritize the 10 goals based on the greatest needs of each geography.	No
185	SI	Online Plan	Support	Community Needs & Goals	Comment supports the planning process's identification of needs and prioritized goals. This feedback was shared in response to another reader's opposition.	Thank you for your support.	No
186	SI	Online Plan	Concern	Community Needs & Goals	Comment does not support previous commentor's support of the planning process's identification of needs and prioritized goals.	The Equitable Growth Framework does reflect community feedback about Charlotte's greatest needs for future growth and development.	No
187	SI	Online Plan	Concern	Creating Complete Communities	The Revision: Editd Place Type Map does not reflect the desire to transition Neighborhood 1 to Neighborhood 2 when adjacent to centers.	Policy PT-3 encourages amendments to the Charlotte Future 2040 Policy Map be evaluated against Table 3: Minor Map Amendment Criteria and Table 4: Major Map Amendment Criteria in the Community Area Plan Program Guide.	No
188	SI	Online Plan	Suggestion	Community Area Profile	There is a desire for streetcar in South Inner.	Charlotte's mobility goal for 2040 is to ensure half of our commute trips are made by means other than a single-occupancy vehicle, through walking, biking, and taking transit (see page 33).	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
189	SI	Online Plan	Question	Community Area Profile	Is there a breakdown of the type of residential units included in South Inner's projected growth?	Please refer to Parcel Look Up data available on the City's Open Data Portal for information about building types. Parcel Look Up   City of Charlotte Open Data Portal	No
190	SI	Online Plan	Support	Community Needs & Goals	Comment is in response to another resident's comment.	Yes, the Charlotte Future 2040 Comprehensive Plan and Community Area Plans aim to increase housing choices across the City.	No
191	SI	Online Plan	Support	Community Needs & Goals	Comment approves of the implementation of Goal 2: Neighborhood Diversity & Inclusion in South Inner.	Thank you for your support.	No
192	SI	Online Plan	Support	Community Needs & Goals	Comment approves of the implementation of Goal 2: Neighborhood Diversity & Inclusion in South Inner.	Thank you for your support of the Charlotte Future 2040 Comprehensive Plan and Community Area Plans' effort to increase housing choices across the City.	No
193	SI	Online Plan	Support	Creating Complete Communities	Comment supports recommended increase in Parks & Preserves place type throughout South Inner.	Thank you for your support of the Charlotte Future 2040 Comprehensive Plan and Community Area Plans' effort to increase housing choices across the City.	No
194	SI	Online Plan	Concern	Open Space	Development along East Boulevard continues to contribute to a loss of tree canopy.	The Charlotte Future 2040 Comprehensive Plan is designed to help the city manage growth while creating healthy, safe, and active communities (Goal 6). To support this, the Unified Development Ordinance now requires new development or redevelopment to preserve a minimum of 15% of trees on-site. If a site can't meet this requirement, the project must contribute to a payment-in-lieu fund, which the City uses to purchase land for permanent preservation. On average, this fund helps save 1.5 times more trees than the standard 15% requirement. The City will also continue to monitor the effectiveness of this regulation and make adjustments as needed to achieve Goal 6.	No
195	SI	Online Plan	Suggestion	Community Needs & Goals	Only part of the South Inner geography is in the Vulnerability to Displacement overlay, therefore, the priorities established in this plan should be geared to in no way diminish the score in the three other areas.	The 10 Comprehensive Plan goals were aligned with the four Equitable Growth Measures. If an Equitable Growth Measure score falls below the City's target of 5, the associated goals are prioritized for that specific geography. However, it remains important to advance all Comprehensive Plan goals where applicable. The CAPs are designed to prioritize the 10 goals based on the greatest needs of each geography.	No
196	SI	Online Plan	Suggestion	Community Character	Branding along East Boulevard would preserve and enhance neighborhood character.	Please refer to the Community Character section of the Neighborhood Toolkit (Appendix A) for programs available to support community-driven branding efforts.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
197	SI	Online Plan	Suggestion	Community Character	The DCA, in conjunction with David Furman, provided public art along East Boulevard, and near Latta Park with the 'Timeline' sculpture to honor the founding of Dilworth.	Thank you for your contributions. Please refer to the Community Character section of the Neighborhood Toolkit (Appendix A) for programs available to support community-driven public art efforts.	No
198	SI	Online Plan	Concern	Illustrative Concepts	The South Boulevard/Tremont Avenue Illustrative Concept is not appropriate given the historic district.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such more restrictive design standards per the historic district overlay will also influence the final outcomes of future development.	No
199	SI	Online Plan	Concern	N/A	This document highlights very general improvements with no tangible plans. For that reason it is difficult to form an opinion about the plan or imagine that it can replace the detailed small area plans that it was promoted to replace.	Area plans adopted between 2008 and 2015 included more details because the City's development policies and regulations were outdated. Additionally, these plans only provided guidance for 27% of the city's land area. In comparison, the Community Area Plans provide guidance for 100% of Charlotte and build upon the transformative guidance and extensive public feedback reflected in the Charlotte Future 2040 Comprehensive Plan, Strategic Mobility Plan, and Unified Development Ordinance.	No
200	SI	Online Plan	Suggestion	Creating Complete Communities	Neighborhood 1 place types along the Brooklyn Village/Kennilworth/Park Road corridor are appropriate for the Neighborhood 2 place type.	The Policy Map is expected to evolve over time, and Policy PT-3 encourages amendments to the Charlotte Future 2040 Policy Map be evaluated against Table 3: Minor Map Amendment Criteria and Table 4: Major Map Amendment Criteria in the Community Area Plan Program Guide.	No
201	SI	Online Plan	Concern	Open Space	Comment recommends adding playgrounds and seating areas inside of the South End and LoSo corridors, instead of exclusively in the adjacent neighborhoods.	The Community Area Plans support more playgrounds and seating areas throughout South End and LoSo. Specifically, the plans acknowledge that Mecklenburg County will continue to play a key role in providing and managing parks and greenways. However, reaching Charlotte's goal of more frequent and diverse open spaces will require collaboration among the City, developers, and property owners, along with new tools and strategies to meet the needs of a growing population. Neighborhoods can improve shared open spaces by following the Neighborhood Toolkit, while the Open Space Assessment and Recommendations offer guidance for other stakeholders to help create accessible and varied open spaces as development and redevelopment occur.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
202	SI	Online Plan	Concern	Community Character	While preservation and adaptive reuse of historic pre-1970 structures is important, the City should also focus on post-1970 structures.	Generally, structures need to be at least 50 years old to be considered historic and eligible for national, state, or local designation and/or support. However, there are exceptions for younger properties that are exceptionally significant.	No
203	SI	Online Plan	Concern	Creating Complete Communities	Comment does not support more apartments on East Boulevard, near Scott Avenue.	The Charlotte Future 2040 Comprehensive Plan and Community Area Plans aim to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all.	No
204	SI	Online Plan	Concern	Community Area Profile	Housing recommendations from the 2008 Scaleybark Transit Area Plan were achieved at the expense of pedestrian and bicycle improvements. Other recommendations were not accomplished. Commentor is concerned the same thing will happen with these area plans.	Area plans adopted between 2008 and 2015 helped identify the systematic improvements needed and were addressed through the transformative guidance reflected in the Charlotte Future 2040 Comprehensive Plan, the Strategic Mobility Plan, and the Unified Development Ordinance.	No
205	SI	Online Plan	Concern	Open Space	It would be nice to make the Collinswood School into a park, but CMS has intentions of selling this 15 acre parcel for apartment development. Therefore, it seems inaccurate to include this parcel in the South Boulevard (OS9) assessment.	The open spaces included in the Open Space Assessment reflect Mecklenburg County Park & Recreation's land acquisitions, not Charlotte-Mecklenburg Schools properties.	No
206	SI	Online Plan	Support	Open Space	Comment in support of Charlotte's focus on improving open space.	Thank you for your support.	No
207	SI	Online Plan	Suggestion	Community Needs & Goals	There should be increased access to affordable housing in all geography's across Charlotte.	The 10 Comprehensive Plan goals were aligned with the four Equitable Growth Measures. If an Equitable Growth Measure score falls below the City's target of 5, the associated goals are prioritized for that specific geography. However, it remains important to advance all Comprehensive Plan goals where applicable. The CAPs are designed to prioritize the 10 goals based on the greatest needs of each geography.	No
208	SI	Online Plan	Suggestion	Community Needs & Goals	Access to green space in South End is not adequate for the number of residents in this area. A few suggestions include turning the old Collinswood Language Academy property into a public park and building a county facility like the one in Cornelius, Eastway and Steel Creek on the Revolution Park land.	The Community Area Plans acknowledge that Mecklenburg County will continue to play a key role in providing and managing parks and greenways. However, reaching Charlotte's goal of more frequent and diverse open spaces will require collaboration among the City, developers, and property owners, along with new tools and strategies to meet the needs of a growing population. Neighborhoods can improve shared open spaces by following the Neighborhood Toolkit, while the Open Space Assessment and Recommendations offer guidance for other stakeholders to help create accessible and varied open spaces.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
209	SI	Online Plan	Suggestion	Open Space	The Collinswood School property should be designated as future open space.	The open spaces included in the Open Space Assessment reflect Mecklenburg County Park & Recreation's land acquisitions, not Charlotte-Mecklenburg Schools properties.	No
210	SI	Online Plan	Suggestion	Creating Complete Communities	Commentor is concerned that residents will not be able to safely access goods and services given South Inner's anticipated change from Commercial to Community Activity Center along Park Road.	The Community Activity Center Place Type encourages both residential and non-residential development in mixed-use buildings. As such, this Place Type designation will increase access to daily goods and services for both residents and visitors.	No
211	SI	Office Hours	Concern	Creating Complete Communities	Concerned that there are a lot of communities that are disengaged because they don't understand the material.	The Community Area Planning process has offered a range of opportunities for community members to get involved, including multiple online tools such as videos, surveys, and social media posts. Staff has also hosted 50 workshops and attended many additional in-person meetings. To date, the planning process has engaged with over 400,000 people online and 6,000 people in person. Staff continues to respond to community members' requests for meetings and information. If you have a specific request, please email <a href="mailto:cltfuture2040@charlottenc.gov">cltfuture2040@charlottenc.gov</a> .	No
212	SI	Online Plan	Suggestion	Mobility	A multi-modal connection between the Silver and Blue Lines will be critical in the South End/Wilmore area.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
213	SI	Online Plan	Concern	Mobility	There needs to be changes made to ideation and implementation around Vision Zero.	Charlotte's Vision Zero Action Plan is a comprehensive strategy aimed at eliminating traffic fatalities and serious injuries through a multidisciplinary approach involving engineering, education, enforcement, and evaluation. The plan is structured around four primary focus areas, each supported by specific strategy tables developed by the Vision Zero Task Force. Looking ahead, the Vision Zero Action Plan is scheduled for an update in the coming year, which may introduce new strategies aimed at improving crash reduction and accelerating project implementation.	No
214	SI	Online Plan	Suggestion	Mobility	Permitting street parking along Providence Road at Queens Boulevard on Sundays is problematic and requires change.	Thank you for your comment. CDOT will continue to evaluate needs and uses within the street right-of-way to ensure that we are taking steps towards our overarching goal of Safe and Equitable Mobility.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
215	SI	Online Plan	Suggestion	Mobility	Traffic signals need to work with and prioritize Bus and Rail passings.	The Better Bus Plan builds upon the MTC adopted Envision My Ride vision of high frequency service, bus stop improvements and the deployment of CATS Micro throughout Mecklenburg County. Better Bus seeks to develop a customer focused implementation strategy to deploy service enhancements and bus stop improvements over a 5–10 year time period.	No
216	SI	Online Plan	Concern	Mobility	It is concerning to learn that none of the mixed-use geographies area aligned with mobility aspirations. This needs to be a top priority.	Thank you for your comment. The Mobility Assessment is a high-level assessment of existing conditions and needs for centers throughout the city. Actual improvements will be made by private development and by public capital projects. The Mobility Assessment methodology in the appendix provides more information on how the assessment was conducted.	No
217	SI	Online Plan	Concern	Mobility	The Complete Street Upgrade photo is not a complete street.	Thank you for your comment.	No
218	SI	Online Plan	Suggestion	Mobility	Add the closing of Hawkins Street to automobile traffic to the South End potential project list.	CDOT will continue to evaluate street classifications and study potential future applications of shared streets or festival streets as appropriate based on land use context, mobility goals, feasibility, and safety.	No
219	SI	Online Plan	Support	Mobility	Comment is in agreement with the potential S. Tryon Street Bus Priority Corridor project on the South End/West potential project list.	Thank you for your comment and support. CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
220	SI	Online Plan	Support	Mobility	Comment is in agreement with the I-77 Woodlawn potential project list.	Thank you for your comment and support. CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
221	SI	Online Plan	Support	Mobility	Comment is in agreement with the potential Dilworth Avenue Complete Street Upgrade project on the Center City/Midtown potential project list.	Thank you for your comment and support. CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
222	SI	Online Plan	Support	Mobility	Comment is in agreement with the potential 3rd Street and 4th Street, I-277 IL Ramp Intersection Improvements project on the Center City/Midtown potential project list.	Thank you for your comment and support. CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
223	SI	Online Plan	Support	Illustrative Concepts	Comment approves of the existing pedestrian crossing at East Boulevard.	Thank you for your support.	No
224	SI	Online Plan	Suggestion	Mobility	Comment recommends reconsidering the Street Map's cross section for South Boulevard.	The Streets Map is periodically reviewed and updated through the streets map amendment process. CDOT will consider this comment when evaluating future potential Streets Map amendments.	No
225	SI	Online Plan	Suggestion	Mobility	Comment recommends closing off Camden Road to automobile traffic.	CDOT will continue to evaluate street classifications and study potential future applications of shared streets or festival streets as appropriate based on land use context, mobility goals, feasibility, and safety.	No
226	SI	Online Plan	Suggestion	Mobility	Comment recommends roundabout at the Morehead/McDowell/Dilworth Road intersection.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
227	SI	Online Plan	Question	Mobility	Bike lanes along East Boulevard and Scott Avenue are restricted due to transmission lines, distribution lines and limited center line to curb distances.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
228	SI	Online Plan	Concern	Mobility	Pedestrian crossing at E. Morehead and McDowell continues to be dangerous and will become more challenging due to development in the area.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
229	SI	Online Plan	Suggestion	Mobility	Pedestrian improvements are needed at Remount Road and South Boulevard.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
230	SI	Online Plan	Concern	Mobility	Bike lanes along East Boulevard and Scott Avenue are restricted due to transmission lines, distribution lines and limited center line to curb distances.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
231	SI	Online Plan	Suggestion	Mobility	Comment agrees with another comment related to closing Camden Road to automobile traffic.	CDOT will continue to evaluate street classifications and study potential future applications of shared streets or festival streets as appropriate based on land use context, mobility goals, feasibility, and safety.	No
232	SI	Online Plan	Suggestion	Community Needs & Goals	There is a desire for more parks in South Inner.	The Community Area Plans acknowledge that Mecklenburg County will continue to play a key role in providing and managing parks and greenways. However, reaching Charlotte's goal of more frequent and diverse open spaces will require collaboration among the City, developers, and property owners, along with new tools and strategies to meet the needs of a growing population. Neighborhoods can improve shared open spaces by following the Neighborhood Toolkit, while the Open Space Assessment and Recommendations offer guidance for other stakeholders to help create accessible and varied open spaces.	No
233	SI	Online Plan	Concern	Mobility	Multi-modal travel on the Rail Trail is difficult during peak hours.	Thank you for your comment. CDOT plans to continue to improve network connectivity, so that users have multiple options to move around the city by bike and by foot.	No
234	SI	Online Plan	Suggestion	Mobility	As mobility improvements are made, please keep aesthetics in mind.	Thank you for your comment.	No
235	SI	Online Plan	Suggestion	Mobility	Recommend that corridor improvements be added to South Ends potential mobility projects list.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
236	SI	Online Plan	Concern	Mobility	S. Tryon Street to Tremont Avenue is in need of a road diet to incorporate better streetscape and bike infrastructure.	Thank you for your comment. The Streets Map is periodically updated through an amendment process. This comment will be considered when reviewing future potential Streets Map amendments.	No
237	SI	Online Plan	Suggestion	Mobility	Comment agrees with SouthPark - Woodlawn SIA. Woodlawn Road is worth studying for a 3 lane section.	The Streets Map is periodically reviewed and updated through the streets map amendment process. CDOT will consider this comment when evaluating future potential Streets Map amendments.	No
238	SI	Online Plan	Concern	Mobility	As mobility improvements are made, please keep aesthetics in mind.	Thank you for your comment.	No
239	SI	Online Plan	Suggestion	Mobility	Enhancing the pedestrian environment should come after there are protected bike lanes along South Boulevard and S. Tryon Street.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
240	SI	Online Plan	Concern	Mobility	Morehead Street and Brooklyn Village Avenue would be more appropriate as main streets on the Charlotte Streets Map.	The Charlotte Streets Map is a citywide mobility policy map that categorizes Charlotte's arterial street network into defined street types that reflect our multimodal vision for our streets. Each street type guides public and private investment to plan for and protect envisioned future streets that accommodate our multimodal needs (pedestrian, bike, transit, and car). The Streets Map is periodically reviewed and updated through the streets map amendment process. CDOT will consider this comment when evaluating future potential Streets Map amendments.	No
241	SI	Online Plan	Suggestion	Mobility	South and Morehead should cross as grade level.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
242	SI	Online Plan	Suggestion	Mobility	Comment recommends an West-East overpass at South and Tyvola.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
243	SI	Online Plan	Suggestion	Mobility	Comment recommends an West-East overpass at South and Woodlawn.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
244	SI	Online Plan	Suggestion	Mobility	Pedestrian safety needs to be a priority on the east side of South Boulevard, especially from Scaleybark to Clanton Road.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
245	SI	Online Plan	Support	Mobility	Commentor agrees with the potential for a new traffic signal at South Boulevard and Rensselaer Avenue.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
246	SI	Online Plan	Suggestion	Mobility	Commentor disagrees with the potential for a new traffic signal at South Boulevard and Rensselaer Avenue.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
247	SM	Online Plan	Suggestion	Illustrative Concepts	Comment suggests adding a traffic light to the Sharon Amity Road/Randolph Road Illustrative Concept.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
248	SM	Online Plan	Suggestion	Illustrative Concepts	As is, the Sharon Amity Road/Randolph Road area is very auto-oriented and unsafe for bicyclists and pedestrians.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
249	SM	Online Plan	Suggestion	Illustrative Concepts	Woodlark should have striped bike lanes.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
250	SM	Online Plan	Suggestion	Mobility	Comment suggests adding a traffic signal at S.A. Road & Cotswold Village to the Cotswold potential project list.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
251	SM	Online Plan	Question	Mobility	What is the Cotswold Mobility Hub?	Mobility Hubs are defined centers that support a cluster of transportation options, such as walking, biking, transit, and micromobility.	No
252	SM	Planning Comm	Question	Creating Complete Communities	Where in the South Middle geography can I build a grocery store?	Grocery stores are permitted in mixed-use Place Types such as Neighborhood Centers, Community Activity Centers, and Regional Activity Centers.	No
253	SM	Planning Comm	Question	Community Needs & Goals	What does Access to Housing mean for South Middle?	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No
254	SM	Online Plan	Suggestion	Mobility	Comment suggests adding pedestrian improvements to Woodlark Road the Cotswold potential project list.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
255	SM	Online Plan	Concern	Mobility	Comment agrees that the pedestrian network in the Randolph Road/Sharon Amity Road mixed-use area is "not aligned with" mobility aspirations.	Thank you for your comment. Please see the Mobility Assessment methodology in the appendix for more information on how the assessment was conducted.	No
256	SM	Online Plan	Concern	Mobility	Comment agrees that the bike network in the Randolph Road/Sharon Amity Road mixed-use area is "not aligned with" mobility aspirations.	Thank you for your comment. Please see the Mobility Assessment methodology in the appendix for more information on how the assessment was conducted..	No
257	SM	Online Plan	Support	Mobility	Comment states that the S.A. crossing at Robin Road has improved the safety and inspired more neighborhood walkers	Thank you for your comment.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
258	SM	Online Plan	Concern	Mobility	Comment agrees that the bike network in the Randolph Road/Sharon Amity Road mixed-use area is "not aligned with" mobility aspirations.	Thank you for your comment. Please see the Mobility Assessment methodology in the appendix for more information on how the assessment was conducted.	No
259	SM	Online Plan	Suggestion	Mobility	There is a desire for pedestrian/bicycle improvements along Rutledge Road.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
260	SM	Online Plan	Suggestion	Mobility	There is a desire for bike lanes or multi-use trail lane along Woodlark.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
261	SM	Online Plan	Support	Mobility	Comment supports the South Providence SIA.	Thank you for your comment and support. CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
262	SM	Online Plan	Support	Mobility	Comment supports Pineville-Matthews Rd & Providence Rd Intersection improvements in the Arboretum/Raintree potential projects list.	Thank you for your comment and support. CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
263	SM	Online Plan	Suggestion	Mobility	Comment suggests leveraging the area around Arrowood station a lot better in terms of supporting pedestrian access to the station.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
264	SM	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No
265	SM	Online Plan	Concern	Community Needs & Goals	Comment disagrees with the Environmental Justice Equitable Growth Framework score.	The Environmental Justice metric assesses the impacts of low tree canopy coverage, extensive impervious surfaces, and proximity to heavy industrial facilities, major transportation infrastructure, and flood-prone areas. While South Middle's Environmental Justice score exceeds the City's goal, future development should help preserve and enhance a healthy environment.	No
266	SM	Online Plan	Suggestion	Mobility	Comment supports Johnston Road pedestrian improvements in the Community House/Johnston SIA potential projects list.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
267	SM	Online Plan	Question	Creating Complete Communities	Will Goal 2 (Neighborhood Diversity & Inclusion) and Goal 3 (Housing Access for All) work together to achieve more affordable housing only along the South Boulevard section of the Blue Line or will they impact other areas?	Charlotte will work to increase the diversity of housing options and preserve affordable units throughout the city—not just along transit corridors.	No
268	SM	Online Plan	Suggestion	Mobility	Bike lanes should be protected, especially in areas with higher speed limits.	The Charlotte Streets Map recommends a dedicated bike facility on every arterial street, and typically recommends a buffered/separated bike facility on streets with higher speeds. The Streets Map is periodically reviewed and updated through the streets map amendment process. CDOT will consider this comment when evaluating future potential Streets Map amendments.	No
269	SM	Online Plan	Concern	Community Needs & Goals	Plans to expand I-77 may result in negative environmental impacts on underserved communities along I-77.	The Community Area Plans acknowledge that close proximity to major transportation infrastructure can have adverse impacts on adjacent communities. Furthermore, EJ-6 encourages the City to prioritize — or, in some cases, continue prioritizing — investments and programmatic funding that address areas impacted by environmental injustices, such as proximity to major transportation infrastructure.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
270	SM	Online Plan	Concern	Creating Complete Communities	A separate workshop would be helpful for the Nations Ford, Arrowood, and South Boulevard area, as these voices are diverse and different than the rest of South Middle.	Staff has reached out to the TNF Coalition to schedule additional engagement. A neighborhood liaison is inviting the TNF Board Members to participate in the May 15th Virtual CAP Webinar.	No
271	SM	Online Plan	Support	Environmental Justice & Sustainability	A separate workshop would be helpful for the Nations Ford, Arrowood, and South Boulevard area, as these voices are diverse and different than the rest of South Middle.	Staff has reached out to the TNF Coalition to schedule additional engagement. A neighborhood liaison is inviting the TNF Board Members to participate in the May 15th Virtual CAP Webinar.	No
272	SM	Online Plan	Concern	Environmental Justice & Sustainability	A separate workshop would be helpful for the Nations Ford, Arrowood, and South Boulevard area, as these voices are diverse and different than the rest of South Middle.	Staff has reached out to the TNF Coalition to schedule additional engagement. A neighborhood liaison is inviting the TNF Board Members to participate in the May 15th Virtual CAP Webinar.	No
273	SM	Online Plan	Concern	Environmental Justice & Sustainability	A separate workshop would be helpful for the Nations Ford, Arrowood, and South Boulevard area, as this area's proximity to I-77, industrial complexes, and multiple major interstates creates unique challenges that require tailored solutions.	Staff has reached out to the TNF Coalition to schedule additional engagement. A neighborhood liaison is inviting the TNF Board Members to participate in the May 15th Virtual CAP Webinar.	No
274	SM	Online Plan	Support	Community Character	Celebrating neighborhood identity and strengthening the sense of place is a great idea, especially in the Nations Ford, Arrowood, and South Boulevard area.	Thank you for your support.	No
275	SM	Online Plan	Question	Mobility	Shouldn't the Campbell Creek/McAlpine Creek Greenway be depicted on the South Middle Streets Map?	The Charlotte Streets Map only portrays existing and future greenway segments that are located along the street, within the street right of way. For all existing and proposed greenways that are located outside of street right of ways, please refer to the Mecklenburg County Greenway Master Plan.	No
276	SM	Online Plan	Support	Mobility	The commenter supports efforts to reduce car dependency in Cotswold while still accommodating commuters and expresses enthusiasm for more multimodal transportation options.	Thank you for your comment and support.	No
277	SM	Online Plan	Concern	Mobility	A genuine commitment to Vision Zero must prioritize basic infrastructure & take stock of our existing infrastructure. For example, functioning street lights are needed in the Nations Ford area.	Thank you for your comments. Street lighting is an important part of our work in partnership with Duke Energy. We are focusing efforts on lighting our higher speed thoroughfares, and the work continues. Street Light outage reports should have a confirmation number attached to them for updates and follow up if you report directly to Duke Energy's Street and Area Light Repair customer portal. Also, we survey the existing streetlights annually and report outages as well.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
278	SO	Online Plan	Concern	Illustrative Concepts	While pedestrian improvements are appreciated, they are not appropriate in the Providence Road West and Johnston Road illustrative concept.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
279	SO	Online Plan	Concern	Illustrative Concepts	Prioritize sidewalk infrastructure in the Rea Road and Ardrey Kell illustrative concept.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
280	SO	Online Plan	Concern	Illustrative Concepts	Comment is not in support of the Rea Road and Ardrey Kell illustrative concept. Roundabouts are not appropriate at this location.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
281	SO	Online Plan	Concern	Open Space	Development and clearing of trees is not aligning with the City's tree canopy goals.	The Charlotte Future 2040 Comprehensive Plan is designed to help the city manage growth while creating healthy, safe, and active communities (Goal 6). To support this, the Unified Development Ordinance now requires new development or redevelopment to preserve a minimum of 15% of trees on-site. If a site can't meet this requirement, the project must contribute to a payment-in-lieu fund, which the City uses to purchase land for permanent preservation. On average, this fund helps save 1.5 times more trees than the standard 15% requirement. The City will also continue to monitor the effectiveness of this regulation and make adjustments as needed to achieve Goal 6.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
282	SO	Online Plan	Concern	Mobility	There is a desire for street lighting on parts of Rea Road and Ardrey Kell.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
283	SO	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No
284	SO	Online Plan	Concern	Illustrative Concepts	Comment is not in support of the Rea Road and Ardrey Kell illustrative concept that prioritizes redevelopment of the shopping center over adjacent neighborhoods.	The Charlotte Future 2040 Comprehensive Plan and Community Area Plans aim to align the city's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant, mixed-use centers that are accessible to all. This approach encourages the redevelopment of auto-oriented retail centers into walkable, mixed-use destinations, rather than focusing on redeveloping established neighborhoods.	No
285	SO	Online Plan	Concern	Illustrative Concepts	The Rea Road and Ardrey Kell illustrative concept is not appropriate considering adjacent residential.	The Charlotte Future 2040 Comprehensive Plan and Community Area Plans aim to align the city's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant, mixed-use centers that are accessible to all. This approach encourages the redevelopment of auto-oriented retail centers into walkable, mixed-use destinations, rather than focusing on redeveloping established neighborhoods.	No
286	SO	Online Plan	Suggestion	Community Needs & Goals	Commentor disagrees with the Equitable Growth Framework's scoring. Parks & open space should be South Outer's priority.	A community's greatest needs for future development depend on its existing access to housing choices, job opportunities, daily goods and services, and environmental impacts—as measured by the Equitable Growth Framework. Increasing access and reducing impacts are important to ensure that future growth benefits as many people as possible. Preserving existing open space and creating new open spaces is integrated into the Community Area Plans efforts to increase access and decrease impacts.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
287	SO	Online Plan	Suggestion	Creating Complete Communities	If housing is South Outer's priority, it needs to be paired with walkability and employment.	The South Outer's three priorities are to increase access to more housing choices, job opportunities, and daily goods and services. These needs will be addressed by encouraging redevelopment of auto-dependant shopping centers into mixed-use, walkable centers.	No
288	SO	Online Plan	Question	Environmental Justice & Sustainability	Commentor questions the Land Surface Temperature map.	The Land Surface Temperature (LST) data was collected for the Climate Assessment Risk Analysis included in the Strategic Energy Action Plan+. Please see Appendix E, Environmental Justice Assessment Methodology, for details about the approach and data source for the analysis.	No
289	SO	Online Plan	Concern	Community Needs & Goals	The commenter is concerned that the Ballantyne area lacks standalone homes on larger lots, creating affordability and accessibility issues. They feel the surge in apartments and townhomes is straining infrastructure like roads and schools.	The ability to build more single-family homes on large lots is limited by the amount of available land. To offer more housing choices, Charlotte must include options such as Accessory Dwelling Units, single-family homes, duplexes, triplexes, quadplexes, townhomes, and apartments.	No
290	SO	Online Plan	Concern	Community Needs & Goals	The commenter argues that South Charlotte has seen an overwhelming increase in apartments and duplexes, and emphasizes the need for more single family homes.	The ability to build more single-family homes on large lots is limited by the amount of available land. To offer more housing choices, Charlotte must include options such as Accessory Dwelling Units, single-family homes, duplexes, triplexes, quadplexes, townhomes, and apartments.	No
291	SO	Online Plan	Question	Community Area Profile	The income range in South Outer's "Quick Facts" section does not inform the reader of much.	The median household income range comes from the 2019 American Community Survey which is published by the Census Bureau.	No
292	SWM	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No
293	SWO	Online Plan	Question	Community Needs & Goals	SWO Goal 8: Diverse and Resilient Economic Opportunity — how does CLT plan to "ensure upward economic mobility, Charlotte will increase the number of family sustaining wage jobs, middle skill jobs, cooperatively owned businesses, Minority, Women, and Small Business Enterprises (MWSBEs), and the rate of new business formation through supportive programs.	Charlotte will advance 'Diverse and Resilient Economic Opportunity' through the recommended development patterns in the Community Area Plans and the 2040 Policy Map, as well as through supportive programs led by Economic Development.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
294	SWO	Online Plan	Concern	Mobility	SWO Goal 1: 10-Minute Neighborhoods — There is very little public transportation in Steele Creek - a car is required. Busses are available on 160 - but this can be far from housing. Bicycle lanes are rarely used - and feel dangerous on 160.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
295	SWO	Meeting Request	Concern	N/A	Steele Creek residents oppose the South West Outer Community Area Plan because it fails to address their need for more infrastructure and does not limit continued growth.	The Charlotte Future 2040 Comprehensive Plan and Community Area Plans (CAPs) aim to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all. The CAPs will help inform future infrastructure investments by the City and private development.	No
296	SWO	Meeting Request	Concern	Environmental Justice & Sustainability	Residents believe that these plans do not enforce tree save requirements. The City must ensure that mandated tree preservation is properly protected and enforced.	The Charlotte Future 2040 Comprehensive Plan is designed to help the city manage growth while creating healthy, safe, and active communities (Goal 6). To support this, the Unified Development Ordinance now requires new development or redevelopment to preserve a minimum of 15% of trees on-site. If a site can't meet this requirement, the project must contribute to a payment-in-lieu fund, which the City uses to purchase land for permanent preservation. On average, this fund helps save 1.5 times more trees than the standard 15% requirement. The City will also continue to monitor the effectiveness of this regulation and make adjustments as needed to achieve Goal 6.	No
297	SWO	Meeting Request	Concern	Creating Complete Communities	Steele Creek residents discourage new residential development next to existing manufacturing sites.	Manufacturing & Logistics adjacent to neighborhoods is a condition that exists across the city due to historical development decisions. With the adoption of the Charlotte Future 2040 Comprehensive Plan, Charlotte aims to ensure that future growth helps create healthy communities with integrated natural and built environments (Goals 7 & 8). As such, the Community Area Plans recommend that future residential development should not be located next to Manufacturing & Logistics uses (see Policy EJ-1). To help mitigate the impacts of noise and air pollution, vegetated buffers and adequately sized yards should be located between Manufacturing & Logistics and Neighborhood 1 areas (see Policy EJ-3).	No
298	SWO	Meeting Request	Concern	N/A	Steele Creek residents would like a moratorium on new development.	The Charlotte Future 2040 Comprehensive Plan and Community Area Plans can not stop development. These policy documents aim to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
299	SWO	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No
300	SWO	Online Plan	Concern	Creating Complete Communities	The area near the intersection of York Rd and Haxley Ln should be Community Activity Center to provide the access described in Goal 1: 10-Minute Neighborhoods.	The area in question is designated a Community Activity Center and encourages the type of development desired.	No
301	SWO	Online Plan	Concern	Creating Complete Communities	The Steele Creek area does not need more apartments. Mixed-use developments are more desirable.	The Policy Map aims to increase access to essential amenities and goods through the designation of Neighborhood Centers, Community Activity Centers, and Regional Activity Centers across Charlotte. Feedback about approving single-use development projects in areas designated for mixed-use will be shared with appointed and elected officials.	No
302	SWO	Online Plan	Concern	Environmental Justice & Sustainability	The plans should not generalize Environmental Assessment metrics across the entire Southwest Outer geography.	The 10 Comprehensive Plan goals were aligned with the four Equitable Growth Measures. If an Equitable Growth Measure score falls below the City's target of 5, the associated goals are prioritized for that specific geography. However, it remains important to advance all Comprehensive Plan goals where applicable. The CAPs are designed to prioritize the 10 goals based on the greatest needs of each geography. See Appendix E, Environmental Justice Assessment Methodology, for details about the approach and data source for the analysis.	No
303	SWO	Online Plan	Concern		Disagree with Table 8: Placemaking Assessment - Mixed-Use Geography C8) CAC - York Rd/Grand Palisades Pkwy being developed for just housing. Would like to see a mix of commercial and apartments which would honor that this parcel was designated to be the palisades town center.	The Policy Map aims to increase access to essential amenities and goods through the designation of Neighborhood Centers, Community Activity Centers, and Regional Activity Centers across Charlotte. Feedback about approving single-use development projects in areas designated for mixed-use will be shared with appointed and elected officials.	No
304	SWO	Online Plan	Concern	Community Needs & Goals	Dissagree with Access to Housing being the 1st priority for the SWO area without the needed mobility infrastructure being addressed first.	The Charlotte Future 2040 Comprehensive Plan and Community Area Plans aim to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all. The CAPs will help inform future infrastructure investments by the City and private development.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
305	SWO	Online Plan	Suggestion	Environmental Justice & Sustainability	Like that the plan highlights the importance of preserving and enhancing the tree canopy within the Environmental Justice & Sustainability section, but there appears to be a disconnect between this goal and the rate of tree removal approved for new developments in the SWO area—especially near environmentally sensitive areas like Lake Wylie. To align policy with action, urges the city to adopt enforceable canopy preservation targets and limit clear-cutting unless offset by verifiable, localized reforestation and treat the tree canopy not as a talking point, but as a protected asset. Wouldl like to see this enforced at the homeowner level and the developer level.	The Charlotte Future 2040 Comprehensive Plan is designed to help the city manage growth while creating healthy, safe, and active communities (Goal 6). To support this, the Unified Development Ordinance now requires new development or redevelopment to preserve a minimum of 15% of trees on-site. If a site can't meet this requirement, the project must contribute to a payment-in-lieu fund, which the City uses to purchase land for permanent preservation. On average, this fund helps save 1.5 times more trees than the standard 15% requirement. The City will also continue to monitor the effectiveness of this regulation and make adjustments as needed to achieve Goal 6.	No
306	SWO	Online Plan	Suggestion	Environmental Justice & Sustainability	The tree canopy measure within the Table 6: Environmental Justice Assessment being scored one above poor is a direct result of City and County approvals for clear-cutting. Perhaps and asterisk would help explain referencing the permits granted for lot after lot, acre after acre of clear-cutting.	The Charlotte Future 2040 Comprehensive Plan is designed to help the city manage growth while creating healthy, safe, and active communities (Goal 6). To support this, the Unified Development Ordinance now requires new development or redevelopment to preserve a minimum of 15% of trees on-site. If a site can't meet this requirement, the project must contribute to a payment-in-lieu fund, which the City uses to purchase land for permanent preservation. On average, this fund helps save 1.5 times more trees than the standard 15% requirement. The City will also continue to monitor the effectiveness of this regulation and make adjustments as needed to achieve Goal 6.	No
307	SWO	Online Plan	Concern	Community Needs & Goals	Education should be a top EGF priority as it helps people rise out of poverty.	Mecklenburg County oversees public education facilities within the City of Charlotte. The Community Area Plans aim to ensure that future development addresses each community's greatest needs—such as improved access to housing choices, job opportunities, daily goods and services, and reduced environmental impacts—as measured by the Equitable Growth Framework. Expanding access and reducing impacts are key to making sure future growth benefits as many people as possible.	No
308	SWO	Online Plan	Concern	Community Needs & Goals	Steele Creek is facing issues like overdevelopment, loss of green space, demolition of single-family homes, and strict HOA rules that discourage some residents. Traffic is heavy during rush hour, and public transportation isn't easily accessible.	The Charlotte Future 2040 Comprehensive Plan and Community Area Plans (CAPs) aim to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all. The CAPs will help inform future infrastructure investments by the City and private development.	No
309	SWO	Online Plan	Suggestion	Creating Complete Communities	River Cabin Lane is quiet and residential and should remain so.	River Cabin Lane is designated as Neighborhood 1, which is the least intense type of development recommended for the future.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
310	SWO	Online Plan	Concern	Creating Complete Communities	SWO Predominant Types of Change: Vacant to Neighborhood 1— Adding too many multi-family residences will increase density and change the very nature of neighborhood housing.	Neighborhood 1 is characterized by a mix of low-density housing types, including single-family homes, accessory dwelling units, duplexes, triplexes, and quadrplexes along arterials. This Place Type does not encourage multi-family.	No
311	SWO	Online Plan	Question	Creating Complete Communities	SWO Predominant Types of Change: Commercial to M&L — Is manufacturing and commercial being spread around the city, or does Southwest Outer need to bear the entire burden?	Opportunities for new manufacturing sites are limited across the city due to existing development and conditions. The Community Area Plans recognize the trade-offs involved in manufacturing development: while these projects provide diverse job opportunities, they can also pose potential health and environmental impacts. To address this, the CAPs include new policy guidance (see Environmental Justice recommendations on page 59) to help mitigate these impacts over time.	No
312	SWO	Online Plan	Question	Creating Complete Communities	SWO Predominant Types of Change: Commercial to CAC — What impact do we expect the River Community to have, and when will it be done? Will it be affordable? What public schools will support it?	The River District Community is designated as a Community Activity Center due to its approved entitlements. Within the community boundaries, there will be some areas developed as Neighborhood 1, Neighborhood 2, Neighborhood Center, Community Activity Center, and Campus. New development within the district will be provide additional mobility, open space, and placemaking elements as outlined in the Place Type descriptions in Appendix H: <a href="https://openhouse.konveio.com/appendices">https://openhouse.konveio.com/appendices</a> . Mecklenburg County oversees public education facilities within the City of Charlotte. The County is aware of the development patterns recommended in the Community Area Plans and Policy Map and uses this information to inform its public facility planning.	No
313	SWO	Online Plan	Question	Public Facilities & Services	Supporting the Vision Overview — "The Place Type recommendations provide guidance beyond land use; they define the desired characteristics for building form, open space, and transportation."— And how do we improve the quality of CMS public schools? They are hurting.	Mecklenburg County oversees public education facilities within the City of Charlotte. The County is aware of the development patterns recommended in the Community Area Plans and Policy Map and uses this information to inform its public facility planning.	No
314	SWO	Online Plan	Concern	Community Needs & Goals	Goal 8: Diverse and Resilient Economic Opportunity and Figure 3: SWO Quick Facts — The demographics section, notes that current demographics for Southwest-Outer has 19% foreign born vs 8% city wide. This is reflected in schools as well, yet there is little to no additional support for the teachers and staff of the schools for ESL students, especially at the Middle School level. If the aspiration is to provide Diverse and Resilient Economic Opportunity, providing quality education for those that will join the workforce is required. Southwest Middle School has been overcrowded and underfunded for decades!	Mecklenburg County oversees public education facilities within the City of Charlotte. The County is aware of the development patterns recommended in the Community Area Plans and Policy Map and uses this information to inform its public facility planning.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
315	SWO	Online Plan	Concern	Community Needs & Goals	Goal 1: 10-Minute Neighborhoods — it is safe to assume when moving to Steele Creek it is know it is suburbia. If people want to live within a 'a comfortable tree-lined 10 minute walk' to multiple services (2040 plan) then they would have chosen to live in Dilworth. Please respect that 61,000 residents still choose to not live in the urban core and quit trying to make SWO what it isn't.	The 10 Comprehensive Plan goals reflect values and priorities for Charlotte's future and were shaped by interactions with over 500,000 stakeholders.	No
316	SWO	Online Plan	Concern	Open Space	Open Space - Table 5: Open Space Assessment - OS6) CAC - Steele Creek Rd/S Tryon St - Public Plazas & Courtyards — how many fountains & plazas does Rivergate have to have for it to be acknowledged?	Rivergate is "Somewhat Aligned" with the aspiration to have public plazas and courtyards. See Appendix D, Open Space Assessment Methodology, for details about the approach and data source for the analysis.	No
317	SWO	Online Plan	Concern	Community Character	Community Character - Table 7: Placemaking Aspirational Elements — these are all very urban concepts not aligned with life in suburbia.	The Community Area Plans aim to increase access to housing choices, job opportunities, and essential amenities and goods by designating Neighborhood Centers, Community Activity Centers, and Regional Activity Centers across Charlotte. While not every activity center will be the same, each is envisioned to include a mix of land uses, mobility options, open space amenities, and placemaking elements to create a vibrant and welcoming place.	No
318	SWO	Online Plan	Support	Illustrative Concepts	Figure 9: South Tryon Street & Steele Creek Road Illustrative Concept — Thank you for the partnership to get two creek crossings.	Thank you for your support.	No
319	SWO	Online Plan	Suggestion	Community Area Profile	The commenter urges the use of updated data in the planning process, noting that relying on information over five years old undermines the accuracy and relevance of the plan.	The 2019 American Community Survey data was the latest data available at the beginning of the Community Area Planning process.	No
320	SWO	Online Plan	Suggestion	Open Space	York Road at Grand Palisades Parkway's connection to McDowell Park has potential for parks and greenways.	York Road and Grand Palisades Parkway is "Aligned" with Access aspirations and "Somewhat Aligned" with the aspiration to have parks and greenways. See Appendix D, Open Space Assessment Methodology, for details about the approach and data source for the analysis.	No
321	SWO	Online Plan	Concern	Creating Complete Communities	Is manufacturing and commercial being spread around the city, or does Southwest Outer need to bear the entire burden?	Opportunities for new manufacturing sites are limited across the city due to existing development and conditions. The Community Area Plans recognize the trade-offs involved in manufacturing development: while these projects provide diverse job opportunities, they can also pose potential health and environmental impacts. To address this, the CAPs include new policy guidance (see Environmental Justice recommendations on page 59) to help mitigate these impacts over time.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
322	SWO	Online Plan	Concern	Creating Complete Communities	The commenter questions the logic of using the Manufacturing & Logistics (M&L) Place Type to meet goals related to job access simply because it permits retail, dining, and personal services.	Encouraging small commercial parcels to evolve within larger Manufacturing and Logistics areas can help increase job opportunities. Allowing retail, dining, and personal services in these areas ensures that employees can meet their daily needs for food and essential goods.	No
323	SWO	Online Plan	Concern	Creating Complete Communities	The commenter observes a clear imbalance in Southwest Outer area, where the plan seems heavily focused on promoting Goal 8 (increasing access to jobs). In contrast, other area plans prioritize converting vacant land to Neighborhood 1 (N1), which supports Goals 1, 2, and 3 (housing & access).	The SWO Plan prioritizes the increase in housing choices and job opportunities.	No
324	SWO	Online Plan	Concern	Mobility	Table 3: Mobility Assessment - M8) CAC - York Rd/Grand Palisades Pkwy — Grand Palisades Prky has a sidewalk and a SUP. It has pedestrians & cyclists consistently throughout the day. Why would it be labeled as not aligned with Aspirations? this chart is wrong.	Thank you for your comment. The Mobility Assessment is a high-level assessment of existing conditions and needs for centers throughout the city. Actual improvements will be made by private development and by public capital projects. The Mobility Assessment methodology in the appendix provides more information on how the assessment was conducted.	No
325	SWO	Online Plan	Concern	Mobility	Mobility - Charlotte Streets Map - Main Streets (Connections in Our Centers) — Tryon is not friendly to pedestrians. Further, ON STREET PARKING IS NOT AVAILABLE. Corporate employees are encouraged to drive Upton with parking vouchers; guests are not always so lucky.	Thank you for your comment.	No
326	SWO	Online Plan	Question	Mobility	Mobility - Table 2: Mobility Aspirations for Mixed-Use Places - Parking — But how do you get there, and where do you put the almost always necessary car to get you there?	Charlotte's Strategic Mobility Plan is committed to a multimodal street network, increasing transportation choices and access while helping more people in Charlotte to not have to rely on a single occupancy vehicle. Improvements to our mobility network will be made both by private development and by public capital projects.	No
327	SWO	Online Plan	Support	Mobility	A traffic signal at the intersection of Erwin and 160 is needed. Commentor is pleased to see it is being discussed as potential project.	Thank you for your comment and support.	No
328	SWO	Online Plan	Question	Mobility	Why are certain Strategic Mobility Plan recommendations not included in Southwest Outer, especially since they are part of the South Middle plan?	While all safe and equitable mobility policies are relevant across the city, a few examples from the Strategic Mobility Plan were selected for each CAP area to highlight some of the area's unique needs and context.	No
329	WI	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
330	WI	Office Hours	Question	Community Needs & Goals	How will these plans promote housing, education, and environmental opportunities?	The Community Area Plans promote housing choices by allowing a greater variety of housing types in Neighborhood 1—such as Accessory Dwelling Units, Single-Family Homes, Duplexes, Triplexes, and Quadplexes—and in Neighborhood 2, including townhomes and small- to moderate-scale apartments. The plans support a healthy environment by encouraging new development to include open space and adequate tree canopy. Furthermore, the plans provide guidance for reducing existing environmental impacts caused by factors such as proximity to manufacturing facilities or heavy transportation infrastructure. While the plans do not directly promote educational opportunities—since those are managed by the county and private entities—they do offer more flexibility in where educational and childcare facilities may be located, compared to the City’s previous land use policies.	No
331	WI	Office Hours	Question	Community Needs & Goals	What mechanisms will ensure residents voices are truly heard?	The Community Area Planning process has offered a range of opportunities for community members to get involved, including multiple online tools such as videos, surveys, and social media posts. Staff has also hosted 50 workshops and attended many additional in-person meetings. To date, the planning process has engaged with over 400,000 people online and 6,000 people in person. Staff continues to respond to community members' requests for meetings and information. If you have a specific request, please email <a href="mailto:cltfuture2040@charlottenc.gov">cltfuture2040@charlottenc.gov</a> .	No
332	WI	Office Hours	Question	Community Needs & Goals	How will the City ensure improvements will benefit the West Inner community long-term?	Achieving the vision set out in the CAPs will happen gradually through the combined efforts of local government, property owners, residents, developers, and others. Local government sets the policy framework through the CAPs, provides oversight, and makes some infrastructure improvements to support implementation. The private sector may choose to invest when conditions are favorable. These investments should align with the plans' vision and comply with development regulations that are synced with these policies. While the public sector can invest at any time, the most visible changes in the area will emerge as private investment increases.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
333	WI	Online Plan	Support	Community Needs & Goals	The commenter emphasizes the importance of housing access amid rapid gentrification, noting that longtime residents are being priced out by rising property taxes and limited affordable options. Commenter also supports more mixed-use development, an increase in sidewalks, trails, and public transit.	Thank you for your support. The Community Area Plans promote affordability by allowing a greater variety of housing types in Neighborhood 1—such as Accessory Dwelling Units, Single-Family Homes, Duplexes, Triplexes, and Quadplexes—and in Neighborhood 2, including townhomes and small- to moderate-scale apartments. In addition, the City funds several supporting programs that assist with home repairs, down payments, emergency rental assistance, and the construction of affordable housing units.	No
334	WI	Online Plan	Support	Creating Complete Communities	The commenter stresses the importance of boosting commercial development along Beatties Ford and Rozzelles Ferry. They also highlight the need for safe sidewalks and multimodal access to businesses—by bike, foot, car, or streetcar.	The Neighborhood Center Place Type along Beatties Ford Road (between Brookshire Freeway and Interstate 85) encourages a mix of retail, office, and residential uses, as well as mobility improvements such as sidewalks and bicycle facilities.	No
335	WI	Online Plan	Question	Illustrative Concepts	Can we consider the impact of "plat consolidation" on the built environment? Commentor prefers smaller lots owned by local property owners.	The Community Area Plans cannot influence the sale or acquisition of property. These are private market transactions that occur between willing buyers and sellers, and are governed by broader legal and economic systems.	No
336	WI	Online Plan	Question	Illustrative Concepts	Comment in support of Freedom Drive & Alleghany Street illustrative concept, but questions funding source.	Achieving the vision set out in the CAPs will happen gradually through the combined efforts of local government, property owners, residents, developers, and others. By designating the area as a Neighborhood Center, the City has established a policy framework and will provide oversight at the time of redevelopment. The City may also make certain infrastructure improvements to support implementation in the area. However, it is the private sector that will determine when to invest, and most visible changes in the area will occur as private investment increases.	No
337	WI	Online Plan	Suggestion	Mobility	Bulb-outs would be a good addition to the Freedom/ Tuckaseegee list of potential projects.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
338	WI	Online Plan	Suggestion	Mobility	Comment suggests reducing setbacks, eliminating front-facing surface parking, and eliminate parking minimums along Freedom Drive.	A portion of Freedom Drive has been redesignated from Commercial to Neighborhood Center to support the walkable, mixed-use environment that is desired. The remaining portion of Freedom Drive, which is still designated as Commercial, will see mobility improvements (per new UDO regulations)—such as sidewalks along the corridor and pedestrian connections from the corridor to buildings—as redevelopment occurs.	No
339	WI	Online Plan	Question	Mobility	What is a mobility hub? Do they exist in the city already?	Mobility Hubs are defined centers that support a cluster of transportation options, such as walking, biking, transit, and micromobility. CATS continues to plan for and implement mobility hubs throughout the city.	No
340	WI	Online Plan	Question	Mobility	Complete streets in the Clanton / S Tryon Strategic Investment Area would encourage more residents to bike.	Charlotte's Strategic Mobility Plan is committed to a multimodal street network, increasing transportation choices and access while helping more people in Charlotte to not have to rely on a single occupancy vehicle. Improvements to our bike network is crucial to meet our goals, and those improvements will be made both by private development and by public capital projects.	No
341	WI	Online Plan	Suggestion	Mobility	Bulb-outs would be a good addition to the I-77 / Woodlawn list of potential projects.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
342	WI	Office Hours	Question	Mobility	How will mobility improvements promote safety and opportunity for residents rather than displace them?	Charlotte's Strategic Mobility Plan commits to upholding safe and equitable mobility and incorporating these principles in our transportation policies, design, and implementation. Our objective is to prioritize transportation investments that advance community safety and connect communities to opportunity through transportation access and choice.	No
343	WI	Online Plan	Support	Mobility	The commenter emphasizes the need for safer pedestrian access to goods, services, and businesses. Simply having a crossing doesn't ensure pedestrian safety.	Please see the Mobility Assessment methodology in the appendix for more information on how the assessment was conducted.	No
344	WI	Online Plan	Suggestion	Mobility	Drivers often ignore crosswalks on Rozzelles Ferry in the Biddleville/Smallwood neighborhood, and bike lanes—where present—are frequently obstructed by parked cars.	Thank you for your comment. CDOT believes that enforcement is a key part of advancing our safe and equitable mobility goals, and we will continue to evaluate enforcement tools and strategies.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
345	WI	Webinar	Question	Mobility	Classification of streets do not match existing street names. Clarification needed on whether names would be updated to match.	No, city streets will not be renamed to match their street classification as identified in the Charlotte Streets Map.	No
346	WM	Online Plan	Suggestion	Mobility	Map 4: Mobility Assessment - Suggestion that the West Middle is missing parks, public transit, CAC's and mixed use.	Please see the Mobility Assessment methodology in the appendix for more information on how the assessment was conducted.	No
347	WM	Online Plan	Question	N/A	The West Middle & Citywide SIAs map (Map 5) is duplicated.	The West Middle & Citywide SIAs Map is duplicated for reference.	No
348	WM	Online Plan	Concern	N/A	Concerns about the rate of development in Charlotte.	The Charlotte Future 2040 Comprehensive Plan and Community Area Planning aim to align the City's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant mixed-use centers accessible to all.	No
349	WM	Online Plan	Suggestion	Mobility	It is confusing to determine whether the plan assessment maps are referring to existing or future uses.	The Neighborhood, Community, and Regional Activity Centers shown on the Mobility Assessment Map represent aspirations for future development. The Mobility Assessment Table documents the gap between existing and anticipated mobility conditions needed to support the envisioned Place Types. For more information on how the assessment was conducted, please refer to the Mobility Assessment methodology in the appendix.	No
350	WM	Online Plan	Question	Creating Complete Communities	Comment does not agree with Commercial areas in West Middle evolving to Manufacturing & Logistics.	The West Middle Plan recommends that small, existing commercial sites interspersed within a larger concentration of Manufacturing & Logistics be redesignated as ML. These small commercial sites are considered appropriate supporting uses for the larger employment area, and the redesignation clearly conveys the intent for this area to continue functioning as an employment center that offers a diverse range of job opportunities.	No
351	WM	Online Plan	Suggestion	Creating Complete Communities	Commentor suggests that Commercial areas should evolve to Neighborhood 1 instead of Manufacturing & Logistics.	Manufacturing & Logistics adjacent to neighborhoods is a condition that exists across the city due to historical development decisions. With the adoption of the Charlotte Future 2040 Comprehensive Plan, Charlotte aims to ensure that future growth helps create healthy communities with integrated natural and built environments (Goals 7 & 8). As such, the Community Area Plans recommend that future residential development should not be located next to Manufacturing & Logistics uses (see Policy EJ-1). To help mitigate the impacts of noise and air pollution, vegetated buffers and adequately sized yards should be located between Manufacturing & Logistics and Neighborhood 1 areas (see Policy EJ-3).	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
352	WM	Online Plan	Suggestion	Creating Complete Communities	Comment suggests vacant lots remain greenspace instead of developing into Neighborhood 1.	Private property can not be designated Parks & Preserves as this is considered a 'taking,' meaning the government's appropriation of private property for public use, which requires just compensation to the property owner. The Community Area Plans aim to ensure that future development and redevelopment incorporate new open spaces and trees to (re)create a healthy environment.	No
353	WM	Online Plan	Concern	Creating Complete Communities	Private greenspace, such a golf course, should be further classified and not treated the same as Parks & Preserves.	Areas designated Parks & Preserves are owned by Mecklenburg County Park & Recreation and reflect the county's range of open space and recreational facilities. Private property can not be designated Parks & Preserves as this is considered a 'taking,' meaning the government's appropriation of private property for public use, which requires just compensation to the property owner.	No
354	WM	Online Plan	Concern	Creating Complete Communities	There are concerns around more Manufacturing & Logistics being recommended for West Middle.	Objective H of the 2040 Comprehensive Plan recommends maintaining or increasing the number of developed acres within the Manufacturing & Logistics and Innovation Mixed-Use Place Types to help ensure Charlotte has a diverse mix of jobs, which contributes to a resilient economy. In line with this recommendation, existing Manufacturing & Logistics areas were preserved on the Policy Map. During Phase 2 of the Community Area Planning process, the community affirmed that maintaining Manufacturing & Logistics areas is important for job diversity and economic opportunity.	No
355	WM	Online Plan	Concern	Creating Complete Communities	Comment does not agree with Commercial areas in West Middle evolving to Manufacturing & Logistics. This recommended change also contributes to the area's environmental concerns.	The West Middle Plan recommends that small, existing commercial sites interspersed within a larger concentration of Manufacturing & Logistics be redesignated as ML. These small commercial sites are considered appropriate supporting uses for the larger employment area, and the redesignation clearly conveys the intent for this area to continue functioning as an employment center that offers a diverse range of job opportunities.	No
356	WM	Online Plan	Concern	Creating Complete Communities	Recommending Commercial evolve to Neighborhood Activity Center will not change much of the perceived language in West Middle.	The Community Area Plans aim to increase access to housing choices, job opportunities, and essential amenities by designating Neighborhood Centers, Community Activity Centers, and Regional Activity Centers across Charlotte. In addition to 205 acres of Neighborhood Center, the West Middle geography includes 473 acres of Regional Activity Center to further improve access in the community. While not every activity center will look the same, each is envisioned to feature a mix of land uses, mobility options, open space amenities, and placemaking elements to create a vibrant and welcoming environment.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
357	WM	Online Plan	Concern	Creating Complete Communities	Commentor does not believe that integrating Campus into certain Neighborhood 1 sites will improve the area.	Schools and religious institutions that were previously designated as Campus have been redesignated as Neighborhood 1 to clarify that these uses are allowed within established neighborhoods and to support the creation of integrated communities. Furthermore, redesignating these civic uses as Neighborhood 1 creates new opportunities for portions of these sites to be redeveloped for residential purposes, helping to increase access to housing choices.	No
358	WM	Online Plan	Concern	Creating Complete Communities	Commentor does not believe that integrating Campus into certain Neighborhood 1 sites will improve the area.	Schools and religious institutions that were previously designated as Campus have been redesignated as Neighborhood 1 to clarify that these uses are allowed within established neighborhoods and to support the creation of integrated communities. Furthermore, redesignating these civic uses as Neighborhood 1 creates new opportunities for portions of these sites to be redeveloped for residential purposes, helping to increase access to housing choices.	No
359	WM	Online Plan	Suggestion	Creating Complete Communities	Comment suggests that the City preserve vacant areas, while focusing density on already developed areas.	Private property owners cannot be forced to preserve vacant property — doing so would be considered a “taking,” which refers to the government's appropriation of private property for public use and requires just compensation to the property owner. The Community Area Plans aim to provide guidance for future development and redevelopment that respects property rights while benefiting the broader community.	No
360	WM	Online Plan	Suggestion	Creating Complete Communities	There are not many Commercial areas in West Middle. Suggesting the Commercial evolve to Manufacturing & Logistics does not align with Charlotte's goals.	Objective H of the 2040 Comprehensive Plan recommends maintaining or increasing the number of developed acres within the Manufacturing & Logistics and Innovation Mixed-Use Place Types to help ensure Charlotte has a diverse mix of jobs, which contributes to a resilient economy. In line with this recommendation, existing Manufacturing & Logistics areas were preserved on the Policy Map. During Phase 2 of the Community Area Planning process, the community affirmed that maintaining Manufacturing & Logistics areas is important for job diversity and economic opportunity. The West Middle Plan recommends that small, existing commercial sites interspersed within a larger concentration of Manufacturing & Logistics be redesignated as ML. These small commercial sites are considered appropriate supporting uses for the larger employment area, and the redesignation clearly conveys the intent for this area to continue functioning as an employment center that offers a diverse range of job opportunities.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
361	WM	Online Plan	Suggestion	Community Needs & Goals	If Charlotte desires increased access to amenities, the City of Charlotte needs to better control the type of development coming to the area.	The Place Type designations within the Community Area Plans provide guidance on the types of development, building forms, mobility choices, and open spaces that are appropriate. However, other factors—such as market demand and public or private investment—are also necessary to fully realize the vision of a Place Type.	No
362	WM	Online Plan	Concern	Mobility	The are no bike lanes along Statesville Road, near Lakeview Road.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
363	WM	Online Plan	Question	Mobility	It is confusing to determine whether the Charlotte Streets Map is referring to existing or future uses.	Charlotte's Streets Map details the future aspirational cross sections for these street types, and identifies recommended pedestrian and bicycle facilities for all arterial streets.	No
364	WM	Online Plan	Concern	Mobility	The are no bike lanes along Statesville Road, south of Sunset Road.	Charlotte's Streets Map details the future aspirational cross sections for these street types, and identifies recommended pedestrian and bicycle facilities for all arterial streets.	No
365	WM	Online Plan	Suggestion	Mobility	Concerned that there are no greenways south of the future Fred Alexander Boulevard.	Mecklenburg County Park and Rec plans, funds, and constructs greenways in Charlotte, and greenways serve an important role in our transportation network. CDOT will continue to partner with Mecklenburg County Park and Rec to help align street and mobility improvements with off-street greenway projects, and will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
366	WM	Online Plan	Concern	Mobility	Most West Middle neighborhoods are lacking sidewalk infrastructure.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
367	WM	Online Plan	Suggestion	Mobility	The City should be investing in mobility options that promote people living in Charlotte without cars.	Charlotte's Strategic Mobility Plan is committed to a multimodal street network, increasing transportation choices and access while helping more people in Charlotte to not have to rely on a single occupancy vehicle. Improvements to our mobility network will be made both by private development and by public capital projects.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
368	WM	Online Plan	Suggestion	Mobility	Figure 7: How We Invest - Suggestion to also invest in trees, adding shaded spaces, better water collection and treatment. Additional concern about the focus on car oriented development.	Charlotte's Strategic Mobility Plan is committed to a multimodal street network, increasing transportation choices and access while helping more people in Charlotte to not have to rely on a single occupancy vehicle. These mobility improvements should also be in alignment with goals related to our tree canopy and other sustainable goals.	No
369	WM	Online Plan	Concern	Mobility	Suggestion to Revision: Edit Table 4: Mobility Assessment, M4) NC - Lake Rd/Statesville Rd	Please see the Mobility Assessment methodology in the appendix for more information on how the assessment was conducted.	No
370	WM	Online Plan	Suggestion	Mobility	Suggestion that greenways could be considered pedestrian and bike networks in relation to Table 4: Mobility Assessment.	Please see the Mobility Assessment methodology in the appendix for more information on how the assessment was conducted.	No
371	WM	Online Plan	Concern	Mobility	Suggestion that within Table 4: Mobility Assessment for West Middle, M1 - M6 should have Transit Access listed as "Aligned with Aspirations" since this area is mainly supported by transit connectivity and that more of these shouldn't be added.	Please see the Mobility Assessment methodology in the appendix for more information on how the assessment was conducted.	No
372	WM	Online Plan	Concern	Mobility	Concern that Page 50 (City Mobility Programs) and some of the pages after that are the same in all plans, feel generic and don't feel connected to the West Middle area.	Mobility programs are citywide and help to address the unique mobility needs of each area of Charlotte.	No
373	WM	Online Plan	Suggestion	Open Space	Suggestion to not label Sunset Hills Golf Course as public park on Map 6: Open Space Assessment, as it is a private golf club with minimal tree canopy and should not be included as the same thing as parks with equal access from all residents in the area.	Areas designated Parks & Preserves are owned by Mecklenburg County Park & Recreation and reflect the county's range of open space and recreational facilities. Private property can not be designated Parks & Preserves as this is considered a 'taking,' meaning the government's appropriation of private property for public use, which requires just compensation to the property owner.	No
374	WM	Online Plan	Concern	Open Space	Concern that the metrics used for the Table 5: Open Space Assessment are not realistic. Specifically in relation to OS1) CAC - Northlake Mall, pedestrian connectivity is not feasible there, and that it is not possible to walk 10 minutes in that area and find public open space.	The Northlake Mall Activity Center includes public plazas and courtyards.	No
375	WM	Online Plan	Concern	Open Space	Concern that the metrics used for the Table 5: Open Space Assessment are not realistic. Specifically in relation to Tree Canopy alignment with aspirations and that it makes it seem like the suggestion is that there is no room for improvement but that when walking in the area, that there is not enough tree canopy to make it comfortable for pedestrians.	See Appendix D, Open Space Assessment Methodology, for details about the approach and data source for the analysis.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
376	WM	Online Plan	Concern	Environmental Justice & Sustainability	Concern about the Impervious Service score for West Middle within Table 6: Environmental Justice Assessment and how realistic it is and what the metrics were for identifying the score.	See Appendix E, Environmental Justice Assessment Methodology, for details about the approach and data source for the analysis.	No
377	WM	Online Plan	Concern	Environmental Justice & Sustainability	Suggestion that the Tree Canopy score for West Middle in Table 6: Environmental Justice Assessment, should be scored as pink instead of yellow on the gauge considering that most trees in this area over 20 years old and that it would be wise to start thinking of turnaround and setting up a plan to replenish trees as they die. There is also a concern that this is supported by the frequency at which trees fall in the area.	The age of existing tree canopy was not included in this assessment. See Appendix E, Environmental Justice Assessment Methodology, for details about the approach and data source for the analysis.	No
378	WM	Online Plan	Suggestion	Environmental Justice & Sustainability	Suggestion that the score for Proximity to Major Transportation Infrastructure for West Middle should be red (poor) instead of pink on the gauge.	See Appendix E, Environmental Justice Assessment Methodology, for details about the approach and data source for the analysis.	No
379	WM	Online Plan	Question	Environmental Justice & Sustainability	Question about how the Impervious Surface section in Table 6: Environmental Justice Assessment is not the same as the Proximity to Heavy Industrial.	Impervious Surface and Proximity to Heavy Industrial are two separate metrics that may influence one another but are not directly linked. The low impervious surface in this geography reflects the high percentage of Neighborhood 1 development. For more information on the analysis approach and data sources, see Appendix E: Environmental Justice Assessment Methodology.	No
380	WM	Online Plan	Concern		Suggestion/Concern in relation to Map 7: Environmental Justice & Vulnerability to Displacement --- No one lives in the area along I-77 between Lakeview Rd and Sunset Rd, and the area is all industrial.	See "Vulnerability to Displacement" in the 2040 Comprehensive Plan for details about the approach and data source for this analysis: <a href="https://cltfuture2040plan.com/01-community-based-vision-0/13-equitable-growth-framework/">https://cltfuture2040plan.com/01-community-based-vision-0/13-equitable-growth-framework/</a>	No
381	WM	Online Plan	Concern	Environmental Justice & Sustainability	Suggestion/Concern in relation to Map 7: Environmental Justice & Vulnerability to Displacement --- No one lives in the area north of Freedom Dr and southeast of Fred D Alexander Blvd, it is all industrial - Duke energy impervious surfaces so there would be no one to displace.	See "Vulnerability to Displacement" in the 2040 Comprehensive Plan for details about the approach and data source for this analysis: <a href="https://cltfuture2040plan.com/01-community-based-vision-0/13-equitable-growth-framework/">https://cltfuture2040plan.com/01-community-based-vision-0/13-equitable-growth-framework/</a>	No
382	WM	Online Plan	Concern	Environmental Justice & Sustainability	Suggestion in relation to Map 7: Environmental Justice & Vulnerability to Displacement --- Legend is difficult to read and causes pixilation when zooming in.	PDFs of the draft documents are available upon request.	No
383	WM	Online Plan	Suggestion	Environmental Justice & Sustainability	Suggestion in relation to Map 8: Land Surface Temperature --- Less impervious surfaces (no manufacturing or logistics) and more tree canopies would fix this map which is shown by the red areas where these land uses (manufacturing or logistics) currently exist.	The plans aim to reduce heat impacts by encouraging new development and redevelopment to include open space and adequate tree canopy. Furthermore, the plans provide guidance for reducing existing environmental impacts caused by factors such as proximity to manufacturing facilities or impervious surfaces (see Environmental Justice recommendations on page 63).	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
384	WM	Online Plan	Suggestion	Mobility	Suggestion that there is a need for pedestrian and bike considerations north of Hoskins Rd along Beatties Ford Rd on Map 11: West Middle Strategic Investment Areas/Groups of Potential Mobility Projects.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
385	WM	Online Plan	Suggestion	Mobility	Suggestion that there is a need for pedestrian and bike considerations along Statesville Rd on Map 11: West Middle Strategic Investment Areas/Groups of Potential Mobility Projects.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
386	WM	Online Plan	Question	Illustrative Concepts	Concern about Figure 9: Oakdale Road & Miranda Road Illustrative Concept still feeling like a transit dependent/ neighborhood sprawl concept. Adding pedestrian crossing is well and done but questions where would these pedestrians be walking to and from? Suggests that this is development but not improvement.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
387	WM	Online Plan	Suggestion	Community Needs & Goals	In relation to West Middle's Access to Amenities EGF Score, suggests that there be consideration for the addition of sidewalks along Beatties Ford Rd. between Mount Holly-Huntersville and Sunset Rd, and that this addition could provide access to Hornets Nest Park, Food Lion, and the Long Creek greenway for households in the area.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
388	WM	Online Plan	Suggestion	Creating Complete Communities	Suggestion to consider adding a greenway connector to the Northlake Commons neighborhood/McClure Rd. in relation to Map 2: West Middle Policy Map.	CDOT will collaborate with Mecklenburg County Park & Recreation to ensure greenway access and connections are a key part of Strategic Investment Areas.	No
389	WM	Online Plan	Concern	Mobility	On Map 3: West Middle Streets Map, there are not "Main Streets" in the area along Beatties Ford Rd between Lakeview Rd and Sunset Rd, resulting in extremely limited walkability, which should be addressed.	The Charlotte Streets Map is a citywide mobility policy map that categorizes Charlotte's arterial street network into defined street types that reflect our multimodal vision for our streets. Each street type guides public and private investment to plan for and protect envisioned future streets that accommodate our multimodal needs (pedestrian, bike, transit, and car). The Streets Map is periodically reviewed and updated through the streets map amendment process. CDOT will consider this comment when evaluating future potential Streets Map amendments.	No

No.	Plan Area	Comment Source	Type	Plan Section	Comment Summary	Comment Response	Action Needed
390	WM	Online Plan	Concern	Mobility	On Map 4: Mobility Assessment suggestion to add additional place types in the area between I-485, Beatties Ford Rd, and Miranda Rd to serve the residents of this area. Concern about the area being car-dependent because of the lack of a sidewalk/bike network which prevents most people in the area from accessing the extensive greenway system due to these barriers.	Thank you for your comment. The Mobility Assessment is a high-level assessment of existing conditions and needs for centers throughout the city. Actual improvements will be made by private development and by public capital projects. The Mobility Assessment methodology in the appendix provides more information on how the assessment was conducted.	No
391	WM	Online Plan	Support	Mobility	Suggestion to include sidewalks all the way to Mt Holly Huntersville Rd for the West Middle Strategic Investment Areas/Groups of Potential Projects: Northlake SIA (#5 Beatties Ford/Lakeview).	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
392	WM	Online Plan	Support	Mobility	Suggestion to consider connections to the greenway and surrounding neighborhoods for the West Middle Strategic Investment Areas/Groups of Potential Projects: Northlake SIA (#1 Northlake Mall).	CDOT will continue to collaborate with Mecklenburg County Park & Recreation to ensure greenway access and connections are a key part of Strategic Investment Areas.	No
393	WM	Online Plan	Suggestion	Mobility	Methods to reduce speed would help to ensure safety in the Firestone and Garden Park areas along Beatties Ford Road.	CDOT will consider traffic calming measures and speed limite reductions where feasible to help improve safety along city streets, and we will consider comments made through the CAP adoption process when evaluating future safety measures.	No
394	WM	Online Plan	Concern	Mobility	There is a lack of connectivity between Firestone Park and nearby open space.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
395	WM	Online Plan	Concern	Mobility	There is a large gap in Strategic Investment Areas in the center of the West Middle geography.	Strategic Investment Areas were developed to align Charlotte's mobility policies with greatest areas of mobility need. The City's mobility programs will continue to implement projects citywide, both inside and outside of Strategic Investment Areas.	No
396	WM	Online Plan	Support	Mobility	Comment supports the proposed Gold Line Streetcar along Beatties Ford Road.	Thank you for your comment and support.	No
397	WM	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessiblity is a prioritiy in many Community Planning Area geograhies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No

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398	WM	Online Plan	Concern	Creating Complete Communities	The City needs to prioritize the preservation of trees and green space when approving new development.	Place Types provide guidance on the appropriate land uses, building forms, mobility options, and open spaces for a given location. As policy guidance, they are one of several factors that influence future development. Other factors, such as site constraints, market demand, and financing, also play a role in shaping the final outcomes.	No
399	WM	Online Plan	Concern	Illustrative Concepts	The Northlake Centre Parkway & Point O'Woods Drive Illustrative Concept does not prioritize pedestrian or bike travel.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
400	WM	Online Plan	Concern	Illustrative Concepts	The Oakdale Road & Miranda Road Illustrative Concept is not bike or pedestrian friendly.	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
401	WM	Online Plan	Concern	Illustrative Concepts	How does the City propose that public transit service the Oakdale Road & Miranda Road Illustrative Concept?	The Illustrative Concept images are conceptual and convey the general intent of how development policies will influence future development and redevelopment. They are not precise drawings that reflect exact development regulations, nor are they a promise of what will be built. Other factors, such as market demand and site constraints, will also influence the final outcomes of future development.	No
402	WO	Online Plan	Concern	Illustrative Concepts	Mount Holly-Huntersville Road & Riverbend village Drive Illustrative Concept should depict parking garages and relocation of popular restaurants.	Future infill development in the Community Activity Center is recommended to include wrapped parking decks.	No
403	WO	Online Plan	Concern	Community Needs & Goals	Opposition to the Equitable Growth Framework scores that indicated Housing Accessibility is a priority in many Community Planning Area geographies.	The Access to Housing metric evaluates the range of housing choices available within a plan area based on Housing Unit Diversity, Housing Cost, Housing Size, Subsidized Housing Tenure, and Level of (Re)Investment.	No
404	WO	Online Plan	Concern	Illustrative Concepts	Focus Area #2: Mount Holly-Huntersville Road & Riverbend village Drive, Figure 11: Aerial of Existing Conditions image is 2+ years old.	This is the latest imagery available to the City.	No

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405	WO	Online Plan	Concern	N/A	The draft plan, as presented, appears to incorporate little—if any—meaningful community feedback. Much of the content simply repackages existing community data and translates the 2040 Comprehensive Plan into more localized terms, without reflecting the unique input or priorities expressed by stakeholders.	The Community Area Planning process has offered a range of opportunities for community members to get involved, including multiple online tools such as videos, surveys, and social media posts. Staff has also hosted 50 workshops and attended many additional in-person meetings. To date, the planning process has engaged with over 400,000 people online and 6,000 people in person. Staff continues to respond to community members' requests for meetings and information. If you have a specific request, please email <a href="mailto:cltfuture2040@charlottenc.gov">cltfuture2040@charlottenc.gov</a> .	No
406	WO	Online Plan	Question	Community Area Profile	What are the ranges within Figure 3: West Outer Quick Facts, meant to represent? The objective of this data point isn't clear. If the area is reviewed as a whole, why is there not a central median? If providing this type of data, also provide mapping support to show where the various "median" ranges are located in each area plan location.	The median household income range comes from the 2019 American Community Survey which is published by the Census Bureau.	No
407	WO	Online Plan	Question	Creating Complete Communities	The text alongside Map 2: West Outer 2040 Policy Map, states, "Vacant property near the intersection of Wilkinson Boulevard and Moores Chapel Road as well as property owned by Charlotte Douglas International Airport is recommended to evolve into Manufacturing & Logistics." Would like clarification on if that vacant property is owned by the City of Charlotte or Charlotte Douglas Airport?	The text is intended to indicate that there is vacant property at the intersection of Wilkinson Boulevard and Moores Chapel Road, as well as vacant property owned by Charlotte Douglas International Airport. In both cases, the vacant property is recommended to evolve into Manufacturing & Logistics.	No
408	WO	Online Plan	Question	Creating Complete Communities	This area is anticipated to see 8% of the city's overall residential growth, but only 2% of the city's total job growth by 2040. How does keeping the Policy Map in line with existing land uses help create a complete community?	The Charlotte Future 2040 Comprehensive Plan and Community Area Plans aim to align the city's projected growth with infrastructure capacity, respect established neighborhoods, and create vibrant, mixed-use centers that are accessible to all. This approach encourages the redevelopment of auto-oriented retail centers into walkable, mixed-use destinations, rather than focusing on redeveloping established neighborhoods. The plans also promote housing choice by allowing a greater variety of housing types in Neighborhood 1—such as accessory dwelling units, single-family homes, duplexes, triplexes, and quadplexes—and in Neighborhood 2, including townhomes and small- to moderate-scale apartments. Finally, the Policy Map is expected to evolve over time, and Policy PT-3 encourages that amendments to the Charlotte Future 2040 Policy Map be evaluated against Table 3: Minor Map Amendment Criteria and Table 4: Major Map Amendment Criteria in the Community Area Plan Program Guide.	No

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409	WO	Online Plan	Question	Mobility	The plan states the Mount Holly Road & Sonoma Valley mixed-use geography is aligned with "access & internal connections". Commentor disagrees.	Please see the Mobility Assessment methodology in the appendix for more information on how the assessment was conducted.	No
410	WO	Online Plan	Question	Mobility	Why would the City include street trees/right-of-ways in the tree canopy?	Charlotte will manage the public right-of-way and support economic vitality and quality of life while balancing the competing needs of all users.	No
411	WO	Online Plan	Question	Open Space	How will tree canopy aspirations be achieved in West Outer?	The Charlotte Future 2040 Comprehensive Plan is designed to help the city manage growth while creating healthy, safe, and active communities (Goal 6). To support this, the Unified Development Ordinance now requires new development or redevelopment to preserve a minimum of 15% of trees on-site. If a site can't meet this requirement, the project must contribute to a payment-in-lieu fund, which the City uses to purchase land for permanent preservation. On average, this fund helps save 1.5 times more trees than the standard 15% requirement. The City will also continue to monitor the effectiveness of this regulation and make adjustments as needed to achieve Goal 6.	No
412	WO	Online Plan	Question	Illustrative Concepts	Comment does not support the Mount Holly-Huntersville Road & Riverbend village Drive Illustrative Concept.	The Mount Holly-Huntersville Road & Riverbend Valley Drive Illustrative Concept does not encourage the redevelopment of recently constructed buildings; rather, it illustrates how infill development can capitalize on underutilized parking lots to create a more walkable, mixed-use center that expands access to housing choices, job opportunities, and everyday goods and services.	No
413	WO	Online Plan	Suggestion	Illustrative Concepts	The area at the corner of Wilkinson Blvd & Sam Wilson Rd is shown as Manufacturing & Logistics on Map 14, so the commentor does not understand the Illustrative Concept.	Map 13 shows the Existing Place Type designation, identifying the corner of Wilkinson Boulevard and Sam Wilson Road as Manufacturing & Logistics. Map 14 displays the Future Place Type designation—representing the type of development recommended for the future—and shows the same corner evolving into Innovation Mixed-Use.	No
414	WO	Online Plan	Support	Illustrative Concepts	Imagining the Mount Holly-Huntersville Road & Riverbend Village Drive Illustrative Concept as a multi-modal destination with much denser services is brilliant.	Thank you for your support.	No

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415	WO	Online Plan	Concern	N/A	The commenter is concerned that grouping diverse neighborhoods into broad planning areas leads to inaccurate assessments of local priorities. They argue this approach overlooks community-specific needs and weakens the focus on environmental justice, which they believe should be a central priority in all development decisions. They urge the City to redefine area boundaries and elevate both local concerns and environmental equity.	The Community Area Planning process grouped neighborhoods to provide a more coordinated, efficient, and effective structure for developing guidance that covers 100% of the city. Prior to the Community Area Plans, only 27% of the city had relatively modern development guidance (adopted between 2008 and 2015). While the Community Area Plans address the needs of larger areas, Charlotte's planning approach also includes a more detailed tool—Specific Plans—which can offer refined guidance for smaller geographies. Staff will develop guidelines outlining the types of Specific Plans that may be available in the future, as well as the criteria for when they are needed.	No
416	WO	Online Plan	Suggestion	Mobility	Suggestion to add a Long Creek Greenway access point at 8540 Beatties Ford Rd, Charlotte, NC 28216.	Mecklenburg County Park and Rec plans, funds, and constructs greenways in Charlotte, and greenways serve an important role in our transportation network. CDOT will continue to partner with Mecklenburg County Park and Rec to help align street and mobility improvements with off-street greenway projects, and will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No
417	WO	Online Plan	Suggestion	Mobility	The intersection at Brookshire Blvd and Mt Holly-Huntersville is not better with the recent re-design and should be considered for improvement in this plan.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization	No
418	WO	Online Plan	Suggestion	Mobility	The West Outer geography is in need of better bicycle connectivity.	CDOT will continue to evaluate and refine potential mobility projects for future implementation. The adopted Community Area Plans will provide CDOT with a foundation to analyze and plan for mobility projects, and CDOT will consider all comments provided through the CAP process to help inform future project identification, refinement, and prioritization.	No