

An aerial photograph of a residential neighborhood. The houses are arranged in a grid-like pattern with streets. There are green trees scattered throughout the area. The image is slightly faded, giving it a soft, ethereal appearance. The text is overlaid on the top right portion of the image.

**“The future belongs
to those who believe
in the beauty of their
dreams.”**

Eleanor Roosevelt



V. BELMONT'S FUTURE

Imagine a city that treasures its past and embraces the future.

Imagine a city that exemplifies the best aspects of small town living.

Imagine a city with a strong economy known for its ability to inspire and support entrepreneurs.

Imagine a city that values physical and social connection where residents know their neighbors and can freely move around town whether by car, foot, or bike.

Imagine a city that strives for social vitality and equity in recognition of the fact that our diversity and our differences make us stronger.

Imagine a city where children are safe and families are nurtured.

Imagine a city that protects its natural environment for future generations to enjoy.

Imagine Belmont!

Land development and use will in many ways dictate the future of Belmont. As the City grows and changes the fundamental core of who we are and what we want to be as described in this plan need to direct decisions and actions. This chapter of the plan shows how our vision and our goals translate into land use patterns, infrastructure, and services.

During the course of this update, the City hosted a series of visioning sessions with stakeholders, the steering committee and the public. Using the information gathered prior to these sessions as a guide, we talked about broad planning concepts such as mixed-use and complete streets; very specific issues such as places to build, places to preserve, connectivity and mobility along specific roads; and how to make the waterfront more accessible to the public and a more central feature of the identity of Belmont. Following these meetings, a map was created for the planning area that illustrates all of the ideas generated in the visioning sessions plus concepts and plans from specific Small Area Plans.

What follows is a series of place types, planning districts, and small area plans, all culminating in a comprehensive Future Development Plan Map that puts all of the pieces together. This map is intended as a guide for future development. It will enable Belmont to make the most of the opportunities that growth brings while minimizing the negative consequences that are often the result of unplanned, haphazard, or misguided growth.

While the greatest benefit of any plan is its ability to inspire a prosperous, sustainable, and balanced future, elements of the plan could have the force of law if integrated into codes and other policies as outlined in the implementation element.

Belmont stakeholders discuss the future of Belmont.



PLACE TYPES

Purpose

There are very many different kinds of development and particular buildings and uses that could potentially locate in Belmont. The purpose of this Plan is to provide a guide for at least the next 20 years as to which of those buildings and uses will be appropriate and where they should be located. These place types are updated from the 2007 Comprehensive Land Use Plan, carry forward those concepts still relevant, and add missing place types needed for the future. This Plan expands criteria for each place type, providing the guidance needed to incorporate them, as appropriate, into the Land Development Code.

A place type is simply a design category used to describe a specific area where particular buildings, uses, and patterns of development are appropriate in terms of form, scale and function. To establish potential future land use and development patterns in the planning area, the following place types have been established and are described in detail in this chapter. Such detail includes descriptions, standards, and graphic examples of each place type along with its mobility characteristics.

An example of a downtown place type.



Place Types:

- ▶ Park and Natural Areas
- ▶ Low Density Residential
- ▶ Medium Density Residential
- ▶ Higher Density Residential
- ▶ Traditional Neighborhood Development
- ▶ Neighborhood Commercial
- ▶ Village Center
- ▶ Downtown Core
- ▶ Commercial Mixed-Use
- ▶ Industry

These place types are associated with future land use categories, as shown in TABLE 5-1 on pg. 172, to provide a geographic guide for decision-makers considering rezonings and changes to the Land Development Code.

Included with each place type are photos that exemplify the general character of development. The intent of this imagery is to provide conceptual guidance to the City, property owners, and developers and not to limit or prescribe particular design elements such as materials, style, color, or articulation. Each place type also includes detail on the character of use and design.

Uses

Not all uses that may be necessary are listed in each place type. An omitted use does not mean the use is not permitted in a particular place type or within Belmont as a whole. The following uses and any use similar in nature and scope of impact may be appropriate.

Uses That May Be Appropriate Anywhere:

- ▶ Customary accessory uses such as garages, home occupations, and storage
- ▶ Accessory dwellings in all residential place types such as garage apartments or granny flats
- ▶ Essential public services such as water, sewer, gas, electric, cable, and optical fiber facilities including installations necessary for the performance of those uses, but not including offices, storage yards, the maintenance or storage of equipment not physically connected to a permitted network, and similar ancillary uses
- ▶ Greenways, parks, trails, and open space
- ▶ Small institutional uses such as day care for children and adults, pre-schools, group care, nursing homes, and similar uses when compatible with existing and future planned development
- ▶ Small assembly uses such as club houses, country clubs, places of worship, and service clubs

Some uses not listed should be prohibited within Belmont including the following and any use similar in nature and scope of impact.



Uses That Should Be Prohibited Everywhere:

- ▶ Landfills for sanitary, construction, debris, or hazardous waste.
- ▶ Uses requiring on-site storage or use of significant amounts of toxic and hazardous material except those permitted and necessary to a bona fide agricultural or industrial operation.





Park & Natural Areas (PNA)

Park and natural areas are intended to set aside land for small and large-scale parks and open space and to preserve key environmental features. Parks should be developed in areas suitable for passive or active recreation and may include a range of natural and constructed spaces such as trails, ball fields, playgrounds, and similar uses. This place type includes existing parks and open space as well as important hydrological features such as floodplains and streams. Unlike park spaces, natural areas should include only trails and support structures such as picnic shelters and maintenance structures.

There are multiple benefits to preventing development within the floodplain including hazard reduction and water quality. Protecting a large portion of the remaining tree canopy is also important to the environment as well as quality of life. It is the extent of the tree canopy that helps to define many of the older areas of Belmont.

While this place type is labeled Park and Natural Areas, parks and natural areas, especially in the form of open space, are an essential element within every place type. As a category, parks and natural areas in other place types should range from community or neighborhood parks to community ball fields to formal open spaces such as greens and squares. The Park and Natural Area place type is specifically designed to address large-scale public spaces and preservation areas and not community or neighborhood facilities. For example, future parks in Belmont should include pocket parks, river launches, and other small facilities integrated into the urban fabric. These resources add character to neighborhoods and the City, and they can provide much needed visual and physical connectivity to the water.

Road layout and design should conform to the natural features of the site and only minimally intrude into protected areas. Parks should be well connected to the greater community and serve to connect the larger network of greenways that transcend any one place type.



PARK AND OPEN SPACE PLACE TYPE DETAIL

General Land Use Character



PRIMARY LAND USES

- ▶ Active and passive recreation
- ▶ Environmental preservation

- ▶ Forested areas and wildlife habitat



SECONDARY LAND USES

- ▶ Flood protection
- ▶ Conservation areas



DENSITY / LOT COVERAGE

- ▶ N/A



DEVELOPMENT CONSIDERATIONS / OPPORTUNITIES

- ▶ FEMA Flood hazard requirements
- ▶ Development easements

- ▶ Preservation easements
- ▶ Recreation easements
- ▶ Riparian buffers

General Design Character



BUILDING PLACEMENT

- ▶ Park buildings are placed to serve recreation needs

- ▶ Buildings in natural areas respect topography, have little if any impact on sensitive areas, and complement the character of their surroundings



BUILDING FRONTAGE CHARACTERISTICS

- ▶ None



BUILDING HEIGHT MAXIMUM

- ▶ None



PARKING CHARACTERISTICS

- ▶ Parking areas are buffered where adjacent to public streets, residential areas, or protected

- ▶ areas, and have little if any impact on sensitive areas



ACCESS CHARACTERISTICS

- ▶ Limited curb cuts



LANDSCAPING CHARACTERISTICS

- ▶ Natural
- ▶ Park-like



MOBILITY CHARACTERISTICS

- ▶ Accessible by motor vehicles, bike and pedestrians



Low Density Residential (LDR)

Low density residential land uses are developments that average one to three dwelling units per acre, which may or may not have active agricultural uses in conjunction with them. Developments tend to be a mix of estate lots or smaller lots (cluster developments) for preservation of environmentally sensitive areas, and much of this place type may contain a range of single-family detached houses and structures. Cluster development is a design technique that groups dwellings on smaller lots preserving the remainder of a tract as permanent open or environmental space.





LOW DENSITY RESIDENTIAL PLACE TYPE DETAIL

General Land Use Character



PRIMARY LAND USES

- ▶ Large lot residential
- ▶ Cluster developments



SECONDARY LAND USES

- ▶ Agriculture
- ▶ Estate homes
- ▶ Community gardens and community farms
- ▶ Schools and similar institutional uses
- ▶ Parks, open space, natural areas



DENSITY / LOT COVERAGE

- ▶ ≤3 dwelling units per acre for large lot residential
- ▶ ≤3 dwelling units per gross acreage for cluster developments
- ▶ Maximum lot coverage: established by building type



DEVELOPMENT CONSIDERATIONS / OPPORTUNITIES

- ▶ Large lots
- ▶ Open space preservation programs
- ▶ Agriculture
- ▶ Tree canopy preservation where present

General Design Character



BUILDING PLACEMENT

- ▶ Building facades are at least 20-30 feet from lot lines



BUILDING FRONTAGE CHARACTERISTICS

- ▶ No requirement



BUILDING HEIGHT MAXIMUM

- ▶ 35 feet or 2 stories maximum (does not apply to bona fide farm structures)



PARKING CHARACTERISTICS

- ▶ Garages are located in line with or behind the front facade of the principal building.
- ▶ Parking for non-residential uses containing 10 or more parking spaces is buffered and at least partially screened from adjacent residential uses



ACCESS CHARACTERISTICS

- ▶ Limited curb cuts



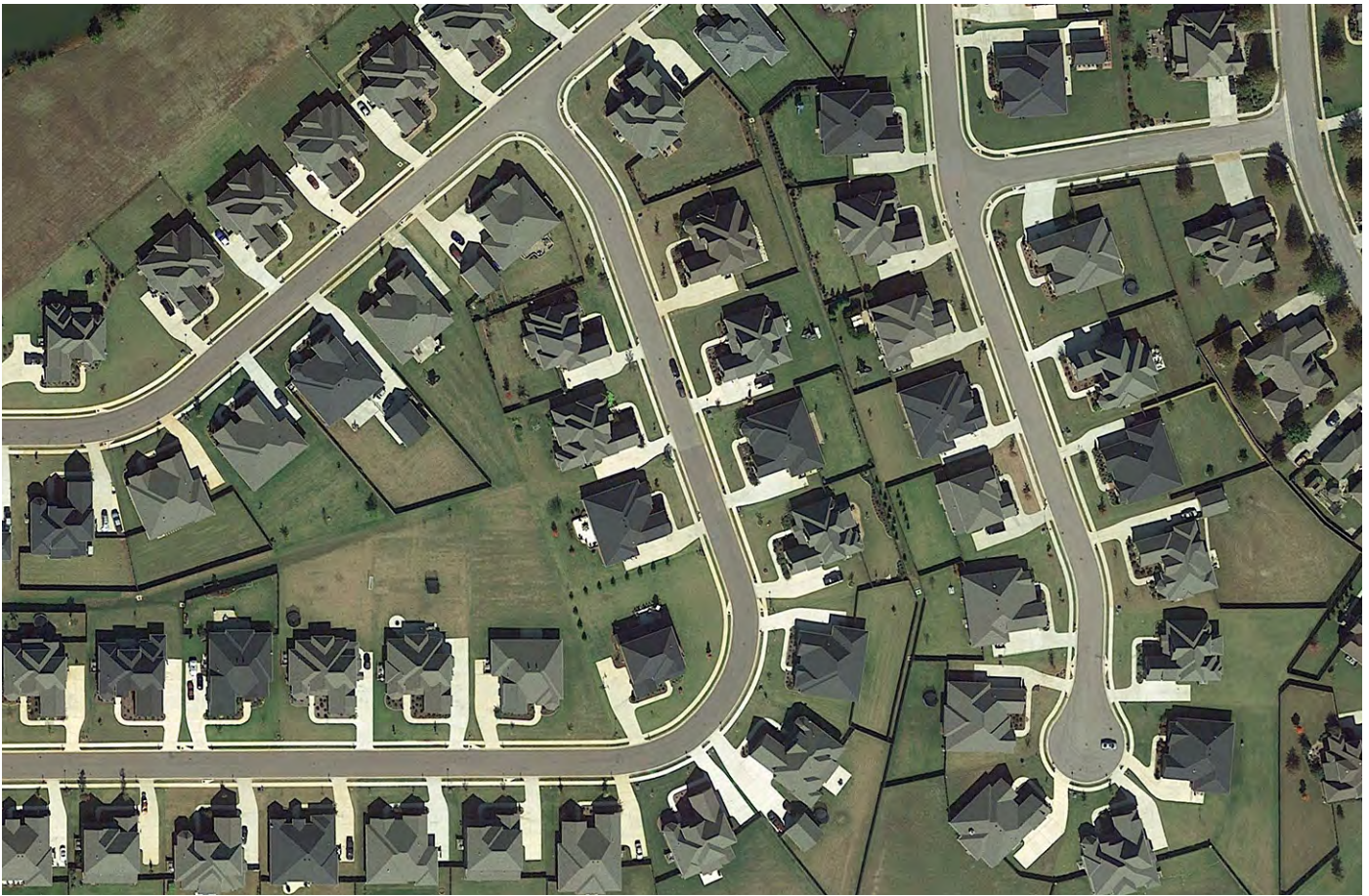
LANDSCAPING CHARACTERISTICS

- ▶ Suburban



MOBILITY CHARACTERISTICS

- ▶ Accessible mainly by automobile; cyclists share the road where off-road trails are not available
- ▶ Streets are curbed and guttered, unless approved with low impact design features, and may be grid or curvilinear in pattern



Medium Density Residential (MDR)

Medium Density Residential represents a place type composed of single-family detached dwellings at a density of three to six dwelling units per acre. This designation is typical of most of the residential subdivisions in Belmont and Gaston County developed since the 1970s that are served by city water and sewer.

MEDIUM DENSITY RESIDENTIAL PLACE TYPE DETAIL

General Land Use Character



PRIMARY LAND USES

- ▶ Single-family detached residential
- ▶ Cluster developments



SECONDARY LAND USES

- ▶ Single-family attached dwellings with alley-loaded garages
- ▶ Schools, libraries and similar facilities
- ▶ Community gardens and community farms
- ▶ Limited Office



DENSITY / LOT COVERAGE

- ▶ 4-6 dwelling units per acre
- ▶ Maximum lot coverage: 50-75% depending on

building types



DEVELOPMENT CONSIDERATIONS / OPPORTUNITIES

- ▶ Tree canopy preservation (minimum 25%)
- ▶ Constructed stormwater facilities

- ▶ Underground utilities



PUBLIC AND PRIVATE AMENITIES

- ▶ Dedication of permanent park or open space is required. Fees-in-lieu may be accepted by the

City instead.



MEDIUM DENSITY RESIDENTIAL PLACE TYPE DETAIL CONTINUED

General Design Character



BUILDING PLACEMENT

- ▶ Building placement varies by building type
- ▶ Accessory buildings in the rear yard



BUILDING FRONTAGE CHARACTERISTICS

- ▶ Residential buildings typically have porches
- ▶ At least one entrance faces the primary street



BUILDING HEIGHT MAXIMUM

- ▶ 35 feet or 3 stories, but may vary based on building type



PARKING CHARACTERISTICS

- ▶ Garages are located behind the front facade or placed to the rear of the lot



ACCESS CHARACTERISTICS

- ▶ Individual driveways or alleys, depending on building type



LANDSCAPING CHARACTERISTICS

- ▶ Street trees on both sides of the street
- ▶ Natural or constructed separation from nearby

commercial areas



MOBILITY CHARACTERISTICS

- ▶ Accessible mainly by car
- ▶ Sidewalks on both sides of the street

- ▶ Dedicated bike facilities or road share
- ▶ Streets are curbed and guttered and may be grid or curvilinear in pattern



Higher Density Residential (HDR)

The Higher Density Residential place type accommodates residential dwellings at densities of more than 6 dwelling units per acre. In very urban or village center core areas, higher density residential should be located in mixed-use buildings where residential dwellings are located on upper floors. Another denser residential form that may be developed is row housing close to urban centers.

Ideally, individual developments will incorporate at least two different types of housing such as single-family detached, single-family attached, patio homes, or multi-family. These developments create reasonable transitions at the edges where they abut lower density housing.

HIGHER DENSITY RESIDENTIAL PLACE TYPE DETAIL

General Land Use Character



PRIMARY LAND USES

- ▶ Multi-family residential
- ▶ Single-family attached and detached residential

- ▶ Single-family detached residential including zero lot line and cluster developments



SECONDARY LAND USES

- ▶ Schools, libraries and similar facilities
- ▶ Community gardens and community farms

- ▶ Limited Office
- ▶ Live / Work Condos



DENSITY / LOT COVERAGE

- ▶ >6 dwelling units per acre
- ▶ Maximum lot coverage: varies by building type



DEVELOPMENT CONSIDERATIONS / OPPORTUNITIES

- ▶ Underground utilities
- ▶ Constructed stormwater facilities



PUBLIC AND PRIVATE AMENITIES

- ▶ 15% of the gross site is dedicated to permanent park or open space. Fees-in-lieu may be accepted

by the City instead.



HIGHER DENSITY RESIDENTIAL PLACE TYPE DETAIL CONTINUED

General Design Character



BUILDING PLACEMENT

- ▶ Building facades are set close to the street



BUILDING FRONTAGE CHARACTERISTICS

- ▶ Street-facing facades have at least one entrance that faces the street



BUILDING HEIGHT MAXIMUM

- ▶ 35 feet or 3 stories, but may vary based on building type



PARKING CHARACTERISTICS

- ▶ Garages are located behind the front facade or placed to the rear of the lot
- ▶ Parking lots are located predominately to the rear of primary buildings and may be accessed by alleyways



ACCESS CHARACTERISTICS

- ▶ Limited curb-cuts
- ▶ Individual and shared driveways
- ▶ Multi-family and congregate care homes may provide entry to units through a shared interior space such as a lobby, hallway or foyer.



LANDSCAPING CHARACTERISTICS

- ▶ Significant landscaping along the perimeter of the site unless adjoining a natural amenity, park or open space.
- ▶ Street trees on both sides of the street
- ▶ Parking areas have a perimeter landscape buffer where adjacent to streets or property lines



MOBILITY CHARACTERISTICS

- ▶ Accessible by car, bike and pedestrians
- ▶ Sidewalks on both sides of the street
- ▶ Cyclists may be expected to share the street or have access to discrete bikeways or shared use paths
- ▶ Streets are normally grid pattern with curb and gutter



Traditional Neighborhood Development (TND)

A Traditional Neighborhood Development (TND) place type is a human scale (www.pps.org/article/placemaking-and-the-human-scale-city), walkable community with moderate to high residential densities and a mixed-use core. A TND is served by a network of paths, streets, and lanes suitable for pedestrians as well as vehicles. This place type provides residents the option of walking, biking, or driving to places within their neighborhood. Transit such as bus rapid transit or light rail may also be feasible in the future and should be accommodated. Public and private spaces have equal importance, creating a balanced community that serves a wide range of home and business owners. The inclusion of civic buildings and civic space -- in the form of plazas, greens, parks and squares -- enhances community identity and value. TND developments often include a neighborhood commercial center.

TND developments typically have a build-out density of approximately 4 to 5 units per acre. In some circumstances, this density could be higher, depending on the amount of multi-family development included. Plans for the full build out of Hawthorne Place in Belmont reflects an example of Traditional Neighborhood Development.

Transitions at edges where the TND place type abuts a lower density place type are particularly important. Higher density housing should be placed interior to the development site with lower density housing at the edges.

TRADITIONAL NEIGHBORHOOD DEVELOPMENT PLACE TYPE DETAIL

General Land Use Character



PRIMARY LAND USES

- ▶ Retail
- ▶ Office

- ▶ Service
- ▶ Community facilities
- ▶ High density residential



SECONDARY LAND USES

- ▶ Limited manufacturing
- ▶ Hotels, including bed and breakfast establishments

- ▶ and small inns
- ▶ Institutional



DENSITY / LOT COVERAGE

- ▶ 5 to 16 dwelling units per acre
- ▶ Maximum lot coverage: Varies by building types

and location



DEVELOPMENT CONSIDERATIONS / OPPORTUNITIES

- ▶ Clustering required
- ▶ Underground utilities

- ▶ Constructed stormwater facilities
- ▶ Tree canopy and natural area preservation

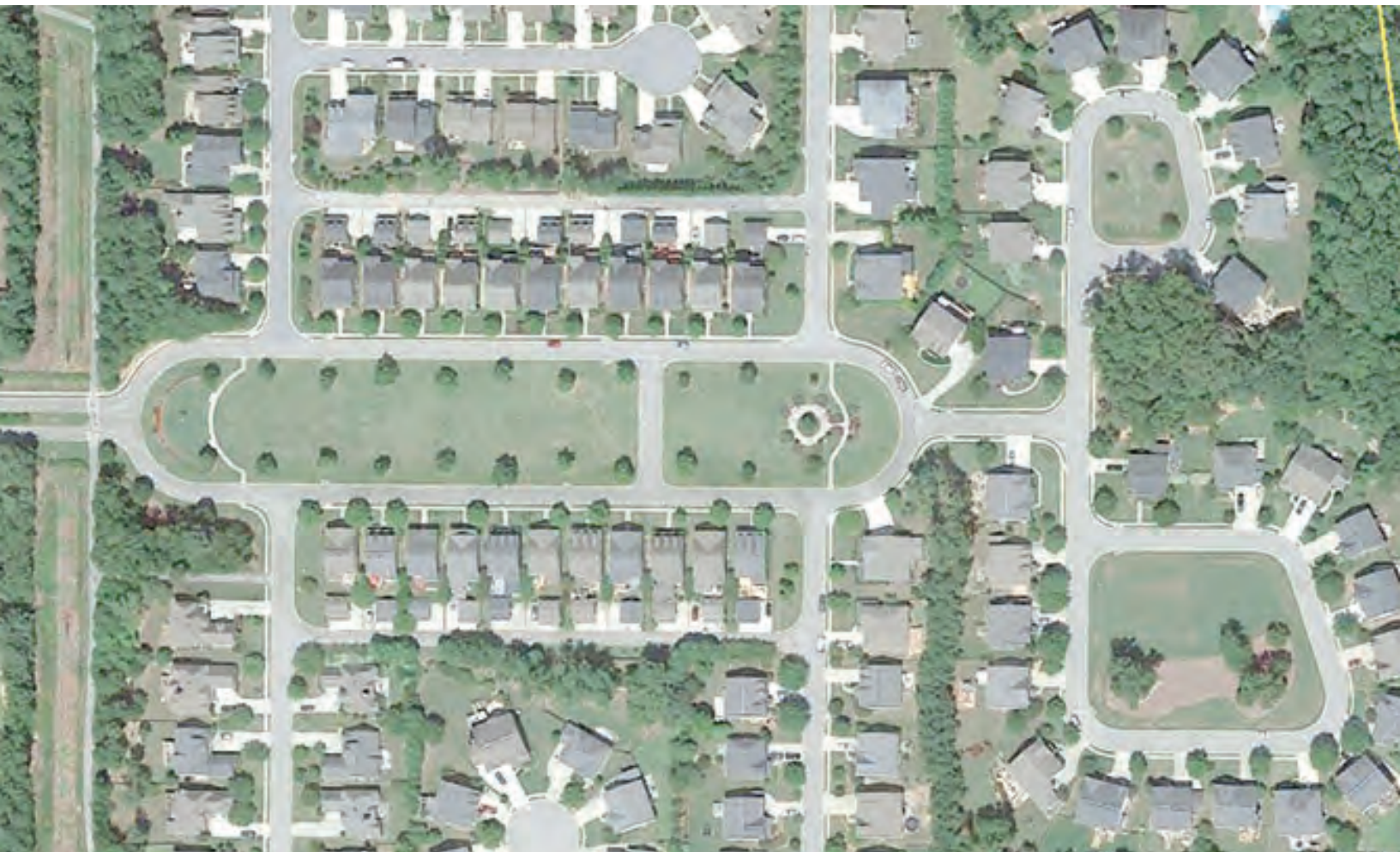


PUBLIC AND PRIVATE AMENITIES

- ▶ A minimum of 15% of the gross site is dedicated to permanent park or open space. Fees-in-lieu

may be accepted by the City instead.





TRADITIONAL NEIGHBORHOOD DEVELOPMENT PLACE TYPE DETAIL CONTINUED

General Design Character



BUILDING PLACEMENT

- ▶ Building facades set close to the street at a build-to line



BUILDING FRONTAGE CHARACTERISTICS

- ▶ Street-facing facades have at least one entrance that faces the street



BUILDING HEIGHT MAXIMUM

- ▶ Varies by building type and location



PARKING CHARACTERISTICS

- ▶ Garages are located behind the front facade or placed to the rear of the lot

- ▶ Parking lots are located predominately to the rear of primary buildings and may be accessed by alleyways; some on-street parking is provided



ACCESS CHARACTERISTICS

- ▶ Limited curb-cuts
- ▶ Individual and shared driveways

- ▶ Multi-family and congregate care homes may provide entry to units through a shared interior space such as a lobby, hallway, or foyer.



LANDSCAPING CHARACTERISTICS

- ▶ Street trees on both sides of the street
- ▶ Parking areas have a perimeter landscape buffer

where adjacent to streets or property lines



MOBILITY CHARACTERISTICS

- ▶ Accessible by car, bike and pedestrians
- ▶ Sidewalks on both sides of the street

- ▶ Cyclists may be expected to share the street or have access to discreet bikeways or shared use paths
- ▶ Streets are normally grid pattern with curb and gutter



Neighborhood Commercial (NC)

The Neighborhood Commercial place type is intended to allow and encourage neighborhood scale retail and services close to residential areas. These businesses should cater to pedestrians and cyclists and other non-motorized clientele with auto-oriented customers as secondary market. For that reason, parking areas are relatively small and located at the rear of the buildings and on-street parking is encouraged. Parking areas should be heavily buffered to mitigate light and noise and soften the view of vehicles where adjacent to residential properties. Bicycle parking should be located in the front or to the side of buildings. Non-residential uses are scaled for neighborhood and small area service.

While retail and office uses may be one story when individually located, when attached or mixed with residential they are typically in two to three story buildings. These uses should be located at intersections or along major roadways (minimum collector road). Residential development in these areas is limited to higher density types that are integrated into mixed-use buildings or developments as opposed to being separated or free-standing. Mixed-use buildings may include multi-family above non-residential uses and townhouse developments. Buildings are arranged to create a street wall to make walking and cycling between buildings safer and more enjoyable.

Neighborhood Commercial areas should be designed with an interconnected network of streets and an internal network of sidewalks that link buildings to each other and to the public sidewalk system. Landscaping and streetscaping should be more formal, featuring a regular pattern of street trees, lighting, and amenities.

NEIGHBORHOOD COMMERCIAL PLACE TYPE DETAIL

General Land Use Character



PRIMARY LAND USES

- ▶ Retail/office
- ▶ Multi-family residential

- ▶ Small scale community facilities
- ▶ Institutional



SECONDARY LAND USES

- ▶ Single-family attached residential
- ▶ Bed and breakfast establishments and small inns



DENSITY / LOT COVERAGE

- ▶ 12-16 dwelling units per acre
- ▶ Maximum lot coverage: varies by building type



DEVELOPMENT CONSIDERATIONS / OPPORTUNITIES

- Underground utilities
- Constructed stormwater facilities



PUBLIC AND PRIVATE AMENITIES

- ▶ 25% of the gross site is dedicated to permanent park, open space or approved public amenities

such as outdoor dining, plazas, etc. Fees-in-lieu may be accepted by the City instead.





NEIGHBORHOOD COMMERCIAL PLACE TYPE DETAIL CONTINUED

General Design Character



BUILDING PLACEMENT

- ▶ Building facades are adjacent to the public sidewalk or fronted by a courtyard or outdoor dining

area that serves to continue the building wall pattern



BUILDING FRONTAGE CHARACTERISTICS

- ▶ Buildings front the primary street
- ▶ Buildings are clustered to form groupings



BUILDING HEIGHT MAXIMUM

- ▶ 35 feet or 3 stories with special consideration given to structures in the historic district



PARKING CHARACTERISTICS

- ▶ Parking is not allowed between the front facade and the street. On-street parking may be

- ▶ provided
- ▶ Parking between buildings is encouraged to be limited to one double-loaded aisle



ACCESS CHARACTERISTICS

- ▶ Limited curb-cuts
- ▶ Shared access

- ▶ Cross access between developments



LANDSCAPING CHARACTERISTICS

- ▶ Significant constructed screening or landscaping for parking areas and the service side of buildings

(typically but not always the rear of the building)



MOBILITY CHARACTERISTICS

- ▶ Accessible by car, bike and pedestrians
- ▶ Sidewalks on both sides of the street

- ▶ Marked bikeways or shared use paths
- ▶ Streets are grid pattern with curb and gutter
- ▶ Transit is feasible



Commercial Mixed-Use (CMU)

The Commercial Mixed-Use place type is intended to encourage more extensive commercial areas than the Mixed Neighborhood Center place type, may be regional in scale, and could incorporate a transit center in the future. While retail, service and office uses dominate this place type, community facilities and smaller light industrial uses such as shops that fabricate dental appliances may be located away from main street fronts or above street level. Commercial Mixed-Use should be located adjacent to major transportation corridors such as Wilkinson Blvd.

Residential uses such as row houses, townhouses, apartments, and condominiums above shop fronts are permitted. This place type would also be a good location for a performing arts center, movie theater, and similar indoor entertainment complexes.

Buildings are arranged to create a street wall to make walking and cycling safer and more enjoyable. Parking lots are located mostly behind buildings. Parking between the front facade and streets is not allowed, however on-street parking is allowed and encouraged.

COMMERCIAL MIXED-USE PLACE TYPE DETAIL

General Land Use Character



PRIMARY LAND USES

- ▶ Retail
- ▶ Office

- ▶ Service
- ▶ Community facilities
- ▶ Hotels, including bed and breakfast establishments and small inns



SECONDARY LAND USES

- ▶ Light industry
- ▶ High density residential

- ▶ Institutional



DENSITY / LOT COVERAGE

- ▶ 20+ dwelling units per acre
- ▶ Maximum lot coverage: varies based on building

type and location



DEVELOPMENT CONSIDERATIONS / OPPORTUNITIES

- Underground utilities
- Constructed stormwater facilities



PUBLIC AND PRIVATE AMENITIES

- ▶ 25% of the gross site is dedicated to permanent park, open space or approved public amenities

such as outdoor dining, plazas, etc. Fees-in-lieu may be accepted by the City instead.



COMMERCIAL MIXED-USE PLACE TYPE DETAIL CONTINUED

General Design Character



BUILDING PLACEMENT

- ▶ Building facades are adjacent to the public sidewalk or fronted by a courtyard or outdoor dining

area that serves to continue the building wall pattern



BUILDING FRONTAGE CHARACTERISTICS

- ▶ Buildings front the primary street
- ▶ Buildings are clustered to form groupings



BUILDING HEIGHT MAXIMUM

- ▶ 75 feet or 6 stories, but may vary based on building type and location. Special consideration is

given in conditional zoning districts.



PARKING CHARACTERISTICS

- ▶ Parking is not allowed between the front facade and the street.

- ▶ Parking between buildings is encouraged to be limited to one double-loaded aisle



ACCESS CHARACTERISTICS

- ▶ Limited curb-cuts
- ▶ Shared access

- ▶ Cross access between developments



LANDSCAPING CHARACTERISTICS

- ▶ Significant constructed screening or landscaping for parking areas and the service side of buildings

(typically but not always the rear of the building)



MOBILITY CHARACTERISTICS

- ▶ Accessible by car, bike and pedestrians
- ▶ Sidewalks on both sides of the street

- ▶ Marked bikeways or shared use paths
- ▶ Streets are grid pattern with curb and gutter
- ▶ Transit is feasible



Village Center (VC)

Village Center place types provide a concentrated area of civic, office, and shopping services at greater densities and intensities than Mixed Neighborhood Centers. They are generally about 1/4 mile in radius, located at strategic street intersections. Village Centers normally serve more than one neighborhood, although neighborhood-scale retail and service uses are common.

VILLAGE CENTER PLACE TYPE DETAIL

General Land Use Character



PRIMARY LAND USES

- ▶ Retail, local and neighborhood scale
- ▶ Office
- ▶ Medium and higher density residential
- ▶ Service
- ▶ Community facilities



SECONDARY LAND USES

- ▶ Bed and breakfast establishments and small inns
- ▶ Parks and trails
- ▶ Institutional



DENSITY / LOT COVERAGE

- ▶ 4+ dwelling units at the edge progressing to 15+ dwelling units per acre at the core in mixed-use
- ▶ buildings
- ▶ Maximum lot coverage overall: varies based on building type and location



DEVELOPMENT CONSIDERATIONS / OPPORTUNITIES

- Underground utilities
- Constructed stormwater facilities



PUBLIC AND PRIVATE AMENITIES

- ▶ At least 30% of the gross Village Center place type is dedicated to permanent park and open space, civic uses, and approved public amenities such as outdoor dining, plazas, etc.



VILLAGE CENTER PLACE TYPE DETAIL CONTINUED

General Design Character



BUILDING PLACEMENT

- ▶ Building facades are adjacent to the public sidewalk or fronted by a courtyard or outdoor dining

area that serves to continue the building wall pattern



BUILDING FRONTAGE CHARACTERISTICS

- ▶ Buildings front the primary street or are designed to address a significant corner

- ▶ Buildings are clustered to form groupings



BUILDING HEIGHT MAXIMUM

- ▶ 45 feet or 4 stories, but may vary based on building type



PARKING CHARACTERISTICS

- ▶ Parking is not allowed between the front facade and the street.

- ▶ Parking between buildings is limited to one double-loaded aisle



ACCESS CHARACTERISTICS

- ▶ Limited curb-cuts
- ▶ Shared access



LANDSCAPING CHARACTERISTICS

- ▶ Significant constructed screening or landscaping for parking areas and the service side of buildings

(typically but not always the rear of the building)



MOBILITY CHARACTERISTICS

- ▶ Accessible by car, bike and pedestrians
- ▶ Wide sidewalks on both sides of the street

- ▶ (minimum 8 feet)
- ▶ Marked bikeways
- ▶ Streets are grid pattern with curb and gutter
- ▶ Transit is feasible



Downtown Core (DC)

Downtowns are focal points for the community. Belmont’s downtown is particularly cherished for its quintessential small town character, restaurants, and locally-owned businesses. It is a destination for residents and visitors alike. The Downtown Core place type is readily and safely accessible by car, bicycle, and foot, and provides excellent opportunities for transit.

Non-residential uses are accommodated in mixed-use buildings. The street level use of all mixed-use buildings is predominantly retail and restaurant. Subsequent floors may include a range of uses including residential.

As density increases, design becomes even more important to ensure that buildings, infrastructure, parks, open spaces, and other urban elements are designed sufficiently to provide a safe, livable, and sustainable community. High density residential place type not incorporated within a mixed use building shall be located along a major transportation corridor (minimum collector road) or part of a larger mixed use planned community. Proposals to increase the footprint of downtown should require adequate demonstration that minimum design goals are met.

DOWNTOWN CORE PLACE TYPE DETAIL

General Land Use Character



PRIMARY LAND USES

- ▶ Retail
- ▶ Office

- ▶ Service
- ▶ Community facilities
- ▶ Institutional



SECONDARY LAND USES

- ▶ Limited manufacturing (with offsite impacts similar to retail)

- ▶ Hotels, including bed and breakfast establishments and small inns
- ▶ Higher density residential



DENSITY / LOT COVERAGE

- ▶ 20+ dwelling units per acre (within mixed-use building)

- ▶ Maximum lot coverage: varies based on building type and location, but a higher percentage is expected



DEVELOPMENT CONSIDERATIONS / OPPORTUNITIES

- Underground utilities
- Constructed stormwater facilities



PUBLIC AND PRIVATE AMENITIES

- ▶ At least 30% of the gross Downtown Core place type is dedicated to permanent park and open

space, civic uses, and approved public amenities such as outdoor dining, plazas, etc.



DOWNTOWN CORE PLACE TYPE DETAIL CONTINUED

General Design Character



BUILDING PLACEMENT

- ▶ Building facades are adjacent to the public sidewalk or fronted by a courtyard or outdoor dining

area that serves to continue the building wall pattern



BUILDING FRONTAGE CHARACTERISTICS

- ▶ Buildings front the primary street or are designed to address a significant corner

- ▶ Buildings are clustered to form groupings



BUILDING HEIGHT MAXIMUM

- ▶ 45 feet or 4 stories, but may vary based on building type and requirements of a small area plan



PARKING CHARACTERISTICS

- ▶ Parking is not allowed between the front facade and the street.

- ▶ Parking between buildings is encouraged to be limited to one double-loaded aisle
- ▶ Uses are served by both on-street spaces and private and public lots



ACCESS CHARACTERISTICS

- ▶ Limited curb-cuts
- ▶ Shared access



LANDSCAPING CHARACTERISTICS

- ▶ No required on-site landscaping except if an off-street parking lot consisting of more than 5 parking spaces will be placed on the property

- ▶ Landscaping is required in the public realm as either street trees or landscaped areas



MOBILITY CHARACTERISTICS

- ▶ Accessible by car, bike and pedestrians
- ▶ Wide sidewalks on both sides of the street

- (minimum 8 feet)
- ▶ Marked bikeways
- ▶ Streets are grid pattern with curb and gutter
- ▶ Transit is feasible



Industry (I)

This place type includes employment centers, industrial and business parks, office parks, and expo centers. Supportive retail, such as restaurants, and institutional uses, such as day care centers and technical schools are encouraged as secondary uses. New heavy industry (an industry with significant offsite impacts related to noise, light, odor, vibration, dust, or debris) is not allowed. Duke Energy's Allen Steam Station qualifies as heavy industrial. The Oaks industrial park falls within the light industry category. Many current and former textile mills were originally heavy industry, though some have transitioned to less intensive light industry uses and are candidates for adaptive reuse for non-industrial uses.

Employment and industrial areas include a variety of development forms that have their own unique internal layout of streets, blocks, and buildings typically owned, maintained, or designed by a single entity. For this reason, many of the design requirements are established on a case-by-case basis through the approval of a master development plan.

In general, buildings should be located toward the interior of the site or adjacent to public streets at the perimeter. Parking should be placed away from public streets and property lines and buffered against adjacent residential and agricultural uses.

INDUSTRY PLACE TYPE DETAIL

General Land Use Character



PRIMARY LAND USES

- ▶ Light industry
- ▶ Heavy industry if approved by City Council

- ▶ Manufacturing
- ▶ Office and business parks



SECONDARY LAND USES

- ▶ Supportive commercial and institutional



DENSITY / LOT COVERAGE

- ▶ Maximum lot coverage: 50%, but may vary based on building type



DEVELOPMENT CONSIDERATIONS / OPPORTUNITIES

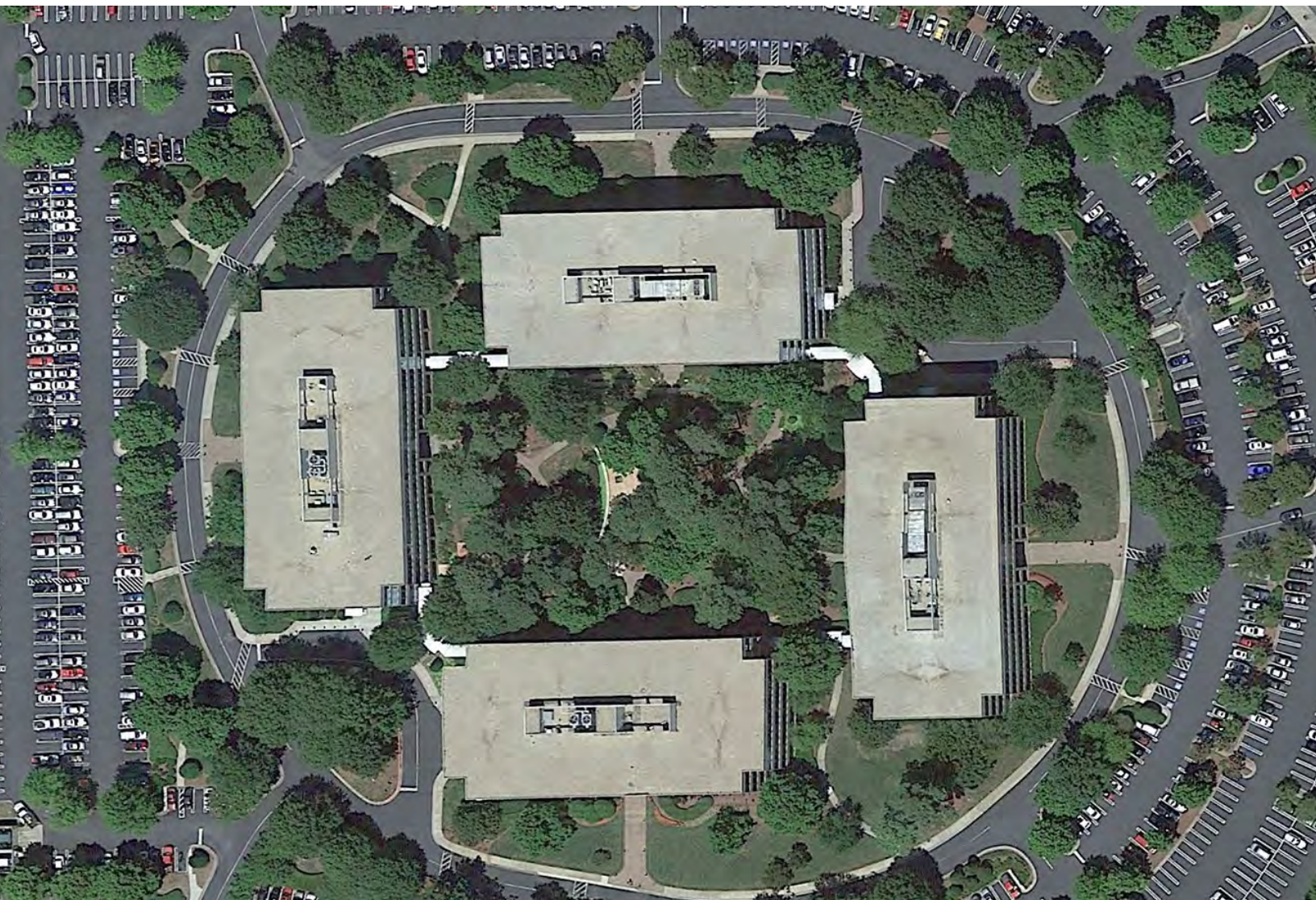
- ▶ Underground utilities when feasible
- ▶ Constructed stormwater facilities



PUBLIC AND PRIVATE AMENITIES

- ▶ 15% of the gross site is dedicated to permanent park, open space or approved public amenities.

- ▶ Fees-in-lieu may be accepted by the City instead.



INDUSTRY PLACE TYPE DETAIL CONTINUED

General Design Character



BUILDING PLACEMENT

- ▶ Building placement is governed by a master development plan



BUILDING FRONTAGE CHARACTERISTICS

- ▶ Building frontage is governed by a master development plan



BUILDING HEIGHT MAXIMUM

- ▶ 45 feet or 4 stories, but may vary based on building type and zoning district



PARKING CHARACTERISTICS

- ▶ Parking located internal to the campus
- ▶ Parking areas have a perimeter landscape buffer

where adjacent to street(s) or property lines



ACCESS CHARACTERISTICS

- ▶ Major destination access provisions



LANDSCAPING CHARACTERISTICS

- ▶ Significant constructed buffering



MOBILITY CHARACTERISTICS

- ▶ Mobility is governed by a master development plan which should include pedestrian and cycling access

Future Development Map

The Future Development Map is a generalized, high level vision of how land uses and key amenities should be distributed throughout the planning area over the next 20 years or more. It also indicates the areas of the City covered by small area plans.

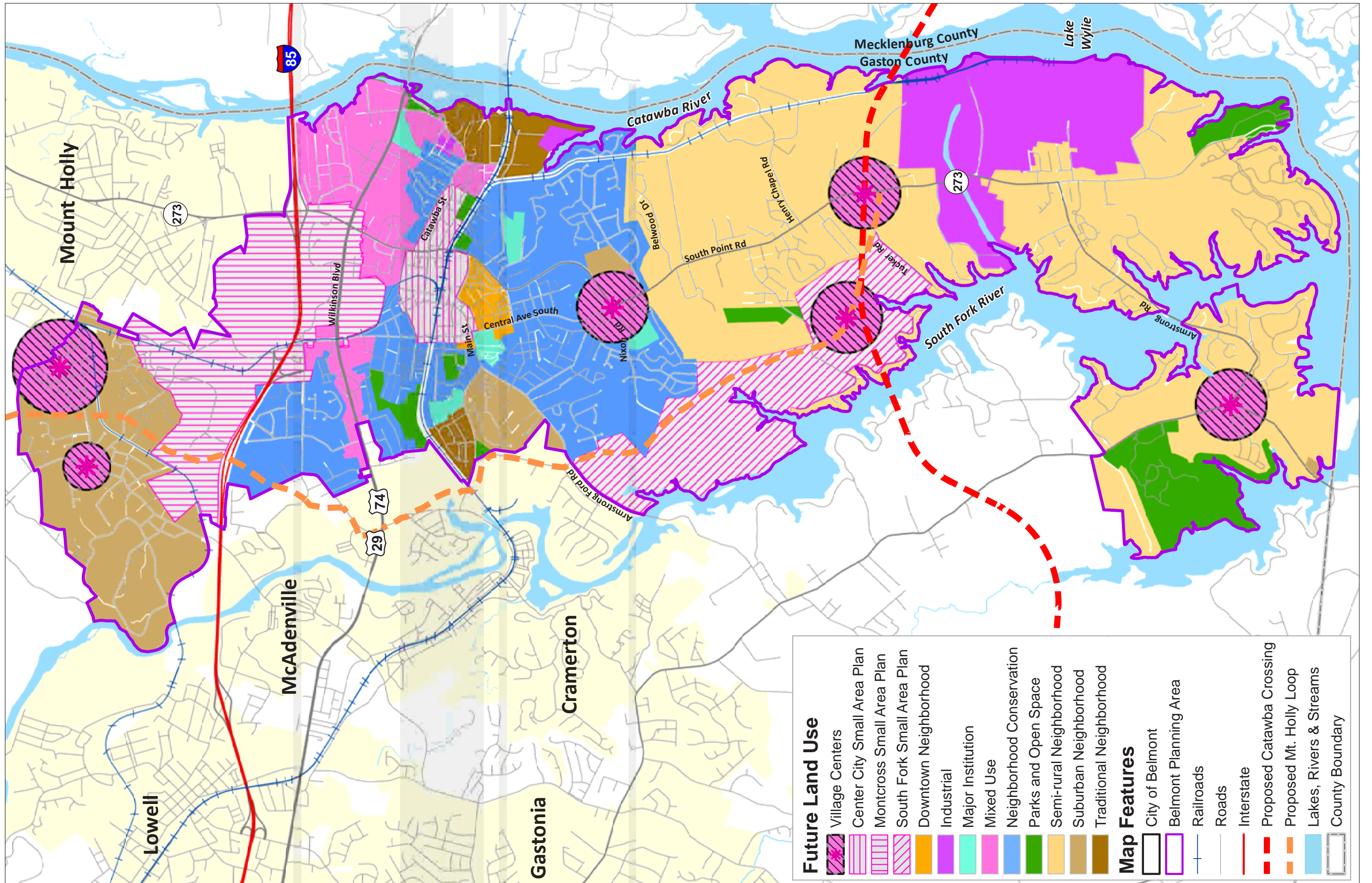
There are six Village Centers proposed throughout the planning area. These are shown on the Future Development Map (MAP 5-1 on pg. 173). The location of these centers when they develop may shift depending on the location and concentration of future development and currently float on the map to indicate that.

TABLE 5-1 APPLICABLE PLACE TYPES PER LAND USE CATEGORY

PLACE TYPE	FUTURE LAND USE CATEGORY										
	Village Center	Small Area Plan	Downtown Neighborhood	Industrial	Major Institution	Mixed-use	Neighborhood Conservation	Regional Park	Semi-rural Neighborhood	Suburban Neighborhood	Traditional Neighborhood
Parks and Natural Areas	X	X	X	X	X	X	X	X	X	X	X
Low Density Residential (<3du/acre)		X					X		X	X	
Medium Density Residential (3-6 du/acre)	X	X	X			X	X			X	X
Higher Density Residential (>6 du/acre)	X	X	X			X	X*				X
Traditional Neighborhood Development	X	X	X			X					X
Neighborhood Commercial	X	X				X				X	X
Village Center	X	X									
Downtown Core		X	X			X					
Commercial Mixed-use		X				X					X
Industry				X							

*Only adjacent to a major thoroughfare

Table 5-1 illustrates how the Place Types presented earlier in this chapter relate to the Future Development Map. Each Future Land Use category used on the map is listed across the top of Table 5-1 in blue. Each Place Type is listed in the left column in green. To understand what is envisioned in each Future Land Use category, look for that category in the blue section at the top of the table and read down the column to find the Xs. Anywhere there is an X, the associated Place Type is possible within that category. Please refer back to the Place Type descriptions earlier in the chapter, and their associated detail, to get the full picture of what is envisioned. Alternatively, if you are interested in a particular Place Type and where that is permissible on the map, find the Place Type in the left hand column and read across the row looking for Xs. Then, look for the related Future Land Use categories on the Future Development Map.



Unlike other map features, Village Centers appear as circles. Each circle has a radius of approximately 1/4 mile. This radius is intended to reflect a comfortable walking distance to encourage pedestrian-scale activities. Village Centers, as described previously in the place type section, are mixed-use places with local and neighborhood-scale commercial development and a mix of residential densities. They should also include places for people to congregate and recreate such as parks, plazas, and outdoor cafes.

The Future Development Map land use categories and the place types detailed in the previous section are related to each other. For each Map category, one or more place types may be applicable and help to describe the land uses and development patterns the City hopes to see in the future. TABLE 5-1 on pg. 172 shows how Map categories and place types relate. A brief description of each land use category is provided below.

Future Land Use Category Descriptions

Village Center

The Village Center is intended to provide for higher density mixed residential uses and neighborhood scale commercial, office, institutional, and public uses. Uses generally decrease in density and intensity at the edges and should be designed to be compatible with adjacent uses. Village centers make excellent transit nodes and should be designed to accommodate future bus rapid transit, light rail, trolley, or van service depending on their location.

Small Area Plan

Each small area plan is different and serves a unique purpose. Descriptions and maps are included later in this chapter.

Downtown Neighborhood

The land use category features a variety of residential and non-residential land uses in close proximity to each other. The relationship and interaction between uses is critical. Lots are served by a grid pattern of streets and future development opportunities often include infill and redevelopment.

Industrial

This land use category covers a broad range of uses from heavy to light industry. Heavy industry includes mining, salvage yards, concrete batch plants, and similar intensive manufacturing and processing operations. Light industry refers to land and buildings used for the production of some type of goods with minimal outside storage and little to no offsite impacts related to noise, odor, light, and vibration.

Major Institutions

This land use category includes facilities such as Belmont Abbey, Sisters of Mercy, and Gaston College's East Campus and Textile Technology Center.

Mixed-use

This land use type allows a mixture of residential, commercial, institutional, office, public, and light industrial uses in well designed buildings.

Neighborhood Conservation (See page 185 -187)

This land use type provides a vehicle to initiate and implement programs for the revitalization or conservation of older areas possessing distinctive features, identity, or character worthy of protection.

Regional Park

Regional parks serve as a major source of recreation for areas extending outside Belmont's Planning Area. These parks may include passive features such as natural areas and fields, and they may include active features such as ballfields and recreation centers.

Semi-rural Neighborhood

This land use category primarily consists of single family detached houses on large lots. The preservation of open space and maintenance of rural character is encouraged.

Suburban Neighborhood

This land use category is dominated by single-family detached houses arranged in moderate density neighborhoods. This category may also include parks, golf courses, and institutional uses.

Traditional Neighborhood

Traditional neighborhoods are designed as a human scale, walkable community with moderate to high residential densities and a mixed-use core served by a network of paths, streets and lanes suitable for pedestrians as well as vehicles.

SMALL AREA PLANS

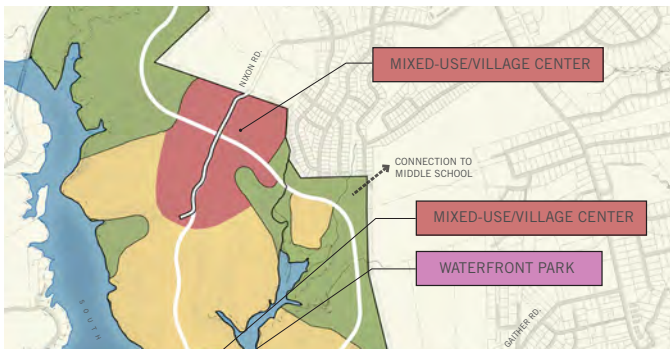
Small area plans are a great tool to provide focused attention on a specific area identified by a cohesive set of characteristics. Belmont has created several small area plans that more carefully examine local conditions and provide more detailed land use, mobility, and character recommendations that tailor solutions specific to each place. The content of each small area plan, therefore, is unique to the area. Four small area plans were designated and each completed area plan is detailed on the following pages. Area plans adopted after this Plan may be incorporated later in the appendix.



Center City Small Area Plan



Montcross Small Area Plan



South Fork Small Area Plan



Wilkinson Boulevard Small Area Plan

Center City Small Area Plan

Center City Core Area

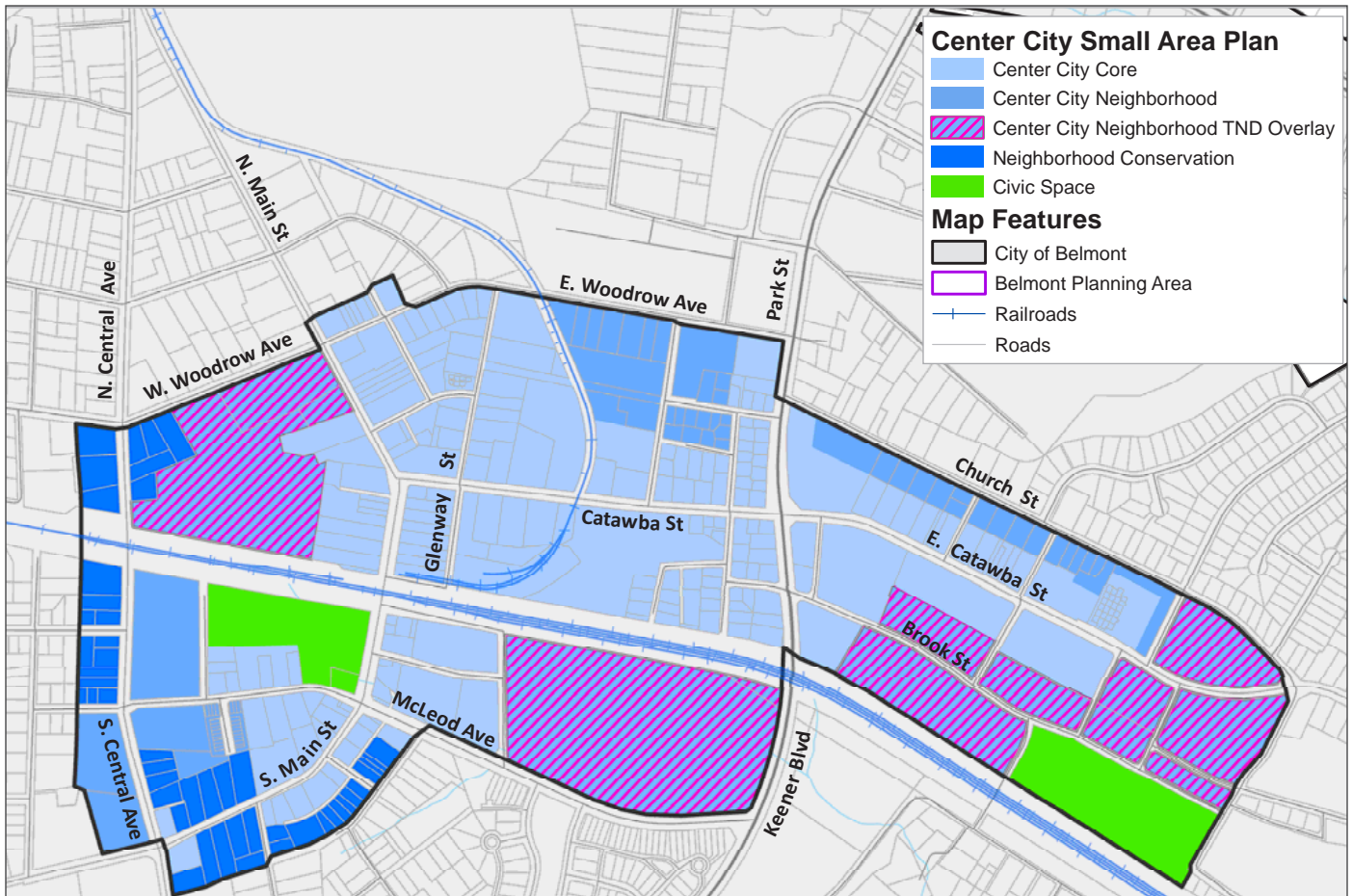
The Center City Core Area shown on the small area plan reflects the existing character and mix of uses in downtown Belmont and encourages redevelopment and new development consistent with the needs of a growing and vibrant community. The Center City Core Area anticipates growth and, through the principles outlined below, seeks to enable it by providing predictability for:

- ▶ Citizens as to the outcomes of growth,
- ▶ Developers, builders, and investors as to the agreed vision for growth, and
- ▶ Elected and municipal officials as to the budgetary impacts of revenue outlays and revenue generators caused by growth.

The Center City Core Area establishes predictability by ensuring that the principles that guide redevelopment and new development address the urban character and mix of uses in downtown Belmont while responding to contemporary construction methods and market needs.

Growth is a process of change, and the Center City Core Area represents the most dynamic location within Belmont. As such the core area must anticipate increased densification and ensure that the positive aspects created are leveraged for the greater good of the community, and that the negative aspects are mitigated or eliminated through proper design and social outreach.





MAP 5-2 CENTER CITY SMALL AREA PLAN

Land Use in the Center City Core Area

The Center City Core Area includes a wide variety of land uses. Future development opportunities are a combination of adaptive re-use as well as infill on green and brownfield sites. Appropriate future land uses include retail, residential, commercial, office, civic, and institutional as well as parks and open space. Mixed-use development incorporating ground floor retail and commercial spaces and upper floor residential is encouraged. Along commercial streets, all ground floor uses should be non-residential.

The Chronicle Mill on Catawba Street is a prime candidate for redevelopment.



Community Form Principles for the Center City Core Area

The following community form principles apply to the Center City Core Area and should be followed when developing or redeveloping property:

1. The street network should be predominantly local streets with East Catawba and Main Street serving as primary streets. All block frontages should support pedestrian use and commercially-oriented blocks developed with adjoining buildings, minimum 10-foot wide sidewalks free of driveway cuts, and on-street parking. Local streets provide access to residential areas and serve to accommodate service deliveries in commercial areas. Sidewalks along local streets may be narrower, buildings may not adjoin, driveways cut through sidewalks are likely, and on-street parking, while occurring, may be secondary to off-street parking.
2. Buildings located along primary streets should orient their access points onto the adjacent civic realm and should prioritize pedestrians over cars.
3. Buildings should use the predominant materials present in existing structures by employing these (or contemporary equivalents) in new construction.
4. Individual buildings are encouraged to mix two or more uses.
5. Buildings designated by the community as historically significant should be preserved or, if impractical to be preserved, should be redeveloped to approximate the historic character. However, the use within may change.
6. All streets should connect with other streets.
7. No block should run uninterrupted by an intersecting street for a length greater than 600 feet.

All block frontages should support pedestrian use.



8. Open spaces should be in the form of parks, squares, plazas, playgrounds, and pedestrian linkages.
9. All off-street parking (surface and structured) along local streets should be located to the rear of buildings or within central courtyards away from public rights-of-way.
10. Signage should be affixed to buildings or appropriately designed, sized (maximum four square feet), and located to complement the historical and pedestrian character of Center City.
11. Buildings should not exceed three floors on Main Street. Buildings proposed for greater than three floors elsewhere may be considered by conditional zoning and front onto an Open Space (park, square, or plaza), or adjacent to or across the street from a Transit Station.
12. All streets should have trees planted along sidewalks.
13. Center City Core Area property that abuts different land use categories should match the use of the abutting property or provide a buffer if impractical to do so.

Pocket parks are great uses of urban open spaces.



Examples of appropriately sized signage.



Land Use Principles for the Center City Core Area

The following land use principles apply to the Center City Core Area:

1. Center City Core Area properties that are non-residential in use should be screened from adjacent residential uses in abutting land use categories.
2. Screening should address noise and traffic intrusions.
3. Land use transitions need to occur at the rear of properties. In most instances, land uses across the street from each other should be similar or compatible.
4. New buildings should face the street and need to provide street-side sidewalks wide enough for sidewalk cafes, sidewalk displays, and similar activities.
5. Infill development should be designed to connect to the existing street network and the existing sidewalk network. The disposition of buildings, parking, and pedestrian facilities should be an extension of the existing downtown rather than an isolated development.

Center City Neighborhood Area

Areas marked as Center City Neighborhood include primarily residential neighborhoods adjacent to the Center City Core Area. The purpose of the Center City Neighborhood Area is to support the commercial viability of businesses and cultural institutions and the increased civic realm amenities of the more intensive Center City Core Area. This support is enabled with higher density housing providing a greater population base with easy access to the central city. The intent of this land use area differs from the Neighborhood Conservation Area in that it anticipates the redevelopment of properties through assemblage or subdivision to increase density as market conditions warrant. For the greater Belmont community to prosper, and generate jobs and a higher quality of life for its citizens, the population of the neighborhoods adjacent to the central city must increase to provide a walkable service area that can access and support the daily needs present in the Center City Core Area.



Land Use in the Center City Neighborhood Area

Land use in the Center City Neighborhood is predominantly residential, including single-family detached residential, attached residential, and multi-family residential. Any non-residential uses within the Center City Neighborhood may remain or may be converted to residential use. Non-residential uses may change use if approved by City Council and consistent with all the following criteria:

- ▶ Changes should be limited to the existing square footage occupied by the non-residential use.
- ▶ In the event an existing structure housing a non-residential use is damaged beyond repair or destroyed, new structures housing such legal, non-conforming use must be residential in character and placement and designed to complement the historic building and lot development pattern within the neighborhood.
- ▶ Hours of operation should be between 6 am and 9 pm unless Council makes an exception for events facilities that need to operate with longer hours.
- ▶ Appropriate uses include retail, service, and professional offices including medical, dental, and similar practices. Events facilities may be appropriate if they do not negatively impact surrounding properties.
- ▶ Onsite non-residential parking should be limited to rear yards and screened from adjacent properties; however, off-site parking arrangements approved by the City through the conditional use permit process are permissible.



Community Form Principles for the Center City Neighborhood Area

Because the Center City Neighborhood Area features a variety of residential uses from moderate to high density, and some non-residential uses in proximity, the relationship and interaction among uses are critical to its integrity. Buildings and homes in the Center City Neighborhood Area that are designated as historically significant or “contributing structures” within the Belmont National Register of Historic Places District, or by local historic district designation, should be preserved whenever practical. If deemed impractical to be preserved, these properties should be redeveloped to approximate essential elements of the historic character of the buildings removed. Historic non-residential buildings may be converted for residential use, but historic residential buildings may not be converted to commercial uses. Historic residential buildings may be used for residential or civic uses only.

The following community form principles apply to the City Center Neighborhood Area and should be followed when developing or redeveloping property:

- ▶ Networked street patterns should allow land uses to front on or back against each other without undue negative impact.
- ▶ Pedestrian sidewalks should be included on both sides of streets.
- ▶ On-street parking should be provided on at least one side of each street.
- ▶ High-value amenities such as parks, playgrounds, and green linkages should be placed within walking distance of most residents.

A residential home within the Center City Neighborhood Area.



Land Use Principles for the Center City Neighborhood Area

The following land use principles apply to the City Center Neighborhood Area:

- ▶ Non-residential development and conversion of existing residential properties are discouraged.
- ▶ New streets should be planned as extensions of the existing street network.
- ▶ Land uses across the street from each other should be similar in use and building orientation.
- ▶ The transition between land uses should occur at the rear of properties or developments.

Center City Traditional Neighborhood Development Overlay

The Center City Neighborhood Traditional Neighborhood Development Overlay Area (TND Overlay Area) should be restricted to properties within the Center City Neighborhood Area that are master planned and exhibit all the following characteristics:

- ▶ Properties that can be assembled into one contiguous tract with a minimum of 5 acres, or smaller properties that extend an existing TND and represent a logical connection to its master plan concept. Such smaller properties do not have to have a separate master plan.
- ▶ Properties that abut the Center City Core Area.
- ▶ Properties that have frontage and direct access to existing major or minor thoroughfares or their extensions.

The purpose of the TND Overlay Area is to encourage master planning of development that supports increased neighborhood population and increased non-automotive trip generation for Center City Core Area businesses.

All other criteria of the TND Overlay District Area are identical to the Center City Neighborhood Area and the community form and land use principles outlined below.

Community Form Principles for the TND Overlay Area

The following community form principles apply to the TND Overlay Area and should be followed when developing or redeveloping property:

- ▶ Networked street patterns should allow land uses to front on or back against each other without undue negative impact.
- ▶ The street network should be predominantly local streets with East Catawba and Main Street serving as primary streets. All block frontages on primary streets should support pedestrian use and commercially-oriented blocks should be developed with adjoining buildings, minimum 10-foot wide sidewalks free of driveway cuts, and on-street parking. Local streets should provide access to residential areas and serve to accommodate service deliveries in commercial areas. Sidewalks along local streets may be narrower, buildings may not adjoin, driveways cut through sidewalks are likely, and on-street parking, while occurring, may be secondary to off-street parking.
- ▶ Buildings located along primary streets should orient their access points onto adjacent public areas such as sidewalks and plazas and should prioritize pedestrians over cars.
- ▶ Pedestrian sidewalks should be included on both sides of streets.

- ▶ On-street parking should be provided on at least one side of each street.
- ▶ Individual buildings are encouraged to mix two or more uses.
- ▶ Buildings designated as historically significant or “contributing structures” within the Belmont National Register of Historic Places District or by local historic district designation, should be preserved whenever practical. If deemed impractical to be preserved, these properties should be redeveloped to approximate essential elements of the historic character of the buildings removed.
- ▶ All streets should connect with other streets.

Land Use Principles for the TND Overlay Area

The following land use principles apply to the TND Overlay Area:

- ▶ Non-residential uses should be located across the street from or adjacent to properties designated Center City Core Area with frontage access onto major and minor thoroughfares.
- ▶ Residential uses are encouraged to achieve a minimum of 12 units to the acre.
- ▶ Because of the proximity to the Center City Core Area, the TND Overlay Area does not require civic uses.
- ▶ No public parks are required for TND Overlay Area development if the development is located within a ½ mile walking distance of an existing or proposed public recreational area. Otherwise, TND developments should provide public amenities such as plazas, courtyards, outdoor seating areas, and similar outdoor places for casual assembly.
- ▶ The center of the neighborhood should front a major or minor thoroughfare or lie adjacent to a Center City Core Area property that offers direct vehicular access to such street.
- ▶ Residential units should be located within a five-minute walk of the Center City Core Area.
- ▶ Non-residential uses should complement the market needs associated with their location or the abutting Center City Core Area.
- ▶ Building placement should abide by Center City Core Area principles.

Neighborhood Conservation Area

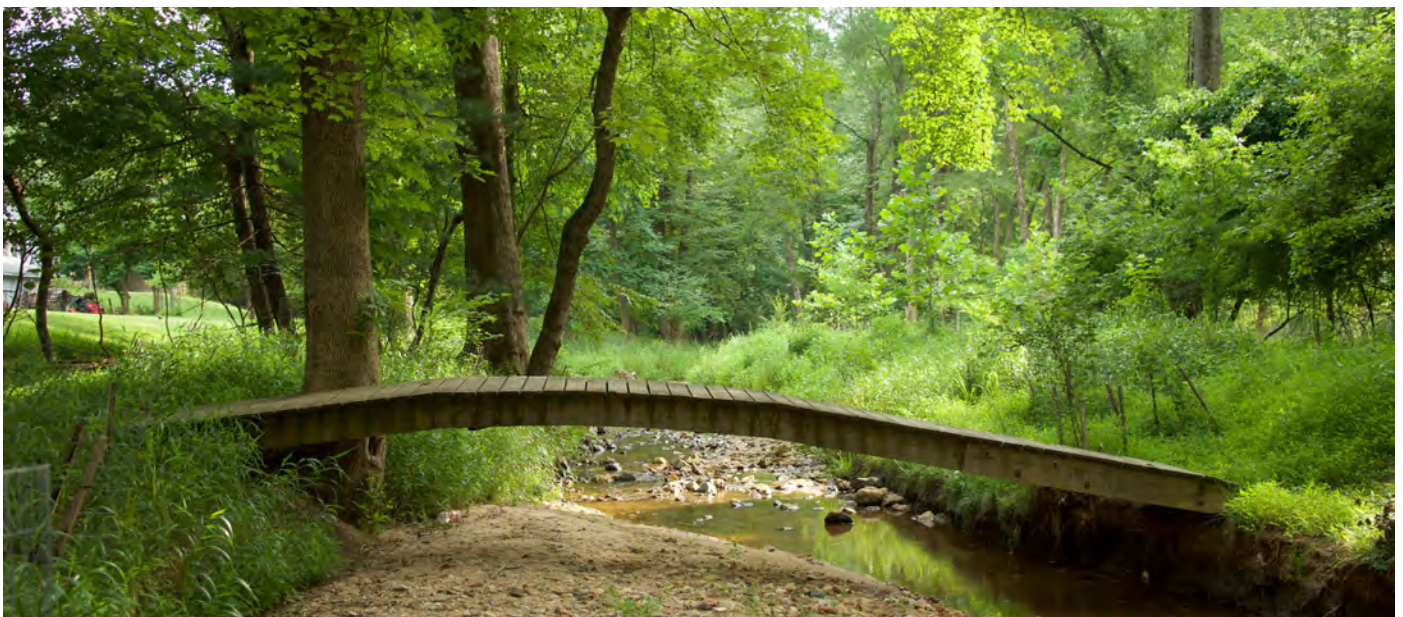
The Neighborhood Conservation Area is an area possessing unique and distinctive features, historical characteristics, identity, or character which the citizens of Belmont agree need to be conserved. A Neighborhood Conservation plan and a set of guidelines should be developed to provide the tools to initiate and implement programs to facilitate revitalization, maintenance, and protection of the neighborhood character and the compatible development of vacant or underused lots. Incompatible mixes of uses should be reduced or prohibited by adding limitations to the list of permitted, limited, and special uses in the Land Development Code.

Some funding programs may be available to assist neighborhood conservation through projects such as sidewalk, curb and gutter construction, park improvements, traffic calming, street lighting, beautification and neighborhood signs. Some areas within the Neighborhood Conservation Area could qualify for designation as historic districts.

The Neighborhood Conservation Area, in general, represents neighborhoods that are at least 30 years old. Infill developments should have private covenants or restrictions that address compatibility of design and use and complement the greater neighborhood. The intent of this area is to provide uniform protection to the neighborhoods that give the City much of its character.

Community Form Principles for the Neighborhood Conservation Area

Community form varies somewhat from neighborhood to neighborhood as outlined in approved conservation plans since the intent is to protect and build upon the characteristics and form that make each neighborhood unique in the opinion of its residents. The overall goal of all Neighborhood Conservation Areas is to perpetuate strong, viable, livable neighborhoods that are valued by their residents for their history and sense of place. Buildings and homes in the Neighborhood Conservation Area that are designated as historically significant or “contributing structures” within the Belmont National Register of Historic Places District or by local historic district designation should be preserved whenever practical. If deemed impractical to be preserved, these properties should be redeveloped to approximate essential elements of the historic character of the buildings removed.



Land Use Principles for the Neighborhood Conservation Area

Land use in the Neighborhood Conservation Area is overwhelmingly, if not exclusively, residential. In most neighborhoods, the typical residential use is single-family detached housing. The following land use principles apply to the Neighborhood Conservation Area:

- ▶ Civic uses in a Neighborhood Conservation Area may include schools, places of worship, libraries and similar uses that support a livable community.
- ▶ Supporting uses such as personal services or home-based occupations are appropriate.
- ▶ Boundaries should reflect a cohesive built environment that represents common characteristics and setting of the neighborhood.
- ▶ Non-residential civic and commercial uses should be adequately buffered to protect residences from unwanted visual, traffic, and noise intrusion.
- ▶ Parks and open spaces should be located to maximize convenient access to the maximum number of residents that they would serve.
- ▶ Besides complying with the City's Land Development Code, new infill development or redevelopment should respect the scale, massing, disposition and sight lines of houses on the same block.

Neighborhood Conservation Plans

Individual neighborhoods within the conservation area may request the City to work with them to prepare an individual Neighborhood Conservation Plan. This partnership allows residents and property owners to determine what aspects of a neighborhood should be preserved and what new aspects might be introduced. A Neighborhood Conservation Plan can be implemented through the placement of an overlay district.

In the preparation of a Neighborhood Conservation Plan, it would be the residents' and stakeholders' decision as to what is appropriate within the district. The neighborhood would create its own design guidelines and conservation plan with the help of City staff. The City would then help property owners comply with the neighborhood goals. Neighborhood characteristics such as massing, scale of buildings, sites, and building orientation should be the focus for protection rather than individual building details.

Walkable aspects of the neighborhood should be incorporated, and include sidewalks. Traffic planning should emphasize slower driving speeds that respect pedestrians, children playing, and the residential character of the neighborhood. Convenient connections to other parts of Belmont should be given careful consideration, especially for pedestrians and bicycles.

Parks and open space are highly desirable in the Neighborhood Conservation Area. In neighborhoods that do not currently have parks or open space, the Neighborhood Conservation Plan should address the appropriate type and number of parks and open space in each neighborhood.

Above all, the Neighborhood Conservation Plan should strive to preserve those aspects of a residential area from those development impacts that might threaten the quality of life of the neighborhood.

Sample design guidelines for building form, placement, and architectural details.

Source: Northside Neighborhood Conservation District, Chapel Hill, NC, 2004.

Porches

Homes should have porches or covered stoops.

Porches and stoops should be of a similar style and material to the building.



Design Details

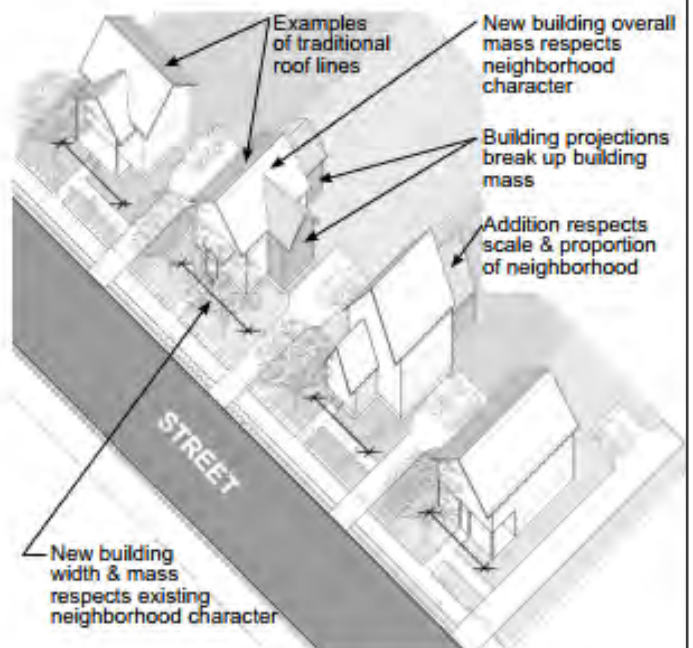
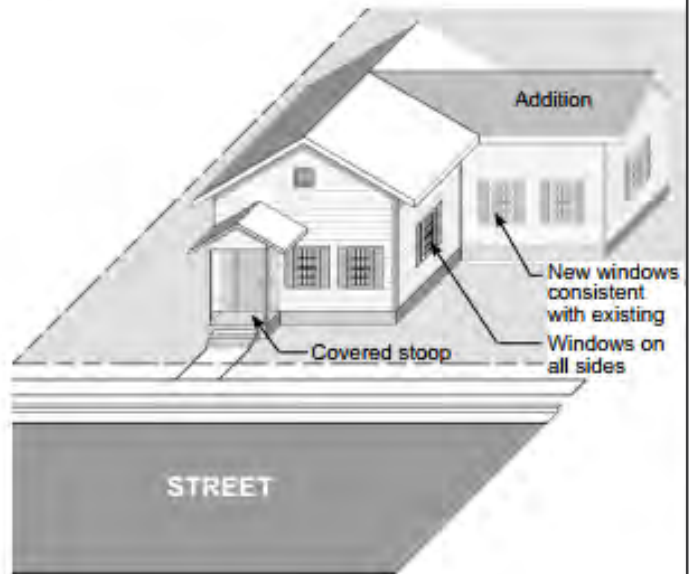
Windows should be on all sides of a house, with attention to symmetry and consistent size.

Windows on new additions should be consistent with size and spacing of windows on the older part of the house.

Building masses should be broken up with building projections.

Buildings should respect the character of the neighborhood in scale and proportion.

Roof forms should be similar to those traditionally seen in the neighborhood.



Montcross Small Area Plan

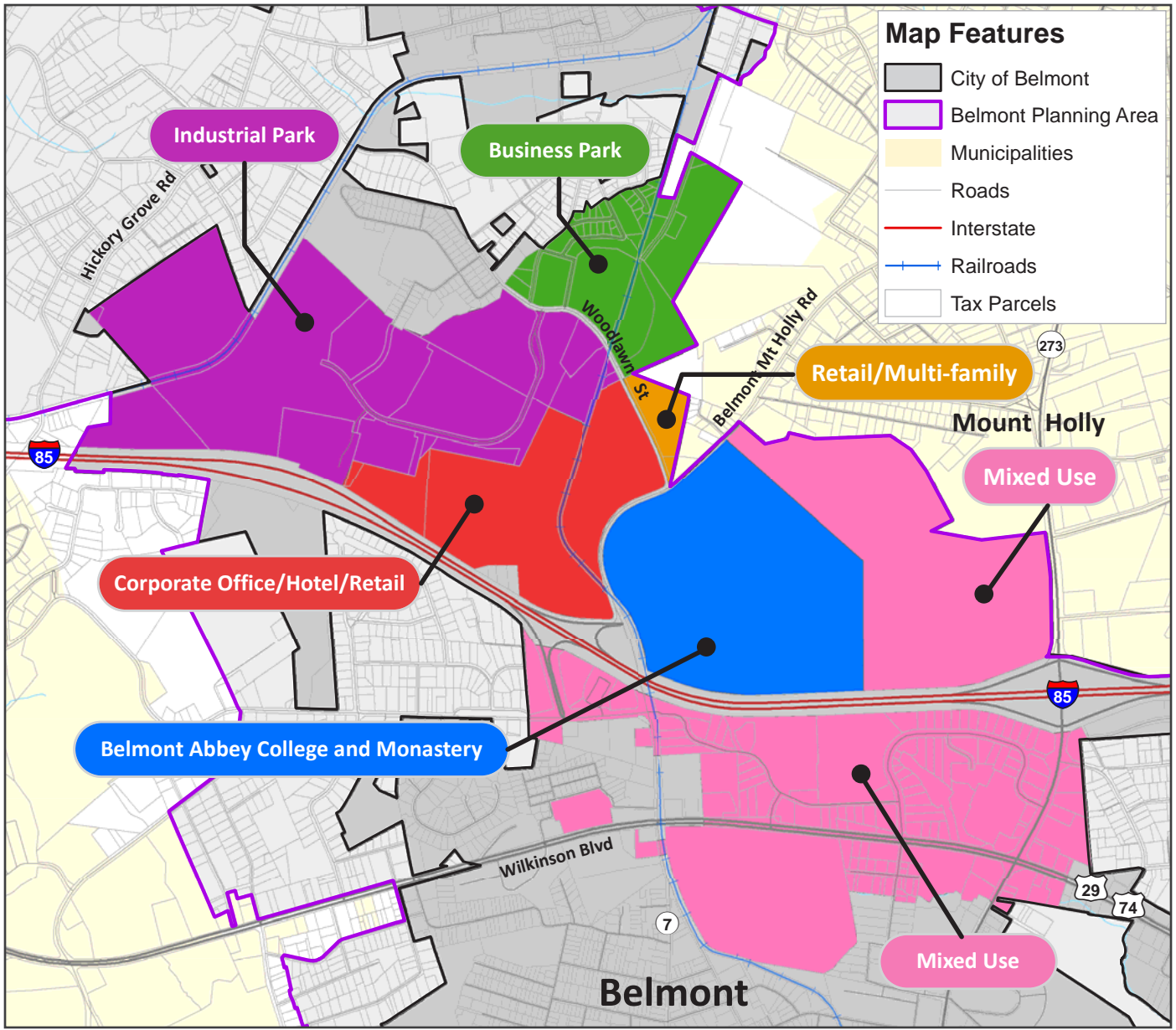
The Southern Benedictine Society of North Carolina (The Monastery at Belmont Abbey), R. L. Stowe Company, Parkdale Mills, and Pharr Yarns, comprise the Montcross LLC. This LLC has collaborated on a long-range land use plan for land owned by those three entities in Belmont, Mt. Holly, and McAdenville. Of the total land area, 754 acres are located within the City Limits, extraterritorial jurisdiction, or Planning Area of Belmont.

North of I-85, within the Belmont City Limits, ETJ or Planning Area, the plan anticipates an eventual mixed-use development comprised of the following uses:

▶ Belmont Abbey College	▷ maximum of 2,400 students
▶ Continuing Care Retirement Community	▷ 300 units
▶ Apartments	▷ 200 units
▶ Mixed Use Development	▷ 500,000 square feet
▶ Business Park (with limited retail)	▷ 200,000 square feet
▶ Office Park	▷ 400,000 square feet
▶ Corporate Office	▷ 950,000 square feet

The location of these anticipated uses, to be developed over a 20-year or longer period, are shown in MAP 5-3 on pg. 189.





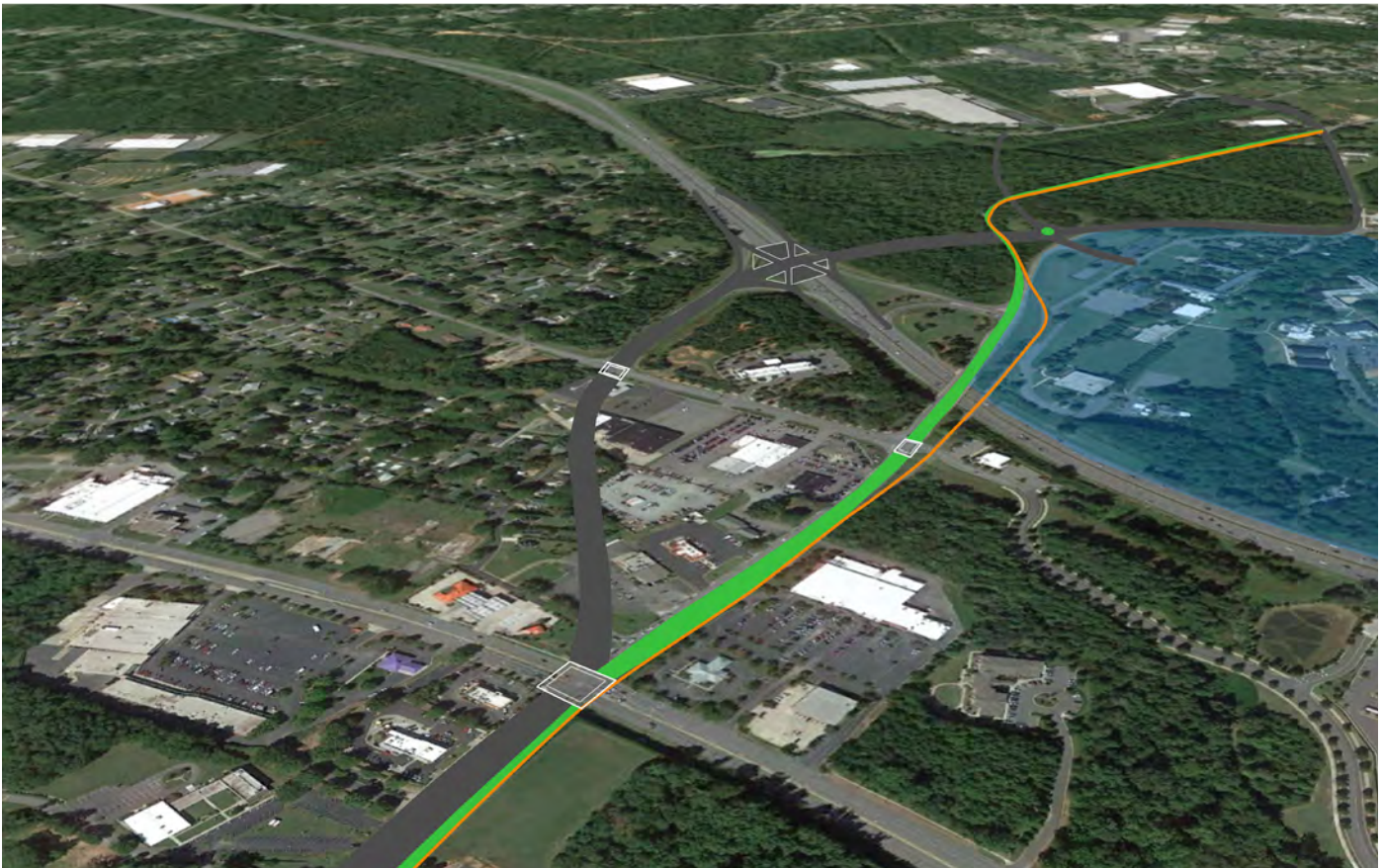
MAP 5-3 MONTCROSS SMALL AREA PLAN MAP

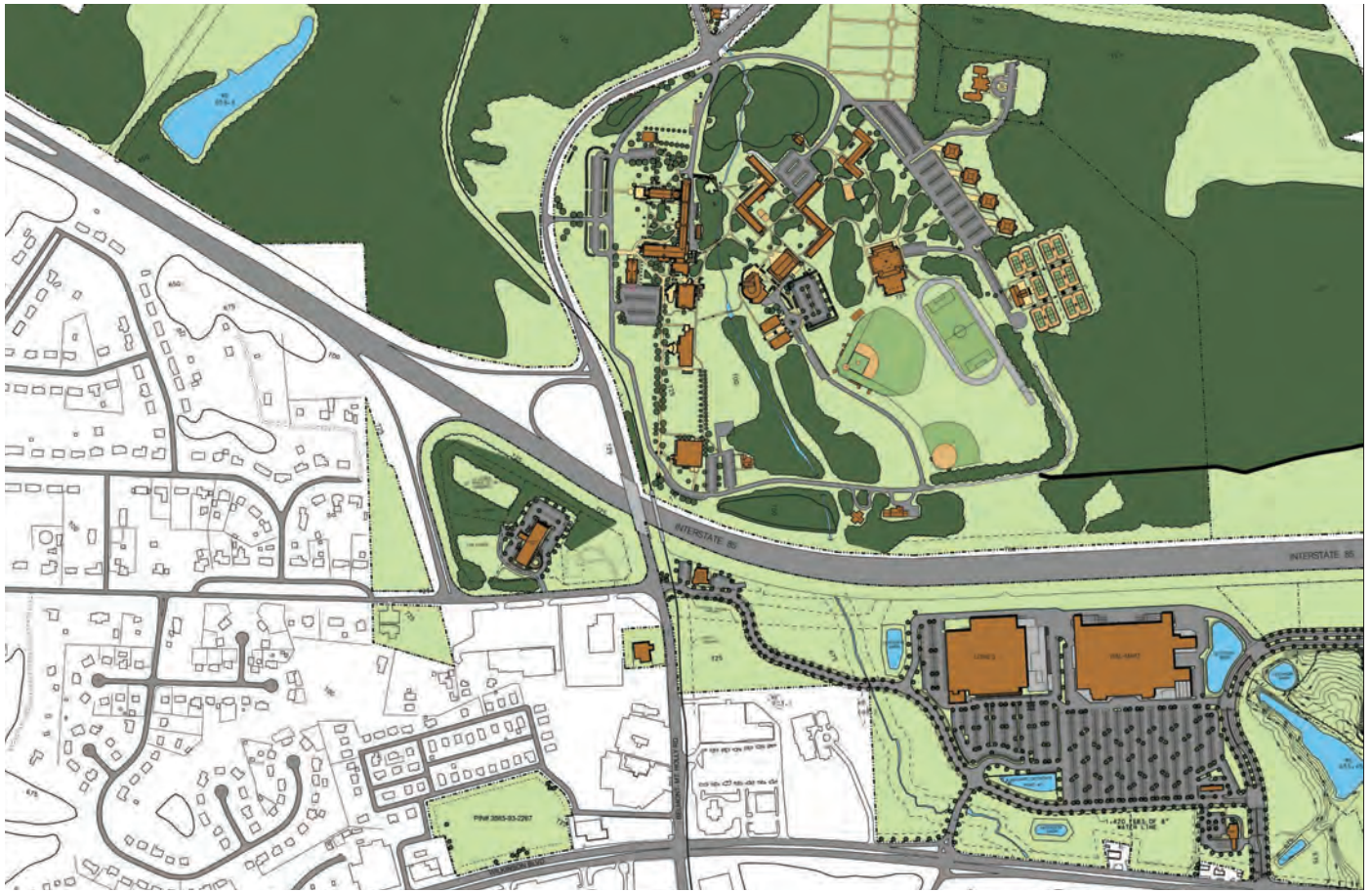
The 2015 “Build a Better Boulevard Plan” recommended that the Belmont Mt. Holly Road be rerouted west from its current location as it crosses I-85 and include construction of an interchange. If constructed, the Plan recommends that the former road bed be converted to a dedicated pedestrian and cycling greenway that would connect to the Carolina Thread Trail. The project has garnered wide support, including support from NCDOT, and is under consideration.

The land uses indicated in the Belmont LLC plan are consistent with the City of Belmont’s goals of furthering the historically strong relationship with the Abbey, R.L. Stowe Mills, Parkdale Mills, and Pharr Yarns, and with supporting economic development in the corridor north of I-85. Because of the compatibility of the plan with the City’s objectives, this plan is incorporated into Belmont’s Comprehensive Land Use Plan as a small area plan for future land uses on the designated properties.

These land uses are anticipated to exhibit the same high standard of architectural and landscape design as they are implemented as Belmont Abbey College and The Oaks industrial park which are included in the small area plan.

The 2015 Build a Better Boulevard Plan recommended that the Belmont Mt. Holly Road be re-routed west from its current location as it crosses I-85, including construction of an interchange.





Above: Existing Montcross Master Plan

Below: One option for rerouting the interchange



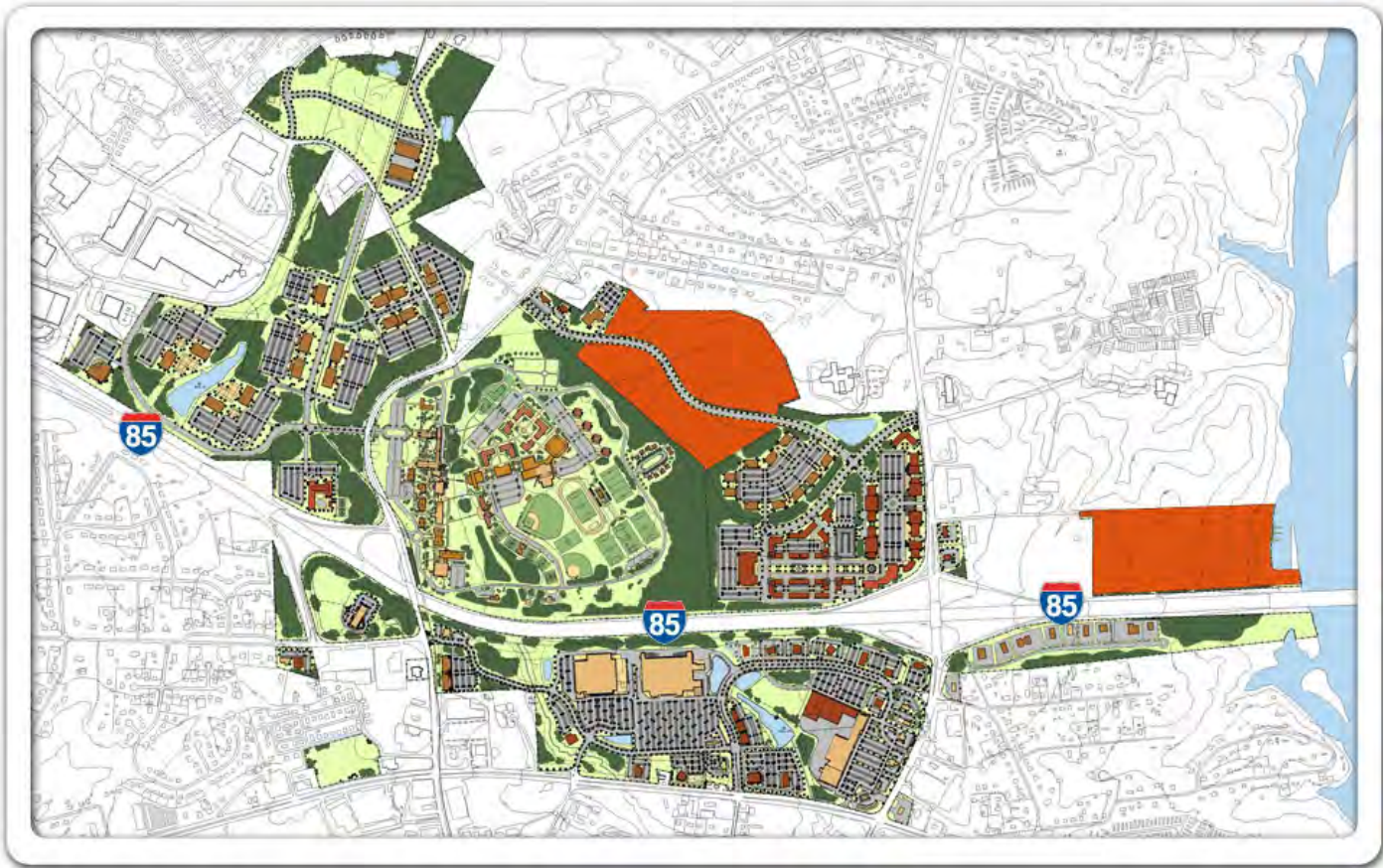
For consistency with the City's broader goals of creating a livable environment, providing efficient traffic movement, and strengthening physical connectivity of the City across I-85, the following elements will make the implementation of this small area plan consistent with the overall comprehensive land use and transportation plans of the City:

- ▶ Preserve right-of-way on Belmont-Mt. Holly Road and Woodlawn Street for the eventual development of these key roads as indicated in the transportation and mobility plan section of this Comprehensive Plan;
- ▶ Provide landscaping, signage design, lighting, sidewalks and other streetscape design elements along Belmont-Mt. Holly Road and Woodlawn Street to improve safety and appearance for pedestrians, cyclists, and motorists; and
- ▶ Allow development of a rails-to-trails or trails-along-rails pedestrian and bicycle path along the currently inactive railroad lines owned by the North Carolina Department of Transportation, which is included as a recommended part of the City's greenway system in this Comprehensive Plan.

The long-term land use plan developed by The Monastery for its land located south of I-85 includes 750,000 square feet of retail, restaurants and banks in an area generally situated between Park Street (N.C. Highway 273) and Belmont-Mt. Holly Road north of Wilkinson Boulevard (U.S. Highway 74). The initial development of this area, known as Montcross, was begun in 2005. The Monastery's long-range land use plan for this area is also consistent with the City's goals of providing economic development and encouraging the revitalization of the Wilkinson Boulevard commercial corridor.

Adjacent areas owned by the Monastery and the Sisters of Mercy have also been added to the Montcross Small Area Plan to coordinate land use, transportation and planning of urban design. It is the City's belief that such a plan will provide an economic stimulus for the corridor, while protecting properties such as the Sisters of Mercy Convent. The most effective use of this plan will be in addressing coordinated and compatible land uses among the properties, opportunities for revitalization of older or underutilized commercial properties, coordinated vehicular and pedestrian circulation, access management, and urban design of public streetscapes.

Opposite page: renderings of the Montcross Master Plan



South Fork Small Area Plan

The South Fork Small Area Plan, shown on MAP 5-4 on pg. 195, represents over 1,000 acres of undeveloped land along the South Fork River which is a portion of Lake Wylie, south of Armstrong Ford Road, west of South Point Road, and north of Tucker Road. The current land use entitlement consists of the General Residential (G-R) and Traditional Neighborhood Development (TND) zoning districts.

The South Fork Small Area Plan envisions an eventual mix of residential types and densities, in addition to future office and retail uses in the village centers, as market conditions allow. Residential units, commercial, and employment uses may be planned and built within this small area plan, in a mixed use, walkable, and connected neighborhood.

The plan envisions growth over many years and many phases of development with concentrated densities and mixtures of uses in the village center areas, and various densities and types of residential uses surrounding those centers. The small area plan should develop as an interconnected community that is supportive and additive to the existing Belmont community, with a variety of home sizes and price points, complementary retail and entertainment uses, employment uses, and park and trail networks throughout. Because of the site conditions of steep slopes, floodplain and wetland areas, and other environmentally sensitive areas, density will be concentrated within developable areas of the plan and connected with trails and greenspace consisting of these undevelopable areas.

A major focus of the development will be on pedestrian and bike friendly streets and walkable neighborhoods with a highly connected green network and trail system. This small area plan will provide an opportunity to create a vibrant community at the core of Belmont that will provide support for local businesses while creating growth opportunities for the future.

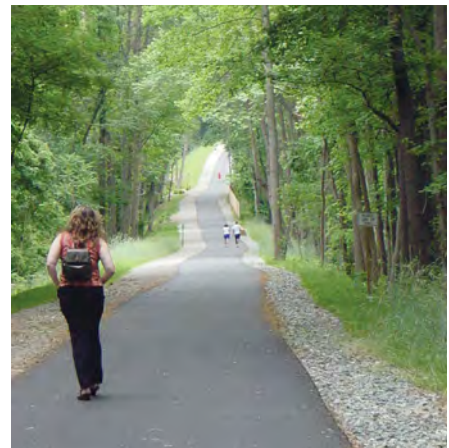
Riverfront Park and Trail Connections

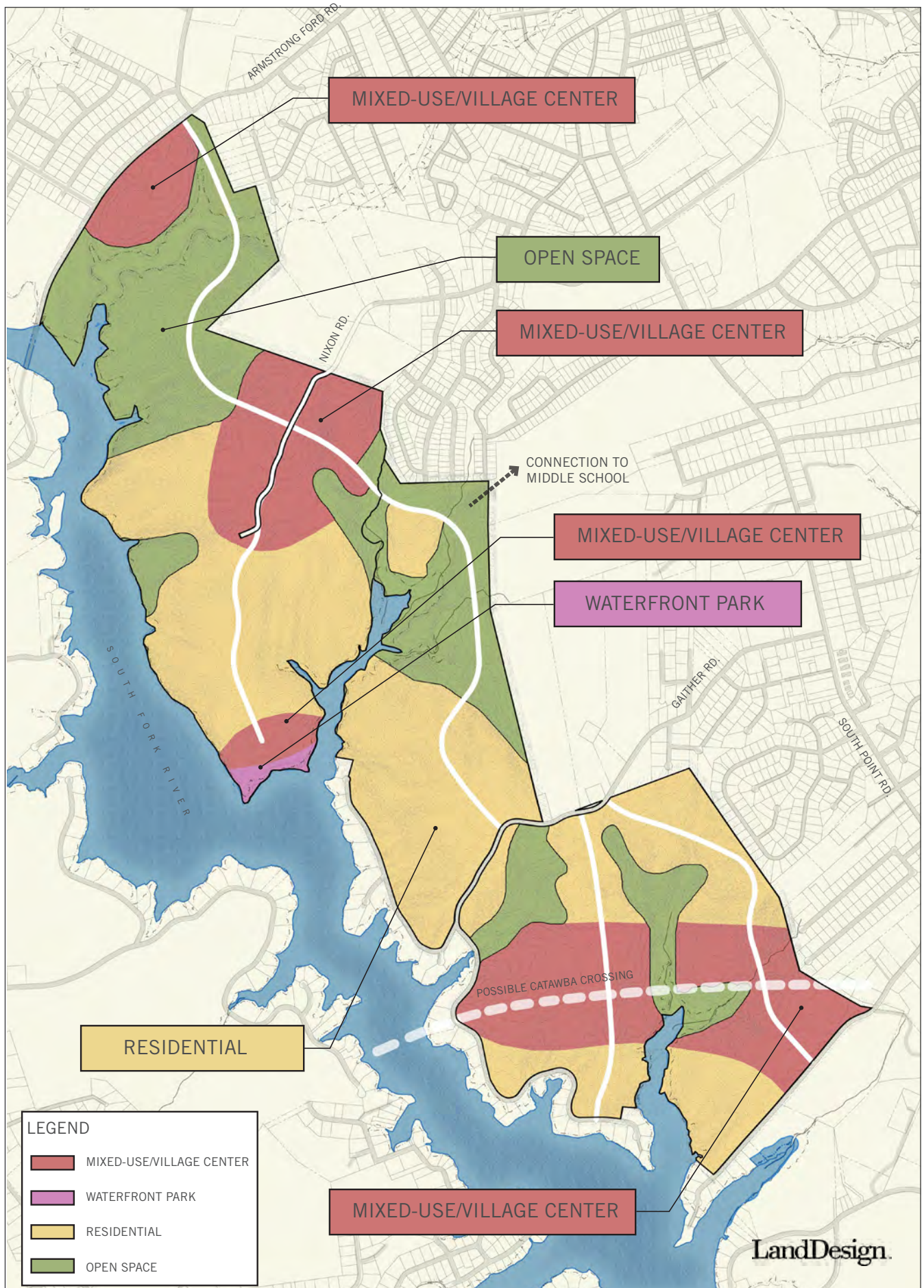
The South Fork Small Area Plan offers a unique opportunity to provide a public park, access to the riverfront, and a trail network throughout the community that will connect to adjacent communities and trail/sidewalk initiatives. As part of the development, a public access point to the riverfront and trail network will be provided and phased with development as it occurs. Funding programs and public/private partnerships should be explored to develop the public parks, trails, and waterfront locations.

Waterfront Access



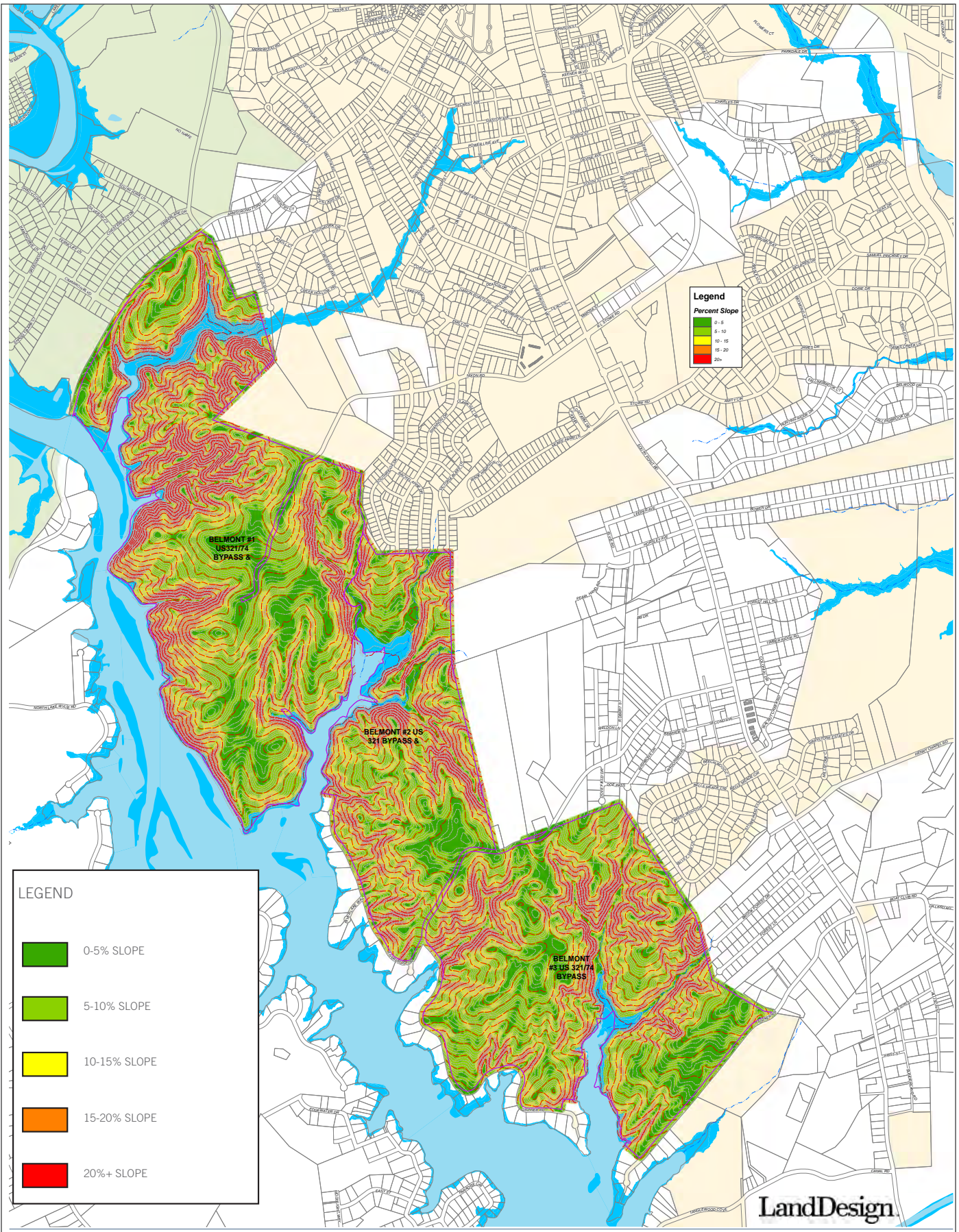
Multi-Use Trail





MAP 5-4 SOUTH FORK SMALL AREA PLAN MAP

Note: Approximate Locations and Size TBD



MAP 5-5 SOUTH FORK SMALL AREA PLAN SLOPE ANALYSIS

Environmental and Existing Conditions

The South Fork land assemblage will require phasing and implementation strategies sensitive to many environmental areas and steep topographic conditions. Of the 1,018 acres, a few hundred acres are in undevelopable slopes and floodplain areas. Because these areas will influence developable 'pods' which are not all connected, flexibility with phasing and implementation will need to be studied further as the market supports. While the preservation of these areas will provide for significant open space and great amenities such as trails and parks, it will also present challenges for development and access both into and within the property.

Community Form Principles for the South Fork Area

The following community form principles apply to this small area plan (SAP).

1. The street network should be predominantly local neighborhood streets including street trees, on street parking (one or both sides), and bike lanes where applicable.
2. The Village Center areas envision a mixture of uses and densities.
3. Design guidelines for materials, architecture, and landscaping will be developed, and implementation will be managed by a review board.
4. Building materials and styles will be determined by the design guidelines and will be consistent with architecture, materials, and colors in Belmont.
5. Where applicable and feasible, all streets should connect to other streets.

Transportation Connectivity

The phasing, environmental, and topographical conditions of the property make it difficult and costly to construct a single thoroughfare type road from north to south. As part of this SAP, an in-depth review of the prior Comprehensive Land Use Plan's alignment for this connector was completed. The prior alignment envisioned did not account for environmentally sensitive areas, topography, or financial feasibility and would entail building multiple crossings. The site conditions will require flexibility in road design for slopes, design speeds, and tighter curve radii. A higher speed multi-lane boulevard will not provide for the type of community walkability that is expected in this SAP.

Because detailed design and engineering has not occurred at this level for this north to south roadway connection, or any roadway network, flexibility in shown location and alignment is needed. A more comprehensive look at the entire route will need to take place prior to any development occurring on the land. While the construction of the entire north-south roadway network will occur over time and in phases, the final alignment will need to be determined during the first phase of development and connected with each subsequent phase. In addition, opportunities will exist for multiple east-west street access points from South Point to this future north to south connector. Examples of east-west roadway connections include Nixon Road, Gaither Road, and Tucker Road.

Prior to any alignment changes or recommendations for north-south connectivity, further transportation studies should be performed to determine the true impact from adjacent developments. With the possibility of the Catawba Crossing connection to the south, the current alignment of the north-south road will need to be phased to accommodate future alignments and connections on the southern end.

Street Sections

To create a walkable community, much like what exists in Belmont today, the phased north-south connection is envisioned to be a two-lane boulevard with bike lanes and potential on street parking, as shown in the Street Typology section of this document. Having a multi-modal street section for pedestrians, bicycles, and vehicles will provide for a safer environment for all, with slower design speeds and multiple stop conditions.

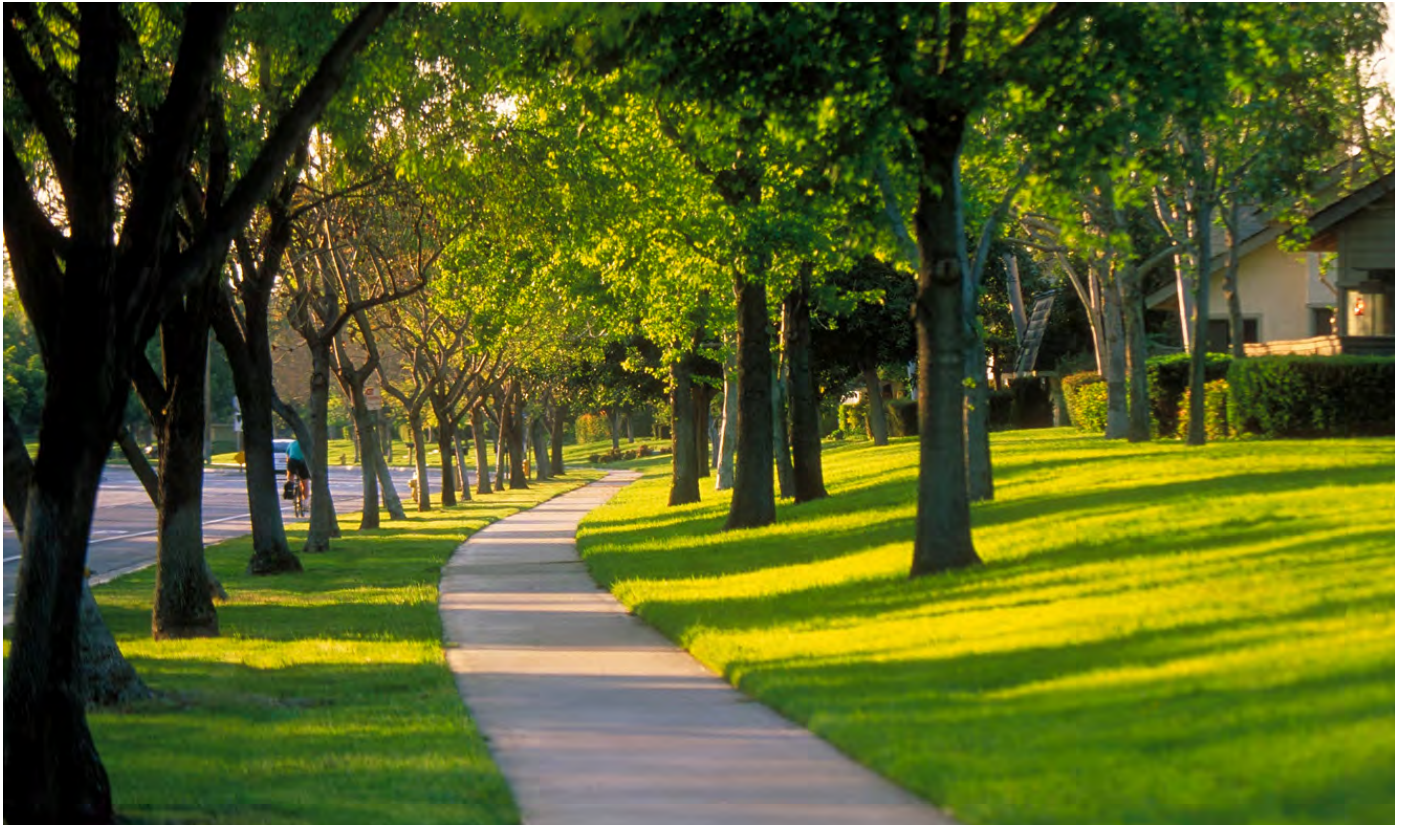
Note: It is understood that a change in alignment and street section will require an amendment to the thoroughfare plan and to the existing MPO plans showing this alignment. Because of the site-specific constraints and existing connections on adjacent properties, it will be important to complete a more detailed study of the feasibility and implementation strategies for the north-south road prior to updating the plans. In addition, depending on the final form and route of this connection, the possibility for public-private partnerships may be explored for all infrastructure and utility needs.

Phasing

Because of the size of the property and the physical characteristics of the land, it will be necessary to develop the property over many phases and increments. All infrastructure and road improvements will be studied and provided as each phase occurs.

Mixed-use Village Center





Tree-Lined Streets

Main Street



Multi-Use Trail



Boulevard with Bike Lanes



Land Uses

A wide range and variety of land uses is envisioned in the South Fork Small Area Plan. Development opportunities will include a range of residential uses, including rental and for sale units.

There will be a range of residential densities, including attached and detached homes, along with a mixture of retail and commercial uses located in the designated village centers, as shown on MAP 5-4 on pg. 195. It is anticipated that residential place types will range from high density within the Village Centers and Commercial Mixed-Use Areas to medium and low density residential as one moves toward the waterfront and steep slopes.

As noted, the small area plan will include a mixture of residential types both in the village center and in the residential areas identified on MAP 5-4 on pg. 195. Though a blend of medium and low density residential will exist in the areas identified as residential, the total density of areas outside the village centers will be at three units (gross acre).

Four potential mixed-use village centers have been identified on the property where it is anticipated that higher density mixture of uses may be appropriate. Because it is not possible to identify the exact location, layout, and size of those mixed-use village centers today, flexibility will be necessary to shift and modify the location and size of the village centers as development occurs.



Pocket Parks



Single-Family Residential



Townhomes



Retail Village



Apartment Residential

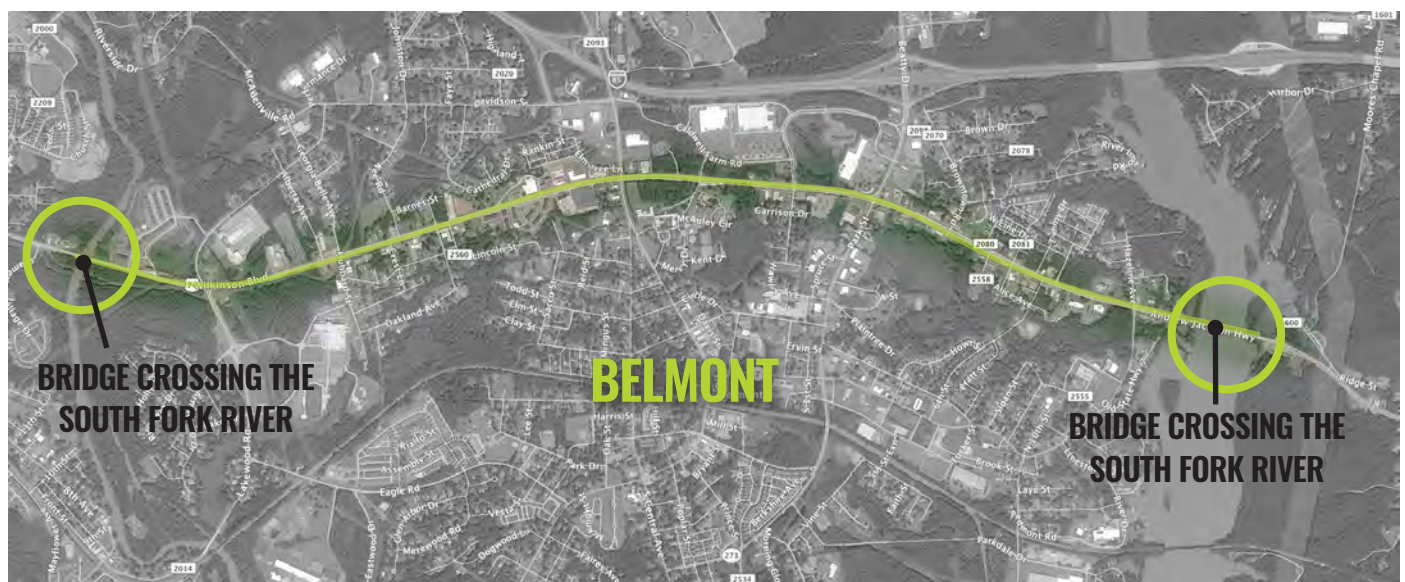
Catawba Crossing

The proposed north to south roadway connection to the future Catawba Crossing to the south must be studied further once additional alignments and studies are approved by the MPO and jurisdictions that solidify the location. At-grade intersections are envisioned along the future Catawba Crossing that will provide access into this Small Area Plan from the south. Because the amount of traffic volume anticipated at this connection is high, a Village Center is envisioned at this location. This crossing will provide for higher density uses for residential, retail, and employment uses.

Because further planning is required for the possible Catawba Crossing, it will be necessary to provide options considering developing this small area plan from the north while remaining flexible in future alignments of the north-south connection. Infrastructure completion along the southern property edge may be affected by shifts in alignment or intersection locations.

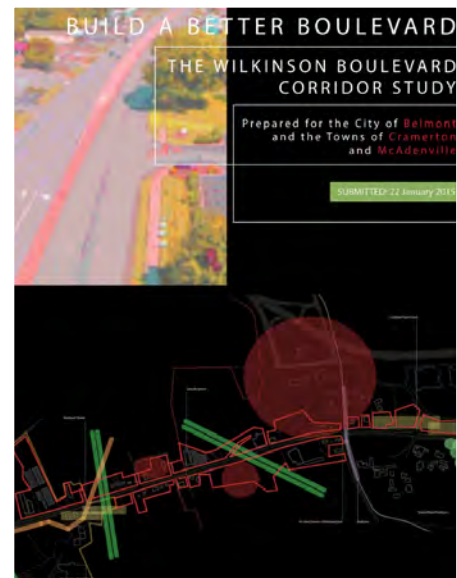
The “Build a Better Boulevard” study will serve as the Wilkinson Boulevard Small Area Plan.

The map below highlights the general study area of the Build A Better Boulevard study.



Wilkinson Boulevard Small Area Plan

The Wilkinson Boulevard Small Area Plan is embodied in its entirety in the **Build A Better Boulevard Study** adopted by the City in 2015. Unlike other small area plans created by the City, the Wilkinson Boulevard Corridor Plan actually extends the length of U.S. 74 and includes portions of the Montcross Small Area Plan. Details on how those areas and the plans for each intersect are included in the plan narrative for the Montcross Small Area Plan. Rather than repeat the quite extensive Build A Better Boulevard Study in this section, it is appended to this Plan in its original format. Please refer to Appendix 1 for the contents of the study.



TRANSPORTATION AND MOBILITY

Process

The transportation component of the Belmont Comprehensive Land Use Plan is the product of a process that included collection of existing transportation data from various sources (North Carolina Department of Transportation, Gaston-Cleveland-Lincoln Metropolitan Planning Organization, Mecklenburg-Union Metropolitan Planning Organization, the City of Belmont, and Gaston County), community input at Comprehensive Plan Public Meetings and Workshops, and analysis of the opportunities and constraints presented by the existing transportation system and land use patterns.

The refinement of the Belmont Comprehensive Land Use Plan - Transportation Plan has correlated with the refinement of the land use plan for Belmont. Ultimately, the goal is to enhance the current transportation system to serve the desired land use intensity and spatial distribution in the City.

Capacity, Connectivity, and Choice

Three guiding elements in the development of the transportation component of this Plan were capacity, connectivity, and choice. These elements organize the evaluation of the existing transportation system and provide guidance for the development of future improvements.

Capacity

The Plan defines capacity as the amount of transportation system needed to meet or exceed a given demand for mobility. The primary quantitative assessment of system capacity is related to traffic conditions on existing (and future) roadways, since roads almost exclusively currently define transportation in Belmont. The Plan seeks to provide adequate capacity for anticipated transportation growth around the City by providing expanded facilities, facilities on new alignment, and by identifying areas for realignment to improve the safe and efficient flow of traffic. The Plan also seeks to include improvements already committed to in the NCDOT Transportation Improvement Program (TIP) and the GCLMPO 2040 Metropolitan Transportation Plan (LRTP).



Connectivity

Connectivity is vitally important in overall transportation system performance regardless if the trip is made by car, bus, bicycle, or by foot. Some existing traffic problems in Belmont can be traced to a lack of connectivity between major roadway facilities, collector streets, and even adjacent neighborhood streets. Part of the problem lies with the relationship between the historic and more recent land use development patterns and the lack of a guiding transportation plan to link the system together. Improved connectivity of the future roadway system in Belmont will result in fewer vehicle-miles traveled, shorter vehicle trips in town, and a reduction in the need for the widening of existing roadways. Connectivity is also vitally necessary for efficient public transportation systems in terms of the area that transit serves and the efficiency of developing fixed routes.

From a safety perspective, probably the most important aspect of connectivity relates to bicycle and pedestrian facilities. Belmont has few extended sections of sidewalk that connect more than local neighborhoods and the historical downtown area. With little or limited connectivity to other areas of town, there is a missed opportunity for more trips being made without the need for a vehicle; many pedestrians are wary of walking where portions of the trip do not feature continuous sidewalk, crosswalk, or pedestrian signalization at high traffic volume intersections. Similarly, there are only a few designated bicycle facilities that connect various areas of City. There are a number of existing streets that are used by bicyclists that are not particularly “bicycle-friendly.” Again, in many semi-rural, low density areas within the planning area, roadway designs are such that bicycling is very prohibitive on 10 and 11-foot travel lanes with no shoulders. These roadways could provide scenic, accessible environments for bicycling, but are underused for this travel mode because they are not safe.

To serve these modes of transportation in a safe manner, a designated, connected system of on-road and off-road facilities needs to be created to make non-motorized transportation a viable option for residents.

Adding sharrows (shared-lane markings) to roadways are a cost effective way to increase safety for cyclists.



An example of a multi-use path.



Choice

The third element relating to the transportation component of this Plan is choice. The Plan needs to identify ways to allow Belmont residents to move around their community and beyond with options other than the use of an automobile. There are viable possibilities for extended regional and local bus service developed in the Plan, and for the integration of pedestrian/bicycle on-street facilities and off-street greenway systems. Overall, the Plan serves to enhance the streets of Belmont as a land use in and of themselves, rather than as a barrier between land uses or just a place where cars go. The aspect of “choice” is also important in freeing some capacity for existing and future roadways to serve anticipated demands.



Existing Conditions

The existing transportation system in the Belmont Planning Area was inventoried for roadway capacity, geometrics, and traffic demand. Daily traffic count growth was compiled from information provided by NCDOT for the year 2014. Information from existing transportation planning documents and thoroughfare plans was also reviewed to make an assessment of the current transportation system.

The current assessment of the transportation system in Belmont is that current and recently approved commercial and residential development is outpacing the system-wide improvements made to the transportation system that serves it. The addition of another bridge across the Catawba River (Lake Wylie) will help reroute local and regional traffic. Much of the traffic on South Point Road, for example, is coming from or going to

South Carolina. The ongoing build-out of the McLean development among others on the south end of the peninsula, continues to add rooftops and cars to the road. The only direct road coming from the new development to the interstate or downtown Belmont is South Point Road. These additional cars on the road are contributing to more congestion on South Point Road and its effects are being felt by the community. Many intersections around the City are congested during peak travel periods, because of a lack of adequate turn-lanes and/or traffic signal phases. There are relatively few sidewalk facilities that connect neighborhoods or exist along major roadways outside of the historic downtown district. Several roadways located on the periphery of the City planning area have substandard lane widths, no shoulders, and sharp curves that lead to intersections that are poorly aligned for safe sight distances.

Alternative transportation modes in the City are somewhat limited. Transit service through Belmont is limited to the Charlotte Area Transit (CATS) Route 85 Express Bus. This bus makes one stop in Belmont while serving both Gastonia and downtown Charlotte with east-west service along I-85. Pedestrian facilities and usage are highest in the historic downtown district and within newer subdivisions.

Planned Transportation Improvements

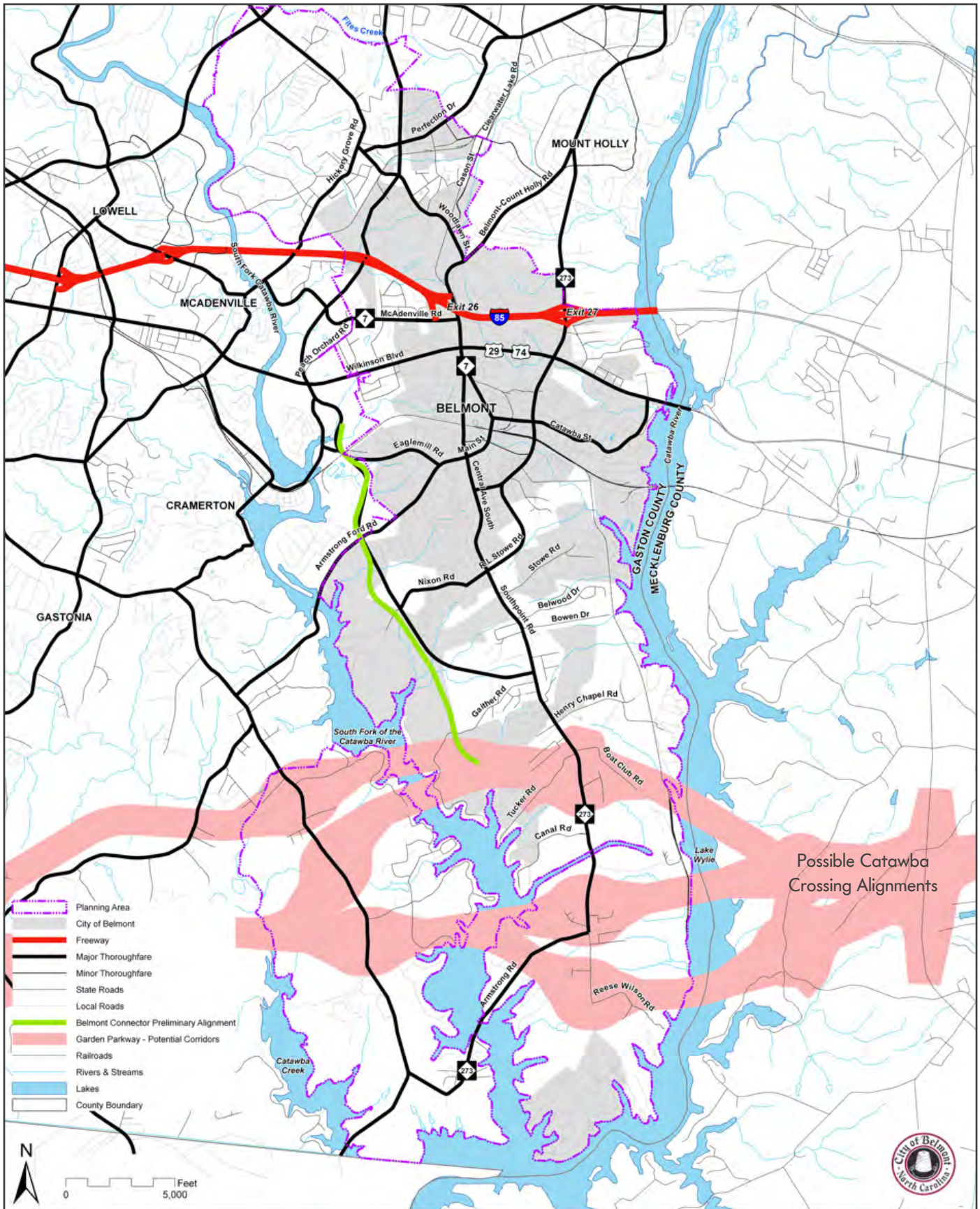
Existing local and state transportation plans were reviewed and the following improvement projects were noted:

According to the 2016 / 2017 City of Belmont Capital Improvements Program, the following transportation improvements have been identified. These projects are reviewed annually and are subject to change by consensus of future city councils.

- ▶ **Main Street Streetscape Improvements (North of Woodrow Avenue)**
 - ▷ Funding projected for the 2016/2017 Fiscal Year
 - ▷ This project will extend the downtown streetscape improvements across Woodrow Avenue on the east side of N. Main Street
- ▶ **Catawba Street – Streetscape Improvements**
 - ▷ Funding projected for the 2018/2019 Fiscal Year
 - ▷ The goal of this project is to improve the visual character of Catawba Street and to improve the walkability and bikeability of the corridor. It will provide streetscape improvements similar to the 1990s project that enhanced Main Street.
 - ▷ Anticipated improvements include new sidewalks, landscaping, decorative lighting, and other pedestrian improvements.
- ▶ **Park & Ride Parking Lot**
 - ▷ Funding projected for the 2019/2020 Fiscal Year
 - ▷ The current Park & Ride lot for the Charlotte Area Transit Service (CATS) Route 85X is located in Abbey Plaza but needs to be relocated when the plaza redevelops.
 - ▷ A permanent location needs to be near I-85.
- ▶ **Belmont Abbey Rail Trail**
 - ▷ Funding projected for the 2018/2019 Fiscal Year
 - ▷ A 10 foot wide greenway and boardwalk will follow beside the inactive P&N Belmont spur tracks that connect Belmont Abbey College and downtown Belmont.

- ▷ This will provide a safe and convenient pedestrian and bicycle route between North Belmont, Belmont Abbey College, Sisters of Mercy, and downtown Belmont.
- ▶ **Abbey Creek Greenway**
 - ▷ Funding projected for the 2019/2020 Fiscal Year
 - ▷ One mile greenway along Abbey Creek within the City's sewer easement in East Belmont.
 - ▷ Designated as a part of the Carolina Thread Trail system.
 - ▷ The greenway will stretch from Park Street to Loftin Riverfront Park along Catawba Street
- ▶ **2016 Comprehensive Paving Program**
 - ▷ Funding projected for the 2016/2017 Fiscal Year
 - ▷ Street resurfacing program based on a 2013 Pavement Condition Survey and field assessments.
 - ▷ Streets to be resurfaced are determined by City Council annually.
- ▶ **Downtown Parking Lot – West of Main Street**
 - ▷ Funding projected for the 2016/2017 Fiscal Year
 - ▷ The project reconfigures and expands the downtown parking lots behind City Hall and will nearly double the amount of existing spaces.
- ▶ **2017 Resurfacing Program**
 - ▷ Funding projected for the 2017/2018 Fiscal Year
 - ▷ Street resurfacing program based on a 2013 Pavement Condition Survey and field assessments.
 - ▷ Streets to be resurfaced are determined by City Council annually.
- ▶ **Street Sign Replacements**
 - ▷ Funding projected for the following Fiscal Years: 2017/2018; 2018/2019; 2019/2020; 2020/2021
 - ▷ Multi-year project that will replace all street name and regulatory signs throughout the city limits.
 - ▷ New signs will have larger lettering meeting Emergency Medical Services (EMS) and federal / state regulations and will feature break-a-way sign posts.
- ▶ **Nixon Road Sidewalk Improvements – Phase 3**
 - ▷ Funding projected for the 2017/2018 Fiscal Year
 - ▷ Proposed improvements include a sidewalk extending along the south side of Nixon Road between South Point Road and the west high school parking lot entrance.
- ▶ **East Woodrow Sidewalk Improvements – Main Street to Davis Street**
 - ▷ Funding projected for the 2017/2018 Fiscal Year
 - ▷ This project includes the installation of a sidewalk along the south side of Woodrow Avenue between N. Main St. and Davis St.
- ▶ **2018 Resurfacing Program**
 - ▷ Funding projected for the 2018/2019 Fiscal Year
 - ▷ Street resurfacing program based on a 2013 Pavement Condition Survey and field assessments.
 - ▷ Streets to be resurfaced are determined by City Council annually.
- ▶ **Stowe Road Sidewalk Improvements**
 - ▷ Funding projected for the 2018/2019 Fiscal Year

- ▷ Installation of a 5-foot wide sidewalk from South Point Road heading east along the north side of Stowe Rd. to Stowe Pointe Development.
- ▶ **Safe Routes to School – Lincoln Street Sidewalk**
 - ▷ Funding projected for the 2018/2019 Fiscal Year
 - ▷ Proposed sidewalk improvements will permit students to walk safely to and from school.
 - ▷ Sidewalks will run from Reid Street to Central Avenue.
- ▶ **McLeod Avenue Street Improvements**
 - ▷ Funding projected for the 2018/2019 Fiscal Year
 - ▷ Traffic calming measure that includes a pavement width reduction to create a street tree median as a buffer to improve pedestrian safety.
- ▶ **2019 Resurfacing Program**
 - ▷ Funding projected for the 2019/2020 Fiscal Year
 - ▷ Street resurfacing program based on a 2013 Pavement Condition Survey and field assessments.
 - ▷ Streets to be resurfaced are determined by City Council annually.
- ▶ **Sacco Street Sidewalk Improvements – Lincoln Street to Todd Street**
 - ▷ Funding projected for the 2019/2020 Fiscal Year
 - ▷ New sidewalk to be constructed along Sacco Street fronting Reid Park near the ball field.
- ▶ **Cedar Street Sidewalk Repairs & Replacements**
 - ▷ Funding projected for the 2019/2020 Fiscal Year
 - ▷ Repair and/or replacement of existing sidewalk on Cedar Street from Central Avenue to Sacco Street.
- ▶ **Nixon Road Sidewalk Improvements – Phase 2**
 - ▷ Funding projected for the 2020/2021 Fiscal Year
 - ▷ Installation of a sidewalk along the south side of Nixon Road between Shannon Drive and Southridge Drive.
- ▶ **2020 Resurfacing Program**
 - ▷ Funding projected for the 2020/2021 Fiscal Year
 - ▷ Street resurfacing program based on a 2013 Pavement Condition Survey and field assessments.
 - ▷ Streets to be resurfaced are determined by City Council annually.
- ▶ **Julia Avenue widening, drainage, & sidewalk**
 - ▷ Funding projected for the 2020/2021 Fiscal Year
 - ▷ This project includes pavement widening, drainage improvements, and adding a sidewalk on one side of Julia Avenue.



MAP 5-6 BELMONT - MT. HOLLY CONNECTOR

Source: The City of Belmont

Another proposed transportation project that will affect development patterns within the Planning Area is the **Belmont-Mt. Holly Connector** (MAP 5-6 on pg. 208). This project is in the preliminary planning phases and generally proposes to connect Wilkinson Boulevard near the South Fork River with South Point Road north of Duke Energy's Allen Steam Station, and eventually continue north into Mt. Holly. It is hoped that the Belmont-Mt. Holly Connector will alleviate much of the traffic on South Point Road by providing a new north-south alternative as the southern portions of the Planning Area continue to develop. According to the Gaston-Cleveland-Lincoln Metropolitan Planning Organization's 2040 Metropolitan Transportation Plan, the project is currently unfunded.

While traffic on I-85 at peak times is a serious concern for Belmont commuters, the North Carolina Department of Transportation (NCDOT) has assigned a high priority to the widening of I-85 from N.C. Highway 273 to N.C. Highway 321. The project will also include an upgrade to the interchange at the Belmont Abbey interchange. This project, along with many others within the planning area, is earmarked for funding in the future NCDOT's Transportation Improvement Program (STIP). The complete list of projects within the planning area follows:

- ▶ **Interstate 85 Road Widening**
 - ▷ Funding projected for the 2021-2024 Fiscal Year
 - ▷ The interstate will be widened to eight lanes from US 321 to NC 273
- ▶ **Interstate 85 Pavement Rehabilitation**
 - ▷ Funding projected for the 2021-2024 Fiscal Year
 - ▷ Pavement rehabilitation from mile marker 22 to the Mecklenburg county line.
- ▶ **US 74 (Wilkinson Boulevard) at NC 273 (Park Street) Intersection Improvements**
 - ▷ Funding projected for the 2021 and 2023 Fiscal Years
- ▶ **US 74 (Wilkinson Boulevard) Adaptive Signal System**
 - ▷ Funding projected for the 2022/2023 Fiscal Year
 - ▷ Installation of an adaptive traffic signal system from NC 7 (Catawba Street) to SR2209 (Wesleyan Drive) in McAdenville
- ▶ **NC 7 Road Widening**
 - ▷ Funding projected for the 2019 and 2021 Fiscal Years
 - ▷ Widen NC 7 to multi-lanes from Interstate 85 to US 29 / 74
- ▶ **NC 273 Bridge Replacement over Duke Power Feeder Canal**
 - ▷ Funding projected for the 2022/2023 Fiscal Year
- ▶ **NC 7 Intersection Improvements**
 - ▷ Funding projected for the 2019 and 2021 Fiscal Years
 - ▷ Construct a northbound through lane and other intersection improvements at the intersection of NC 7 / US 74 and NC 7 / US 29.
- ▶ **Belmont Abbey Rail Trail**
 - ▷ Funding projected for the 2017 Fiscal Year
 - ▷ A 10-foot wide greenway and boardwalk will follow beside the inactive P&N Belmont spur tracks that connect Belmont Abbey College to Woodlawn Avenue
 - ▷ This will provide a safe and convenient pedestrian and bicycle route between North Belmont, Belmont Abbey College, Sisters of Mercy, and downtown Belmont.

- ▶ Piedmont and Northern Railroad Reactivation of Rail Corridor
 - ▷ Funding projected for the 2017 Fiscal Year
 - ▷ Reactivation of the rail corridor between Gastonia and Mount Holly including the Belmont Spur for passenger use.

With few projects currently under construction or funded by the NCDOT Transportation Improvement Program, most roadway improvements in the City are currently the result of private developments constructing internal circulation roadways or making spot improvements (turning lanes, traffic signals) onto existing adjacent roadways throughout the City.

Future Transportation Map

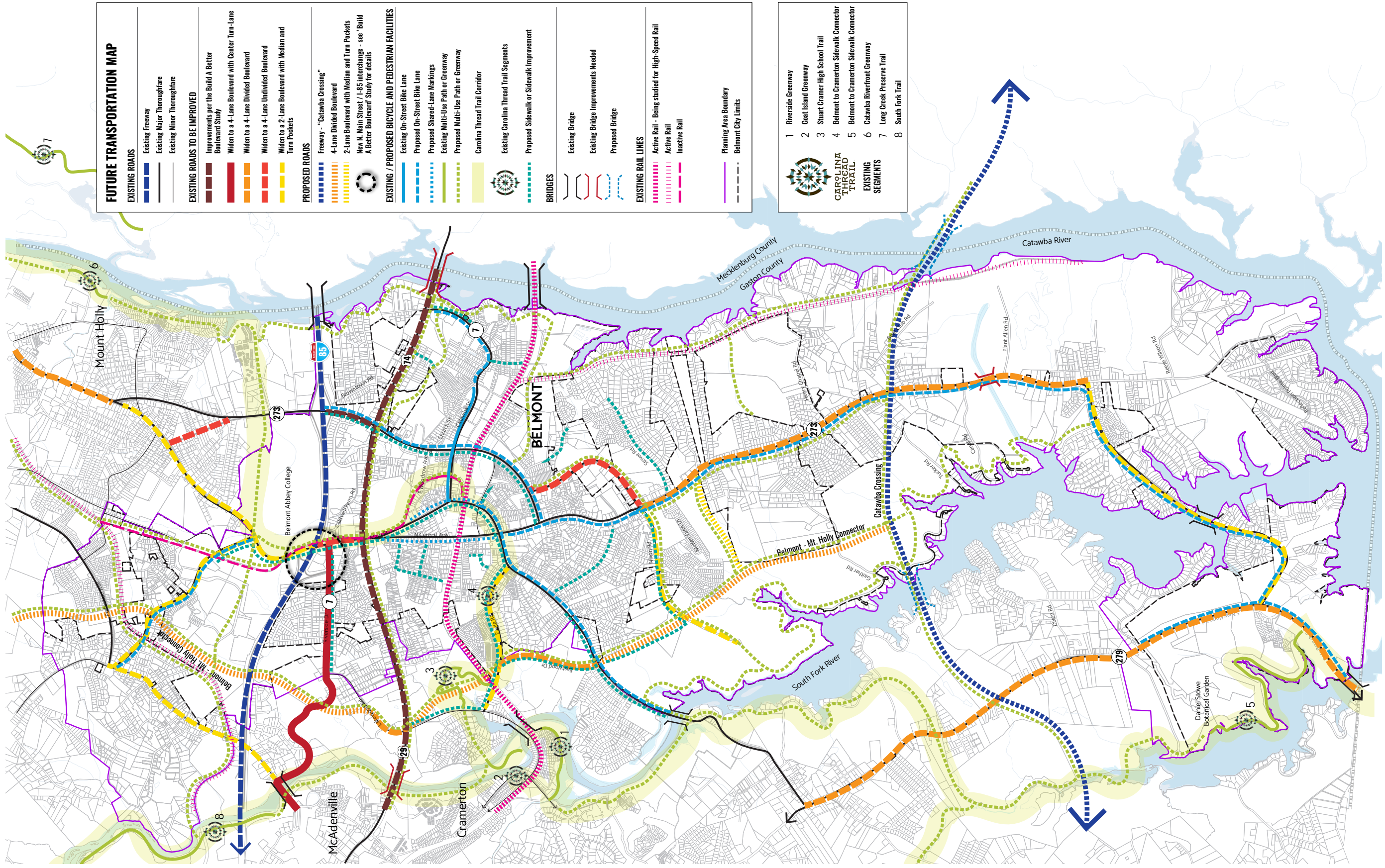
The proposed transportation element of this Plan seeks to provide adequate traffic movement capacity based on the estimates from the historic growth projection, Metrolina travel demand model, and input from the Comprehensive Land Use Plan's Future Development Map. The element also seeks to organize roadways into an ordered Functional Classification, to provide better standards and design criteria for roadways in the City. In addition, the Plan seeks to improve connectivity between existing facilities through the development of a network of local connecting roadways. These extensions/realignments of existing roads provide a "backbone" of transportation options through the City. Thus, there are multiple options for each vehicular trip, which avoid the current pattern of saturating the few major roadways with all trips from a particular subdivision or development. Finally, a qualitative assessment of important intersection improvement is noted based on the need to realign a particular intersection to acceptable design standards promulgated by NCDOT or the American Association of State Highway and Transportation Officials (AASHTO). This assessment will improve the safety and efficiency of the intersection.

The map proposes a future transportation network that acknowledges the achievements of and builds upon previous transportation planning efforts and plans. The plan also refines previous transportation planning by encouraging development design that is less auto dependent and provides greater mobility choice. This approach reduces the need for expensive, extensive, and sprawl-producing road network while reinforcing desirable development character. At the site level, this plan sets out a set of detailed street type designs and encourages a dense network of connectivity as a part of development and redevelopment.

New streets in Belmont should be designed to follow the proposed street typologies of this Plan found later in this Chapter. The accessibility benefits can be realized with streets that are in character with the proposed street types and character types. Care should be taken to ensure that the streets are built with no more lanes than needed to satisfy the projected traffic demand; the result will be context-sensitive facilities. In this way, Belmont can satisfy growth with network-building rather than highway-building.

MAP 5-7 on pg. 211 shows the **Future Transportation Map**. Roadways are delineated into three major functional classes, and then separated by number of lanes, and by whether the roadway is on existing alignment or new alignment. The functional classification scheme was taken from current NCDOT Transportation Planning Branch standards for development of municipal and county transportation plans across the State. Since most major roads in Belmont are State-owned and maintained, it will be beneficial to maintain integrity between the City's functional classifications system and NCDOT's.

Belmont Future Transportation Map



MAP 5-7 FUTURE TRANSPORTATION MAP

This page left blank intentionally.

The Plan will include two critical new roadways that would vastly improve the overall circulation patterns within and around Belmont. The first of these roadways is currently referred to as the Catawba Crossing which provides an east/west connection to Mecklenburg County and Gastonia crossing Lake Wylie/ Catawba and South Fork Rivers. This major improvement would affect many other roadways and estimated traffic volumes in the City's transportation network. Diversion of through travel on the Catawba Crossing would reduce traffic growth on US Highway 74/Wilkinson Boulevard and provide a much needed connection between Belmont and the currently separated adjacent communities. A critical intersection of the Catawba Crossing would be the connection to the other major new roadway proposed, the Belmont-Mt. Holly Connector. This additional thoroughfare would allow increased mobility for north-south cross-town traffic and take the existing demand burden off of South Point Road/Central Avenue.

All existing NCDOT Transportation Improvement Program and Gaston-Cleveland-Lincoln Metropolitan Planning Organization Long Range Transportation Plan projects are included in this component, and most remain at the same level of proposed improvement as was listed above. All roadways and improvements were compared to the intensity and location of the various Future Development Map elements to ensure consistency and viability of a transportation system to support this Plan. The transportation component also contains separate elements for pedestrian/bicycle circulation, rail, and transit (see MAP 5-7 on pg. 211). These elements, like the roadway plan, were developed in concert with the land use plan and complement the overall goals for the City.

Supplemental Plans to the Future Transportation Element

Previous planning efforts played a key role in the development of the Future Transportation Map and are intended to supplement this Plan. These existing plans are highly-detailed and provide a more in-depth look at the specific components of the proposed mobility system.

Build a Better Boulevard Study

The US 29/74 (Wilkinson Blvd.) corridor reaches across North Carolina from Wrightsville Beach in the east to Asheville in the west. It is called different names as it runs from beach to mountains, and the official designation for the entire system is US Highway 74. In January 2015 a study focused on the Catawba River communities of Belmont, Cramerton, and McAdenville and used a comprehensive approach to visioning and planning for the transportation network around Wilkinson Boulevard and I-85.

The study's recommendations anticipate:

- ▶ The level of Wilkinson Blvd. rebuilding that may be necessary in the coming years, and
- ▶ What interventions can be implemented that will remain in place long enough to make a difference as the Boulevard and the western corridor are re-developed.

Arguments for two alternatives were raised during the study.

- ▶ Some wanted to see more development along Wilkinson and an increase in traffic along the corridor because they see the gradual decline of businesses as a drawback to the image and economy of the area.
- ▶ Others want a Boulevard designed in the direction of a limited access highway to reduce the opportunities for businesses to locate along the corridor while maintaining speed and flow of traffic across communities.

A **'boulevard'**, by definition, is a thoroughfare that carries traffic across a community. It represents a response to the need to travel across larger urban areas relatively efficiently without needing to stop often. If "through traffic" is the main goal, then the ideal boulevard would function more like the even newer interstate system with no disruptions and limited access points controlled by interchanges. Yet this view must be balanced with a historic view of boulevards as providing wonderful accessibility and high quality of life to the residences and businesses that are located along them.

During the course of the public outreach initiative the Team discovered two distinctly different sets of opinions about traffic, safety, and development concerning Wilkinson Blvd. They can be summarized as:

- ▶ Congested, Ugly and in need of Development Restrictions; or
- ▶ Fast Moving, Ugly and in need of Development Incentives.

This Study starts the strategic planning conversation by recommending three sets of interventions. Each intervention prioritizes a set of proposals for making the Wilkinson Boulevard Corridor more robust.

1. **Traffic Management Improvements:** Adaptive signal systems, policy for McAdenville Christmas lights, I-85 accidents, NCDOT dynamic message information signs and remote cameras along I-85 and Wilkinson Blvd. Written and approved Highway Patrol, Police, and NCDOT coordination plan for traffic management during exceptional conditions.
2. **Interchange and Street Upgrades:** Interstate I-85 Interchange redesigns, multi-way design for Park Street, box out systems, and comprehensive plan and zoning updates.
3. **Design Changes:** Wilkinson Blvd Section enhancements, two bridge replacements, and multiple intersection upgrades.

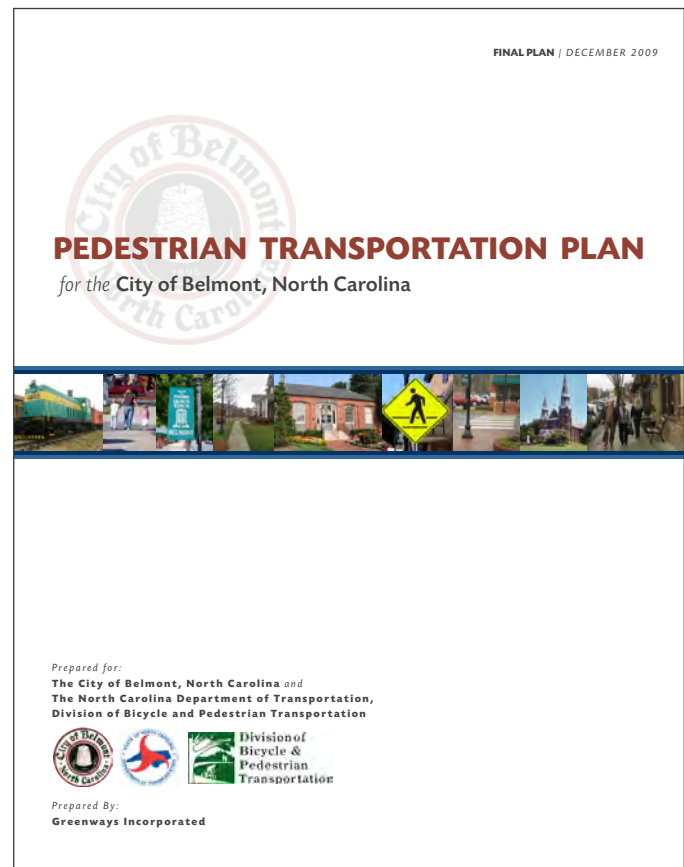
Pedestrian Transportation Plan

The proposed Future Transportation Map highlights priority pedestrian improvements and new infrastructure and is intended to be used in conjunction with the recommendations provided in the Belmont Pedestrian Transportation Plan (2009). Now eight years old, an update to this plan may be warranted.

The Belmont Pedestrian Transportation Plan recommends a series of changes to the City of Belmont's physical environment that will create a more connected, comprehensive pedestrian network. Three main types of pedestrian projects have been identified and include sidewalks, crossing improvements, and multi-use trails (i.e., rail-trails, greenway trails, side paths, etc.) The recommended sidewalks in Belmont will expand upon the existing network downtown.

For Belmont, many of the recommended pedestrian improvements are at crossings such as intersections. Major intersections will have a variety of improvements such as pedestrian-activated crossing and countdown signals, curb extensions, medians, and pedestrian refuge islands. Greenways/multi-use trails can be paved or unpaved and can be designed to accommodate a variety of trail users, including bicyclists, walkers, hikers, joggers, skaters, horseback riders, and those confined to wheelchairs (hence, the term 'multi-use trail'). Greenway corridors can serve environmental purposes, protecting forests, enhancing water quality, and offering many opportunities for environmental education. Greenway trails can be constructed of natural materials, gravel, crushed stone, asphalt, or concrete; the material selected depends upon the projected usage and surrounding landscape. Since not all greenways can be built on existing City easements, land acquisition is an important component of greenway development.

The Pedestrian Plan provides design guidelines for the following: sidewalks and walkways, greenway trails, marked crosswalks, curb ramps, raised or lowered medians, advance stop bars, bulb-outs,



pedestrian overpass/underpass, roundabouts, traffic signals, pedestrian signals, landscaping, roadway lighting improvements, environment, street furniture and walking, transit stop treatments, pedestrian signs and wayfinding, bridges, sidewalk maintenance, and greenway/multi-use trail maintenance.

These treatments and design guidelines are important because they represent minimum standards for creating a pedestrian-friendly, safe, accessible community.

Bicycle Master Plan

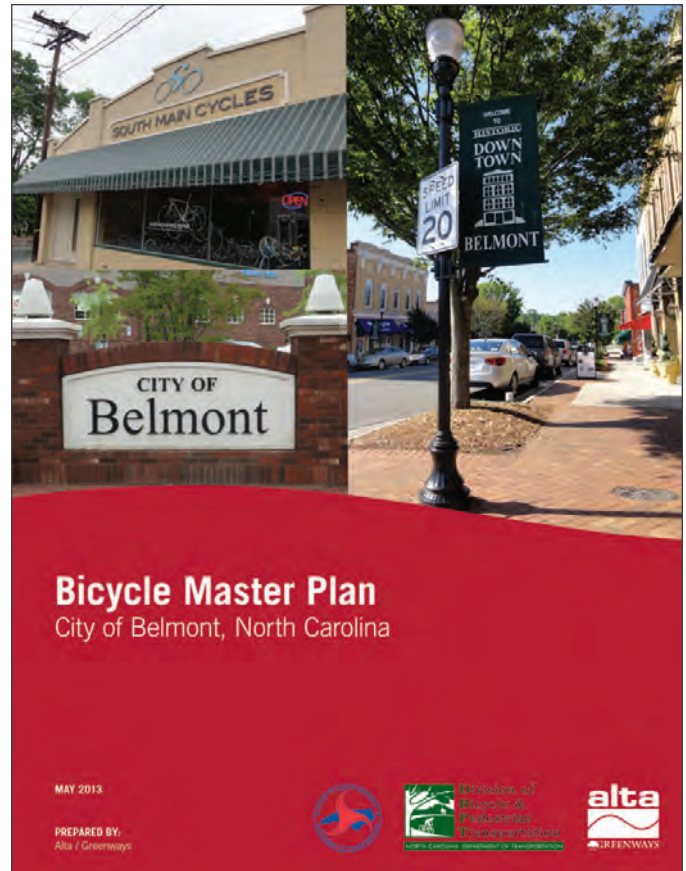
The proposed Future Transportation Map illustrates priority bicycle infrastructure improvements and new bicycle facilities and is intended to be used in conjunction with the recommendations provided in the Belmont Bicycle Master Plan (2013).

The Project Steering Committee of the Belmont Bicycle Master Plan led the development of a Vision including overarching goals for the plan, identifying opportunities for improving conditions for bicyclists in Belmont, and describing desired outcomes of the plan. Major goals of the plan include:

- ▶ Create a community network of on and off-street bikeways designed for all types of bicyclists;
- ▶ Improve bicycling access along major corridors;
- ▶ Capitalize on the scenic beauty of the Belmont area; and
- ▶ Educate both bicyclists and motorists as to the rules of the road and etiquette related to bicycling.

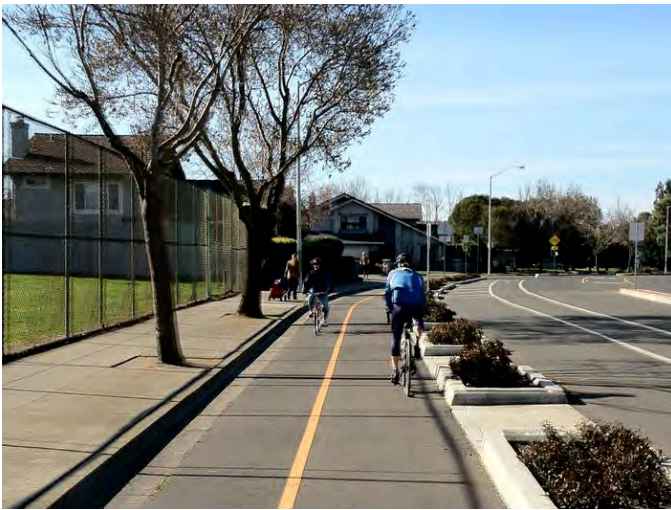
A bicycle-friendly Belmont will help to improve the health and fitness of residents, provide transportation options, fuel the local economy, and enhance environmental conditions while contributing to a greater sense of community. As Belmont expands its attractive network of trails, bikeways, and bicycle routes, the City will win over some bicycle-related tourism from other regions and attract new tourists to an easily accessible bicycling destination.

The City staff, the Project Steering Committee, and stakeholders provided baseline information for the planning effort. The existing conditions analysis included: Bicycle Friendly Community assessment; data



Belmont's Bicycle Plan Vision Statement:

“The Belmont Comprehensive Bicycle Master Plan envisions a connected network of on- and off-street bikeways that provide safe and convenient access between neighborhoods, schools, and downtown for all types of bicyclists. The Plan expands Belmont’s reputation as a destination for bicycling and recreation, as a community that considerably shares its roadways, and as a healthy place to live.”



An example of a two-way cycle track which is a bicycle facility that is physically separated from motor traffic.



An example of a buffered bike lane.



An example of an off-street multi-use path.

inventory; field investigation; existing resources and programs; planning and policy review and public input. In an effort to capture the desires of the community, extensive public outreach was performed through two public workshops, a public comment form, booths at community events, and the project website to identify issues and priorities related to bicycling in the City of Belmont.

One outcome of the outreach efforts revealed that the community overwhelmingly preferred to bike within a bicycle lane, off-road path, or on quiet residential streets (80%). The majority of respondents find the bicycling environment in Belmont to be unsafe while 92% believe public funds should be used to improve bicycle transportation options. They identified a lack of bicycle facilities, narrow roads, inconsiderate motorists, and traffic hazards (heavy traffic volume, crossing busy roads, etc.) as primary concerns. Development of side-paths, greenways, and designated bicycle lanes were the most popular approaches to improving the bicycling environment, and the community was most interested in accessing downtown retail, and parks and recreation facilities by bike.

One of the products of the Bicycle Master Plan was an extensive set of network recommendations that are intended to make bicycling more comfortable and accessible for bicyclists of all skill levels and trip purposes. The bikeway recommendations of this Plan include over 50 miles of new on-street bikeways (including bike lanes, bike routes, and shared lane markings) to increase Belmont's bicycle network connectivity and to create a comprehensive, safe, and logical network. The recommended bicycle network represents a connected system that will allow transportation and recreation-based bicycle travel throughout Belmont. The recommended network is composed of numerous types of on-street and off-street bicycle facilities that serve to connect people and neighborhoods to local destinations.

In addition to the network recommendations, the Bicycle Master Plan includes program and policy recommendations that are designed for implementation in the near-term. It also includes a set of design guidelines that serve as an inventory of bicycle design treatments and provides recommendations for their development. These treatments and design guidelines are important because they represent the tools

for creating a bicycle-friendly, safe, accessible community. The Future Transportation Map included in this Plan in conjunction with the Bicycle Master Plan provides a clear road map for Belmont to develop an extensive network of bike facilities that will benefit residents and visitors alike.

Street Typologies

A series of street typologies has been developed as part of this transportation component. The purpose of these typologies is to allow a variety of boulevard designs in addition to undivided two-lane and four-lane streets to fit the varying land use and environmental contexts throughout the City. The typologies provide a range from two travel lanes to six travel lanes to meet the anticipated traffic volumes in different locations throughout the City.

Accommodation of pedestrians and bicycles is incorporated into the street typologies. Trees are located between the roadway pavement and sidewalks wherever possible, to provide a safe and attractive pedestrian environment.

Eleven-foot travel lanes are proposed throughout the typologies, which will be appropriate to the proposed speed limits and will comply with AASHTO standards. The distance between the edge of travel lanes and trees complies with AASHTO and NCDOT standards.

The predominant stormwater drainage method for the street typologies is anticipated to be curb and gutter with underground storm drains. However, in some areas where there are inadequate stormwater systems, an open drainage system may be used. This method consists of appropriately sized drainage swales adjacent to the roadways which capture and allow stormwater infiltration back into the soil.

The typologies used are the ideally desirable street type for roads where they are indicated. They should be followed by the City in reviewing development plans to assure that adequate right-of-way is preserved for the eventual full development of the roadway. They should be used by NCDOT as the City's desired configuration of the roadway to be compatible with the intended land uses which will emerge. There will undoubtedly be situations where topography, environmental constraints, existing development, or right-of-way availability will constrain the ability to fully realize the typology.

Two-Lane Boulevard

The intent of this typology is to provide a suburban scale road that is compatible with predominantly medium density residential and commercial development.

This typology will be appropriate for new or existing alignment situations with existing residential or small commercial development. It is intended to be posted for 35 mph speed limits, and should accommodate up to 15,000 - 20,000 annual average daily traffic.

Pedestrians are to be accommodated with sidewalks adjacent to the roadway as shown. Trees are to be provided between the curb line and the sidewalk for pedestrian comfort and safety.

Bicycle lanes are provided adjacent to the travel lanes but protected bike lanes are recommended in areas of high traffic volumes or higher vehicular speeds. The combination of the bike lane and travel lanes are crucial minimum widths, to allow for vehicles to pass in emergency or incident management situations, and to provide room for allowable U-turns.

TWO-LANE BOULEVARD DESIGN CHARACTERISTICS	
Design Elements	Description
Number of Lanes	2
Parking	Optional; parallel but in addition to bike lane width
Pedestrian Facilities	Yes
Bicycle Facilities	Bike lane, protected lane, or sharrows
Drainage	Curb + gutter (urban context); swale (rural context)
Median	Planted median with turn pockets or flush median for left turns
Streetscape	Formal; street trees in median and verge; Tree wells in hardscape walkway
Furnishings	Bike racks / street furniture; public art per context
Lighting	Yes; pedestrian scale

TWO-LANE BOULEVARD DESIGN PARAMETERS		
Component	Description	Dimensions
A	Travel lane width	11'
B	Parking (access lane)	7'-8'
C	Median / flush median	14' Min.
D	Sidewalk/Multi-Use Path	6'-8' Sidewalk / 10-14' Multi-Use Path
E	Bike lane	4' min. (not including gutter)
F	Protected bike lane	[In-lieu of a Bike Lane] One-way: 7' + 3' separator (preferred) 5'+2' separator (constrained segment); Two-way: 12' + 4' separator (preferred) 10'+2' separator (constrained segment)
G	Tree lawn / swale	4'-8' (urban); 8'-16' (rural)
Optimal Right-of-Way Width		60' - 80'

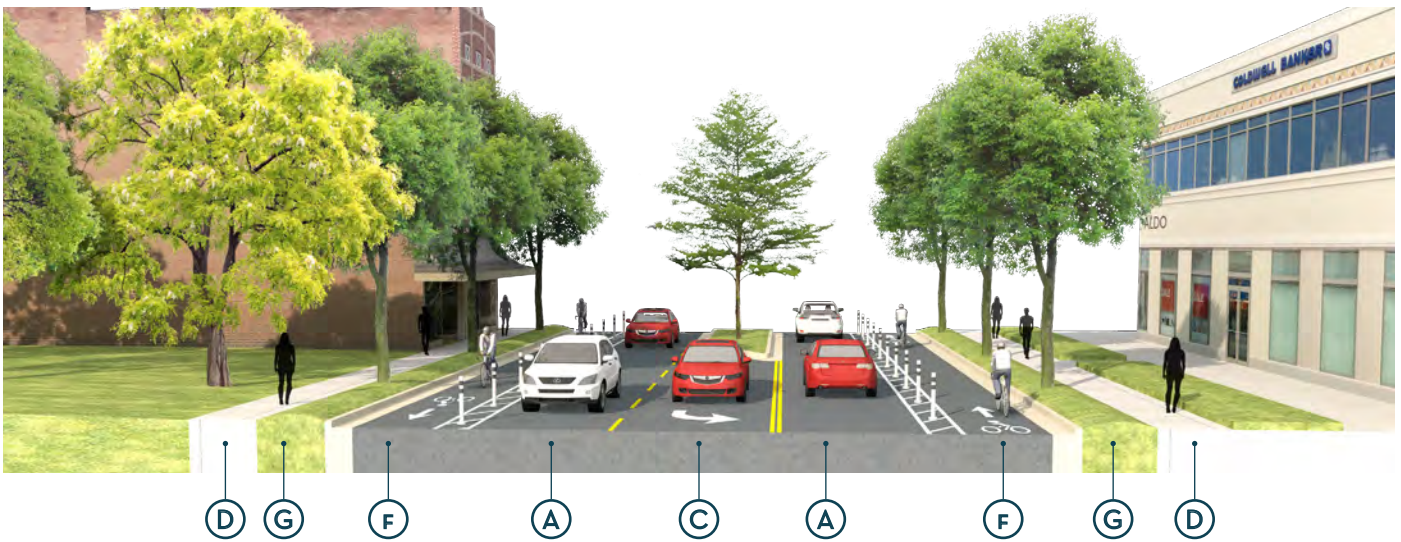
Two-Lane Boulevard with Median, Sidewalks and Bike Lane



Two-Lane Boulevard with Median, Turn Pockets, Sidewalks and Bike Lane



Two-Lane Boulevard with Median, Turn Pockets, Sidewalks and Protected Bike Lane



Center City Core & Service Streets

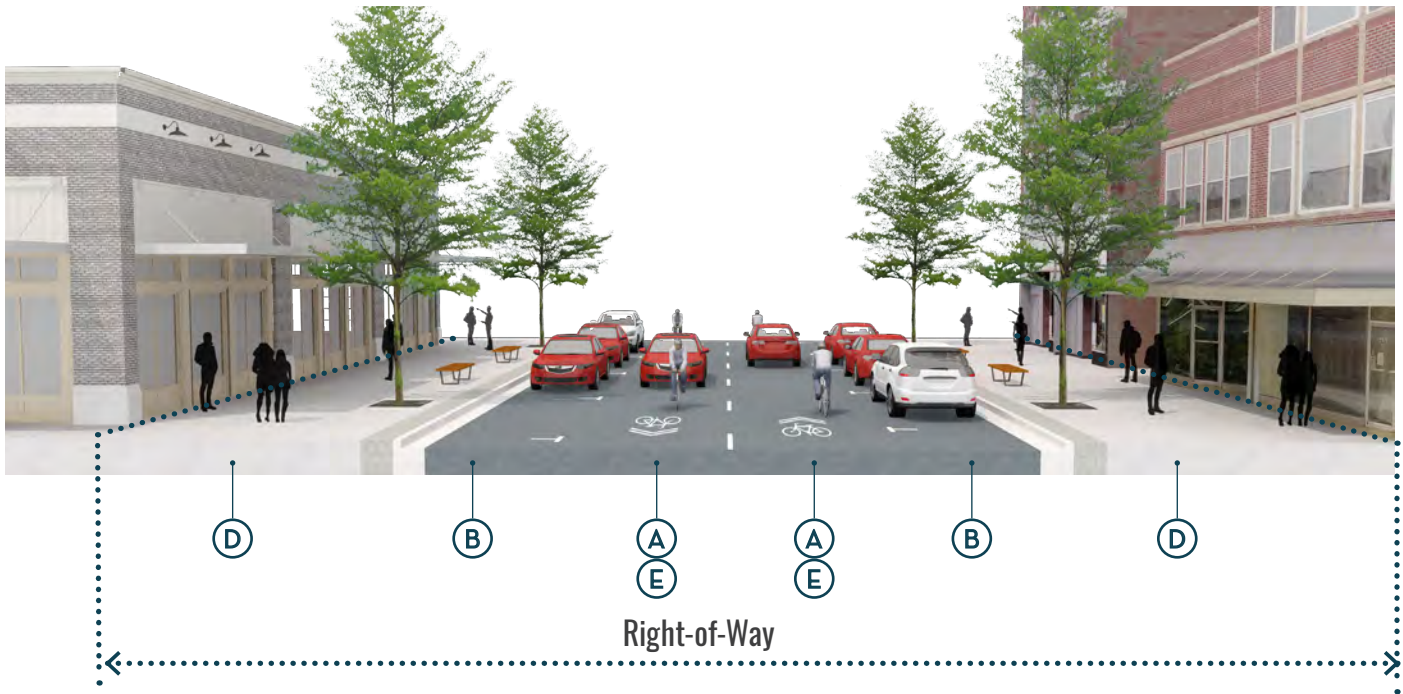
Core streets, also known as “A-Grid” streets, front blocks that encourage pedestrian activity by providing direct access to buildings and businesses using wide sidewalks, few driveway cuts, and on-street parking. Service streets, also known as “B-Grid” streets, front blocks that provide vehicular access and service deliveries.

- ▶ Buildings’ access points front the adjacent civic realm of the Core streets and prioritize pedestrian egress and ingress over car access.
- ▶ All blocks shall have sidewalks along their main pedestrian frontages (Core streets), all streets shall connect with other streets, and all Core streets shall provide on-street parking.
- ▶ No block shall run uninterrupted by an intersecting street for a length greater than 600 feet.
- ▶ All off-street parking (surface and structured) shall be located to the rear of buildings and accessed via Service streets or private drives (B-Grid), or within central courtyards away from public rights-of way.
- ▶ Drive-through services should occur at the rear of a building and be accessed via Service streets.
- ▶ All streets shall have trees planted along sidewalks.

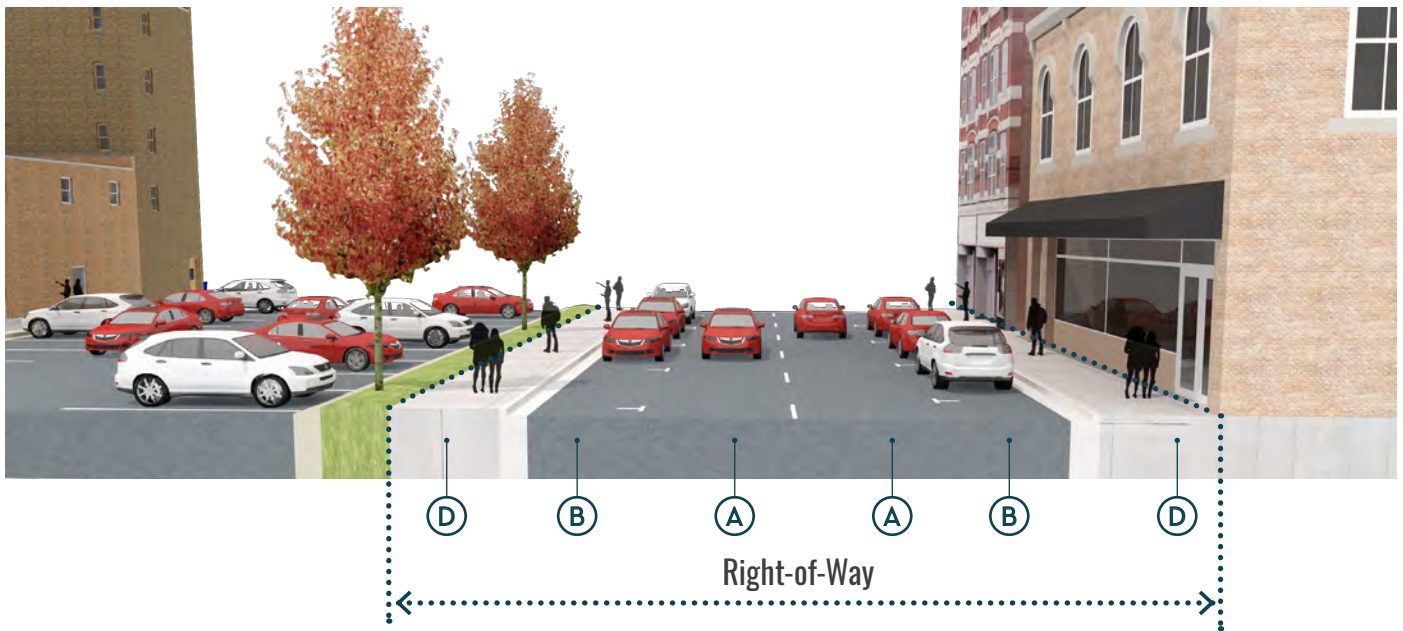
CENTER CITY CORE & SERVICE STREETS DESIGN CHARACTERISTICS		
Design Elements	Primary Street Description	Secondary Street Description
Number of Lanes	2	2
Parking	Yes; Parallel or angled	[Optional] Parallel or angled
Pedestrian Facilities	Yes	Yes
Bicycle Facilities	Sharrows; Shared Lane	[Optional] Sharrows
Drainage	Closed (curb + gutter); Permeable parking (optional)	Closed (curb + gutter); Permeable parking (optional)
Median	No	No
Streetscape	Formal; Tree wells in hardscape walkway	Tree wells and/or landscape area (space permitting)
Furnishings	Bike racks / street furniture; public art	Bike racks / street furniture
Lighting	Pedestrian scale	Pedestrian scale

CENTER CITY CORE & SERVICE STREETS DESIGN PARAMETERS			
Component	Description	Primary Street Dimensions	Secondary Street Dimensions
A	Travel lane width	10-14'	10-14'
B	On-Street Parking	8' (parallel); 20' (angled includes gutter pan)	8' (parallel); 20' (angled includes gutter pan)
C	Median / flush median	NA	NA
D	Sidewalk	20' min. (includes 6' furnishing/planting zone & 2' paver strip adjacent curb)	8' min.
E	Bike Sharrows	Yes	NA
F	Protected bike lane	NA	NA
G	Tree lawn / swale	NA	NA
Optimal Right-of-Way Width		60' - 100'	40' - 70'

Center City Core Street with Wide Sidewalks, On-Street Parking, and Shared Lanes



Center City Service Street with Narrower Sidewalks and On-Street Parking



Four-Lane Boulevard

A four-lane boulevard provides a suburban scale road that is compatible with predominantly medium to high density residential and commercial development.

This typology will be appropriate for new or existing alignment situations with existing residential or commercial development. It is intended to be posted for 35 mph to 40 mph speed limits and should accommodate up to 40,000 annual average daily traffic.

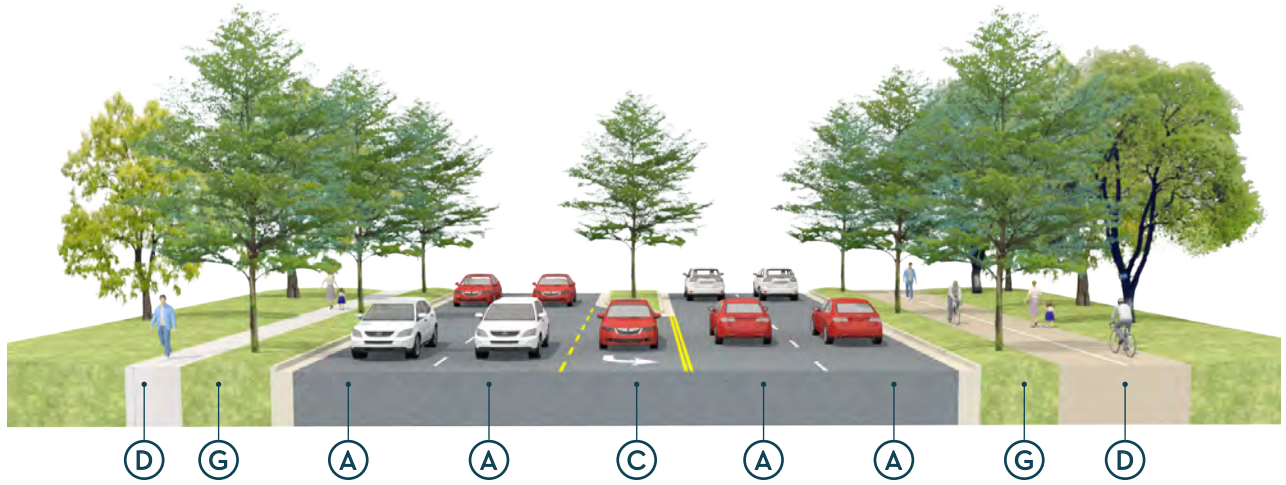
Pedestrians are to be accommodated with sidewalks adjacent to the roadway as shown. Trees are to be provided between the curb line and the sidewalk for pedestrian comfort and safety.

Bicycle lanes are to be provided adjacent to the travel lane as shown. The bicycle lanes will help the road function efficiently as they will provide additional turning room for buses and trucks.

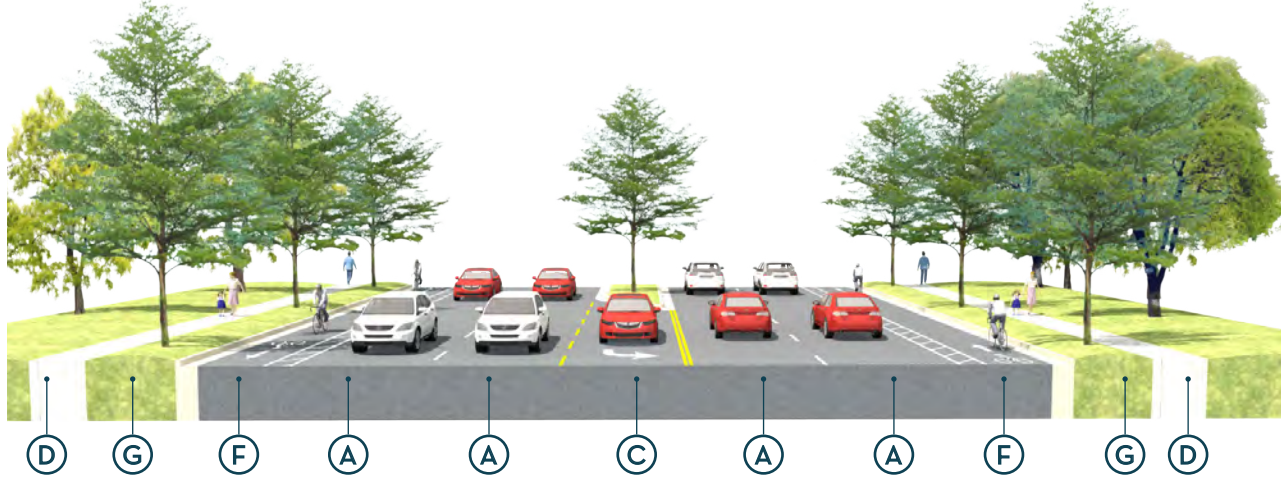
FOUR-LANE BOULEVARD DESIGN CHARACTERISTICS	
Design Elements	Description
Number of Lanes	4 travel lanes with center turn pockets / median
Parking	Off-Street
Pedestrian Facilities	Yes
Bicycle Facilities	Multi-use path or protected bike lanes recommended (buffered bike lanes or cycle tracks) over standard bike lanes
Drainage	Open (swale) or closed (curb + gutter); context dependent
Median	Planted median with turn pockets or flush median for left turns
Streetscape	Appropriate street trees in median and tree lawn
Furnishings	Yes in urban contexts; optional in rural
Lighting	Yes in urban contexts; optional in rural

FOUR-LANE BOULEVARD DESIGN PARAMETERS		
Component	Description	Dimensions
A	Travel lane width	11'
B	Parking (access lane)	NA
C	Median / flush median	14' Min.
D	Sidewalk/Multi-Use Path	6'-8' Sidewalk / 10-14' Multi-Use Path
E	Bike lane	4' min. (not including gutter)
F	Protected bike lane	[In-lieu of a Bike Lane] 6' + 3' separator (preferred) 5'+2' separator (constrained segment)
G	Tree lawn / swale	4'-8' (urban); 8'-16' (rural)
Optimal Right-of-Way Width		90' - 140'

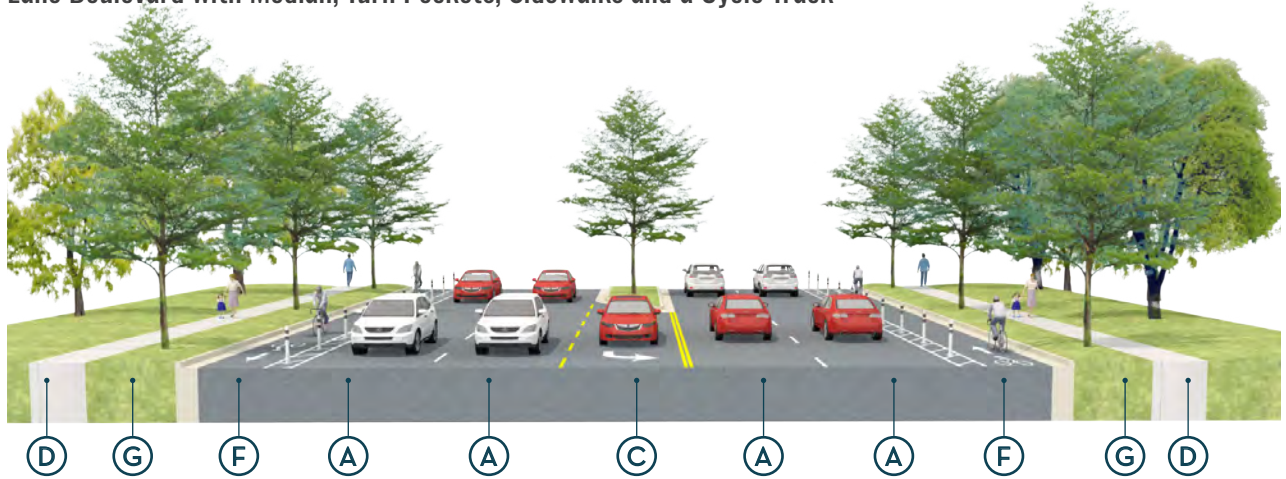
Four-Lane Boulevard with Median, Turn Pockets, Sidewalk and a Multi-Use Path



Four-Lane Boulevard with Median, Turn Pockets, Sidewalks and a Buffered Bike Lane



Four-Lane Boulevard with Median, Turn Pockets, Sidewalks and a Cycle Track



Two and Four-Lane Village Center Boulevards

The intent of this typology is to provide an urban scale road that is compatible with Village Center mixed use and commercial development. The typology has a strong pedestrian emphasis while still providing traffic continuity with the Boulevard concept.

The character of Village Center development where this typology is used is intended to resemble small town or small urban village or town centers. The Village Center Boulevard street typology would be appropriate for approximately 1/2 mile in each direction from the primary street intersection in the Village Center, although this distance could vary depending on the actual Village Center plan and development. It is intended to be posted for 35 mph speed limits, and the four lane boulevard should accommodate up to 40,000 annual average daily traffic.

To maintain efficient traffic movement through the area at the lower speeds compatible with pedestrians, on-street parking would not be appropriate for this typology.

The right-of-way indicated for this typology should not be reduced. The right-of-way shown is considered to be a minimum to provide an adequate sidewalk width and tree well/street furnishing zone.

VILLAGE CENTER BOULEVARDS DESIGN CHARACTERISTICS		
Design Elements	Two-Lane	Four-Lane
Number of Lanes	2	4
Parking	Off-street	Off-street
Pedestrian Facilities	Yes	Yes
Bicycle Facilities	Bike lanes or protected bike lanes	Bike lanes or protected bike lanes
Drainage	Closed (curb + gutter)	Closed (curb + gutter)
Median	Planted median with turn pockets or flush median for left turns	Planted median with turn pockets or flush median for left turns
Streetscape	Tree wells and/or landscape area (space permitting)	Tree wells and/or landscape area (space permitting)
Furnishings	Bike racks / street furniture; public art	Bike racks / street furniture
Lighting	Pedestrian & vehicular scale	Pedestrian and vehicular scale

VILLAGE CENTER BOULEVARDS DESIGN PARAMETERS			
Component	Description	Two-Lane	Four-Lane
A	Travel lane width	11'	11'
B	On-Street Parking	NA	NA
C	Median / flush median	14' Min. (spot and flush)	14' Min. (spot and flush)
D	Sidewalk	14' min. (includes 6' furnishing/planting zone)	14' min. (includes 6' furnishing/planting zone)
E	Bike lanes	4' min. (not including gutter)	4' min. (not including gutter)
F	Protected bike lane	[In-lieu of a Bike Lane] 6' + 3' separator (preferred) 5'+2' separator (constrained segment)	[In-lieu of a Bike Lane] 6' + 3' separator (preferred) 5'+2' separator (constrained segment)
G	Tree lawn / swale	NA	NA
Optimal Right-of-Way Width		75' - 100'	90' - 120'

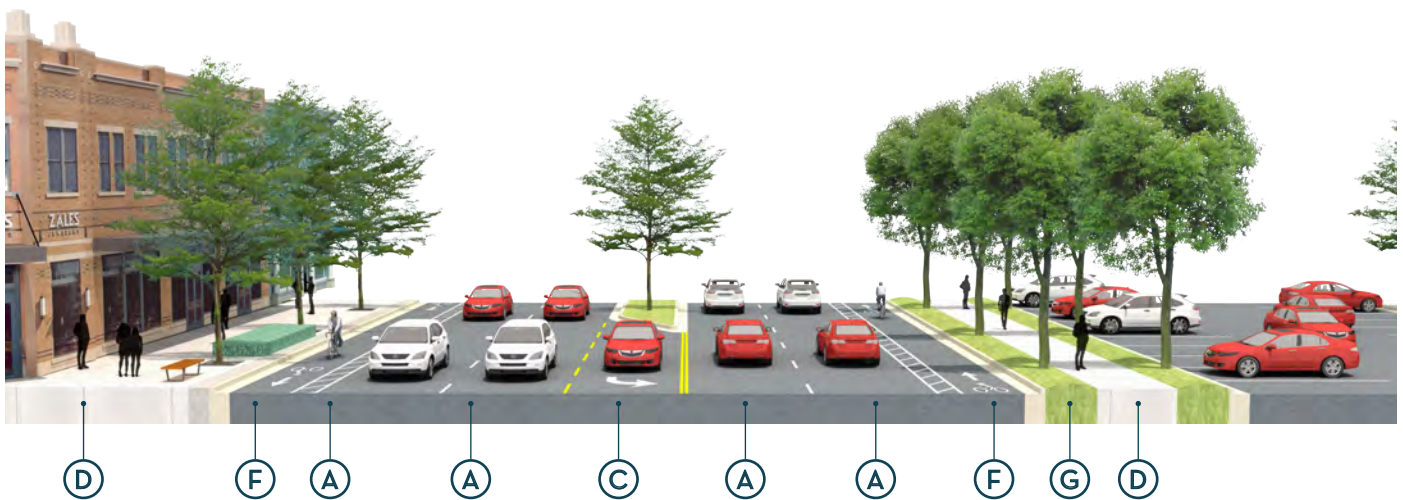
Pedestrians are to be accommodated with sidewalks adjacent to the roadway as shown. In planning for individual Village Center development, additional sidewalk width should be provided by requiring an additional building setback from the right-of-way line.

Bicycle lanes are to be provided adjacent to the travel lane as shown. The bicycle lanes will help the road function efficiently by providing additional turning room for buses and trucks. Protected bike lanes are recommended for the four lane roads as there will likely be more traffic with higher speeds. A buffered bike lane or cycle track will provide a safer environment for the cyclists on these larger streets.

Two-Lane Village Center Boulevard with Median, Turn Pockets, Sidewalks and Bike Lane



Four-Lane Village Center Boulevard with Median, Turn Pockets, Sidewalks and Bike Lane



Six-Lane Boulevard

The intent of this typology is to provide a suburban scale road that is compatible with predominantly medium to high density commercial development. Its only application anticipated in Belmont would be on US Highway 74, Wilkinson Boulevard.

The six-lane boulevard typology is intended to be posted for 45 mph speed limits, and should accommodate up to 50,000 – 60,000 annual average daily traffic.

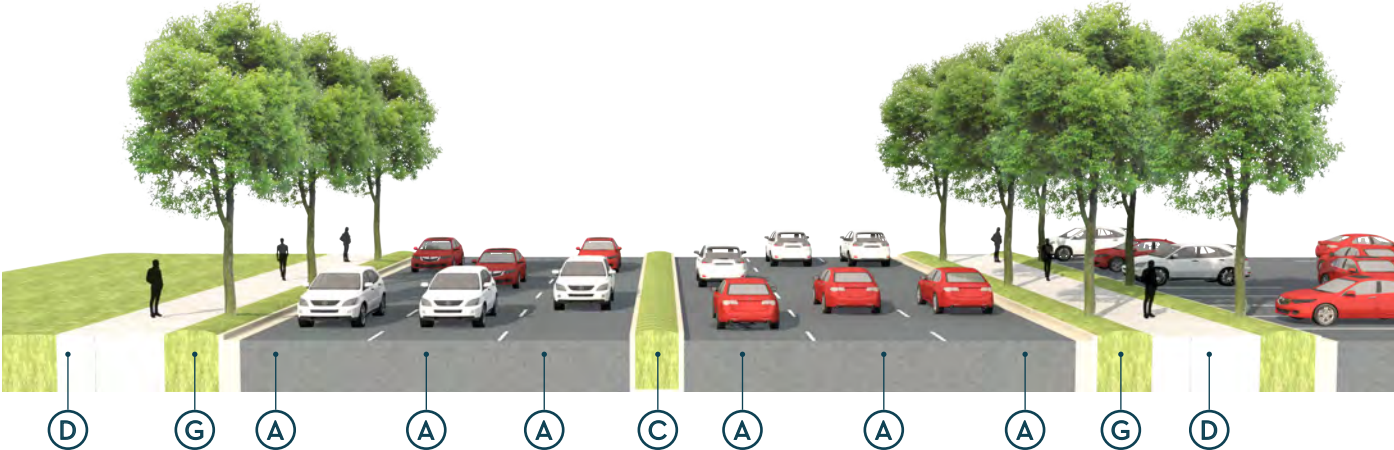
Left turn traffic volumes in some instances could require two left turn lanes in the median and which might require additional right-of-way.

Pedestrians and bicycles are to be accommodated with multi-use paths as shown.

SIX-LANE BOULEVARD DESIGN CHARACTERISTICS	
Design Elements	Description
Number of Lanes	6 travel lanes with center turn pockets / median
Parking	Off-Street
Pedestrian Facilities	Yes
Bicycle Facilities	Multi-use path
Drainage	closed (curb + gutter)
Median	Planted or other
Streetscape	Appropriate street trees in tree lawn
Furnishings	Optional
Lighting	Vehicular scale

SIX-LANE BOULEVARD DESIGN PARAMETERS		
Component	Description	Dimensions
A	Travel lane width	10.5' - 11'
B	Parking (access lane)	NA
C	Median / flush median	3' min. / 14' min. for turn pockets
D	Multi-Use Path	10-14' Multi-Use Path
E	Bike lane	NA
F	Protected bike lane	NA
G	Tree lawn / swale	4'-8'
Optimal Right-of-Way Width		100' - 140'

Six-Lane Boulevard with Median and Multi-Use Paths



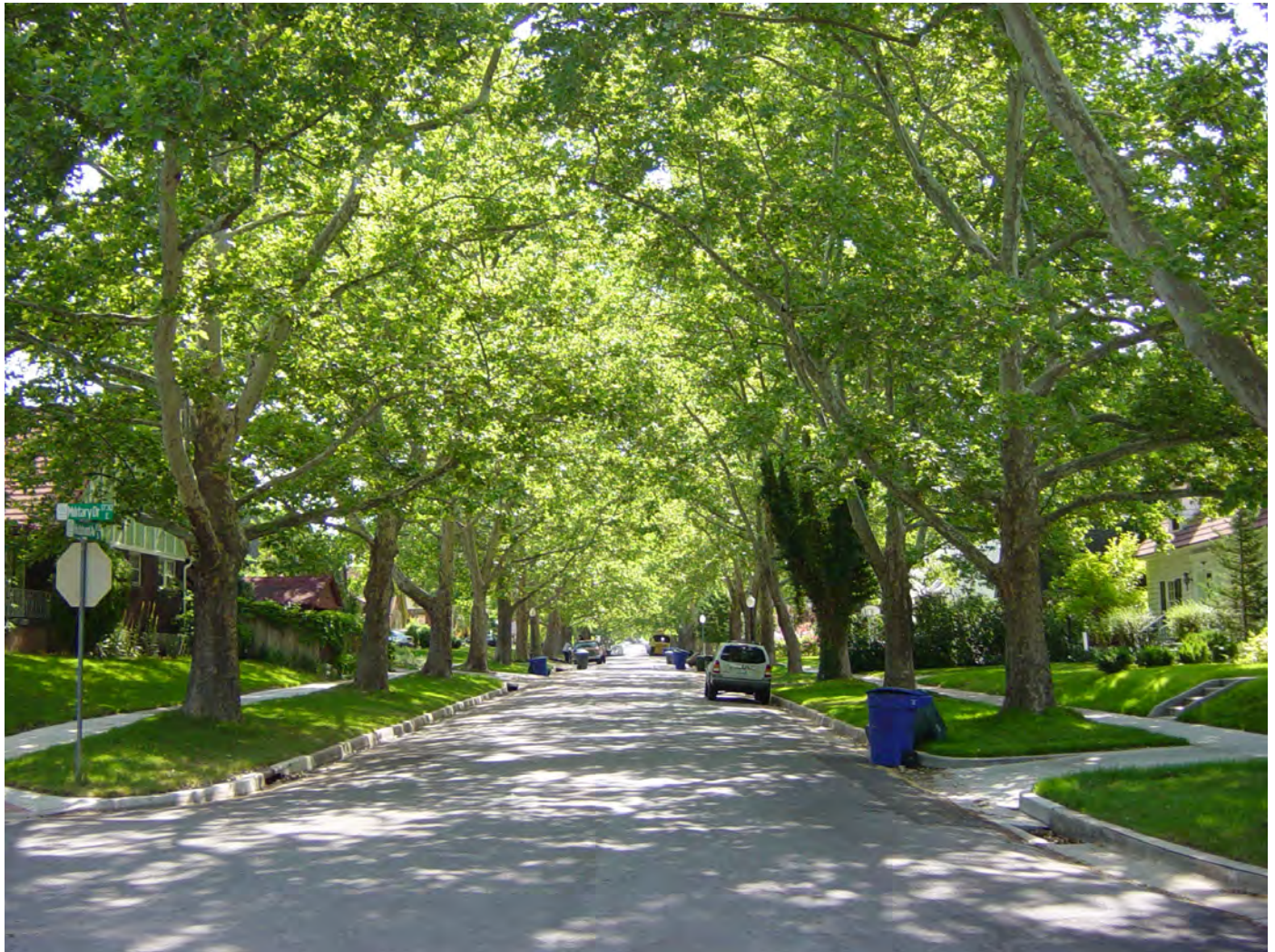
Street Trees

Street trees are an integral element for future roads and roadway improvements. Street trees are essential to a well designed street, and their absence is often more noticeable than their presence. Most would agree that a tree-lined street is more hospitable and aesthetically pleasing than a street without street trees. Not only do street trees give the street a unique character and soften the abrasiveness of the concrete and asphalt, but they also provide shade which is a huge asset for pedestrians in the hot summers experienced in Belmont. The majority of the proposed street typologies include street trees in their design and should be incorporated into future transportation improvements. The following is a list of recommended street trees that are known for their durability, growth character, and relatively low-maintenance requirements.

RECOMMENDED STREET TREE PALETTE		
Latin Name	Common Name	Comments
SMALL STREET TREES SUITABLE FOR NARROW TREE LAWNS (4'-8' IN WIDTH) OR USE NEAR UTILITY LINES		
<i>Acer buergeranum</i>	Trident Maple	Very adaptable, no substantial problems
<i>Acer ginnala</i>	Amur Maple	Rounded form
<i>Acer griseum</i>	Paperbark Maple	Oval form; exfoliating bark; best in well-drained areas
<i>Acer nikoense</i>	Nikko Maple	Good fall color; slow growing; vase shaped form
<i>Cercis canadensis</i>	Eastern Redbud	Showy flowers; requires adequate drainage; shade tolerant
<i>Cornus kousa</i>	Kousa Dogwood	'Milky Way Select' cultivar; shade tolerant; good flowers / fall color
<i>Cotinus coggygria</i>	Smoketree	'Daydream' - good cultivar; adaptable
<i>Cotinus obovatus</i>	American Smoketree	Excellent fall color
<i>Crataegus viridis</i>	Green Hawthorn	Tolerates dry soils and poor drainage
<i>Tetradium daniellii</i>	Korean Evodia	Adaptable; dark lustrous foliage; white flowers in July
<i>Lagerstroemia</i> spp.	Crapemyrtle	Large variety of cultivars; adaptable; showy flowers
<i>Malus</i> spp.	Flowering Crabapple	'Adirondack' - good cultivar; ornamental merit; disease resistant
<i>Prunus cerasifera</i>	Cherry Plum	'Krauter Vesuvius' - good cultivar; purple foilage
<i>Prunus serrulata</i>	Japanese Cherry	Columnar form; needs well-drained sites
LARGE STREET TREES SUITABLE FOR NARROW TREE LAWNS (4'-8' IN WIDTH)		
<i>Ulmus parvifolia</i>	Lacebark Elm	Shade tolerant; tolerates poor drainage
<i>Ginkgo biloba</i>	Ginkgo	Shade tolerant; tolerates poor drainage
<i>Carpinus betulus</i>	European Hornbeam	Shade tolerant; tolerates poor drainage
<i>Tilia cordata</i>	Little Leaf Linden	Shade tolerant; tolerates poor drainage; blooming
<i>Acer rubrum</i>	Red Maple	Shade tolerant; tolerates poor drainage; native
<i>Quercus shumardii</i>	Shumard Oak	Shade tolerant; native
<i>Quercus nigra</i>	Water Oak	Tolerates poor drainage; native
<i>Quercus phellos</i>	Willow Oak	Shade tolerant; tolerates poor drainage; native
<i>Pistacia chinensis</i>	Chinese Pistache	Shade tolerant; tolerates poor drainage

RECOMMENDED STREET TREE PALETTE

Latin Name	Common Name	Comments
<i>Cedrus deodara</i>	Deodar Cedar	Native; evergreen
<i>Juniperus virginiana</i>	Eastern Red Cedar	Native; evergreen
<i>Cryptomeria japonica</i>	Japanese Cryptomeria	Tolerates poor drainage; evergreen
<i>Ilex opaca</i>	American Holly	Shade tolerant; native; evergreen
<i>Magnolia grandiflora</i>	Southern Magnolia	Shade tolerant; native; blooming; evergreen
<i>Acer saccharum</i>	Sugar Maple	Shade tolerant; native
<i>Quercus virginiana</i>	Live Oak	Shade tolerant; tolerates poor drainage; native; evergreen
<i>Quercus nuttallii</i>	Nuttall Oak	Shade tolerant; native
<i>Quercus lyrata</i>	Overcup Oak	Shade tolerant; tolerates poor drainage; native
<i>Quercus falcata</i>	Southern Red Oak	Shade tolerant; native
<i>Liriodendron tulipifera</i>	Tulip Poplar	Shade tolerant; tolerates poor drainage; native; blooming



Greenways and Trail Systems

The Parks and Recreational Facilities Comprehensive Master Plan 2003/2013 included a recommendation that the City develop a greenways system:

“The City should support the greenway initiative proposed in the Gaston County Comprehensive Planning Program. This greenway initiative, when complete, will provide a greenway corridor connecting the Educational Forest in northeast Gaston, Stowe Botanical Garden, Crowder’s Mountain State Park, and other areas in Gaston County. The City should also provide greenways or pedestrian friendly streets between existing city parks, schools, residential neighborhoods, and businesses. Greenways are considered important to the success of the City’s recreation program and the quality of life for Belmont residents.”

The Comprehensive Land Use Plan includes a planned interconnected system of greenway trails throughout much of Belmont through a combination of creeks, Duke Energy electric transmission line easements or rights-of-way, and NCDOT inactive railroad rights-of-way. This system links neighborhoods together and provides access to Lake Wylie and its section of the South Fork of the Catawba River, where waterfront parks can be developed. The greenway system also links, wherever possible, to the Downtown Commercial and Civic Center, Village Commercial and Civic Centers, and schools. The Parks and Recreation Master Plan for the City is out of date and should be updated.

Examples of greenways in natural and urban contexts.



This page left blank intentionally.