

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.

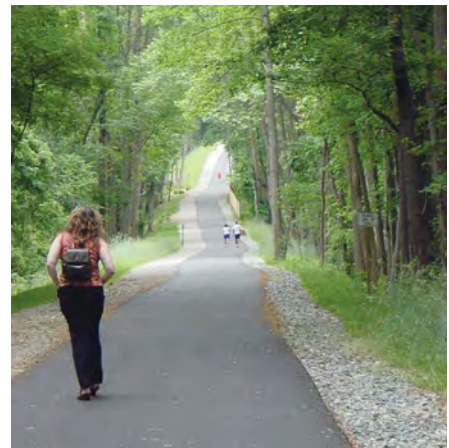
Riverfront Park and Trail Connections

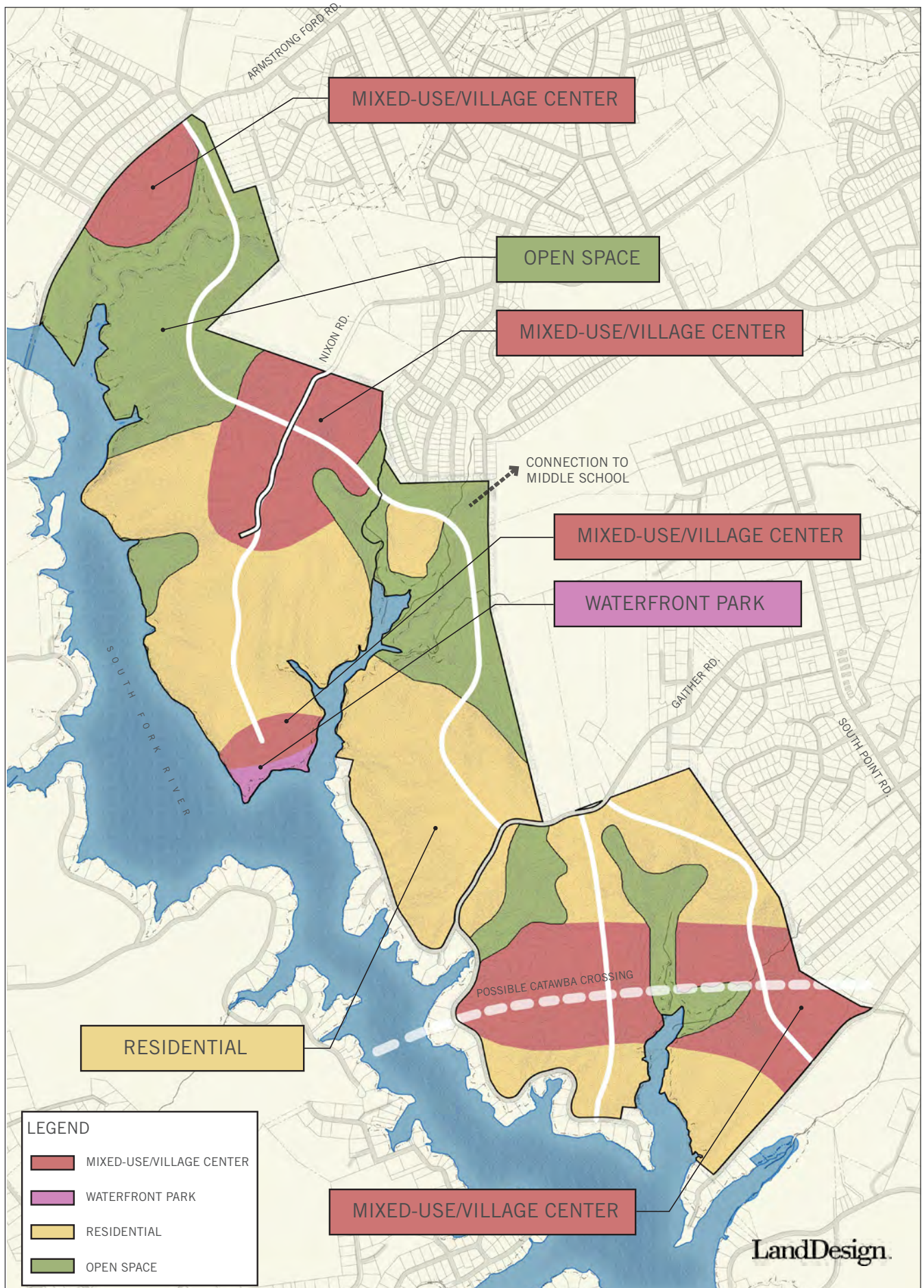
The South Fork Small Area Plan offers a unique opportunity to provide a public park, access to the riverfront, and a trail network throughout the community that will connect to adjacent communities and trail/sidewalk initiatives. As part of the development, a public access point to the riverfront and 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



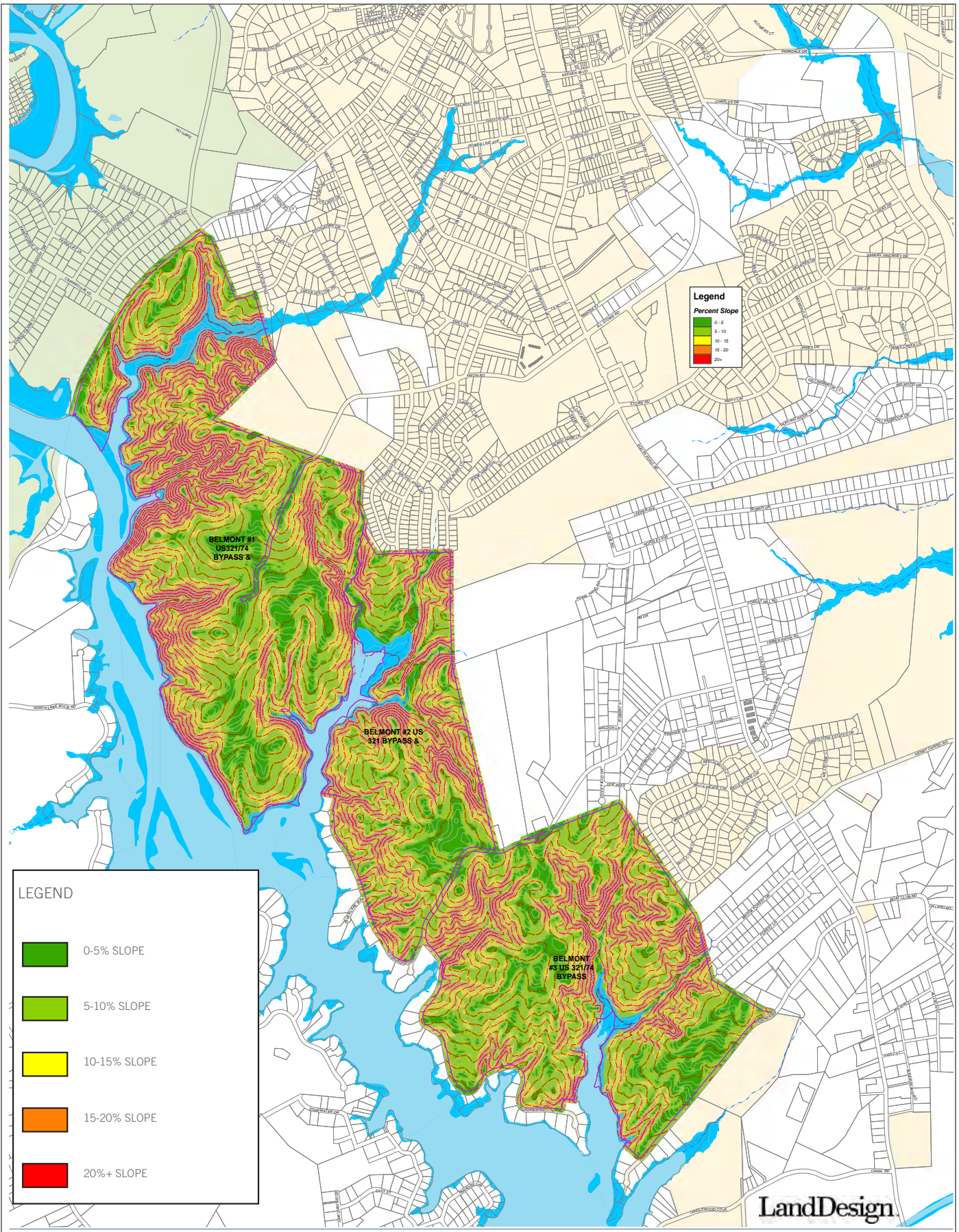
Multi-Use Trail





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.

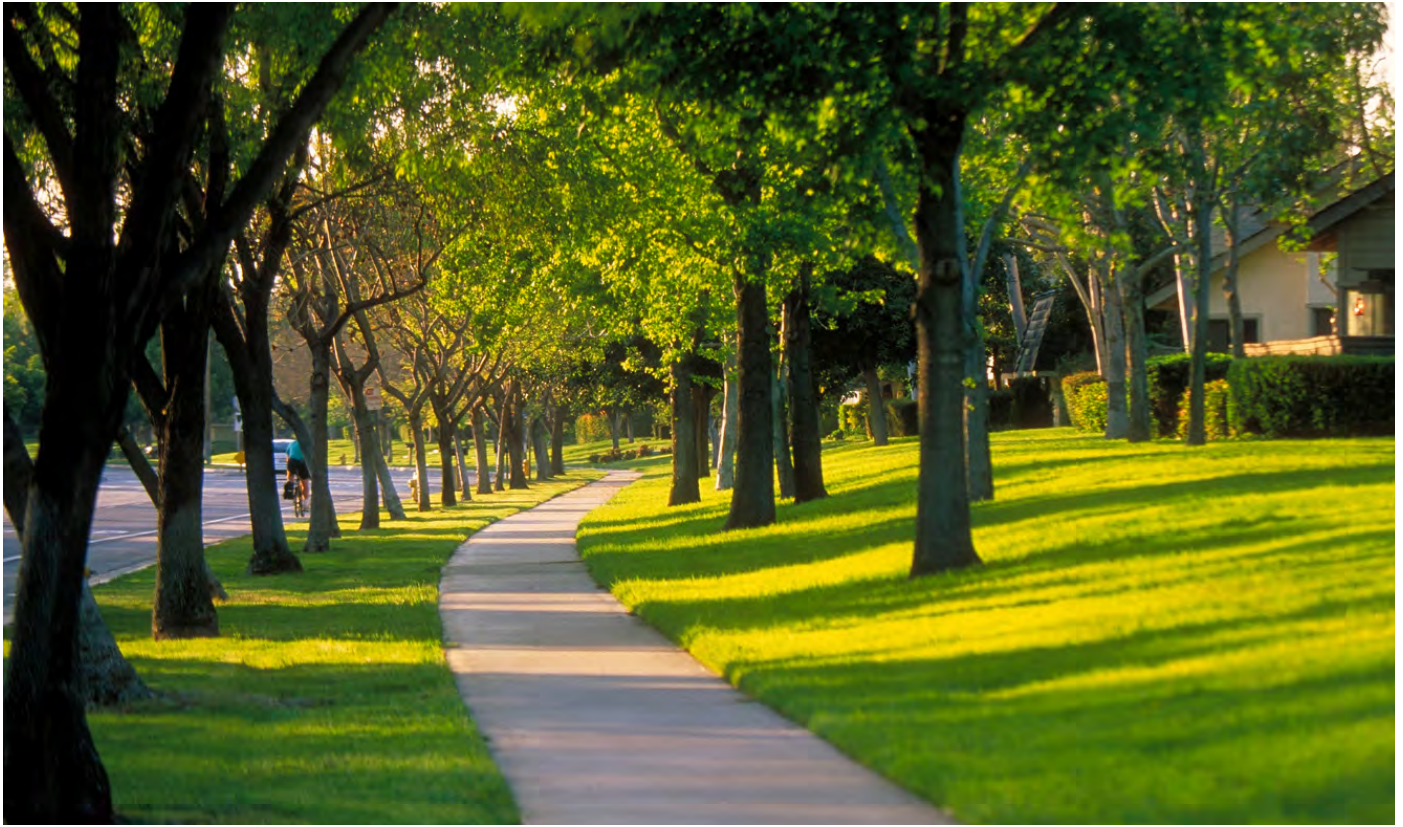
Note: It is understood that a change in alignment and street section will require an amendment to the thoroughfare plan and to the existing MPO plans showing this alignment. Because of the site-specific constraints and existing connections on adjacent properties, it will be important to complete a more 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



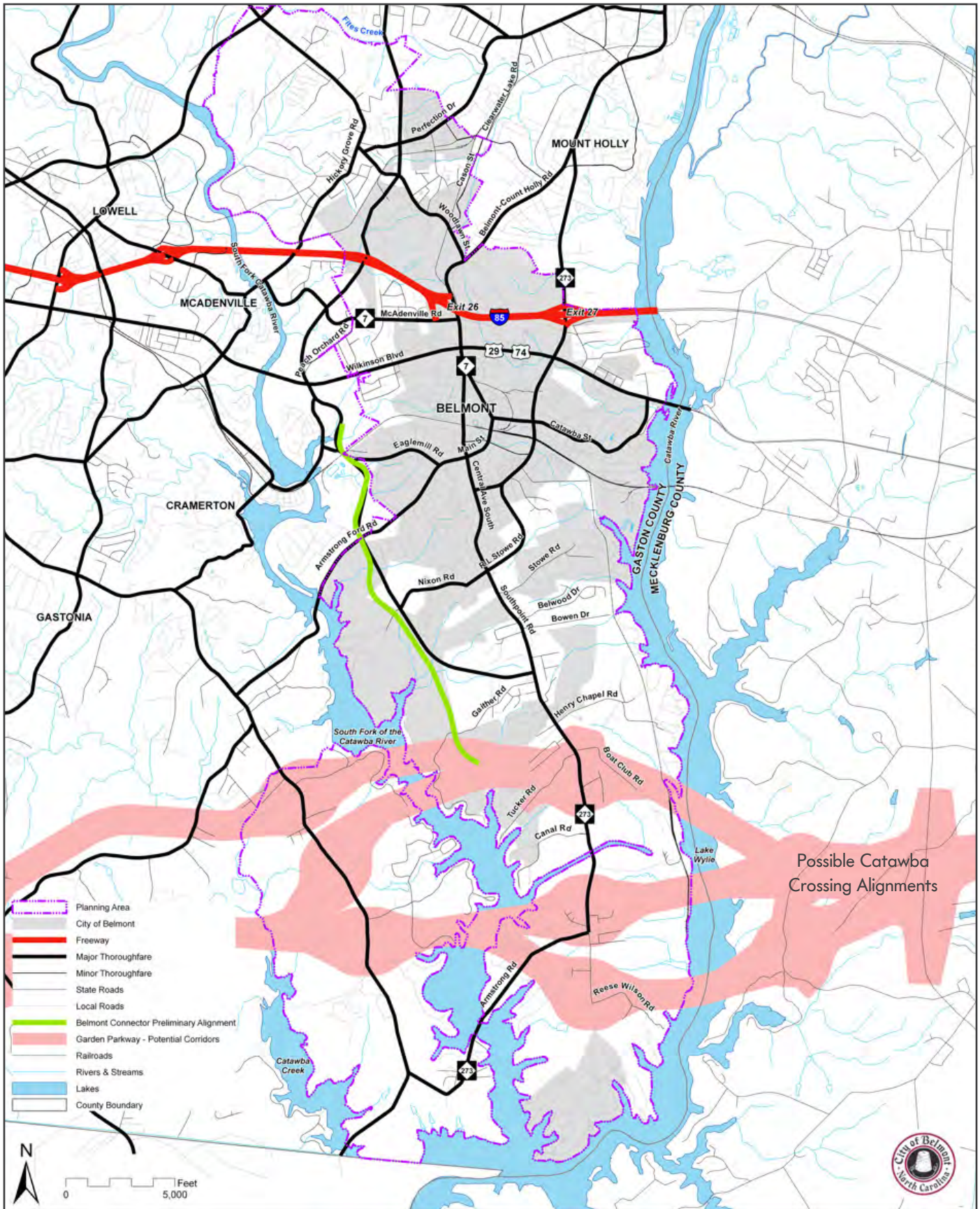
Townhomes



Retail Village



Apartment Residential



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.

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.

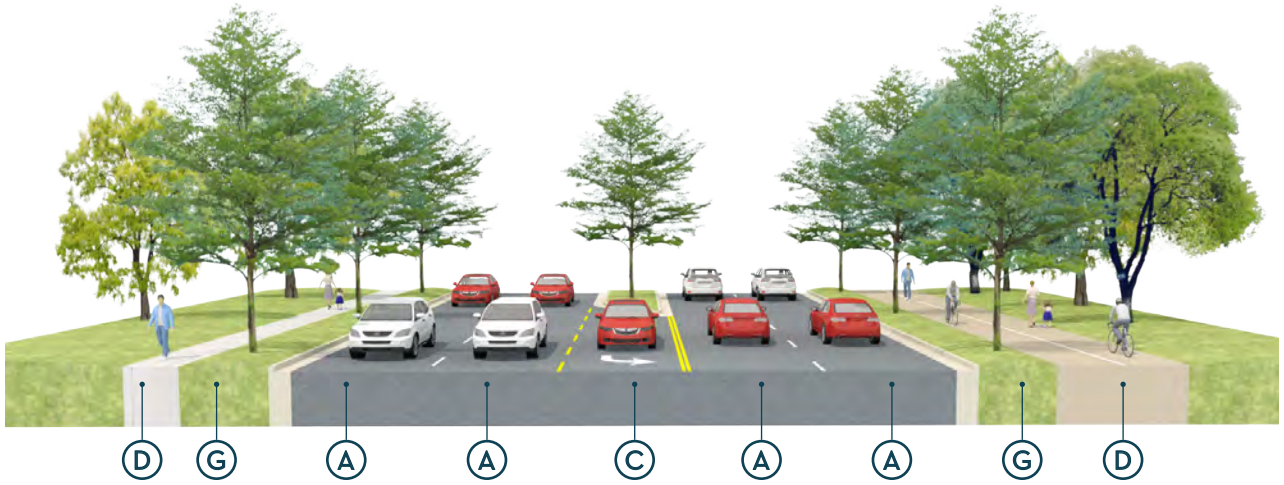
Pedestrians are to be accommodated with sidewalks adjacent to the roadway as shown. Trees are to be provided between the curb line and the sidewalk for pedestrian comfort and safety.

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.

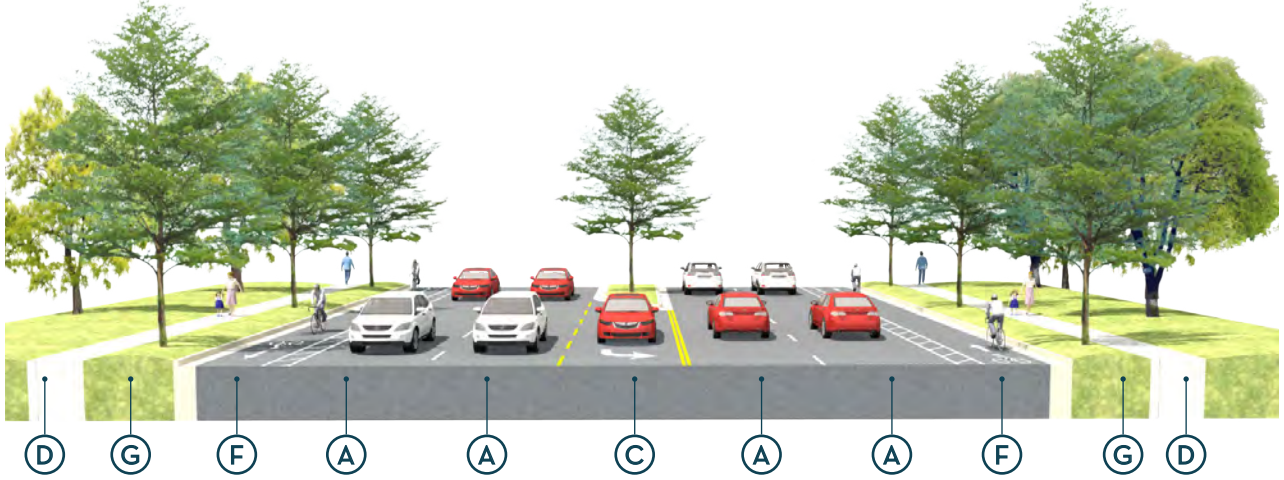
FOUR-LANE BOULEVARD DESIGN CHARACTERISTICS	
Design Elements	Description
Number of Lanes	4 travel lanes with center turn pockets / median
Parking	Off-Street
Pedestrian Facilities	Yes
Bicycle Facilities	Multi-use path or protected bike lanes recommended (buffered bike lanes or cycle tracks) over standard 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'

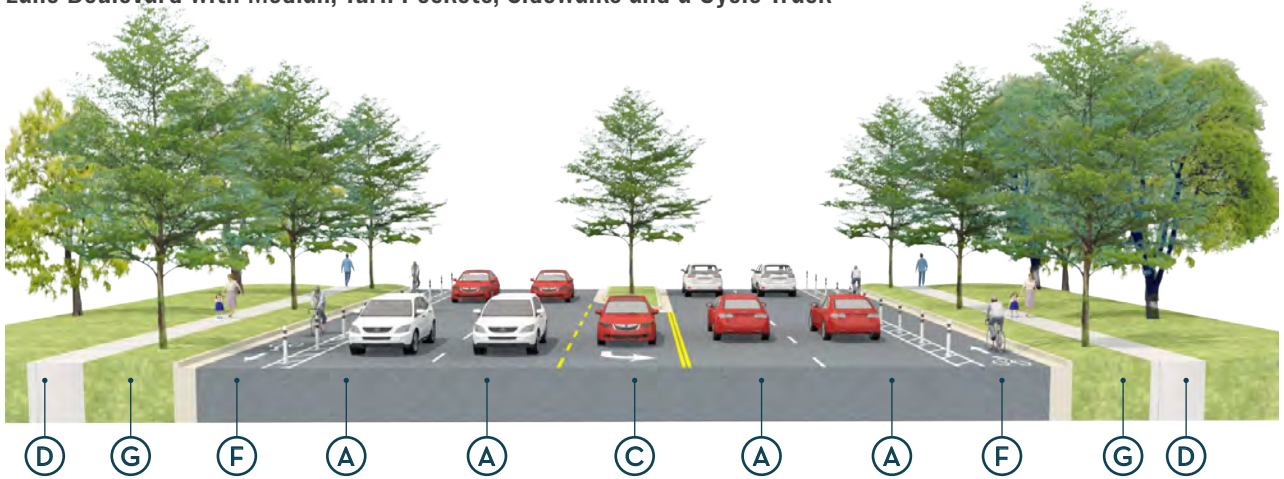
Four-Lane Boulevard with Median, Turn Pockets, Sidewalk and a Multi-Use Path



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

