

**Town of Dallas Planning Board Meeting**  
**Agenda**  
**Thursday, June 16, 2022**  
**To be held at the Fire Station Community Room at 6:30 pm**

1. Call to Order
2. Roll Call of Members Present; Declaring a quorum as present
3. Invocation or Moment of Silence
4. Pledge of Allegiance
5. Announcements/Introductions
6. Approval of Agenda with Additions or Deletions
7. Approval of Minutes — May 19, 2022
8. New Business
  - a. Final Bike/Ped Plan Review
  - b. Affordable Housing Worksession
9. Adjournment

**Minutes**  
**Town of Dallas**  
**Planning Board**  
**Meeting of May 19, 2022**

The meeting was called to order at 7:15pm by Chairman Curtis Wilson

The following members were present: Curtis Wilson — Chairman, Glenn Bratton — Co-Chairman, Troy Traversie, Reid Simms, Gene Brown, and Thomas Smith.

Also present: Nolan Groce — Development Services Director, Johnny Denton — Town Engineer, and Brian Finnegan — Town Planner, Luke Lowry—Centralina COG

**Approval of Agenda:** A motion was made to approve the agenda by Bratton, seconded by Brown, and the motion passed unanimously through a rollcall vote for the board members present

**Approval of Minutes:** A motion to approve the April 21<sup>st</sup>, 2022 minutes was made by Smith, seconded by Bratton, and the motion passed unanimously through a rollcall vote for all the board members present

**New Business:**

A.) Comprehensive Plan Update and Presentation

Groce presented the draft comprehensive land use plan to the board and handed the presentation over to Lowry from Centralina Lowry explained the plan and openly asked the board for questions or recommendations they would like to incorporate into document prior to the document going before the Board of Aldermen. Discussion was raised about the recently approved aquatics center and specifying this resource in the document along with the possibility for recruiting hotels. Groce stated the CERRI report will hopefully be finalized and adopted, and the policies in that document will help support economic development in this area, especially regarding hotel recruitment. Lowry and Groce explained the future land use map and the reasoning behind certain types of development in specific areas.

Traversie asked for clarification on the Lower Dallas Highway widening stated for 2035. Groce clarified the Right of Way acquisition would start in 2026, with construction beginning in 2028, but completion was past the 2030 horizon. He also asked for clarification on the data about Dallas land area increase on p. 12. Groce explained there has not been very many annexations for Dallas until recently. Traversie also asked about page 16 where it talks about improving education. He felt it was detrimental and suggested it be removed from the document.

Groce explained the comprehensive land use document is more of a guide and a policy document and can be altered and amended after adoption in the State of North Carolina. This is done by approving rezonings with states of consistency and reasonableness which also updates the future land use map.

Smith asked for clarification on the source of information where the document spoke about cheaper housing in Dallas. He did not agree with this section because the cost of the housing is not due to its location in Dallas. Lowry explained the information came from the most recent census data. Smith also requested the picture on page 52 to be replaced with a photo of a location in Dallas. Lowry and Groce explained these are just placeholder pictures and will all be replaced with photos of locations in Dallas for the final draft.

Traversie asked about having Gaston College represented in the document and Lowry explained there was mention of that in the Cultural Resources category and that the Guiding Principles section was more high level policy.

Smith made a motion to recommend approval to the Board of Aldermen pending the inclusion of comments from the meeting and the Public Meeting to be held on May 26<sup>th</sup>. The motion was seconded by Traversie, and the motion passed unanimously with a rollcall vote from all members present.

B.) Text Amendment for BC-1

Groce presented the proposed text amendment to add the following language to 153.021:

“(J) Within the BC-1 zone as shown on the zoning map of the Town of Dallas, where a permitted use, aside from a shopping center is proposed, the development standards of the B-2, Highway Business, Zoning District shall apply.”

Smith asked for clarification on what the difference in development standards were. Groce explained the main difference between BC-1 and B-2 was the setback requirement. BC-1 had a setback too restrictive for small, single use developments. B-2 has no setbacks unless abutting residential.

Denton suggested moving the text to the beginning of the section so developers looking for single use development will see it easier. It was suggested to be placed as 153.021.A.1 instead of 153.021.J.

A motion to send the recommendation to the Board of Aldermen to approve and adopt the proposed text amendment as 153.021.A.1 was made by Smith with the following consistency statement:

STATEMENTS OF CONSISTENCY AND REASONABLENESS **FOR** TEXT AMENDMENT ADOPTION

The proposed text amendment to Section 153.031 to clarify regulations specifically for shopping centers is consistent with the Future Land Use Plan. The proposed text amendments allow for continued regulation of shopping center developments in the BC-1 District to promote overall safety and aesthetic standards while allowing other development in the district to blend more with surrounding commercial properties. This text amendment is therefore deemed reasonable and in the public’s best interest in order to uniformly regulate the Town’s commercial development.

The motion was seconded by Brown, and the motion passed unanimously as a rollcall vote with the members present.

**Adjournment**

Having no further business, a motion to adjourn was made by Smith, seconded by Traversie, and the motion passed unanimously. The meeting adjourned at 8:05pm.

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Nolan Groce, Development Services Director

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Curtis Wilson, Chairman

# TOWN OF DALLAS, NORTH CAROLINA

## REQUEST FOR BOARD ACTION

DESCRIPTION: Town of Dallas Bike and Pedestrian Plan Final Report

AGENDA ITEM NO. 8.a

MEETING DATE: 06/16/2022

### BACKGROUND INFORMATION:

Earlier this year staff received the Town Bike and Pedestrian Plan final report from Gresham Smith design firm. The study was funded through grant money the Town of Dallas was awarded in 2019 from NCDOT with the support of the Gaston Cleveland Lincoln MPO.

The plan is to provide guidance for the town as transportation improvements are made to maximize connectivity for pedestrians and cyclists to make travel safer and easier. The following documents include the executive summary, final draft of the plan, and the master plan map of trails and sidewalks throughout the town.

STAFF RECOMMENDATION: Review proposed plan and recommend adoption to the Board of Aldermen

BOARD ACTION TAKEN:



# Town of Dallas, NC Bicycle and Pedestrian Plan

## EXECUTIVE SUMMARY January 2022

### 1.0 Project Description

In November 2018, the Town of Dallas, supported by the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (GCLMPO), submitted an application to the North Carolina Department of Transportation (NCDOT) for a 2019 Bicycle and Pedestrian Planning Grant. NCDOT, recognizing the Town's vision for active transportation, subsequently awarded a grant for the development of a Bicycle and Pedestrian Plan.

The Town of Dallas includes approximately 2.9 square miles and is home to over 4,600 residents. In recent years, Dallas has begun to experience the higher rates of growth and development activity that brings with it not only challenges to the transportation system and quality of life, but also the opportunity to enhance the existing infrastructure to include multiple modes of transportation to support the community's quality of life. Dallas is currently working on several initiatives for both local and regional connectivity - including the implementation of sidewalks from Dallas Park to Gaston College (linking both to our downtown), establishment of a Safe Routes to School program, and even possible integration into the Carolina Thread Trail network. The recommendations in this Bicycle and Pedestrian Plan will guide the future efforts to enhance the safe accommodation of bicyclists and pedestrians.

The projects recommended in this plan recognize that our bicycle and pedestrian network facilities should accommodate all users:

- Families with small children
- K through 12 school students
- Persons of all abilities to cycle and walk
- Trips between residential areas and commercial/retail/employment/community facility locations
- Recreational activities.

### 2.0 Network Recommendations Build Upon the MPO Comprehensive Plan

The recommendations build upon the GCLMPO adopted Comprehensive Transportation Plan that identifies existing and proposed pedestrian and bicycle facilities in all of Gaston County including the Town of Dallas. Key features of this plan's recommended pedestrian network include:

- Linking the Town's core and high pedestrian demand areas with surrounding neighborhoods and development nodes
- Identifying missing links within the existing network
- Confirming recommended facilities and facility types based on the demand analysis and public input
- Improving intersections throughout the Town to improve safety and eliminate barriers to walking
- Improving sidewalks to current standards that include ADA accessibility.

Key features of the MPO's recommended bicycle network include:

- Carrying forward most of the CTP proposed bikeways and multi-use paths;
- Expanding the recommended bikeway network to respond to the demand analysis where possible
- Connecting bikeways to existing and proposed Gaston County greenway and trail networks
- Identifying routes that connect Dallas to the greater region
- On-street bike lanes along Main Street, providing a lower stress alternative to Trade Street, and convert existing angle parking to reverse angle parking on Main Street
- Shared-use (with vehicles) bike lane along South Spargo Street to Jagger Park.

### 3.0 Methodology

The methodology for identifying the bicycle and pedestrian network recommendations included the following elements:

- Start with recommendations identified in the MPO Comprehensive Plan
- Assess demand by analyzing population and employment density, proximity to commercial areas, parks, and schools, and proximity to ACCESS van service
- Review locations of bicycle and pedestrian crashes on the highway network
- Review connections to the Gaston County greenway and trail facilities
- Review specific connections that need improving or enhancement.

Criteria scoring was developed to provide a quantitative assessment of these elements, resulting in the prioritization of the recommended projects.

### 4.0 Recommendations and Next Steps

The recommended improvements are shown on Figure 1 and detailed on Tables 1 and 2. The recommended Next Steps are as follows:

- City Council adopts the report and its general recommendations.
- The project prioritization list is reviewed by City staff and council and modifications are made as necessitated based on projected funding, construction phasing, and community input.
- Detailed concept plans for the higher priority projects are developed to identify construction constraints such as available right-of-way, environmental resources and required permitting, utility conflicts and other related potential implementation challenges

Figure 1 – Bicycle & Pedestrian Improvement Recommendations

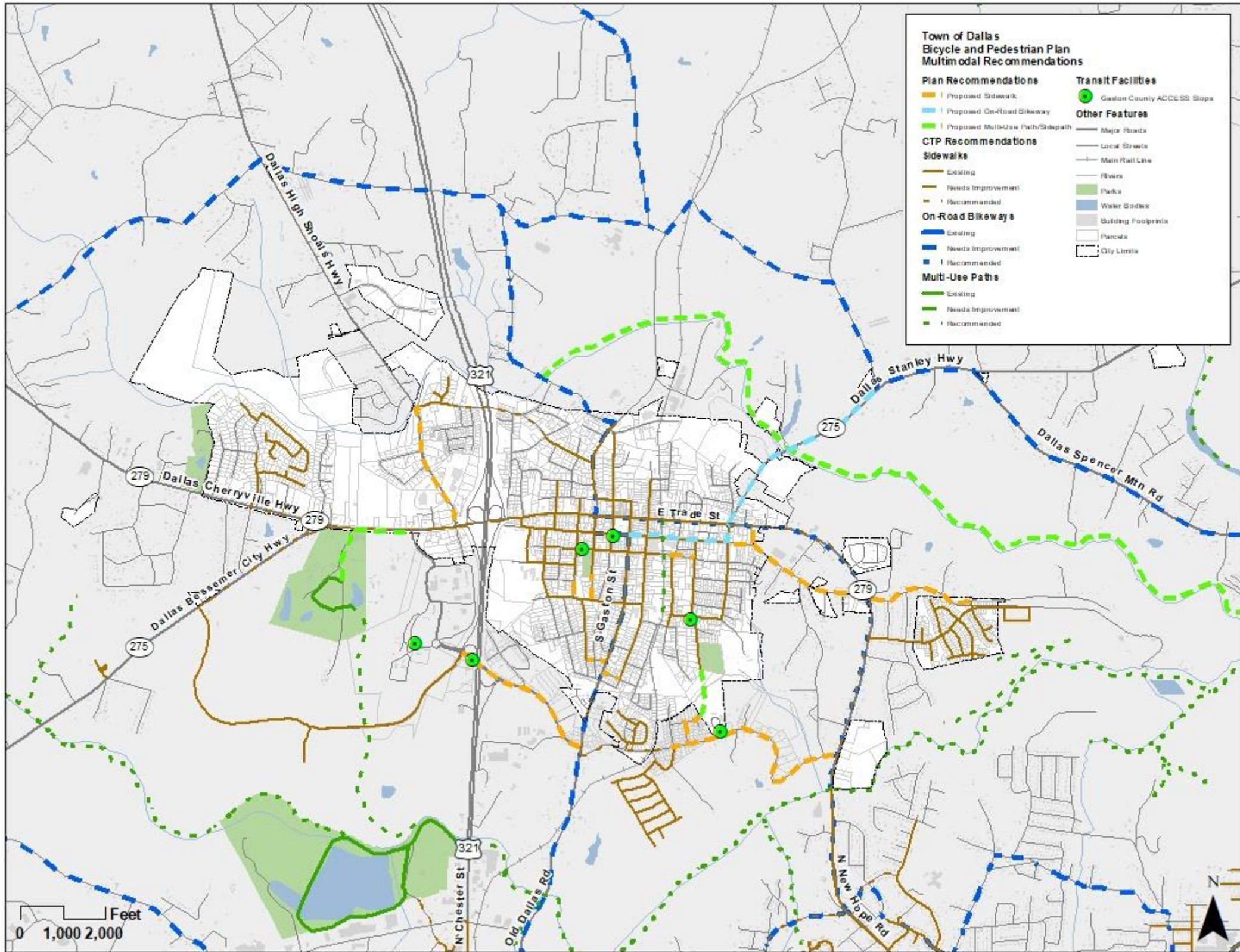


Table 1 – Sidewalk Improvement Recommendations

ID #	Road	From	To	Project Description	Length (Linear Feet)	Both Sides of Street?	Facility Type	Projected Construction Cost
DP-3	N. Summey Street	E. Trade Street	E. Main Street	Connection from E Trade Street to new sidewalks along E Main Street	456	Y	SW	\$ 310,000
DP-7	S. Maple Street	183 feet North of Lee Street	W. Robinson Street	Addresses network gap in southwest Dallas	516	N	SW	\$ 345,000
DP-9	W. Caroline Street	S. Maple Street	S. Gaston Street	Addresses network gap in southwest Dallas	440	N	SW	\$ 150,000
DP-10	E. Jenkins Street	S. Gaston Street	S. College Street	Addresses network gap in southwest Dallas	417	N	SW	\$ 145,000
DP-12	Wooddale Drive/Cloverdale Lane	Wooddale Court	Robinson Clemmer Road	Connects proposed Jagger Park SUP to Robinson-Clemmer Road, providing enhanced park access to Chapman Pointe Apartments	896	N	SW	\$ 255,000
DP-14	C. Grier Beam Boluvar/Friday Park Road	Gastonia Technology Parkway	Old Dallas Highway	Enhances connection between Gaston College and south Dallas across US-321	3,698	N	SW	\$ 1,505,000
DP-5	E. Church Street	S. Willow Street	S. Spargo Street	Addresses network gap in east Dallas	692	Y	SW	\$ 415,000
DP-6	E. Main Street/Old Spencer Mountain Road	S. Davis Street	Westbury Court	Extends town network to Spencer Mountain Village	6,217	Y	SW	\$ 3,340,000
DP-8	S. Oakland Street	600 feet North of W. Robinson Street	W. Robinson Street	Addresses network gap in west Dallas	597	N	SW	\$ 190,000
DP-13	Robinson Clemmer Road	Briarwood Drive	Lower Dallas Highway	Connection from Jagger Park SUP and existing network to proposed SUP along SR-279	5,167	N	SW	\$ 1,210,000
DP-15	Dallas High Shoals Highway	Park Road	W. Trade Street	Enhances access to commercial area for residential development along Park Road	3,099	Y	SW	\$ 2,595,000

Table 2 – Bicycle / Shared Use Path Improvement Recommendations

ID #	Road	From	To	Project Description	Length (Linear Feet)	Facility Type*	Projected Project Cost
DP-2	Dallas Stanley Highway / North Davis Street	Kiser Dairy Road	E. Main Street	On-street bike lanes on both sides of the street. Adequate right-of-way, though additional pavement will be required.	4,835	BL	\$ 1,710,000
DP-4	E. Main Street	N. Gaston Street	N. College Street	On-street bike lanes, constructed where existing on-street parking is present. Alternative implementation of shared lane.	413	BL	\$ 225,000
DP-1	Little Long Creek	Willis Road	NC-275	Shared-use path parallel to Little Long Creek.	8,883	SUP	\$ 4,530,000
	Little Long Creek	NC-275	Tower Road	Shared-use path parallel to Little Long Creek.	7,572	SUP	\$ 3,705,000
	Little Long Creek	Tower Road	Long Creek	Shared-use path parallel to Little Long Creek.	8,234	SUP	\$ 4,025,000
DP-11	S. Spargo Street	949 feet South of Webb Street	Wooddale Court	Shared-use path connecting Jaggars Park to Chapman Pointe.	1,137	SUP	\$ 655,000
DP-16	Dallas Cherryville Hwy / Leisure Ln / Sportsman Dr.	Gaston College Access Road	653 ft North of the South end of Sportsman Dr.	Shared-use path connecting existing trail in Dallas Park to Gaston College campus.	2,632	SUP	\$ 1,505,000
	Dallas Cherryville Hwy	Leisure Ln	Camp Sertoma Rd	Trail connection to Summey Knoll / Eden Glenn. Improved connection to Dallas Park, Gaston College, and downtown Dallas.	3,528	SUP	\$ 2,190,000
DP-19	SR-279	SR-275	Robinson Clemmer Road	Shared-use path on east side of roadway. Potential concurrent implementation with programmed roadway project.	7,406	SUP	\$ 4,015,000
DP-22	SR-275	College Road	N. Walnut Street	Shared-use path, on south side of roadway, to replace sidewalks identified as "needing improvement" in CTP.	2,661	SUP	\$ 2,170,000
DP-20	Park Road	North Street	Willis Road	Shared-lane facility, to consist of signage and pavement markings.	1,304	SL	\$ 20,000
DP-21	North Street / McSwain Road / N. Walnut Road	Park Road	SR-275	Shared-lane facility, to consist of signage and pavement markings.	2,564	SL	\$ 20,000
DP-23	Main Street	N. Maple Street	N. Oakland Street	On-street bike lanes, constructed where existing on-street parking is present. Alternative implementation of shared lane.	360	BL	\$ 200,000
DP-24	Main Street	SR-275	N. Maple Street	Shared-lane facility, to consist of signage and pavement markings.	1,566	SL	\$ 20,000
DP - 25	E. Main Street	N. College Street	E. Main Street	Shared-lane facility, to consist of signage and pavement markings.	2,485	SL	\$ 20,000

\* BL = Bike Lane; SUP = Shared-Use Path; SL = Shared Lane (i.e. Sharrows)



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**TOWN OF DALLAS  
BICYCLE AND PEDESTRIAN PLAN**

**FINAL REPORT**

**Town of Dallas, North Carolina**

**January 2022**



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- Appendix B: Model Complete Streets Ordinance
- Appendix C: Project Prioritization Description & Matrix

## 1.0 Introduction

In November 2018, the Town of Dallas, supported by the Gaston-Cleveland-Lincoln Metropolitan Planning Organization (MPO), submitted an application to the North Carolina Department of Transportation (NCDOT) for a 2019 Bicycle and Pedestrian Planning Grant. NCDOT, recognizing the Town's vision for active transportation, subsequently awarded a grant for the development of a Bicycle and Pedestrian Plan.

### 1.1 Project Overview and Purpose

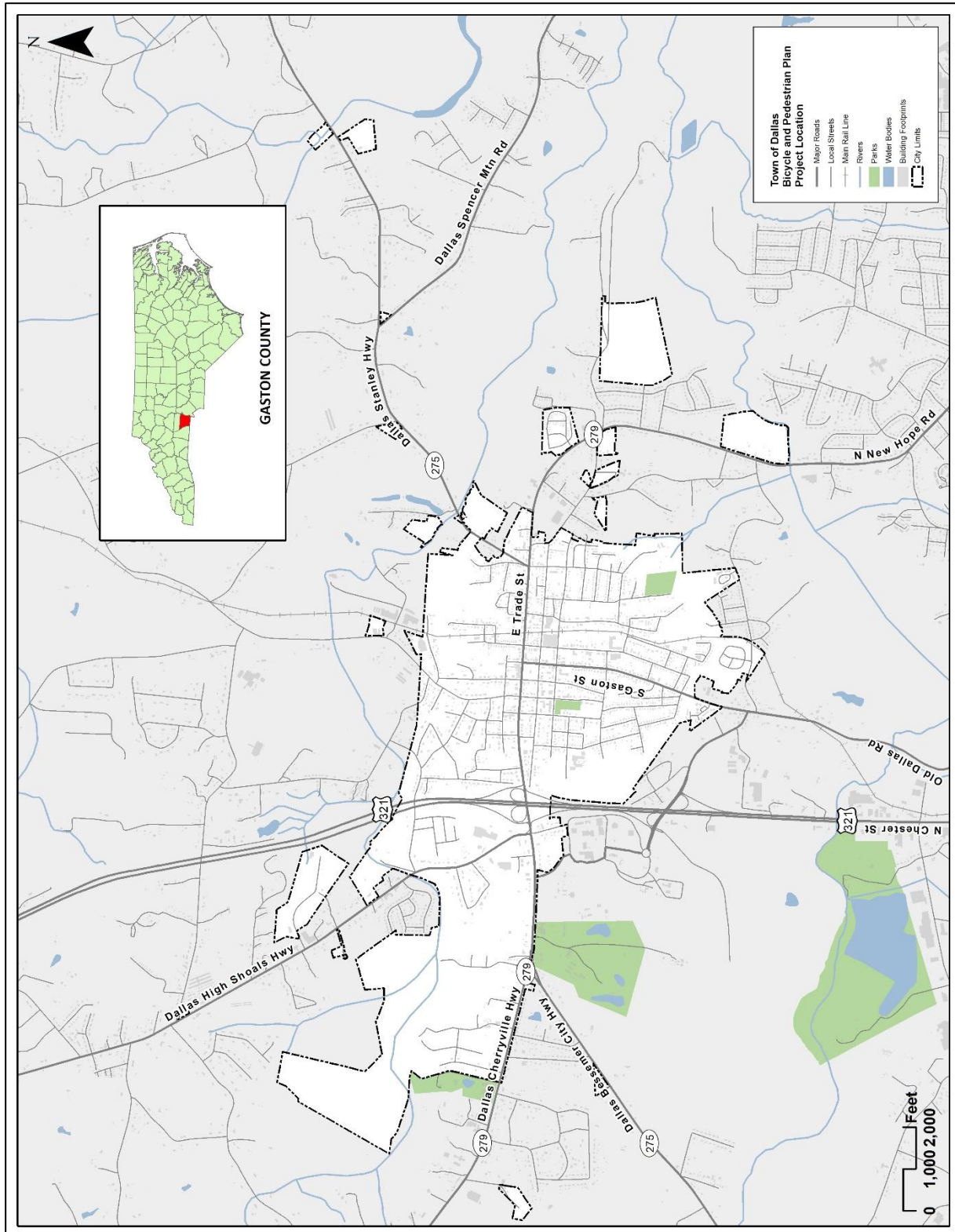
The Town of Dallas (Figure 1-1) has a rich history in Gaston County. It was officially incorporated in 1863 and served as the original seat for Gaston County from 1846-1911. The Town includes approximately 2.9 square miles and is home to over 4,600 residents. Dallas is located in the Piedmont region of North Carolina, approximately 26 miles west of Charlotte and 4 miles north of Gastonia, near both US-321 and I-85. Dallas has a National Historic District around its Courthouse Square, and one building individually listed on the National Register of Historic Places. Five additional properties have been locally designated by the Gaston County Historic Preservation Commission.

In recent years, Dallas has begun to experience the higher rates of growth and development activity that have been seen in other sections of the Charlotte metropolitan area. This growth brings with it not only challenges to the transportation system and quality of life, but also the opportunity to enhance the existing infrastructure to include multiple modes of transportation to support the community. In recent years, there has been an influx of younger individuals and families that prioritize "quality of life" amenities when choosing a place to live and work. This plan will help Dallas attract future residents and businesses by putting a defined plan in place that encourages multi-modal transportation options and resources for healthy living.

Gaston County is also expecting a 33 percent increase in residents over the age of 65 by 2030, and this plan will help Dallas accommodate and encourage active lifestyles for the aging population. Additionally, 26.8 percent of Dallas' population is at or below the poverty level, and increased pedestrian and bike facilities will provide practical solutions that allow lower income residents to utilize alternate, more affordable, transportation options within the community. Gaston County is among the top 10 counties in North Carolina with the highest number of pedestrian-motor vehicle crashes from 2011-2015, and among the top 12 counties for bicycle-motor vehicle crashes during that same time period. With more growth anticipated for the Town, it is imperative that additional safety factors are built into the bike and pedestrian infrastructure to avoid increased incidents of this nature.

Bike and pedestrian activity is currently strongest in the historic downtown area to access community events, local businesses, the museum, library, and Town offices. Dallas is currently working on several initiatives for both local and regional connectivity - including the implementation of sidewalks from Dallas Park to Gaston College (linking both to our downtown), establishment of a Safe Routes to School program, and even possible integration into the Carolina Thread Trail network.

Figure 1-1. Project Location



## 1.2 Community and Stakeholder Engagement

A steering committee of stakeholders consisting of staff representing the Town of Dallas, NCDOT, Gaston County, GCLMPO, Carolina Thread Trail, and area residents was convened to guide the development of the plan. Instrumental in reaching out to the broader Dallas community, the committee helped focus community engagement while providing critical feedback at key milestones.

Public engagement was centered around two public workshops. The first workshop was held on February 4, 2020, at the Old Gaston County Courthouse. The workshop was conducted in an open format, as attendees were encouraged to view the project displays, provide feedback through a survey and interactive map, and informally interact with project staff. An online survey was also deployed for participants unable to attend the meeting. The key findings, informed by the input of over 100 participants to both the survey and mapping exercise, are summarized below.

- Provided they felt safe doing so, at least 75 percent of participants indicated they would walk to all of the identified destinations and activity centers in the Town, which included Dallas Park, Jagers Park, Gaston County Library (Dallas Branch), Dennis Franklin Gym, Carr Elementary School, Costner Elementary School, W.C. Friday Middle and North Gaston High School, local businesses, and local neighborhoods. With respect to bicycling, the highest ranked destinations included schools and Dallas Park.
- Some of the top roads that were identified as causing the most concern for pedestrian and bicycle safety include Dallas Cherryville Highway and Trade Street. Other roads that were mentioned include Dallas High Shoals Highway, Robinson Street, Main Street, and Oakland Street.
- Respondents indicated major bicycle and pedestrian safety concerns at the following intersections: NC-279 and Business 321; North Gaston Street and NC-279; NC-274 and NC-275; and all other intersections crossing NC-279. Clearly, intersection safety along NC-279 is a paramount concern.
- A majority of respondents currently walk three or more days a week, with one-third bicycling as often. The purpose of these trips is primarily leisure and recreation.
- The primary factors that would encourage more respondents to walk and bike are sidewalks to more destinations and greenways, or shared-use paths, separated from the road.
- There is a general interest in connecting Dallas to other parts of Gaston County by way of an active transportation network.

### 1.3 Vision and Goals

Based on the input received at the public workshop – as well as guidance from the steering committee – the following vision statement was developed for walking and bicycling in the Town of Dallas:

*Supported by a citywide network of sidewalks, bikeways, and trails, walking and bicycling in the Town of Dallas will be safe, convenient, and comfortable for users of all ages and abilities.*

In service of this vision, five goals and related objectives were identified to both guide the development of the facility recommendations as well as implementation activities following the planning process.

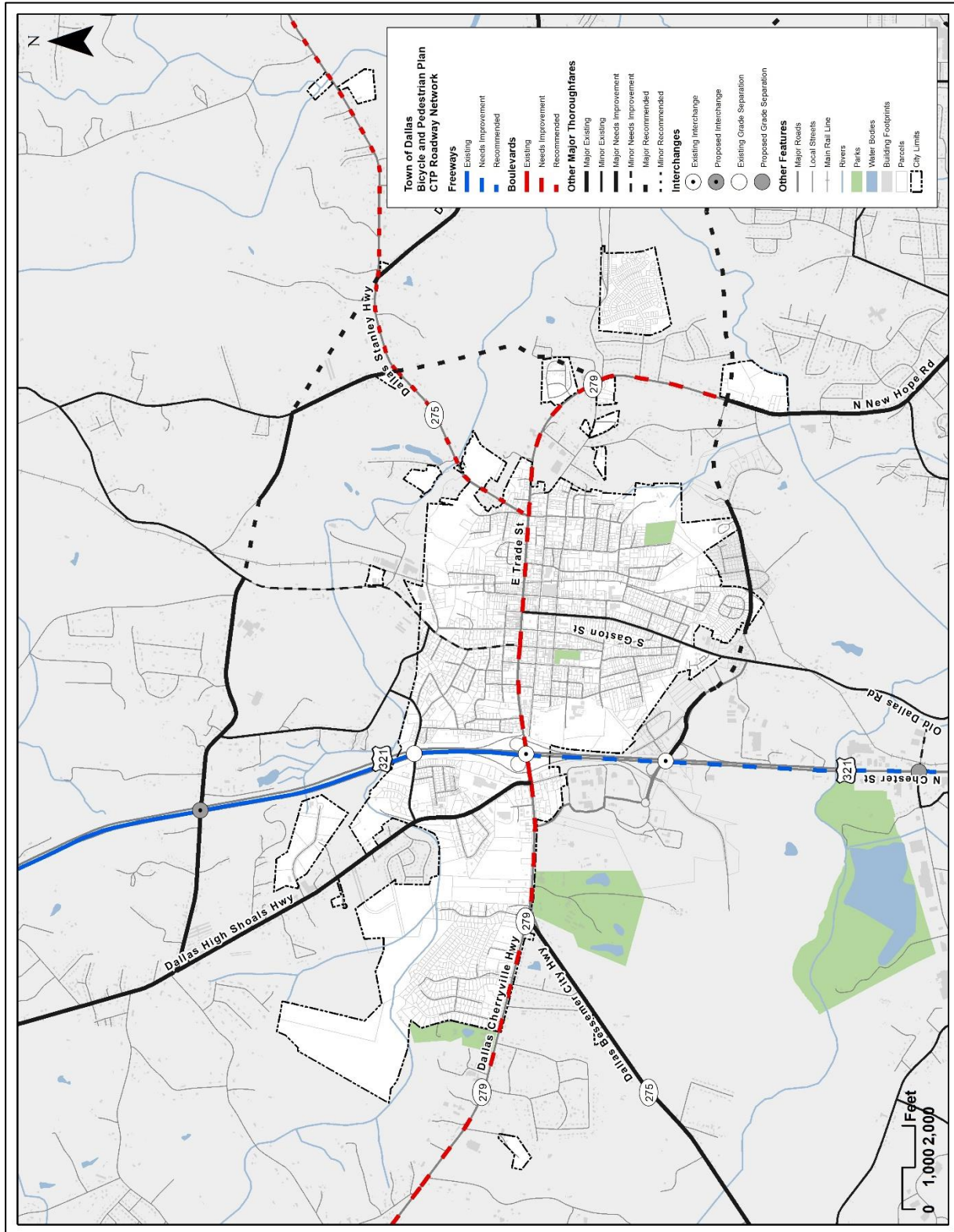
- **Goal #1:** Increase access to walking and bicycling
  - Improve bicycle and pedestrian conditions in the areas of highest demand for walking and bicycling
- **Goal #2:** Improve safety for all pedestrians and bicyclists
  - Prioritize improvements that reduce bicycle and pedestrian crashes, injuries and fatalities
- **Goal #3:** Promote economic development and livability through walking and bicycling
  - Ensure bicycle and pedestrian options are available between neighborhoods, employment centers, and schools
  - Target bicycle and pedestrian improvements in major commercial centers and near civic resources
- **Goal #4:** Expand education and awareness programs for walking and bicycling
  - Support community bicycle and pedestrian events
- **Goal #5:** Strengthen connections between different modes of transportation
  - Improve access between bicycle and pedestrian facilities and local trails

### 1.4 Existing and Planned Networks

The basis for transportation improvement in the Town of Dallas, and the GCLMPO region generally, is the Comprehensive Transportation Plan (CTP). The CTP is a long-range planning document that assists local governments and their representatives in making transportation planning decisions over the planning horizon. The Town of Dallas Bicycle and Pedestrian Plan seeks to complement, rather than supersede, this planning effort.

Figure 1-2 summarizes the existing roadway network in the Town of Dallas. The primary takeaway is that the CTP identifies NC-279 as in need of improvement. Given that intersections along the roadway were identified as a major source of concern, future improvements to the roadway can and should be accompanied by intersection safety countermeasures, where possible. NC-275 was also identified as a

Figure 1-2. CTP Roadway Network





roadway with recommended improvements, indicating a potential opportunity for joint implementation of any project recommendations.

Figure 1-3 shows the existing and planned multimodal facilities in the Town of Dallas, as identified by the CTP. The central portion of the city, especially south of NC-279 is generally well-served by an existing sidewalk network. Notable deficiencies in the existing network include areas north of NC-279 and a single connection west of US-321, which traverses an interchange area. Existing bikeway facilities consist of signed bike routes, which have been recognized to provide little benefit to most users, with the possible exception of experienced cyclists. NC-279 east of North Oakland Street is identified as a route with recommended bikeway improvements. Finally, no greenways or shared-use paths are present within the city limits, with facilities present at both Dallas and Rankin Lake Parks. Recommended improvements emphasize connecting to both facilities with a linear shared-use path running along Long Creek.

### 1.5 Bicycle and Pedestrian Demand Analysis

Analyzing the estimated demand for walking and bicycling in a community yields multiple insights. First, the analysis augments public input and helps to paint a more complete picture of where people will likely walk and bike. And, because it relies on available local, state and federal data, the analysis overcomes the common lack of bicycle and pedestrian counts. Additionally, in conjunction with conventional roadway data, such as traffic volumes and speeds, the demand analysis helps to identify appropriate locations for transitions between different bikeway and walkway types. The demand analysis, shown below, incorporates the following variables:

- Population density;
- Employment density;
- Proximity to commercial areas;
- Proximity to schools and colleges;
- Proximity to parks; and
- Proximity to ACCESS van service.

As shown in Figure 1-4, the areas with the highest estimated bicycle and pedestrian demand track closely with feedback from the public and stakeholders, tracking closely with locations one would expect to generate and attract bicycle and pedestrian trips. These locations include key destinations within the Town of Dallas, including the historic town center, Dallas Park, Gaston College, Jagger Park, and Carr Elementary School.

Many of these high demand areas are already well-served by either existing facilities, particularly sidewalks, or facility needs identified in the CTP. However, sound connections among the zones are needed to provide comfortable and safe active transportation connections that are suitable for users of all ages and abilities.

Gaston County ACCESS (Department of Human Health Services) provides deviated fixed route transportation via subscribed daily van service for regular trips and demand responsive service. There are four identified stops within or directly adjacent to the City limits all reachable by sidewalk. The ACCESS vans are currently not equipped with bicycle racks.

Figure 1-3. CTP Active Transportation Network

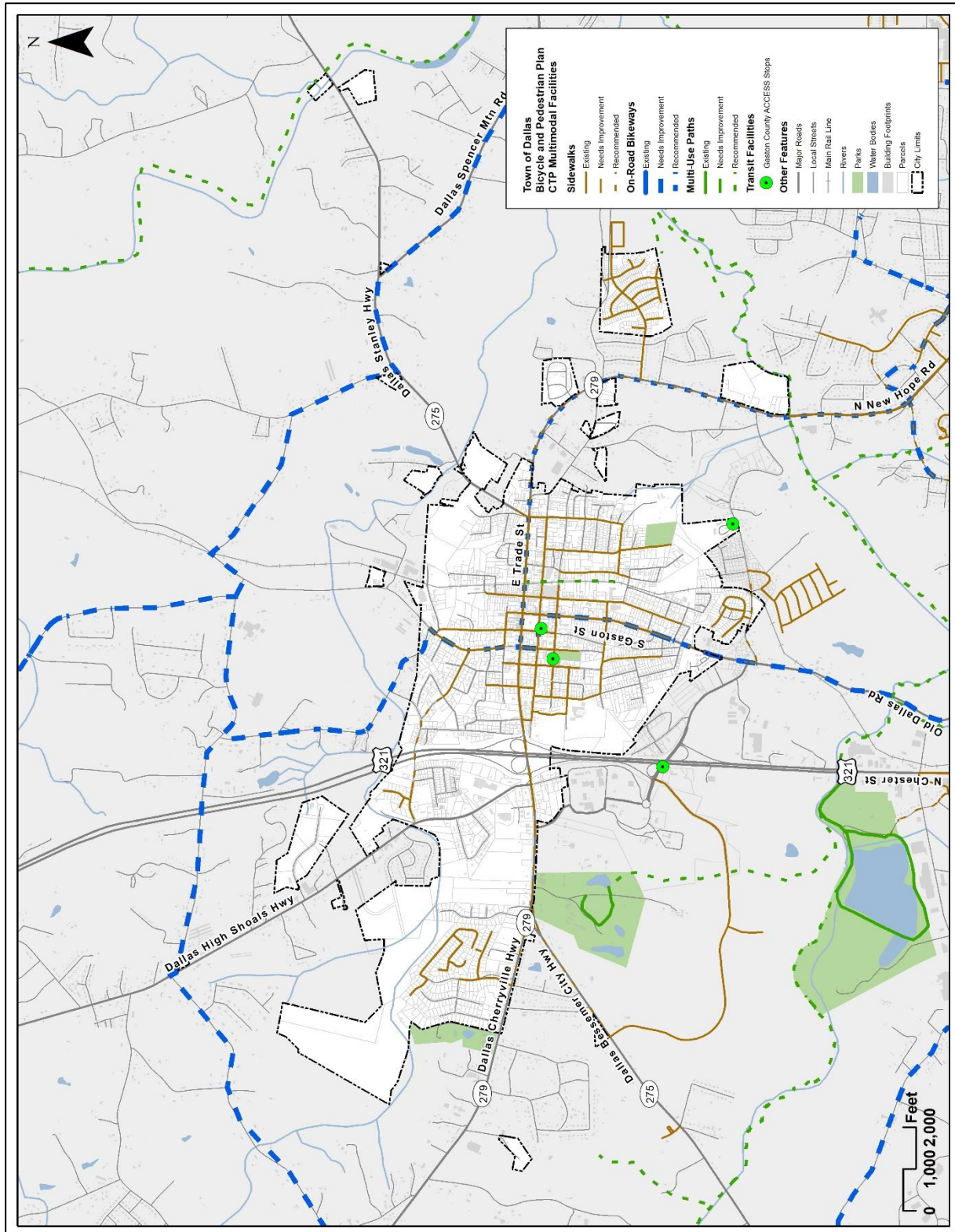
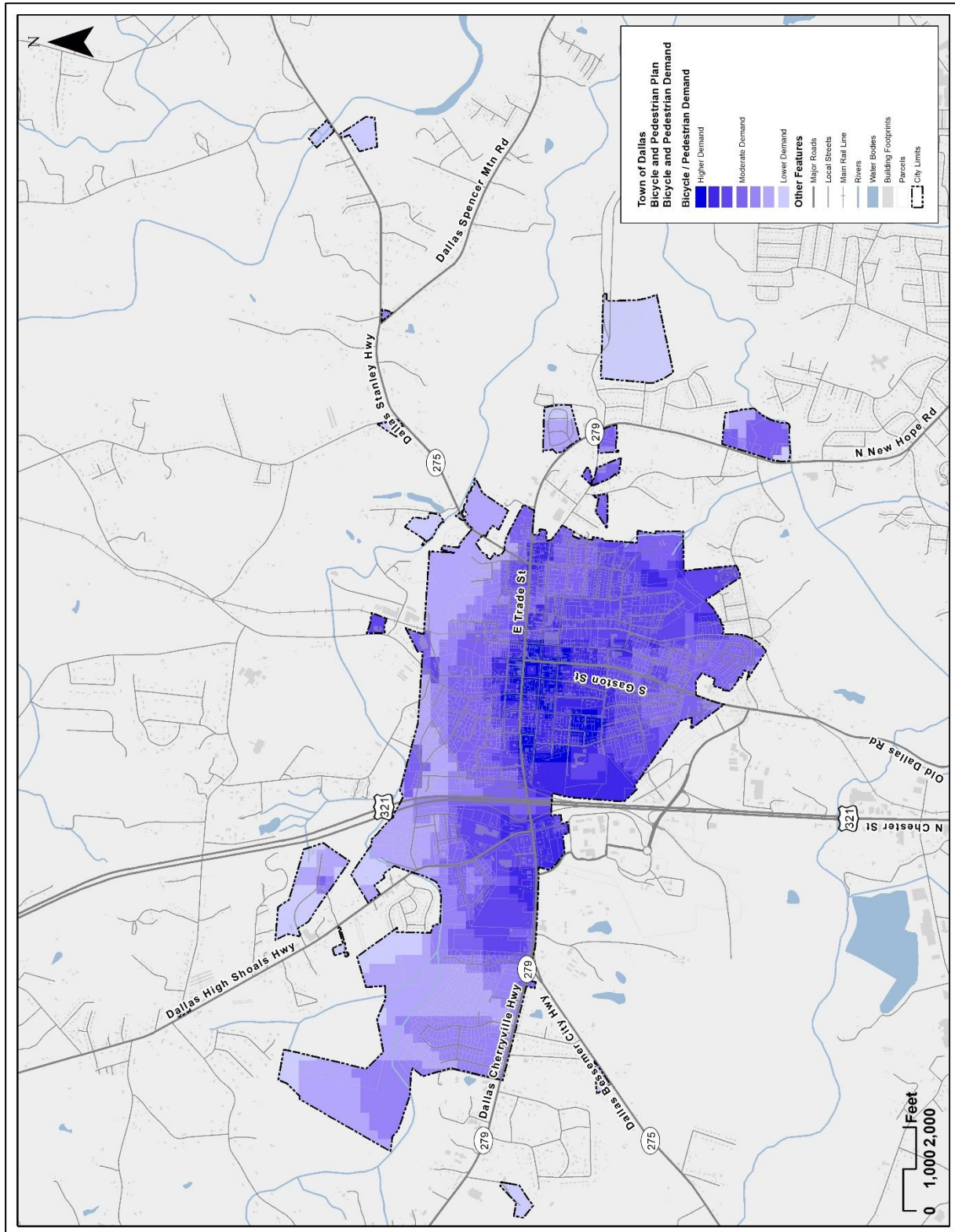


Figure 1-4. Bicycle and Pedestrian Demand



## 2.0 Network Recommendations

Over the past 20 years, bicycle and pedestrian planning has shifted from focusing almost exclusively on the most experienced adults using arterial and collector streets to the daily needs of people of all ages and abilities. Successful bicycle and pedestrian networks now include combinations of state highways, local streets and trails as well as different facility types – including sidewalks, paved shoulders, bicycle boulevards, bike lanes and shared-use paths. These new strategies and tools offer every community the ability to plan, design and build great bicycle and pedestrian systems.

Generally, the network recommendations build on the GCLMPO’s CTP, tying the CTP’s proposed bikeways, sidewalks, and trails into a more complete system of facilities that both 1) provide intracity connectivity to key destinations and activity centers and 2) form the basis of a larger county- and region-wide network of active transportation facilities. The network recommendations are described in detail below and shown in Figure 2-1.

### 2.1 Sidewalk Recommendations

The Town of Dallas has a substantial network of sidewalks throughout its core area, particularly east of US-321. There are approximately 2.5 miles of existing facilities currently. However, many of the sidewalks are narrow, having been built many years ago, or have been encroached upon by lack of maintenance adjacent to them. A key recommendation of the pedestrian network plan is ensuring that existing facilities are consistent with current national best practices and compliant with all ADA standards.

East Trade Street (NC-279), is scheduled to be widened by NCDOT. The Town of Dallas has already requested that sidewalks or a multi-use path, along with bike lanes, be installed as part of this project. This would improve both bike and pedestrian connectivity in the Town and address a number of locations where numerous pedestrian crashes have occurred over the past 10 years (Figure 2-1). A majority were pedestrian crashes along E. Trade St. (4 incidents) resulting from pedestrians crossing the roadway. Due to the low frequency of pedestrian-vehicle conflicts, the City may wish to review pedestrian movements along E. Trade St. with field data collection and assess the pedestrian exposure rate and assess potential safety measures (RRFBs or pedestrian beacons) where practical. Unfortunately, the recent pandemic has greatly impacted NCDOT’s resources and some activities on certain projects have been temporarily suspended. At best, major roadway improvements across the state will be delayed for a period of years depending on funding revenues post pandemic and/or new funding sources identified. As such, recommended pedestrian improvements along NC-279, independent of the widening project, are included.

The recommended pedestrian network is in keeping with many of the goals identified in the 2003 Town of Dallas Land Use Plan which included statements addressing “a vibrant and healthy downtown,” “pedestrian friendly corridors” and “promote pedestrian activity while alleviating traffic concerns.” Furthermore, a comprehensive plan update is currently underway; final recommendations from both the bicycle and pedestrian plan and comprehensive plan update were coordinated prior to finalization.

Figure 2-1. Bicycle and Pedestrian Crashes – 2007 through 2018

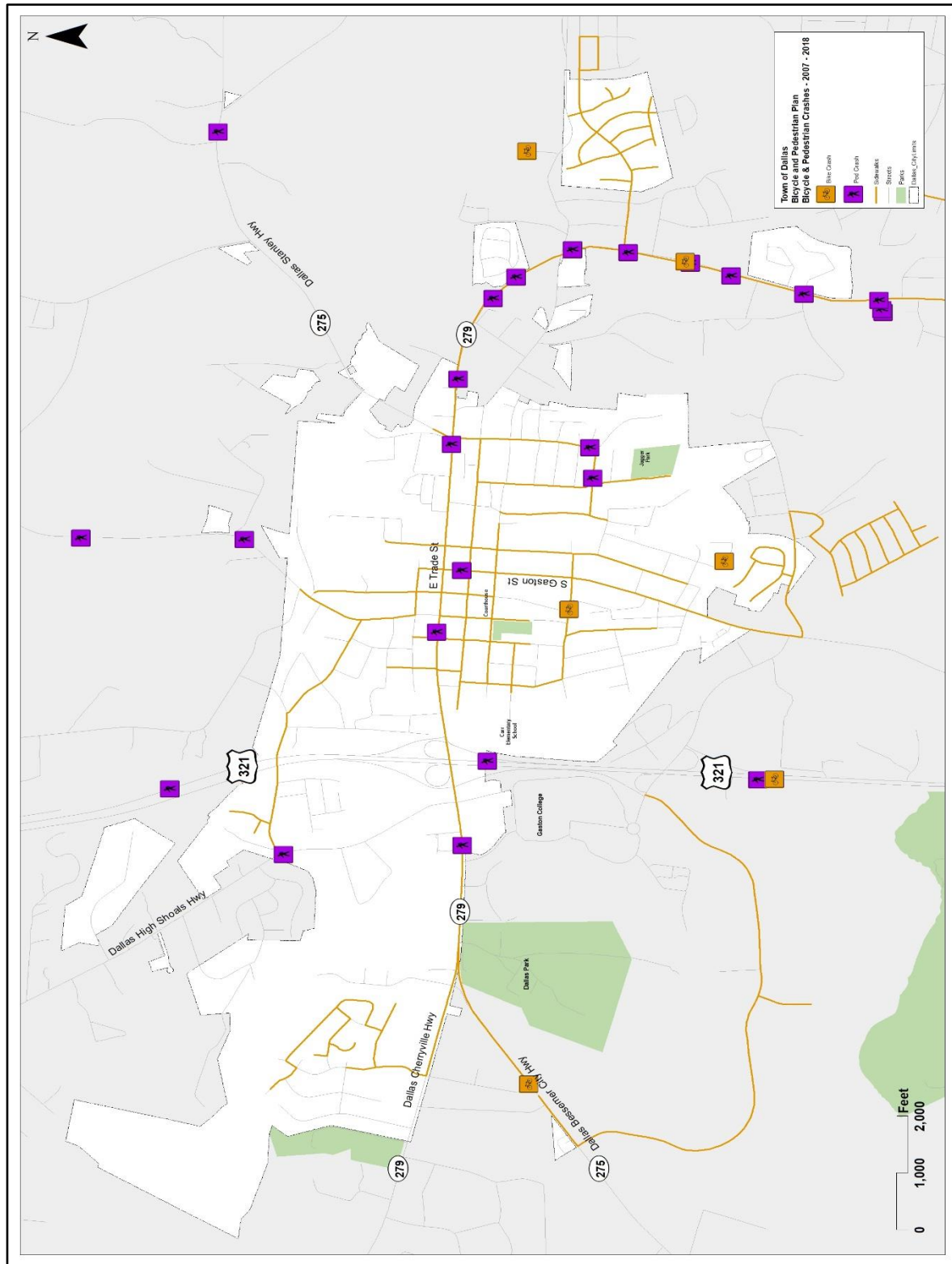
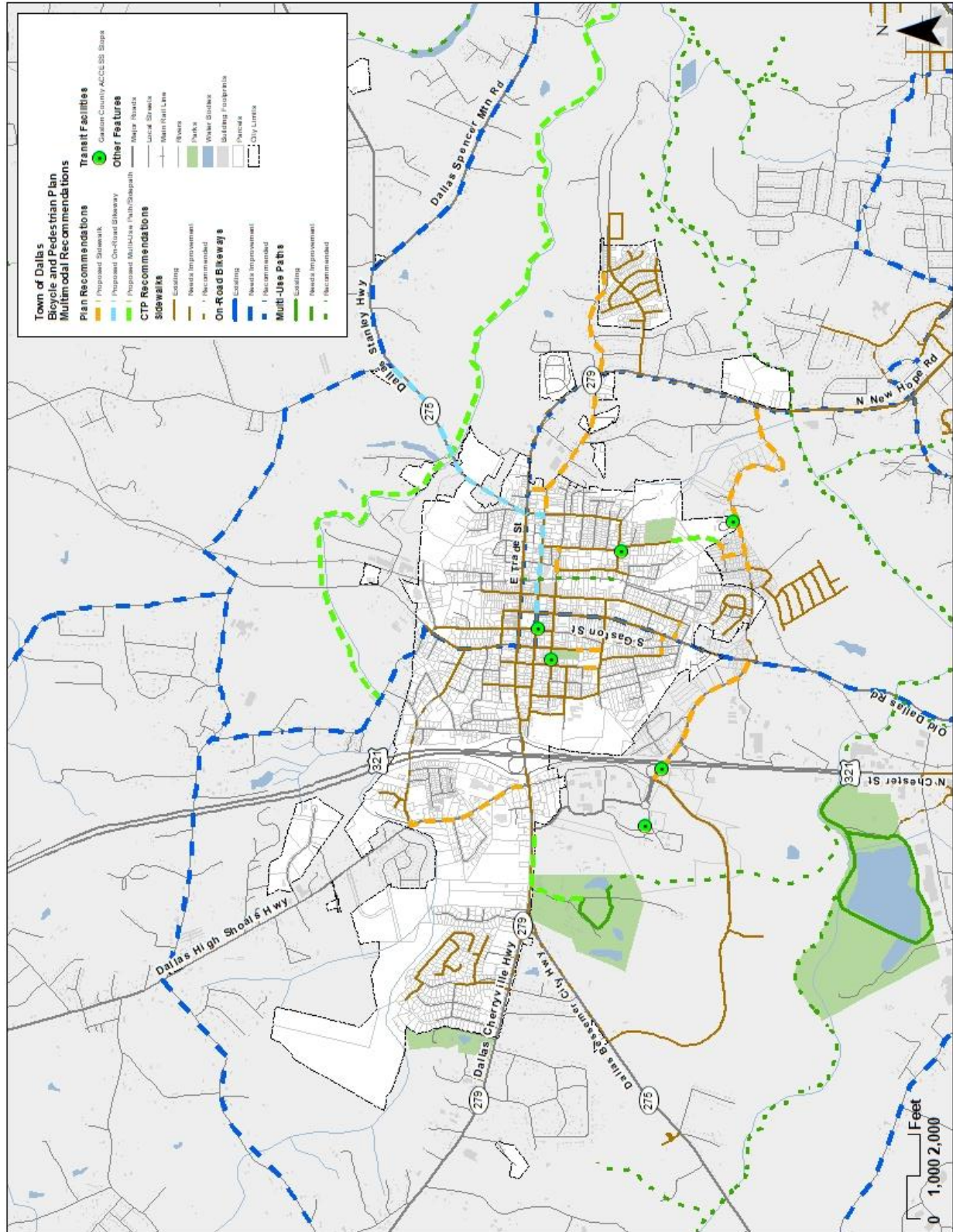


Figure 2-2. Multimodal Recommendations



The following recommendations build upon the GCLMPO adopted Comprehensive Transportation Plan (CTP) that identifies existing and proposed pedestrian facilities in all of Gaston County including the Town of Dallas. Key features of this plan's recommended pedestrian network include:

- Linking the Town's core and high pedestrian demand areas with surrounding neighborhoods and development nodes;
- Identifying missing links within the existing network;
- Confirming recommended facilities and facility types based on the demand analysis and public input;
- Improving intersections throughout the Town to improve safety and eliminate barriers to walking; and
- Improving sidewalks to current standards that include ADA accessibility.

Additionally, seven intersections along NC-275 and South Gaston Street were identified as optimal candidates for new pedestrian-activated signals (RRFB)(Figure 2-2). The new signals will further enhance pedestrian comfort and safety in and around the historic old town center, as well as enhance east-west connectivity across South Gaston Street, particularly to and from key locations such as Carr Elementary School. The full list of sidewalk recommendations, along with conceptual level costs, is shown in Table 2-1. Conceptual level costs were developed using NCDOT's 2019 *Bicycle & Pedestrian Cost Estimation Tool* (<https://connect.ncdot.gov/projects/planning/Prioritization>).

## 2.2 Bikeway and Trail Recommendations

The bicycle facility recommendations also build upon the existing and proposed facilities identified in the GCLMPO. The CTP includes proposed bike lanes in the Town of Dallas on NC-279, South Gaston Street / Old Dallas Road, and Willis Road. Just outside of the Town limits bike lanes are recommended for Dallas-Spencer Mountain Road, Kiser Dairy Road, Colt Thornburg Road, Cloninger Road and Ashbrook Park Road. There are opportunities to expand the CTP network by linking some of these proposed facilities and extending them to some of the higher demand areas identified in the demand analysis.

Building on the CTP Bicycle Plan, public input and technical analysis, the recommended bicycle network included these strategies:

- Carrying forward most of the CTP proposed bikeways and multi-use paths;
- Expanding the recommended bikeway network to respond to the demand analysis where possible;
- Connecting bikeways to existing and proposed Gaston County greenway and trail networks;
- Identifying routes that connect Dallas to the greater region;

- On-street bike lanes along Main Street, providing a lower stress alternative to Trade Street, and convert existing angle parking to reverse angle parking on Main Street; and
- Shared-use (with vehicles) bike lane along South Spargo Street to Jagger Park.

The full list of bikeway and trail recommendations, along with conceptual level costs, is shown in Table 2-2. Conceptual level costs were developed using NCDOT's 2019 *Bicycle & Pedestrian Cost Estimation Tool* (<https://connect.ncdot.gov/projects/planning/Prioritization>).



Table 2-1. Sidewalk Facilities

ID #	Road	From	To	Project Description	Length (Linear Feet)	Both Sides of Street?	Facility Type	Projected Construction Cost
DP-3	N. Summey Street	E. Trade Street	E. Main Street	Connection from E Trade Street to new sidewalks along E Main Street	456	Y	SW	\$ 310,000
DP-7	S. Maple Street	183 feet North of Lee Street	W. Robinson Street	Addresses network gap in southwest Dallas	516	N	SW	\$ 345,000
DP-9	W. Caroline Street	S. Maple Street	S. Gaston Street	Addresses network gap in southwest Dallas	440	N	SW	\$ 150,000
DP-10	E. Jenkins Street	S. Gaston Street	S. College Street	Addresses network gap in southwest Dallas	417	N	SW	\$ 145,000
DP-12	Wooddale Drive/Cloverdale Lane	Wooddale Court	Robinson Clemmer Road	Connects proposed Jagger Park SUP to Robinson-Clemmer Road, providing enhanced park access to Chapman Pointe Apartments	896	N	SW	\$ 255,000
DP-14	C. Grier Beam Boluward/Friday Park Road	Gastonia Technology Parkway	Old Dallas Highway	Enhances connection between Gaston College and south Dallas across US-321	3,698	N	SW	\$ 1,505,000
DP-5	E. Church Street	S. Willow Street	S. Spargo Street	Addresses network gap in east Dallas	692	Y	SW	\$ 415,000
DP-6	E. Main Street/Old Spencer Mountain Road	S. Davis Street	Westbury Court	Extends town network to Spencer Mountain Village	6,217	Y	SW	\$ 3,340,000
DP-8	S. Oakland Street	600 feet North of W. Robinson Street	W. Robinson Street	Addresses network gap in west Dallas	597	N	SW	\$ 190,000
DP-13	Robinson Clemmer Road	Briarwood Drive	Lower Dallas Highway	Connection from Jagger Park SUP and existing network to proposed SUP along SR-279	5,167	N	SW	\$ 1,210,000
DP-15	Dallas High Shoals Highway	Park Road	W. Trade Street	Enhances access to commercial area for residential development along Park Road	3,099	Y	SW	\$ 2,595,000

Table 2-2. Bikeway and Trail Facilities

ID #	Road	From	To	Project Description	Length (Linear Feet)	Facility Type*	Projected Project Cost
DP-2	Dallas Stanley Highway / North Davis Street	Kiser Dairy Road	E. Main Street	On-street bike lanes on both sides of the street. Adequate right-of-way, though additional pavement will be required.	4,835	BL	\$ 1,710,000
DP-4	E. Main Street	N. Gaston Street	N. College Street	On-street bike lanes, constructed where existing on-street parking is present. Alternative implementation of shared lane.	413	BL	\$ 225,000
DP-1	Little Long Creek	Willis Road	NC-275	Shared-use path parallel to Little Long Creek.	8,883	SUP	\$ 4,530,000
	Little Long Creek	NC-275	Tower Road	Shared-use path parallel to Little Long Creek.	7,572	SUP	\$ 3,705,000
	Little Long Creek	Tower Road	Long Creek	Shared-use path parallel to Little Long Creek.	8,234	SUP	\$ 4,025,000
DP-11	S. Spargo Street	949 feet South of Webb Street	Wooddale Court	Shared-use path connecting Jagggers Park to Chapman Pointe.	1,137	SUP	\$ 655,000
DP-16	Dallas Cherryville Hwy / Leisure Ln / Sportsman Dr.	Gaston College Access Road	653 ft North of the South end of Sportsman Dr.	Shared-use path connecting existing trail in Dallas Park to Gaston College campus.	2,632	SUP	\$ 1,505,000
	Dallas Cherryville Hwy	Leisure Ln	Camp Sertoma Rd	Trail connection to Summey Knoll / Eden Glenn. Improved connection to Dallas Park, Gaston College, and downtown Dallas.	3,528	SUP	\$ 2,190,000
DP-19	SR-279	SR-275	Robinson Clemmer Road	Shared-use path on east side of roadway. Potential concurrent implementation with programmed roadway project.	7,406	SUP	\$ 4,015,000
DP-22	SR-275	College Road	N. Walnut Street	Shared-use path, on south side of roadway, to replace sidewalks identified as "needing improvement" in CTP.	2,661	SUP	\$ 2,170,000
DP-20	Park Road	North Street	Willis Road	Shared-lane facility, to consist of signage and pavement markings.	1,304	SL	\$ 20,000
DP-21	North Street / McSwain Road / N. Walnut Road	Park Road	SR-275	Shared-lane facility, to consist of signage and pavement markings.	2,564	SL	\$ 20,000
DP-23	Main Street	N. Maple Street	N. Oakland Street	On-street bike lanes, constructed where existing on-street parking is present. Alternative implementation of shared lane.	360	BL	\$ 200,000
DP-24	Main Street	SR-275	N. Maple Street	Shared-lane facility, to consist of signage and pavement markings.	1,566	SL	\$ 20,000
DP - 25	E. Main Street	N. College Street	E. Main Street	Shared-lane facility, to consist of signage and pavement markings.	2,485	SL	\$ 20,000

### 3.0 Bicycle and Pedestrian Design Guidelines

The Town of Dallas Bicycle and Pedestrian Plan recommends an active transportation network that, taken together with the CTP recommendations, provides a unified citywide network that connects people to the places they want to go. An important aspect of the plan's success going forward is to ensure that the facilities are consistently safe and comfortable for users. To this end, design guidelines have been developed for Dallas to help ensure that bicycle and pedestrian improvements meet national best practices (AASHTO *Guide for the Planning, Design and Operation of Pedestrian Facilities*, Dec. 2021; FHWA *Separated Bike Lane Planning and Design Guide*, May 2015) and to ultimately support the implementation of the recommended network plans. It is assumed that these design guidelines will be applied to the facilities recommended in this plan, those recommended in the CTP, and any future facilities that are implemented. For this reason, the guidelines include a wider diversity of bikeway facilities than those recommended in the plan.

The design guidelines (Appendix A), based largely on National Association of City Transportation Officials (NACTO) standards (<https://nacto.org/publication/urban-bikeway-design-guide/>, <https://nacto.org/publication/urban-street-design-guide/street-design-elements/>), cover the following facility types and, with the network plans, serve as the blueprint for improving walking and bicycling in Dallas:

- Bike lanes;
- Buffered bike lanes;
- Separated bike lanes;
- Advisory bike lanes;
- Signalized intersections;
- Shared-use paths;
- Sidepaths; and
- Sidewalks.

#### 4.0 Local Development Policies and Regulations

The capital improvement recommendations and associated design guidelines ensure that future bicycle and pedestrian infrastructure in Town of Dallas will be part of a larger coherent network of state-of-the-practice facilities. Three primary tools can be deployed by the Town of Dallas to generally promote a more walkable and bikeable community going forward – specifically, a Complete Streets ordinance, zoning ordinances, and subdivision regulations. These strategies represent a cost-effective approach to implementation, as they encourage smaller changes to the built environment that, over time, both improve user safety and comfort and integrate active transportation in the Town’s local culture.

Complete Streets policies have been adopted by many communities throughout the country and represent an effective strategy to ensure the needs of bicyclists and pedestrians are considered by all public agencies with jurisdiction within the local transportation right-of-way. While there is no universal definition of a Complete Street, Smart Growth America (<https://www.urbansmartgrowth.com>) suggests that Complete Streets may include some or all of the following: sidewalks, bicycle facilities, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, and roundabouts, among other potential treatments.

A Complete Streets ordinance would require that the needs of all users, including motorists, bicyclists, and pedestrians, be accommodated on all future transportation system maintenance and improvement projects, with few exceptions. The most successful policies tend to include the following:

- Applying the Complete Streets policy in all phases of transportation project development, including planning, programming, design, construction, and maintenance;
- Updating all department, agency, and commission policies and standards for consistency with the Complete Streets policy; and
- Measuring outcomes, including design (e.g. percentage of planned sidewalks or bikeways constructed), and administrative (e.g. the number of exceptions granted and why) performance measures.

A model Complete Streets ordinance for Dallas is included as Appendix B.

We recommend reviewing the Zoning Code (City Code of Ordinances, Title XV: Land Usage; Ch. 153 Zoning Code; Section 153.013 Development Standards) for possible modifications to guide the development of improved bicycle and pedestrian facilities. Examples of such modifications are provided below.

- Ch. 153.013 (D)(7) Streets, curb and gutter, street lights - Require where appropriate the dedication, reservation, or development of shared-use paths; Require on-street bicycle pavement marking and signage in new developments where appropriate; Require where appropriate traffic calming mitigation for the safety of all roadway corridor users.
- Ch. 153.013 (D)(9) Sidewalks - Require sidewalks and crosswalks for all new construction or lot/site redevelopment
- Ch. 153.013 (D)(12) Access and circulation – Require a safety assessment for the movement of bicyclists and pedestrians to consider the implementation of pavement markings, signage, and

other safety measures; Consider adopting access management and design standards for driveway spacing, minimum throat length, appropriate signage and pavement markings to enhance the safety of vehicles, bicyclists and pedestrians.

## 5.0 Non-Infrastructure Programs

The League of American Bicyclists (<https://www.bikeleague.org>) identify five “E’s” that are consistent in making great places for bicycling and walking: 1) engineering; 2) education; 3) equity, diversity, and inclusion; 4) encouragement; and 5) evaluation. Addressing the first “E,” capital bicycle and pedestrian facility improvements provide safe, designated spaces for people to walk and bike. However, these – in addition to the design guidelines – only provide physical space for users. In order to promote active transportation as both safe and viable to the public, a set of non-infrastructure programs are recommended to complement the facility improvements, addressing the remaining four “E’s.” Taken together these programs can strengthen the Town’s active transportation culture for existing users and provide reassurance to potential users who may be hesitant to walk or bike.

The program recommendations in this section rely heavily on partnerships, both within the public sector and across the private and non-profit sectors, including businesses, community organizations, and civic groups. Since many non-infrastructure programs typically depend on in-kind staff and resources, establishing strong relationships with interested partners is critical to the initial and ongoing success of each recommendation. Table 5-1 describes programs that could be deployed in the short-term, concurrently with the implementation of network recommendations, along with potential partner(s) and funding source(s). More information about multimodal transportation planning including funding and public participation may be found at the Gaston-Cleveland-Lincoln MPO website (<https://gclmpo.org/plans-programs-and-studies/ctp/>).

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**Table 5-1. Priority Short-Term Non-Infrastructure Programs**

Focus Area	Program	Responsible Party/Partner(s)	Funding Source(s)
Education	Bike rodeos; safety classes for children	Town; Police Department; School District; Community Organizations	Grants; Parks & Recreation Budget
	Safety classes for adults	Town; Police Department; Community Organizations	Grants; Parks & Recreation Budget
	Pop-up demonstrations to test out potential infrastructure projects and generate community interest	Town; Community Organizations	Town; GCLMPO
	Bicycle/pedestrian safety awareness campaign for motorists	Town; GCLMPO	Grants
Encouragement	Pedestrian and bicycle maps and website	Town; GCLMPO	Town; GCLMPO
	Open street events	Town; Community Organizations	Town; Sponsorships
	National Walk to School Day/National Bike to School Day	Town; Police Department; School District; Community Organizations	Town; Sponsorships
Equity	Targeted outreach to traditionally-underserved populations, particularly “captive” users who walk or bike out of necessity	Town; County	Town; Grants; Sponsorships

<https://www.ncdot.gov/initiatives-policies/safety/watch-for-me-nc/pages/default.aspx>  
<https://www.ncdot.gov/initiatives-policies/safety/bicycle-helmets/pages/default.aspx>

The key to the success of initial non-infrastructure programs is to regularly schedule events or outreach to facilitate the ongoing engagement of partners and the public. Single, one-off events can generate interest, but should be part of a larger, ongoing outreach and engagement strategy to begin changing local cultural attitudes to walking and bicycling. In addition to the short-term recommendations, longer-term strategies include:

**Education**

- Provide bike maintenance classes for children and adults
- Offer Safe Routes to Schools programming
- Develop informational brochure or poster on bicycling rules and responsibilities

**Encouragement**

- Host launch parties for new bicycle and pedestrian facilities
- Hold “Open Street” events
- Promote active transportation through recreational events (e.g. Five Dollar 5k)
- Start local chapter of state and national organizations that promote active transportation (e.g. Bike Walk NC)
- Organize regular walking and biking groups

- Incorporate bicycle- and pedestrian-friendly services at local events (e.g. bicycle valet)

### **Equity**

- Partner with community leaders to establish cycling groups or rides aimed at traditionally-underserved populations
- Ensure facilities are designed to accommodate users of all ages and abilities

In addition to the previous non-infrastructure “E’s,” which can help strengthen the city’s active transportation culture and attract new users as infrastructure projects are implemented, other non-infrastructure programs can help the city evaluate the impact of both infrastructure and non-infrastructure projects, programs, and strategies. These are inherently longer-term programs, as project implementation and other non-infrastructure programs must be given some time to be effective prior to evaluation. The following strategies can help Dallas evaluate its active transportation progress:

- Update current wayfinding system and add additional wayfinding elements as new projects are constructed;
- Conduct bicycle and pedestrian counts at key attractions and activity centers;
- Evaluate traffic infractions, speeds, and crash data at bicycle and pedestrian safety hotspots;
- Conduct surveys of parents, students, and/or the general public to gather insight on project and program effectiveness; and
- Establish long-term goal(s) for community transformation (e.g. pursue Bicycle Friendly Community designation through The League of American Bicyclists)

## 6.0 Project Prioritization

The Town of Dallas Bicycle and Pedestrian Plan provides the overall framework for improving bicycle and pedestrian user safety and comfort in the Town. The lists of improvements outlined in Section 2.0 identify specific segments of roadway or intersections where improvements are needed and recommend a specific facility treatment consistent with national best practices and local conditions. However, some projects provide greater or immediate benefits than others. As such, a prioritization framework was developed to provide a draft project implementation schedule.

Criteria were identified to help prioritize streets, roads, and intersections with facility recommendations in the master plan. As shown in Table 6-1, the criteria are closely tied to the master plan’s goals and objectives and include three primary categories: 1) safety, 2) demand, and 3) equity. While other considerations, such as coordination with NCDOT improvements, requirements of grant funding, or a change in political leadership may alter the city’s specific strategy to plan implementation, the implementation schedule provided in Tables 6-2 provides a preliminary recommendation of project priorities for short-term, mid-term, and long-term consideration. The time frames proposed take into account the time required for preliminary engineering, design, right-of-way acquisition (if needed), and construction. The schedule also allows that some CTP projects may be implemented within the timeframe identified. Intersection improvements identified in Section 2.0 can be strategically coordinated with bikeway and sidewalk implementation or implemented separately in coordination with GCLMPO and NCDOT. The full prioritization matrix is included in Appendix C.

**Table 6-1. Project Prioritization Criteria**

Category	Criterion
Safety	<b>ADT</b> - Is the project adjacent to a high traffic volume roadway?
	<b>Crash</b> - How many bicycle and pedestrian crashes have occurred within the project alignment?
	<b>Gap</b> - Does the project close a gap in or otherwise directly connect to an existing facility?
Demand	<b>Schools</b> - Does the project provide access to a school?
	<b>Parks</b> - Does the project improve accessibility to parks?
	<b>Population Density</b> - Is the project located in a Census Block Group with a high population density?
	<b>Commercial/Retail</b> - Does the project provide access to land zoned for or determined to consist of a commercial/retail or office use?
Equity	<b>Low-Income</b> - Is the project located in a Census Block Group with a high percentage of low-income residents?



**Table 6-2. Implementation Schedule**

ID #	Road	From	To	Facility Type*	Projected Construction Cost
<b>Short-Term (2021 - 2025)</b>					
DP-3	E. Main Street/Old Spencer Mountain Road	S. Davis Street	Westbury Court	SW	\$3,340,000
DP-22	SR-275	College Road	N. Walnut Street	SUP	\$2,170,000
DP-7	N. Summey Street	E. Trade Street	E. Main Street	SW	\$310,000
DP-9	S. Oakland Street	600 feet North of W. Robinson Street	W. Robinson Street	SW	\$190,000
DP-19	SR-279	SR-275	Robinson Clemmer Road	SUP	\$4,015,000
<b>Total Short-Term Project Cost</b>					\$10,025,000
<b>Mid-Term (2026 - 2030)</b>					
DP-10	Robinson Clemmer Road	Briarwood Drive	Lower Dallas Highway	SW	\$1,210,000
DP-12	Dallas High Shoals Highway	Park Road	W. Trade Street	SW	\$2,595,000
DP-14	S. Maple Street	183 feet North of Lee Street	W. Robinson Street	SW	\$345,000
DP-5	W. Caroline Street	S. Maple Street	S. Gaston Street	SW	\$150,000
DP-6	E. Jenkins Street	S. Gaston Street	S. College Street	SW	\$145,000
DP-24	Main Street	SR-275	N. Maple Street	SL	\$20,000
DP-11	S. Spargo Street	949 feet South of Webb Street	Wooddale Court	SUP	\$655,000
DP-4	E. Main Street	N. Gaston Street	N. College Street	BL	\$225,000
DP-25	E. Main Street	N. College Street	E. Main Street	SL	\$20,000
DP-23	Main Street	N. Maple Street	N. Oakland Street	BL	\$200,000
DP-2	Dallas Stanley Highway / North Davis Street	Kiser Dairy Road	E. Main Street	BL	\$1,710,000
DP-8	Wooddale Drive / Cloverdale Lane	Wooddale Court	Robinson Clemmer Road	SW	\$255,000
DP-16	Dallas Cherryville Hwy / Leisure Ln / Sportsman Dr.	Gaston College Access Road	653 ft North of the South end of Sportsman Dr.	SUP	\$1,505,000
DP-16a	Dallas Cherryville Hwy	Leisure Ln	Camp Sertoma Rd	SUP	\$ 2,190,000
<b>Total Mid-Term Project Cost</b>					\$11,225,000

\* SW = Sidewalk; BL = Bike Lane; SL = Shared Lane / Sharrow; SUP = Shared-Use Path

**Table 6-2. Implementation Schedule (cont'd)**

ID #	Road	From	To	Facility Type*	Projected Construction Cost
<b>Long-Term (2031- 2035)</b>					
DP-13	E. Church Street	S. Willow Street	S. Spargo Street	SW	\$415,000
DP-20	Park Road	North Street	Willis Road	SL	\$20,000
DP-21	North Street / McSwain Road / N. Walnut Road	Park Road	SR-275	SL	\$20,000
DP-1	Little Long Creek	Willis Road	NC-275	SUP	\$4,530,000
DP-1a	Little Long Creek	NC-275	Tower Road	SUP	\$3,705,000
DP-1b	Little Long Creek	Tower Road	Long Creek	SUP	\$4,025,000
DP-15	C. Grier Beam Boulevard / Friday Park Road	Gastonia Technology Parkway	Old Dallas Highway	SW	\$1,505,000
<b>Total Long-Term Project Cost</b>					<b>\$14,220,000</b>

\* SW = Sidewalk; BL = Bike Lane; SL = Shared Lane / Sharrow; SUP = Shared-Use Path

Improvement concepts for the higher priority projects are shown on the following pages.

Figure 6.1 - E. Main St. Improvement

E. Main St.  
N. Gaston St. to E. Main St.  
Project Length: 2,729 ft.

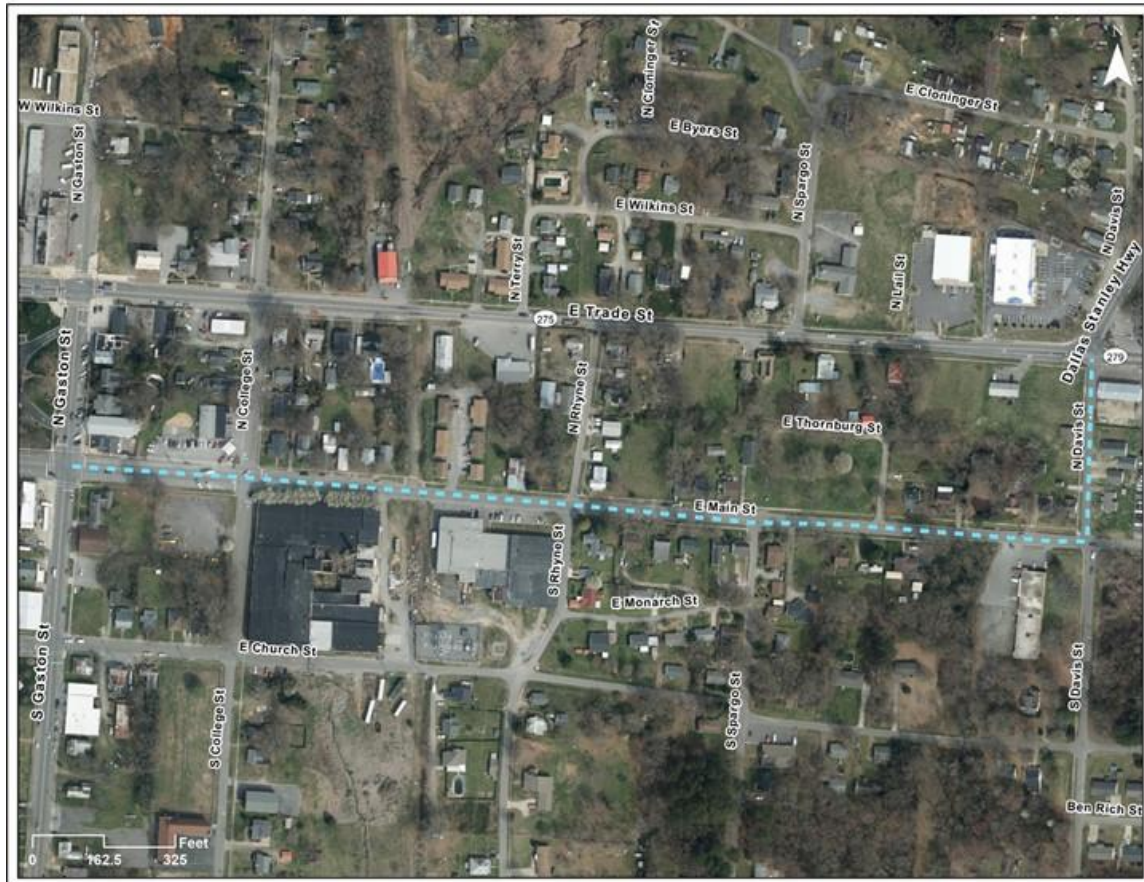
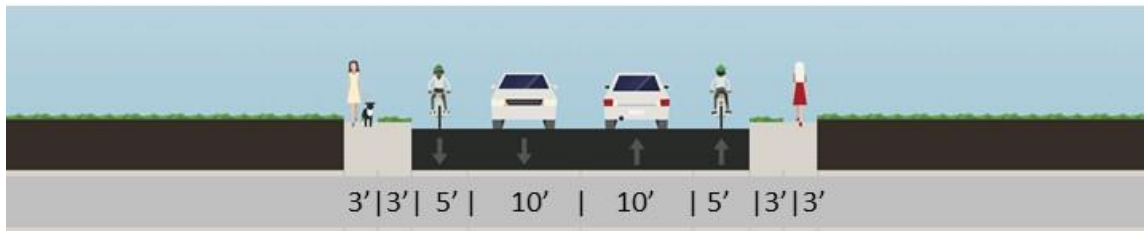


Figure 6.2 - E. Main St. / Old Spencer Mountain Rd. Improvement

E. Main St / Old Spencer Mountain Rd.  
From S. Davis St. to Westbury Ct.  
Project Length: 6,217 ft.

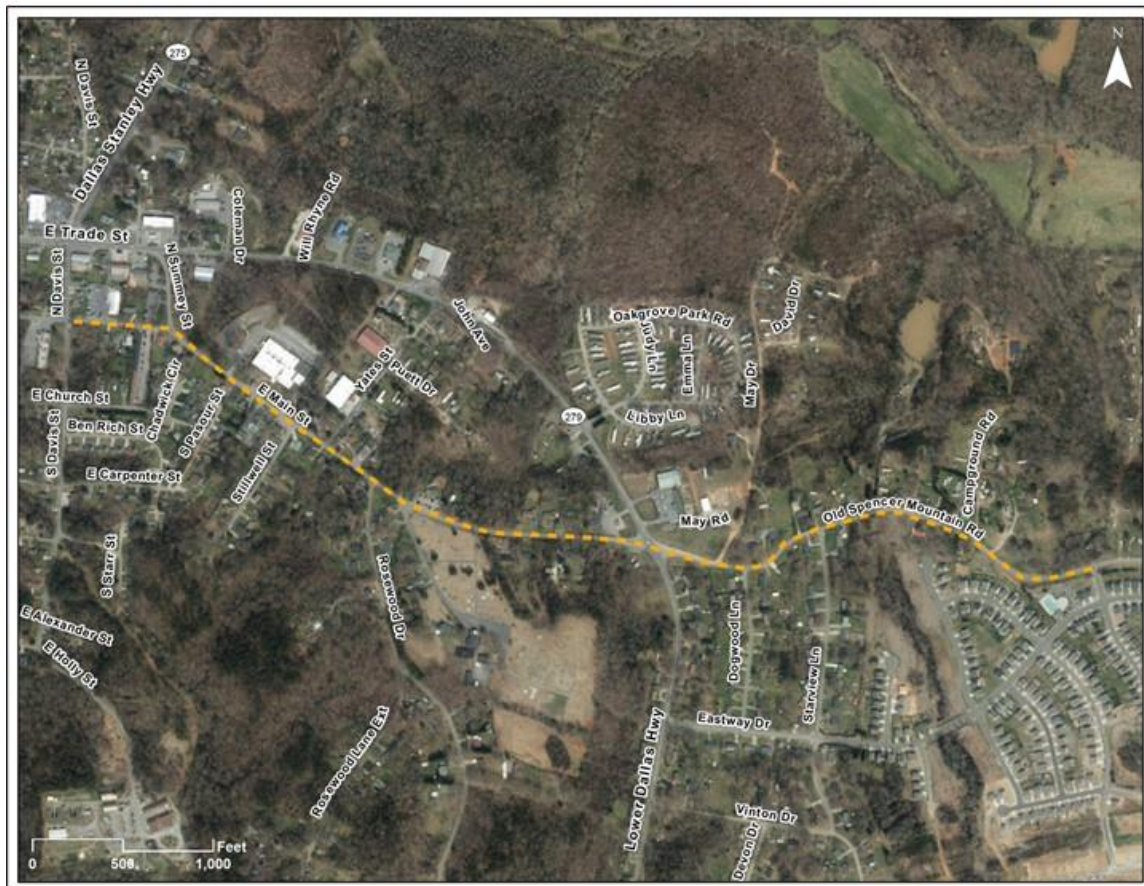
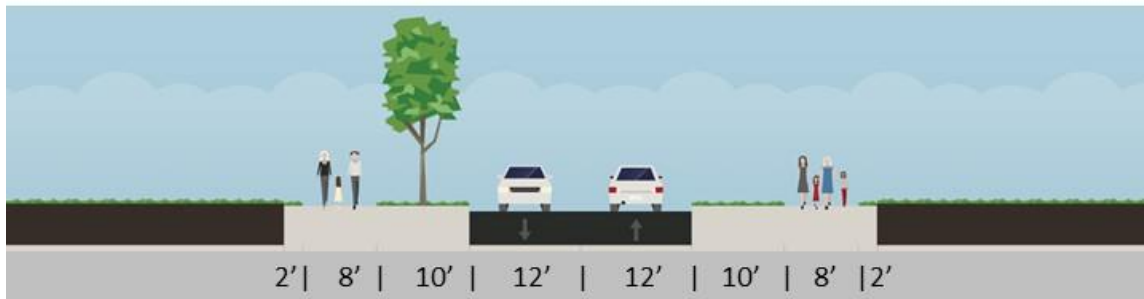


Figure 6.3 - S. Oakland St. Improvement

S. Oakland St.  
From 600 ft. north of W. Robinson St. to W. Robinson St.  
Project Length: 597 ft.

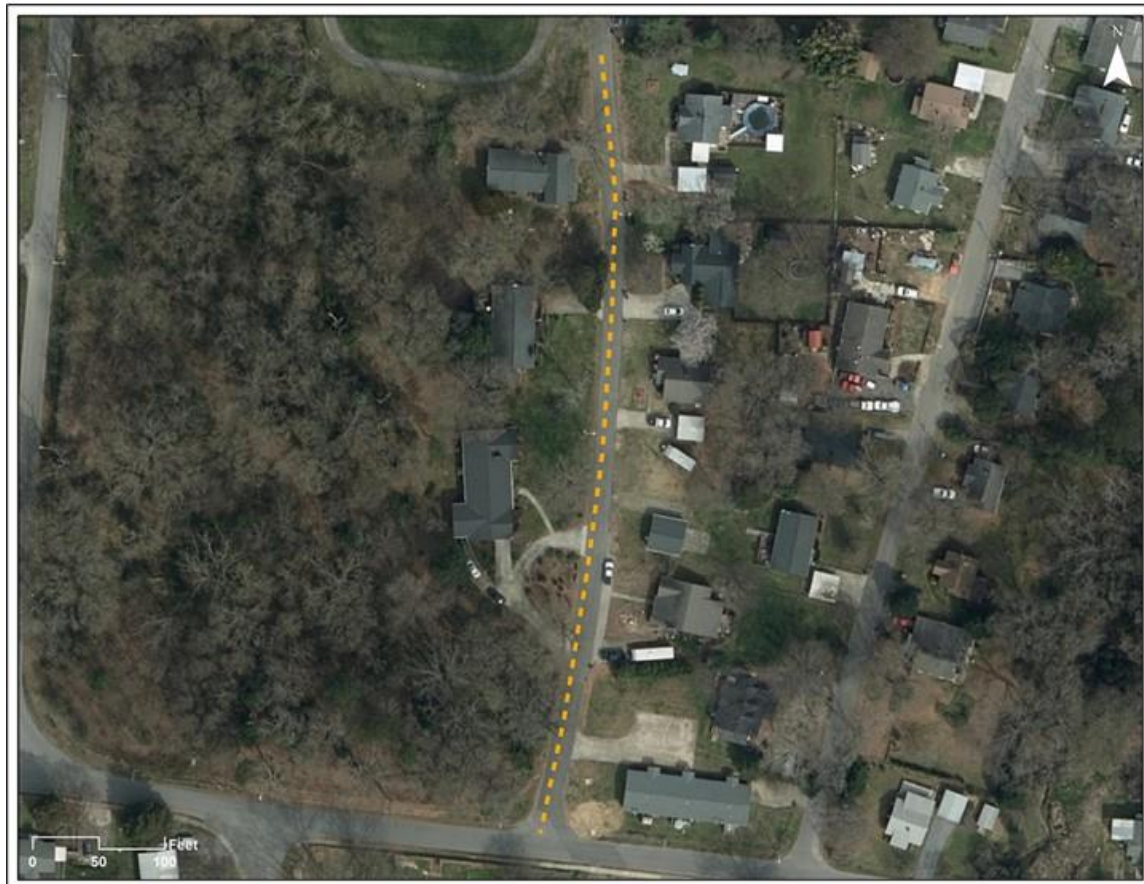
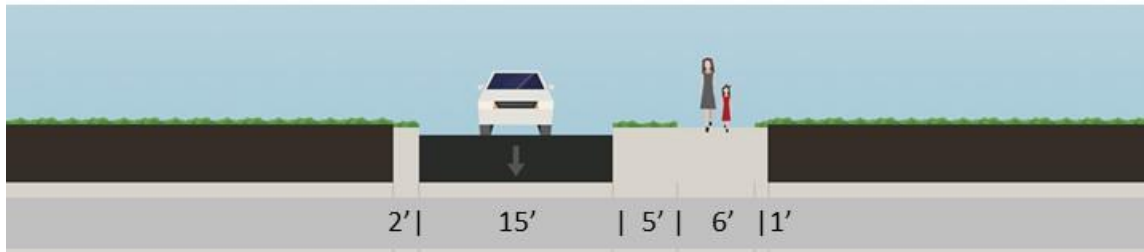


Figure 6.4 - S. Spargo St. Improvement

S. Spargo St. SUP  
From 949 ft. south of Webb St. to Wooddale Ct.  
Project Length: 1,137 ft.

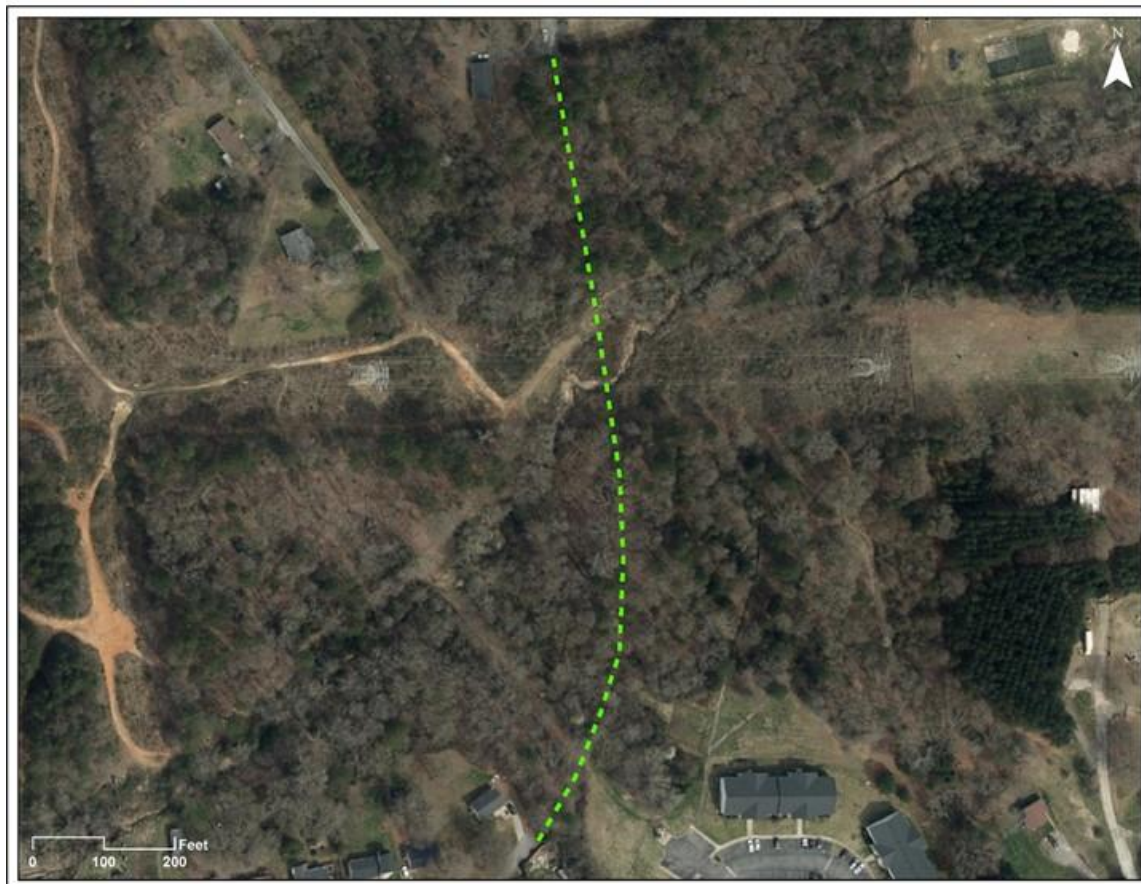
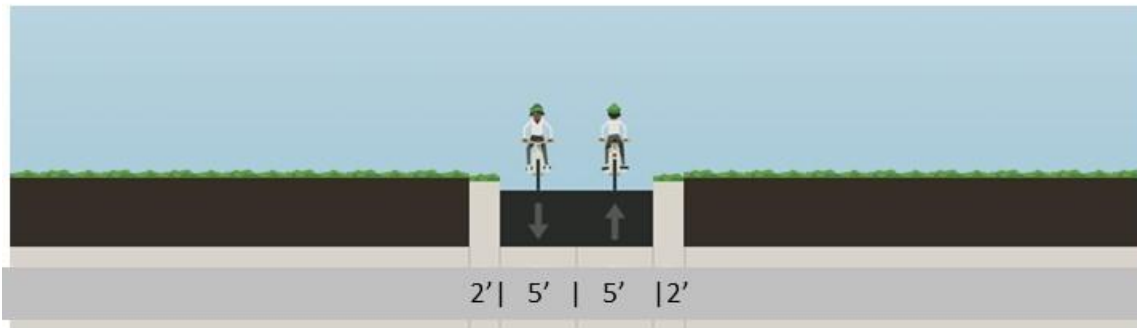


Figure 6.5 - SR 275 Improvement

SR-275  
From College Rd. to N. Walnut St.  
Project Length: 2,661 ft.

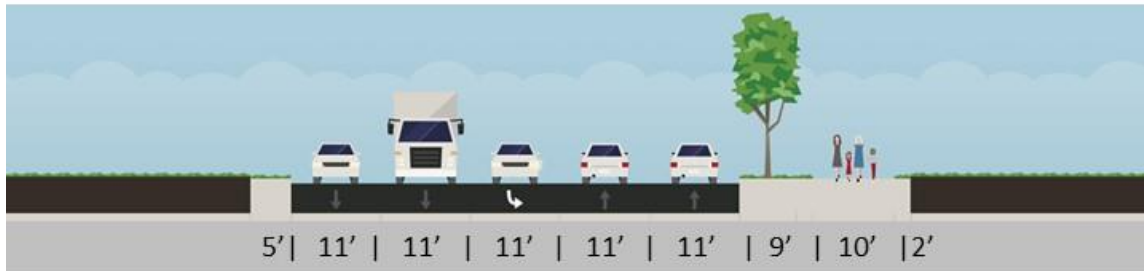


Figure 6.6 - SR 279 Improvement

SR-279

From SR-275 to Robinson Clemmer Rd.

Project Length: 7,406 ft.

NOTE: Project is proposed with concurrent roadway improvement.

Typical section below reflects, conceptually, the future roadway configuration.

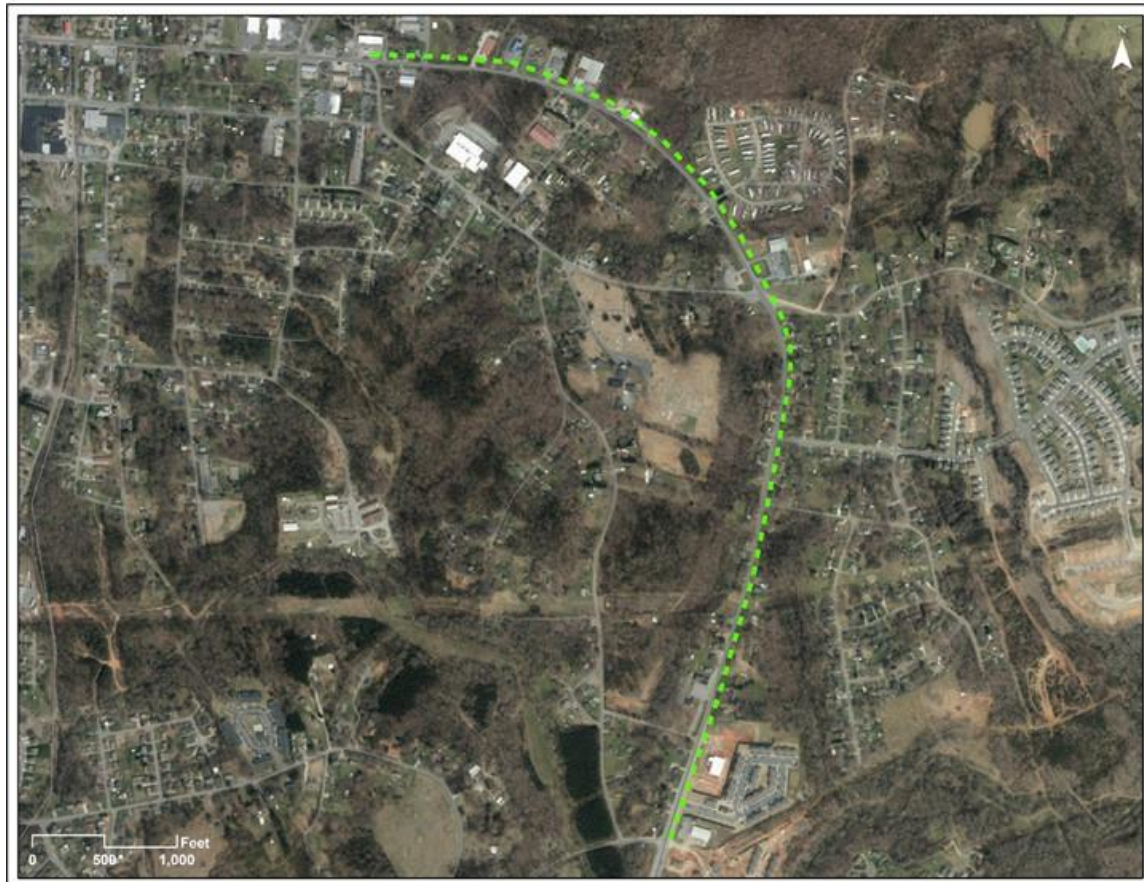
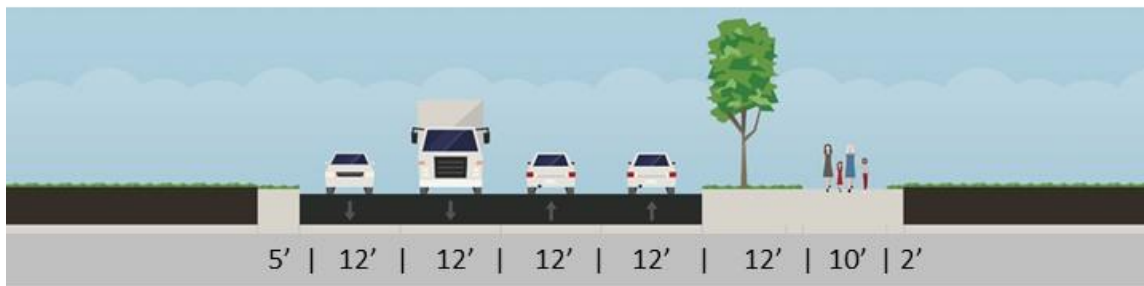
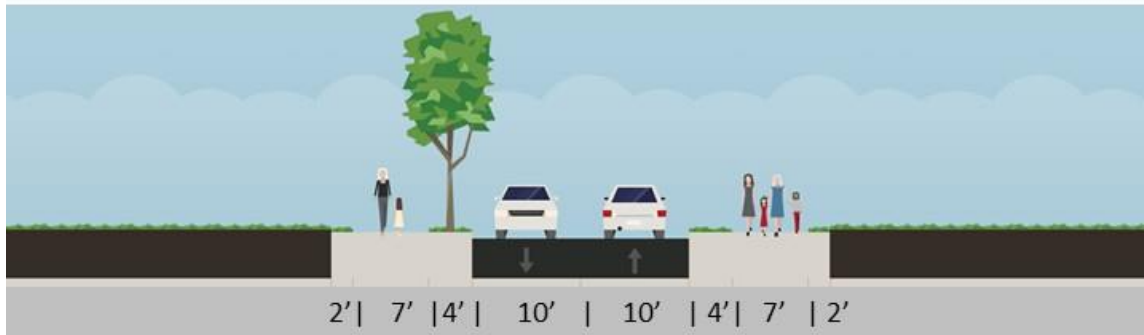




Figure 6.7 – N. Summey St. Improvement

N. Summey St.  
From E. Trade Street to E. Main St.  
Project Length: 456 ft.



## 7.0 Funding Sources and Strategies

Traditionally, bicycle and pedestrian improvements are typically included as part of larger capital improvement projects, such as roadway resurfacing, widening, or new construction. However, increasingly some communities are opting to implement bicycle and pedestrians as stand-alone improvements, particularly in high-priority locations, such as near schools. Implementation of the capital recommendations from the plan will likely include a mix of both strategies. As such, this section presents a brief overview of potential funding sources for the Town’s consideration.

At the local level, there are several funding sources and strategies the Town could pursue going forward. These include:

- Capital Improvement Budgets – Implement capital project recommendations through regularly scheduled capital projects, such as resurfacing, streetscape improvements, or new public or private development;
- Department Budgets – Departments such as Streets or Parks and Recreation can use their maintenance resources and staff to support programs and infrastructure maintenance;
- Dedication of Tax Revenue – Dedications of a portion of the local sales or property tax or a voter-approved tax increase;
- Fees – User fees provide an opportunity to generate revenue to fund infrastructure projects, such as sidewalk construction, and non-infrastructure programs, such as bicycle education classes;
- Grants – Competitive grants through public agencies or private/non-profit foundations can generate revenue for projects and programs; and
- Fundraising Campaigns – Fundraising through neighborhood groups, advocacy groups, or even crowd-funding can help generate additional resources for projects and programs.

Some prominent examples of state and/or federal funding allocated by the State of North Carolina include:

- **North Carolina Department of Transportation** (<https://www.ncdot.gov>) - Bicycle and pedestrian accommodations such as bike lanes, widened paved shoulders, sidewalks and bicycle safe bridge design are frequently included as incidental features of highway projects. NCDOT adopted its Complete Streets policy in 2009 which directs the Department to include transportation elements that safely accommodate bicyclists, pedestrians, and access to transit services in the planning, design and construction of future transportation network improvements (<https://www.ncdot.gov/divisions/bike-ped/Pages/complete-streets.aspx>).
- **State Transportation Improvement Program (STIP)** - The primary NCDOT source for developing pedestrian and bike facilities involves securing identification of a project in the State Transportation Improvement Program. Every two years projects are submitted by metropolitan and regional planning organizations throughout the state. Submitted bike and pedestrian projects are prioritized by the State Prioritization Office of Transportation (SPOT)

(<https://connect.ncdot.gov/projects/planning/Pages/PrioritizationResources.aspx>) through a process involving quantitative scoring and local input points. High priority projects will be used to populate the 5-Year Work Program and the delivery STIP.

- **Congestion Mitigation and Air Quality (CMAQ)** - CMAQ ([https://www.fhwa.dot.gov/environment/air\\_quality/cmaq/](https://www.fhwa.dot.gov/environment/air_quality/cmaq/)) is a program that currently allocates approximately \$20 million annually to North Carolina to fund programs in “non-attainment areas” (i.e., areas that do not meet federal air quality standards) and projects designed to improve air quality and reduce congestion, without adding single-occupant vehicle capacity to the transportation system. The funds originate from the Federal Highway Administration but are passed through to local entities by NCDOT. CMAQ funds are distributed through the area Metropolitan Planning Organization (MPO).
- **Safe Routes to School (SRTS)** - The SRTS program (<https://www.saferoutesinfo.org>) is funded under the FAST Act and administered by NCDOT. The program provides approximately \$15 million in North Carolina over five years for improvements within two miles of elementary and middle schools. Some of these funds are provided to the local highway division who distributes the funds at their own discretion. Individual grant awards are limited to approximately \$200,000. No local match is required. These grants can pay for pedestrian and bicycle facilities and intersection improvements. The funds can also be used for education and enforcement efforts. The target population for these activities must be K-8 students.

Additionally, funding is sometimes available through private and non-profit organizations. Some prominent examples include:

- **Blue Cross and Blue Shield of North Carolina Foundation** – The foundation (<https://www.bcbsncfoundation.org/>) accepts grant applications that promote the wellness and well-being of North Carolinians through health- or education-related causes. Multiple grant programs are available.
- **PeopleForBikes Community Grant Program** - PeopleForBikes (<https://www.peopleforbikes.org/>) accepts grant applications from non-profit organizations with a focus on bicycling, active transportation, or community development, from city or county agencies or departments, and from state or federal agencies working locally. PeopleForBikes only funds projects in the United States. Requests must support a specific project or program, including bicycle facilities, amenities, and education initiatives.
- **The Robert Wood Johnson Foundation** - The Robert Wood Johnson Foundation (<https://www.rwjf.org>) was established as a national philanthropy in 1972 and today it is the largest U.S. foundation devoted to improving the health and health care of all Americans. Grant making is concentrated in four areas, including promoting healthy communities and lifestyles.
- **America Walks Community Change Grants** (<https://americawalks.org/programs/community-change-grants/>) - Funded projects must demonstrate that they will show increased physical activity and active transportation in a specific community, work to engage people and

organizations new to the efforts of walking and walkability and demonstrate a culture of inclusive health. Projects will create healthy, active, and engaged communities that support walking as transportation, health, and recreation.

- **Carolina Thread Trail** – The Regional Trail Implementation Grant (<https://www.carolinathreadtrail.org/>) provides grants for trail construction, project design, land acquisition, corridor planning, and canoe / kayak launch construction for counties within the Thread Trail area, including Gaston County.

Beyond the notable programs listed here, there are a wide range of federal, state, local, and private/non-profit funding sources used by jurisdictions throughout the country to implement bicycle and pedestrian projects and programs. The implementation of the plan recommendations will likely consist of a variety of funding sources and strategies, which can be pursued strategically as they become available.

While full implementation of all plan recommendations may seem challenging, the Town of Dallas Bicycle and Pedestrian Plan represents a critical first step in achieving the citywide vision for walking and bicycling – and ultimately making the case for funding. As in most communities, there are competing needs and demands for resources. Bicycle and pedestrian facilities fundamentally tie the community together and offer safe, comfortable, and equitable mobility options to all residents. As such, these not only represent a commitment to community cohesion and equity, they also offer an excellent return on investment.

## 8.0 Next Steps

Prior to the final design and construction of any of the recommended projects, the following list of next steps is provided for consideration.

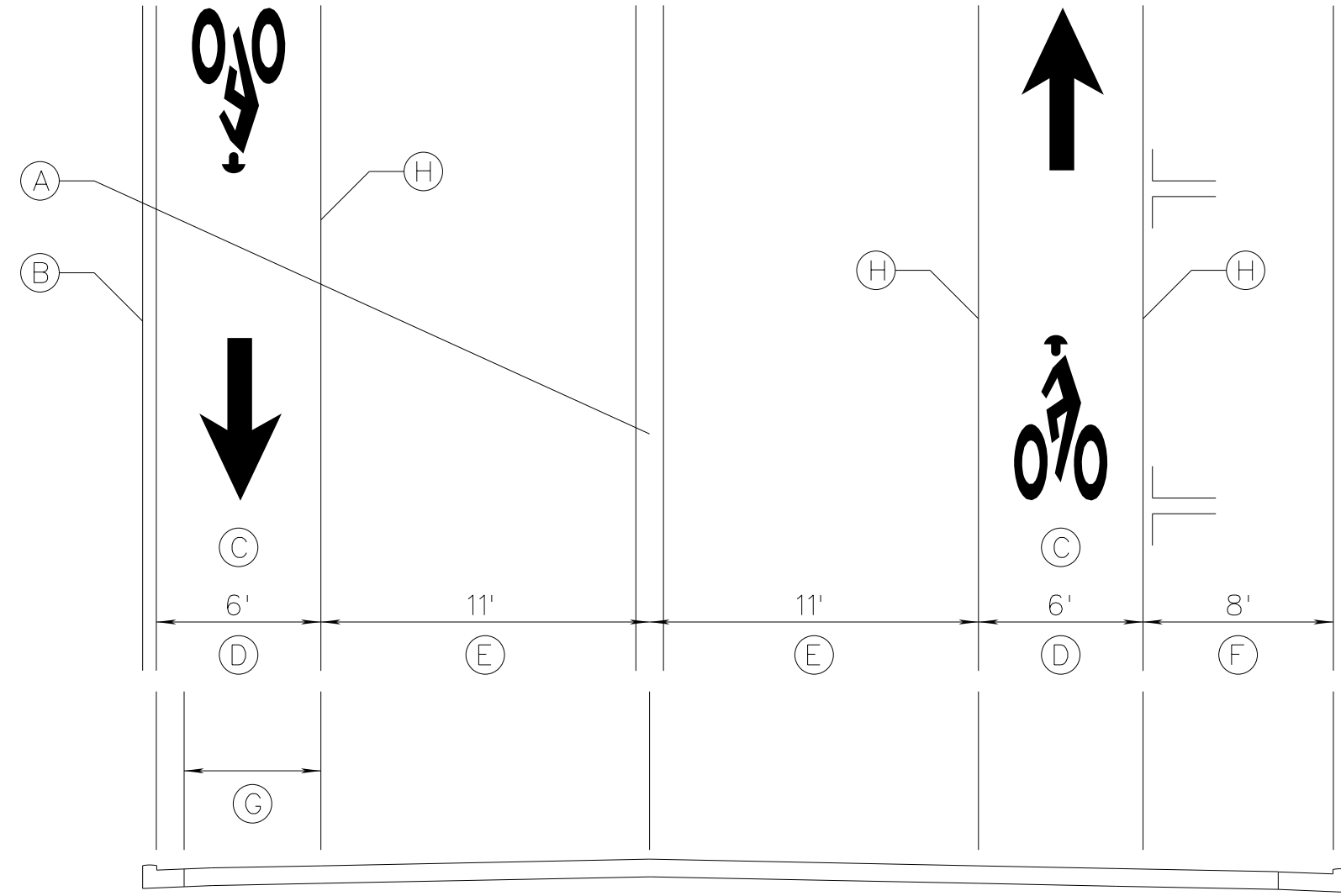
- City Council adopts the report and its general recommendations.
- The project prioritization list is reviewed by City staff and council and modifications are made as necessitated based on projected funding, construction phasing, and community input.
- Detailed concept plans for the higher priority projects are developed to identify construction constraints such as available right-of-way, environmental resources and required permitting, utility conflicts and other related potential implementation challenges.



## **Appendix A**

# **Model Bicycle and Pedestrian Design Guidelines**

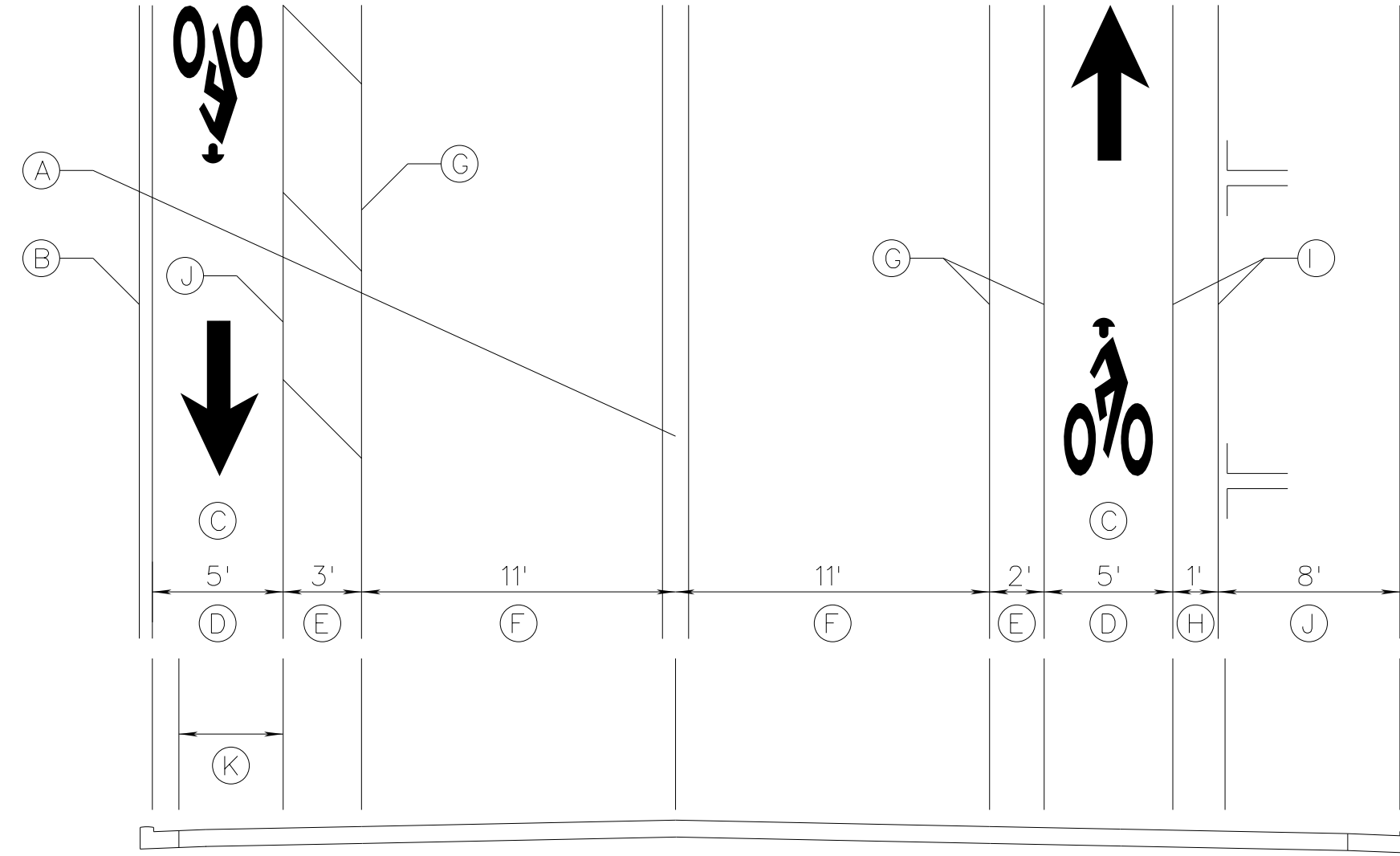
### BIKE LANES



LEGEND

- |  |                                     |   |
|--|-------------------------------------|---|
| (A) CENTERLINE**   | (D) BICYCLE LANE - 6' MAX/5' MIN*** | (G) DISTANCE FROM GUTTER PAN TO EDGE STRIPE - 4' MAX/3' MIN |
| (B) CURB & GUTTER OR HEADER CURB                             | (E) TRAVEL LANE - 12' MAX/10' MIN   | (H) 6''-TO-8'' WHITE STRIPE                                 |
| (C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3) | (F) PARKING LANE - 8' MAX/7' MIN    |   |

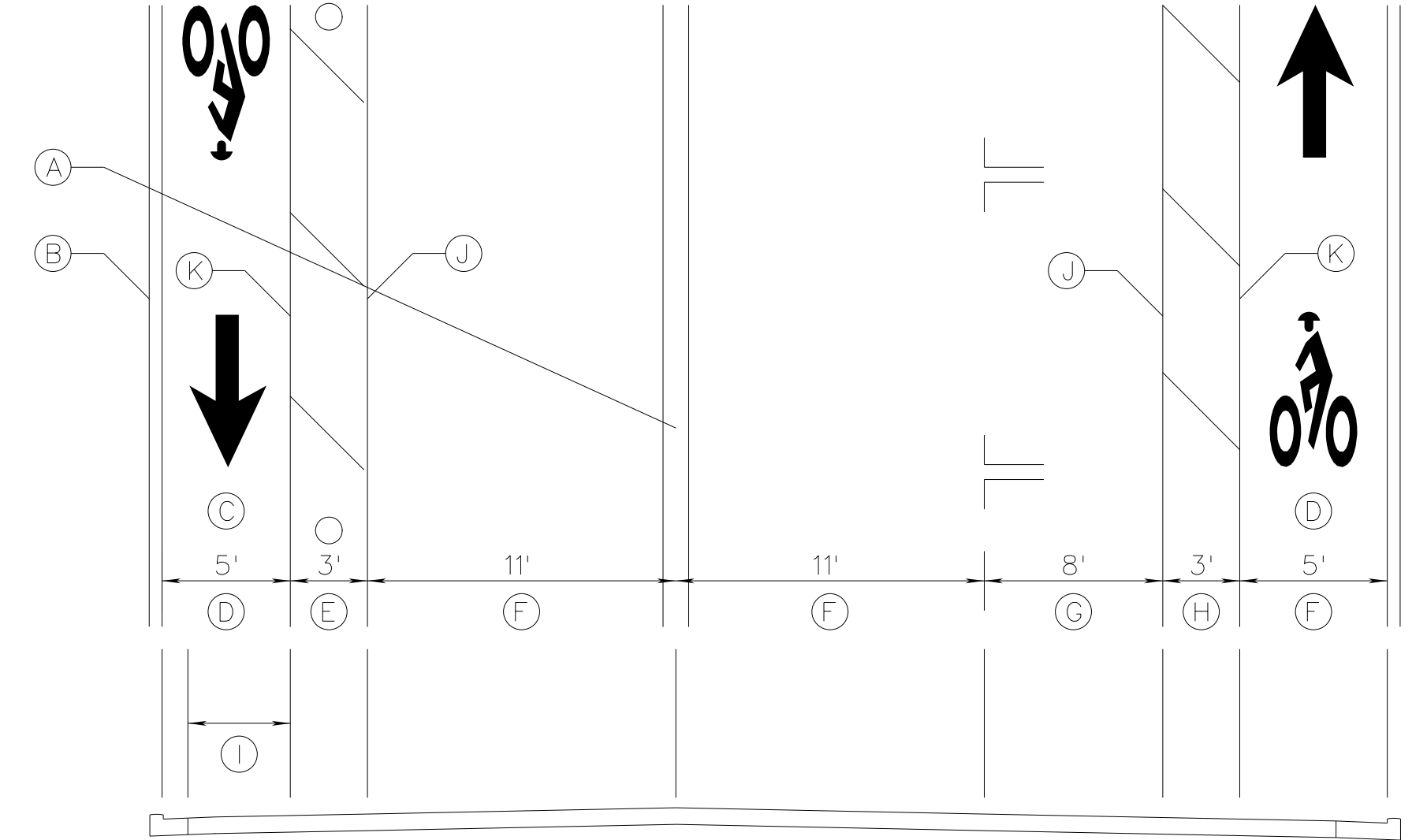
### BUFFERED BIKE LANES



LEGEND

- |  |                                    |                                 |   |
|--|------------------------------------|---------------------------------|---|
| (A) CENTERLINE**   | (D) BICYCLE LANE - 7' MAX/5' MIN   | (G) 6''-TO-8'' WHITE STRIPE     | (J) PARKING LANE - 8' MAX/7' MIN                            |
| (B) CURB & GUTTER OR HEADER CURB                             | (E) BUFFER ZONE - 3' MAX/1.5' MIN* | (H) BUFFER ZONE - 2' MAX/0' MIN | (K) DISTANCE FROM GUTTER PAN TO EDGE STRIPE - 4' MAX/3' MIN |
| (C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3) | (F) TRAVEL LANE - 12' MAX/10' MIN  | (I) 4'' WHITE STRIPE            |   |

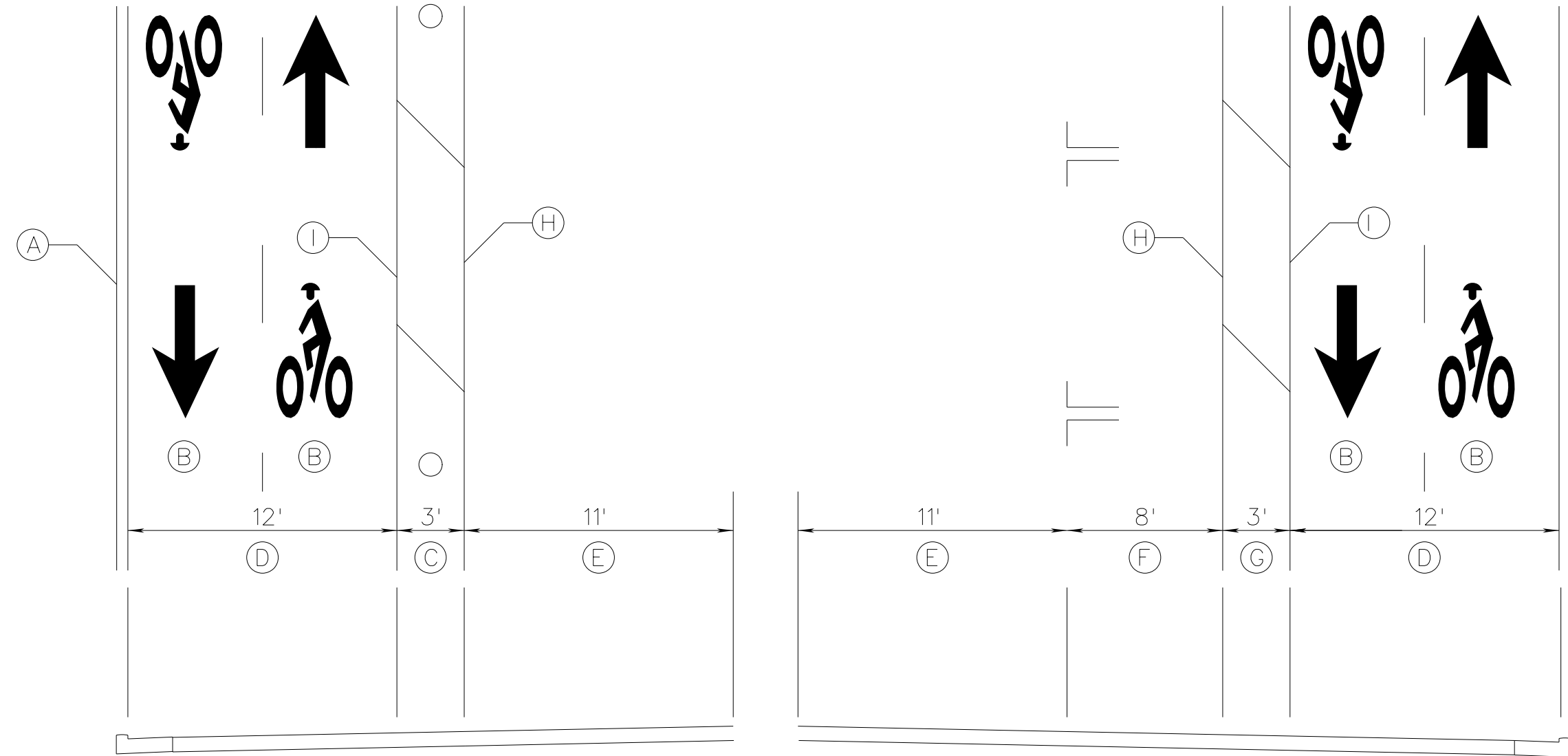
### SEPARATED BIKE LANES



LEGEND

- |  |   |   |
|--|---|---|
| (A) CENTERLINE**   | (E) BUFFER ZONE WITH FLEXIBLE BOLLARDS* | (I) DISTANCE FROM GUTTER PAN TO EDGE STRIPE - 4' MAX/3' MIN |
| (B) CURB & GUTTER OR HEADER CURB                             | (F) TRAVEL LANE - 12' MAX/10' MIN       | (J) 6''-TO-8'' WHITE STRIPE                                 |
| (C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3) | (G) PARKING LANE - 8' MAX/7' MIN        | (K) 4'' WHITE STRIPE  |
| (D) BICYCLE LANE - 7' MAX/5' MIN                             | (H) BUFFER ZONE - 3' MIN*               |   |

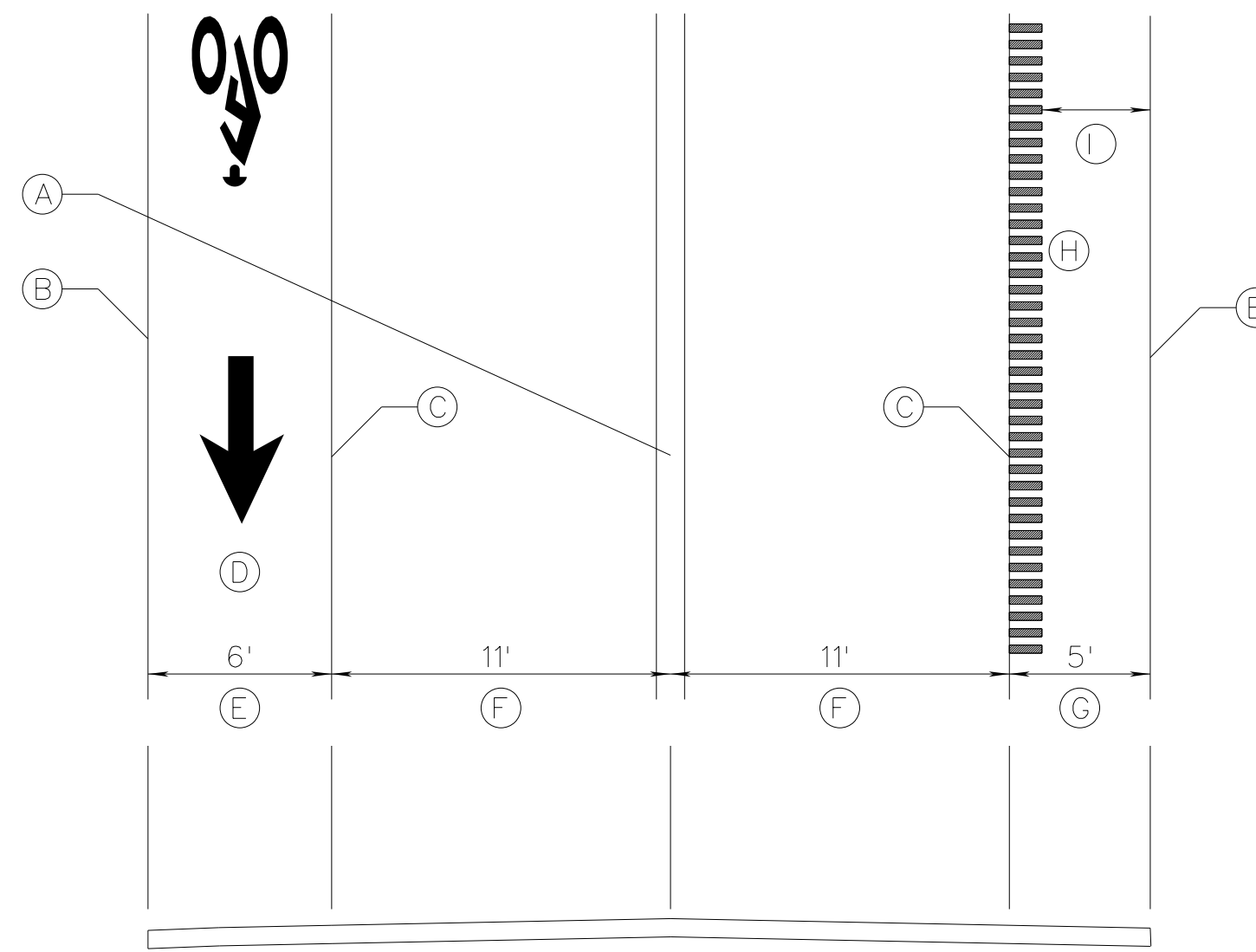
### TWO-WAY SEPARATED BIKE LANES



LEGEND

- |  |                                    |   |
|--|------------------------------------|---|
| (A) CURB & GUTTER OR HEADER CURB                             | (D) BICYCLE LANES - 12' MAX/8' MIN | (G) BUFFER ZONE WITH DIAGONAL CROSS HATCHING - 3' MIN |
| (B) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3) | (E) TRAVEL LANE - 12' MAX/10' MIN  | (H) 6''-TO-8'' WHITE STRIPE                           |
| (C) BUFFER ZONE WITH FLEXIBLE BOLLARDS*                      | (F) PARKING LANE - 8' MAX/7' MIN   | (I) 4'' WHITE STRIPE                                  |

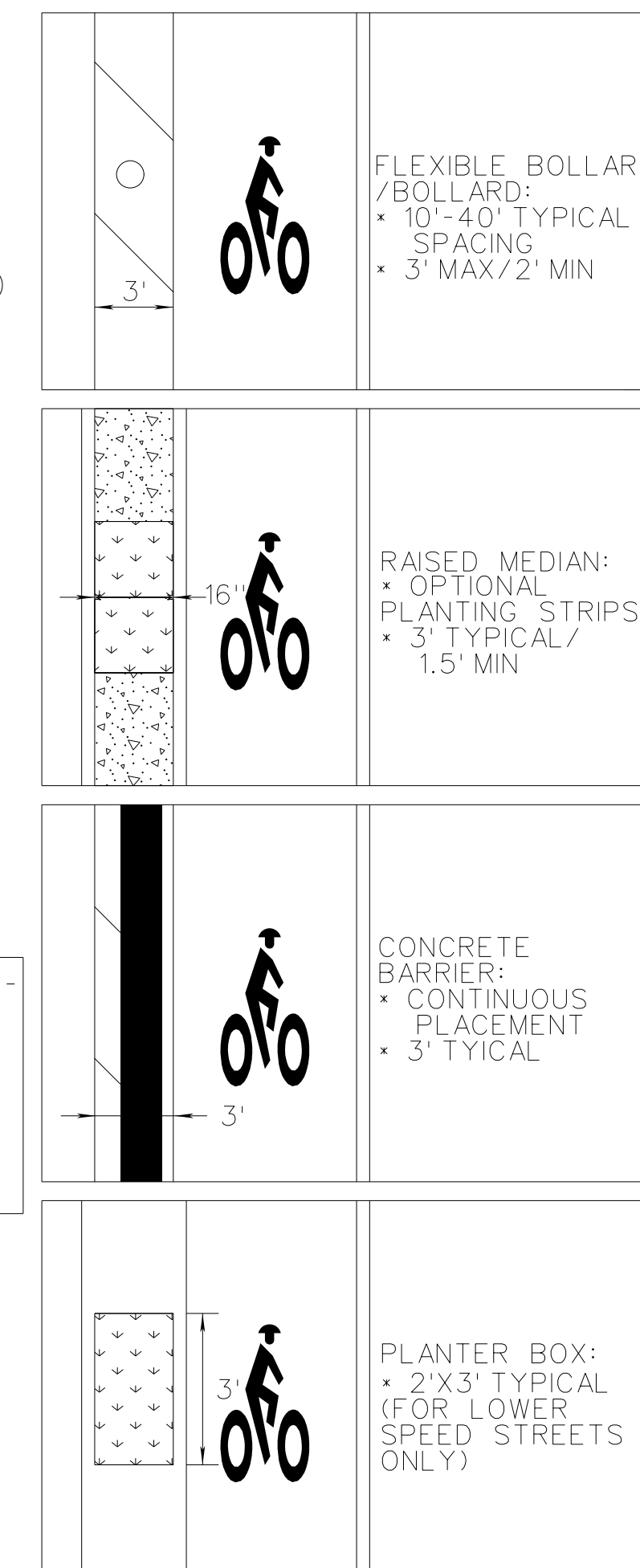
### OPEN SHOULDER BIKE LANE AND PAVED SHOULDER



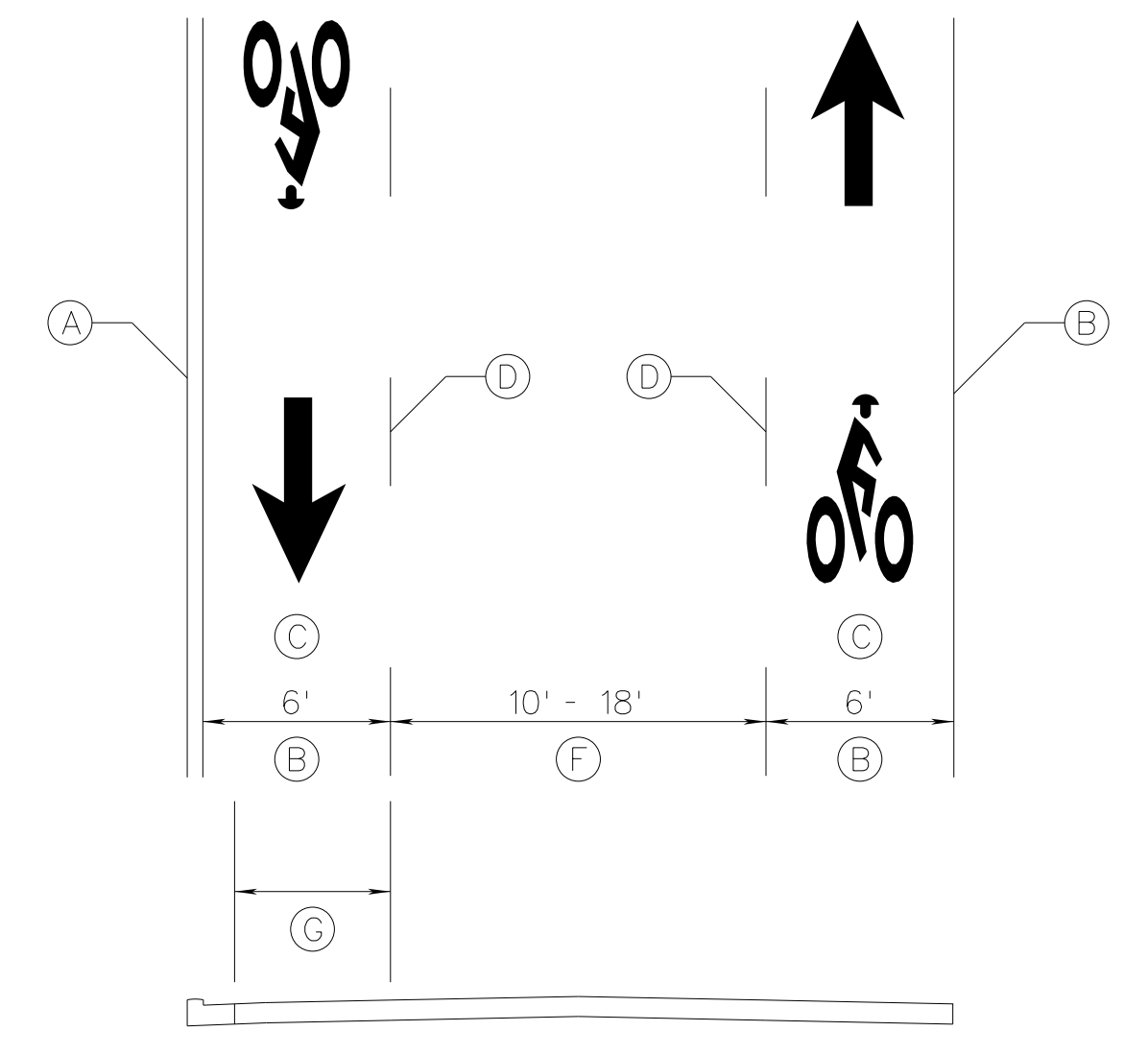
LEGEND

- |                             |  |                                    |
|-----------------------------|--|------------------------------------|
| (A) CENTERLINE**            | (D) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3) | (G) PAVED SHOULDER - 8' MAX/5' MIN |
| (B) ADVISORY SHOULDER LINE  | (E) BICYCLE LANE - 6' PREFERRED/ 5' MIN                      | (H) RUMBLE STRIPS (OPTIONAL)***    |
| (C) 6''-TO-8'' WHITE STRIPE | (F) TRAVEL LANE - 12' MAX/10' MIN                            | (I) RIDEABLE SPACE - 4' MIN        |

### PROTECTION METHODS



### ADVISORY BIKE LANES



LEGEND

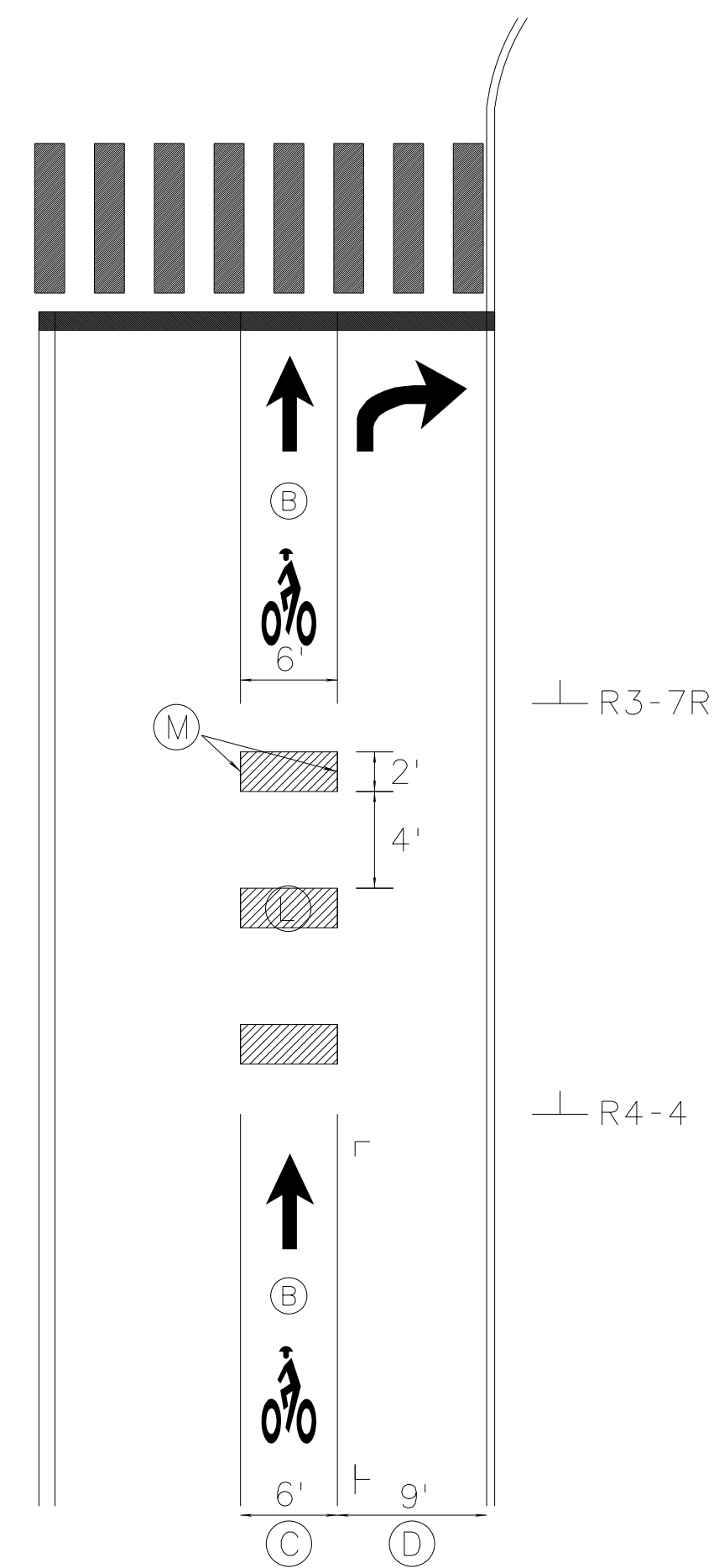
- |  |   |
|--|---|
| (A) CURB & GUTTER OR HEADER CURB                             | (D) 6''-TO-8'' WHITE STRIPE                       |
| (B) ADVISORY BIKE LANE - 6' PREFERRED/ 4' MIN                | (E) DISTANCE FROM GUTTER PAN TO STRIPE - 4'       |
| (C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3) | (F) CENTER TWO-WAY TRAVEL LANE - 18' MAX/ 10' MIN |

### NOTES

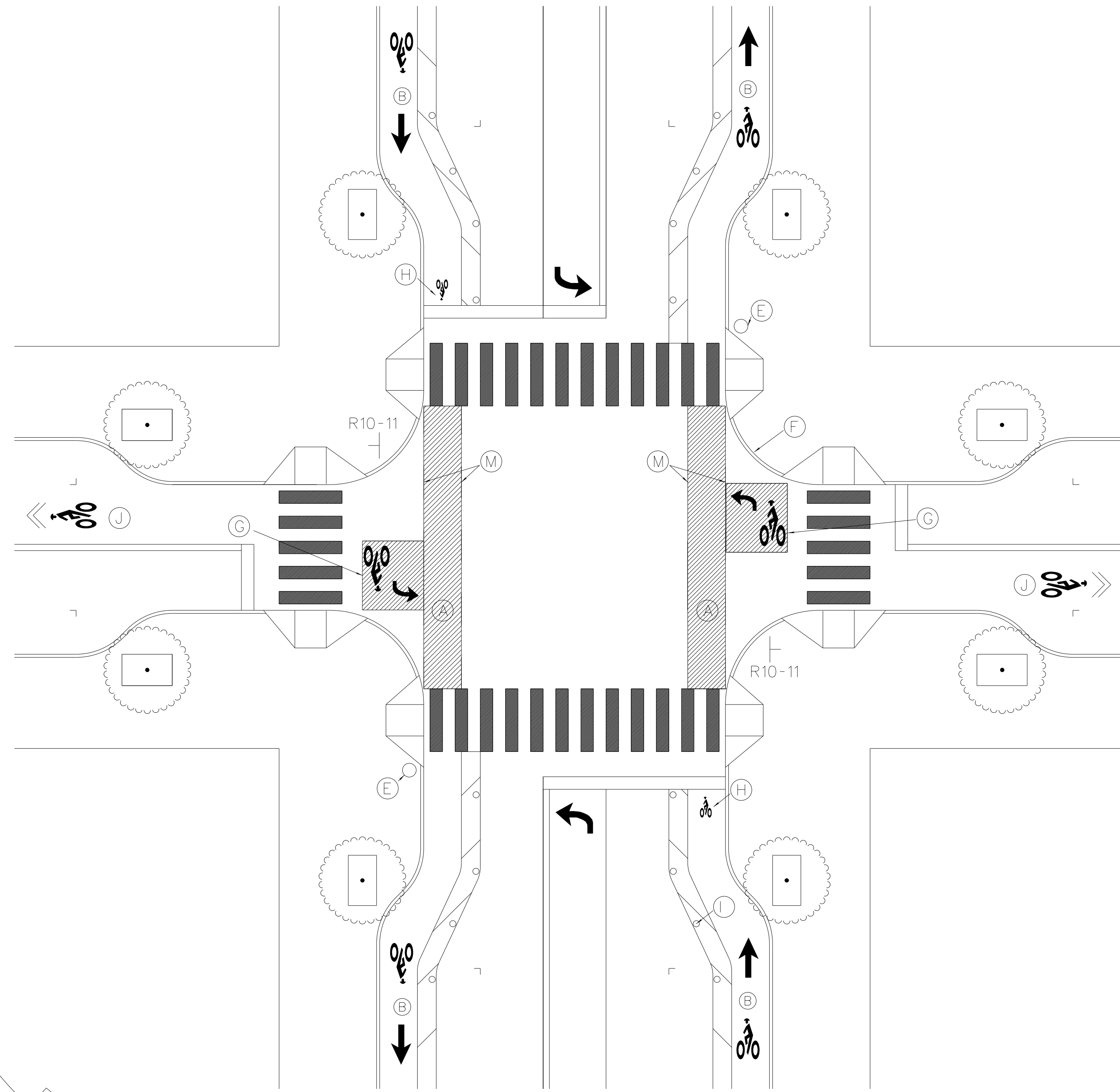
- \* DIAGONAL HATCHING REQUIRED IF BUFFER > 3', ANGLE 30° TO 45°, SPACING 10' TO 40'
- \*\* NOT REQUIRED IF ADT < 3,000
- \*\*\* EVERY 50' PROVIDE 12' GAP
- \*\*\*\* ADJACENT TO NARROW PARKING LANES (7'), A WIDER BICYCLE LANE (6'-7') PROVIDES MORE OPERATING SPACE TO AVOID OPENING VEHICLE DOORS

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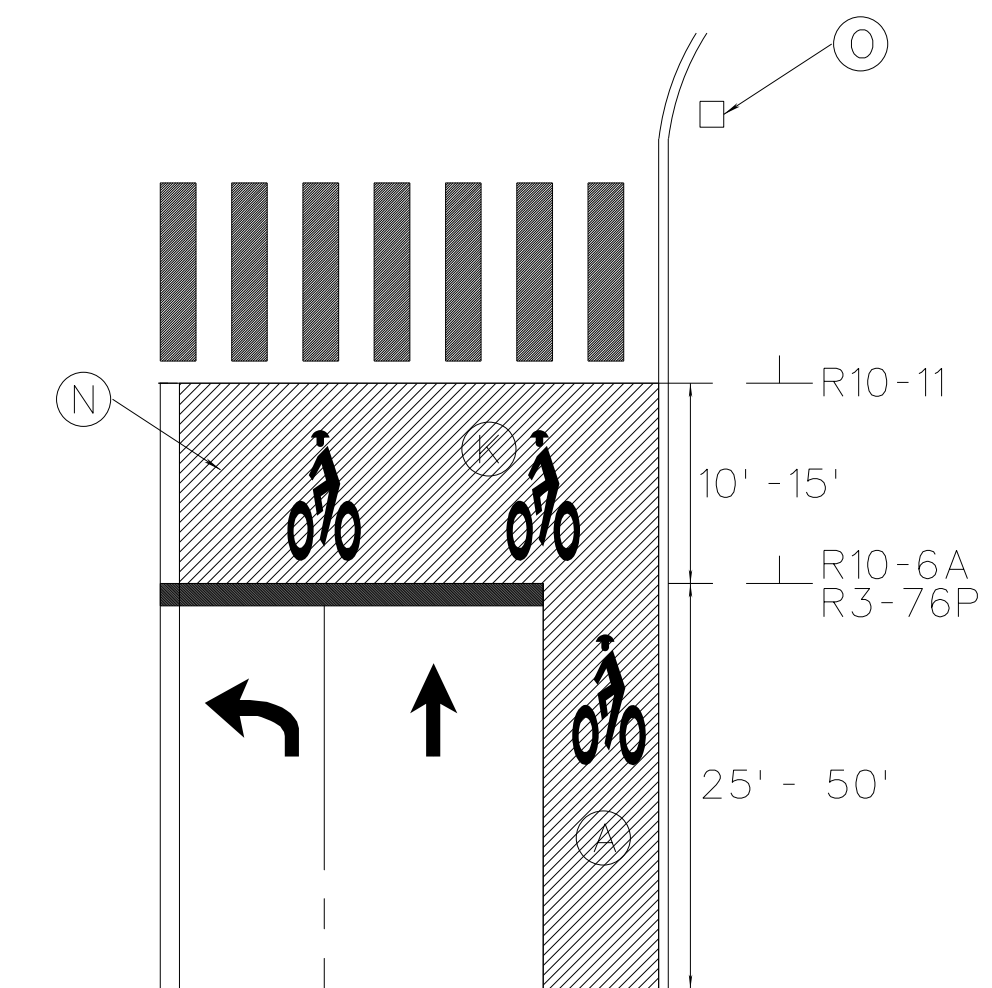
THROUGH LANE DETAIL



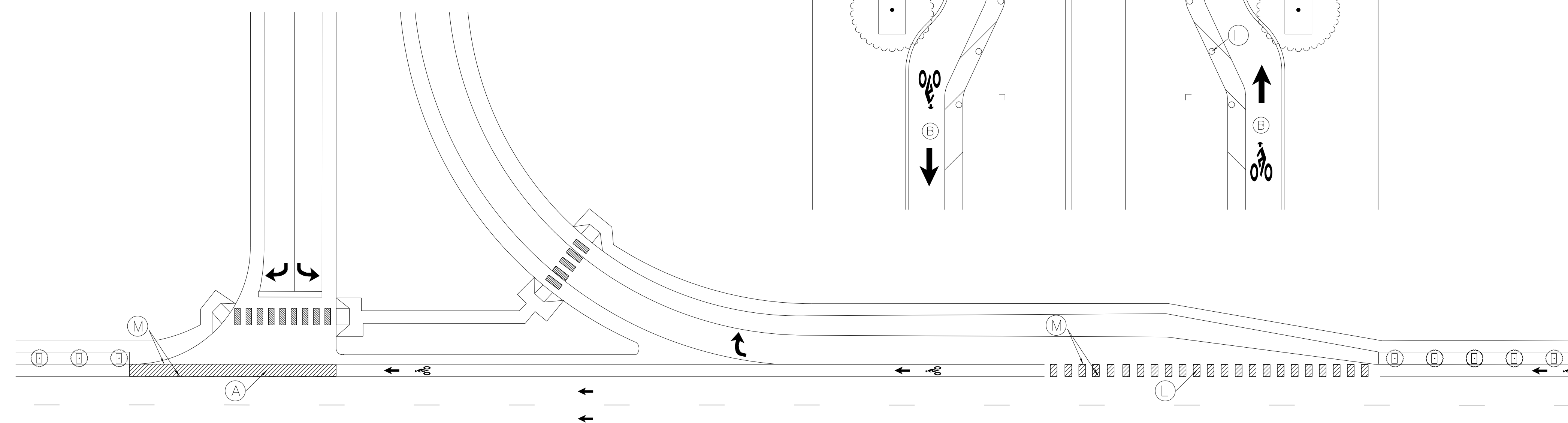
SIGNALIZED INTERSECTION DETAIL



BIKE BOX DETAIL AT SIGNALIZED INTERSECTION



INTERCHANGE RAMP



LEGEND

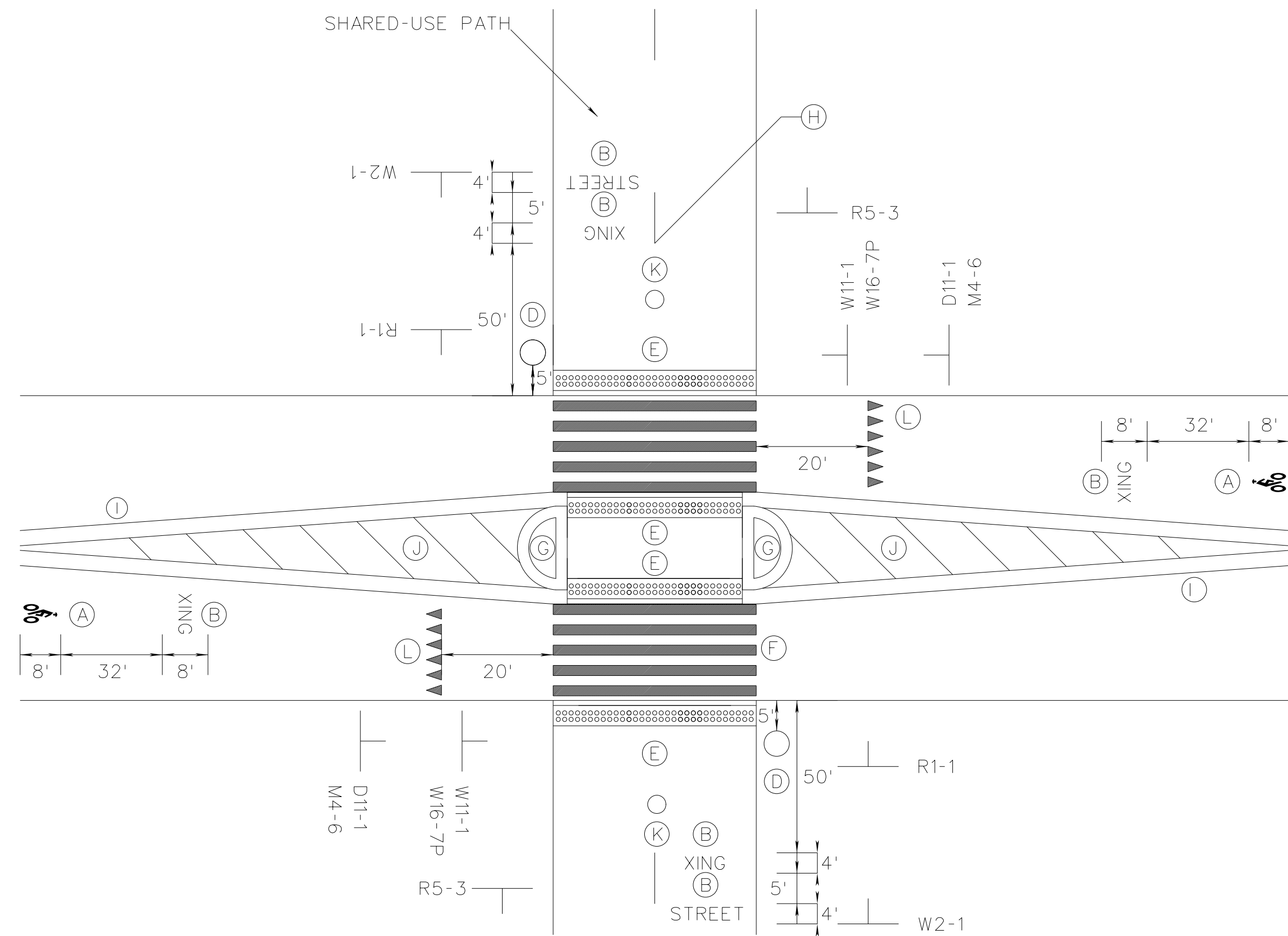
(A) SOLID GREEN PAVEMENT MARKING (OPTIONAL)	(H) BICYCLE DETECTION AND PAVEMENT MARKING (SEE MUTCD FIGURE 9C-7)
(B) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)	(I) FLEXIBLE BOLLARD
(C) BICYCLE LANE - 6' MAX/5' MIN	(J) SHARED LANE MARKING (SEE MUTCD FIGURE 9C-5)
(D) PARKING LANE/TURNING LANE - 9' MIN	(K) BICYCLE SYMBOL (SEE MUTCD FIGURE 9C-3)
(E) BICYCLE SIGNAL HEAD	(L) DASHED GREEN PAVEMENT MARKING
(F) 15' RADIUS TYP.	(M) DASHED 6" OR 8" WHITE STRIPING
(G) 2 STAGE TURN BOX WITH SOLID GREEN PAVEMENT MARKING (REFER TO MUTCD IA-20)	(N) BICYCLE BOX (REFER TO MUTCD IA-18)
	(O) PEDESTRIAN COUNTDOWN TIMER - TO BE LOCATED AT EACH CORNER OF THE INTERSECTION

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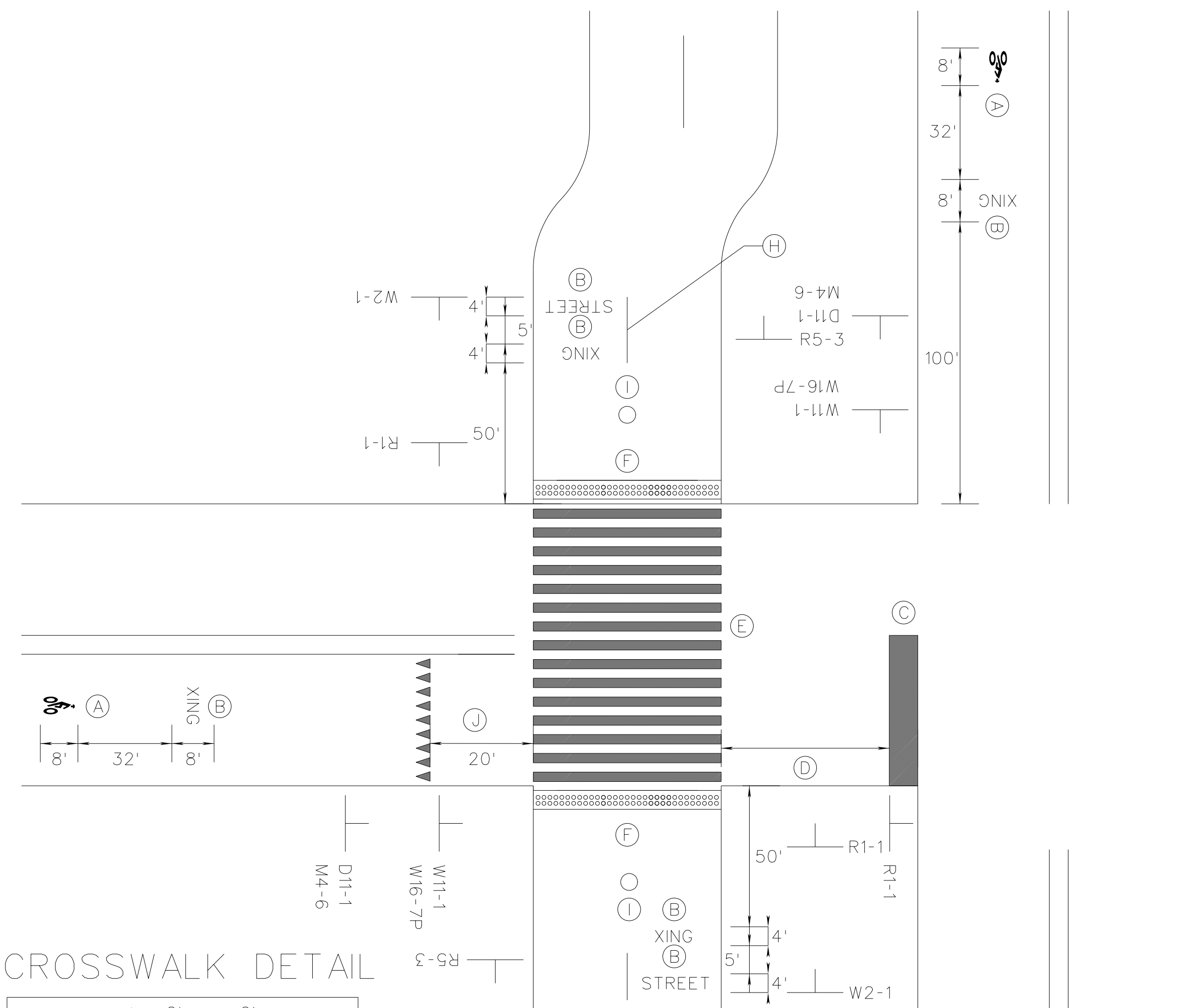
BICYCLE FACILITY DETAILS (INTERSECTION)	TOWN OF DALLAS	BF-2
	FILE: STANDARD.dgn	SHEET NUMBER
	DATE: 10/05/2020	2

### SHARED-USE PATHWAY MID-BLOCK CROSSING

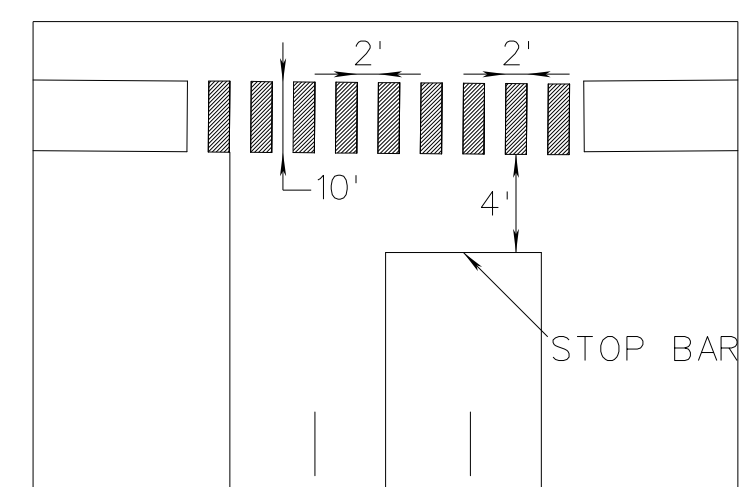


- |  |   |  |   |
|--|---|--|---|
| (A) BICYCLE SYMBOL (SEE MUTCD - FIG. 9C-3) | (D) PEDESTRIAN HYBRID BEACON IF WARRANTED     | (G) RAISED CURB                          | (J) DIAGONAL HATCHING - 5' - 10' SPACING AT ANGLE OF 30° TO 45° |
| (B) WORD LEGENDS (SEE MUTCD - FIG. 9C-3)   | (E) TACTILE WARNING SURFACE                   | (H) 6" SKIP YELLOW                       | (K) REMOVABLE BOLLARDS  |
| (C) STOP BAR - 24" LEGEND WHITE            | (F) CROSSWALK - 24" LEGEND WHITE (SEE DETAIL) | (I) DOUBLE CONTINUOUS YELLOW STRIPE - 6" | (L) YIELD BAR - 20' FROM CROSSWALK                              |

### SIDEPATH CROSSING AT INTERSECTION

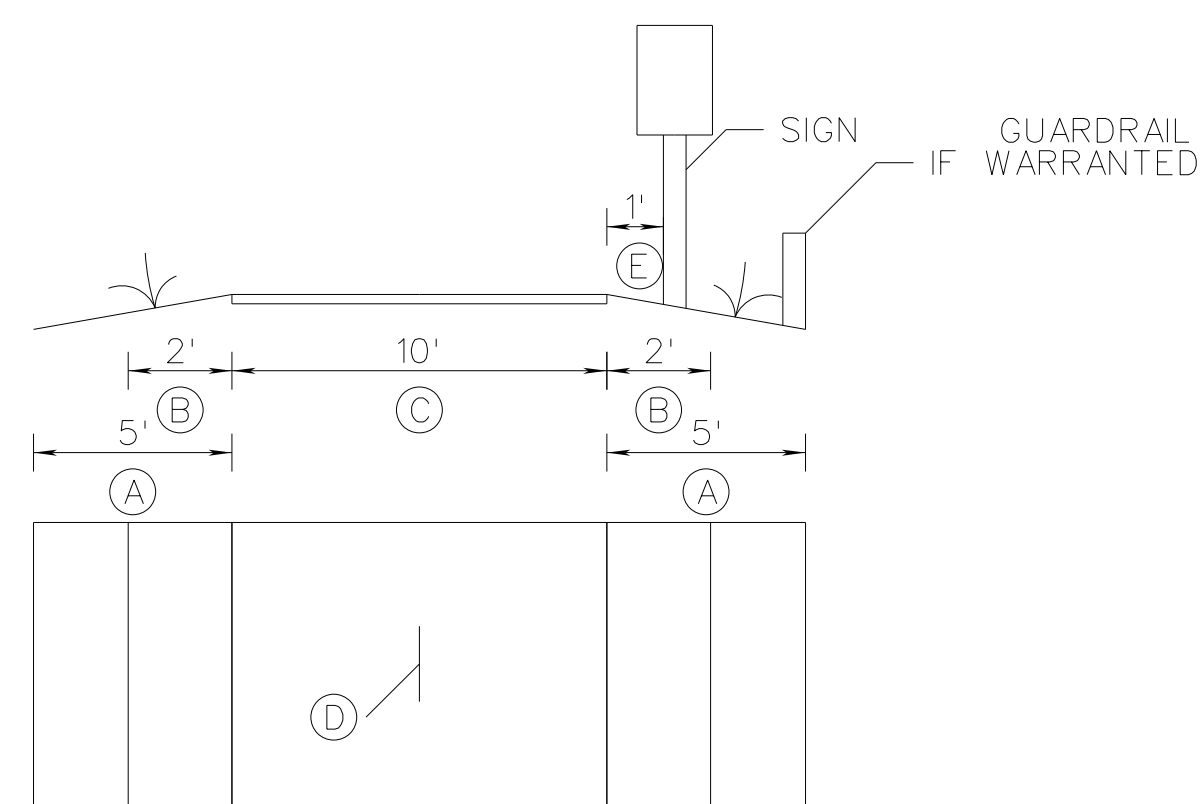


### CROSSWALK DETAIL



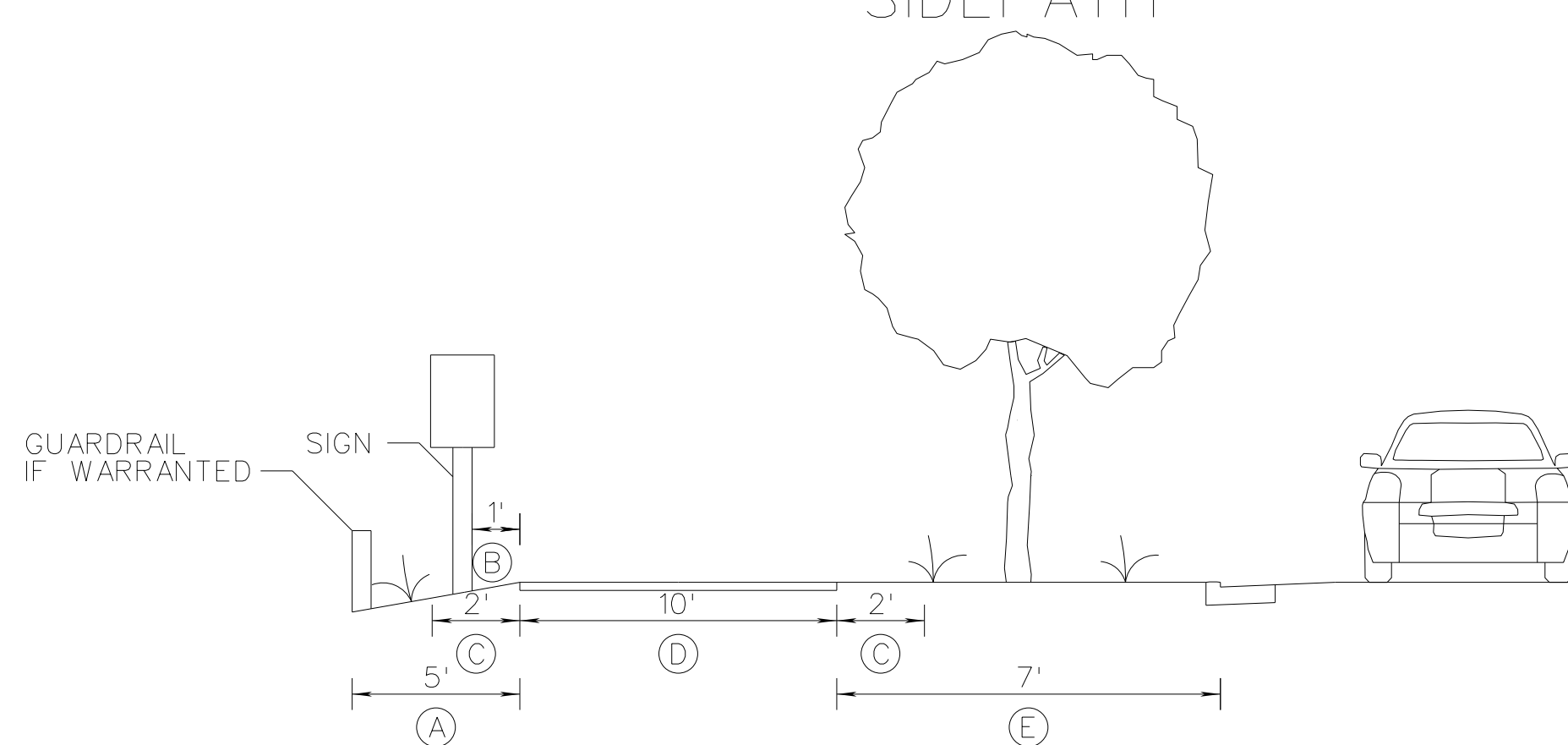
- |  |   |                                    |
|--|---|------------------------------------|
| (A) BICYCLE SYMBOL (SEE MUTCD - FIG. 9C-3) | (D) CROSSING TO STREET 8' MIN PREFERRED       | (H) 4" SKIP YELLOW                 |
| (B) WORD LEGENDS (SEE MUTCD - FIG. 9C-3)   | (E) CROSSWALK - 24" LEGEND WHITE (SEE DETAIL) | (I) REMOVABLE BOLLARDS             |
| (C) STOP BAR - 24" LEGEND WHITE            | (F) TACTILE WARNING SURFACE                   | (J) YIELD BAR - 20' FROM CROSSWALK |

### SHARED-USE PATHWAY

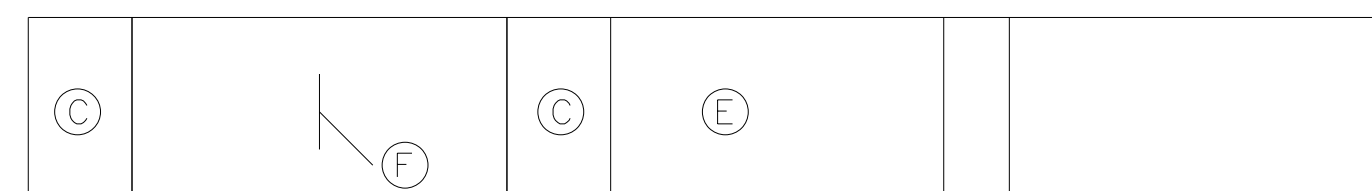


- |   |                                  |
|---|----------------------------------|
| (A) RECOVERY AREA - 5' TYP/3' MIN       | (C) PATH WIDTH - 14' MAX/10' MIN |
| (B) UNPAVED SHOULDER - 2', MAX SLOPE 4% | (D) 4" SKIP YELLOW STRIPE        |
| (E) LATERAL CLEARANCE - 1' MIN          | (F) 6" SKIP YELLOW STRIPE        |

### SIDEPATH



- |   |  |
|---|--|
| (A) RECOVERY AREA - 5' TYP/3' MIN       | (D) PATH WIDTH - 14' MAX/8' MIN                            |
| (B) LATERAL CLEARANCE - 1' MIN          | (E) SEPARATION FROM TRAVEL LANE - SEE SD-1 FOR VERGE WIDTH |
| (C) UNPAVED SHOULDER - 2', MAX SLOPE 4% | (F) 6" SKIP YELLOW STRIPE                                  |



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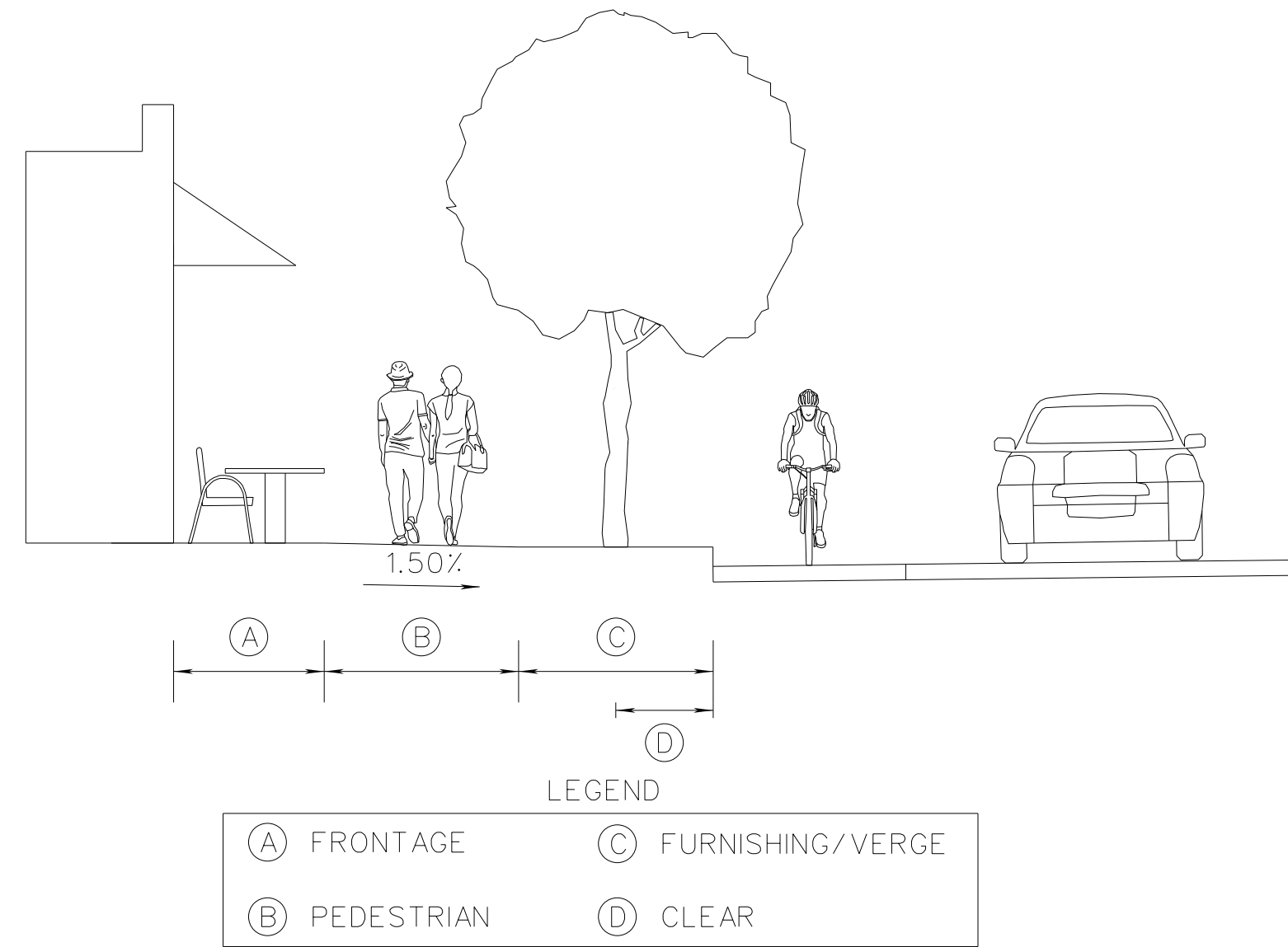
SHARED-USE  
PATHWAY  
DETAILS

TOWN OF DALLAS  
FILE: STANDARD.dgn  
DATE: 10/05/2020

SU-1  
SHEET NUMBER  
3

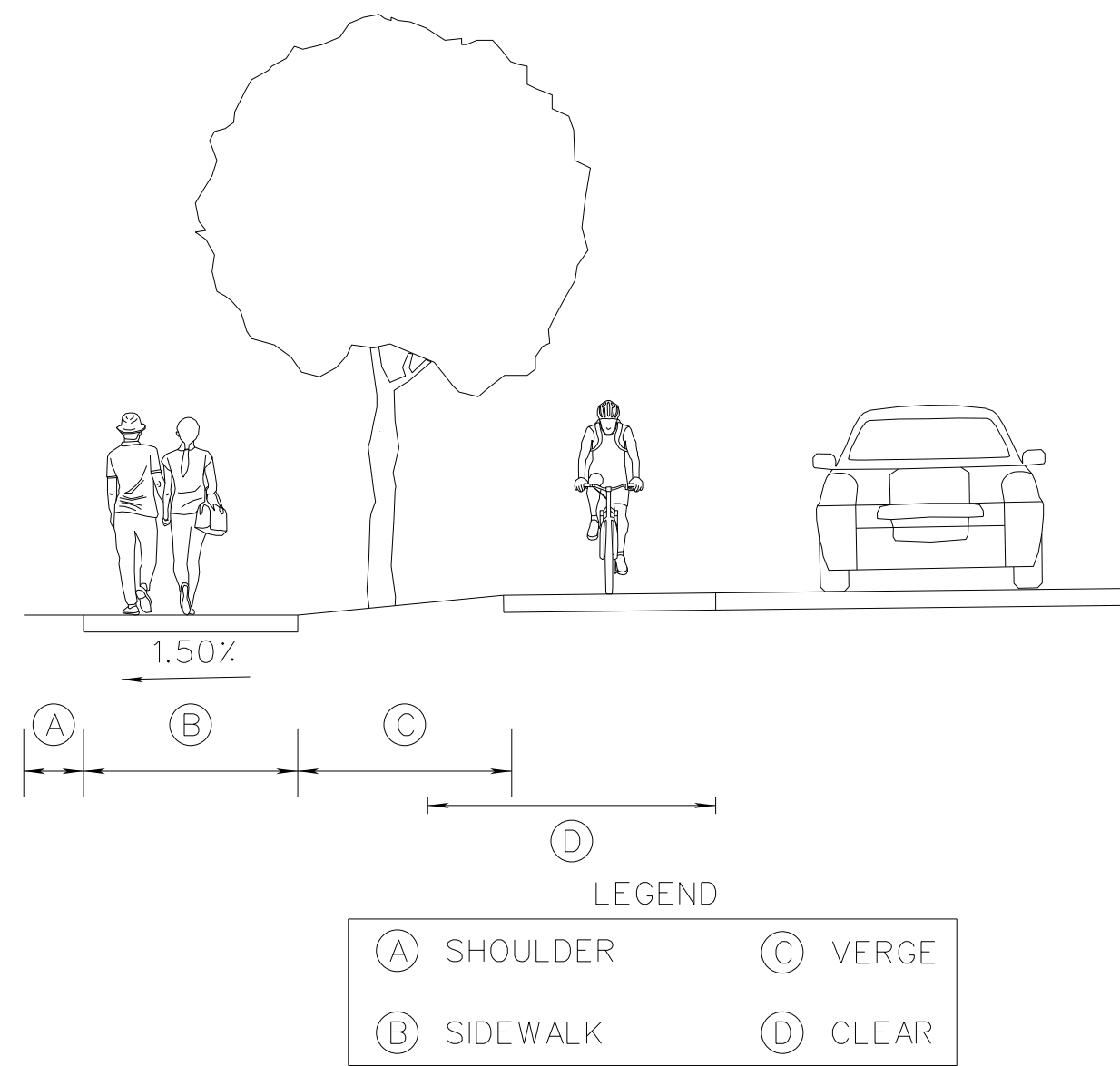


### SIDEWALK ZONES - CURBED



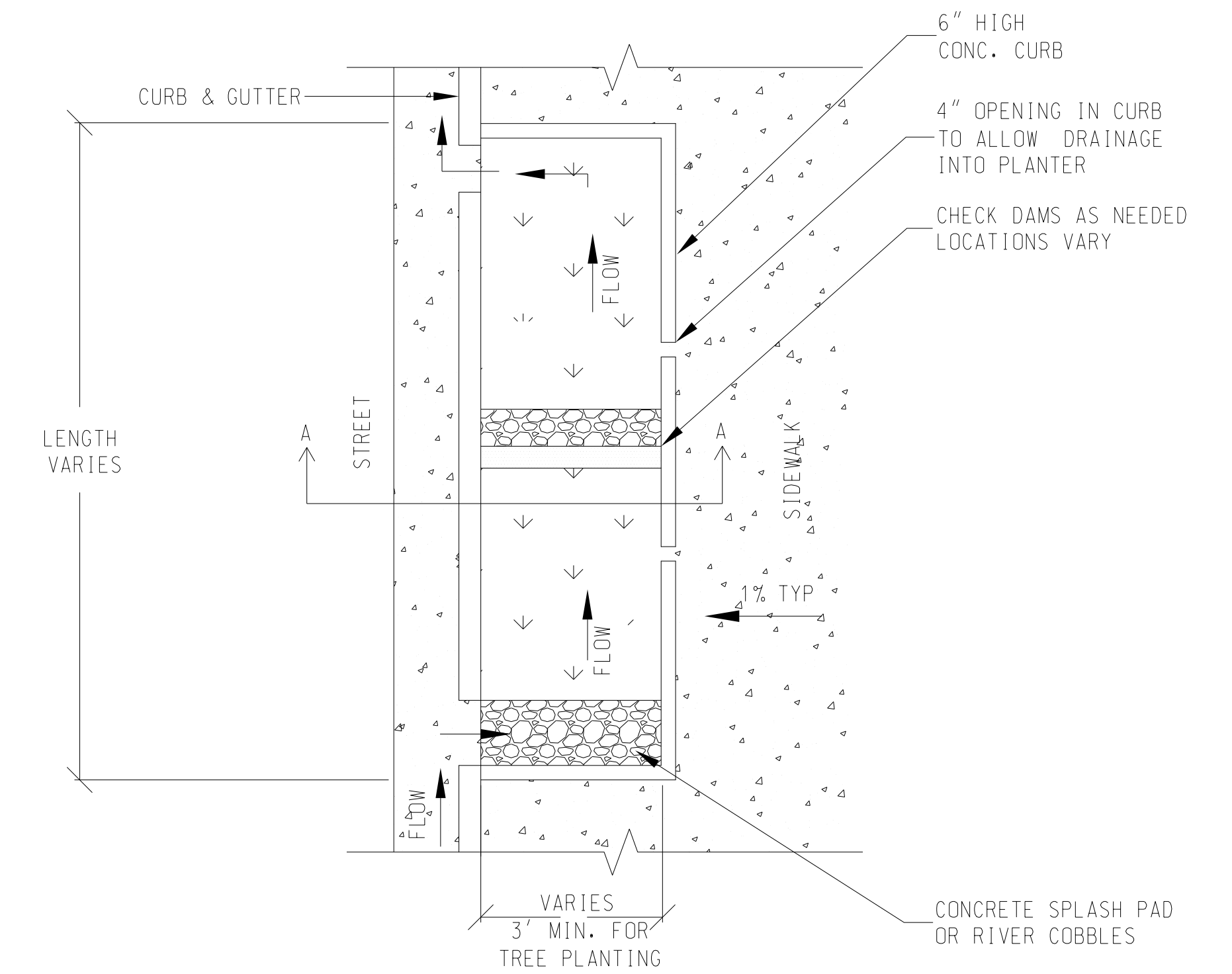
SIDEWALK ZONE CURBED		RURAL		SUBURBAN		URBAN	
		MIN.	TYP.	MIN.	TYP.	MIN.	TYP.
ARTERIAL	A	FRONTAGE	1	1	1	1	4
	B	PEDESTRIAN	5	8	5	7	10
	C	FURNISHING	5	8	4	6	6
	D	CLEAR	5	8	1	2	2
COLLECTOR	A	FRONTAGE	1	1	1	1	4
	B	PEDESTRIAN	5	6	5	6	8
	C	FURNISHING	3	5	3	5	5
	D	CLEAR	2	4	1	2	2
LOCAL	A	FRONTAGE	0	1	0	1	3
	B	PEDESTRIAN	5	6	5	6	8
	C	FURNISHING	3	4	3	5	5
	D	CLEAR	1	3	1	1	2

### SIDEWALK ZONES - NON-CURBED

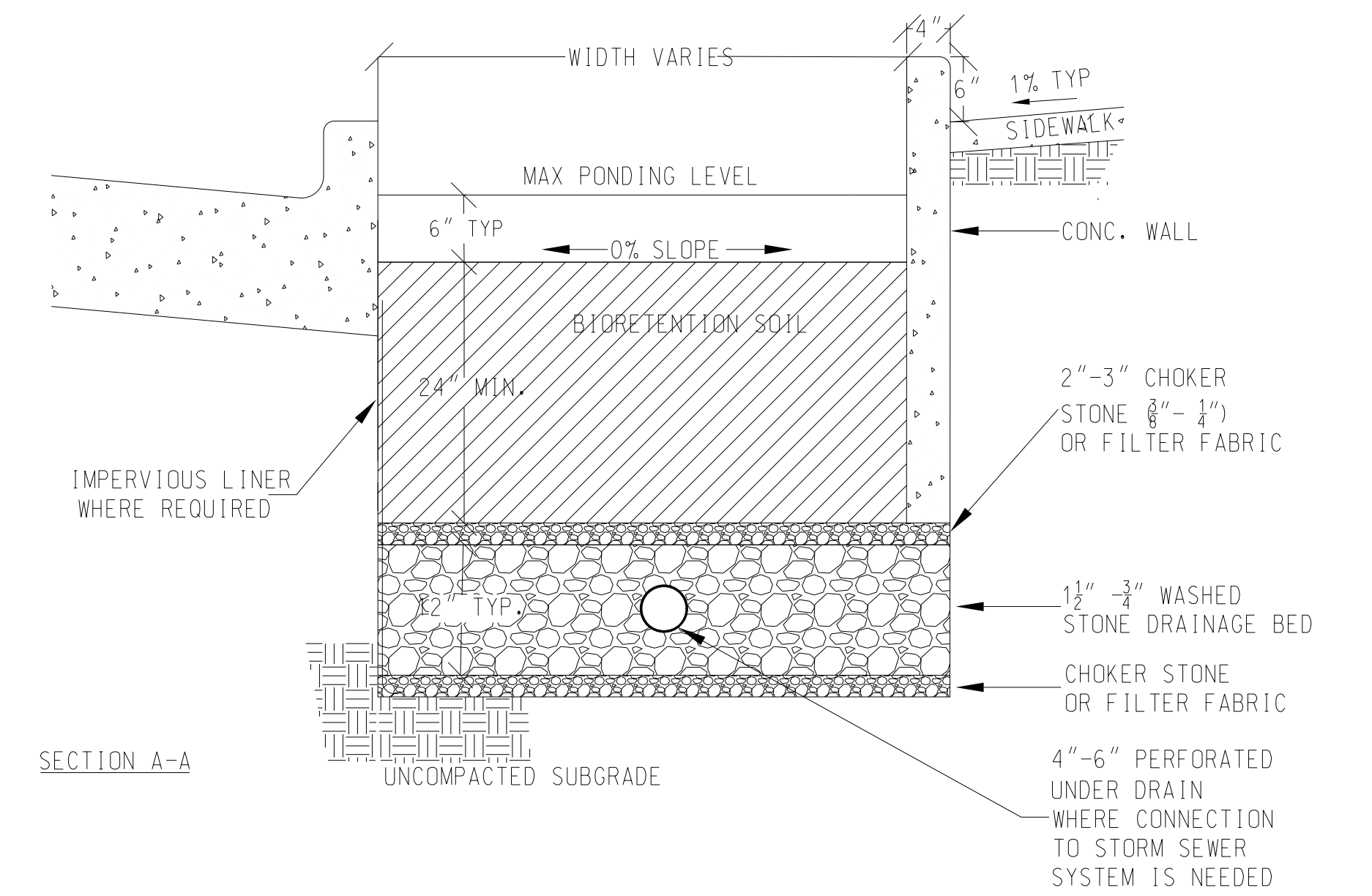


SIDEWALK ZONE UNCURBED		RURAL		SUBURBAN		
		MIN.	TYP.	MIN.	TYP.	
ARTERIAL	A	SHOULDER	1	2	1	2
	B	SIDEWALK	5	8	5	8
	C	VERGE	6	10	5	8
	D	CLEAR	7	10	5	8
COLLECTOR	A	SHOULDER	1	2	1	2
	B	SIDEWALK	5	7	5	7
	C	VERGE	5	8	4	6
	D	CLEAR	4	7	4	6
LOCAL	A	SHOULDER	0	1	0	1
	B	SIDEWALK	5	6	5	6
	C	VERGE	3	5	3	5
	D	CLEAR	2	4	2	4

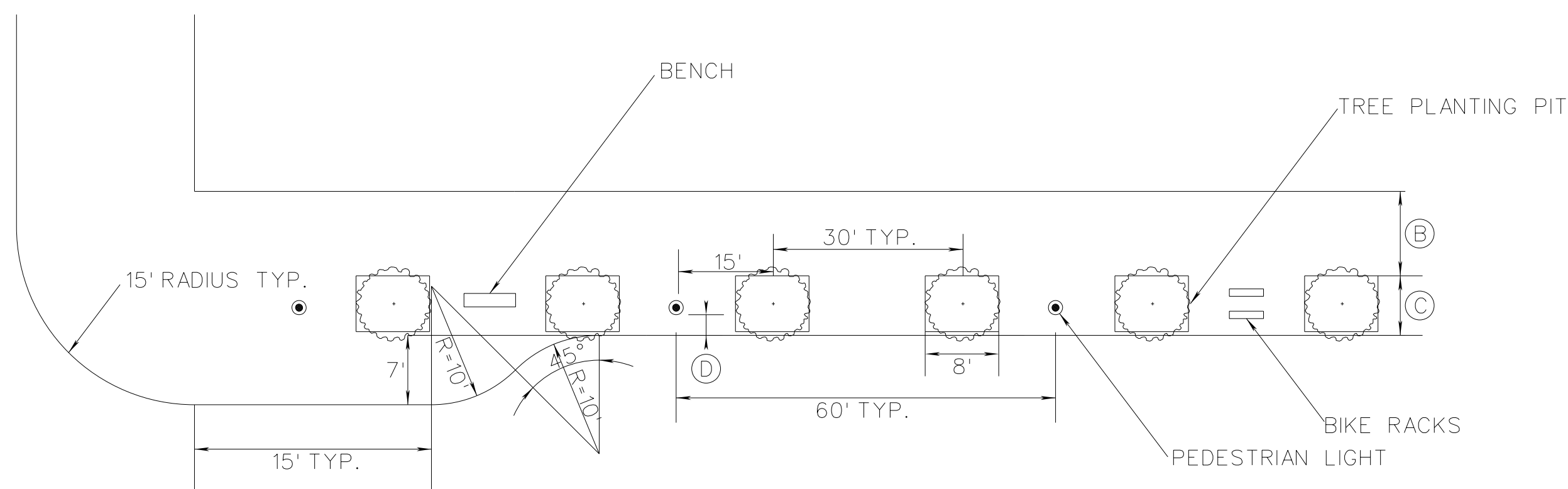
### INFILTRATION BASIN - PLAN



### INFILTRATION BASIN - SECTION



### SIDEWALK PLAN



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	SIDEWALK DETAILS	TOWN OF DALLAS	SD-1
		FILE: STANDARD.dgn	SHEET NUMBER
		DATE: 10/05/2020	4



## **Appendix B**

### **Model Complete Streets Ordinance**

**ORDINANCE NUMBER \_\_\_\_\_**  
**AN ORDINANCE TO ADOPT A “COMPLETE STREETS”**  
**POLICY IN [CITY NAME]**

WHEREAS, [City Name] policy as stated in the [City Bicycle and Pedestrian Master Plan] is to make city streets safe, comfortable and convenient for travel via walking, bicycling, motor vehicle and transit by adopting a Complete Streets policy; and

WHEREAS, increasing walking and bicycling offers the potential for greater accessibility and mobility, improved health, a more livable community, and a more efficient use of road space and resources; and

WHEREAS, the Complete Streets guiding principle is to design, operate and maintain streets to promote safe and convenient access and travel for all users, including residents who do not or cannot drive, such access to include sidewalks, bicycle lanes, shared-use paths and vehicle lanes; and

WHEREAS, other jurisdictions and agencies nationwide have adopted Complete Streets legislation including the U.S. Department of Transportation and communities in Louisiana; and

WHEREAS, [City Name] will implement a Complete Streets policy by designing, operating and maintaining the transportation network to improve travel conditions for people walking, bicycling, using transit, and driving in a manner consistent with, and supportive of, the surrounding community; and

WHEREAS, [City Name] recognizes the number of cost-effective improvements to existing roads that can increase access and safety, including crosswalks, bicycle lanes, signage, bulb-outs, on-street parking, street trees and changing the signalization of traffic lights; and

WHEREAS, [City Name] will implement policies and procedures with the construction or reconstruction of transportation facilities to support the creation of Complete Streets including capital improvements and re-channelization projects, recognizing that all streets are different and in each case user needs must be balanced;

**BE IT ORDAINED BY THE MAYOR AND THE CITY COUNCIL OF [CITY], [STATE], AS FOLLOWS:**

Section 1. [City Name] will plan for, design and construct all new transportation improvement projects to provide appropriate accommodation for people of all abilities who walk, bicycle, [use transit] and/or drive, while promoting safe operation for all users, as provided for below.

**Section 2. Definitions**

The following words and phrases, whenever used in this ordinance, shall have the meanings defined in this section unless the context clearly requires otherwise:

- 1) “Bicycle Way or Bikeway” means any course or way intended specifically for the preferential use of bicyclists. Examples include bicycle lanes and shared-use paths.
- 2) “Complete Streets Infrastructure” means design features that contribute to a safe, convenient, or comfortable travel experience for users, including but not limited to features such as: sidewalks; shared-use paths; bicycle lanes; automobile lanes; paved shoulders; accessible curb ramps; bulb-outs; crosswalks; refuge islands; pedestrian and traffic signals; and public transportation stops and facilities.

- 3) “Pedestrian Way or Walkway” means any course or way intended specifically for the preferential use of pedestrians. Examples include sidewalks and shared-use paths.
- 4) “Shared-Use Path” means a multi-use pathway for all non-motorized users including pedestrians and bicyclists.
- 5) “Street” means any right of way, public or private, including arterials, collectors, local roads, and roadways by any other designation, as well as bridges, tunnels and any other portions of the transportation network.
- 6) “Transportation Improvement Project” means the construction, reconstruction, retrofit, or alteration of any street, and includes the planning, design, approval, and implementation processes, except that “Transportation Improvement Project” does not include routine maintenance such as cleaning, sweeping, mowing, spot repair or pavement resurfacing.
- 7) “Users” mean individuals that use streets, including people walking, bicycling, using transit, and/or driving, and people of all ages and abilities, including children, teenagers, families, older adults and individuals with disabilities.

### Section 3. Requirements

The [City Name] will implement the Complete Streets principles as follows:

- 1) Every transportation improvement project shall incorporate Complete Streets infrastructure including both bicycle and pedestrian ways sufficient to enable reasonably safe travel along and across the right-of-way for each category of users; unless one or more of these conditions exists and is documented:
  - a) People walking or bicycling are prohibited by law from using the roadway. In this instance, a greater effort may be necessary to accommodate people walking or bicycling elsewhere within the right-of-way or within the same transportation corridor.
  - b) The cost of establishing bikeways or walkways would be excessively disproportionate to the total cost of the transportation project. “Excessively disproportionate” is defined as exceeding twenty percent of the total cost.
  - c) Severe existing topographic, natural resource or right-of-way constraints exist that preclude construction of bicycle or pedestrian ways without incurring excessive costs.
  - d) Bicycle ways will not be required on local streets where the speed limit is 25 mph or less.
  - f) Pedestrian ways will not be required along local streets with fewer than three (3) dwelling units per acre or along rural roadways outside of urbanized areas, unless the respective roadway has been identified for pedestrian ways in the [City Bicycle and Pedestrian Master Plan] or another adopted plan.
  - g) The City Council issues a documented exception concluding that application of Complete Streets principles to a location is inappropriate because it would be contrary to public benefit and safety.
- 2) Pedestrian improvements and bikeways that have been identified as priorities in the [City Bicycle and Pedestrian Master Plan] and any previous and subsequent planning documents shall be given particular consideration for implementation.
- 3) Bicycle ways shall be designed and constructed according to accepted design guidance, such as that included in the National Association of City Transportation Officials’ *Urban Bikeway Design Guide*, the Federal Highway Administration’s *Small Town and Rural Multimodal Networks* guide, the American

Association of State Highway and Transportation Officials' *Guide for the Development of Bicycle Facilities*, and the design guidelines included in the adopted [City Bicycle and Pedestrian Master Plan].

2) Sidewalks, shared-use paths, street crossings (including over and under passes), pedestrian signals, signs, street furniture, transit stops and other facilities, shall be designed, constructed, operated and maintained so that all pedestrians, including people with disabilities, can travel safely and independently.

3) As feasible, the City shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, and construct and enhance the transportation network for each category of users.

4) If the safety and convenience of users can be improved within the scope of pavement resurfacing, restriping or signalization operations on streets, such projects shall implement Complete Streets infrastructure where feasible.

5) The appropriate City departments shall review and develop proposed revisions to all appropriate zoning and subdivision codes, procedures, regulations, guidelines and design standards to integrate, accommodate and balance the needs of all users in all transportation improvement projects.

#### Section 4. Statutory Construction and Severability

1) This Ordinance shall be construed so as not to conflict with applicable federal or state laws, rules or regulations. Nothing in this Ordinance authorizes any City agency to impose any duties or obligations in conflict with limitations on municipal authority established by federal or state law at the time such agency action is taken.

2) In the event that a court or agency of competent jurisdiction holds that a federal or state law, rule, or regulation invalidates any clause, sentence, paragraph, or section of this Ordinance or the application thereof to any person or circumstances, it is the intent of the Ordinance that the court or agency sever such clause, sentence, paragraph, or section so that the remainder of this Ordinance remains in effect.

3) In undertaking the enforcement of this Ordinance, the [City Name] is assuming only an undertaking to promote the general welfare. It is not assuming, nor is it imposing on its officers and employees, an obligation through which it might incur liability in monetary damages to any person who claims that a breach proximately caused injury.

Section 5. That this Ordinance take effect and be in force thirty (30) days from and after passage as provided by law.

The foregoing Ordinance having been reduced to writing, the same was introduced by Council person \_\_\_\_\_, seconded by Council person \_\_\_\_\_, and was adopted by the following vote to-wit:

YEAS:

NAYS:

The President thereby declared the motion carried and the foregoing Ordinance adopted and approved, this the XX<sup>th</sup> day of MONTH, A.D., 20XX.

ATTEST:

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CLERK OF COUNCIL

ADOPTED:

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PRESIDENT

The above foregoing Ordinance having been submitted to and approved by the Mayor, this the XX<sup>th</sup> day of MONTH, A.D., 20XX.

ATTEST:

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CITY CLERK

APPROVED:

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[BOARD PRESIDENT/MAYOR]



## **Appendix C**

### **Project Prioritization Description & Matrix**

## 1. Introduction

This project prioritization framework formalizes the structure and methods for use in prioritizing project recommendations associated with the City of Dallas Bicycle and Pedestrian Plan. Prioritization is a fundamental component of comprehensive transportation planning due to the great array of needs evaluated throughout the process and the costs associated with infrastructure investment. Prioritization allows policy makers to target their resources at the most critical problems.

This prioritization framework relies on an array of quantitative and qualitative variables and a weighting system to create prioritization scores for individual projects. These scores are only comparable within project categories and/or modes. Scores for bike projects are not comparable with scores for sidewalk projects.

Although this prioritization framework provides a great foundation from which to make investment decisions, it does not replace the need for leadership and planning judgement calls. It should be used in conjunction with public feedback, assessment of available resources, and broad policy objectives to guide transportation investment decisions.

## 2. Prioritization Framework Structure

This prioritization framework relies on an array of variables chosen to approximate need and form prioritization scores that can be used to rank projects according to this need.

### 2.1. Project Types

The prioritization framework uses different sets of variables for different mode and project types. This allows prioritization to be tailored according to the characteristics of various projects. Scores generated for each project type can be used to rank similar projects against one another; however, they cannot effectively be used to rank across modes and project types. The project categories established for this framework are as follows:

- **Sidewalk Projects** - These projects include new or enhanced sidewalks.
- **On-Road Bicycle Projects** – These projects include bicycle lanes, cycle tracks, enhanced signage and shoulder improvements.
- **Shared-use Path/Sidepath Projects** - These projects include dedicated, off-roadway multi-use trails designed for pedestrian, bicycle, and golf cart use. They are intended for both transportation and recreational purposes.

### 2.2. Weighted Prioritization Scoring

The project categories listed above are assigned scores based on their values across a range of quantitative and qualitative variables. The variables and associated scores for each project category are detailed in **Section 3** of this report.

Scores of 0, 1, 2, or 3 are assigned for each variable based on cutoffs derived from overall data distribution. The scores for all variables associated with a project are then given a weighted



average, generating a final prioritization score between 1 and 10, with 10 indicating the highest priority, and 1 indicating the lowest priority.

### 3. Prioritization Variable Categories and Definitions

This section defines the variables used for prioritization and the cutoffs used to assign values of 0, 1, 2, or 3 for each project.

#### 3.1. Safety

The prioritization framework addresses transportation network safety by considering various network safety characteristics. AADT, Crashes, and Gap analyses are components analyzed in prioritization framework, and their definitions are described in detail below.

##### 3.1.1. AADT

The AADT measure asks is the project adjacent to a high traffic volume roadway? Annual Average Daily Traffic counts were gathered from the state of North Carolina Department of Transportation counts mapping application,

<https://ncdot.maps.arcgis.com/apps/webappviewer/index.html?id=5f6fe58c1d90482ab9107ccc03026280>.

Table 1: 2016-2018 AADT Scores

AADT	Prioritization Score
ADT is less than 1,000 vehicles or is unable to be determined.	0
ADT is between 1,000 and 5,000 vehicles.	1
ADT is between 5,000 and 10,000 vehicles.	2
ADT is greater than 10,000 vehicles.	3

##### 3.1.2. Bicycle and Pedestrians Crashes

The Crash measure asks how many bicycle and pedestrian crashes have occurred (2015 - 2017) within the project alignment?

Table 2: Bicycle and Pedestrian Crash Scores

Crash	Prioritization Score
No crashes have occurred within the project alignment.	0
1-2 crashes have occurred within the project alignment.	1
3-4 crashes have occurred within the project alignment.	2

Greater than 4 crashes have occurred within the project alignment.	3
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### 3.1.3. Gap

The Gap measure asks does the project fill an existing gap in the network or otherwise connect to an existing facility? This measure is only considered for pedestrian improvements.

**Table 3: Gap Scores**

Gap	Prioritization Score
The project does not fill a network gap or connect to an existing facility.	0
The project does fill a network gap or connects to an existing facility.	2

## 3.2. Demand

Demand is addressed by considering what land use and population density needs exist that require transportation improvement networks to facilitate their use. Transportation network proximity and access to land uses such as schools, parks, and commercial/retail were considered, as well as area population densities.

### 3.2.1. Schools

The School measure asks does the project provide access to a school, college or other, educational facility?

**Table 4: School Scores**

Schools	Prioritization Score
Project is not located near an educational facility.	0
Project is located within 1/2 mile to 1 mile of an educational facility.	1
Project is located within 1/4 mile to 1/2 mile of an educational facility.	2
Project is located less than 1/4 mile to an educational facility.	3

### 3.2.2. Parks

The Parks measure asks does the project improve accessibility to parks or public beaches?

**Table 5: Park Scores**

<b>Parks</b>	<b>Prioritization Score</b>
Project is not located near a park or public beach.	0
Project is located within 1/4 mile to 1/2 mile of a park or public beach.	1
Project is located within 1/10 mile to 1/4 mile of a park or public beach.	2
Project is located less than 1/10 mile to a park or public beach.	3

### 3.2.3. Population Density

The Population Density measure asks is the project located in a Traffic Analysis Zone (TAZ) with a high population density?

**Table 6: Population Density Scores**

<b>Population Density</b>	<b>Prioritization Score</b>
Population density is less than 0.75 persons/acre.	0
Population density is between 0.75 and 1.25 persons/acre.	1
Population density is between 1.25 and 2 persons/acre.	2
Population density is greater than 2 persons/acre.	3

### 3.2.4. Commercial/Retail

The Commercial/Retail measure asks does the project provide access to land zoned for or determined to consist of a commercial/retail or office use?

**Table 7: Commercial/Retail Scores**

<b>Commercial/Retail</b>	<b>Prioritization Score</b>
Project does not provide direct access to commercial land.	0
Project provides direct access to commercial land.	2

### 3.3. Equity

Equity is addressed by considering what low-income areas the project improvements are within. "Low-Income" is typically defined as 80 percent of the median family income for the area, in this case census block group of data retrieved from the US Census Bureau website, (<https://data.census.gov/>).

#### 3.3.1. Low-Income

The Low-Income measure asks is the project located in a Census Block Group with a high percentage of low-income residents?

**Table 8: Low-Income Scores**

Low-Income	Prioritization Score
Percentage of low-income residents is less than 5 percent.	0
Percentage of low-income residents is between 5 and 15 percent.	1
Percentage of low-income residents is between 15 and 25 percent.	2
Percentage of low-income residents is greater than 25 percent.	3

Safety	AADT - Is the project adjacent to a high traffic volume roadway?	ADT is less than 1,000 vehicles or is unable to be determined.	0
		ADT is between 1,000 and 5,000 vehicles.	1
		ADT is between 5,000 and 10,000 vehicles.	2
		ADT is greater than 10,000 vehicles.	3
	Crash - How many bicycle and pedestrian crashes have occurred (2015 - 2017) within the project alignment?	No crashes have occurred within the project alignment.	0
		1-2 crashes have occurred within the project alignment.	1
		3-4 crashes have occurred within the project alignment.	2
		Greater than 4 crashes have occurred within the project alignment.	3
Gap - Does the project fill an existing gap in the network or otherwise connect to an existing facility?	The project does not fill a network gap or connect to an existing facility.	0	
	The project does fill a network gap or connects to an existing facility.	2	
Demand	Schools - Does the project provide access to a school, college or other, educational facility?	Project is not located near an educational facility.	0
		Project is located within 1/2 mile to 1 mile of an educational facility.	1
		Project is located within 1/4 mile to 1/2 mile of an educational facility.	2
		Project is located less than 1/4 mile to an educational facility.	3
	Parks - Does the project improve accessibility to parks or public beaches?	Project is not located near a park or public beach.	0
		Project is located within 1/4 mile to 1/2 mile of a park or public beach.	1
		Project is located within 1/10 mile to 1/4 mile of a park or public beach.	2
		Project is located less than 1/10 mile to a park or public beach.	3
	Population Density - Is the project located in a Traffic Analysis Zone (TAZ) with a high population density?	Population density is less than 0.75 persons/acre.	0
		Population density is between 0.75 and 1.25 persons/acre.	1
		Population density is between 1.25 and 2 persons/acre.	2
		Population density is greater than 2 persons/acre.	3
	Commercial/Retail - Does the project provide access to land zoned for or determined to consist of a	Project does not provide direct access to commercial land.	0
		Project provides direct access to commercial land.	2
Equity	Low-Income - Is the project located in a Census Block Group with a high percentage of low-income residents?	Percentage of low-income residents is less than 5 percent.	0
		Percentage of low-income residents is between 5 and 15 percent.	1
		Percentage of low-income residents is between 15 and 25 percent.	2
		Percentage of low-income residents is greater than 25 percent.	3

## Sidewalk Improvements

Road	From	To	ADT	Crash	Gap	Schools	Parks	Pop Density	Comm / Retail	Low-Income	ADT	Crash	Gap	Schools	Parks	Pop Density	Comm / Retail	Low-Income	Score
			ADT Weight	Crash Weight	Gap Weight	Schools Weight	Parks Weight	Pop Density Weight	Comm / Retail Weight	Low-Income Weight	ADT Norm. Weighted Criterion	Crash Norm. Weighted Criterion	Gap Norm. Weighted Criterion	Schools Norm. Weighted Criterion	Parks Norm. Weighted Criterion	Pop Density Norm. Weighted	Comm / Retail Norm. Weighted	Low-Income Norm. Weighted	
			1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
E. Main Street/Old Spencer Mountain Road	S. Davis Street	Westbury Court	3	2	2	3	1	3	2	3	1.0000	1.0000	2.0000	1.0000	0.3333	1.0000	1.0000	1.0000	8.33
N. Summey Street	E. Trade Street	E. Main Street	3	0	2	1	1	3	2	3	1.0000	0.0000	2.0000	0.3333	0.3333	1.0000	1.0000	1.0000	6.67
S. Oakland Street	600 feet North of W. Robinson Street	W. Robinson Street	0	1	2	3	3	3	0	3	0.0000	0.5000	2.0000	1.0000	1.0000	1.0000	0.0000	1.0000	6.50
Robinson Clemmer Road	Briarwood Drive	Lower Dallas Highway	1	1	2	1	2	3	2	2	0.3333	0.5000	2.0000	0.3333	0.6667	1.0000	1.0000	0.6667	6.50
Dallas High Shoals Highway	Park Road	W. Trade Street	3	0	2	3	1	2	2	1	1.0000	0.0000	2.0000	1.0000	0.3333	0.6667	1.0000	0.3333	6.33
S. Maple Street	183 feet North of Lee Street	W. Robinson Street	0	0	2	3	3	3	0	3	0.0000	0.0000	2.0000	1.0000	1.0000	1.0000	0.0000	1.0000	6.00
W. Caroline Street	S. Maple Street	S. Gaston Street	2	0	2	2	1	3	0	3	0.6667	0.0000	2.0000	0.6667	0.3333	1.0000	0.0000	1.0000	5.67
E. Jenkins Street	S. Gaston Street	S. College Street	2	0	2	1	1	3	0	3	0.6667	0.0000	2.0000	0.3333	0.3333	1.0000	0.0000	1.0000	5.33
Wooddale Drive/Cloverdale Lane	Wooddale Court	Robinson Clemmer Road	1	0	2	1	2	3	0	2	0.3333	0.0000	2.0000	0.3333	0.6667	1.0000	0.0000	0.6667	5.00
E. Church Street	S. Willow Street	S. Spargo Street	0	0	2	1	1	3	0	3	0.0000	0.0000	2.0000	0.3333	0.3333	1.0000	0.0000	1.0000	4.67
C. Grier Beam Boluvar/Friday Park Road	Gastonia Technology Parkway	Old Dallas Highway	1	0	0	2	1	0	0	0	0.3333	0.0000	0.0000	0.6667	0.3333	0.0000	0.0000	0.0000	1.33

\* SW = Sidewalk

## Bicycle / Shared Use Path Improvements

Road	From	To	ADT	Crash	Gap	Schools	Parks	Pop Density	Comm / Retail	Low-Income	ADT	Crash	Gap	Schools	Parks	Pop Density	Comm / Retail	Low-Income	Score
			ADT Weight	Crash Weight	Gap Weight	Schools Weight	Parks Weight	Pop Density Weight	Comm / Retail Weight	Low-Income Weight	ADT Norm. Weighted Criterion	Crash Norm. Weighted Criterion	Gap Norm. Weighted Criterion	Schools Norm. Weighted Criterion	Parks Norm. Weighted Criterion	Pop Density Norm. Weighted	Comm / Retail Norm. Weighted	Low-Income Norm. Weighted	
			1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.0000	1.0000	2.0000	1.0000	0.6667	1.0000	1.0000	1.0000	
SR-275	College Road	N. Walnut Street	3	2	2	3	2	3	2	3	1.0000	1.0000	2.0000	1.0000	0.6667	1.0000	1.0000	1.0000	8.6667
SR-279	SR-275	Robinson Clemmer Road	3	2	1	1	2	2	2	2	1.0000	1.0000	1.0000	0.3333	0.6667	0.6667	1.0000	0.6667	6.3333
Main Street	SR-275	N. Maple Street	1	1	0	2	2	3	2	3	0.3333	0.5000	0.0000	0.6667	0.6667	1.0000	1.0000	1.0000	5.1667
S. Spargo Street	949 feet South of Webb Street	Wooddale Court	0	0	2	1	3	3	0	3	0.0000	0.0000	2.0000	0.3333	1.0000	1.0000	0.0000	1.0000	5.3333
E. Main Street	N. Gaston Street	N. College Street	1	1	0	2	2	3	2	3	0.3333	0.5000	0.0000	0.6667	0.6667	1.0000	1.0000	1.0000	5.1667
E. Main Street	N. College Street	E. Main Street	1	1	0	2	2	3	2	3	0.3333	0.5000	0.0000	0.6667	0.6667	1.0000	1.0000	1.0000	5.1667
Main Street	N. Maple Street	N. Oakland Street	1	1	0	2	2	3	2	3	0.3333	0.5000	0.0000	0.6667	0.6667	1.0000	1.0000	1.0000	5.1667
Dallas Stanley Highway / North Davis Street	Kiser Dairy Road	E. Main Street	3	1	0	1	1	3	2	3	1.0000	0.5000	0.0000	0.3333	0.3333	1.0000	1.0000	1.0000	5.1667
Dallas Cherryville Hwy / Leisure Ln / Sportsman Dr.	Gaston College Access Road	653 ft North of the South end of Sportsman Dr.	3	0	0	3	3	1	2	1	1.0000	0.0000	0.0000	1.0000	1.0000	0.3333	1.0000	0.3333	4.6667
Park Road	North Street	Willis Road	1	0	0	2	0	2	0	2	0.3333	0.0000	0.0000	0.6667	0.0000	0.6667	0.0000	0.6667	2.3333
North Street / McSwain Road / N. Walnut Road	Park Road	SR-275	1	0	0	2	0	2	0	2	0.3333	0.0000	0.0000	0.6667	0.0000	0.6667	0.0000	0.6667	2.3333
Little Long Creek	Willis Road	NC-275	1	0	0	2	0	2	0	2	0.3333	0.0000	0.0000	0.6667	0.0000	0.6667	0.0000	0.6667	2.3333
Little Long Creek	NC-275	Tower Road	1	0	0	1	0	2	0	2	0.3333	0.0000	0.0000	0.3333	0.0000	0.6667	0.0000	0.6667	2.0000
Little Long Creek	Tower Road	Long Creek	1	0	0	0	0	2	0	2	0.3333	0.0000	0.0000	0.0000	0.0000	0.6667	0.0000	0.6667	1.6667

# TOWN OF DALLAS, NORTH CAROLINA

## REQUEST FOR BOARD ACTION

DESCRIPTION: Text Amendment to Add Development Incentives for Inclusionary Housing

AGENDA ITEM NO. 8.b

MEETING DATE: 06/16/2022

### BACKGROUND INFORMATION:

Recently Staff has been asked to look into including affordable housing incentives and programs to help provide more housing options in the town. After reviewing different programs, the following document was drafted as a possible foundation to begin encouraging developers to increase the affordable housing stock in our jurisdiction.

Staff is requesting the Board review the incentives and provide feedback and suggestions for revisions before submittal for recommendation.

STAFF RECOMMENDATION: Review proposed incentives for Affordable Housing developments

BOARD ACTION TAKEN: Review Session only



## § 153.041 INCLUSIONARY HOUSING BONUSES

The development standards set forth by the zoning district a property falls under shall apply at all times. Any development electing to provide affordable housing options within the town, either Workforce Housing or Low to Moderate Income (LMI) Housing shall have the option to utilize the allowances set forth in this section. To qualify for the allowances multi-family developments must offer a minimum of 10% of the total units dedicated as LMI housing, or 20% of the total units dedicated as workforce housing. The minimum required units for qualification are 5 LMI or 10 workforce housing units per multi-family development to qualify for the following allowances. For affordable single family housing, the minimum required number of dedicated affordable housing units shall be 2 for every 100 housing units to qualify for the following bonuses. For developments electing to request these allowances the dedicated affordable housing units must remain affordable for a minimum of 20 years to qualify for the following allowances. The applicant must guarantee affordability for the allotted period of time through a deed restriction approved by the Town.

- (A) *Density Bonus.* For multi-family housing developments only, the maximum density for developments offering affordable housing shall be 25 units per acre when a development offers 10% of the housing units be reserved for LMI housing or 20% reserved for workforce housing. The following density bonus shall not be utilized in addition to the density credit set forth in §153.045.
- (B) *Reduced Parking.* Housing developments offering the minimum required affordable housing units shall have a reduced parking requirement of 1.75 parking spaces per unit for all units dedicated as affordable housing.
- (C) *Fee Waiver.* The Town of Dallas agrees to waive system development fees for all units qualifying as affordable housing or workforce housing. Waiver of fees does not apply to any market rate dwellings.

### Definitions:

**Affordable Housing:** housing affordable for households with low incomes, earning 120% or less of the area's median income (AMI).

**Area Median Income (AMI):** The midpoint of the income distribution for a geographic region calculated from Census Data and Income Tax data. The AMI is the gross income number that half of the households in the region fall earn more than the AMI and half of the households earn below the AMI.

**Low to Moderate Income (LMI) Housing:** Housing units set at an affordable price for households earnings below 60% of the area's median income (AMI).

**Workforce Housing:** Housing units set at an affordable price for households earning 60% to 120% of the area's median income (AMI).

## SAMPLE ORINANCES

### Richlands, NC

#### § 153.137 RESIDENTIAL DENSITY BONUSES.

(A) (1) A major housing goal of the town is to obtain in the community a sufficient number of housing units by type, style and price to afford residents a suitable dwelling of their choice.

(2) The town finds that it is in the best interest of the community to support opportunities for persons of varying economic levels to reside in the town and that the provision of affordable housing opportunities is important to achieve this community goal.

(B) The affordable housing density bonus is intended to assist materially the housing industry in providing adequate and affordable shelter for all economic segments of the community and to provide a balance of housing opportunities for low- and moderate-income persons throughout the town.

(C) The Board of Adjustment, through the issuance of a special use permit, may grant a density bonus for any residential development. Such residential development shall be subject to a site plan review process as required in this chapter. The Board of Adjustment, through the issuance of a special use permit, may grant a density bonus for any residential development where the total number of units, including the maximum allowable density bonus, is less than the thresholds established through calculations outlined in §§ 153.139 and 153.140.

#### § 153.138 PROCEDURES FOR OBTAINING DENSITY BONUSES.

(A) The applicant shall submit an application to the Board of Adjustment. The application shall contain two plats:

(1) A subdivision plat or site plan complying with the town's rules and regulations for subdivision plats or site plans and containing the maximum allowable number of units permitted in the zoning district in which the development is to be located; and

(2) A plat or plan representing the same with the density bonus included.

(B) Upon receipt of such application the planning staff shall transmit to the Planning and Zoning Board notice of such application. The Planning and Zoning Board shall review the site plan using the procedures specified as follows and submit a written advisory report to the Board of Adjustment.

(1) An applicant for site plan review shall file with the planning staff six copies of the site plan documents drawn to a scale not to exceed one inch equals 100 feet on standard 24-inch by 36-inch sheets. The planning staff shall acknowledge receipt of these plans by endorsing them with a signature and a date. The planning staff, along with other departmental staff, shall review the documents for compliance with the submission data requirements and provide its recommendations with the submitted documents to the Board of Aldermen, Board of Adjustment

or Zoning Administrator in the case of special use, special use or zoning permit projects respectively.

(2) The permit-issuing authority shall review the proposed site plan and take final action on the proposal. The date of consideration of site plan proposals shall be based upon the submission schedule established by the permit-issuing authority. The Board of Aldermen, Board of Adjustment or Zoning Administrator shall review the site plan and supporting documents, taking into consideration the reasonable fulfillment of the objectives listed in division (A) above. The final action, rendered in writing, shall consist of either:

(a) Approval of the site plan based upon a determination that the proposed plan will constitute a suitable development and is in compliance with the standards set forth in this subchapter;

(b) Approval of the site plan subject to any conditions, modifications and restrictions as required by the Board of Aldermen, Board of Adjustment or Zoning Administrator which will ensure that the project meets the listed principal areas of interest; or

(c) Disapproval of the site plan based upon a determination that the proposed project does not meet the standards for review set forth in this chapter.

(Ord. passed 4-9-2013; Ord. 2021-03, passed 6-8-2021)

#### **§ 153.139 REVIEW CRITERIA FOR DENSITY BONUSES.**

(A) In considering an application for an affordable housing density bonus, the Board of Adjustment shall determine if the proposed density bonus shall result in:

(1) The construction of an appropriate number of single-family owner-occupied units which:

(a) Are affordable to low- and moderate-income households as defined by the guidelines of the State Housing Finance Agency; and

(b) Have appropriate resale controls to assure affordability.

(2) The construction of an appropriate number of rental units which:

(a) Are affordable to low- and moderate-income households as determined by the U.S. Department of Housing and Urban Development's fair market rents; and

(b) Have appropriate provisions to assure continued affordability.

(B) In lieu of construction of low- and moderate-income housing, the offer of payment by the applicant to the town's community development block grant fund. The payment shall be equal to 15% of the density bonus's present market value as certified by an independent certified appraiser acceptable to the town. All such payments are to be allocated only for the provision of low- and moderate-income housing units in the town.

(C) (1) An appropriate number of low- and moderate-income units shall be deemed to be 50% of the density bonus.

(2) However, this percentage may be adjusted where an overriding public benefit is demonstrated.

(Ord. passed 4-9-2013; Ord. 2021-03, passed 6-8-2021)

#### **§ 153.140 MAXIMUM DENSITY BONUSES.**

(A) Upon receipt of a written advisory opinion as required in § 153.138 and upon making a determination that the application addresses the goals specified in § 153.137, the Board of Adjustment may grant a density bonus up to 30% above the maximum density allowance set forth in § 153.139.

(B) The computation of the density bonus allowed by this section shall be rounded off to the nearest whole number.

(Ord. passed 4-9-2013; Ord. 2021-03, passed 6-8-2021)

#### **§ 153.141 DENSITY CREDITS FOR RIGHTS-OF-WAY.**

The town shall allow density credits or severable development rights for dedicated rights-of-way pursuant to G.S. §§ 136-66.10 or 136-66.11.

(Ord. 2021-03, passed 6-8-2021)

## **Durham, NC**

### **Affordable Housing Density Bonus**

(1) Within any sub-district, the maximum residential density shall be 75 units per acre; provided, that at least 15% of the total number of dwelling units in the project qualify as affordable housing dwelling units.

(2) Only projects with a minimum of 15 dwelling units, or projects adding at least 15 dwelling units to an existing development, shall be eligible for the affordable housing density bonuses.

(3) Requirements pursuant to paragraph 6.6.1, General Requirements, shall apply.

## **Black Mountain, NC**

## **CHAPTER 12. - INCLUSIONARY HOUSING BONUS**

### **SECTION 12.1 - PURPOSE AND APPLICATION**

#### **12.1.1 - Purpose and application.**

A. The purpose and intent of the inclusionary housing bonus regulations are as follows:

1. To implement the goals of the 2004 Comprehensive Plan to maintain a variety of housing options for people of low and moderate incomes and provide a range of housing opportunities for those who work in Black Mountain and provide the community with essential services; and
2. To ensure affordable housing opportunities are available throughout the entire community; and
3. To mitigate the impacts of market-rate housing on the supply and cost of housing, due to the decreasing available supply of developable sites in the Town of Black Mountain and the upward pressure on the pricing of all housing in Buncombe County;
4. To promote higher density and affordability along major highways and transit routes; and
5. To provide incentives to developers to include affordable units within new development; and
6. To provide an alternative method for compliance with the intent of this ordinance, through a payment in lieu to a housing trust fund.

B. These guidelines establish a density-bonus for development that includes housing sold at price points affordable to citizens of average median income (AMI) or less as established for Buncombe County and applied to the following districts only:

1. Conservation residential district (CR-1) 2 units/acre allowed with 50 percent inclusion (minimum of 1 AMI unit included for any density above 1/acre, but not to exceed 2/acre).
2. Suburban residential district (SR-2) 4 units/acre allowed with 25 percent inclusion (minimum of 1 AMI unit included for any density above 2/acre, but not to exceed 4/acre).
3. Town residential district (TR-4) 6 units/acre allowed with 16 percent inclusion (minimum of 1 AMI unit included for any density above 4/acre, not to exceed 6/acre).
4. Urban residential district (UR-8) 10 units/acre with 10 percent inclusion (minimum of 1 AMI unit included for any density above 8/acre, not to exceed 10/acre).
5. Office institutional district (OI-6) 10 units/acre with 10 percent inclusion (minimum of 1 AMI unit included for any density above 8/acre, not to exceed 10/acre).
6. Neighborhood mixed use district (NMU-8) 10 units/acre with 10% inclusion (minimum of 1 AMI unit included for any density above 8/acre, not to exceed 10/acre).
7. Highway business (HB-8) 10 units/acre with 10 percent inclusion; 16 units/acre with 25% (minimum of 1 AMI unit included for any density above 8/acre, not to exceed 10/acre; or a minimum of 1 AMI unit included for every 4 units at a density of 16 units/acre).

C. For the purposes of this chapter, affordable units are defined as housing for which monthly mortgage payments (including taxes and insurance), do not exceed 30 percent of that amount which represents the percentage of the median adjusted gross annual income for the households qualifying under the definitions of very-low, low, and moderate income persons, as provided by the U.S. Department of Housing and Urban Development data. Thresholds for the maximum price of units considered affordable under this definition

are based on the Asheville Urban Area and are provided in the appendix. These may be updated periodically based on information from HUD.

D. Rental properties are not included in the inclusionary density bonus unless the project is already receiving some other federal, state, or local assistance (e.g., Low Income Housing Tax Credits, HUD Section 202, Consortium HOME financing).

E. Unless specifically exempted below, any development involving multiple units may apply for the inclusionary density bonus in accordance with the underlying zoning regulations, specifically:

1. Major subdivision;

2. Multi-family residential buildings;

3. Special use permits.

F. The following are specifically exempted from the inclusionary density bonus:

1. Community living facilities;

2. School dormitories; and

3. Manufactured home parks.

G. For the purposes of this chapter, two or more developments shall be aggregated and considered as one development, only if they are no more than one-fourth-mile apart and any two of the following criteria are met:

1. There is a common interest in two or more developments.

2. The developments will undergo improvements within the same five-year period.

3. A master plan is submitted and approved by the planning board regarding the comprehensive development of designated properties.

H. Qualifying developments for the inclusionary density bonus provide a ten-percent set aside for residential units to be sold at affordable price points based on average median income up to ten units per acre (or one unit for every ten units developed). So for example, if the maximum density for the district is 8 units per acre, the SUP plan may include ten units per acre if one of the units is sold at AMI thresholds provided in the appendix.

I. If a developer provides 25 percent of their units at an affordable price point (one unit for every four), then they can have an additional density bonus up to 16 units per acre, according to the zoning district in which they are located. (See chapter 12).

## **SECTION 12.2 - ADMINISTRATION AND PROCEDURES**

### **12.2.1 - Administration and procedures.**

A.The inclusionary density bonus for affordable housing shall be administered by the planning and development department with guidance from the housing commission.

B.At the time of application, a developer must indicate their intention to ask for the density bonus. Density bonus calculations shall be included in the sketch plan, preliminary plat and master plan provided as part of the technical review with staff and the approval process with the zoning board of adjustment and the planning board where applicable.

C.All affordable housing units shall remain affordable for a period of five years though the use of a deed restriction that shall be recorded in the public records of Buncombe County.

D.All affordable housing units shall be initially and subsequently certified as to unit and income household eligibility of the buyer by the planning and development department, based on the current income guidelines through the Asheville Regional HOME Consortium and shall be monitored for the duration of the five-year period. Units have to be sold to buyers with less than 100 percent AMI (adjusted for family size).

E.Fee waivers for affordability and green building may still be applied in accordance with chapter 2.1.

F.Although it is intended that affordable units be included on-site, the zoning board of adjustment may allow the requirements of this ordinance to be met through the payment of a fee in lieu of construction for development with 16 or less residential units, as follows:

1.The fee in lieu of construction shall be equivalent to 50 percent of the average proposed selling price of units within the development at the time of construction. This threshold may be adjusted by action of the board of aldermen as part of a text amendment procedure and at the positive recommendation of the housing commission.

2.The fee shall be paid into a fund which shall be established and maintained by the board of aldermen who may designate a fund manager or board. The fund shall be established for the purpose of assisting with the development of affordable housing within Black Mountain. Applications of this fund may include grants or loans to developers for the purposes of land acquisition, engineering, construction or other costs associated with development of new and affordable housing as approved by a designated committee appointed by the board of aldermen.

3.The donation of developable land in an area that would provide housing choice may be used to meet the fee-in-lieu option as long as the market value of the property meets the amount required in F.1. above.

K.The housing trust fund shall be established by action of the board of aldermen at the time funds are available to initiate the trust fund.

## **SECTION 12.3 - GENERAL PROVISIONS**

### **12.3.1 - General provisions.**

A.Developments shall not be segmented or phased in a manner to avoid compliance with these provisions.

B.Affordable units shall be of similar construction and architecture of the other units in the development and shall not otherwise be visually distinct from the other units in the development. For example, a duplex of similar architectural style and yard setbacks may be incorporated into a single-family subdivision as long as

the structure blends with the other structures of the subdivision and all other regulations of the district are met.

C. The inclusionary density bonus may be applied to conservation subdivisions. However, where an inclusionary density bonus is sought as part of a development within a steep slope lot as determined in chapter 8.1, the steep slope maximum densities shall prevail.

D. Aside from the density bonus allowed per district, all other requirements for the zoning district in which the development is located as well as all general zoning provisions for the town and other town requirements shall apply.

## Chapel Hill, NC

### INCLUSIONARY HOUSING PROGRAM

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On June 21, 2010, the Town of Chapel Hill enacted an Inclusionary Zoning Ordinance that mandates a set-aside percentage for affordable housing for new residential developments. Projects proposing five or more units will provide 15% (10% in the Town Center) of the units at prices that are affordable to low- to moderate-income households.

Inclusionary zoning is intended to provide an effective means for preserving housing choice and opportunity in Chapel Hill. If the incremental need for affordable housing is not met and affordable housing opportunities are displaced, the following effects to health, safety, or general welfare of the community could be created:

- Increases in travel time and distances for persons who provide services or are employed in the Town but cannot find decent, affordable shelter, which in turn increases traffic congestion, reduces air and water quality and has an adverse impact on the public health resulting from excessive commuting;
- An imbalance in population diversity; and
- Inconsistency with the vision for future development and the specific policies of the Town's Comprehensive Plan.

Inclusionary zoning is one part of the Town's overall affordable housing efforts that aims to accomplish these goals.

#### **The Inclusionary Zoning Ordinance went into effect on March 1, 2011.**

The following is an example of how the Ordinance can be applied: If a development application proposes 10 market-rate units and is required to provide 15% affordable units, then the development would be required to provide 1.5 affordable units (the amount of 1.5 is 15% of 10 market-rate units). The development would be required to build one affordable dwelling unit.



Then, rather than building half of a unit, the applicant would meet his/her remaining obligation by providing a payment-in-lieu for the half unit. As outlined in the Ordinance, the payment would be calculated based on the amount needed to make a unit affordable (3.10.3(B)(1)).

**Development Bonuses:** The Inclusionary Zoning Ordinance provides development bonuses including density bonuses and floor area bonuses. For more information, see Section 3.10.2(d) of the Inclusionary Zoning Ordinance.

#### Inclusionary Zoning Links

- [Inclusionary Zoning Ordinance](#)
- [Inclusionary Zoning Administrative Manual](#)
- [Questions and Answers about Chapel Hill's Inclusionary Zoning Ordinance](#)

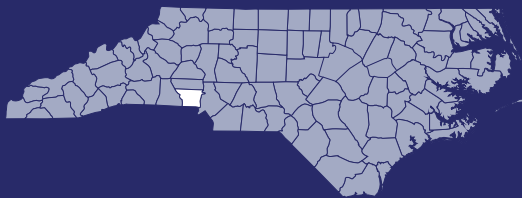
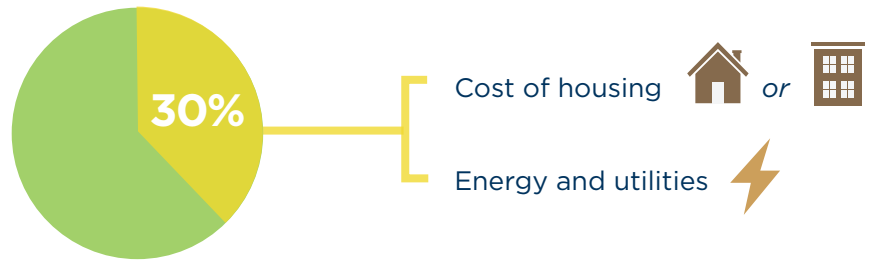
For Inclusionary Zoning Program reference materials, please click [here](#).

7. Affordability Controls (a) Affordable Dwelling Units shall be maintained and restricted as Affordable Dwelling Units during the Period of Affordability by one of the following arrangements, as approved by the Town Council (or Planning Board as appropriate) and guaranteed as a condition of development approval: (1) transfer to a Non-Profit Housing Entity; (2) enforceable contractual arrangements with the Town, state or federal agency, or a Non-Profit Housing Entity; (3) restrictive covenants or resale restrictions that run with the land, subject to reasonable exceptions, including, without limitation, subordination of such arrangements, covenants, and restrictions to a mortgagee, for both owner occupied and rental units; or (4) Other methods determined to be acceptable by the Town Council. (b) No unit shall be considered an Affordable Dwelling Unit until the location, construction methods, and techniques used to ensure that the dwelling unit will remain affordable have been approved as part of the Application. (c) After the initial sale, all owner-occupied Affordable Dwelling Units shall be subject to an exclusive option for the Town to purchase the unit. The option to purchase may be assigned by the Town to a non-profit affordable housing organization or another government entity. The purchase price to exercise the option shall be the assessment at the time the Town receives notice of intent to sell. The Town or its assignee has ninety (90) days from the date the Town receives written notice of the intent to sell to finalize the purchase of an Affordable Dwelling Unit. Within thirty (30) days from the date the Town receives written notice of the intent to sell, the Town or its assignee shall determine whether or not to exercise the option to purchase. If the Town or assignee declines to exercise the option to purchase, the option to purchase expires. However, if the owner has not sold the Affordable Dwelling Unit within one (1) year from the date on which the Town was notified of its right to exercise the option, the option to purchase shall continue. (d) The affordability controls shall be made a condition of the approval of a development subject to the Inclusionary Zoning provisions. (e) If rental is voluntarily offered as an alternative, it may be approved as part of an Affordable Housing Performance Agreement. The rental units shall be offered for rent at a price that is affordable to households earning less than 65% of the area median income, unless the Town Council (or Planning Board as appropriate) approves an alternative standard for the specific application. 5 8. Monitoring of Long-Term Affordability The Town will audit 10% of the owner inclusionary dwelling units on an annual basis for determination that the household qualifying at the time of the last sale is indeed the occupant of the premises. If the Affordable Dwelling Units are under a long-term affordability model operated by a non-profit agency or government agency, the agency shall provide the information. The Town Council will annually review the effectiveness and results of the Inclusionary Zoning Ordinance, requesting a report from Town Staff regarding numbers of affordable units resulting from the ordinance, mechanisms to assure ongoing

affordability, and the income levels served. 9. Affordable Housing Fund Affordable Dwelling Unit payment-in-lieu financial contributions shall be made to the Affordable Housing fund. Monies received into that fund shall be utilized according to guidelines approved by the Town Council. 10. Income Verification Prior to the purchase or sale of any affordable housing subject to the Inclusionary Zoning regulations, the following documentation shall be submitted to the Town: (1) For initial sale: The Developer or nonprofit shall certify the income of persons or households that purchase Affordable Dwelling Units; and (2) The initial buyer shall exercise an Option to Purchase Agreement, verifying household income and including an agreement to notify the Town before reselling the Affordable Dwelling Unit. 11. Changes to Ordinance, Administrative Manual To the extent the Town Council deems necessary, amendments may be enacted to the Inclusionary Zoning ordinance provisions. Such changes would take the form of formal amendments to the Town's Land Use Management Ordinance and follow standard procedures for such amendments (review by the Planning Board, Public Hearing, Town Council consideration). Provisions in this Administrative Manual may be adjusted as deemed necessary, with the approval of the Town Council

# The 2021 Housing Need in Gaston County

Housing is affordable when it comprises no more than **30% of the family's budget**. Families that spend more than this on housing are **cost-burdened**.



**27%** of Gaston County are **cost-burdened**  
22,266 households

**Renters** who have difficulty affording their homes:



**42%**

12,102 households

**Homeowners** who have difficulty affording their homes:



**19%**

10,164 households

## Average Annual Salaries

**\$46,040** income needed to afford a two-bedroom apartment



Food prep and service  
**\$26,630**



Childcare  
**\$24,080**



Retail sales  
**\$29,960**



Healthcare  
**\$30,670**



Construction  
**\$33,190**



Teacher  
**\$54,020**



Police officer  
**\$53,890**

*\*Statistics from the American Community Survey and the Bureau of Labor Statistics.*

**\$84,200** Area Median Income (AMI) for Gaston County

**Affordable communities are healthier communities with opportunity for all**

The mission of the North Carolina Housing Coalition is to lead a movement to ensure that every North Carolinian has a home in which to live in dignity and opportunity.

**Be part of the solution. Find out how:** 919.881.0707 | [nchousing.org](http://nchousing.org)