

PLANNING & ZONING BOARD

March 18, 2021



VISION STATEMENT

Belmont will be a vibrant, multi-generational community that incorporates small-town charm and heritage with an entrepreneurial spirit.

MISSION STATEMENT

City of Belmont provides visionary leadership and high-quality city services to create a community of choice for our residents, visitors, and employees.

CORE VALUES

- Uphold the Professionalism and Ethics Expected of Elected Officials
- Practice Mutual Respect Towards Fellow Council Members and City Staff
- Lead with Honesty, Vision and Responsibility
- Maintain Balance and Open-mindedness in Executing Duties
- Demonstrate Fairness and Accountability to All Residents and Stakeholders of Belmont

DEL WEBB COMMUNITY

ZA2020.02



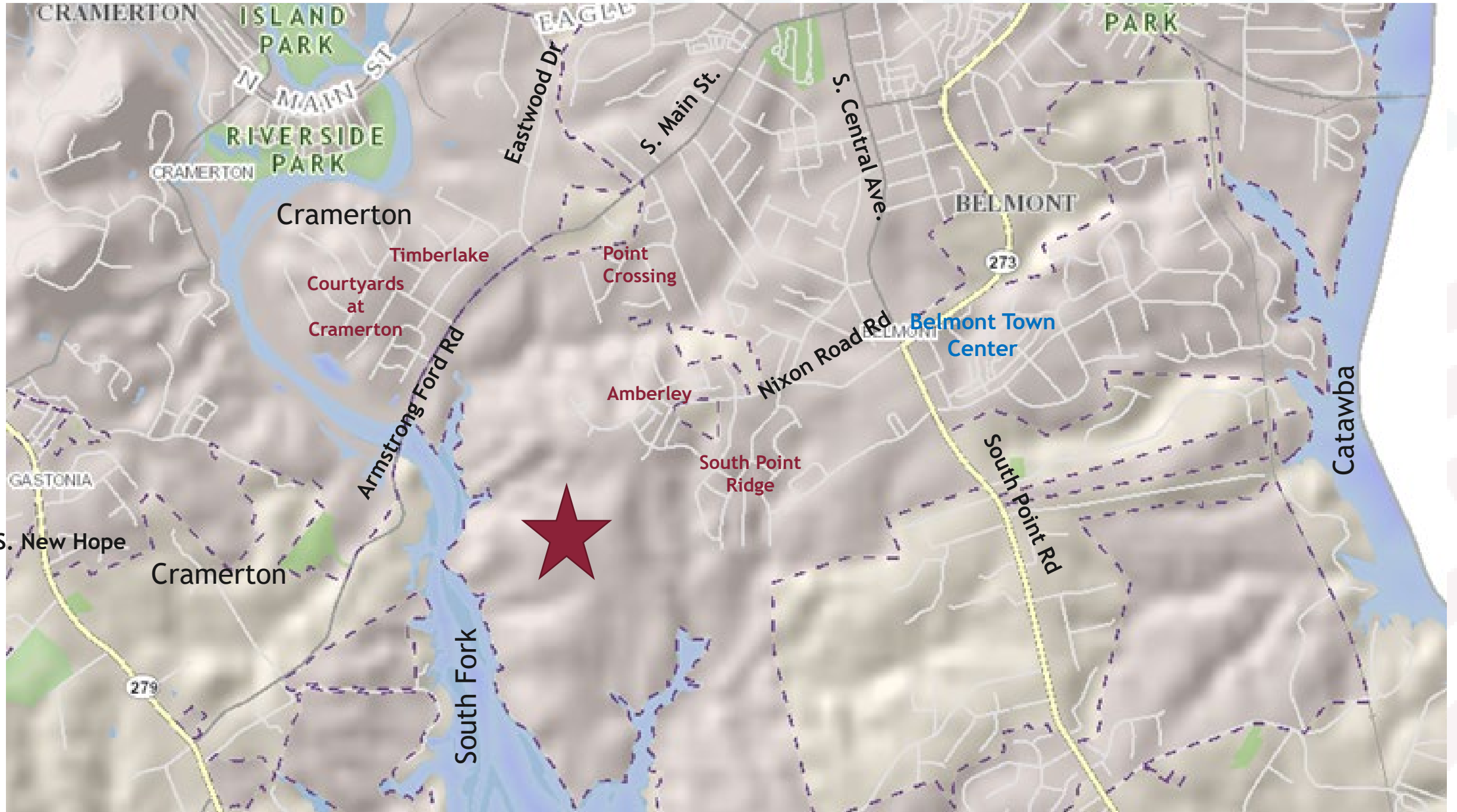
REQUEST

- Request to amend the zoning classification for:
 - Tax parcel 188444
 - Approximately 462 acre
 - Located on Armstrong Ford Road
- Property owner Belmont#1 US321/74 Bypass & Southeast Land MGT;
- Applicant: Pulte Group—Fred Matrulli
- Representative: Bridget Grant—Moore&VanAllen
- From: General Residential/Traditional Neighborhood Development
- To: General Residential/Neighborhood Center Commercial Conditional Zoning District
- Purpose: Accommodate a 809 unit age-restricted residential community with a commercial village center at Armstrong Ford Road



CONDITIONAL ZONING ACTION

- Conventional Zoning: No conditions of approval may be placed on the zoning action.
 - Entitles development consistent with the minimum requirements of the ordinance.
- Conditional Zoning: provide a tool to consider special limitations, conditions, and development design tied to the legislative decision.
- Benefits: Collaboration, Predictability and Transparency for the community, development team, and decision makers.



CRAMERTON

ISLAND PARK

RIVERSIDE PARK

CRAMERTON

Cramerton

Timberlake

Courtyards at Cramerton

Point Crossing

Amberley

South Point Ridge

BELMONT

Belmont Town Center

PARK

EAGLE

Eastwood Dr

S. Main St.

S. Central Ave.

Nixon Road Rd

South Point Rd

Catawba

GASTONIA

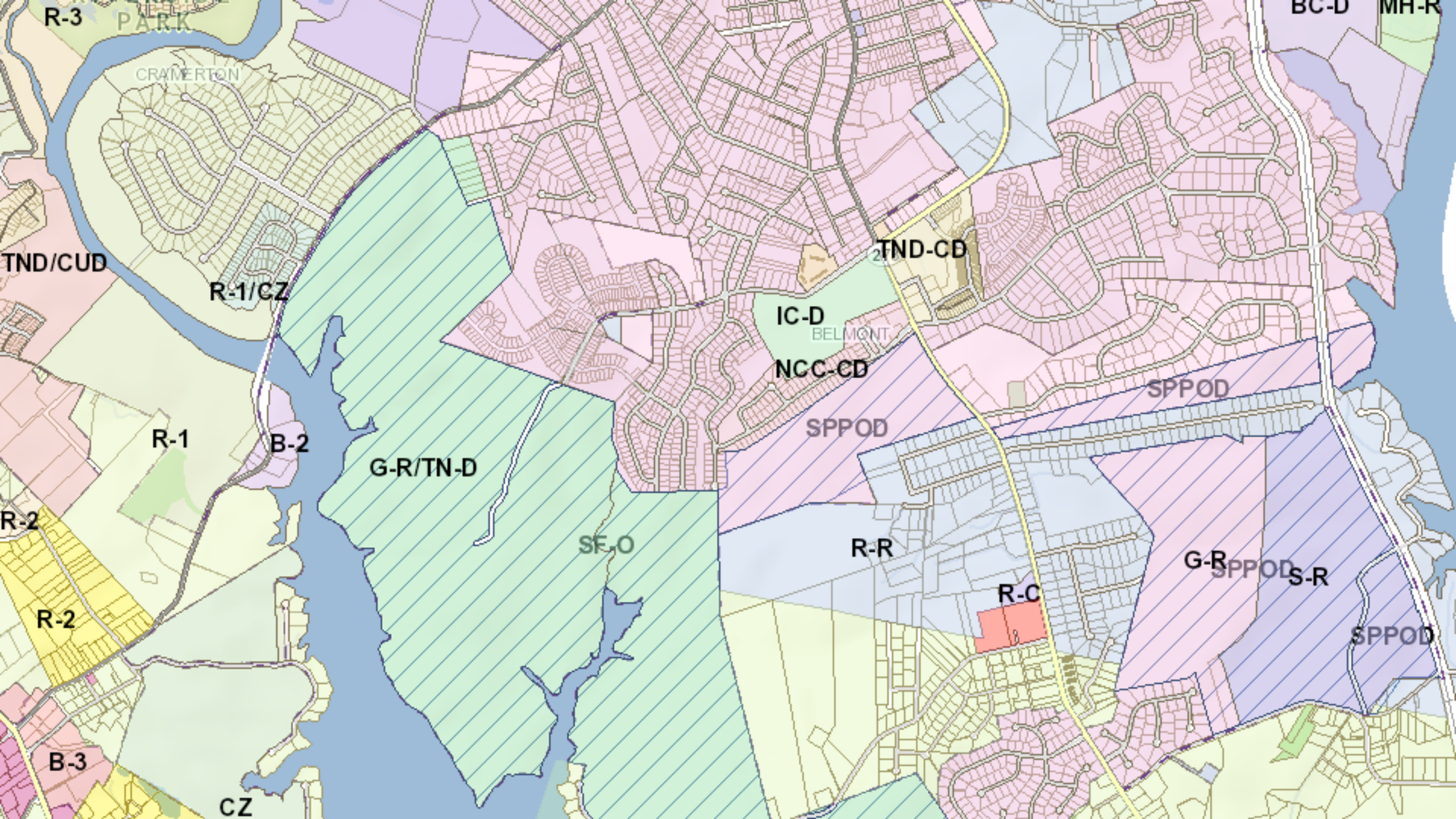
S. New Hope

Cramerton

273

273





R-3 PARK

BC-D MH-R

CRAMERTON

TND/CD

R-1/CD

TND-CD

IC-D

BELMONT

NCC-CD

SPPOD

R-1

B-2

G-R/TN-D

SPPOD

R-2

SF-O

R-R

G-R/SPPOD-S-R

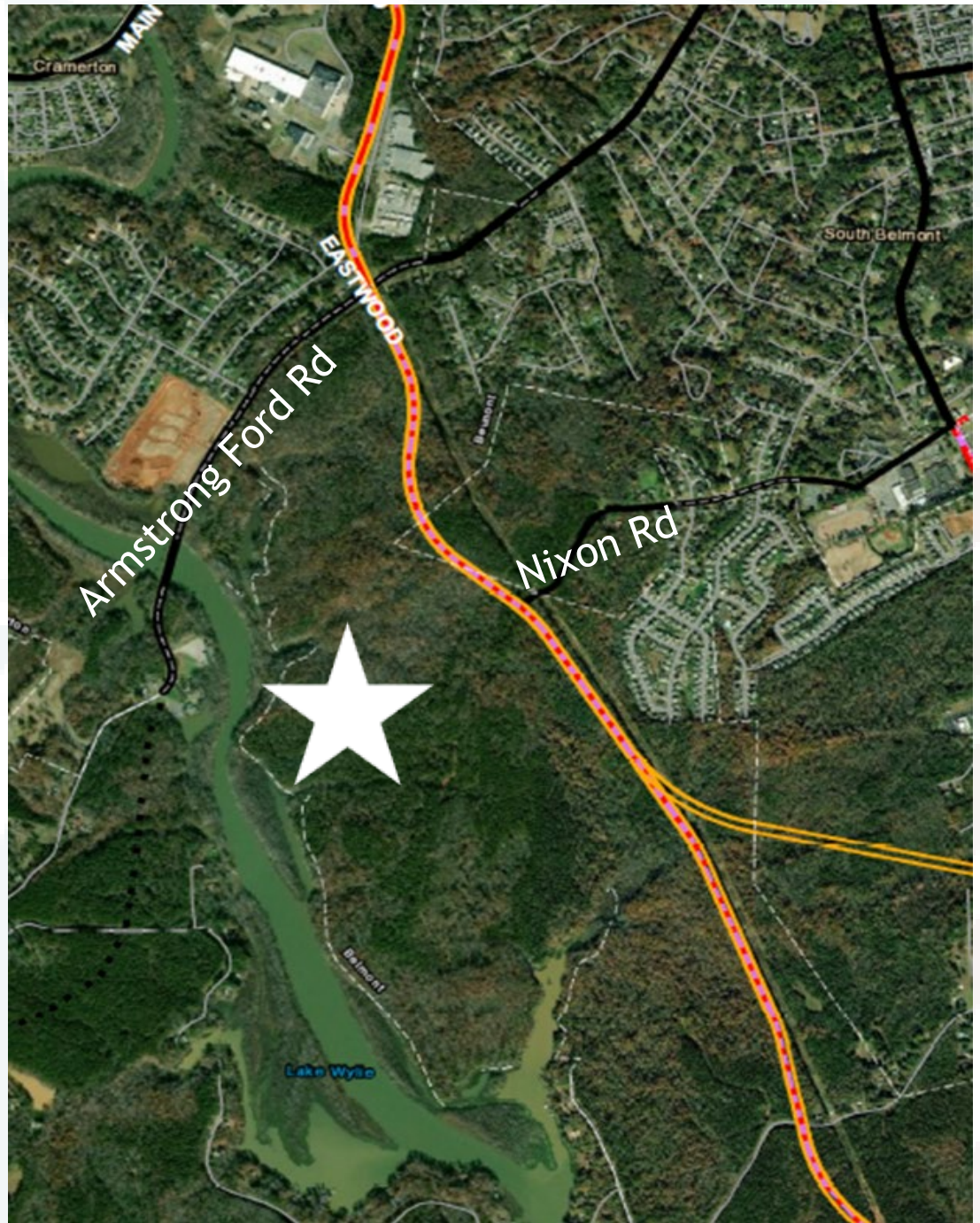
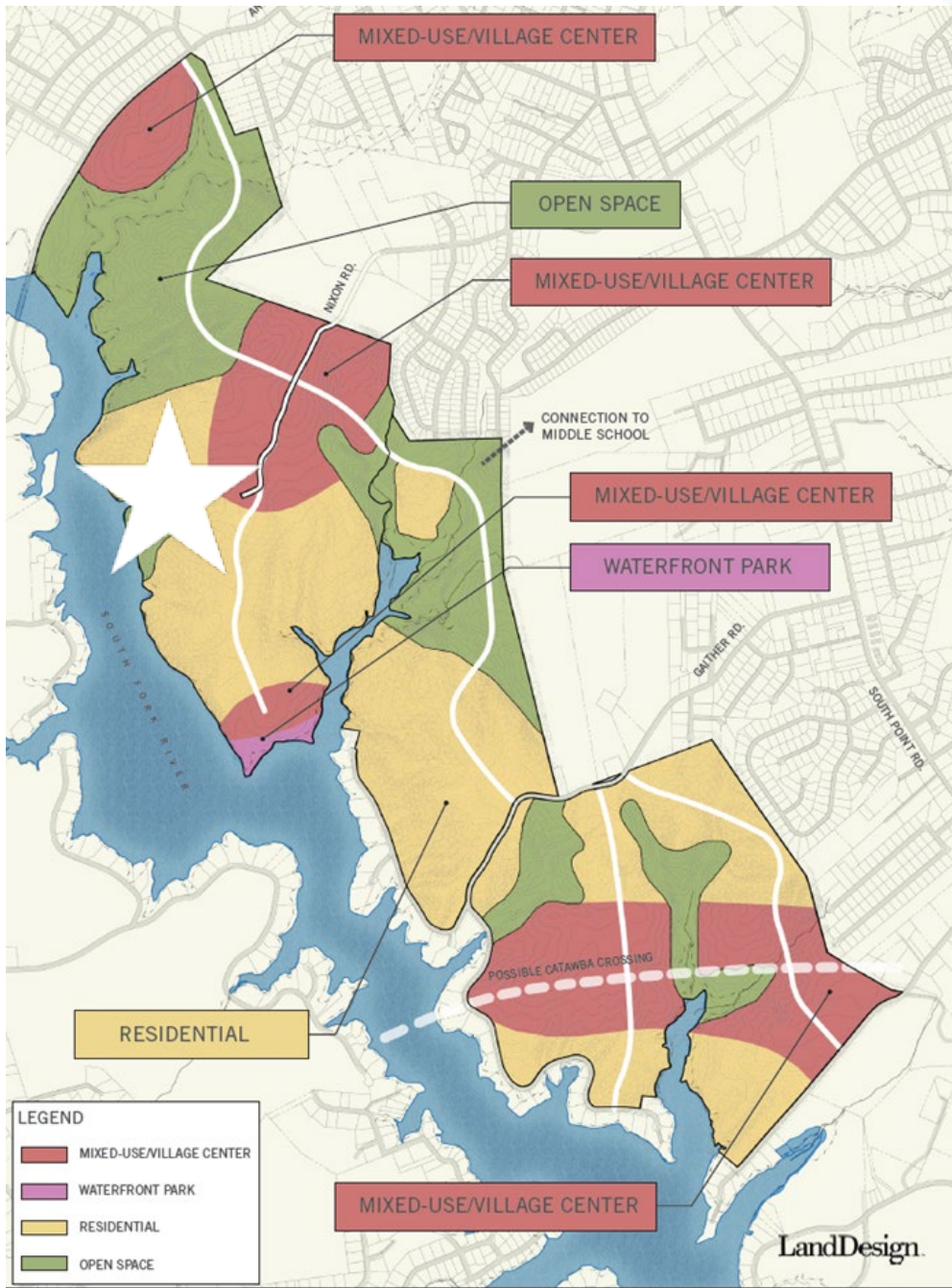
R-2

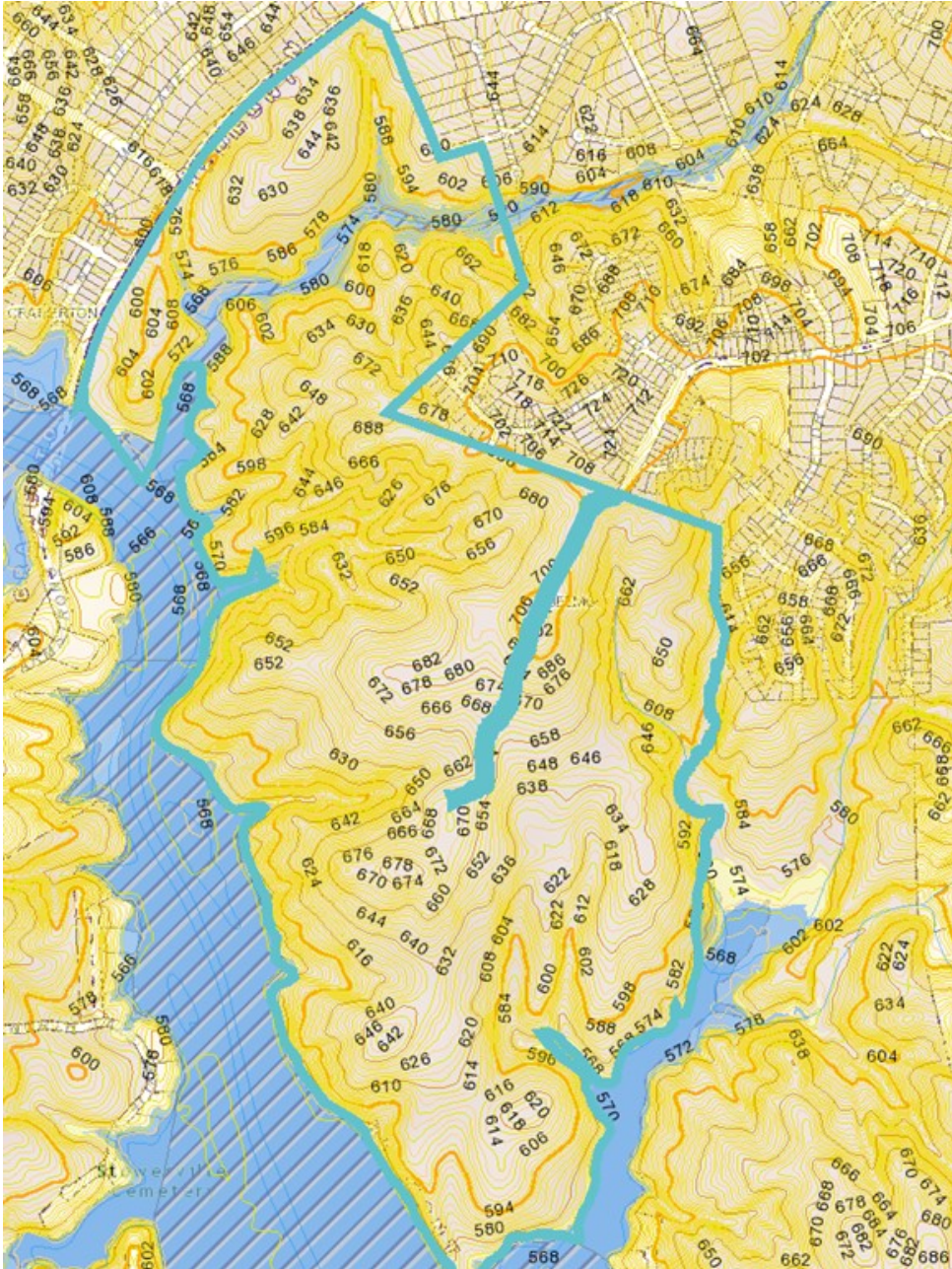
R-C

SPPOD

B-3

CZ





NATURAL SETTING

Features

Diverse topography

Intermittent Stream

Floodplain, Wetlands

South Fork --Impaired

PROJECT OVERVIEW

- Age Restricted Community—Del Webb
 - 809 single-family detached home lots on 449 acres
 - 1.8 DUA
 - Approximately 100 acres of open space
 - 106 acres of tree canopy preservation
 - Associated roadway network
 - 4-lane divided road— South Fork Parkway
 - Off-site intersection improvements
 - Future neighborhood commercial center on 13 acres
 - Relief
 - Minimum lot width
 - Maximum block length— exceed 660 linear feet

SITE PLAN

Waterfront
Public Park

2.7 Miles Public
Natural Trail

22% Open Space
106 Acres of Tree
Protection
Extra Water Quality
Architectural
Minimum 50' buffer



Village Center
Non-Residential Uses

Dedicate Future
ROW

Construct Portion
South Fork Parkway

General Residential	Standards	Proposed
Use- Building Type	Single-family detached homes Alley detached or townhomes—30% max	Single-family detached homes only
Density	3 DUA for SF-O	1.8 dwelling units/acre
Minimum lot width for Single-family detached street-lot	55-foot-wide lot	42 foot wide—201 lots* 52 foot wide—402 lots* 70 foot wide—206 lots
Maximum height	2 ½ stories	2 stories
On-site Parking	2 spaces max	2-car garages and driveway areas
Architectural Requirements	Per state law - no minimum standards required.	Developer commitments include wall cladding of cementitious fiber board, brick, stone, shake, etc. Garage door treatments See Page of 9 of site plan
Setbacks	Front 20 feet for building 30 feet for face of garage Side 20% of lot width** Rear 30 feet	Front 20 feet for building 30 feet for face of garage Side 5 feet or 20% of lot width; whichever is greater Rear 30 feet

Neighborhood Center Commercial	Standards	Conditioned
Use	Mixed Use permitted; Commercial, Residential, Office and Civic	Non-residential only <ul style="list-style-type: none"> • Market/Grocery Store • Pharmacy • Restaurants • General retail • Medical office
Building Types	Shopfront; Flex Commercial; Workplace; Single-family, Townhome, Multi-family	Non-residential building types.



ENVIRONMENTAL

- ④ Meetings with environmental agencies—concerned with water quality of the South Fork
- ④ South Fork is impaired
- ④ Developer has committed to various recommendations provided
 - These commitments are above the minimum requirements of
 - Local
 - State
 - County
 - Post construction/Active Construction/Erosion Control Measures

ARCHITECTURE

- Architectural commitments:
 - Building materials
 - Style of homes
 - Enhanced features such as garage door windows, minimum mix of materials
 - Extra feature for small house product
 - Wall gated feature—sense of front courtyard
 - Architectural trellis over walkway to front door

ARCHITECTURE



COMMUNITY MEETING

- Wednesday, March 3, 2021
- Virtual via WebEx
- Very well attended
- Questions and Concern
 - Water quality
 - Transportation
 - Anticipated non-residential uses in the neighborhood commercial center
 - Age-restricted community

TRANSPORTATION

- ④ Hierarchy of Roadway-- Design
 - South Fork Parkway Alignment
 - Road connections to existing streets
 - Internal roadways
- ④ Multi-modal network in compliance with adopted plans: Bike, Pedestrian, Comprehensive Plan, MPO- Comprehensive Transportation Plan
 - Public greenway
- ④ Development impact to existing roadway network– TIA
 - Kimley Horn– City’s transportation consultant
 - Brady Finklea



South Fork Development Traffic Impact Analysis (TIA)

Belmont Planning Board Meeting

March 18, 2021

Purpose of Development TIA

- Evaluate and identify the incremental traffic impacts caused by a proposed development on the surrounding transportation system and identify mitigation improvements to offset the impacts.
 - Consistent with City and NCDOT (if applicable) mitigation requirements.
- The purpose is not to correct existing deficiencies of the transportation system.

General Notes

- TIA thresholds met for both City of Belmont & NCDOT (based on # of trips)
- Involved in TIA Scope & Review:
 - City of Belmont
 - NCDOT
 - Applicant
 - GCLMPO

Trip Generation & Build-out Year

Site Trip Generation						
Land Use	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Phase 1 – Residential <i>400 Age-Restricted Units</i>	117	39	78	142	87	55

Build-out Year: 2025

Trip Generation & Build-out Year

Site Trip Generation						
Land Use	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Phase 1 – Residential <i>400 Age-Restricted Units</i>	117	39	78	142	87	55
Phase 1+2 – Residential <i>808 Total Age-Restricted Units (400 Ph 1 + 408 Ph 2)</i>	200	66	134	245	149	96

Build-out Year: 2029

Trip Generation & Build-out Year

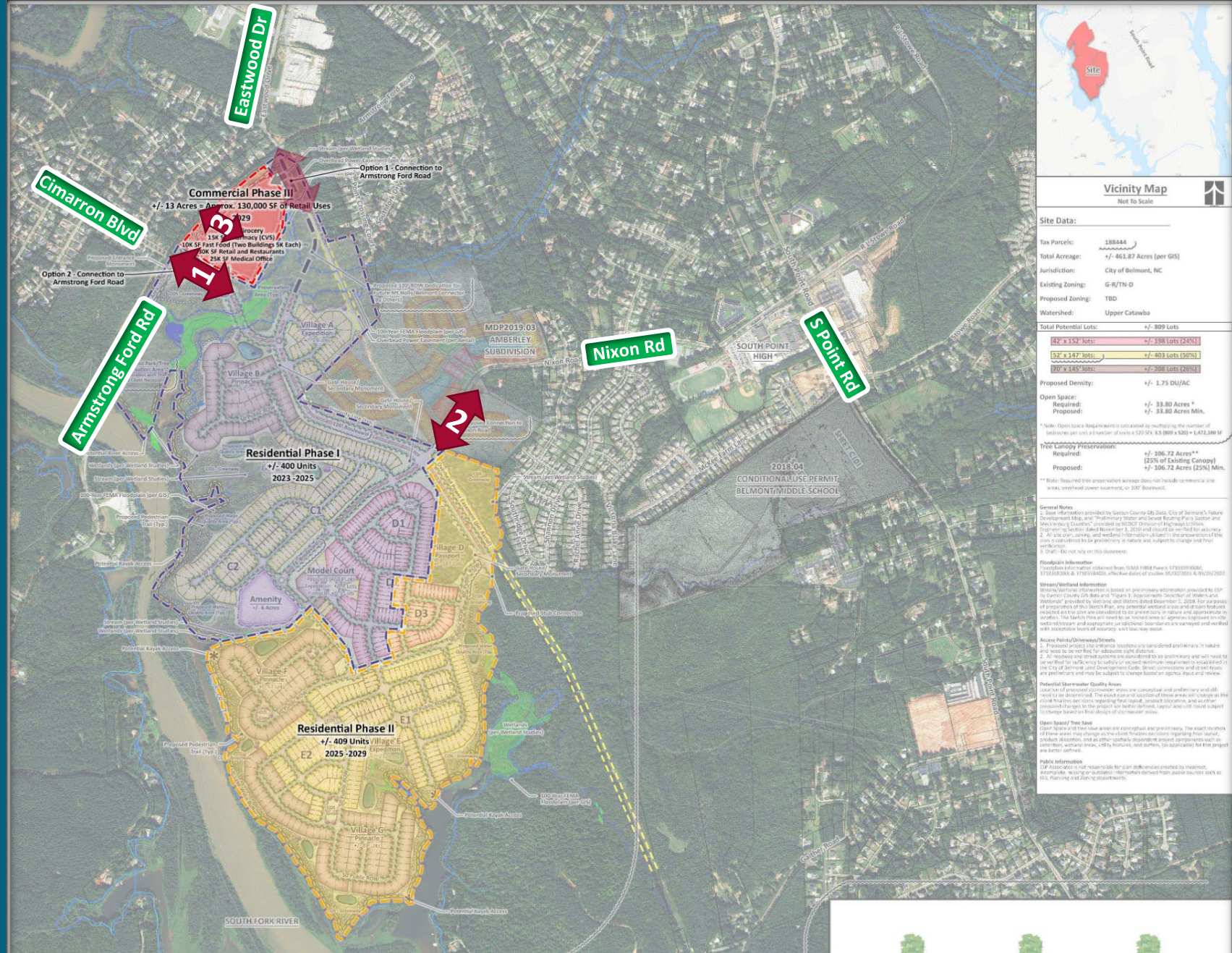
Site Trip Generation						
Land Use	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Phase 1 – Residential <i>400 Age-Restricted Units</i>	117	39	78	142	87	55
Phase 1+2 – Residential <i>808 Total Age-Restricted Units (400 Ph 1 + 408 Ph 2)</i>	200	66	134	245	149	96
Phase 1+2+3 – Residential + Commercial <i>808 Total Age-Restricted Units (400 Ph 1 + 408 Ph 2)</i> <i>+ 130,000 SF of Commercial Space</i>	744	404	340	996	512	484

Build-out Year: 2029

Site Plan Used in TIA

3 Access Points

- **Access 1:**
Armstrong Ford Rd
- **Access 2:**
Extension of Nixon Rd
- **Access 3:**
Armstrong Ford Rd
(Serves Commercial only;
Phase 3 only)



Site Plan Used in TIA

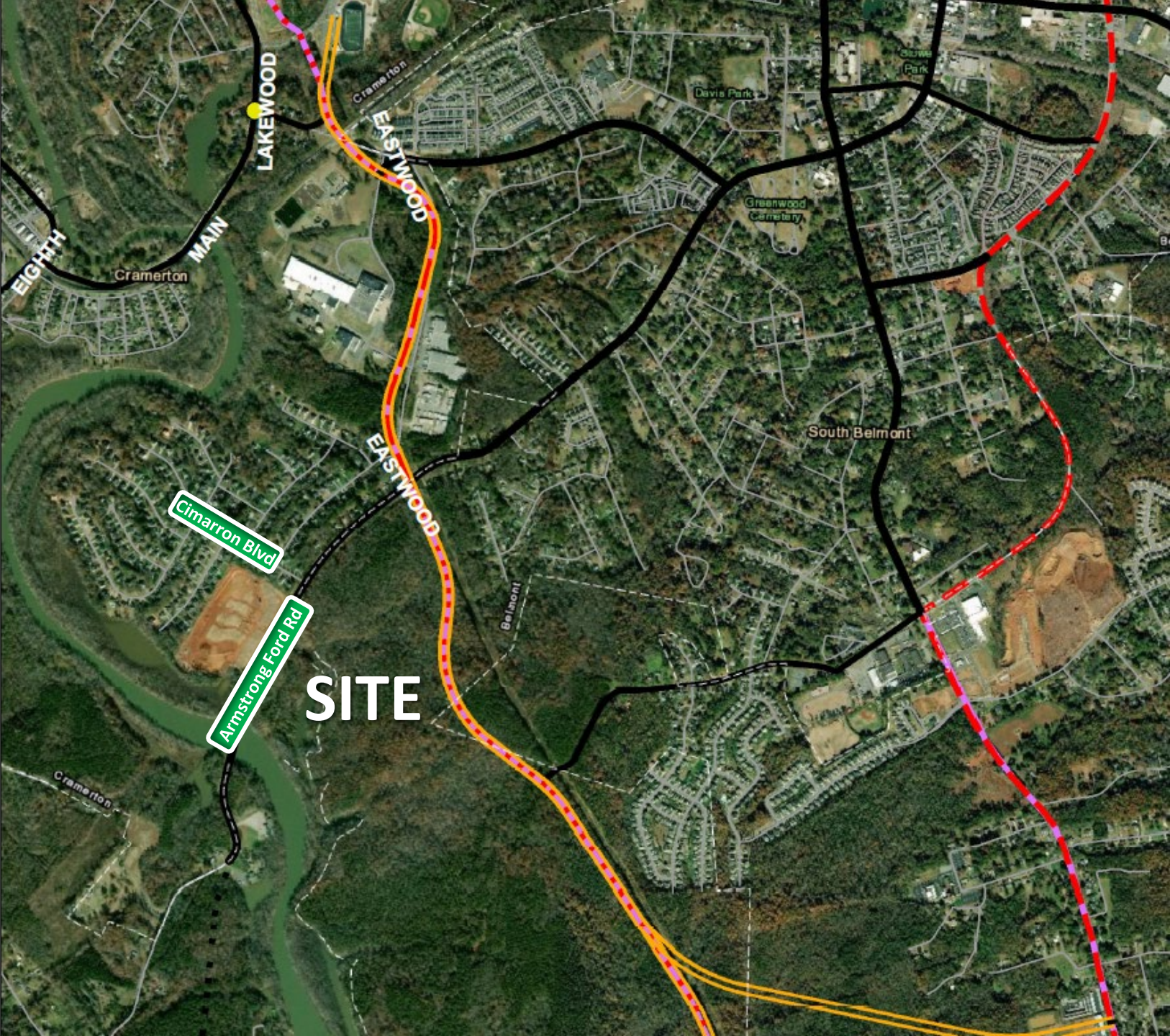
Access 1 Options

- **Option A:** Align with Eastwood Dr
 - Preferred alternative
 - Consistent with Belmont-Mt. Holly Connector CTP alignment
 - Not accepted by NCDOT
- **Option B:** Align with Cimarron Blvd
 - Preferred by NCDOT



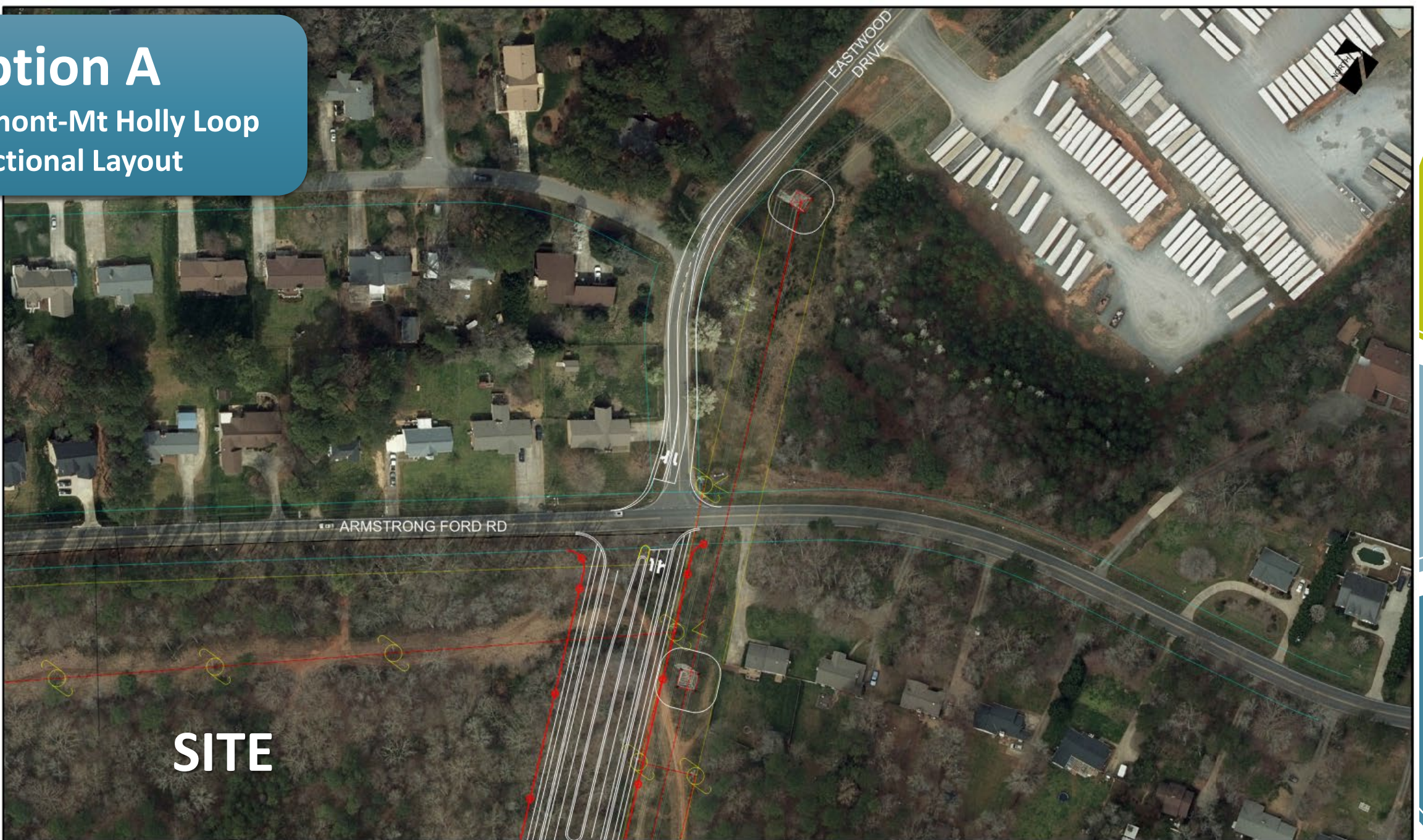
Belmont – Mt Holly Loop

GCLMPO Functional
Design



Option A

Belmont-Mt Holly Loop Functional Layout





STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

The proposed “Option A” alignment reverts this connection to a skewed intersection, which poses potential safety and sight distance issues. To keep proper alignment, other alternatives should be examined, including purchase of additional Right of Way from Parcel 195461, or relocation of transmission utilities.

per your request, the Department has reviewed the draft concept as presented to District, Division Project, and Roadway staff. The existing alignment of Eastwood Drive connects Armstrong Ford Road as a T intersection.

The proposed “Option A” alignment reverts this connection to a skewed intersection, which poses potential safety and sight distance issues. To keep proper alignment, other alternatives should be examined, including purchase of additional Right of Way from Parcel 195461, or relocation of transmission utilities.

Upon review, the Department of Transportation will not accept the draft concept re-alignment of Eastwood Drive received October 30th, 2020 by Kimley Horn.

Yours very truly,
C. Blake Guffey
C. Blake Guffey
District 1 Engineer

Mailing Address:
NC DEPARTMENT OF TRANSPORTATION
DIVISION 12
PO BOX 47
SHELBY, NC 28150



Telephone: (980) 552-4200
Website: www.ncdot.gov



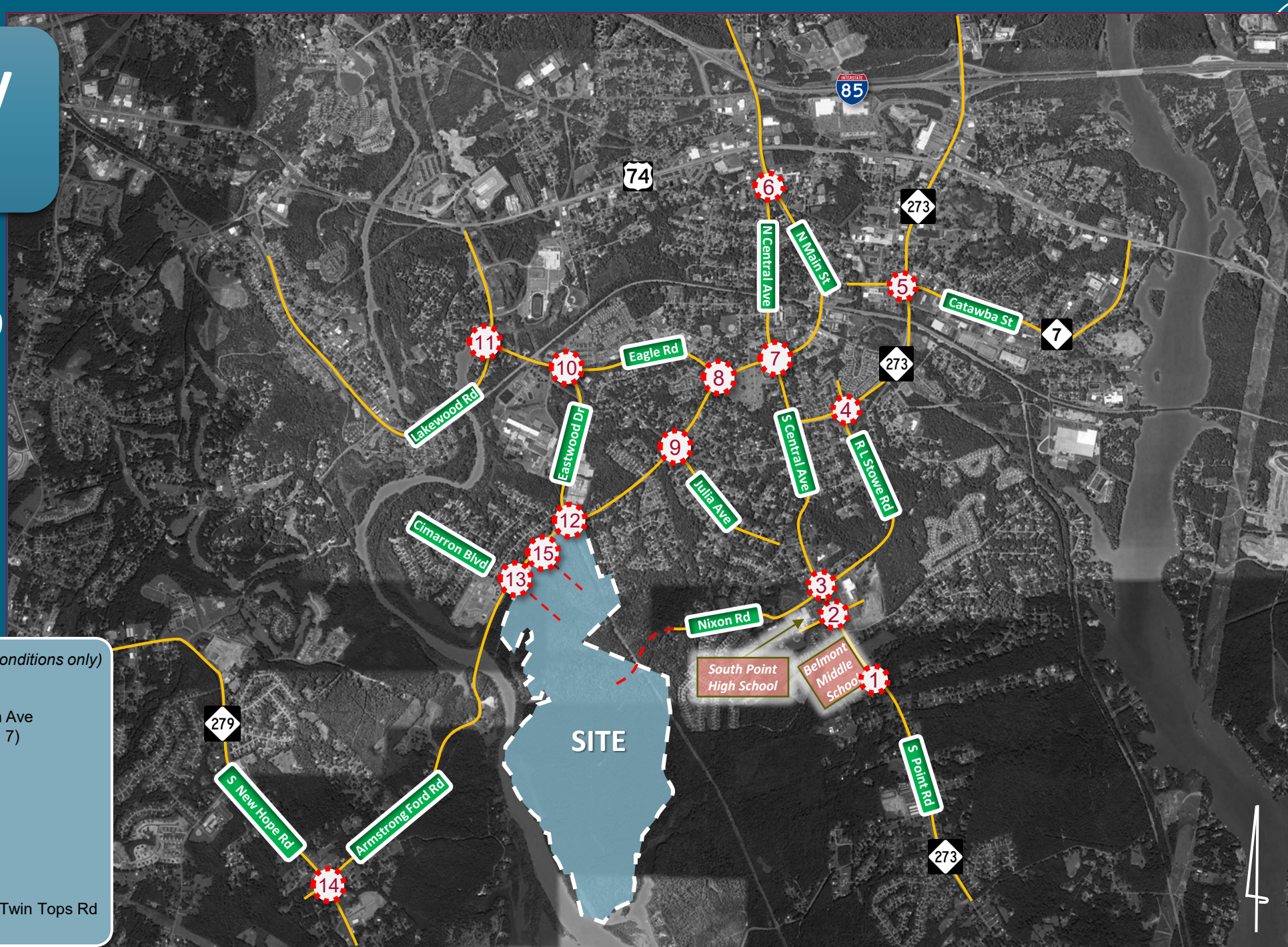
Off-Site Study Intersections

Traffic Counts:
Collected in 2018 & 2019

Legend

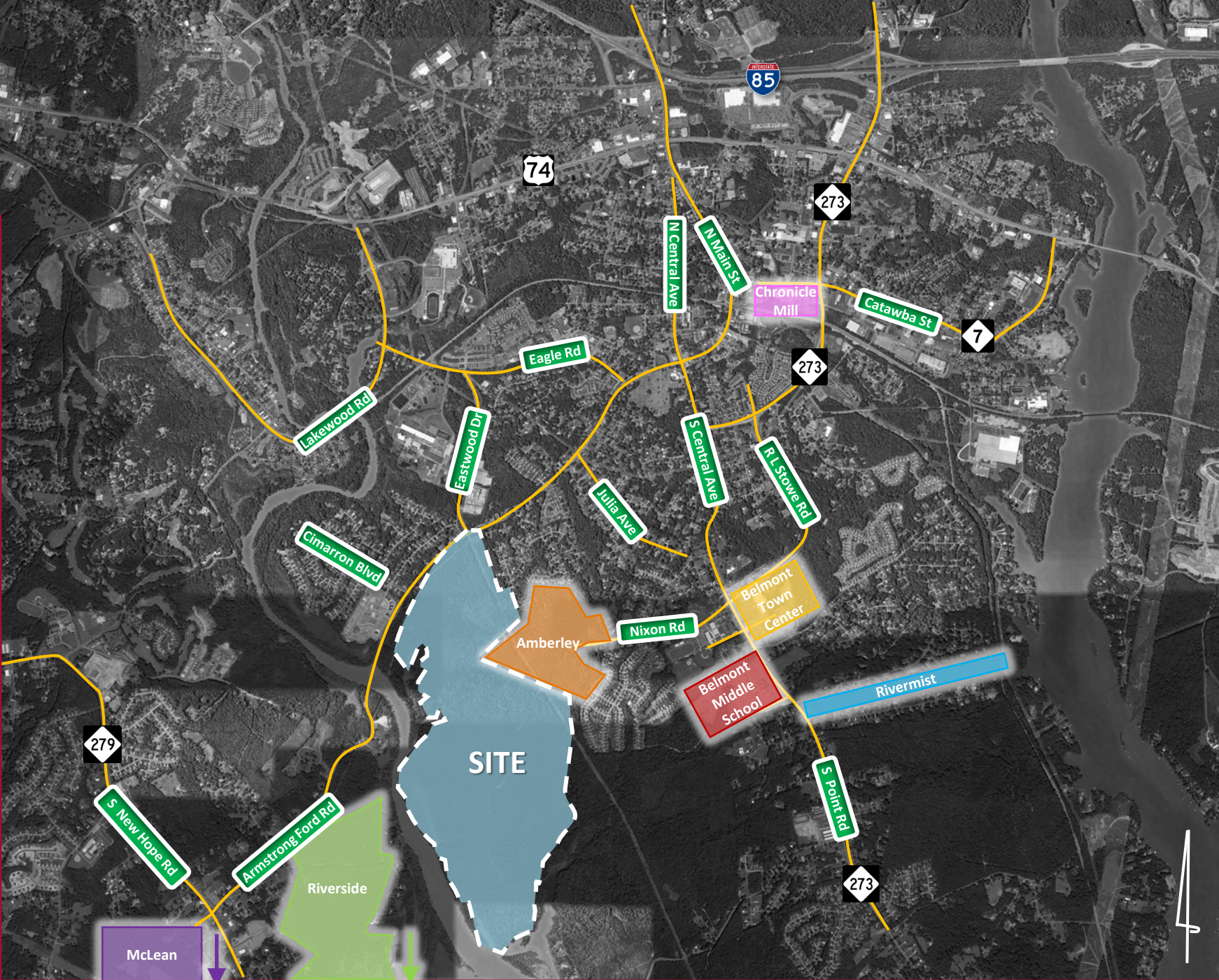
-  - Study Area Intersections
-  - Site

1. S Point Rd (NC 273) and Belmont MS DW (*future conditions only*)
2. S Point Rd (273) and S Point HS/Red Raid Run
3. S Point Rd (NC 273) and R L Stowe Rd/Nixon Rd
4. Keener Blvd (NC 273) and R L Stowe Rd/Ft William Ave
5. Keener Blvd/Park St (NC 273) and Catawba St (NC 7)
6. N Main St (NC 7) and N Central Ave
7. S Main St and Central Ave
8. S Main St and Eagle Rd
9. S Main St and Julia Ave
10. Eagle Rd and Eastwood Dr
11. Eagle Rd and Lakewood Rd
12. Armstrong Ford Rd and Eastwood Dr
13. Armstrong Ford Rd and Cimarron Blvd/Access 1
14. S New Hope Rd (NC 279) and Armstrong Ford Rd/Twin Tops Rd
15. Armstrong Ford Rd and Access 3 (*RIRO*)

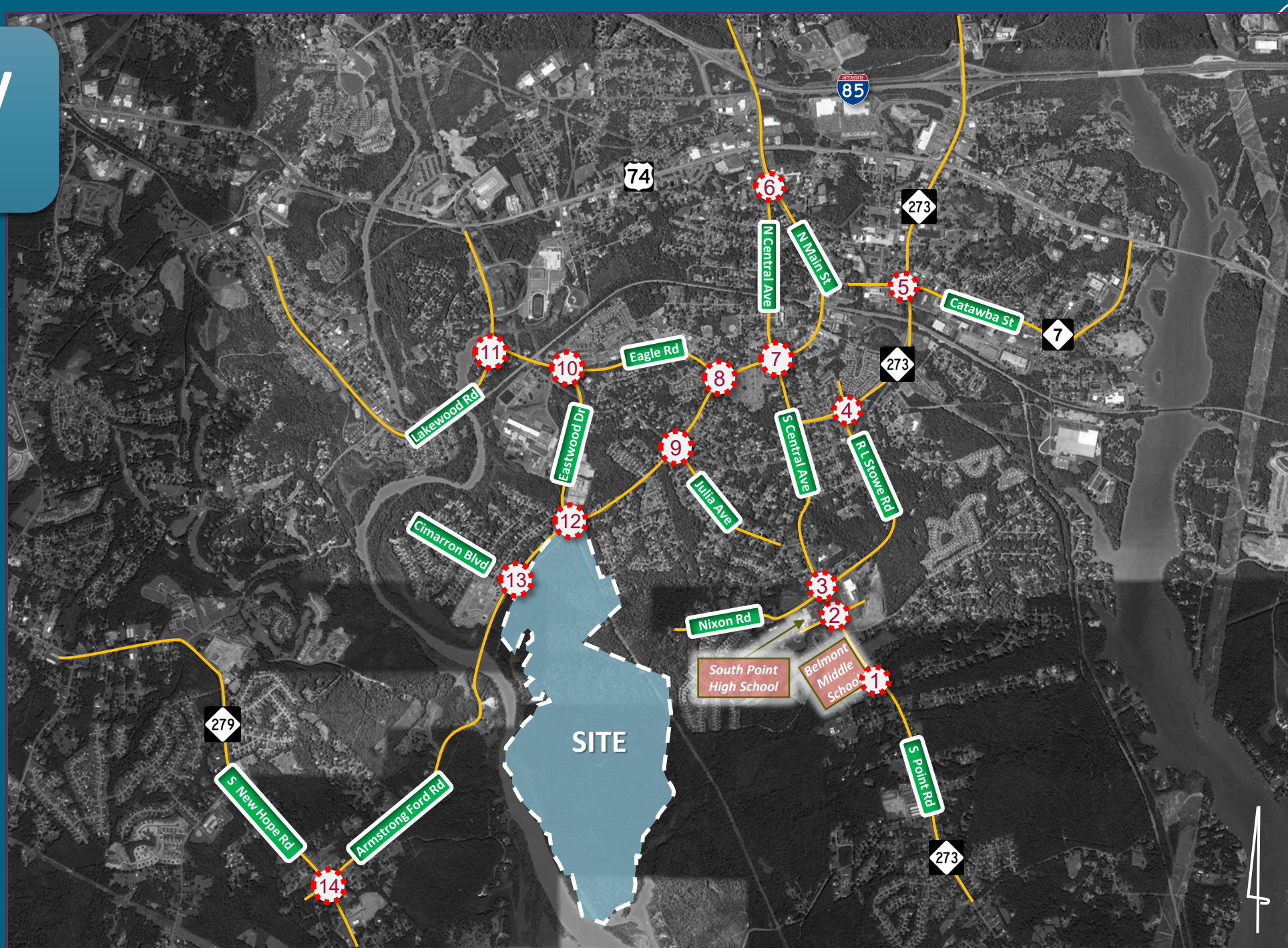


Approved Developments

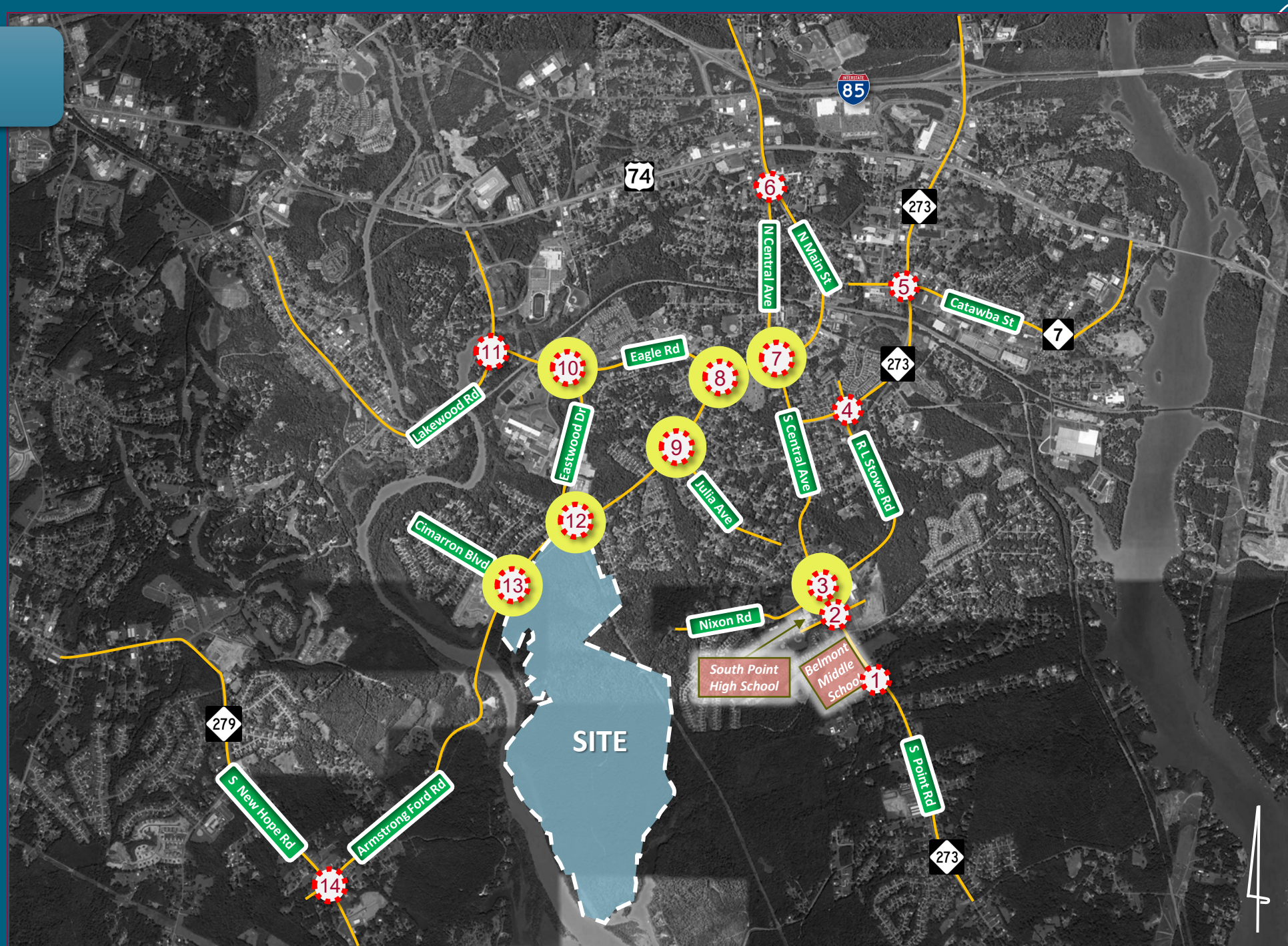
Development	Land Use/Intensity	% Built-out
Riverside	930 Single-Family units 140 Townhome units 100,000 SF General Office 80,000 SF Retail	0%
Amberley	188 Single-Family units	0%
Belmont Middle School	1,200 Students	0%
Rivermist	86 Single-Family units	0%
Chronicle Mill	240 Multifamily units 10 Townhome units 8,650 SF Retail	0%
McLean	810 Single-Family units 100 Multifamily units 125,000 SF Shopping Center	50%
Belmont Town Center	16 Single-Family units 92 Townhome units 27,800 SF General Office 21,600 SF Specialty Retail 53,000 SF Supermarket 4,330 SF Fast Food 14 FP Gas Station	70% (of approved trip gen)



Off-Site Study Intersections



Mitigation

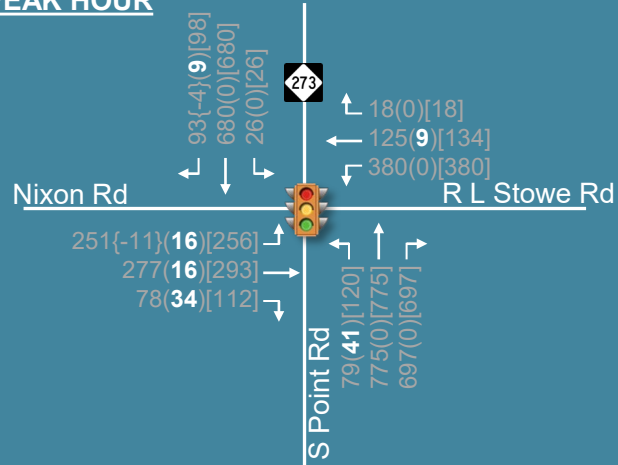


Mitigation

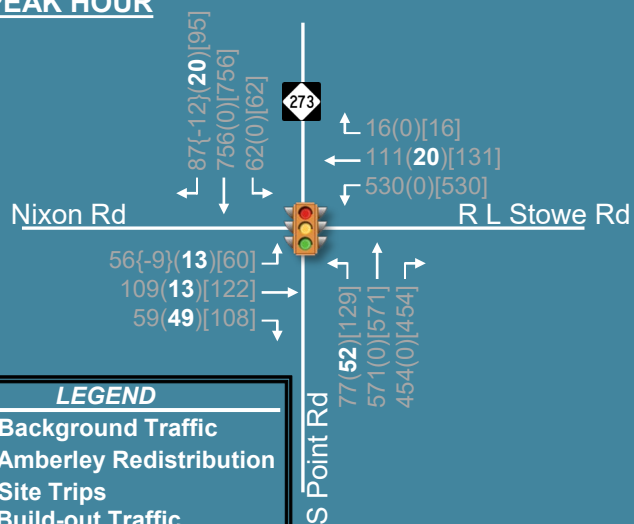
3. S Point Rd (NC 273) & Nixon Rd/R L Stowe Rd

TRAFFIC VOLUMES

AM PEAK HOUR



PM PEAK HOUR



LEGEND

- XX Background Traffic
- {XX} Amberley Redistribution
- (XX) Site Trips
- [XX] Build-out Traffic

LOS/DELAY

Table 6.3 - S Point Road (NC 273) and R L Stowe Road/Nixon Road

Condition	Measure	EB			WB		NB			SB			Intersection LOS (Delay)
		EBL	EBT	EBR	WBL	WBTR	NBL	NBT	NBR	SBL	SBT	SBR	
AM Peak Hour													
2029 Background	LOS (Delay)	F (125.8)			F (119.4)		D (44.6)			F (102.3)			F (83.2)
2029 Build Ph 3	LOS (Delay)	F (92.9)			F (106.9)		D (49.0)			F (93.5)			E (75.6)
PM Peak Hour													
2029 Background	LOS (Delay)	E (70.7)			F (119.4)		C (25.1)			F (139.9)			F (86.1)
2029 Build Ph 3	LOS (Delay)	D (51.4)			F (100.4)		D (35.8)			F (138.7)			F (82.7)

Build Ph 3 row includes mitigation improvements

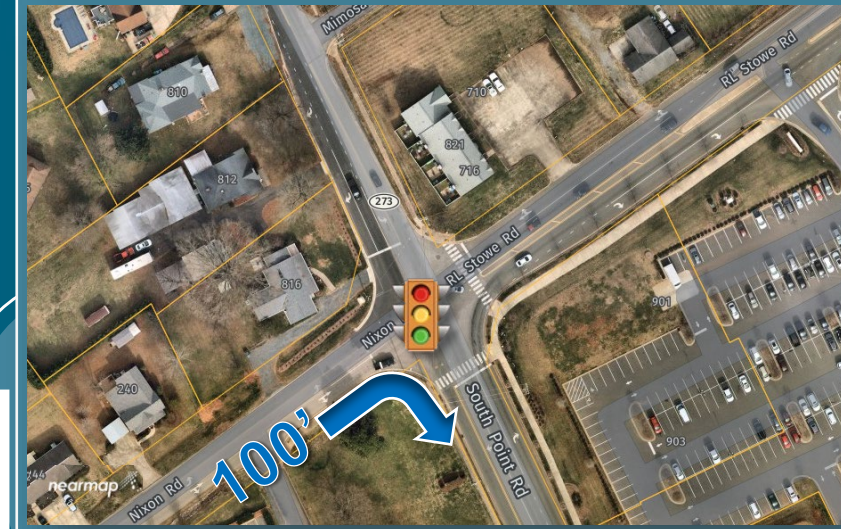
CONSIDERATIONS

- Increase in delay on multiple approaches and overall intersection already operating at LOS F
- Drop in EB & NB approach LOS
- Increase in EB & NB approach delays by 36% (AM) & 71% (PM)
- Increase in EB approach volume by 10%-30%

LEGEND

Phase 3 Mitigation

MITIGATION IMPROVEMENT

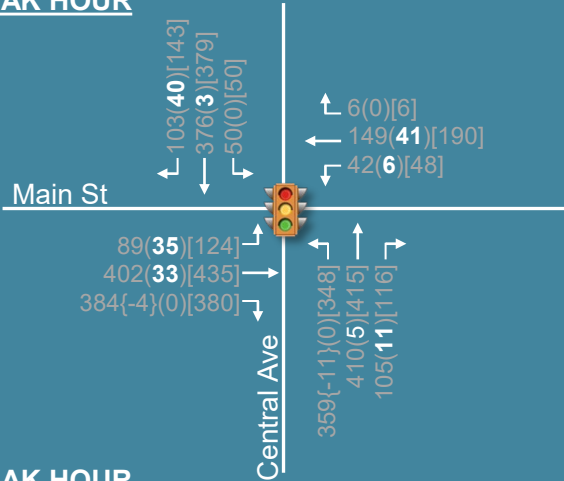


Mitigation

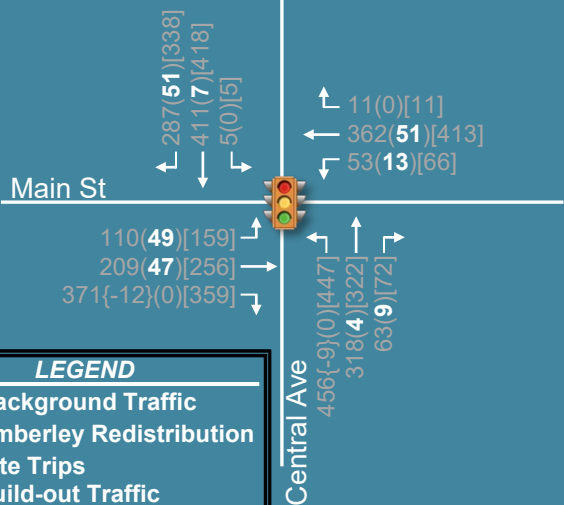
7. Central Avenue & S Main Street

TRAFFIC VOLUMES

AM PEAK HOUR



PM PEAK HOUR



LEGEND	
XX	Background Traffic
{XX}	Amberley Redistribution
(XX)	Site Trips
[XX]	Build-out Traffic

LOS/DELAY

Table 6.7 - S Main Street and Central Avenue

Condition	Measure	EB			WB		NB		SB		Intersection LOS (Delay)
		EBL	EBT	EBR	WBL	WBTR	NBL	NBTR	SBL	SBTR	
AM Peak Hour											
2029 Background	LOS (Delay)	F (105.2)			D (43.1)		F (80.2)		F (141.2)		F (99.1)
2029 Build Ph 3	LOS (Delay)	D (41.6)			D (54.3)		D (42.7)		E (64.5)		D (48.1)
PM Peak Hour											
2029 Background	LOS (Delay)	F (141.4)			E (69.6)		F (102.1)		F (161.4)		F (122.8)
2029 Build Ph 3	LOS (Delay)	F (128.0)			E (56.8)		F (94.9)		F (193.5)		F (123.5)

Build Ph 3 row includes mitigation improvements

CONSIDERATIONS

- Increase in delay on approaches and overall intersection already operating at LOS F
- Drop in WB approach LOS
- Currently, EBT/R forced to shift (does not meet typical driver expectations)
- EBL volume is lowest volume movement
- Reconfigure EB approach to allow EBT to serve as continuous lane & EBL to serve as a standard turn lane pocket.

LEGEND

Phase 2 Mitigation

MITIGATION IMPROVEMENT

Reconfigure to provide 225' exclusive Left Turn Lane

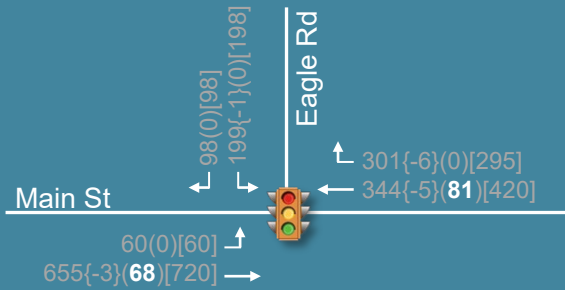


Mitigation

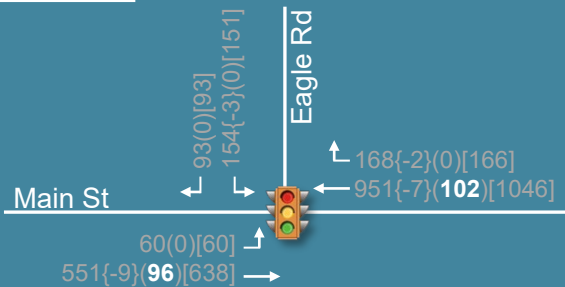
8. S Main Street & Eagle Road

TRAFFIC VOLUMES

AM PEAK HOUR



PM PEAK HOUR



LEGEND

- XX Background Traffic
- {XX} Amberley Redistribution
- (XX) Site Trips
- [XX] Build-out Traffic

LOS/DELAY

Table 6.8 - S Main Street and Eagle Road

Condition	Measure	EB		WB		SB		Intersection LOS (Delay)
		EBLT	WBT	WBR	SBL	SBR		
AM Peak Hour								
2029 Background	LOS (Delay)	E (56.5)	E (74.3)	E (58.4)	E (63.7)			
2029 Build Ph 3	LOS (Delay)	B (17.4)	C (24.3)	E (58.2)	C (26.9)			
PM Peak Hour								
2029 Background	LOS (Delay)	F (205.0)	F (131.8)	E (72.8)	F (147.1)			
2029 Build Ph 3	LOS (Delay)	F (118.5)	F (115.1)	F (124.2)	F (117.2)			

Build Ph 3 row includes mitigation improvements

CONSIDERATIONS

- Drop in EB, WB, & overall intersection LOS
- Increase in approach/overall intersection delay by >50%
- Mitigation options evaluated:
 - **WBR** - provides most benefit
 - SBR – would like impact on-street parking on Eagle Rd

MITIGATION IMPROVEMENT



LEGEND

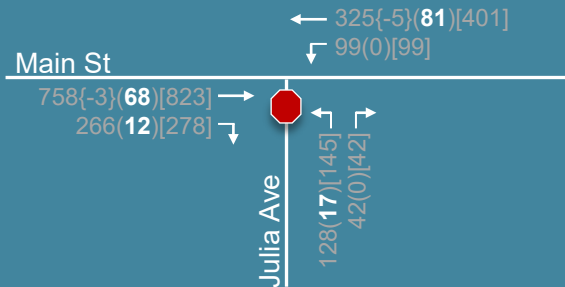
Phase 3 Mitigation

Mitigation

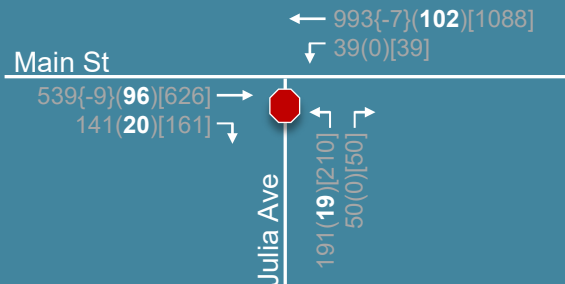
9. S Main Street & Julia Avenue

TRAFFIC VOLUMES

AM PEAK HOUR



PM PEAK HOUR



LEGEND

- XX Background Traffic
- {XX} Amberley Redistribution
- (XX) Site Trips
- [XX] Build-out Traffic

LOS/DELAY

Table 6.9 - S Main Street and Julia Avenue

Condition	Measure	EB	WB	NB	
		EBTR	WBLT	NBL	NBR
AM Peak Hour					
2029 Background	LOS (Delay)	A (0.0)	A (5.0)	F (361.7)	
2029 Build Ph 3	LOS (Delay)	A (0.0)	A (5.2)	F (477.0)	
PM Peak Hour					
2029 Background	LOS (Delay)	A (0.0)	A (1.7)	F (965.2)	
2029 Build Ph 3	LOS (Delay)	A (0.0)	A (2.2)	F (8064.5)	

Build Ph 3 row includes mitigation improvements

CONSIDERATIONS

- Increase in NB approach delay when already operating at LOS F
- NBL allows right-turn traffic to bypass the left-turn traffic, significantly improving delay for right-turns
- Maximize between S Main St & 1st residential d/w along east side of Julie Ave (~250')
- EBR & WBL also considered, but provided minimal benefit

MITIGATION IMPROVEMENT



LEGEND

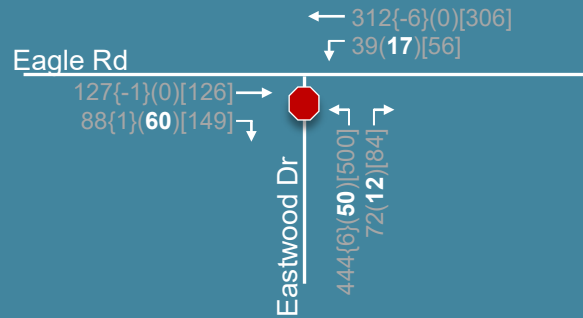
Phase 2 Mitigation

Mitigation

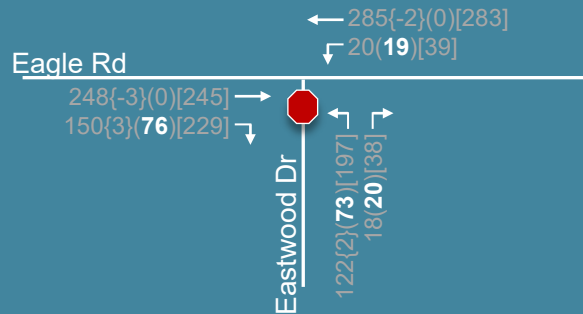
10. Eagle Road & Eastwood Drive

TRAFFIC VOLUMES

AM PEAK HOUR



PM PEAK HOUR



LEGEND	
XX	Background Traffic
{XX}	Amberley Redistribution
(XX)	Site Trips
[XX]	Build-out Traffic

LOS/DELAY

Table 6.10 - Eagle Road and Eastwood Drive					
Condition	Measure	EB	WB	NB	
		EBTR	WBLT	NBL	NBR
AM Peak Hour					
2029 Background	LOS (Delay)	A (0.0)	A (1.1)	F (146.6)	
2029 Build Ph 3	LOS (Delay)	A (0.0)	A (1.7)	F (197.9)	
PM Peak Hour					
2029 Background	LOS (Delay)	A (0.0)	A (0.7)	C (19.2)	
2029 Build Ph 3	LOS (Delay)	A (0.0)	A (1.4)	D (29.4)	

Build Ph 3 row includes mitigation improvements

CONSIDERATIONS

- Drop in NB approach LOS (PM)
- Increase in NB approach delay when already operating at LOS F (AM)
- Increase in NBL volume by 60% (PM)
- Heavy NBL volume in AM (500)

MITIGATION IMPROVEMENT



LEGEND

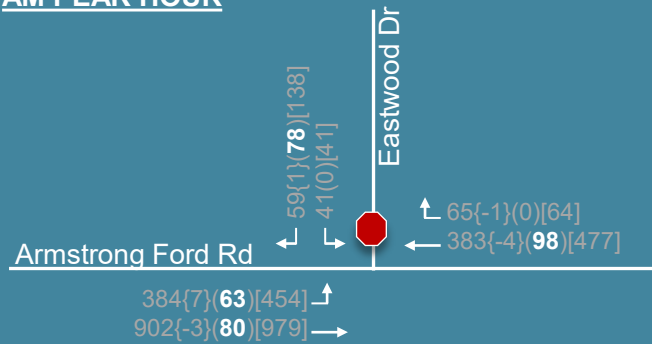
Phase 3 Mitigation

Mitigation

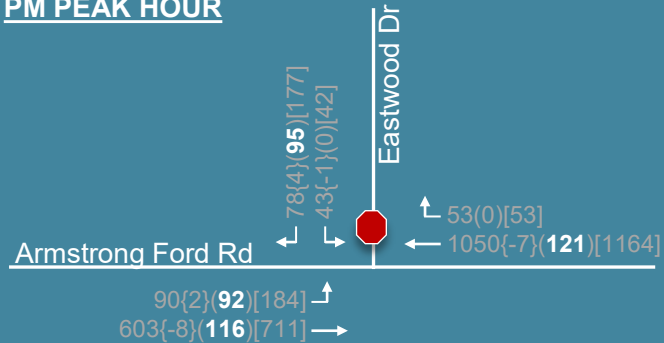
12. Armstrong Ford Road & Eastwood Drive

TRAFFIC VOLUMES

AM PEAK HOUR



PM PEAK HOUR



LEGEND

- XX Background Traffic
- {XX} Amberley Redistribution
- (XX) Site Trips
- [XX] Build-out Traffic

LOS/DELAY

Table 6.12 - Armstrong Ford Road and Eastwood Drive

Condition	Measure	EB		WB		SB		Intersection
		EBL	EBTR	WBL	WBTR	SBL	SBTR	
AM Peak Hour								
2029 Background	LOS (Delay)	B (10.4)		A (0.0)		F (612.3)		-
2029 Build Ph 3	LOS (Delay)	B (15.8)		C (30.6)		C (30.0)		C (20.7)
PM Peak Hour								
2029 Background	LOS (Delay)	A (5.0)		A (0.0)		F (292.8)		-
2029 Build Ph 3	LOS (Delay)	C (22.6)		D (45.2)		E (66.9)		D (38.6)

Build Ph 3 row includes mitigation improvements

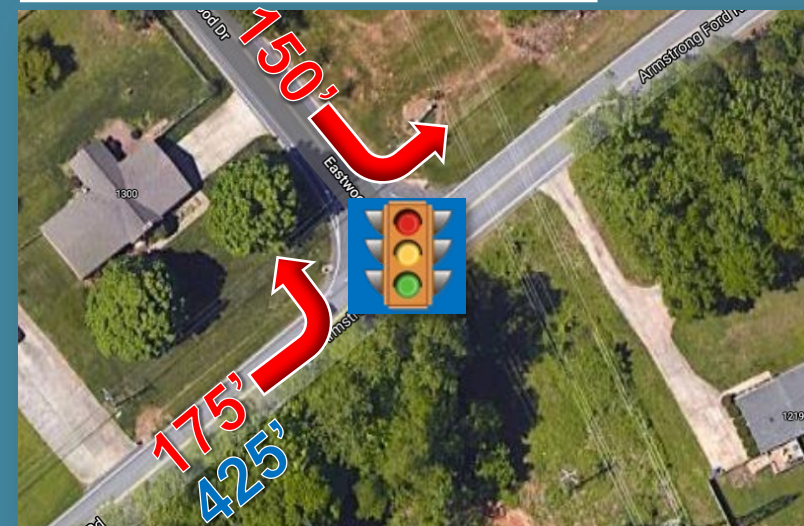
CONSIDERATIONS

- Increase in SB approach delay when already operating at LOS F
- Increase in total entering volume by ~20% (PM)
- Heavy EBL volume in AM (454)

LEGEND

- Phase 1 Mitigation
- Phase 3 Mitigation

MITIGATION IMPROVEMENT

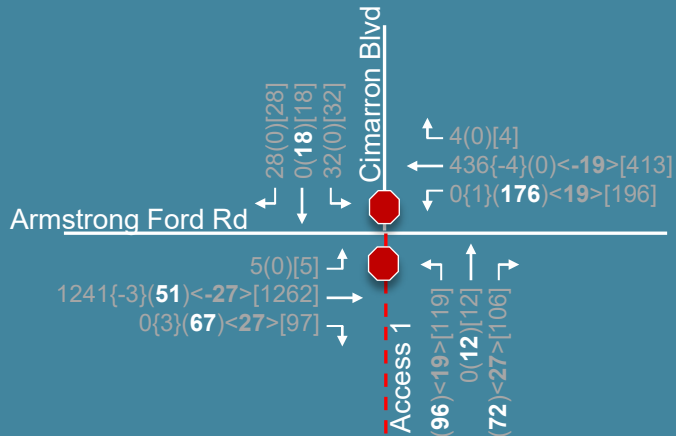


Mitigation

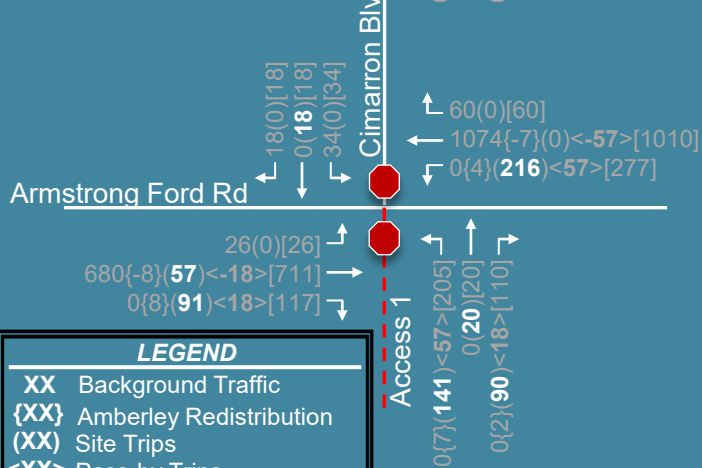
13. Armstrong Ford Rd & Cimarron Blvd/Access 1

TRAFFIC VOLUMES

AM PEAK HOUR



PM PEAK HOUR



LEGEND

- XX Background Traffic
- {XX} Amberley Redistribution
- (XX) Site Trips
- <XX> Pass-by Trips
- [XX] Build-out Traffic

LOS/DELAY

Table 6.13 - Armstrong Ford Road and Cimarron Boulevard/Access 1

Condition	Measure	EB		WB		NB		SB		Intersection LOS (Delay)
		EBLT	EBR	WBL	WBTR	NBL	NBTR	SBL	SBTR	
AM Peak Hour										
2029 Background	LOS (Delay)	A (0.3)		A (0.0)		-		F (58.8)		-
2029 Build Ph 3	LOS (Delay)	E (61.7)		E (61.7)		F (198.3)		E (73.8)		E (76.2)
PM Peak Hour										
2029 Background	LOS (Delay)	A (1.5)		A (0.0)		-		F (135.9)		-
2029 Build Ph 3	LOS (Delay)	D (53.0)		C (27.1)		F (89.4)		E (56.8)		D (44.4)

Build Ph 3 row includes mitigation improvements

CONSIDERATIONS

- Increase in SB approach delay when already operating at LOS F
- Adding 4th leg limits available gaps to turn onto mainline

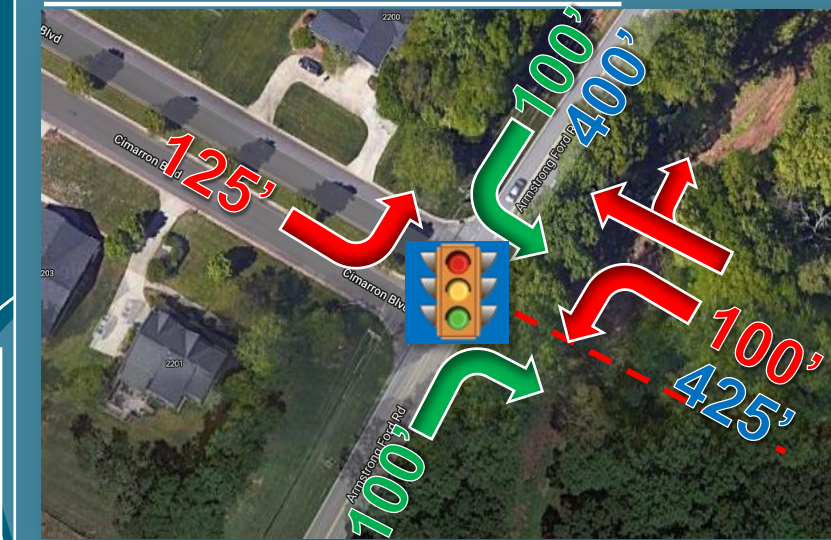
Additional Mitigation Consideration:

- Second EBT along Armstrong Ford to reduce EB queues

LEGEND

- Phase 1 Mitigation
- Phase 2 Mitigation
- Phase 3 Mitigation

MITIGATION IMPROVEMENT



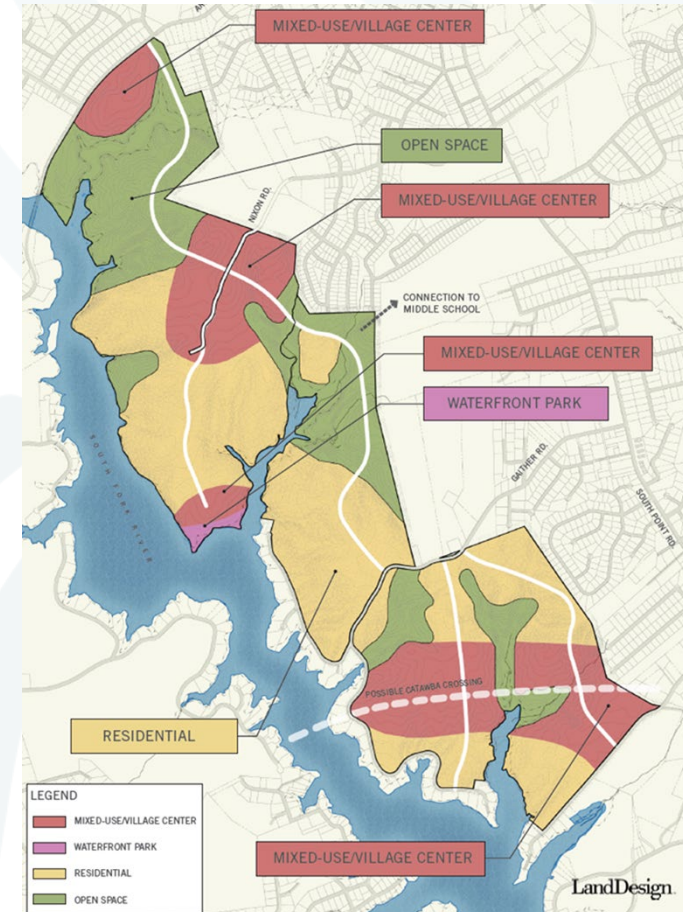


Questions?



COMPREHENSIVE LAND USE PLAN

- Land use: the project provides a balanced approach to land use by proposing mixed-use that includes neighborhood commercial to serve the proposed age-restricted community.
- Mobility: the project includes a multimodal approach providing a choice in how citizens and visitors move around Belmont.
- Parks and recreation: The project include park and recreational opportunities for all citizens.
- Environment: The project includes less intensity and lower density as envisioned in the adopted South Fork Small Area Plan that includes open space and tree canopy preservation adjacent to the South Fork River.



STAFF RECOMMENDS APPROVAL

- Findings can be made to support the request
- Conditions of Approval
 - Land Use
 - Age-restricted community
 - Water Quality—Environmental
 - Architecture
 - Transportation

PLANNING BOARD ACTION

- ④ Receive report, public comments, render a recommendation to CC
- ④ Motion to recommend the following to city council:
 - Approve as presented; or
 - Approve as modified; or
 - Disapprove
- ④ Two findings required:
 - Map amendment is a reasonable request and in the public interest; and
 - Map amendment is consistent with the goals of the Comprehensive plan in the area of

BELMONT

MANY THREADS, ONE COMMUNITY

PULTE REZONING

South Fork
Planning Board

March 18, 2021

DEVELOPMENT TEAM



DEVELOPMENT



ESP Associates, Inc.

DESIGN

Moore &
VanAllen

LAND USE



THE PULTE GROUP



CONDITIONAL ZONING BENEFITS



COMMUNITY
ENGAGEMENT



CERTAINTY ON
DEVELOPMENT



HIGHER LEVEL
DESIGN
STANDARDS

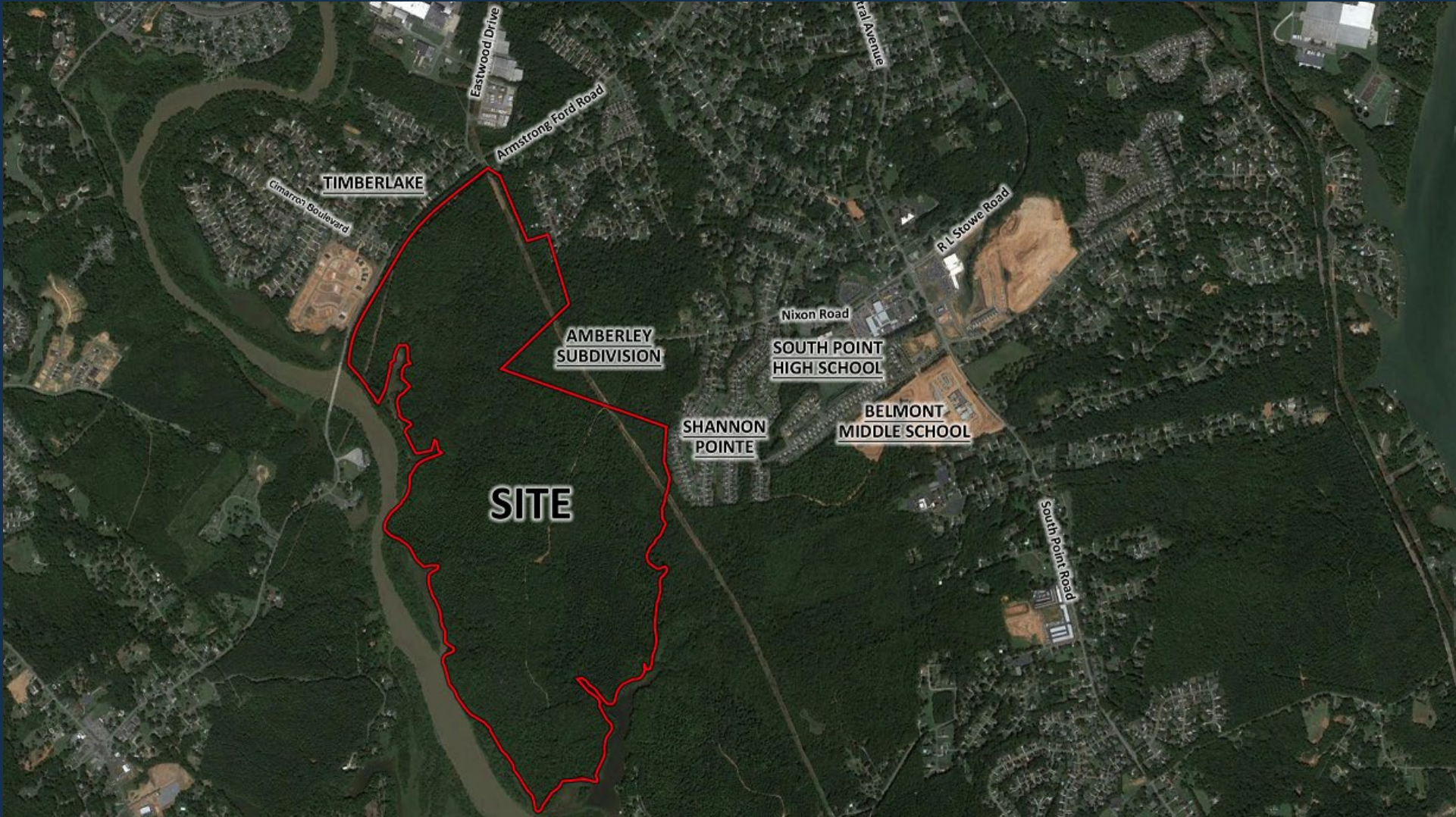


PUBLIC BENEFIT



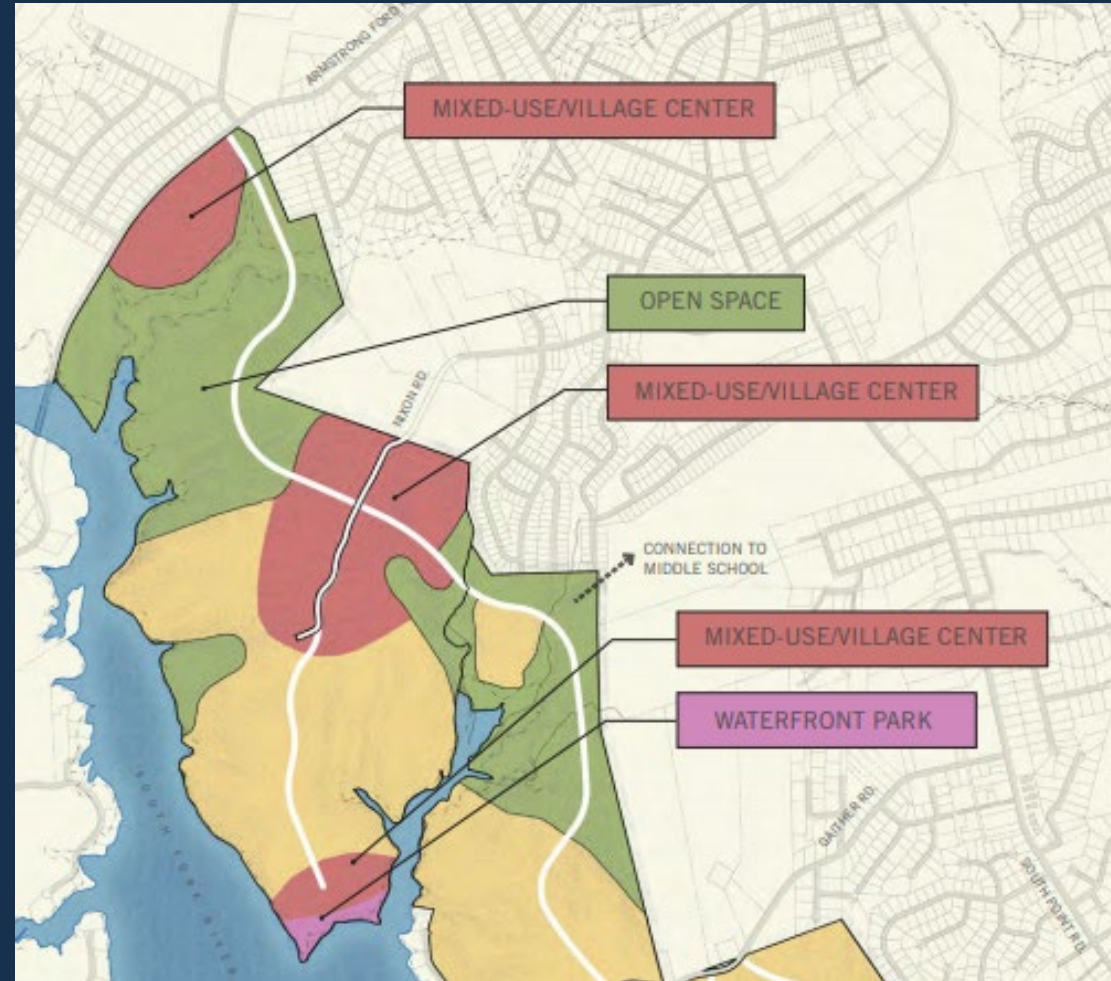
PULTE SOUTH FORK SITE
462.3 Acres

SITE CONTEXT



ADOPTED LAND USE PLAN

- Adopted land use plan recommends low to medium density residential (1-6 dwelling units per acre)
- Average of 3DUA
- Emphasis on pedestrian and vehicular connectivity
- Main open space as a key organizing element



PROPOSED SITE PLAN



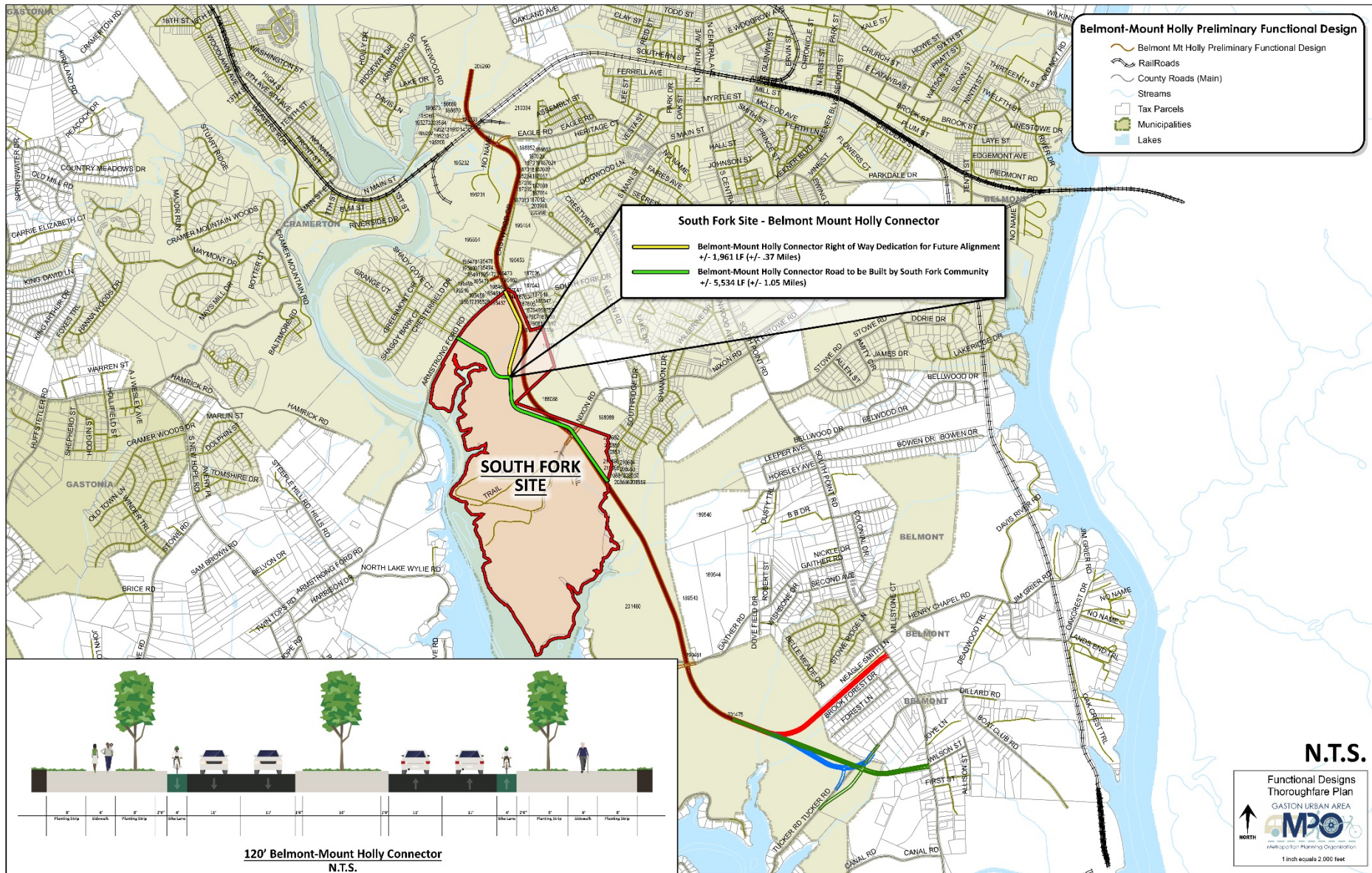
PROPOSED PLAN OVERVIEW

- Zoning necessary for flexibility in lot sizes
- 809 residential units
- 1.8 DUA (462 acres)
- Robust street network
- Greenway connections
- Roadway improvements
- Architectural Commitments
- Generally consistent with Land Use
- Open Space Commitments
- Public park donation
- Unified approach guarantees higher level of transportation improvements, network of open space and infrastructure



PLAN BENEFITS	Required by Ordinance	Included in Conditional Zoning
Approx 2.7 miles of constructed greenway along the river	4	4
6.74 acres of greenway easements		4
21 acres of dedicated land for a future park		4
Common Open Space	15%	22%
Proposed density	Up to 3 DUA	1.8 DUA
Construct 0.73 miles of the connector road	*	4
Approx 0.4 miles of easement to provide future connection		4
Cluster style of development creates larger contiguous areas of tree save and open space		4
Restricted community creates less impact on traffic during the peak hours		4
Age-targeted community creates less impact on schools		4
13 acres reserved for commercial/non-residential uses along Armstrong Ford Road		4
50' buffer adjacent to residential		4
Enhanced storm water and erosion controls		4

TRAFFIC ASPECTS



TRAFFIC ASPECTS



TRAFFIC ASPECTS



TRAFFIC ASPECTS



TRAFFIC ASPECTS

- Proposed trips are LOWER than permitted by-right development
- Improvements will be made to mitigate traffic impacts at a level higher than improvements required with by-right development
- Rezoning takes into consideration a larger study area – more intersections

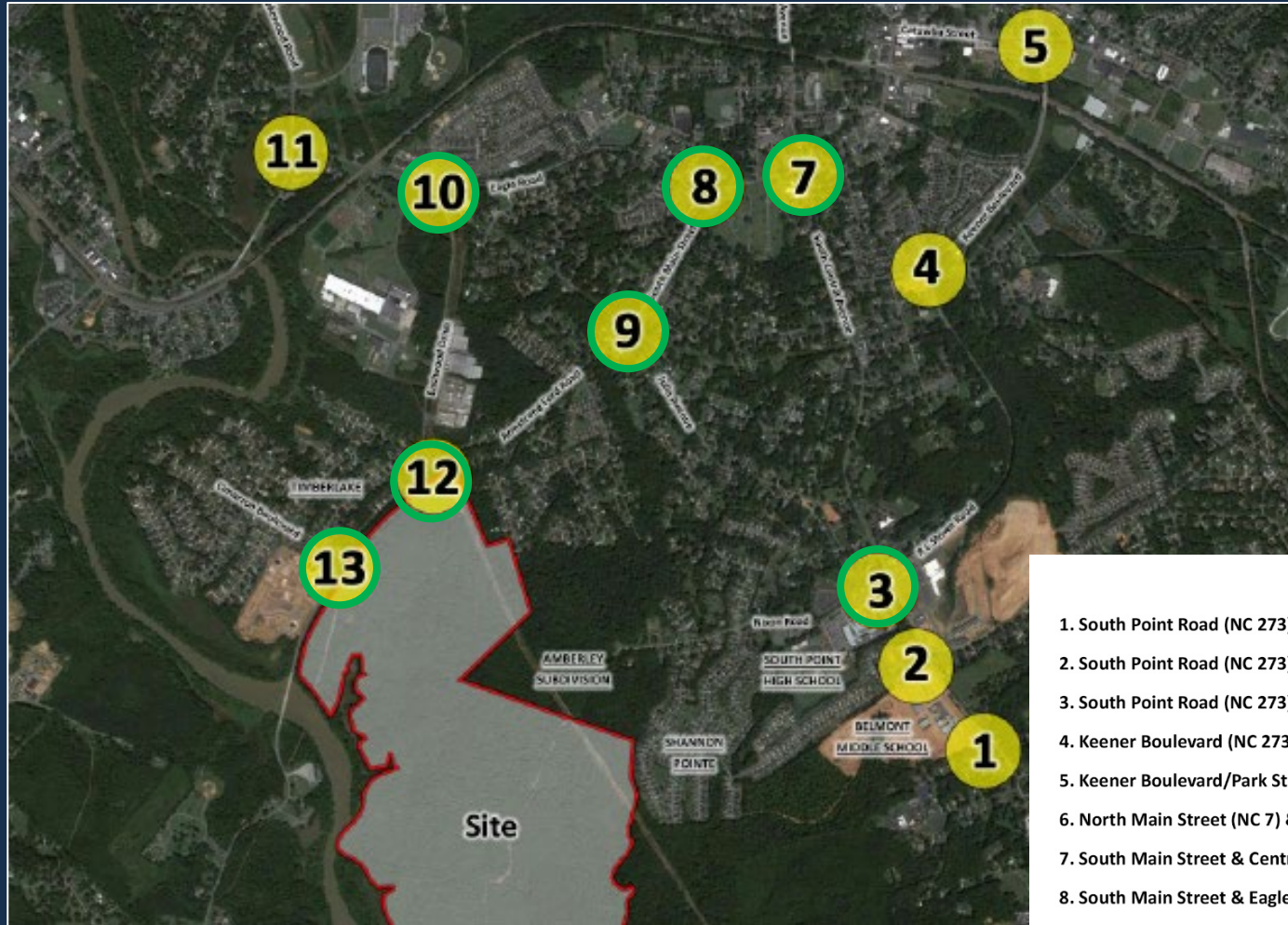
Trip Generation Table

Land Use [ITE Code]				Daily	AM Peak Hour			PM Peak Hour		
					Enter	Exit	Total	Enter	Exit	Total
Single-Family Housing [210]	6 DUA	2,772	DUs	22,096	494	1480	1,974	1,554	913	2,467
Single-Family Housing [210]	3 DUA	1,386	DUs	11,678	248	742	990	799	470	1,269
Senior Adult Housing (Detached) [251]	1.8 DUA	809	DUs	3,542	66	135	201	150	96	246

References:

Trip Generation, 10th Edition, Institute of Transportation Engineers, Washington, DC. 2017.

IMPROVED INTERSECTIONS



Legend:

1. South Point Road (NC 273) & Belmont Middle School Driveway
2. South Point Road (NC 273) & South Point High School Driveway/Red Raider Road
3. South Point Road (NC 273) & R L Stowe Road/Nixon Road
4. Keener Boulevard (NC 273) & R L Stowe Road/Fort William Avenue
5. Keener Boulevard/Park Street (NC 273) & Catawba Street
6. North Main Street (NC 7) & North Central Avenue
7. South Main Street & Central Avenue
8. South Main Street & Eagle Road
9. South Main Street & Julia Avenue
10. Eagle Road & Eastwood Drive
11. Eagle Road & Lakewood Road
12. Armstrong Ford Road & Eastwood Drive/Access 1 (Option A)
13. Armstrong Ford Road & Cimarron Boulevard/Access 1 (Option B)
14. South New Hope Road (NC 279) & Armstrong Ford Road/Twin Tops Road

IMPROVED INTERSECTIONS

- 6 out of 7 intersections will function better or nearly equal than anticipated in the 2029 AM Peak
- 7 out of 7 intersections will function better or nearly equal than anticipated in the 2029 PM Peak
- 7 out of 7 intersections will function **worse** than they do today in 2029 **with no development/associated improvements**



ENVIRONMENTAL ASPECTS



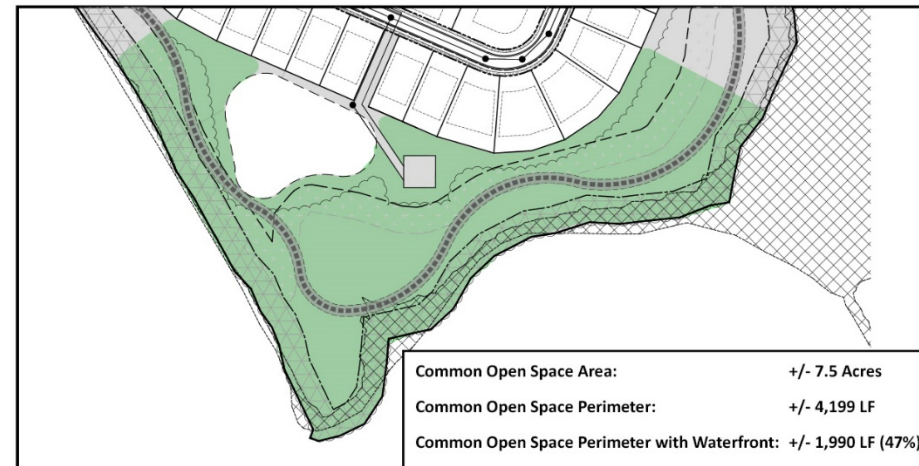
ENVIRONMENTAL ASPECTS



Prop. Waterfront Park/Tree Preservation Area
100 Scale



South Fork Small Area Plan Prop. Waterfront Park
100 Scale



South Fork Common Open Space Area
100 Scale

CONCEPTUAL RENDERINGS



REZONING OVERVIEW

COMMUNITY ENGAGEMENT



- Extensive staff efforts
- Community Meeting
- Public Hearing

CERTAINTY ON DEVELOPMENT



- Limitations on uses
- Certainty on access

HIGHER LEVEL DESIGN STANDARDS



- Certainty on materials
- Flexible lots
- No vinyl

PUBLIC BENEFIT



- Roadway improvements
- Lower density
- Greenway connections
- Public park

*Belmont City Council Vision:
Belmont will be a vibrant, multi-generational community that
incorporates small-town charm and heritage with an
entrepreneurial spirit.*

Thank You