

**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:

A. CHAPTER 12: DEVELOPMENT STANDARDS OF GENERAL APPLICABILITY

1. PART 2: OFF-STREET PARKING AND LOADING

- a. Amend Section 12.202A, "Bicycle parking standards", subsection (1), "Short-term bicycle parking", subsection (b), "Location", by adding new language for the location of short-term parking. Delete subsections (c) through (e). The remaining subsection (a) shall remain unchanged. The revised text shall 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~~ shall be no more than a ~~30-second walk (120 feet)~~ from the entrance it serves, or as close as the nearest nonhandicap, off-street auto parking space, whichever is farther. ~~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(s) should be clearly visible from the entrance ~~it~~ they serve ~~serve~~. ~~A rack area~~ and 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.~~

b. Amend Section 12.202A, “Bicycle parking standards”, subsection (2), “Long-term bicycle parking”, subsection (a), “Covered spaces”, by adding language to allow long-term parking in parking decks, or loading docks to count as covered spaces, and subsection (b), “Location”, by defining the maximum distance long-term spaces can be located from an entrance. Delete subsections (c) through (e). The revised text shall read as follows:

- (2) Long-term bicycle parking shall meet the following standards:
  - (a) Covered spaces. All spaces shall be fully covered from inclement weather. Long-term bicycle parking may consist of indoor parking, racks in covered loading dock areas, racks in garage structures, and/or bicycle lockers or other means which provide coverage to the bicycle.
  - (b) Location. Long-term bicycle parking shall be located no more than 500 feet from a primary an 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.~~

- c. Amend Section 12.202A, “Bicycle parking standards”, subsection (3), “General standards for all bicycle parking”, subsection (b), “Maneuvering areas”, by removing existing maneuvering language and adding language that maneuvering must meet the Charlotte Land Development Standards Manual. Add a new subsection (e), titled, “Design” that references the Charlotte Land Development Standards Manual. Modify the table titled, “Minimum Required Off-Street Parking Spaces by Use” to reflect updated bicycle parking requirements. The remaining subsection (a), (c), and (d) shall remain unchanged. The revised text shall read as follows:

(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. All bicycle parking spaces and areas shall be designed to meet the standards of the Charlotte Land Development Standards Manual. ~~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.
  - (e) Design. Bicycle parking areas shall meet the design specifications in the Charlotte Land Development Standards Manual. Other designs and manufacturers may be deemed acceptable by the Plan Review Staff.
- d) Amend Section 12.202, “ Required Number of Off-Street Parking and Bicycle Spaces, Table 12.202, “Minimum Required Off-Street Parking Spaces by Use” to reflect updated bicycle parking rates, and to bold and shade headings, and merge cells. In addition, relocate Table 12.202 before Section 12.202A. The revised Table shall read as follows:

**Table 12.202**  
**MINIMUM REQUIRED OFF-STREET PARKING SPACES BY USE\*\***

<b><u>Permitted Uses</u></b>	<b><u>Number of Auto Parking Spaces Required</u></b>	<b><u>Long-term Bicycle Parking Spaces Required</u></b>	<b><u>Short-term Bicycle Parking Spaces Required</u></b>
<b><u>RESIDENTIAL USES:</u></b>			
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
<b><u>INSTITUTIONAL USES:</u></b>			
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
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 square feet 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	None
Health institutions	1.2 spaces per bed	2, or 1 per 10,000 square feet <u>or a maximum of 50 spaces</u>	5% of auto parking <u>or a maximum of 30 spaces</u>

<b><u>Permitted Uses</u></b>	<b><u>Number of Auto Parking Spaces Required</u></b>	<b><u>Long-term Bicycle Parking Spaces Required</u></b>	<b><u>Short-term Bicycle Parking Spaces Required</u></b>
High schools	1 space per classroom, plus 1 space per 5 students	none	1 space per classroom
Jails	1 space per 2 employees	<del>2, or 1 per 10,000 square feet</del>  <u>2, or 1 per 20 employees</u>	<del>5% of auto parking</del> 2 spaces
Nursing homes, retirement homes, etc. Dependent living facility, Independent living facility	1 space per 3 beds 1.5 spaces per unit	<del>2, or 1 per 10,000 square feet</del>  <u>2, or 1 per 20 employees</u>	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	<del>2 spaces per office building, except for dormitories, above</del>  <u>2 spaces per principal building except for dormitories</u>	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 <del>with parking lots</del> (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.	<i>A minimum of 6 or per CDOT review</i>
Other institutional uses	1 space per 250 square feet	2, or 1 per 10,000 square feet	5% of auto parking
<b><u>OFFICE AND BUSINESS USES:</u></b>			
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 sq ft	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 (d)	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

<u>Permitted Uses</u>	<u>Number of Auto Parking Spaces Required</u>	<u>Long-term Bicycle Parking Spaces Required</u>	<u>Short-term Bicycle Parking Spaces Required</u>
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, or <u>50 maximum spaces</u>	2, or 1 per 40,000 square feet, or <u>30 maximum spaces</u>
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
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	<del>2, or 1 per 10,000 square feet (for employees)</del>	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 - Retail Establishments over 100,000 square feet - Other retail establishments	1 space per 3 seats  1 space per 330 square feet  1 space per 250 square feet	2 <u>minimum</u> , or 1 per 12,000 square feet, or <u>1 per 25 employees, or 30 maximum spaces</u>	5% of auto parking or <u>maximum of 50 spaces</u>
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 feet for the <u>wholesale wholesaling</u> portion plus 1 space per 400 square feet for any accessory office	2, or 1 per 40,000 square feet	<del>5% of auto parking</del> 1% of auto parking
Other business uses	1 space per 250 square feet	2, or 1 per 10,000 square feet	5% of auto parking

<u>Permitted Uses</u>	<u>Number of Auto Parking Spaces Required</u>	<u>Long-term Bicycle Parking Spaces Required</u>	<u>Short-term Bicycle Parking Spaces Required</u>
<b><u>INDUSTRIAL USES:</u></b>			
Airports	1 space per 4 seats in the terminal	Per CMPC review*	Per CMPC review
Manufacturers and warehouses	.25 spaces 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
Other industrial uses	1 space per 400 sq feet	2, or 1 per 40,000 square feet	1% of auto parking

*(Petition 2005-013, § 12.209, 3/21/05), (Petition 2005-047, §12.203(Table 12.202), 01/17/06)*

\* Planning Commission Department 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.

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 \_\_\_\_, 2010, 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 \_\_\_\_ day of \_\_\_\_\_, 2010.

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