

Petition No. 2016-

Petitioner: Charlotte-Mecklenburg Planning Department &
Charlotte Department of Transportation

**AN ORDINANCE AMENDING THE CITY CODE –
CHAPTER 20 - SUBDIVISION ORDINANCE**

ORDINANCE NO.

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

Section 1. Chapter 20 of the Code of the City of Charlotte is hereby amended as follows:

A. CHAPTER 20: SUBDIVISION ORDINANCE

1. ARTICLE I: IN GENERAL

- a. Amend Section 20-6, "Definitions", by updating references to the Charlotte Thoroughfare Map and correcting misspellings of the term "thoroughfare" in the definitions for "Major arterial" and "Minor arterial". In addition, update the definition of "Thoroughfare" and "Thoroughfare plan" by updating references to the Charlotte Thoroughfare Map and the fact that it is adopted by the Charlotte City Council. The revised section shall read as follows:

Major arterial means a major thoroughfare on the ~~MUMPO~~ Charlotte Thoroughfare Map Plan.

Minor arterial means a minor thoroughfare on the ~~MUMPO~~ Charlotte Thoroughfare Map Plan. It is typically designed to accommodate moderate volumes of traffic at moderate speeds, and usually only handles trips for short to moderate distances.

Thoroughfare means any street designated on the ~~adopted~~ thoroughfare Map plan adopted by the Charlotte City Council or any street which is an extension of any street on the Charlotte Thoroughfare Map plan and which extends into the area not covered by the Charlotte Thoroughfare Map plan. The terms "thoroughfare" and "arterial" are used synonymously.

Thoroughfare Map plan means the most recent Map ~~approved~~ adopted by the ~~Mecklenburg-Union Metropolitan Planning Organization~~ Charlotte City Council which indicates the system of roads expected to serve major access and travel needs with regard to auto, truck and transit transportation. *Through lot* means a lot other than a corner lot, with a frontage on more than one street. A "through lot" may also be referred to as a "double frontage lot", or a "reverse frontage lot."

- b. Amend Section 20-22, “Design standards for streets” by updating the table by changing the name of major and minor arterials to major and minor thoroughfares. The revised table shall read as follows:

Street Type	Minimum Right-of-Way (in feet)
Freeway or Expressway other than U.S. 74 from southeast to the City Limits	350
U.S. 74 between I-277 and Albemarle Road	Existing right-of-way
U.S. 74 between Albemarle Road and W.T. Harris Boulevard	2502
U.S. 74 from W.T. Harris Boulevard southeast to the City limits	2803
Limited-access Arterial	200
Commercial Arterial	150
Major Arterial <u>Thoroughfare</u>	1001
Minor Arterial <u>Thoroughfare</u>	701

- c. Amend Section 20-22, “Design standards for streets”, subsection (c), “Non-local street right-of-way”, subsections (3) and (5) by replacing the phrase, “ plan approved by the Mecklenburg Union Metropolitan Planning Organization” with “map”. The revised subsections shall read as follows. All other subsections shall remain unchanged.

- (3) Whenever a tract of land to be subdivided includes any part of a thoroughfare shown on the thoroughfare map ~~plan approved by the Mecklenburg Union Metropolitan Planning Organization~~ and whenever such a right-of-way has been further defined by acceptable locational procedures sufficient to identify properties to be affected, a right-of-way for the thoroughfare must be platted in the location and to the width specified in the plan.(4) The subdivider is responsible for the dedication of the rights-of-way up to 100 feet (50 feet on either side of the centerline) or the reservation of the right-of-way in accordance with Section 20-52. The remainder of the minimum right-of-way over 100 feet must be reserved for future right-of-way use and must be shown as such on the final plat.
- (5) Freeways. Whenever a tract of land is to be subdivided includes any part of the proposed right-of-way for a freeway, as shown on the thoroughfare map ~~plan approved by the Mecklenburg Union~~

~~Metropolitan Planning Organization~~ and whenever such a right-of-way has been further defined by acceptable locational procedures sufficient to identify properties to be affected, the right-of-way for the freeway must be reserved and remain undeveloped, pending future acquisition by the state or other governmental unit. The subdivider must reserve the proposed right-of-way in accordance with the requirements

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 _____, 2016, 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 _____, 2016.
