

# **Charlotte NC - Numbering of Buildings for Navigation and Congestion Mitigation**

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**Stan Thompson - Chairman,  
Hydrogen Economy  
Advancement Team (HEAT)  
Mooreville-South Iredell  
Chamber of Commerce  
Mooreville, NC**

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

Section 1. Article IV "Numbering of Buildings" is hereby amended to read as follows:

**ARTICLE IV. NUMBERING OF BUILDINGS**

**Sec. 19-96. Purpose & Intent**

The display of a street address number on each residential, commercial or institutional building is required:

- (a) to serve as a navigation reference to expedite response by fire, police, medical and other public safety responders in emergencies,
- (b) to enable address identification from vehicles moving at the prevailing speed on adjacent roadways to maintain traffic flow,
- (c) to facilitate mail and package deliveries; and
- (d) to associate real property with tax, zoning and other government records.

**Sec. 19-97. General Requirements.**

- (1) It shall be the duty of each owner of a residential, institutional or commercial building to display the proper street address on the front thereof
- (2) One and two family dwellings shall display street address numbers on the structure that are at least four (4) inches (102mm) in height with a minimum stroke width of 0.5 inch (12.7 mm) and be clearly legible from the nearest travel way.
- (3) Except where the Fire Chief has determined that they are not adequately legible from the road, structures displaying address numbers which are three (3) inches high or more and which were erected prior to the passage of this section of the code may remain in place until they are removed for renovation or any other reason, at which time they must be brought into conformance with Sec. 19-97 - paragraph (2) and (4).
- (4) Except where provided in Sec. 19-97 - paragraph (3) above, commercial, multi-family and institutional buildings shall display street address numbers at least four (4) inches in height or one (1) inch in height for every ten feet of distance between the displayed number and the centerline of the adjacent roadway, whichever is greater. Maximum number size will not exceed 1.5 times the required size and not exceed thirty (30) inches total.

- (5) Should the commercial, multi-family or institutional structure be too far from the public or private travel way for required numbers to be seen, the property owner shall also erect, where the main driveway to the building intersects the public travel way, an additional set of numerals which can be easily read from vehicles traveling at the prevailing speed on the roadway.
- (6) On lots joining more than one street, placement of address numbers on structures shall make clear to which street or road the number refers. Where this cannot be attained by choice of placement location, both the street name and number shall be displayed (e.g., 234 Bay Street).

**Sec. 19-98. Assignment of numbers.**

Mecklenburg County's Director of Land Use and Environmental Services and/or his agent shall be responsible for assigning proper street address numbers. Property owners shall apply by telephone, mail or in person to the LUESA Mapping and Addressing department for the assignment of the proper address.

**Sec. 19-99. Applicable rules.**

The following rules shall apply in the numbering of buildings:

- (1) The reference streets for numbering are:
  - a. North Tryon Street from Trade Street to Charlotte City Limits; thence along U.S. Highway 29 to the Cabarrus County line.
  - b. South Tryon Street from Trade Street to Camden Road; thence along Camden Road to the Southern Railroad; thence along the Southern Railroad south to the beginning of Nations Crossing Road; crossing 1-77 and running along Marshall Air Drive; thence along Nations Ford Road to the York County line.
  - c. West/Trade Street from Tryon Street to Rozzelles Ferry Road; thence along Rozzelles Ferry Road to Valleydale Road; thence along Mount Holly Road to the Gaston County line.
  - d. East Trade Street from Tryon Street to South McDowell Street; thence along South McDowell Street to East Fourth Street; thence along East Fourth Street to Randolph Road; thence along Randolph Road to Sardis Road; thence along Sardis Road to Matthews Township Parkway; thence along

Matthews Township Parkway to John Street in Matthews;  
thence south along John Street to the Union County line.

- (2) Streets intersecting these streets shall begin at number 100, the second block shall begin at number 200, the third block shall begin at number 300, and so on.
- (3) Going away normally from these reference streets the even numbers shall be on the right hand side and the odd numbers on the left hand side.
- (4) Lots which do not have frontage on the street being numbered but achieve access off that street shall be numbered based on where their access intersects the street.
- (5) Other streets not intersecting reference streets and streets which are not extensions which intersect these reference streets shall, on the end of the street nearest a reference street begin with a block number which corresponds with an adjacent parallel street which does intersect one of these reference streets, and the same system, of numbering the block is to be followed out as noted in subparagraph (2), assigning a new 100 (or block number) to each block. If a block is eight hundred (800) feet long or more with no intersecting street in between, then a new block number shall begin at the most logical place for a street to be cut through it, or half way between the long block corners, or, if the street is long enough without intersecting streets, then new block numbers shall begin at intervals of five hundred (500) feet.
- (6) A new block number is to be assigned to each block that enters the street being numbered, regardless of whether the street continues across it, and the block number shall change directly opposite the point where this dead end street enters the street being numbered. In case of a slight offset in intersecting streets, then the block number will change at the street intersections instead of directly opposite each entering street.
- (7) Upon annexation by the city, city street names shall be extended to the new city limits and property owners shall receive street name change notification from the county engineering department.

**Sec. 19-100. Owner or occupant's duty to number upon notice.**

- (1) Implementation of mechanized systems and their reconciliation with existing paper records may require a change of assigned address for a property or structure. To assure the properly integrated functioning of public safety systems, the assigned address used in the County's Master Address Table shall always become the permanent referent address for the property.

- (2) Within thirty (30) days of the receipt of a notice from the Director of Land Use and Environmental Services and/or his agent assigning an address to a particular building, the owner or occupant of the building shall display, or cause to be displayed, the assigned address.

**Sec. 19-101. Removing, defacing or allowing incorrect numbers to remain.**

It shall be unlawful for any person to remove or deface a street address which is displayed in accordance with section 19-100 of this article. It shall also be unlawful to allow an incorrect street address to remain on a building.

**Sec. 19-102. Enforcement; penalties.**

A violation of this article shall also be a violation of the city's fire code. Fire inspectors and fire officers of the rank of captain or above shall be responsible for the enforcement of this article, and a violation thereof shall be subject to the penalties provided for in sections 8-5 and 8-6.

**Sees. 19-103--19-115. Reserved.**

Section 2. This ordinance shall become effective on \_\_\_\_\_, 2003.

Approved as to Form:

\_\_\_\_\_

CERTIFICATION

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 \_\_\_\_\_, 2003, the reference having been made in Minute Book \_\_\_\_\_ and recorded in full in Ordinance Book \_\_\_\_\_, Page \_\_\_\_\_

WITNESS my hand and the corporate seal of the City of Charlotte, North Carolina, this the \_\_\_\_ day of \_\_\_\_\_, 2003.

\_\_\_\_\_  
City Clerk

# NAVIGATION NUMBERS: Seven Years Later: Success!

In 2002 and 2003, the Charlotte Chamber and the Mecklenburg County Government collaborated on a project to reduce vehicle emissions by avoiding the traffic congestion caused by street address numbers that couldn't easily be spotted or read from moving vehicles.

The project was called "Navigation Numbers" to underscore the fact that moving vehicle traffic is the primary reason for displaying address numbers.

# The Safety Angle

One strong “NavNums” supporter was Charlotte’s emergency responder community. If a fire truck overshoots an unmarked address and has to go around the block, the results can be catastrophic.

Too often, civilians using cell phones can’t report emergencies accurately or fast enough because no address number (needed for responders’ dispatching and GPS systems) can be seen from the accident location.

# TWO NEW LAWS

Before the NavNums project, Mecklenburg's zoning and public safety laws were at odds.

Zoning saw street numbers as advertising;

Public Safety saw them as navigation helpers.

A re-write clarified and reconciled the laws.



# The Bottom Line

**The new street numbering law spelled things out. The purposes of street address numbers are:**

- (a) to serve as a navigation reference to expedite response by fire, police, medical and other public safety responders in emergencies,
- (b) to enable address identification from vehicles moving at the prevailing speed on adjacent roadways to maintain traffic flow,
- (c) to facilitate mail and package deliveries; and
- (d) to associate real property with tax, zoning and other government records.

What follows is just a small sample of what can happen when builders, architects, emergency responders, government agencies and the full spectrum of Charlotte Chamber members get together to “address” a problem!

330  
SOUTH  
TRYON

























EYE OPTIX

114

EYE OPTIX  
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eye exams  
eyeglasses  
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# SHOPS, TOWNHOMES & OFFICES

## 127 NORTH TRYON







TIC TOC DINER



HOURS  
MON-FRI-7am-2:30pm

**SPECIAL**  
Coffee & Donuts  
\$2.99  
\$3.99  
\$4.99  
See Menu Card for Details

NEW  
TIC TOC DINER  
Coffee & Donuts  
\$2.99  
\$3.99  
\$4.99  
See Menu Card for Details







5-2-5





Here is an example of an attractive retrofit number that both fulfills its function and complements its building.





Yes. And the  
photographer was  
wondering the very same  
thing!





The Ginbu Chinese Sushi Bar on Providence Road just *may* be the most address-friendly business in Charlotte!

Not only is the number prominent on the attractive roadside sign...



GINBU

401

Chinese - Sushi Bar





...but to make sure an emergency responder can quickly tell that the number in the restaurant's name is *also* the address number, it's thoughtfully and conspicuously repeated in black on the wall nearest the street!





... And, for the pedestrian customer's convenience, it's lettered-in a fourth time nearer eye-level just above the door!

Nowhere is it written that a business can only display its street number once!

Sadly, it's probable that every day or so someone in America loses a home, a friend, or a family member only because one or more street address numbers that responders (or civilians reporting emergencies) *could* have used to speed to the rescue weren't visible from the road.

One of the most valuable gifts a business can share with the community is a quickly spotted and easily read address "Navigation Number" near the road.

Is *your* number up?