

An aerial photograph of a town, identified as Center City, showing a mix of commercial buildings, parking lots, and green spaces. In the background, a large mountain rises above a dense forest. The sky is clear with a few wispy clouds. The text 'CENTER CITY' is prominently displayed in large, white, sans-serif capital letters, with 'SMALL AREA PLAN' in smaller, white, sans-serif capital letters below it.

CENTER CITY

SMALL AREA PLAN

Adopted
April 2018

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.

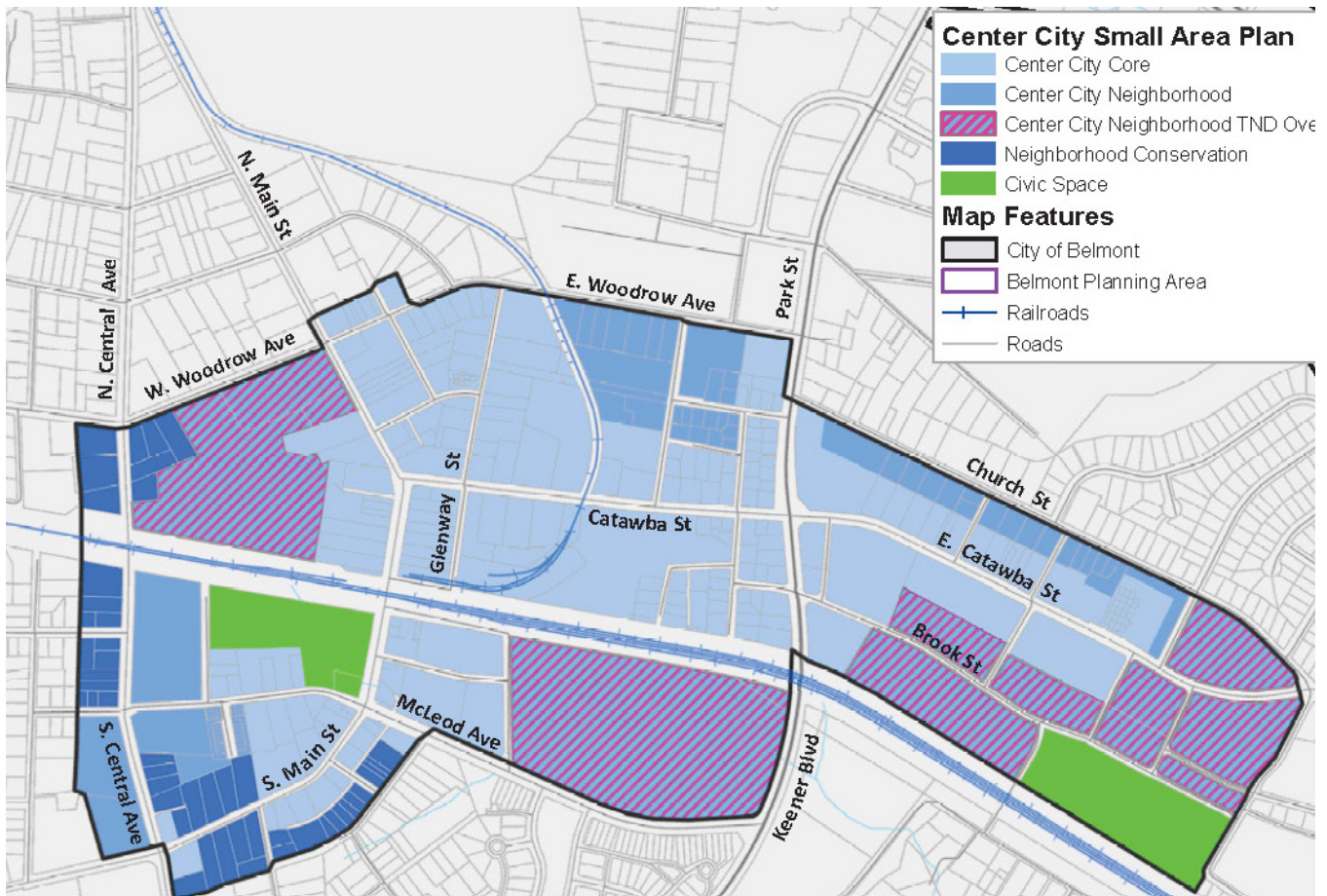
The Center City Core Area establishes predictability by ensuring that the principles that guide redevelopment and new development address the urban character and mix of uses in downtown Belmont while responding to contemporary construction methods and market needs.

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.

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.



Map: Center City Small Area Plan (2018).

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:

- 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 ad-join, driveways cut through sidewalks are likely, and on-street parking, while occurring, may be second-ary to off-street parking.
- Buildings located along primary streets should orient their access points onto the adjacent civic realm and should prioritize pedestrians over cars.
- Buildings should use the predominant materials present in existing structures by employing these (or contemporary equivalents) in new construction.
- Individual buildings are encouraged to mix two or more uses.
- 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.
- All streets should connect with other streets.



Image: Chronicle Mill in downtown Belmont.

- No block should run uninterrupted by an intersecting street for a length greater than 600 feet.
- Open spaces should be in the form of parks, squares, plazas, playgrounds, and pedestrian linkages.
- 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.
- 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.
- 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.
- All streets should have trees planted along sidewalks.
- 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.

LAND USE PRINCIPLES FOR THE CENTER CITY CORE AREA

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

- Center City Core Area properties that are non-residential in use should be screened from adjacent residential uses in abutting land use categories.
- Screening should address noise and traffic intrusions.
- 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.
- New buildings should face the street and need to provide street-side sidewalks wide enough for sidewalk cafes, sidewalk displays, and similar activities.
- 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 event facilities that need to operate with longer hours.
- Appropriate uses include retail, service, and professional offices including medical, dental, and similar practices. Event 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.



Image: Shopfronts in downtown Belmont.



Image: A.C. Lineberger House in downtown Belmont.

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.

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.



Image: Eagle Park neighborhood.

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.



Image: Hawthorne Park neighborhood.

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.

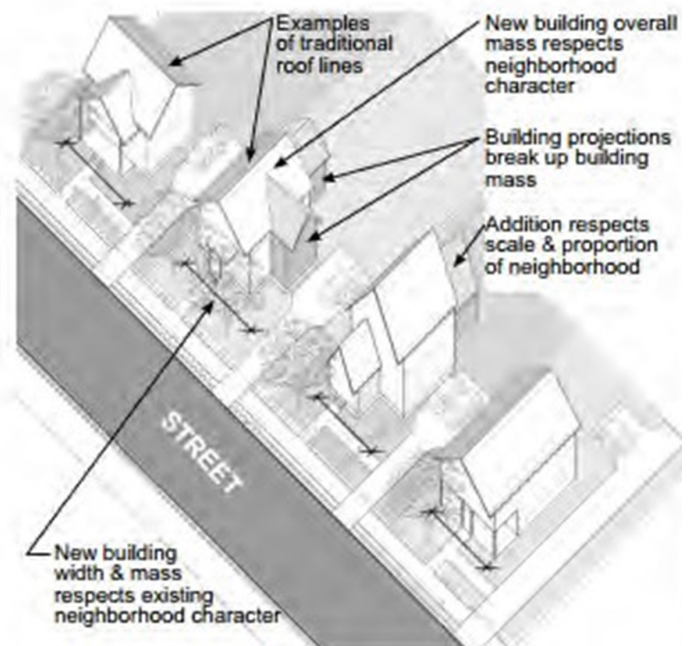
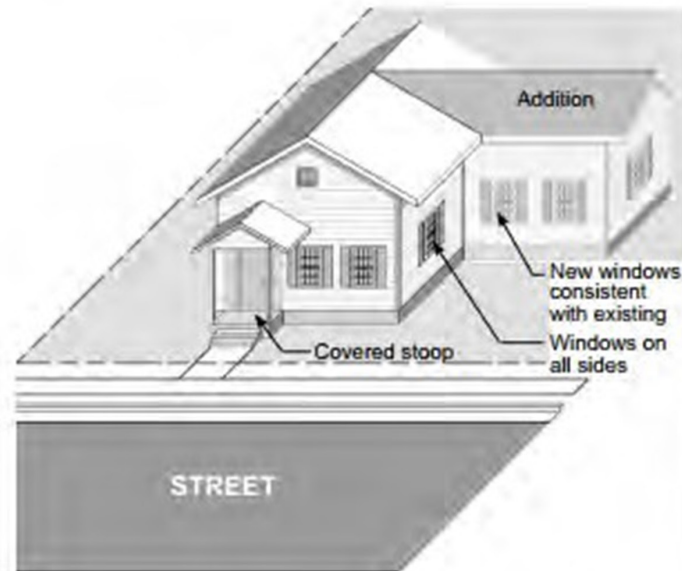


Figure: Sample design guidelines for building form, placement, and architectural details.
(Source: Northside Neighborhood Conservation District, Chapel Hill, NC, 2004.)

OUR BELMONT

COMPREHENSIVE PLAN

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Developed as part of the Our Town Belmont: 2018 Comprehensive Land Use Plan.







MONTCROSS

SMALL AREA PLAN

Adopted
April 2018

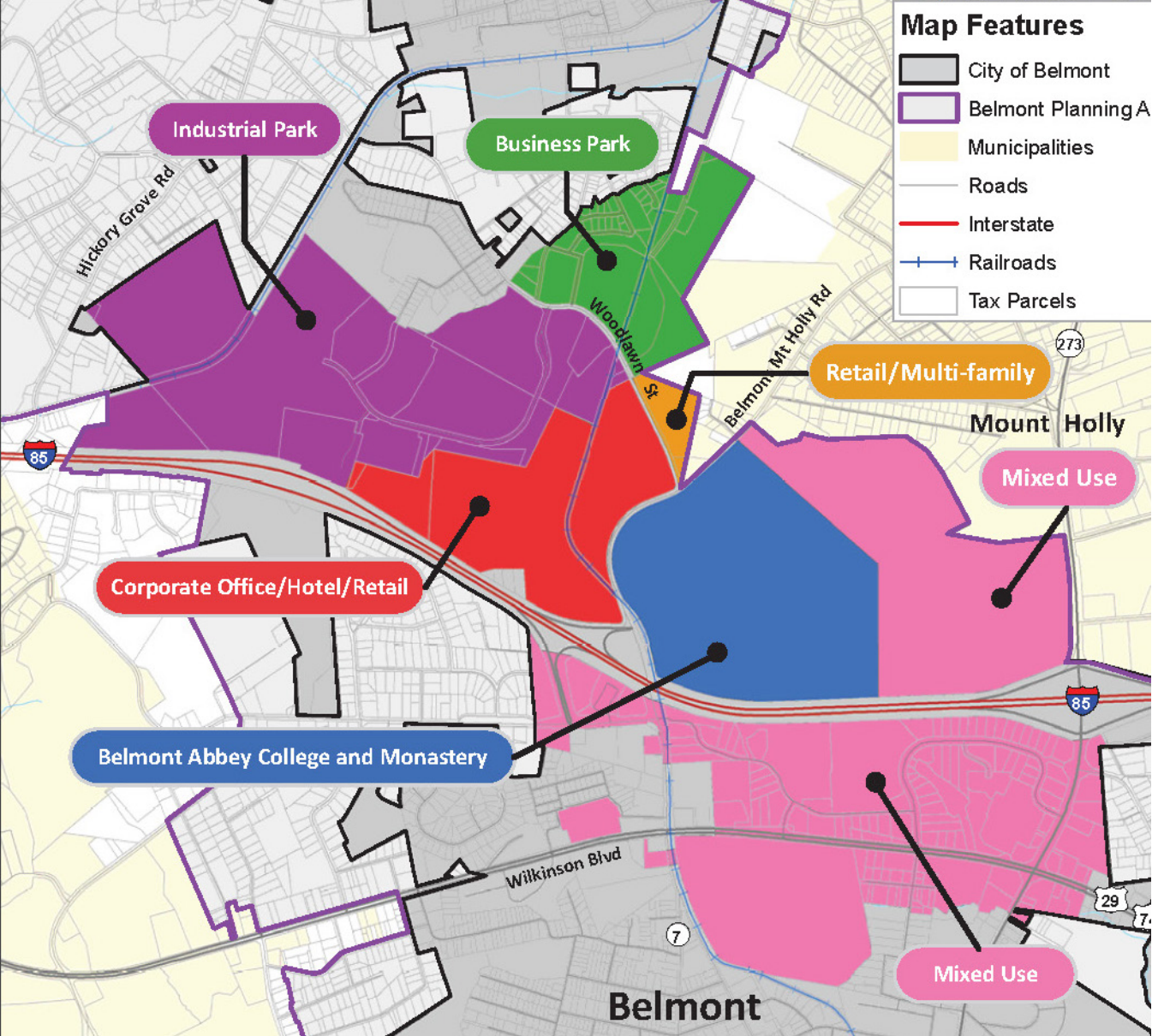
MONTCROSS SMALL AREA PLAN

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 the small area plan map on the following page.



Map: Montcross Small Area Plan (2018).

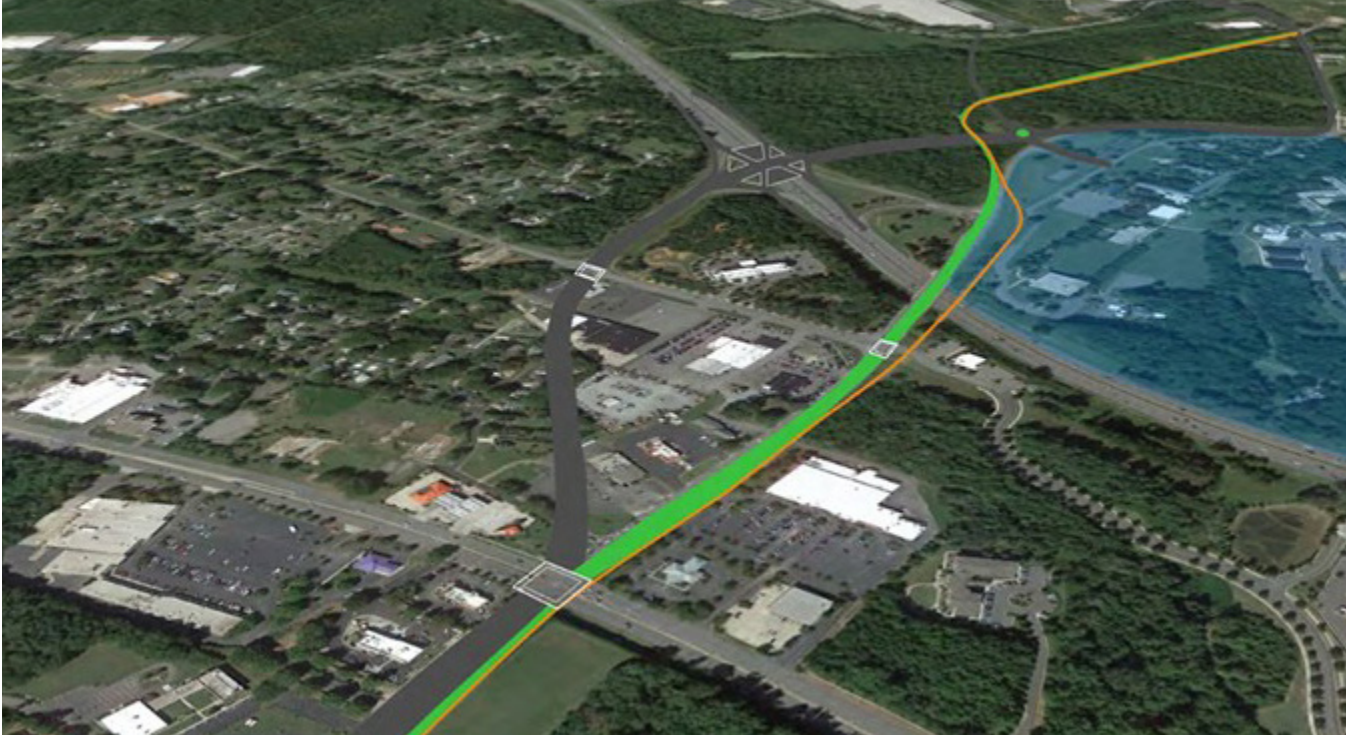


Image: Potential redesign of the I-85 Exit 26 interchange.

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.



Image: Existing Montcross Master Plan.



Image: One option for rerouting the Exit 26 interchange.





Image: Loftin at Montcross senior living community.

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.

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An aerial photograph of a residential area. In the upper left, there are several houses with blue roofs and white siding, some with docks extending into a large body of water. A paved road curves through the middle left. The foreground and middle ground are filled with bare trees and some evergreens. A large, dark green body of water occupies the right side of the image. A small wooden bridge or dock structure is visible at the bottom right, near the water's edge.

SOUTH FORK

SMALL AREA PLAN

Adopted
April 2018

SOUTH FORK SMALL AREA PLAN

The South Fork Small Area Plan, shown in the map on the next page, 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.

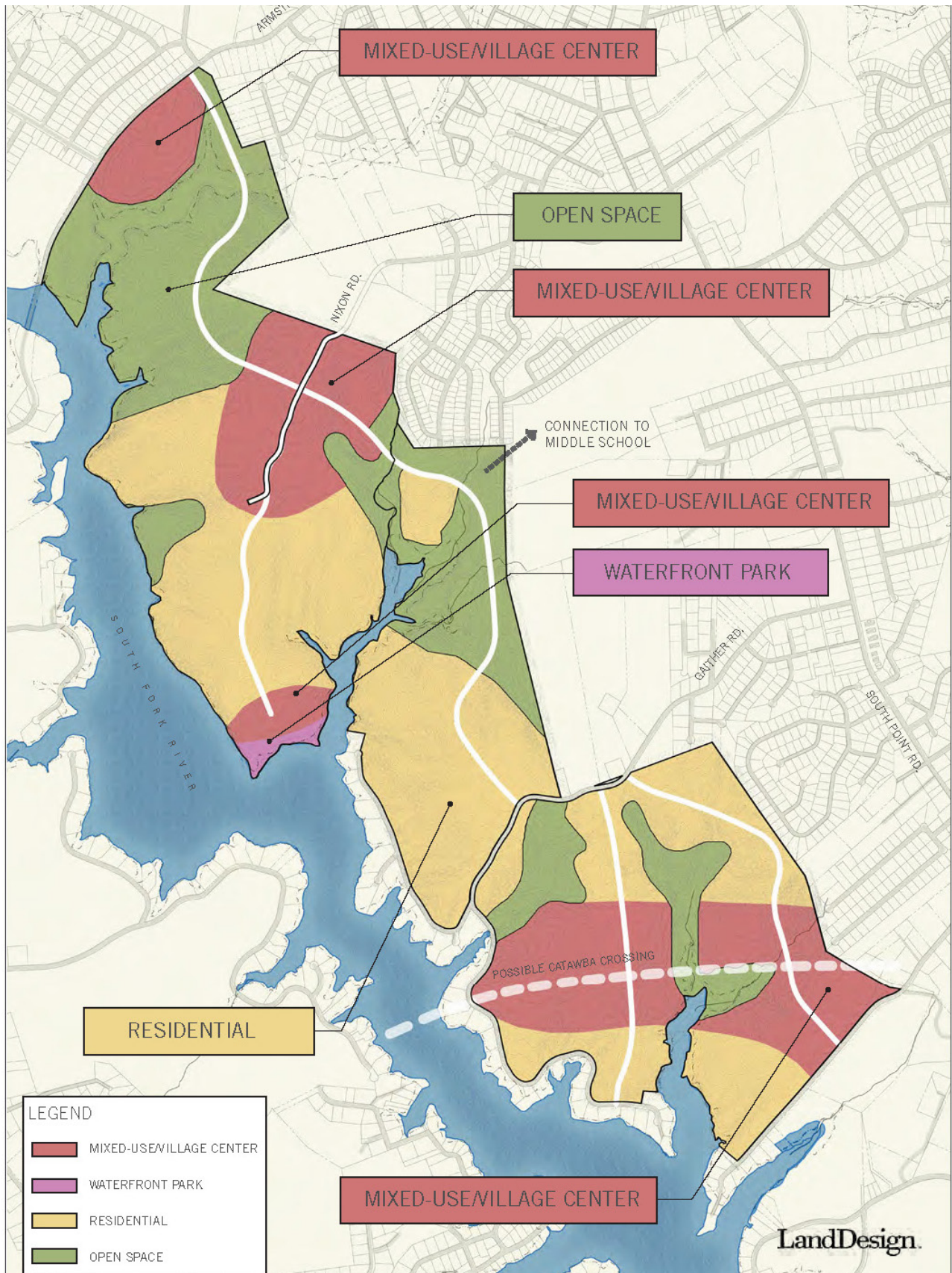
The plan envisions growth over many years and many phases of development with concentrated densities and mixtures of uses in the village center areas, and various densities and types of residential uses surrounding those centers. The small area plan should develop as an interconnected community that 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.

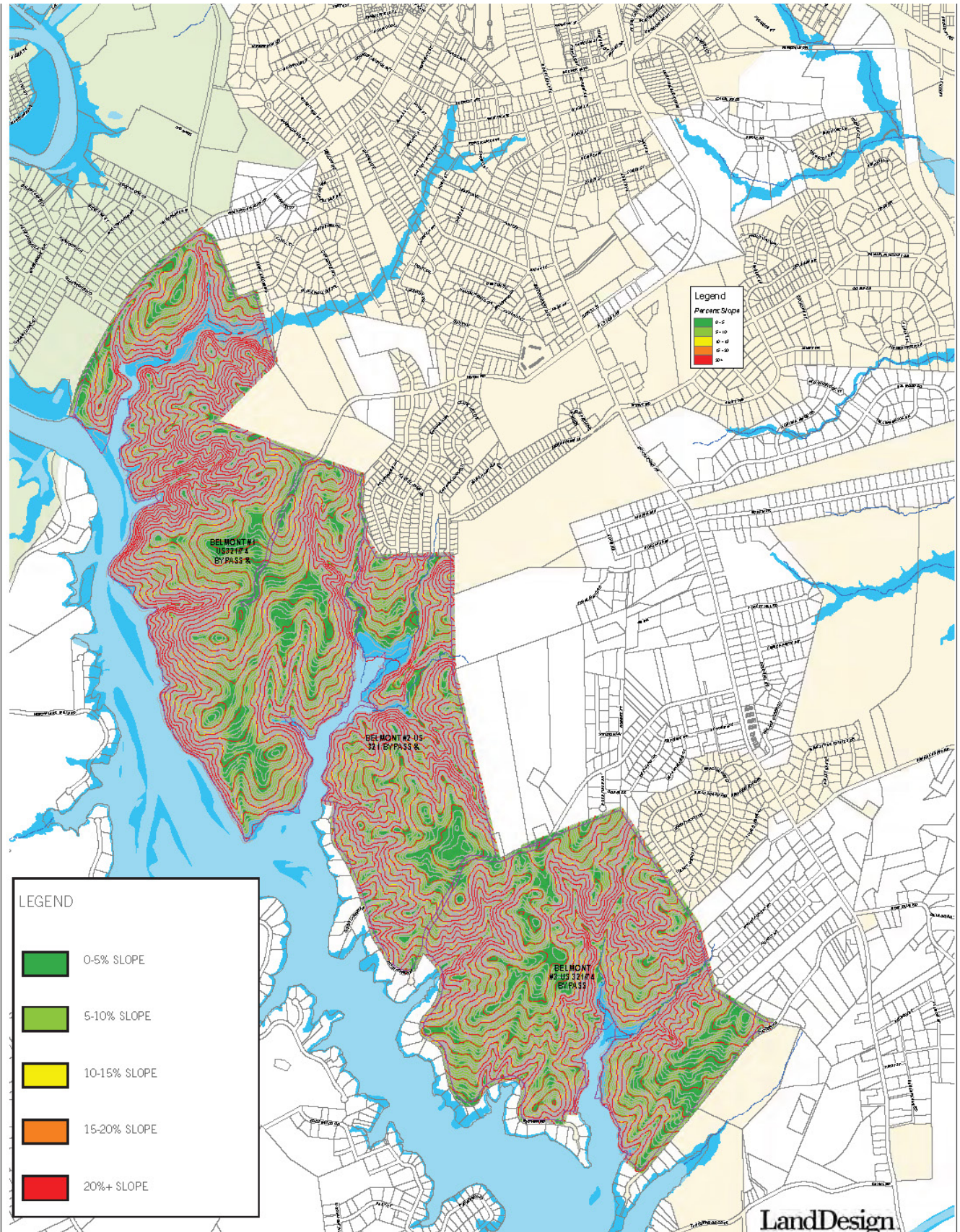
A major focus of the development will be on pedestrian and bike friendly streets and walkable neighborhoods with a highly connected green network and trail system. This small area plan will provide an opportunity to create a vibrant community at the core of Belmont that will provide support for local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



Map: South Fork Small Area Plan (2018)



Map: South Fork Small Area Plan Slope Analysis (2018)

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).

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



Image: Waterfront greenway.



Image: Waterfront dining.



Image: Village center development.



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.

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.

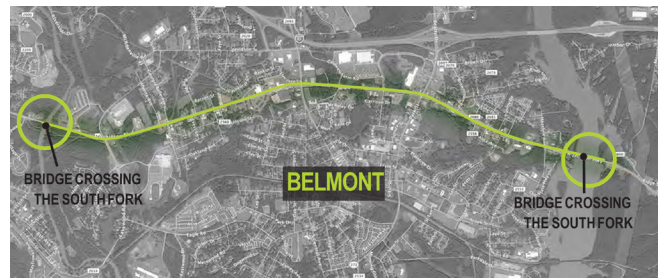


Image: Potential Catawba Crossings alignment.

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