

**ZONING ORDINANCE
TEXT AMENDMENT APPLICATION**

CITY OF CHARLOTTE

Revised 2-24-05

- Section #:** 2.201 "Definitions"
12.201(2) "Purpose, parking plans"
12.202(4) "Required number of off-street parking spaces"
12.202(5) New
12.202(6) New
12.202A "Bicycle parking standards" new section
Table 12.202 "Minimum required off-street parking spaces by use"
12.209 "Reserved"
9.4208 "Urban residential districts, off-street parking and loading standards"
9.8507 "Mixed use development district, parking and loading standards"
9.907 "Urban residential districts, parking and loading standards"
9.1007 "Urban industrial district, off-street parking"
10.803(6) "Parking standards"
11.506 "Parking Requirements"

Petition #: 2005-13

Date
Filed: _____

Received
By: _____

Office Use Only

Purpose of Change:

The current Zoning Ordinance currently contains provisions for motor vehicular parking for new development. This amendment adds requirements to provide short and long-term bicycle parking based on the demand generated by the different use categories and on the level of service necessary to encourage the use of bicycles for short and long stays. These regulations will help meet the City's Smart Growth goals for transportation, in particular to make the City a friendlier place for all modes of travel.

Name of Agent

Agent's Address

City, State, Zip

Telephone Number

Fax Number

Signature of Agent

Name of Petitioner(s)

Charlotte Department of Transportation

Address of Petitioner(s)

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Petition #: 2005-013
Petitioner: Charlotte Department of Transportation
City of Charlotte

Revised February 10, 2005

**AN ORDINANCE AMENDING APPENDIX A
OF THE CITY CODE – ZONING
ORDINANCE**

ORDINANCE NO. _____

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHARLOTTE:

Section 1: Appendix A, “Zoning” of the Code of the City of Charlotte is hereby amended as follows:

1. CHAPTER 2: DEFINITIONS AND RULES OF CONSTRUCTION.

A: Part 2, DEFINITIONS, Section 2.201, Definitions:

Add the following definitions in alphabetical order:

Bicycle Parking Space

A bicycle parking space is an area 1) two feet by six feet, or 2) the area occupied by a bicycle when using a bicycle parking device as designed.

Long term bicycle parking space

A long term bicycle parking space is defined as protecting the entire bicycle and its components from inclement weather. It is to be located where it will serve the needs of cyclists who need to leave their bicycles unattended for extended periods of time, such as employees, tenants or residents. Examples of long term parking may include indoor parking, racks in covered loading dock areas, racks in garage structures, bicycle lockers or other means which provide coverage to bicycles. Such parking may be restricted to use only by employees, tenants, residents or others at the discretion of the property owner or management.

Short term bicycle parking space

A short term bicycle parking space is defined as a rack to which the frame and at least one wheel can be secured with a user-provided U-lock or padlock and cable. This type of parking is appropriate for short-term parking such as

shopping areas, libraries, other places where the typical parking duration is less than two hours.

2. CHAPTER 12: DEVELOPMENT STANDARDS.

A: Part 2: OFF-STREET PARKING AND LOADING

- a. Amend section 12.201(2), “Purpose; parking plans” by adding a statement to include bicycle parking.

The current Section 12.201(2) reads as follows:

Section 12.201. Purpose; parking plans

- (2) For any parking lot, garage, vehicle storage area operated on a commercial basis, reconfiguration of an existing parking lot or any other off-street parking area required under this Part (but excluding off-street parking for detached, duplex, triplex and quadraplex dwellings on a single lot), a plan shall be submitted to the Zoning Administrator to review for compliance with these regulations and any other applicable ordinances. Any such parking plan shall show the number of parking spaces, the percentage of required spaces to be designated for use only by compact cars, the arrangement of parking aisles, the location of driveway entrances, provisions for vehicular and pedestrian circulation, the location of sidewalks and curbs on or abutting the property, the location of utilities, barriers, shelters, and signs, the location of landscaped areas and the types of vegetation to be located in them, typical cross sections of pavement, storm water drainage facilities, and any other relevant information requested by the Zoning Administrator, as provided in these regulations. The Zoning Administrator shall forward all plans to the Charlotte Department of Transportation for review and comment.

The revised text shall read as follows:

Section 12.201. Purpose; parking plans

- (2) For any parking lot, garage, vehicle storage area operated on a commercial basis, reconfiguration of an existing parking lot or any other off-street parking area required under this Part (but excluding off-street parking for detached, duplex, triplex and quadraplexdwellings on a single lot), a plan shall be submitted to the Zoning Administrator to review for compliance with these regulations and any other applicable ordinances. Any such parking plan shall show the number of **motor vehicle** parking spaces, the percentage of required spaces to be designated for use only by compact cars, **the required number of existing spaces for bicycle parking and the location of bike parking facilities**, the arrangement of parking aisles, the location of driveway entrances, provisions for vehicular and pedestrian circulation, the location of sidewalks and curb on or abutting the property, the location of utilities, barriers, shelters,

and signs, the location of landscaped areas and the types of vegetation to be located in them, typical cross sections of pavement, storm water drainage facilities, and any other relevant information requested by the Zoning Administrator, as provided in these regulations. The Zoning Administrator shall forward all plans to the Charlotte Department of Transportation for review and comment.

- b. Amend the title of Section 12.202, “Required number of off-street parking spaces” by including bicycle spaces and amend the section to include bicycle parking.

The current section 12.202 reads as follows:

Section 12.202. Required number of off-street parking spaces.

- (1) Except as otherwise provided in subsection (2), below, and in Section 12.205, each use in a parcel shall be provided with at least the number of off-street parking spaces indicated for that use in Table 12.202, Parking requirements listed are for the principal use.

The revised text shall read as follows:

Section 12.202. Required number of off-street parking **and bicycle** spaces.

- (1) Except as otherwise provided in subsection (2), **(4), and (5)** below, and in Section 12.205, each use in a parcel shall be provided with at least the number of off-street **motor vehicular** parking spaces indicated for that use in Table 12.202, **and the greater number of bicycle parking spaces indicated for that use in Table 12.202.** Parking requirements listed are for the principal use. **If more than one principal use is on a site, the bicycle parking spaces required shall be a sum of the spaces required for each individual use.**

- c. Amend Section 12.202(3), “Required number of off-street parking spaces” by including when bicycle parking requirements would apply.

The current section 12.202(3) reads as follows:

Section 12.202. Required number of off-street parking spaces.

- (3) Use changes or additions may be made to existing buildings and uses that do not meet the minimum requirements for the number of off-street parking spaces if any such use changes or additions do not represent an additional parking requirement of more than 5 off-street parking spaces.

The revised text shall read as follows:

Section 12.202. Required number of off-street parking spaces.

- (3) Use changes or additions may be made to existing buildings and uses that do not meet the minimum requirements for the number of off-street

parking spaces if any such use changes or additions do not represent an additional parking requirement of more than 5 off-street parking spaces. **If change of use conditions require more than 5 additional auto parking spaces, then the bicycle parking requirements will apply.**

- d. Amend Section 12.202(4), “Required number of off-street parking spaces” by including bicycle parking in districts in which automobile parking is exempt.

The current section 12.202(4) reads as follows:

Section 12.202. Required number of off-street parking spaces

- (4) This section shall not apply to the MUDD, NS, PED, TOD-R, TOD-E, TOD-M, TOD-RO, TOD-EO, TOD-MO, UI, UMUD, and UR districts established in these regulations

The revised text shall read as follows:

Section 12.202 Required number of off-street parking spaces

- (4) **The off-street motor vehicular parking requirements of this section shall not apply to the MUDD, NS, PED, TOD-R, TOD-E, TOD-M, TOD-RO, TOD-EO, TOD-MO, UI, UMUD, and UR districts established in these regulations, however, bicycle parking shall apply in these districts with requirements based not on the zoning district, but on the table of uses.**

- e. Add a new section 12.202 (5) and (6) to specify exemptions from the bicycle parking requirements.

The new section 12.202 (5) and (6) shall read as follows:

- (5) Long-term bicycle parking is not required if the entire development has a gross floor area of 2,500 square feet or less.
- (6) Commercial surface parking lots located within the I-277 freeway are exempt from providing bicycle parking.

- f. Add a new Section 12.202A, titled “Bicycle Parking Standards” to describe minimum requirements for bicycle parking locations.

The new Section 12.202A, “Bicycle Parking Standards”, to read as follows:

Section 12.202A. Bicycle parking standards.

- (1) Short-term bicycle parking shall meet the following standards:

- (a) Covered spaces. If twenty (20) or more short-term bicycle spaces are required, then at least fifty (50) percent of the required short-term bicycle spaces shall be covered. Coverage may be provided under roof overhangs or awnings, in bicycle lockers or within or under other structures.
- (b) Location. Short-term bicycle parking should be located along a major building approach line and clearly visible from the approach. The rack area should be no more than a 30-second walk (120 feet) from the entrance it serves and should preferably be within 50 feet. A rack area should be as close or closer than the nearest nonhandicap car parking space. A rack area should be clearly visible from the entrance it serves. A rack area should be provided near each actively used entrance. In general, multiple buildings should not be served with a combined, distant rack area. It is preferred to place smaller rack areas in locations that are more convenient.
- (c) The requirements of Section 12.202A(3) shall be met.
- (d) Lighting. Lighting in the bicycle parking area shall meet the IESNA recommended maintained minimum horizontal and vertical illumination values and the recommended maximum to minimum uniformity ratios.
- (e) Design. Bicycle parking areas shall meet the design specifications in the Charlotte-Mecklenburg Land Development Standards Manual Chapter. Other designs and manufacturers may be deemed acceptable by the Plans Review staff.

(2) Long-term bicycle parking shall meet the following standards:

- (a) Covered spaces. All spaces shall be fully covered from inclement weather.
- (b) Location. Long-term bicycle parking shall be located no more than 500 feet from a primary entrance of the use they are intended to serve. Long-term bicycle parking may consist of indoor parking, racks in covered loading dock areas, racks in garage structures, bicycle lockers or other means which provide coverage to the bicycle. Such parking may be restricted to use only by employees, tenants, residents or others at the discretion of the property owner or management.
- (c) Lighting. Lighting in the bicycle room, compound or locker area shall meet the IESNA recommended

maintained minimum horizontal and vertical illumination values and the recommended maximum to minimum uniformity ratios.

- (d) Design. Bicycle parking areas shall meet the design specifications in the Charlotte-Mecklenburg Land Development Standards Manual . Other designs and manufacturers may be deemed acceptable by the Plans Review staff.
- (e) The standards of Section 12.202A(3) shall be met.

(3) General standards for all bicycle parking areas:

- (a) Secured. Bike lockers and racks shall be securely anchored to the ground and on a hard surface.
- (b) Maneuvering areas. Each required bicycle parking space shall be accessible without moving another bicycle. An aisle at least five (5) feet wide is required between the building wall and the bicycle parking rack to allow room for bicycle maneuvering, unless specified otherwise in the Charlotte-Mecklenburg Land Development Standards Manual. Bicycle parking spaces should provide a clearance of at least four (4) feet on adjacent sidewalks. Bicycle lockers should be situated so there are no obstructions within 5 feet of the entry door(s) of the locker.
- (c) Signs. If required bicycle parking is not clearly visible from the entrance to the building, parking structure, transit station, or lot, a sign shall be posted at the primary entrances indicating the location of the parking.
- (d) Use. Required bicycle parking spaces shall be available for residents, visitors, customers and/or employees of the use.

- g. Replace existing Table 12.202, “MINIMUM REQUIRED OFF-STREET PARKING SPACES, BY USE” with the following table:

Table 12.202

MINIMUM REQUIRED OFF-STREET PARKING SPACES BY USE*

PERMITTED USES	REQUIRED NUMBER OF AUTO PARKING SPACES	LONG-TERM BICYCLE	SHORT-TERM BICYCLE
RESIDENTIAL USES:			
Bed & Breakfasts (B & B's)	1 additional space per guest room	n/a	n/a
Boarding houses	1 additional space per boarding room	n/a	n/a
Dormitories	1 space per 2 residents	1 space per 2 residents	1 space per 8 units; min. 4
Dwellings, detached	2 spaces per unit	n/a	n/a
Dwellings, duplex	2 spaces per unit	n/a	n/a
Dwellings, triplex	1.5 spaces per unit	none	none
Dwellings, quadraplex	1.5 spaces per unit	none	none
Dwellings, attached	1.5 spaces per unit	n/a	n/a
Dwellings, multi-family	1.5 spaces per unit	none	2, or 1space per 20 units
Dwellings, multi-family elderly or disabled	.25 spaces per unit	n/a	n/a
Dwellings, accessory elderly or disabled	1 space per unit	n/a	n/a
Dwellings, low income	1 space per unit	n/a	n/a
Dwellings, mixed use	1 space per unit	none	2, or 1space per 20 units
Manufactured housing	2 spaces per unit	n/a	n/a
INSTITUTIONAL USES:			
Adult care centers	1 space per employee, plus 1 space per 6 adults	2, or 1 per 20 employees	2
Child care centers	1 space per employee, plus 1 space per 10 children	2, or 1 per 20 employees	2
Civic, social service or fraternal facilities	1 space per 250 square feet	2, or 1 per 10,000 square feet	5% of auto parking

PERMITTED USES	REQUIRED NUMBER OF AUTO PARKING SPACES	LONG-TERM BICYCLE	SHORT-TERM BICYCLE
Cultural facilities	1 space per 4 seats	2, or 1 per 10,000 square feet	2, or 1 space per 20 seats
Elementary, middle or junior high schools	1 space per classroom	none	1 space per classroom
Fire stations	1 space per 300 sq. ft., excluding apparatus room	2 per station	None
Government buildings	1 space per 300 square feet	2, or 1 per 10,000 square feet	5% of auto parking
Group homes	2 spaces per unit	2, or 1 per 10,000 square feet	none
Health institutions	1.2 spaces per bed	2, or 1 per 10,000 square feet	5% of auto parking
High schools	1 space per classroom, plus 1 space per 5 students	none	1 space per classroom
Jails	1 space per 2 employees	2, or 1 per 10,000 square feet	5% of auto parking
Nursing homes, retirement homes, etc. Dependent living facility Independent living facility	1 space per 3 beds 1.5 spaces per unit	2, or 1 per 10,000 square feet	5% of auto parking
Religious institutions	1 space per 4 seats	none	2% of auto parking
Stadiums, arenas or coliseums	1 space per 3 seats	none	2% of seats or per CMPC review
Universities, colleges or junior colleges	1 space per 2 students	2 spaces per office building, except for dormitories, above	10% of auto parking
Rail or bus stations, transit centers without parking lots		A minimum of 8 or per CDOT review	A minimum of 8 or per CDOT review
Park and Ride Lots with parking lots (rail or bus)		4% of auto spaces for lots < 400 auto spaces or a minimum of 8 3% of auto spaces of lots of 400-800 auto spaces 2% of auto spaces of lots > 800 auto spaces or per CDOT review.	A minimum of 6 or per CDOT review

PERMITTED USES	REQUIRED NUMBER OF AUTO PARKING SPACES	LONG-TERM BICYCLE	SHORT-TERM BICYCLE
Other institutional uses	1 space per 250 square feet	2, or 1 per 10,000 square feet	5% of auto parking
OFFICE AND BUSINESS USES:			
Bus terminals and train stations	1 space per 4 seats in the terminal	5 % of auto parking or a minimum of 8 or per CDOT review	A minimum of 6 or per CDOT review
Clinics	1 space per 200 square feet	2, or 1 per 70,000 square feet or per CMPC review*	5% of auto parking
Financial institutions	1 space per 200 square feet	2, or 1 per 10,000 square feet	5% of auto parking
Showrooms	1 space per 1000 sq ft	2, or 1 per 20,000 square feet	5% of auto parking
Hotels/motels (a) Per room for rent (b) Per meeting room capacity (c) Restaurant/entertainment facility	1 space per room or suite, plus 1 space per 4 seats, plus 1 space per 250 square feet	1 space per 20 rentable rooms	None
Indoor recreation - Swimming pool - Tennis or racquet court - Other indoor recreation	1 space per 75 square feet of water 3 spaces per court 1 space per 200 square feet	2, or 1 per 10,000 square feet, or per CMPC review	5% of auto parking
Laboratories	1 space per 400 square feet	2, or 1 per 10,000 square feet, or per CMPC review*	5% of auto parking
Marinas	1 space per boat slip	1 per 20 berths	5% of auto parking
Offices	1 space per 300 square feet	2, or 1 per 10,000 square feet	2, or 1 per 40,000 square feet
Medical offices	1 space per 200 square feet	2, or 1 per 10,000 square feet	5% of auto parking
Neighborhood food and beverage service	1 space per 175 square feet	2, or 1 per 10,000 square feet	5% of auto parking
Nightclubs, lounges and bars	1 space per 75 square feet	none	5% of auto parking

PERMITTED USES	REQUIRED NUMBER OF AUTO PARKING SPACES	LONG-TERM BICYCLE	SHORT-TERM BICYCLE
Outdoor recreation (See specific district for location) -Driving range - Golf Course (9 and 18 holes) - Par 3 golf course - Riding academy - Swimming pool - Swimming pool (as part of planned dev.) - Tennis or racquet court - Tennis courts (as part of planned dev.)	1.2 spaces per tee 90 spaces per 9 holes 40 spaces per 9 holes 1 space per horse stall 1 space per 75 square feet of water 1 space per 100 square feet of water 3 spaces per court 2 spaces per court	2, or 1 per 10,000 square feet (for employees)	None for Golf Course (9 and 18 holes) and Par 3 golf course. 5% of auto parking for all other uses.
Post offices	1 space per 400 square feet	2, or 1 per 10,000 square feet	5% of auto parking
Restaurants	1 space per 75 square feet	2, or 1 per 10,000 square feet	5% of auto parking
Retail establishments - Motion Picture Theatres - Other retail establishments	1 space per 3 seats 1 space per 250 square feet	2, or 1 per 12,000 square feet	5% of auto parking
Shopping centers, greater than 50,000 square feet	1 space per 250 square feet	2, or 1 per 12,000 square feet	5% of auto parking
Wholesale establishments	.25 space per 1,000 square for the wholesaling portion plus 1 space per 400 square feet for any accessory office	2, or 1 per 40,000 square feet	5% of auto parking
Other business uses	1 space per 250 square feet	2, or 1 per 10,000 square feet	5% of auto parking
INDUSTRIAL USES:			
Airports	1 space per 4 seats in the terminal	Per CMPC review*	Per CMPC review
Manufacturers and warehouses	25 space per 1,000 square feet for the manufacturing or warehousing portion plus 1 space per 400 square feet for any accessory office	2, or 1 per 40,000 square feet	1% of auto parking

PERMITTED USES	REQUIRED NUMBER OF AUTO PARKING SPACES	LONG-TERM BICYCLE	SHORT-TERM BICYCLE
Other industrial uses	1 space per 400 sq feet	2, or 1 per 40,000 square feet	1% of auto parking

Planning Commission staff in conjunction with CDOT may waive or reduce bicycle parking depending on the surrounding land uses of a particular development, and the accessibility of a site by bicycle. One example of a location where less bicycle parking would be required is at a freeway interchange with no connection to the surrounding neighborhoods.

* - All square footage is gross footage.

3. CHAPTER 12: RESERVED

A: Part 2, [RESERVED]

- a. CHAPTER 12, PART 2, Section 12.209, “RESERVED” is replaced with the following title and text to provide standards for reducing automobile parking in exchange for additional bicycle parking:

Section 12.209 Allowable reductions and restrictions of parking.

When at least one hundred (100) motor vehicular parking spaces are required in Table 12.202 to serve institutional, office and industrial uses on a parcel, a reduction in required parking is permitted provided a minimum of five (5) Class II (short-term) bicycle parking spaces are provided. The remaining number of parking spaces may be reduced by one (1) for each additional Class II (short-term) bicycle parking space provided. The remaining number of parking spaces may also be reduced by 2% for the addition of two showers and four lockers for every 250 employees . The number of motor vehicular parking spaces shall be reduced by no more that 25%.

4. CHAPTER 9: GENERAL DISTRICTS

A: Part 4: URBAN RESIDENTIAL DISTRICTS

- a. Amend Section 9.4208, “Urban Residential Districts, off-street parking and loading standards” by adding a new item (6) to include bicycle parking:

(6) Bicycle parking. The bicycle parking standards of Section 12.202 and Section 12.202A are applicable in this district.

5. CHAPTER 9: GENERAL DISTRICTS

A: Part 8.5: MIXED USE DEVELOPMENT DISTRICT

- a. Amend Section 9.8507, “Mixed Use Development District, parking and loading standards” by adding a new item (7) to include bicycle parking:

(7) Bicycle parking. The bicycle parking standards of Section 12.202 and Section 12.202A are applicable in this district.

6. CHAPTER 9: GENERAL DISTRICTS

A: Part 9: UPTOWN MIXED USE DISTRICT

- a. Amend Section 9.907, “Urban Residential Districts, parking and loading standards” by adding a new item (3) to include bicycle parking:

- (3) Bicycle parking. The bicycle parking standards of Section 12.202 and Section 12.202A are applicable in this district.

7. CHAPTER 9: GENERAL DISTRICTS

A: Part 10: URBAN INDUSTRIAL DISTRICT

- a. Amend Section 9.1007, “Urban Industrial District, off-street parking ” by adding a new item (3) to include bicycle parking:

- (3) Bicycle parking. The bicycle parking standards of Section 12.202 and Section 12.202A are applicable in this district.

8. CHAPTER 10: OVERLAY DISTRICTS

A: Part 8: PEDESTRIAN OVERLAY DISTRICT

- a. Amend Section 10.803(6), “Parking standards” by adding a new item (j) to include bicycle parking:

- (j) The bicycle parking standards of Section 12.202 and Section 12.202A are applicable in this district.

9. CHAPTER 11: CONDITIONAL ZONING DISTRICTS

A: Part 5: NEIGHBORHOOD SERVICES DISTRICT

- a. Amend Section 11.506, “Parking requirements” by adding a new item (5) to include bicycle parking:

- (5) The bicycle parking standards of Section 12.202 and Section 12.202A are applicable in this district.

Section 2: That this ordinance shall become effective upon its adoption.

Approved as to form:

City Attorney

I, _____, City Clerk of the City of Charlotte, North Carolina, DO
HEREBY CERTIFY that the foregoing is a true and exact copy of an Ordinance adopted by the City
Council of the City of Charlotte, North Carolina, in regular session convened on the ____ day of
_____, 2004, the reference having been made in Minute Book _____, and recorded
in full in Ordinance Book _____, Page(s)_____.

WITNESS my hand and the corporate seal of the City of Charlotte, North Carolina, this the _____
day of _____, 2004.
