



# CITY OF BELMONT

## PLANNING & ZONING

**Zoning Map Amendment Request: ZA-2016.05**

**Applicant:** Stephen Pepitone of INSTEP Properties, LLC

**Property Owner:** Stephen Pepitone

**Current Zoning:** Neighborhood Center Commercial (NC-C)

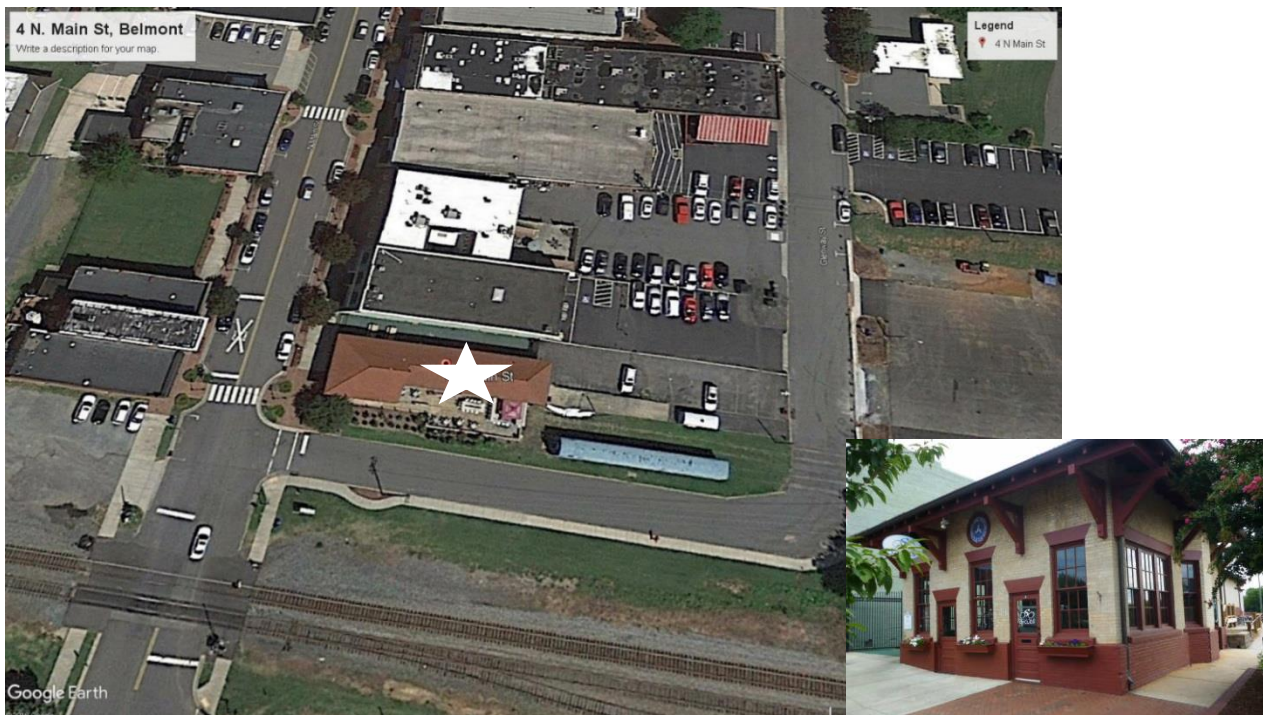
**Proposed Zoning:** Neighborhood Center Commercial Conditional District (NC-C/CD)

**Property Location:** 4 N. Main Street

**Gaston County Tax Parcel Identification Number:** 125871

**Request:** City Council consider the Planning Board's recommendation to approve this request to establish a conditional zoning district to allow the development of a 5900 sq. ft. shopfront commercial building on a .36 acre property.

Map 1. Location of subject property

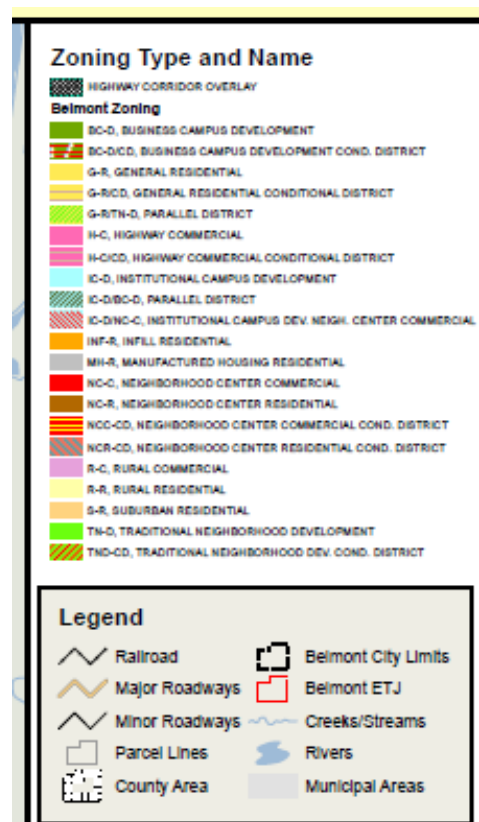
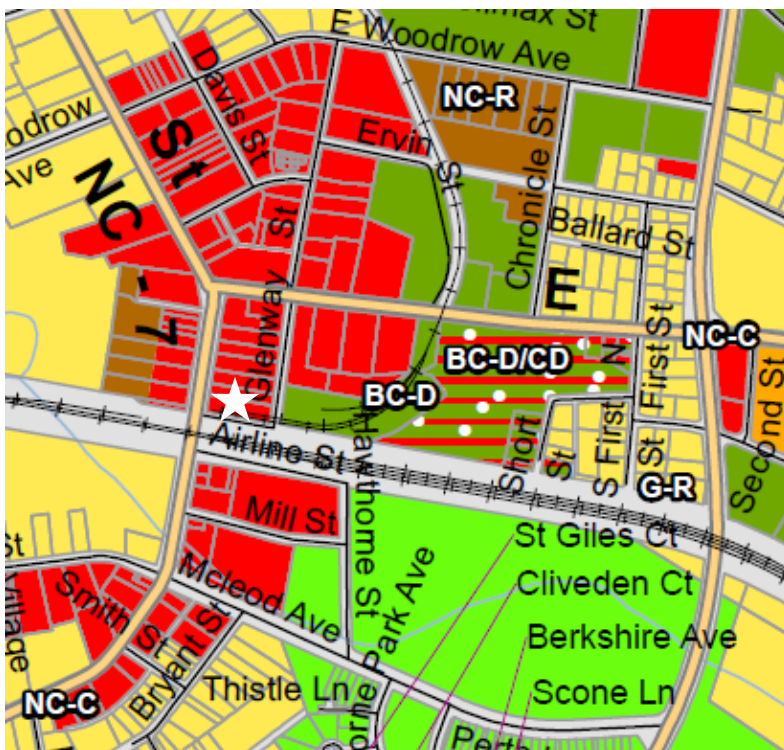


**Background:** The subject .36 acre property is occupied by the historic 1916 Piedmont & Northern Railroad Station in Historic Downtown Belmont. This site was designated as a historic property by the Gaston County Historic Preservation Commission in December of 2014. The site also includes a loading dock at the rear of the structure, and a grassed area adjacent to the south property line, with railroad tracks alongside. A single railcar currently remains on the property.

**Staff Analysis:** The request is to rezone the property from Neighborhood Center-Commercial (NC-C) to Neighborhood Center Commercial Conditional District (NC-C/CD), to approve the concept plan, and to allow flexibility with the rear-yard setback requirement. The NC-C zoning district is coded to provide for higher density residential and opportunities for limited scale commercial activities along an existing mixed use corridor. Development in the NC-C district is intended to emulate Main Street characteristics. Permitted building types in this district are: detached house, townhouse, apartment building, shopfront, and civic building.

The primary zoning classification in the project vicinity is Neighborhood Center Commercial (NC-C), and is well reflected in the adjacent commercial uses.

Direction	Use	Zoning
North	Commercial Retail	Neighborhood Center Commercial
South	Commercial Norfolk Southern Railroad	Neighborhood Center Commercial
West	Commercial	Neighborhood Center Commercial
East	Public Parking Lot	Business Campus Development



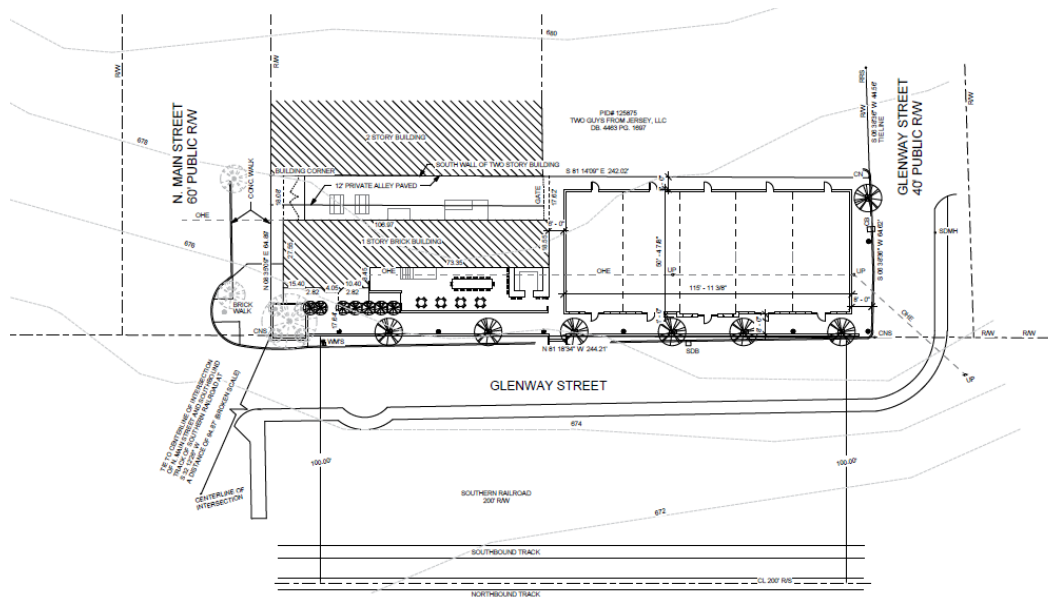
## Project – See Site Plan Below and Attachment C

The applicant is proposing a 5900 sq. ft. shopfront building for commercial use. Requirements for a shopfront building type are as follows:

Lot Standards 4.5 Shopfront	Required	Proposed
Minimum Lot Width	16 – 32 ft.	Existing lot 64.62 ft.
Front Setback	0	8 ft.
Side setback	0	8 ft. on east side on property
Rear setback	20 ft.	5 ft.
Maximum Height	3 Stories (42 feet)	26 ft.
Minimum Height	26 ft.	26 ft.
Frontage Buildout (Minimum) 70%	70%	70%+
Maximum Building Footprint	6000 sq. ft.	<6000 sq. ft.

The applicant is seeking relief from the minimum rear yard setback for a shopfront building which is required to be twenty (20) feet from property line. Distinguishing the setback areas on this property is difficult because it has three street frontages and the buildings are required to face the street frontage. Staff applied the rear yard setback for the proposed building at the north property line. The applicant is proposing a five (5) ft. setback in order to meet the minimum sidewalk width at the front of the building. Typically, sidewalks are placed within a right-of-way, however, Glenway Street has no additional room within its right-of-way for sidewalk. Therefore, the applicant will build the required eight (8) ft. wide sidewalk on the property along the entire south and east property line to be dedicated for public use. Based on this infill development site location and lack of additional area within the public right-of-way, staff supports the applicant’s request to reduce the rear yard setback to five (5) feet. All other performance standards for the NC-C zoning classification and shopfront building type have been met.

### Site Plan



TOTAL RETAIL AREA = 5,869 SF

**Street Frontage Improvements:** As previously stated, the project is required to provide 8-foot-wide sidewalks. The existing property lacks sidewalks along Glenway Street at the south and east property line. Curb, gutter, street trees, and street lights are also required. Due to the lack of development area within the existing Glenway Street right-of-way, the applicant will construct all street frontage improvements on the subject property. The street trees will be required to be located within tree wells, with decorative tree grates. The street lights shall match existing street lights located on Main Street. Curbing exists along Glenway St. except for a small area at the southwest corner of the property. These improvement areas will be required to be located within a public easement on the property or dedicated to the City upon completion of the improvements. These required improvements are included in the conditions of approval.



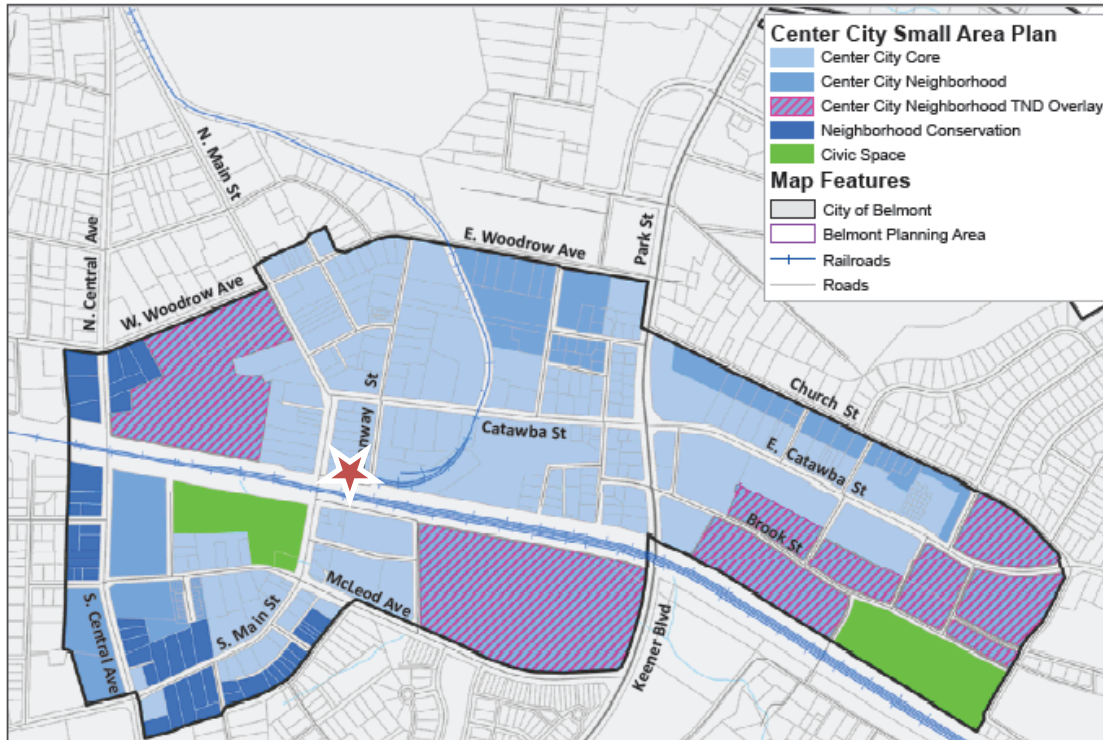
**Parking:** Section 9.2.1 of the LDC provides regulations based on use and location for parking. The parking ratio for retail commercial is one space per 250 sq. ft. in area. Based on the proposed building of 5900 sq. ft., 26 parking spaces would be required. The ordinance provides the opportunity for parking compliance when public lots are located within 300 ft. of the primary building entrances. There are public lots (Main St. and Glenway St.) located within 300 ft. of both the existing building entrance and the proposed building entrances. Thus the project is in compliance with the LDC.

**Stormwater:** The applicant will be required to comply with city stormwater design requirements which will be verified during the construction plan review.

**Traffic:** The applicant filed this application prior to the adoption of Chapter 16- Traffic Impact Analysis section of the Land Development Code (LDC) and therefore compliance is not required. Staff ran the trip generation calculations based on the proposed project and the associated trips just reached the threshold for total trips in a 24-hr period.

**Architecture:** The proposed building borrows architectural characteristics of the existing historic train depot (Attachment C). Based on the rendering the architecture complies with Section 4.5(2) of the LDC. Building materials proposed are also in compliance with the LDC.

**Comprehensive land use plan:** The subject property is located within the Center City Small Area Plan of the adopted Comprehensive Land Use Plan (CLUP) and is coded as center city core. Land uses envisioned for this district include: retail, commercial, office, civic, institutional, residential use, as well as parks. Along commercial streets all ground floor uses should be non-residential. The request does not propose a change in the base NC-C zoning district merely the approval of the commercial site plan classifying the request as a conditional zoning district. Staff is of the opinion the request is consistent with the adopted CLUP because it proposes uses consistent with the vision of the Center City Small Area Plan. It is also a reasonable request in the public interest because it supports economic development opportunities in our downtown area and good and services for our residents.



**MAP 5-2 CENTER CITY SMALL AREA PLAN**

**Neighborhood Meeting:** The applicant’s team held the required community meeting on February 7, 2018, at the historic train depot. Only one member of the public attended as well as the applicant’s team. No concerns were raised only questions about the development which is reflected in the minutes found in attachment B.

**Planning Board**

The Planning Board heard this request at its February 15, 2018 public meeting. The board asked site specific questions such as setbacks and accommodating trash service for the development. After deliberations, the Board voted 7-0 to recommend approval of the zoning request with conditions. The motion to find the request reasonable and consistent with the Comprehensive Land Use Plan was also approved 7-0.

**Proposed conditions:**

1. The proposed development shall be in compliance with requirements of the Belmont Land Development Code (LDC) and Code of Ordinances with the added relief of:
  - o Reduction of the required rear-yard setback to a minimum of 5feet from the north property line.
2. Street infrastructure improvements shall include: Street trees located in tree wells with tree grates, street lights, curbing, and 8-foot-wide sidewalks along Glenway St. A public easement is required for this area or said area shall be dedicated to the City for public use upon completion of the improvements.
3. The applicant shall comply with all requirements necessary to connect to the municipal utility water and sewer system to service the project, including the installation of lines or system improvements and acquisition or dedication of any required easements. Sewer impact fees and water/sewer system development fees will be required prior to construction.
4. Architecture and building materials shall comply with Section 4.5 of the LDC and architectural renderings included herein.

5. A Certificate of Appropriateness is required from Gaston County Historic Commission prior to the issuance of a zoning permit for construction.
6. The conditional zoning schematic plan approval is valid for a period of 12 months.

**City Council Action:** Conduct the public hearing and render a decision for the proposed amendment.

Attachment A - Application

Attachment B – Neighborhood Meeting Information

Attachment C – Architectural Renderings & Site Plan

Attachment D – PB Statement of Consistency