



*NOTE: This summary only highlights a few of the standards of the ML zoning districts. The complete Manufacturing and Logistics zoning district requirements are found in Article 8 of the UDO.*

## Zoning Districts at a Glance

### ML-1 • ML-2 (Manufacturing and Logistics)

The ML-1 Manufacturing and Logistics Zoning District is intended to accommodate a range of warehouse/distribution and light industrial uses, including a variety of light manufacturing and assembly. The ML-2 Manufacturing and Logistics Zoning District is intended to accommodate industrial uses, including those uses that may be hazardous or noxious. **These districts are intended to implement the vision for the Manufacturing and Logistics Place Types** shown on the Charlotte Future 2040 Policy Map.

### Typical Uses in Manufacturing and Logistics Zoning Districts

One or both of the Manufacturing and Logistics zoning districts permit light and/or general industrial uses as well as certain commercial, office, restaurant/bar, and vehicle-related uses. The ML-2 district allows the most intense industrial uses such as truck terminals, quarries, and waste management facilities.



Building/Lot Dimensional Standards

	ML-1	ML-2
Minimum Lot Width	50'	
Typical Minimum Front Setback	20' or 36', depending on street frontage	
Minimum Side/Rear Setback	0'/10'	
Maximum Building Height	80'	



### Key District Standards

The ML-1 and ML-2 zoning districts have minimum parking requirements, but no parking maximums.

Because of the long 2,000' maximum block length in the Manufacturing and Logistics Place Type, property zoned ML-1 or ML-2 in those place types can accommodate long buildings for warehouse and distribution uses.

Development in these zoning districts require a significant landscape yard when abutting any other zoning districts except another industrial district. This landscape yard can range from 25' to 100' depending on the size of the development site and the neighboring district.