



CHARLOTTE

July 11, 2001

NOTICE OF A REZONING PUBLIC HEARING

This letter serves as notification of a pending text amendment to the City of Charlotte Subdivision Ordinance. A public hearing with the City Council has been scheduled for **Monday, September 17, 2001 at 6:00 P.M. in the Charlotte-Mecklenburg Government Center, Meeting Chambers, 600 East Fourth Street.** You are encouraged to attend the public hearing, if you have any concerns regarding this amendment.

Petition No.: 2001-115

Petitioner: Charlotte-Mecklenburg Planning Commission

Requested Change: To provide standards for connectivity and the use of cul-de-sacs.

Should you have any questions regarding this request, please call me, Sonja Sanders, Shad Spencer, Tim Manes, Tom Drake or Tammie Keplinger at (704) 336-2205.

Sincerely,

Charlotte A. Waldron
Associate Planner

Attachment

600 East Fourth Street * Charlotte, North Carolina 28202-2853 * (704) 336-2205

SUBDIVISION ORDINANCE
TEXT AMENDMENT APPLICATION

CITY OF CHARLOTTE

Petition #:	<u>2001-115 SUB</u>
Date Filed:	<u>05-17-01</u>
Received By:	<u>[Signature]</u>
<i>Office Use Only</i>	

Section #: 2.100. Definitions; 6.200. General Requirements; 7.000. Subdivision Development Requirements
(Title)

Purpose of Change: To include standards for connectivity and the use of cul-de-sacs.

Name of Agent

Agent's Address

City, State, Zip

Telephone Number Fax Number

Signature of Agent

Charlotte-Mecklenburg Planning Commission
Name of Petitioner(s)

600 East Fourth Street
Address of Petitioner(s)

Charlotte, NC 28202-2853
City, State, Zip

(704) 336-2205 (704) 336-5123
Telephone Number Fax Number

Signature

ORDINANCE NO. _____

AMENDING CHAPTER 20

AN ORDINANCE AMENDING CHAPTER 20, (SUBDIVISION REGULATIONS) OF THE CODE OF THE CITY OF CHARLOTTE:

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF CHARLOTTE, NORTH CAROLINA:

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

1. Amend Section 2.100. Definitions, by adding the following definitions in alphabetical order:

Connectivity: Street or subdivision design which provides for public access, ingress and egress by interconnecting streets, bike paths, and walkways within a development and with adjoining developments. Connectivity facilitates vehicular, bicycle, and pedestrian transportation without promoting cut-through traffic.

Cut-Through Traffic: A route used by vehicles not having an origin or destination in the neighboring area which promotes an unnecessary increase in traffic and adversely impacts existing neighborhoods or communities.

Cul-de-sac: A street designed with a turnaround, or a street that will not reasonably be extended in the future.

Stub Streets: Streets that are designed to extend to the property line with a temporary barricade and have the intent to be extended to provide for future access and connectivity.

Major Streams: Jurisdictional streams which are regulated by state or federal agencies.

2. The following underlined text will be deleted entirely:

6.200.2. Conformity. All proposed subdivisions should be planned so as to facilitate the most advantageous development of the entire neighboring area. In areas where existing developments exists, new subdivisions should be planned to protect and enhance the stability, environment, health and character of the neighboring area. Emphasis will be placed on the protection of existing residential areas

from the potential affects of traffic circulation from new development.

6.200.3. Extension of existing streets. The proposed street system should extend existing streets on their proper projections at the same or greater width than the minimum required by this ordinance unless such extensions would result in the potential for undesirable traffic or land use relationships for existing or future development. Emphasis will be placed on the adopted thoroughfare plan and any adopted small area plans in the determination of street extensions and connections.

6.200.4. Access to adjoining unsubdivided property. The proposed street system should be designed to provide for desirable access to and not to impose undue hardship upon unsubdivided property adjoining the subdivision and to provide interconnection to similar adjacent uses when such connection would facilitate traffic movement in the area. Reserve strips adjoining street rights-of-way for the purpose of preventing access to adjacent property are not permitted. However, the provision for or the existence of a potential access point does not mean that access at that point will be required or allowed in subsequent development of the area.

6.200.5. Relationship to topography. In sloping terrain, streets should parallel the contours of the land insofar as practicable, to avoid steep grades and the concentration of storm water surface runoff.

The following will replace sections 6.200.2. through 6.200.5.

6.200.2. The proposed street system shall be designed to provide a network of interconnected streets so as to facilitate the most advantageous development of the entire neighboring area. Stub streets shall be provided to adjacent properties where feasible. The proposed street system shall extend existing streets on their proper projections. Cul-de-sacs shall not be used to avoid connection with an existing street or to avoid future extension. Cul-de-sacs and other permanently dead-end streets are permitted where one or more of the following conditions offer no practical alternative for connectivity:

- Topographical conditions
- Environmental conditions
- Property shape
- Property accessibility
- Land use relationships

3. The following underlined text will be deleted entirely:

6.200.8. Discourage through traffic. Streets should be laid out so as to discourage through traffic unless the street is designated as a thoroughfare in the adopted thorough plan or is a designated collector street.

And be replaced with the following renumbered section:

6.200.3. Discourage cut-through traffic. Residential street systems shall be designed to establish circuitous routes to discourage cut through traffic. The street design shall have multiple connections, (existing and future), to disperse traffic impacts and reduce speeding. Where feasible, all new development shall provide more than one access for ingress and egress at the time of development. Consideration for cut-through traffic shall not apply when a street is designated as a thoroughfare on the adopted thoroughfare plan or is designated as a collector street on the adopted major collector street map.

4. Renumber existing sections 6.200.9. and 6.200.10. as 6.200.4. and 6.200.5. respectively.

5. The following underlined text will be deleted in its entirety:

6.200.11. Parallel streets along thoroughfares. Where a tract of land to be subdivided adjoins a federal or state highway or a major arterial street, the subdivider may be required to provide a street parallel to the highway or to utilize reverse frontage on an interior street for the lots to be developed adjacent to the highway. Where reverse frontage is established, deed restrictions or other means should be provided to prevent driveways from having direct access to the highway or street.

And be replaced with the following renumbered section:

6.200.6. Parallel streets along thoroughfares. Where a tract of land to be subdivided adjoins a federal or state highway, major or minor thoroughfare, or commercial arterial, the subdivider may be required to provide a street parallel to the highway or to utilize reverse frontage on an interior street for the lots to be developed adjacent to the highway. Where reverse frontage is established, deed restrictions or other means should be provided to prevent driveways from having direct access to the highway or street.

6. Renumber the existing sections of 6.200.in proper numerical order.

7. The following underlined text will be deleted in its entirety:

7.150. Block lengths. Block lengths may not be more than 2,000 feet, except as hereinafter provided. Where a longer block will reduce the number of railroad grade crossings, major stream crossings, or where longer blocks will result in less traffic through residential subdivisions from adjoining business or industrial areas, the Planning staff may authorize block lengths in excess of 2,000 feet. Block widths must be sufficient to allow two tiers of lots except where single tiers of lots will facilitate nonresidential development, the separation of residential and nonresidential developments or the separation of residential development from thoroughfares and along collector streets when reverse frontage is used along an adjacent thoroughfare.

And be replaced with the following:

7.150. Block lengths. Block lengths shall not be more than 1,000 feet, except as hereinafter provided. The Planning staff may authorize block lengths in excess of 1,000 feet where one or more of the following conditions exist:

- Topographical conditions
- Environmental conditions
- Property shape
- Property accessibility
- Land use relationships

Block widths must be sufficient to allow two tiers of lots except where single tiers of lots will facilitate nonresidential development and the separation of residential and nonresidential developments or the separation of residential development from thoroughfares.

8. The following underlined text will be deleted in its entirety:

7.160. Cul-de-sac. Cul-de-sac (streets designed to be permanently closed at one end), may not be longer than 1,000 feet and must be terminated by a circular right-of-way not less than 80 feet in diameter (90 feet with curb and gutter and 100 feet with open ditches in Mecklenburg County) or other alternate turnaround designs as accepted by the city or county engineer; provided, however, that, this requirement may be waived where topographical or other unusual conditions exist which impose an undue burden on the subdivider.

And be replaced with the following:

- 7.160. Cul-de-sac. Cul-de-sacs or other permanently dead end streets shall not be longer than 500 feet or 10 times the minimum lot width of the zoning classification, whichever is greater. The Planning staff may authorize longer cul-de-sac lengths where one or more of the conditions specified in Section 6.200.2 exist. The distance of a cul-de-sac shall be measured from the centerline intersection to the center point of the cul-de-sac. The cul-de-sac shall be terminated by a circular right-of-way not less than 80 feet in diameter (100 feet with open ditches in Mecklenburg County). Alternate turnaround designs as accepted by the city or county engineer may be considered. Flag lots along the turnaround portion of the cul-de-sac shall not be used to artificially increase the length of the cul-de-sac. In the event a vehicular connection is impractical, a pedestrian and/or bicycle connection may be required.

Section 2. This ordinance shall become effective upon 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
_____, 2001, 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 _____, 2001.
