

**Town of Dallas Planning Board Meeting**

**Agenda**

**Thursday, June 17, 2021**

**To be held at the Fire Station Community Room at 6:30 pm**

The following agenda is proposed:

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 to the Flag
5. Announcements/Introductions
6. Approval of Agenda with Additions or Deletions
7. Approval of Minutes – May 20, 2021
8. Old Business:
  - a. Bike & Pedestrian Plan
  - b. Sign Ordinance
9. New Business
  - a. Zoning Text Amendment: Side Yard Setback
  - b. Zoning Text Amendment: 160D Update
10. Other Business
  - a. Development Status
11. Adjournment

**Minutes**  
**Town of Dallas**  
**Planning Board**  
**Meeting of May 20, 2021**

The meeting was called to order at 6:30 by Chairman Curtis Wilson

The following member were present: Curtis Wilson – Chairman, , John O’Daly, Gene Brown, Reid Simms, Reid Simms

Also Present: Nolan Groce – Development Services Director, Johnny Denton – Town Engineer

There was an invocation led by Chairman Wilson followed by the Pledge of Allegiance

**Approval of Agenda:** Staff introduced an addition to the agenda as 8C: New Business – Development Update. A motion was made by Reid Simms to approve the agenda with the addition. This was seconded by John O’Daly and adopted unanimously.

**Approval of Minutes:** Reid Simms added a correction to the April 15, 2021 minutes, the year was listed as 2020. A motion was made to approve the minutes with one correction by John O’Daly, seconded by Reid Simms, and adopted unanimously.

**New Business:**

A) Bike & Pedestrian Plan

Staff introduced the item and gave background on the topic. The Town received a grant from NCDOT fall 2018 to develop a Bicycle and Pedestrian Plan. Between COVID and staff turnover on behalf of the Town and consultant, the plan was significantly delayed. Staff displayed an overview PowerPoint presentation created by the consultant to bring the Board up to date with the project. Following the presentation, staff and the Planning Board had dialogue and reviewed major points of the plan. Lack of facilities to Summey Knoll was pointed out and staff was directed to reach out to the consultant about the possibility of adding such to the plan.

B) Sign Ordinance Update

Following several complaints about signs in Town, staff began reviewing all elements of the existing sign ordinance and recognized the need for an overhaul in language and regulations. In early 2020, the Planning Board began reviewing the sign ordinance prior to a change of staff. Staff and the Board reviewed the current, and formerly proposed changes from 2020. The ultimate goal is to have a strong, content neutral, ordinance. Staff was directed to look into updating the ordinance, and bring forth both lenient and strict ordinances for review.

C) Development Update

Staff gave a brief overview of the status of current projects such as Little Long Creek, Summey Creek, and Dallas Stanley Highway. Staff also made the Planning Board aware of potential items to be reviewed in the coming months.

**Adjournment**

A motion to adjourn was made by Reid Simms at 7:52 pm, seconded by Gene Brown, and approved unanimously.

Respectfully Submitted,

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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: Bike & Pedestrian Plan

AGENDA ITEM NO. 8A

MEETING DATE: 6/17/2021

### BACKGROUND INFORMATION:

In 2019, the Town of Dallas began working on its first Bike & Pedestrian plan with consultant, Gresham Smith. Following review in the May meeting, staff reached out to the consultant about a proposed facility to reach Summey Knoll. The consultant agreed with the necessary connection, and returned the updated final draft plan.

Staff has not heard anything further at the time of agenda creation from initial steering committee, or members of the Planning Board. Pending additional review of the draft plan, it is ready for recommendation to the elected board.

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**STAFF RECOMMENDATION:** Review the Bike & Pedestrian Plan and recommend its adoption to the Town Board of Aldermen.

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**BOARD ACTION TAKEN:**

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**TOWN OF DALLAS  
BICYCLE AND PEDESTRIAN PLAN**

**DRAFT FINAL REPORT**

**Town of Dallas, North Carolina**

**April 2021**



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## 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

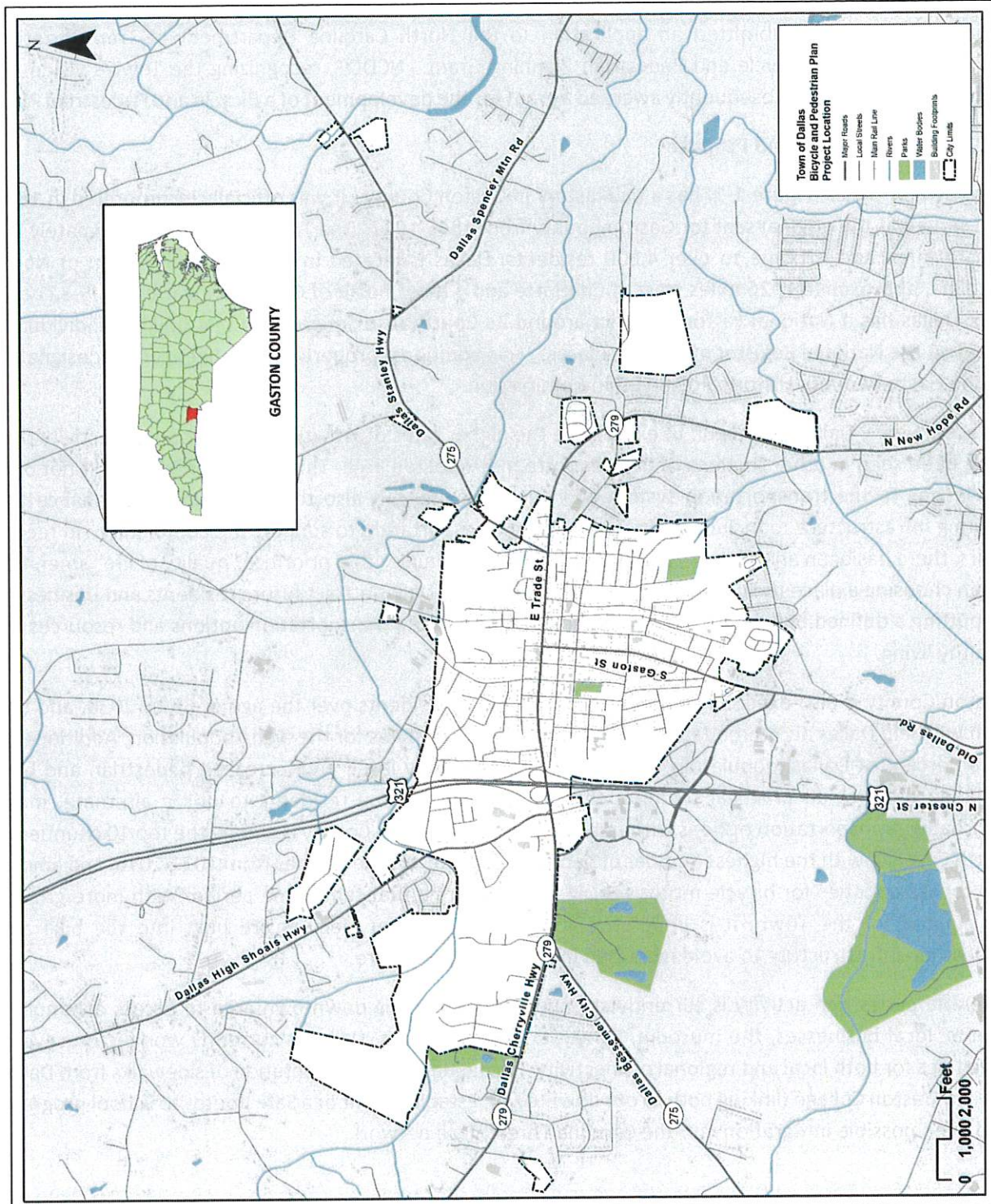
The Town of Dallas (Figure 1-1) has a rich history in Gaston County. It was officially incorporated in 1863 and served as the original seat for Gaston County from 1846-1911. The Town includes approximately 2.9 square miles and is home to over 4,600 residents. Dallas is located in the Piedmont region 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.

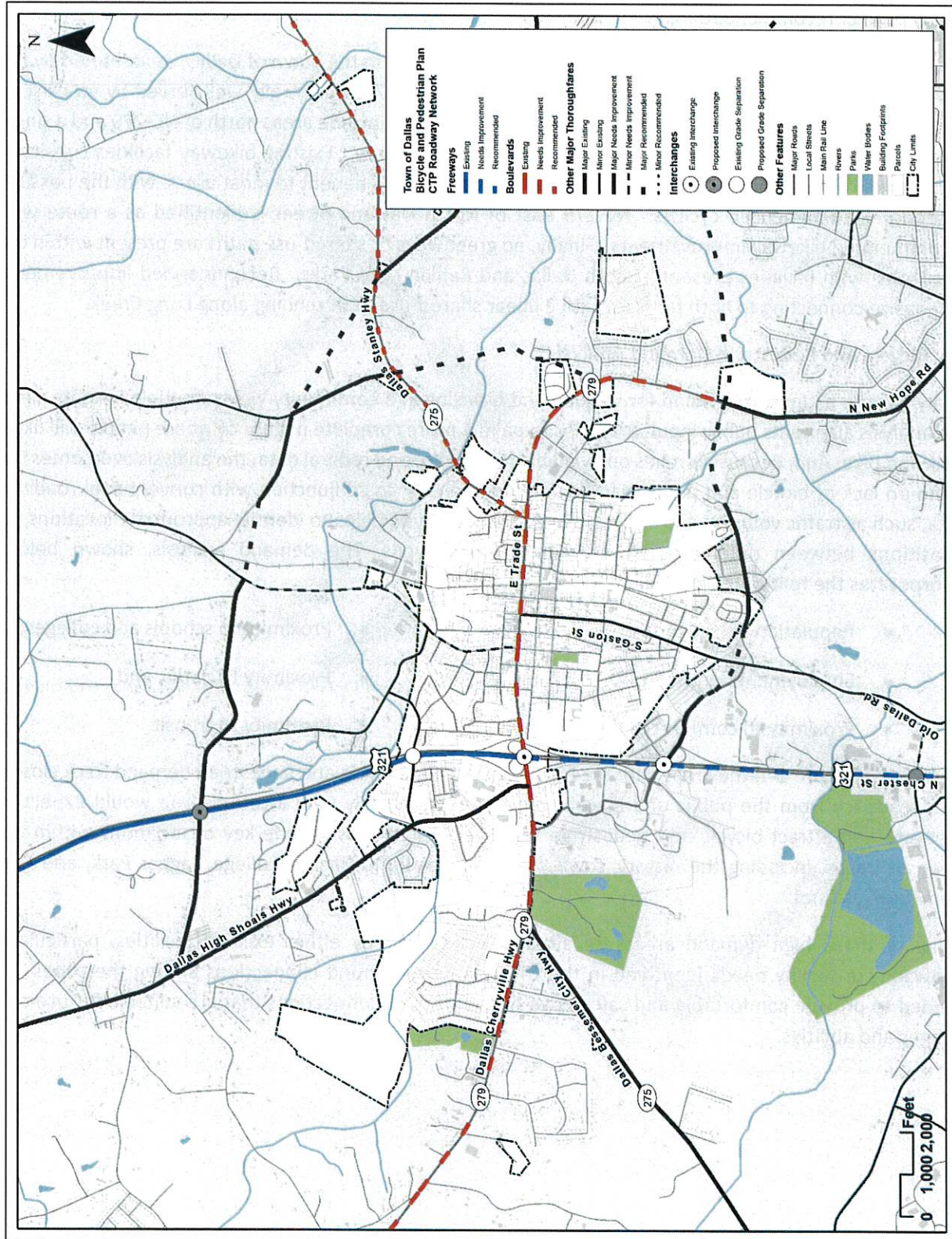
- **Goal #1:** Increase access to walking and bicycling
  - Improve bicycle and pedestrian conditions in the areas of highest demand for walking and bicycling
- **Goal #2:** Improve safety for all pedestrians and bicyclists
  - Prioritize improvements that reduce bicycle and pedestrian crashes, injuries 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 transit.

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.

Figure 1-3. CTP Active Transportation Network

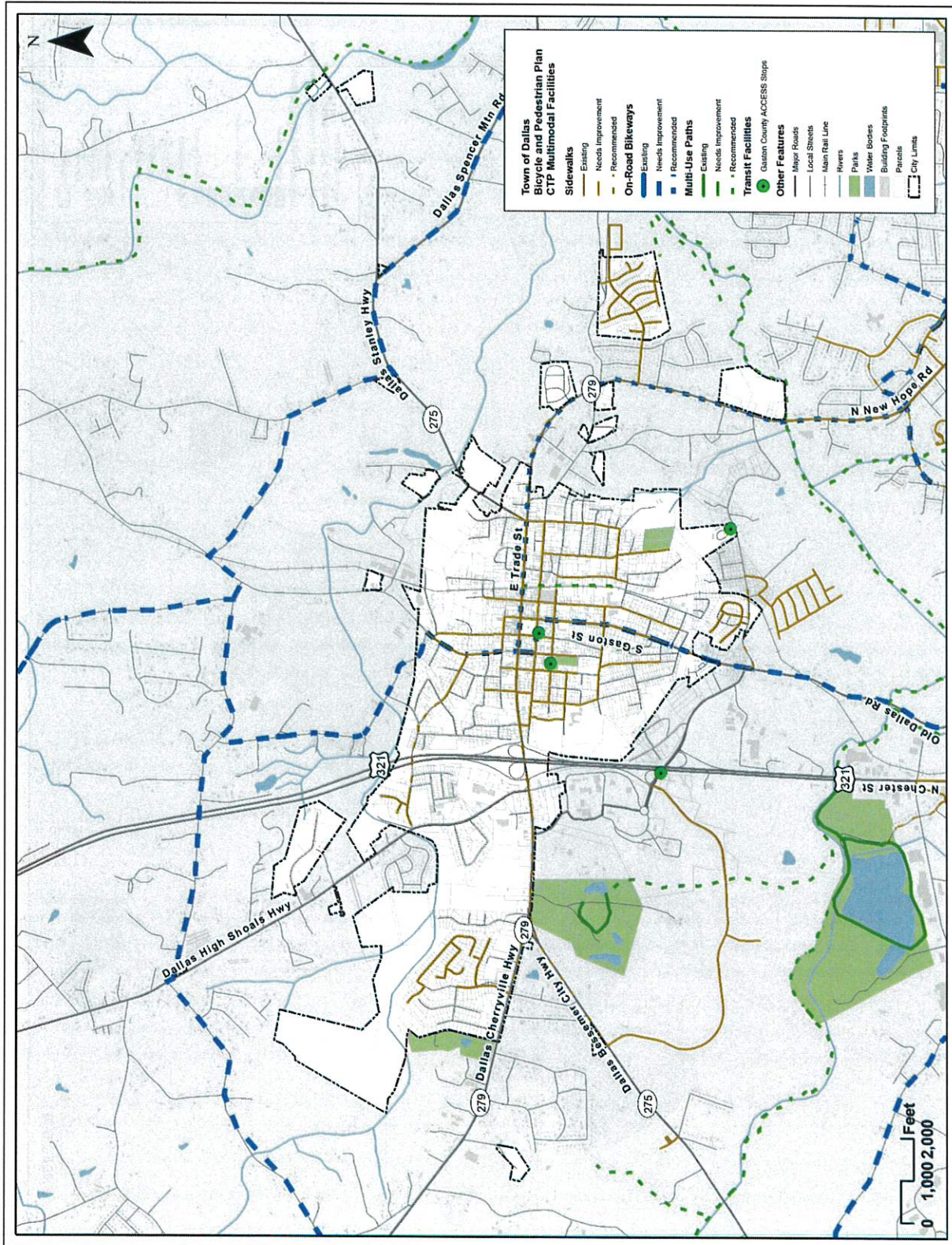
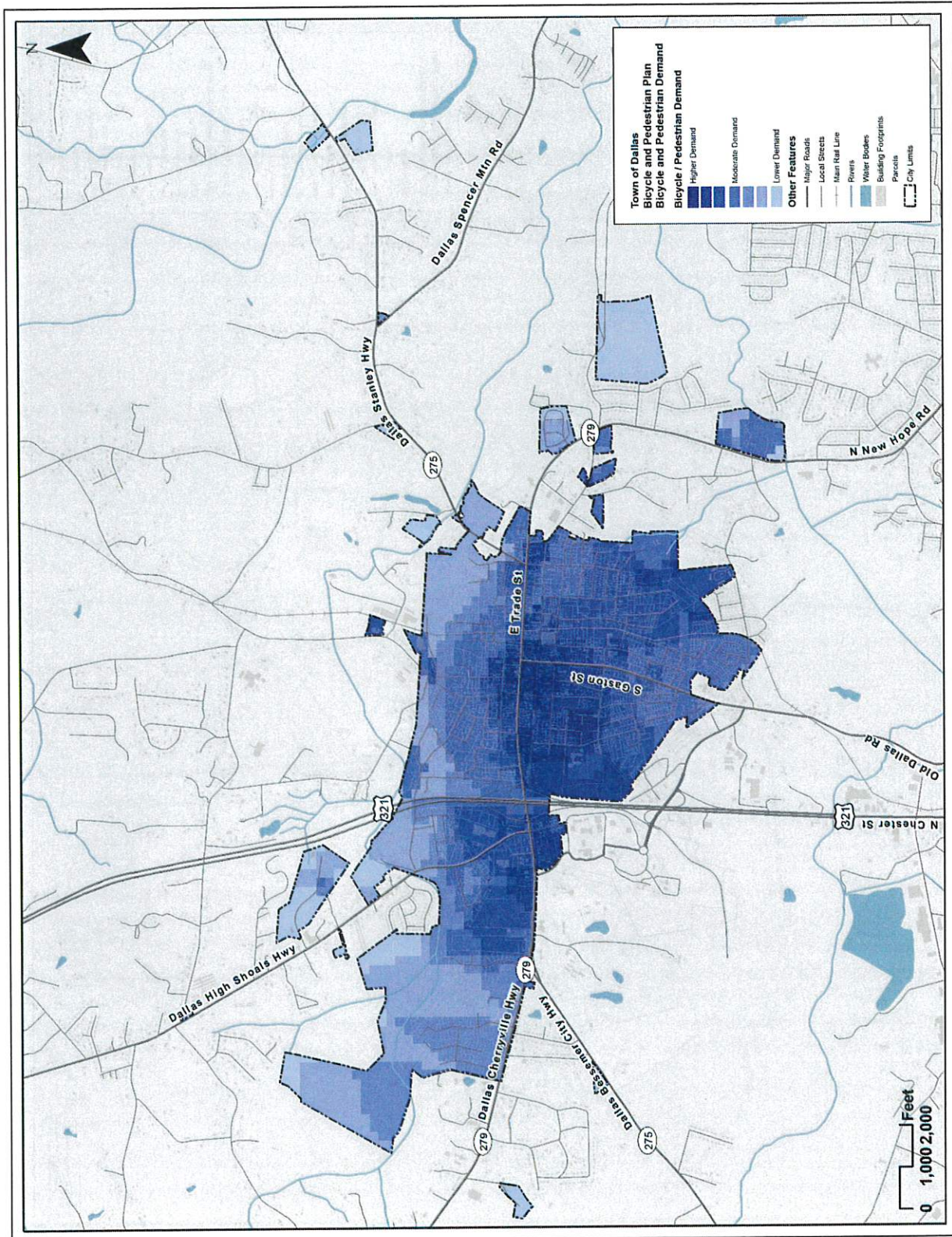


Figure 1-4. Bicycle and Pedestrian Demand



## 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.

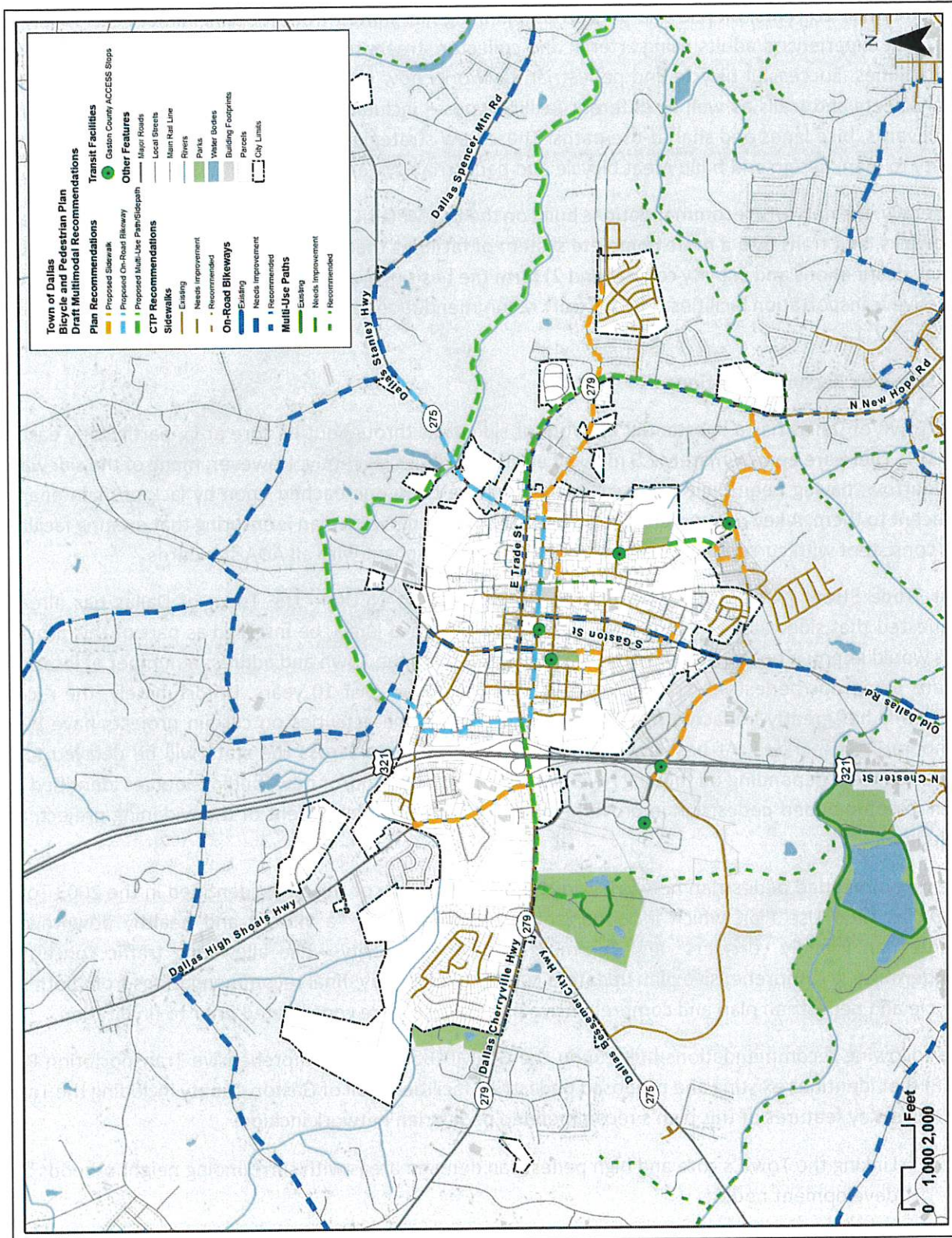
East Trade Street (NC-279), is scheduled to be widened by NCDOT. The Town of Dallas has already requested that sidewalks or a multi-use path, along with bike lanes, be installed as part of this project. This would improve both bike and pedestrian connectivity in the Town and address a number of locations where numerous pedestrian crashes have occurred over the past 10 years. 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.

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;

Figure 2-1. Draft Multimodal Recommendations





- 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 were identified as optimal candidates for new pedestrian-activated signals. These intersections are located along NC-275 and South Gaston Street. 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*.

## 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*.

Table 2-1. Sidewalk Facilities

Road	From	To	Project Description	Length (Linear Feet)	Both Sides of Street?	Facility Type*	Projected Construction Cost
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
S. Maple Street	183 feet North of Lee Street	W. Robinson Street	Addresses network gap in southwest Dallas	516	N	SW	\$ 345,000
W. Caroline Street	S. Maple Street	S. Gaston Street	Addresses network gap in southwest Dallas	440	N	SW	\$ 150,000
E. Jenkins Street	S. Gaston Street	S. College Street	Addresses network gap in southwest Dallas	417	N	SW	\$ 145,000
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
C. Grier Beam Boulevard/Friday Park Road	Gastonia Technology Parkway	Old Dallas Road	Enhances connection between Gastonia College and south Dallas across US 321	3,698	N	SW	\$ 1,505,000
E. Church Street	S. Willow Street	S. Spargo Street	Addresses network gap in east Dallas	692	Y	SW	\$ 415,000
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
S. Oakland Street	600 feet North of W. Robinson Street	W. Robinson Street	Addresses network gap in west Dallas	597	N	SW	\$ 190,000
Robinson Clemmer Road	Brianwood 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
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

\* SW = Sidewalk

Table 2-2. Bikeway and Trail Facilities

Road	From	To	Project Description	Length (Linear Feet)	Facility Type*	Projected Project Cost
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
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
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
S. Spargo Street	949 feet South of Webb Street	Wooddale Court	Shared-use path connecting Jaggers Park to Chapman Pointe	1,137	SUP	\$ 655,000
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
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
SR-275	College Road	N. Walnut Street	Shared-use path on south side of roadway, to replace sidewalks identified as "needing improvement" in CTP	2,561	SUP	\$ 2,170,000
Park Road	North Street	Willis Road	Shared-lane facility, to consist of signage and pavement markings	1,304	SL	\$ 20,000
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
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
Main Street	SR-275	N. Maple Street	Shared-lane facility, to consist of signage and pavement markings	1,566	SL	\$ 20,000
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; SL = Shared Lane / Sharrow; SUP = Shared-Use Path

### 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 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, 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 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.

Additionally, modifications to the existing zoning ordinance and subdivision regulations can result in further implementation of plan recommendations in addition to a general improvement of the environment for pedestrians and bicyclists. These modifications may include, but are not limited to, the following:

- Require pedestrian facilities or designated bikeways, such as sidewalks, crosswalks, bike lanes, or shared-use paths, during new construction or redevelopment;
- Require dedication, reservation, or development of shared-use paths in new developments where a shared-use path is currently planned; and
- Adopt traffic calming programs, policies, and standards.

### 5.0 Non-Infrastructure Programs

The League of American Bicyclists 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).

**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

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.

Cutsheets summarizing the short-term projects are included in Appendix D.

**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**

Road	From	To	Facility Type*	Projected Construction Cost
<b>Short-Term (2021 - 2025)</b>				
E. Main Street/Old Spencer Mountain Road	S. Davis Street	Westbury Court	SW	\$ 3,340,000
SR-275	College Road	N. Walnut Street	SUP	\$ 2,170,000
N. Summey Street	E. Trade Street	E. Main Street	SW	\$ 310,000
S. Oakland Street	600 feet North of W. Robinson Street	W. Robinson Street	SW	\$ 190,000
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>				
Robinson Clemmer Road	Briarwood Drive	Lower Dallas Highway	SW	\$ 1,210,000
Dallas High Shoals Highway	Park Road	W. Trade Street	SW	\$ 2,595,000
S. Maple Street	183 feet North of Lee Street	W. Robinson Street	SW	\$ 345,000
W. Caroline Street	S. Maple Street	S. Gaston Street	SW	\$ 150,000
E. Jenkins Street	S. Gaston Street	S. College Street	SW	\$ 145,000
Main Street	SR-275	N. Maple Street	SL	\$ 20,000
S. Spargo Street	949 feet South of Webb Street	Wooddale Court	SUP	\$ 655,000
E. Main Street	N. Gaston Street	N. College Street	BL	\$ 225,000
E. Main Street	N. College Street	E. Main Street	SL	\$ 20,000
Main Street	N. Maple Street	N. Oakland Street	BL	\$ 200,000
Dallas Stanley Highway / North Davis Street	Kiser Dairy Road	E. Main Street	BL	\$ 1,710,000
Wooddale Drive / Cloverdale Lane	Wooddale Court	Robinson Clemmer Road	SW	\$ 255,000
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
<b>Total Mid-Term Project Cost</b>				\$ 9,035,000

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

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

Road	From	To	Facility Type*	Projected Construction Cost
<b>Long-Term (2031- 2035)</b>				
E. Church Street	S. Willow Street	S. Spargo Street	SW	\$ 415,000
Park Road	North Street	Willis Road	SL	\$ 20,000
North Street / McSwain Road / N. Walnut Road	Park Road	SR-275	SL	\$ 20,000
Little Long Creek	Willis Road	NC-275	SUP	\$ 4,530,000
Little Long Creek	NC-275	Tower Road	SUP	\$ 3,705,000
Little Long Creek	Tower Road	Long Creek	SUP	\$ 4,025,000
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

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## 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** - 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.
- **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) 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 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 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 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 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 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** - 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 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.

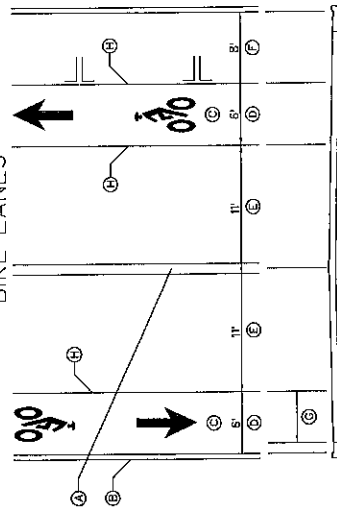
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## **Appendix A**

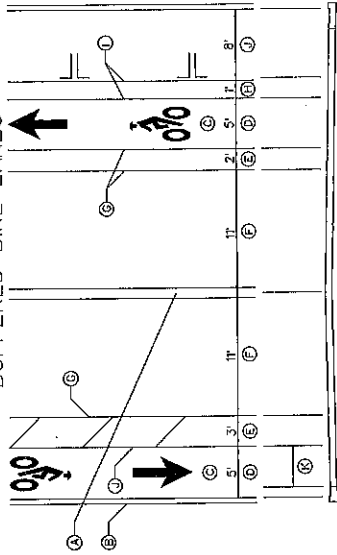
# **Model Bicycle and Pedestrian Design Guidelines**

**BIKE LANES**



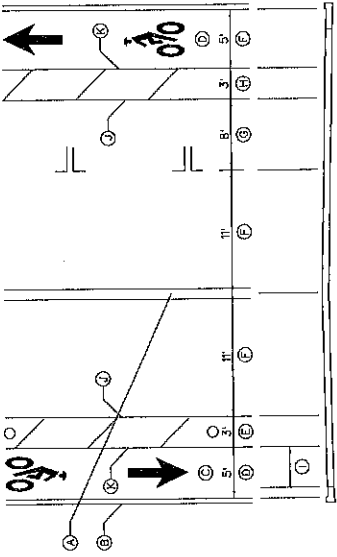
- LEGEND**
- (A) CENTERLINE\*\*
  - (B) CURB & GUTTER
  - (C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)
  - (D) BICYCLE LANE - 8' MAX/7' MIN
  - (E) TRAVEL LANE - 12' MAX/10' MIN
  - (F) PARKING LANE - 8' MAX/7' MIN
  - (G) DISTANCE FROM GUTTER PAN TO EDGE STRIPE - 4' MAX/3' MIN
  - (H)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

**BUFFERED BIKE LANES**



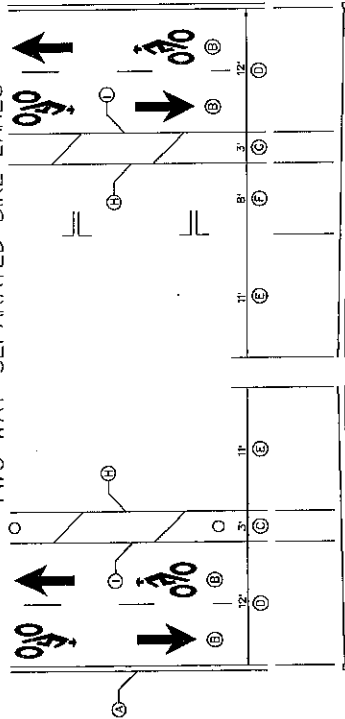
- LEGEND**
- (A) CENTERLINE\*\*
  - (B) CURB & GUTTER
  - (C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)
  - (D) BICYCLE LANE - 7' MAX/5' MIN
  - (E) BUFFER ZONE - 3' MAX/2' MIN
  - (F) TRAVEL LANE - 12' MAX/10' MIN
  - (G) 8"-TO-8" WHITE STRIPE
  - (H) PARKING LANE - 8' MAX/7' MIN
  -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

**SEPARATED BIKE LANES**



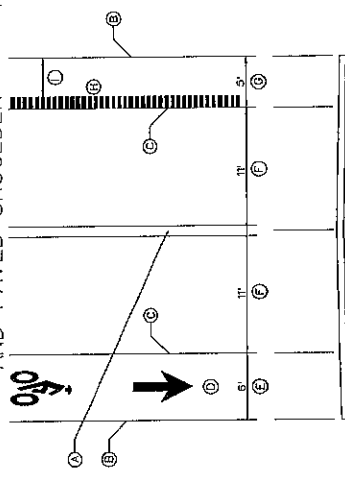
- LEGEND**
- (A) CENTERLINE\*\*
  - (B) CURB & GUTTER
  - (C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)
  - (D) BICYCLE LANE - 7' MAX/5' MIN
  - (E) BUFFER ZONE WITH FLEXIBLE BOLLARDS\*\*
  - (F) TRAVEL LANE - 12' MAX/10' MIN
  - (G) 6"-TO-8" WHITE STRIPE
  - (H) 4" WHITE STRIPE
  - (I)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

**TWO-WAY SEPARATED BIKE LANES**



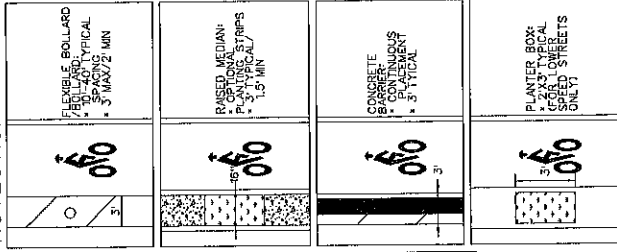
- LEGEND**
- (A) CURB & GUTTER
  - (B) BICYCLE LANE - 12' MAX/8' MIN
  - (C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)
  - (D) 8"-TO-8" WHITE STRIPE
  - (E) BUFFER ZONE WITH FLEXIBLE BOLLARDS\*\*
  - (F) PARKING LANE - 8' MAX/7' MIN
  - (G) 4" WHITE STRIPE

**OPEN SHOULDER BIKE LANE AND PAVED SHOULDER**

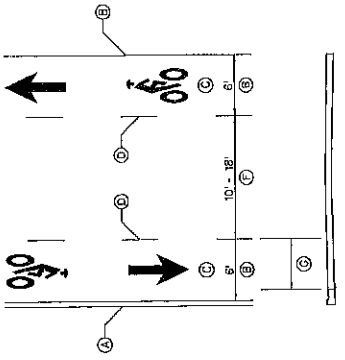


- LEGEND**
- (A) CENTERLINE\*\*
  - (B) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)
  - (C) BICYCLE LANE - 5' MIN
  - (D) PAVED SHOULDER - 6' MAX/5' MIN
  - (E) RUMBLE STRIPS (OPTIONAL)\*\*
  - (F) TRAVEL LANE - 12' MAX/10' MIN
  - (G) ROADABLE SPACE - 4' MIN

**PROTECTION METHODS**



**ADVISORY BIKE LANES**



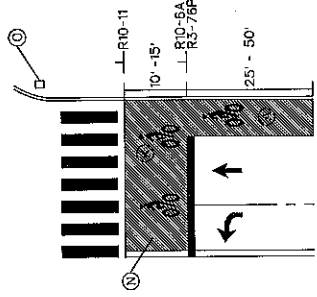
- LEGEND**
- (A) CURB & GUTTER
  - (B) ADVISORY BIKE LANE - 8' PREFERRED, 4' MIN
  - (C) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)
  - (D) TRAVEL LANE - 10' MIN
  - (E) DISTANCE FROM GUTTER PAN TO STRIPE - 4'
  - (F) CENTER TWO-WAY BIKE LANE - 18' MAX/10' MIN

**NOTES**

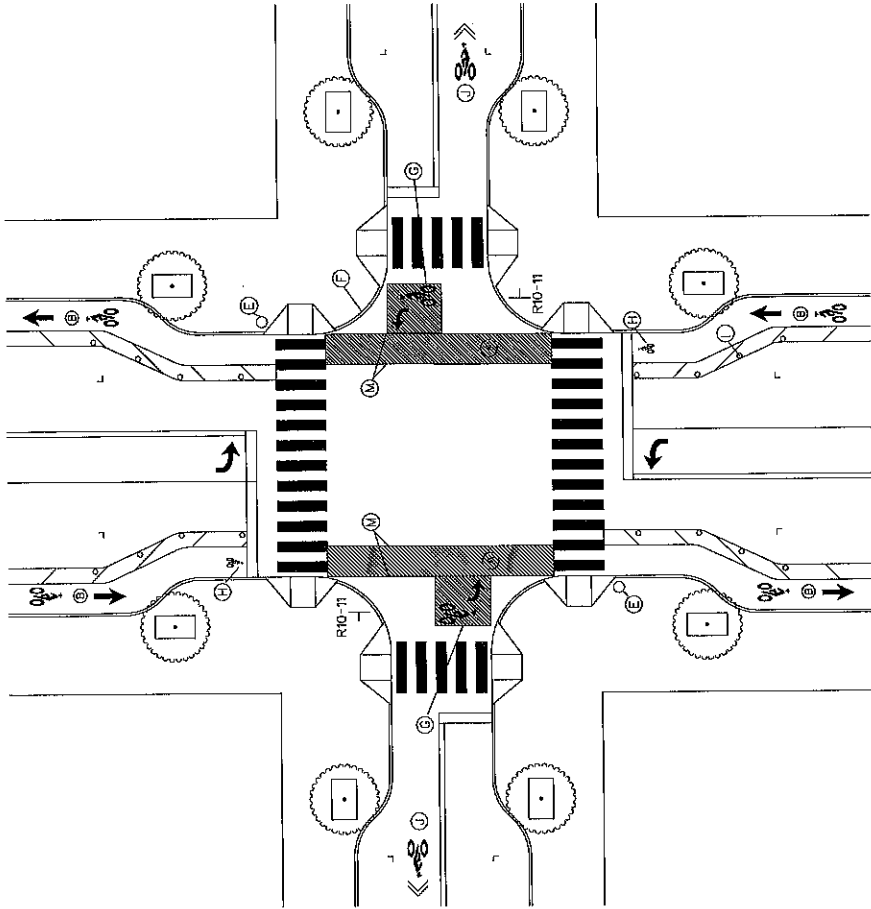
- \* DIAGONAL HATCHING REQUIRED IF BUFFER > 3'
- \*\* NOT REQUIRED IF > 40% ADJ. LOAD
- \*\*\* EVERY 50' PROVIDE 12" GAP
- \*\*\*\* ADJACENT TO NARROW PARKING LANES (7'), A WIDER BICYCLE LANE (8'-7')
- \*\*\*\*\* PROVIDES MORE OPERATING SPACE TO AVOID OPENING VEHICLE DOORS

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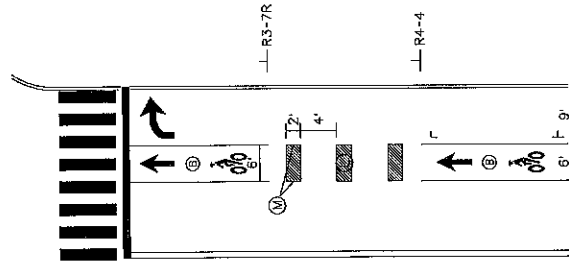
BIKE BOX DETAIL  
AT SIGNALIZED INTERSECTION



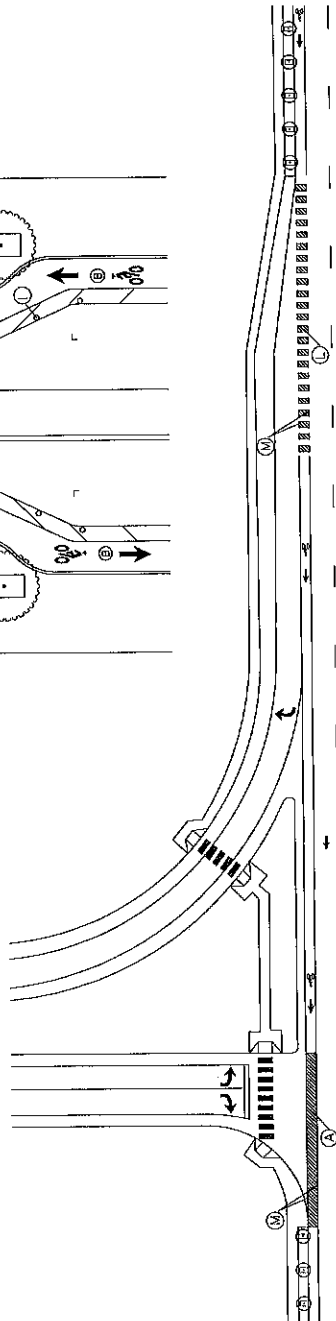
SIGNALIZED INTERSECTION DETAIL



THROUGH LANE DETAIL



INTERCHANGE RAMP



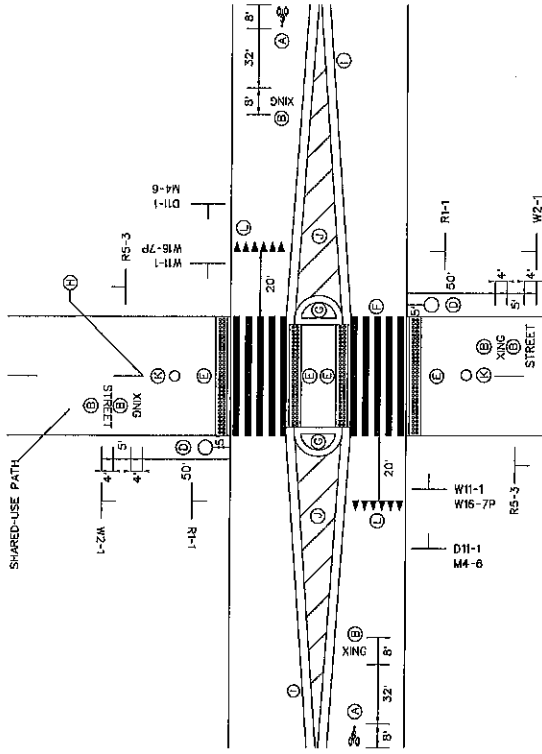
- LEGEND
- (A) SOLID GREEN MARKING CAPTIONED (SEE MUTCD FIGURE 9C-7)
  - (B) BICYCLE SYMBOL AND ARROW MARKING (SEE MUTCD FIGURE 9C-3)
  - (C) BICYCLE LANE - 9' WAYS MIN
  - (D) PARKING LANE / TURNING LANE -
  - (E) BICYCLE SIGNAL HEAD
  - (F) 15' RADIUS TYP.
  - (G) 2 STAGE TURN BOX WITH SOLID GREEN MARKING (REFER TO MUTCD 1A-20)
  - (H) BICYCLE DETECTION MARKING (SEE MUTCD FIGURE 9C-7)
  - (I) FLEXIBLE BOLLARD
  - (J) SHARED LANE - MUTCD FIGURE 9C-8)
  - (K) BICYCLE SYMBOL (SEE MUTCD FIGURE 9C-3)
  - (L) DASHED GREEN PAVEMENT MARKING
  - (M) 15' RADIUS TYP. WHITE STRIPING
  - (N) BICYCLE BOX (REFER TO MUTCD 1A-18)
  - (O) PEDESTRIAN COUNTDOWN TIMER - EACH CORNER OF THE INTERSECTION

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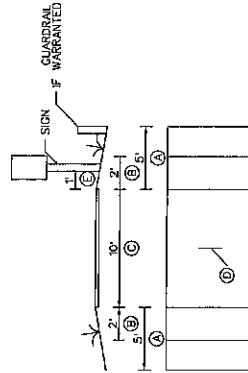
SIDEPATH CROSSING AT INTERSECTION

SHARED-USE PATHWAY  
MID-BLOCK CROSSING

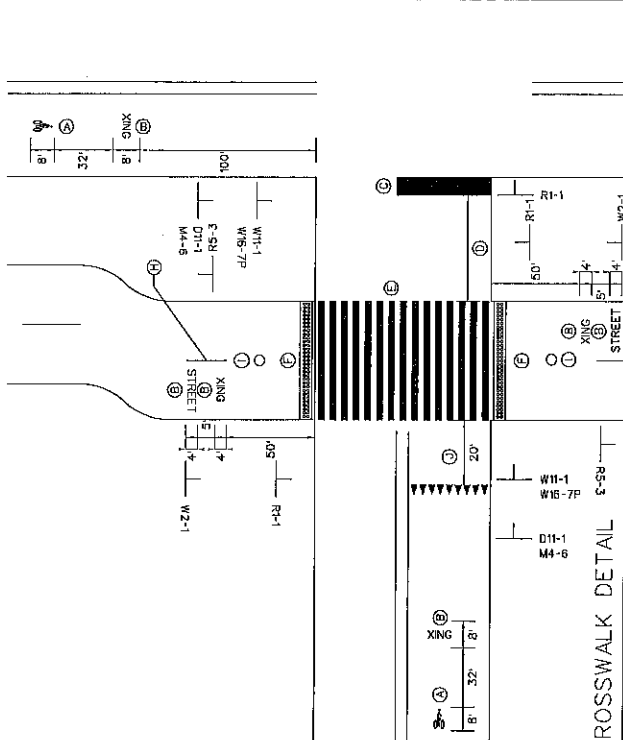


- LEGEND
- (A) BICYCLE SYMBOL (SEE FIG. 9C-3)
  - (B) WORD LEGENDS (SEE AUTOD - FIG. 9C-3)
  - (C) STOP BAR - 24" LEGEND WHITE
  - (D) RAISED CURB
  - (E) REGISTRATION MARKED (REASON IF WARRANTED)
  - (F) TACTILE WARNING SURFACE
  - (G) DIAGONAL HATCHING - ANGLE OF 30° TO 45°
  - (H) 8" SKIP YELLOW STRIPES
  - (I) DOUBLE CONTINUOUS YELLOW STRIPES - 6"
  - (J) REMOVABLE BOLLARDS
  - (K) YIELD FROM CROSSWALK

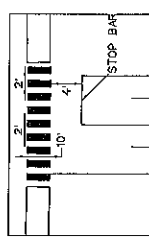
SHARED-USE PATHWAY



- LEGEND
- (A) RECOVERY AREA - 5' MIN
  - (B) UNPAVED SHOULDER 2", MAX SLOPE 4%
  - (C) PATH WIDTH - 4' MAX/7' MIN
  - (D) 4" SKIP YELLOW STRIPES
  - (E) LATERAL CLEARANCE - 1' MIN

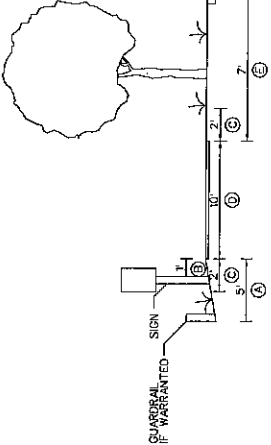


CROSSWALK DETAIL

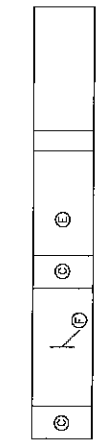


- LEGEND
- (A) BICYCLE SYMBOL (SEE FIG. 9C-3)
  - (B) WORD LEGENDS (SEE AUTOD - FIG. 9C-3)
  - (C) STOP BAR - 24" LEGEND WHITE
  - (D) CROSSING TO STREET 8' MIN PREFERRED
  - (E) CROSSWALK - 24" LEGEND WHITE (SEE DETAIL)
  - (F) TACTILE WARNING SURFACE
  - (G) REMOVABLE BOLLARDS
  - (H) YIELD FROM CROSSWALK

SIDEPATH

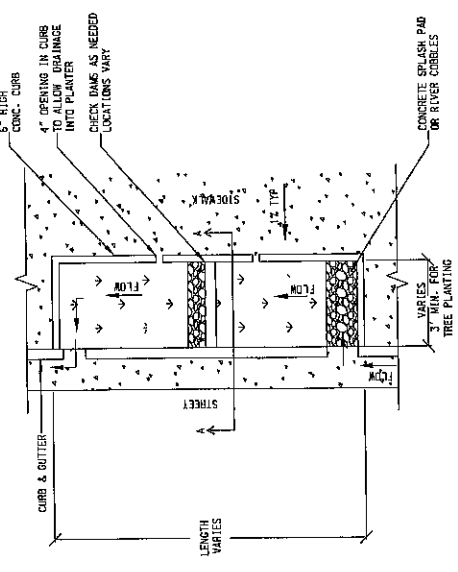


- LEGEND
- (A) RECOVERY AREA - 5' MIN
  - (B) LATERAL CLEARANCE - 1' MIN
  - (C) UNPAVED SHOULDER 2", MAX SLOPE 4%
  - (D) PATH WIDTH - 4' MAX/8' MIN
  - (E) SEPARATION FROM TRAVEL LANE - SEE SD-1 FOR VERGE WIDTH
  - (F) 6" SKIP YELLOW STRIPES

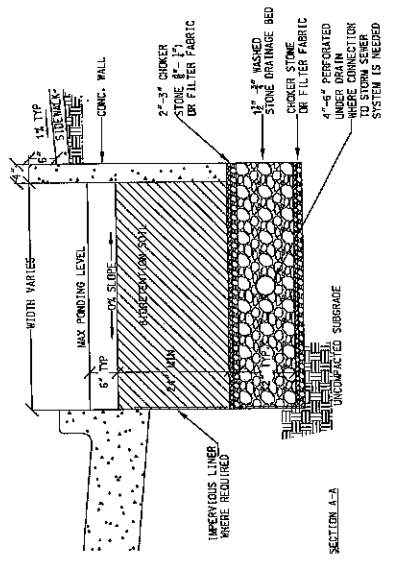


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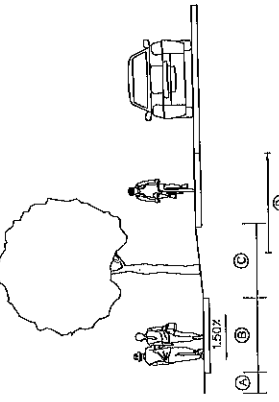
### INFILTRATION BASIN - PLAN



### INFILTRATION BASIN - SECTION



### SIDEWALK ZONES - NON-CURBED

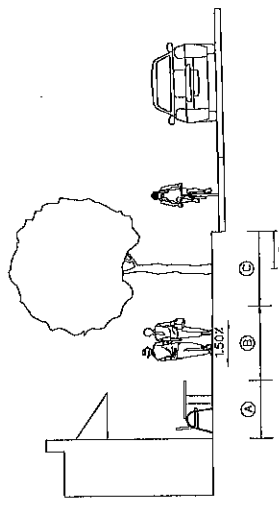


SIDEWALK ZONE	RURAL		SUBURBAN	
	MIN.	TYP.	MIN.	TYP.
A SHOULDER	1	2	1	2
B SIDEWALK	5	8	5	8
C VERGE	5	10	5	8
D CLEAR	7	10	5	6

SIDEWALK ZONE	RURAL		SUBURBAN	
	MIN.	TYP.	MIN.	TYP.
A SHOULDER	1	2	1	2
B SIDEWALK	5	7	5	7
C VERGE	5	8	4	6
D CLEAR	4	7	4	6

SIDEWALK ZONE	RURAL		SUBURBAN	
	MIN.	TYP.	MIN.	TYP.
A SHOULDER	0	1	0	1
B SIDEWALK	5	6	5	6
C VERGE	3	5	3	5
D CLEAR	2	4	2	4

### SIDEWALK ZONES - CURBED

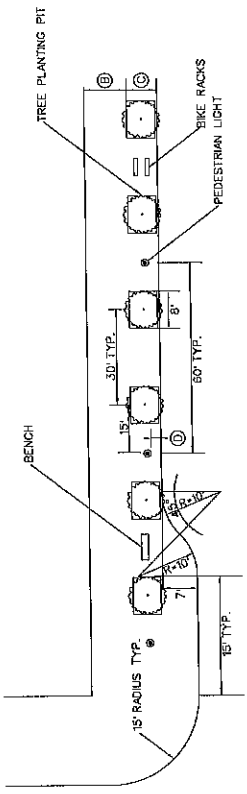


SIDEWALK ZONE	RURAL		SUBURBAN		URBAN	
	MIN.	TYP.	MIN.	TYP.	MIN.	TYP.
A FRONTAGE	1	1	1	1	1	4
B PEDESTRIAN	5	8	5	7	6	10
C FURNISHING	5	8	4	6	4	6
D CLEAR	5	8	1	2	1	2

SIDEWALK ZONE	RURAL		SUBURBAN		URBAN	
	MIN.	TYP.	MIN.	TYP.	MIN.	TYP.
A FRONTAGE	1	1	1	1	1	4
B PEDESTRIAN	5	6	6	8	8	8
C FURNISHING	3	5	3	4	5	5
D CLEAR	2	4	1	2	1	2

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

### SIDEWALK PLAN



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DALLAS	TOWN OF DALLAS	SHEET NUMBER	4
REWORK DETAILS	FILES STANDARD-999	DATE: 10/05/2020	



## **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 Matrix**



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
Demand	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
		Project is not located near an educational facility.	0
	Schools - Does the project provide access to a school, college or other, educational facility?	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
		Project is not located near a park or public beach.	0
	Parks - Does the project improve accessibility to parks or public beaches?	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 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	
Equity	Commercial/Retail - Does the project provide access to land zoned for or determined to consist of a	Population density is greater than 2 persons/acre.	3
		Project does not provide direct access to commercial land.	0
		Project provides direct access to commercial land.	2
	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

Road	From	To	ADT		Crash	Gap	Schools	Parks	Pop Density		Comm/Retail		Low Income		Score
			ADT Weight	ADT Criterion					Crash Weight	Crash Criterion	Gap Weight	Gap Criterion	Schools Weight	Schools Criterion	
E. Main Street/Old Spence Mountain Road	S. Davis Street	Westbury Court	3	1.0000	2	2	3	1	3	2	3	1.0000	1.0000	1.0000	8.33
N. Summey Street	E. Trade Street	E. Main Street	3	1.0000	0	2	1	1	3	2	3	1.0000	1.0000	1.0000	6.57
S. Oakland Street	600 Feet North of W. Robinson Street	W. Robinson Street	0	0.0000	1	2	3	3	3	0	3	2.0000	2.0000	1.0000	6.50
Robinson Clemmer Road	Briarwood Drive	Lower Dallas Highway	1	0.3333	1	2	1	2	3	2	2	2.0000	2.0000	1.0000	6.50
Dallas High Shoals Highway	Park Road	W. Trade Street	3	1.0000	0	2	3	1	2	2	1	2.0000	2.0000	0.6667	6.33
S. Maple Street	183 Feet North of Lee Street	W. Robinson Street	0	0.0000	0	2	3	3	3	0	3	2.0000	2.0000	1.0000	6.00
W. Caroline Street	S. Maple Street	S. Gaston Street	2	0.6667	0	2	2	1	3	0	3	2.0000	2.0000	1.0000	5.67
E. Jenkins Street	S. Gaston Street	S. College Street	2	0.6667	0	2	1	1	3	0	3	2.0000	2.0000	1.0000	5.33
Wooddale Drive/Cloverdale Lane	Wooddale Court	Robinson Clemmer Road	1	0.3333	0	2	1	2	3	0	2	2.0000	2.0000	0.6667	5.00
E. Church Street	S. Willow Street	S. Spargo Street	0	0.0000	0	2	1	1	3	0	3	2.0000	2.0000	1.0000	4.67
C. Grier Beam Boulevard/Friday Park Road	Gastonia Technology Parkway	Old Dallas Highway	1	0.3333	0	0	2	1	0	0	0	0.0000	0.0000	0.0000	1.33

\* SV = Stenwick

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
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	1.0000	1.0000	1.0000	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 Wabbl 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
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
Dallas Stanley Highway / North Davis 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 Cherryville Hwy / Leisure Ln / Sportsman Dr.	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	5.4667
Park Road	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	1.0000	4.6667
North Street / McSwain Road / Little Long Creek	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
Little Long Creek	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

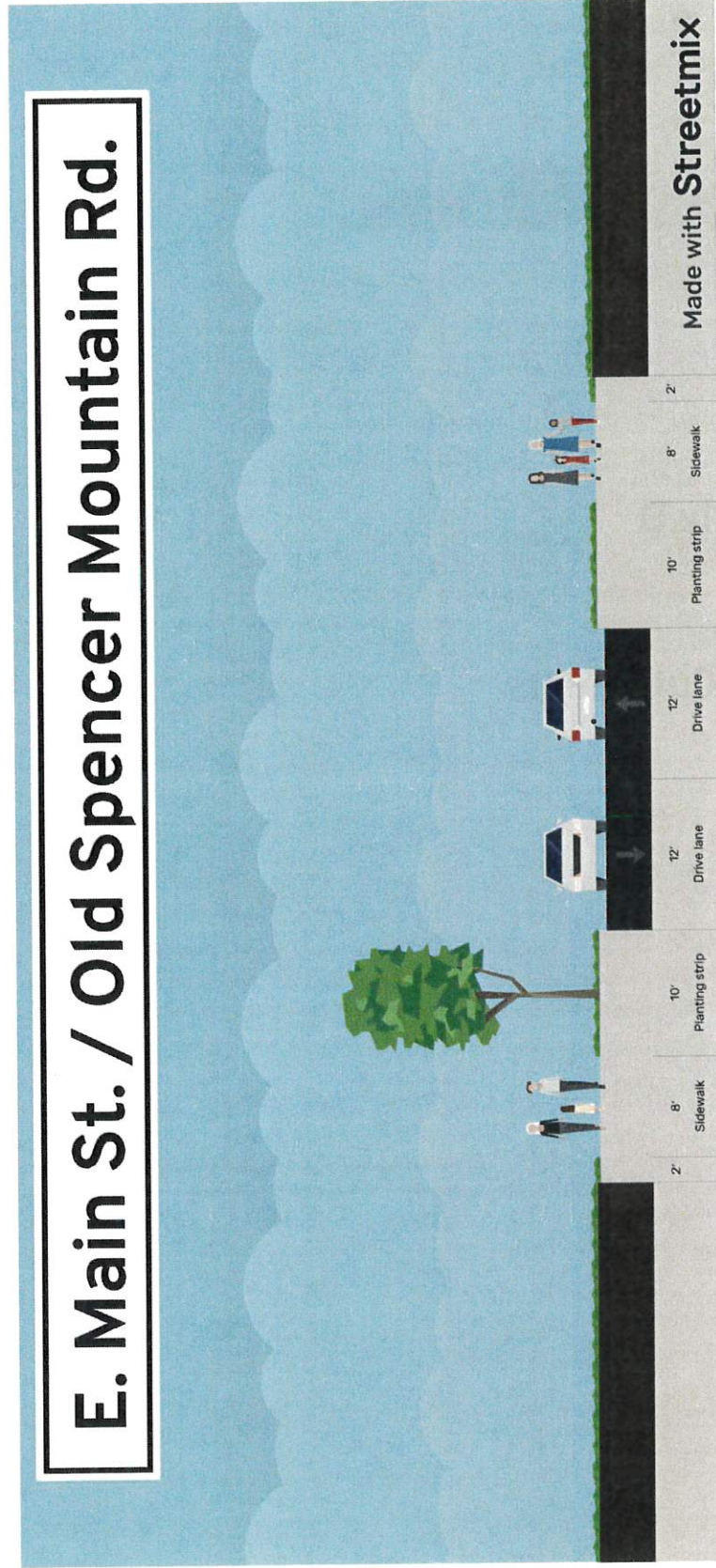


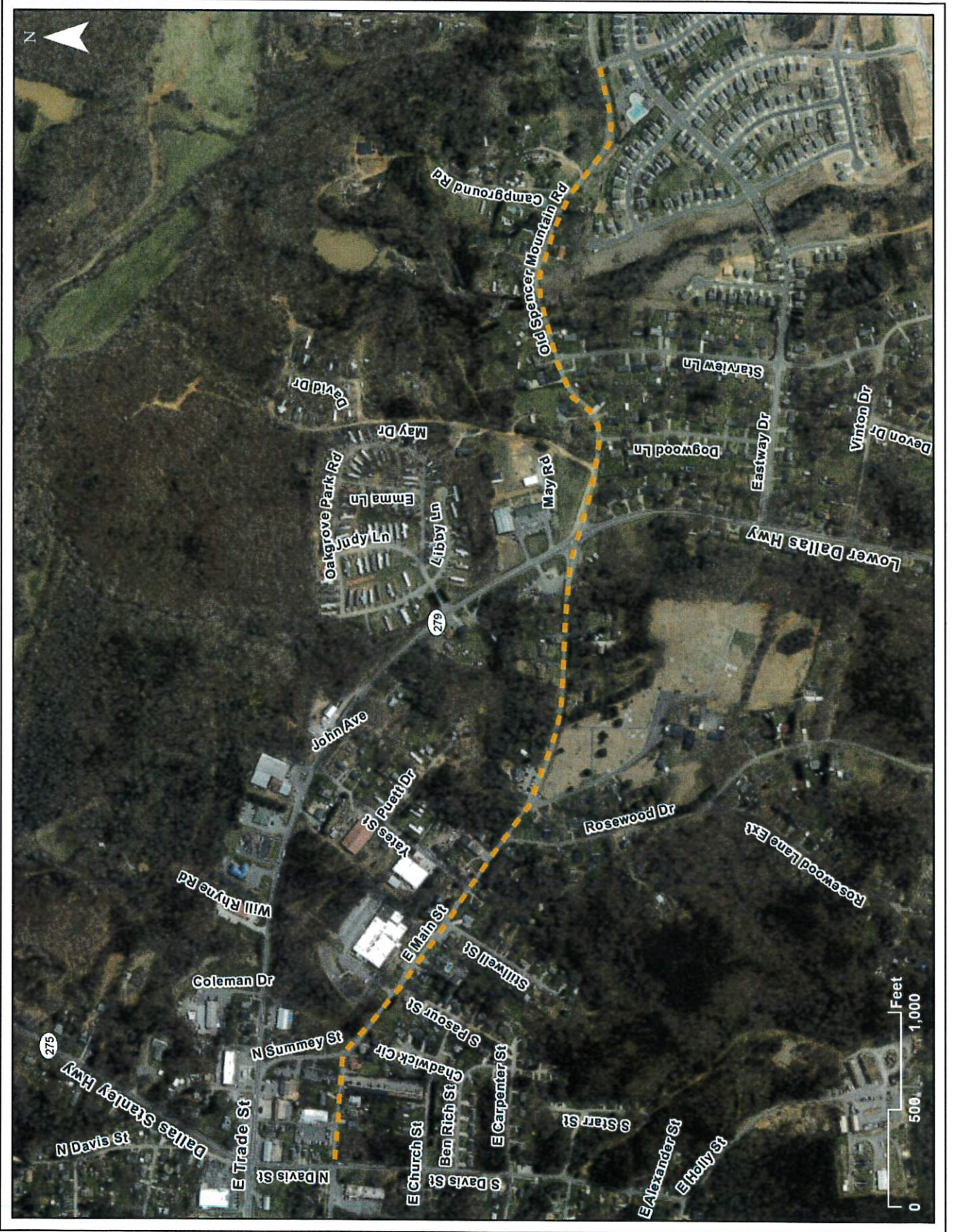
## **Appendix D**

### **Project Cut Sheets**

E. Main St / Old Spencer Mountain Rd.  
From S. Davis St. to Westbury Ct.  
Project Length: 6,217 ft.  
Project Cost: \$3,340,000

# E. Main St. / Old Spencer Mountain Rd.



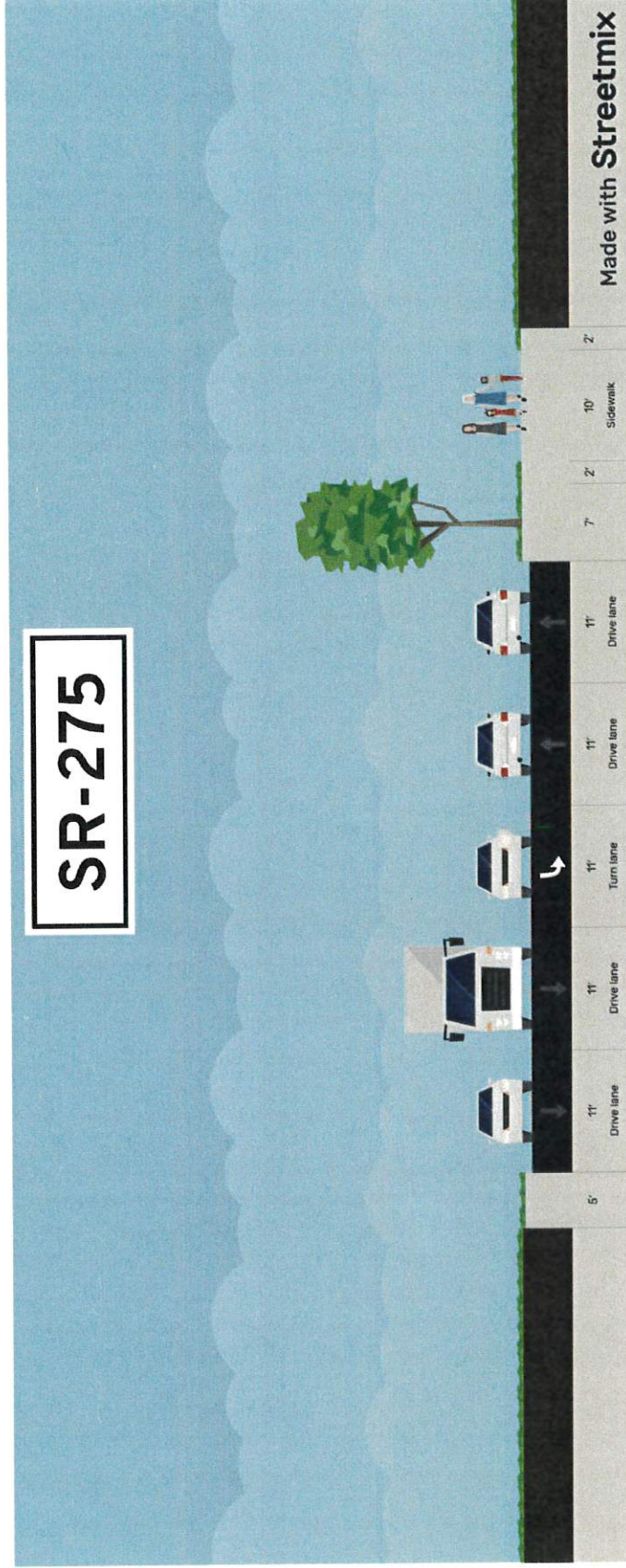


**SR-275**

**From College Rd. to N. Walnut St.**

**Project Length: 2,661 ft.**

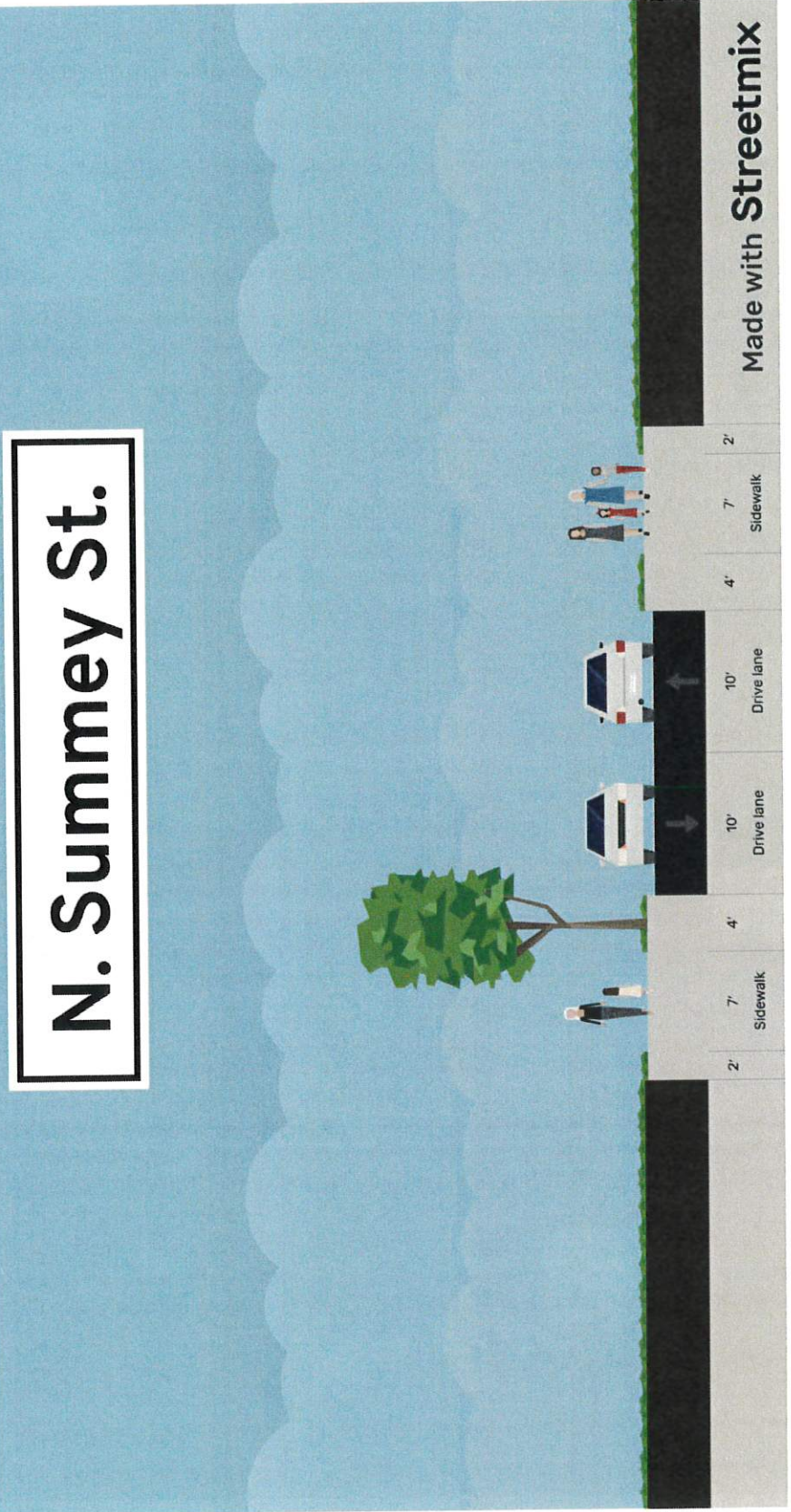
**Project Cost: \$2,170,000**





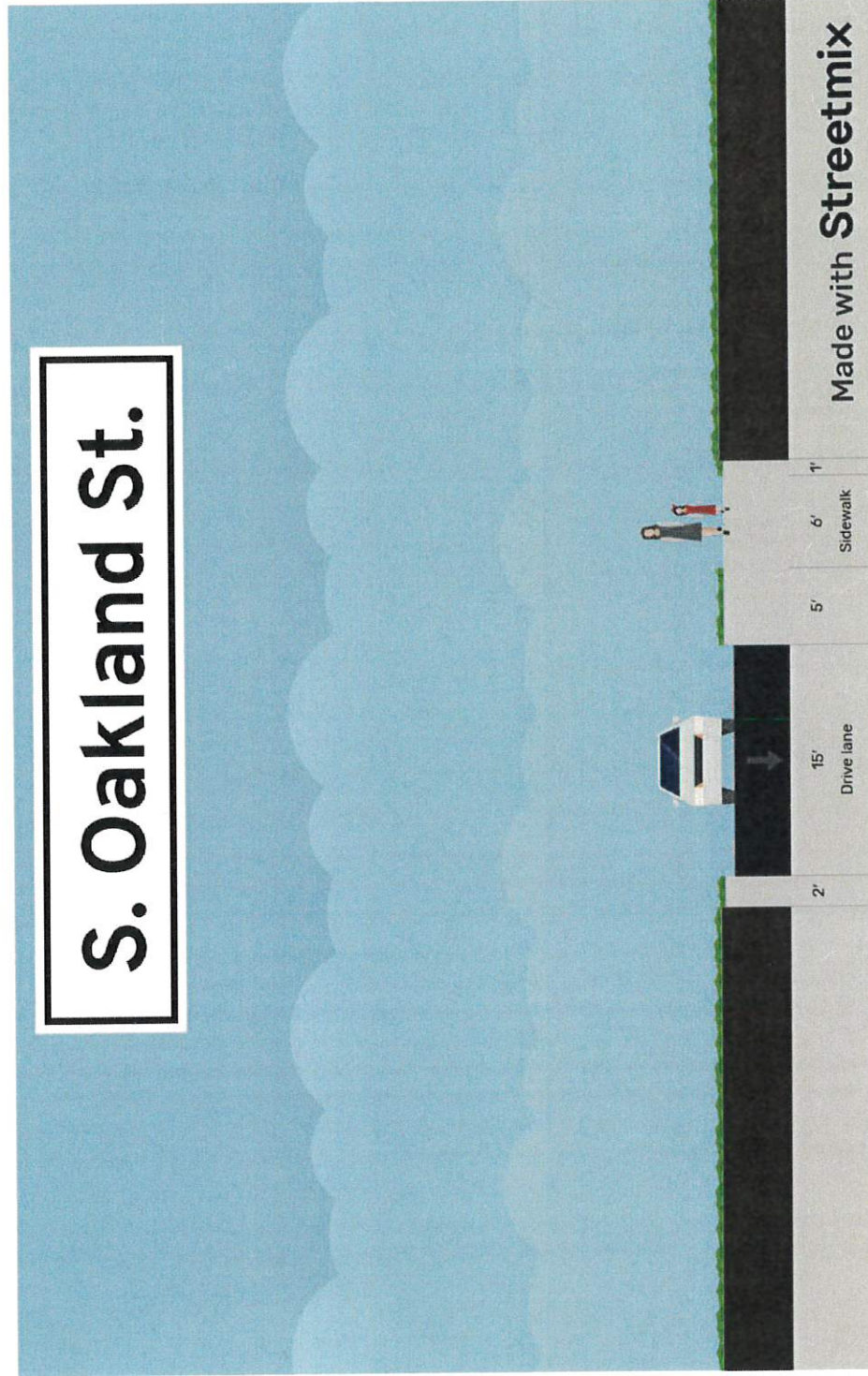


**N. Summey St.**  
From E. Trade Street to E. Main St.  
Project Length: 456 ft.  
Project Cost: \$310,000





S. Oakland St.  
From 600 ft. north of W. Robinson St. to W. Robinson St.  
Project Length: 597 ft.  
Project Cost: \$190,000





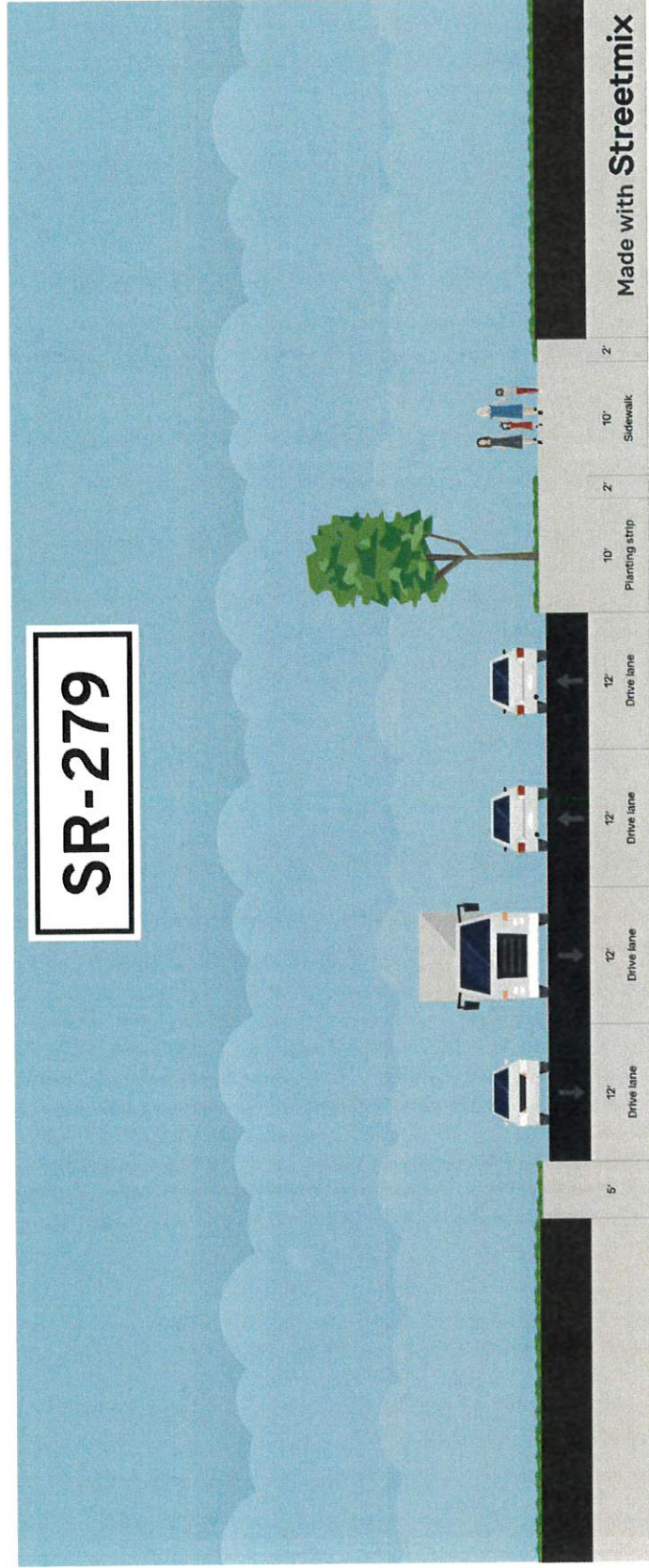
**SR-279**

**From SR-275 to Robinson Clemmer Rd.**

**Project Length: 7,406 ft.**

**Project Cost: \$4,015,000**

**NOTE: Project is proposed with concurrent roadway improvement. Typical section below reflects, conceptually, the future roadway configuration.**





# TOWN OF DALLAS, NORTH CAROLINA

## REQUEST FOR BOARD ACTION

DESCRIPTION: Sign Ordinance

AGENDA ITEM NO. 8B

MEETING DATE: 6/17/2021

### BACKGROUND INFORMATION:

It was brought to the Town's attention that numerous signs had been placed on utility poles as well as a property that are not allowed by the zoning ordinance. In further investigation of the ordinance, Staff realized the need of an overhaul of the sign ordinance. This would clarify signs requiring a permit, those not requiring a permit, location, and size.

In February 2020, the Planning Board began reviewing the sign ordinance, with staff directing updates toward a content neutral ordinance.

From the May Planning Board meeting, Staff is providing examples of sign ordinances and a draft update for review.

**STAFF RECOMMENDATION:** Review the proposed updates and direct staff on updating the Sign Ordinance.

**BOARD ACTION TAKEN:**

# SIGN REGULATIONS

## 153.080 Purpose and Intent

This sign ordinance provides content-neutral sign standards that allow legitimate signage for a variety of uses. The purposes of these regulations are:

- A. To encourage the use of signs as an effective means of communication while preserving free speech under the First Amendment to the United States Constitution;
- B. To maintain and enhance the aesthetic environment of the Town of Dallas while attracting sources of economic development and improving pedestrian and motorist safety;
- C. To minimize possible adverse effects of sign nearby public and private property; and
- D. To enable fair and consistent enforcement of sign regulations.

## 153.081 Applicability

The provisions of this ordinance apply to the placement, construction, erection, alteration, replacement, maintenance, use, type, quantity, location, and size of all new and existing signs within the Town of Dallas.

## 153.082 Sign Permit

Except for those signs explicitly permitted by this article without a permit, no sign shall be erected, altered, or established unless a sign permit has been issued by the Development Services Department.

The applicant shall submit a complete application for a sign permit and zoning permit with the Development Services Department. The application shall include a signage plan with renderings and dimensions of proposed signage.

## 153.083 Prohibited Signs

The following signs, sign construction, and displays are prohibited in all zoning districts:

- A. Signs which constitute a hazard to public safety or health
- B. Banners, except when used as an otherwise permissible temporary sign
- C. Pennants, streamers, balloons, ribbons, inflatable signs, pinwheels and spinners, except when used as an otherwise permissible temporary sign.



- D. Flashing or intermittent signs
- E. Signs with indirect illumination, such as floodlights, erected in such a manner as to cause glare that impairs drivers' vision on street or roadways, or causes a nuisance to adjoining property.
- F. Roof Signs or signs that extend above the parapet of a building
- G. Signs attached to or painted on utility poles, telephone poles, trees, bridges and overpasses, rocks, or other signs.
- H. Signs on public property or in any public right of way, except for: signs placed by, or on behalf, of a duly constituted governmental body with authority to do so, or signs permitted by NC G.S. § 136-32(B) or any subsection of this article.
- I. Signs placed within any required sight triangle, except approved traffic control signage.
- J. Signs that imitate traffic control devices
- K. Any sign that the Zoning Administrator deems to be significantly worn, torn, dilapidated, damaged, tattered, or otherwise in disrepair.

**§ ~~153.080~~ 153.084 SIGNS NOT REQUIRING A PERMIT.**

- ~~(A) The following signs shall not be required to have a permit issued from the administrator for their placement.~~
- (A) No permit is required for the following signs, provided they are not prohibited as defined in 153.083 and provided they comply with the conditions set forth in this section.
- ~~(B) Any such signs (except government signs) shall be located placed outside of a street right of way or required sight distance triangle.~~
- (1) Any official or public notice or warning sign required by a valid or applicable Federal, state, or local law; by a public utility company; or by a court of competent jurisdiction, such as traffic regulating signs, directional signs, caution signs, no-parking signs, warning and trespass signs.
- (2) Building marker signs that include the building name, date of construction, or historical data, with a maximum aggregate area of six square feet.

(3) On-premises decorative, seasonal, or corporate logo flags. Decorative, seasonal flags, or corporate logo flags (may include the company name, insignia or symbol) may be up to 16 square feet. **Limit of 1 per business**

(4) Governmental signs, erected and maintained by or on behalf of the United States, North Carolina, Gaston County or the Town of Dallas for the purpose of regulating traffic or for civic purposes.

~~(5) On-premises public interest signs. Signs indicating vehicular entrances and exits, parking areas, one-way traffic, "no trespassing," "no loitering," "help wanted, now hiring," etc. Such signs may be illuminated, shall not exceed four square feet in area and shall be located at the driveway entrance or where other instruction is required.~~

~~—(6) (5) Memorial signs, plaques or grave markers that are noncommercial in nature.~~

~~—(7) Flags, pennants, insignia, or religious symbols of any nonprofit or not-for-profit organization or government, when not displayed as an advertising device or attraction feature for commercial purposes, including non-commercial signs.~~

(8) (6) On-premises identification signs for residential uses that show the name and may also include the street address, with a maximum area of four square feet. Mailbox signs on mailboxes shall be limited to individual name(s) and the address of the property served by the mailbox.

(9) (7) Incidental signs: on-premise signs which are displayed for the convenience of the general public. These include signs identifying visitor centers, public rest rooms; automobile inspection; hours of operation; credit cards accepted, etc. Such signs may not be illuminated and shall contain no other sign copy other than service information, trade names, and logos. Such signs shall be a maximum of four square feet apiece and are limited to two per property, shall be located on the property of the business to which the sign applies, and shall be located on private property, outside of the street right of way.

~~(10) Campaign, political and election signs, (adopted 05/10/16), provided that the following conditions are met:~~

~~—(a) If placed within the street right-of-way:~~

~~—1. Sign area shall not exceed five square feet;~~

~~—2. Sign height shall not exceed 36 inches above the street level nearest to the sign; provided however, if sign is located within 12 feet of the point of intersection of the edges of pavement of two intersecting streets, no sign shall exceed 30 inches above the height of said street level.~~

~~—3. Such sign shall not be put up more than 30 days before the election and must be removed within five days following the date of election. Signs for candidates in a runoff election may stay up until five days following the runoff election day.~~

~~—4. No such sign shall be placed over any curb, street or highway median, street surface or sidewalk; or on any utility pole, government sign or signpost, bridge, tree, rock, fence, or guardrail; or within 15 feet of any fire hydrant.~~

~~5. No such sign shall be placed within two feet of any public street sign or highway sign.~~

~~6. Such signs are prohibited within the right-of-way of any fully controlled access highway.~~

~~7. The tenant or other person entitled to possession of the property fronting along the street right-of-way on which a sign is placed may remove such sign at any time.~~

~~8. Such signs shall not be placed on right-of-way fronting public facilities (e.g. government office or operations center, post office, public cemetery, historic courthouse, public safety station, public library, public museum, public community center, public park, public school, etc.) except on election day where said public facility is a polling place and is placed in accordance with the rules of the Gaston County Board of Elections.~~

~~9. Notwithstanding the forgoing, the town shall remove any such signs or group of signs the Zoning Administrator deems to be an obstruction to the safe vision of motorists or is deemed to be in violation of this section.~~

~~(b) If placed on private property, outside the street right-of-way;~~

~~1. Sign area shall not exceed 32 square feet.~~

~~2. No such sign may be placed on private property without permission of the owner. The property owner upon whose land the signs are placed will be responsible for any violations.~~

~~3. Sign height shall not exceed ten feet or 2.5 times the vertical dimension of the sign face, whichever is less.~~

~~4. No such sign shall obstruct the safe vision of motorists.~~

~~(c) Irrespective of location, no campaign or election sign shall be lighted or luminous, nor shall it have any flashing lights, moving or windblown parts.~~

#### **(8) Compliant Political Signs per NC G.S. §136-32**

**A) Signs may be placed in the State or Town right-of-way during the period beginning on the 30<sup>th</sup> day before the beginning date of "one-stop" early voting under G.S. 163-227.2 and ending on the 10<sup>th</sup> day after the primary or election day.**

**(1) No sign shall be permitted in the right-of-way of a fully controlled access highway.**

**(2) No sign shall be closer than three feet from the edge of the pavement of the road.**

**(3) No sign shall obscure motorist visibility at an intersection.**

(4) No sign shall be higher than 42 inches above the edge of the pavement of the road.

(5) No sign shall be large than 864 square inches, or 6 square feet.

(6) No sign shall obscure or replace another sign.

B) Any political sign remaining in the right-of-way more than 30 days after the end of the period prescribed in this subsection shall be deemed unlawfully placed and abandoned property, and removed.

C) Signs shall not be placed in the right-of-way fronting public facilities (e.g. government office or operations center, post office, public cemetery, courthouse, public safety station, public park, public school, etc.) except on election where said public facility is a polling place and is placed in accordance with the rules of the Gaston County Board of Elections.

~~— (11) Temporary real estate signs advertising a specific property for sale, lease, rent or development, or "open houses" shall be located as follows:~~

~~— (a) For sale, for lease, for rent signs.~~

~~— 1. One sign per street frontage advertising real estate "For Sale," "For Rent," "For Lease," or "For Development."~~

~~— 2. The maximum area of such sign shall be as follows: four square feet in a residential district.~~

~~— 3. Thirty-two square feet in area in all other districts.~~

~~— 4. Such allowances shall be followed provided that the sign is located on the property being advertised, and sign is located behind the street right-of-way line.~~

~~— 5. Up to eight off-premises temporary directional signs per residential development for the purpose of providing directions to multiple new dwellings for sale or lease; provided:~~

~~— A. Each such sign is no larger than three square feet in size and four feet in height;~~

~~— B. Is attached to its own support anchored in the ground; and~~

~~— C. Signs are allowed only between 6:00 p.m. on Fridays and 6:00 p.m. on Sundays.~~

~~— 6. Two off-premises directional signs per residential dwelling for sale; provided that each off-premise sign is no larger than two square feet in size and two and a half feet in height, and is attached to its own support anchored in the ground.~~

~~— (b) "Open House" signs:~~

~~1. No greater than four off-premises signs shall be allowed per open house event.~~

~~2. Such signs shall be in place from 6:00 p.m. on Fridays until 6:00 p.m. on Sundays only.~~

~~3. Open House signs shall not exceed three square feet in size and four feet in height.~~

~~4. No sign allowed under this subsection shall be illuminated.~~

~~(c) Any real estate sign located in the public right-of-way shall be deemed a violation of this ordinance and may be removed by the administrator and destroyed without notice.~~

~~(d) No signs shall be located within 15 feet of any fire hydrant.~~

(12) Construction/improvement signs (including financing signs and future development signs) are allowed under the following conditions:

~~(a) Signs in conjunction with any residential use shall not exceed four square feet each. Signs in conjunction with all other uses shall have a maximum area of 32 square feet each.~~

(b) (a) One sign per premises shall be allowed, shall not be illuminated and shall appear only at the construction site and shall be removed within seven days after a certificate of occupancy for the advertised property has been issued. **Signs shall not exceed 32 square feet.**

~~(13) Subdivision/multi-family development/planned residential development identification signs shall be allowed under the following conditions:~~

~~(a) Such signs may be placed at each principal entrance to the development.~~

~~(b) Such signs shall not exceed 32 square feet in area apiece.~~

~~(c) Such signs may not be placed in a street median (i.e., in a street right-of-way).~~

~~(d) Such signs shall not consist of yard signs, flags, feather flags, etc. and shall be removed after the development is completed.~~

(14) On-premises temporary banners and signs for nonresidential uses located in nonresidential districts for promotional event or grand opening, provided that:

(a) For a continuous advertising period not to exceed 14 days, on-premises banners, balloons less than two feet in diameter, pennants, and flags (including "feather" flags), for special events (promotional sales, products, etc.) are permitted so long as said signs/objects are not located in a street right-of-way.

(b) Within any calendar year, any use may be permitted temporary signs of this nature for no greater than three, non-consecutive 14-day (two week) periods. No such banners, signs or balloons shall be placed on a roof, shall have a maximum area of 24

square feet and no more than three on-premises banners or signs shall be allowed during each advertising period.

**(c) The Development Services Department must be notified of the 14-day period. Otherwise, enforcement action may be taken.**

(15) Sandwich board signs: sandwich board signs shall be allowed provide the following requirements are met:

(a) The total area of the signboard shall not exceed ten square feet per side.

(b) The sign shall have a maximum height of five feet and a maximum width of two feet.

(c) The sign must be constructed of materials that present a finished appearance. Rough-cut plywood and similar unfinished surfaces shall not be used for such signs.

(d) Signs may be placed in a sidewalk or within a street right-of-way (but outside a vehicular travel way) as long as they do not interfere with pedestrian or vehicular movement and circulation.

(e) Signs shall be removed by the end of the business day.

(16) Commercial Signs placed in an athletic field and other outdoor space where such signs are intended to be visible by persons attending such events at such facilities.

(17) Holiday decorations, with no commercial messages. Such decorations may be placed outside of the street right-of-way and may be displayed between November 15 and January 15.

~~—(18) Off-premises permanent directional signs for public, non-profit uses (churches, etc.) provided that:~~

~~—(a) Such signs shall be permanent ground signs. Portable signs shall not be allowed.~~

~~—(b) No greater than two directional signs per use shall be allowed, irrespective of location.~~

~~—(c) No two directional signs shall be located within five linear feet of each other.~~

~~—(d) All directional signs in this category shall be constructed of durable wood or non-reflective metal or plastic materials.~~

~~—(e) Directional signs shall not be illuminated.~~

~~(19) Special event signs for public, quasi-public or not-for-profit organizations. Such signs may be erected by organizations (e.g., schools, churches, etc.) without a permit under the following conditions:~~

~~—(a) The sign is in association with a special event (e.g., barbeque, rummage sale, fair, etc.).~~

~~— (b) Such signs shall be non-illuminated and shall have a maximum area of 32 square feet.~~

~~— (c) For scheduled events such as rummage sales, fund-raising events, fairs, festivals, barbecues, etc., on-premise signs only (including portable signs) shall be allowed.~~

~~— (d) Such signs may be erected 14 days prior to the event and shall be removed within 72 hours of the termination of the event.~~

(20) (18) Window signs, intended to be seen by pedestrians, motorists or customers from the outside of the building, from an adjoining street. This pertains to signs placed on the inside of glass windows and doors and does not include exterior wall signs which require permits.

(21) ~~Yard sale/garage sale/estate sale/auction signs provided that:~~

~~— (a) Such signs may not be illuminated, may be placed within 24 hours prior to the sale, and removed within 12 hours after the event.~~

~~— (b) Each sign may have a maximum area of six square feet. Such signs may be placed on or off-premises. If off-premises, permission of the property owner is required.~~

~~— (c) A maximum of three off-premises signs and one on-premises sign is allowed per yard sale.~~

~~— (d) No such signs are allowed on telephone poles, sign poles, etc. These signs must be free standing (on their own supports). Notwithstanding the forgoing, the Town of Dallas shall remove any such signs or group of signs the Zoning Administrator deems to be an obstruction to the safe vision of motorists or is deemed to be in violation of this chapter.~~

(Ord. passed 11-3-1970; Am. Ord. passed 7-3-1972; Am. Ord. passed 5-10-2016; Am. Ord. passed 7-12-2016)

#### **~~§ 153.081 UNSAFE SIGNS.~~**

~~— Signs that are structurally unsafe and thereby endanger the public safety shall be removed unless they are repaired and made to otherwise comply with the requirements of this Code.~~

(Ord. passed 11-3-1970; Am. Ord. passed 7-3- 1972)

#### **§ 153.082 FLASHING, MOVING AND ELECTRONIC VARIABLE MESSAGE (EVM) SIGNS.**

(A) Installation of a new electronic variable messaging sign, or the conversion of a permitted non-digital sign to a digital sign, requires the issuance of a zoning permit. The addition of any digital display to a nonconforming sign is prohibited. Zoning permits may be revoked for any illuminated signage installed without first obtaining all required building and electrical permits and inspections from Gaston County.

(B) *Location.*

(1) Electronic variable messaging signage must be located a minimum distance of 25 feet from any street or highway intersection and a minimum distance of 150 feet from any residential zoned area.

(2) EVM signage located within the B-3 zone requires approval by the Board of Alderman in addition to the requirements outlined in this section.

(3) EVM signage shall not be located within a sight distance triangle as defined by NCDOT on properties abutting a state road, or as defined by § [153.012](#) on properties located along local roads.

(C) *Appearance.*

(1) *Height.* Message center signs and digital displays shall have the same height limits as other permitted signs of the same type and location.

(2) *Size.* Detached electronic variable messaging signage shall not exceed 50 SF in size. Attached EVM signs are restricted to a maximum size of 20% of building facade width x 10 feet, or 60 SF, whichever is less.

(3) *Brightness.* Message center signs and digital displays are subject to the following brightness limits:

(a) During daylight hours between sunrise and sunset, luminance shall be no greater than 5,000 nits.

(b) At all other times, luminance shall be no greater than 250 nits.

(c) Each sign must have a light sensing device that will automatically adjust the brightness of the display as the natural ambient light conditions change. To comply with the limits set here within.

(D) *Message duration.* The length of time each message may be displayed on a message center sign, digital display, or tri-vision board sign shall be ten seconds minimum.

(E) *Public service announcements.* The owner of every message center sign and digital display shall coordinate with the local authorities to display, when appropriate, emergency information important to the traveling public including, but not limited to Amber Alerts or alerts concerning terrorist attacks or natural disasters. Emergency information messages shall remain in the advertising rotation according to the protocols of the agency that issues the information.

(F) *Type-specific regulations.*

(1) Digital display signs are subject to the following regulations in addition to all other requirements established in the town's sign ordinance.

(a) *Area.* When used as an on-premises sign, digital displays shall not exceed more than 30% of the total sign area permitted on the site.

(b) *Maximum number per property.* Where permitted, one digital display sign is permitted per property



(c) *Message display.*

1. Any digital display containing animation, streaming video, or text or images which flash, pulsate, move, or scroll is prohibited. Each complete message must fit on one screen.

2. One message/display may be brighter than another, but each individual message/display must be static in intensity.

3. The content of a digital display must transition by changing with no transition graphics (e.g., no fade-out or fade-in).

4. *Default design.* The sign shall contain a default design which shall freeze the sign message in one position if a malfunction should occur.

(2) Message center signs are subject to the following regulations, in addition to all other illumination requirements established in the town's sign ordinance.

(a) *Area.* When used as an on-premises sign, message center signs shall not exceed 50% of the sign area for any one sign, and shall not exceed more than 30% of the total area for all signs permitted on a property.

(b) *Maximum number.* Where permitted, one message center sign is permitted per street frontage, up to a maximum of two message center signs per property.

(c) *Message display.*

1. No message center sign may contain text which flashes, pulsates, moves, or scrolls. Each complete message must fit on one screen.

2. The content of a message center sign must transition by changing with no transition graphics (e.g., no fade-out or fade-in).

3. *Default design.* The sign shall contain a default design which shall freeze the sign message in one position if a malfunction should occur.

(G) *Electrical standards.*

(1) The electrical supply to all exterior signs, whether to the sign itself or to lighting fixtures positioned to illuminate the sign, shall be provided by means of concealed electrical cables. Electrical supply to freestanding signs shall be provided by means of underground cables.

(2) The owner of any illuminated sign shall arrange for a certification showing compliance with the brightness standards set forth herein by an independent contractor and provide the certification documentation to the Town of Dallas as a condition precedent to the issuance of a sign permit.

(Ord. passed 11-3-1970; Am. Ord. passed 7-3-1972; Am. Ord. passed 6-12-2012; Am. Ord. passed 7-9-2019; Am. Ord. passed - - )

### **~~§ 153.083 SCHEDULE OF SIGN REGULATIONS.~~**

~~—Signs shall not be permitted in accordance with specified regulations set forth in [Appendix D: Sign Regulations Schedule.](#)~~

~~(Ord. passed 11-3-1970; Am. Ord. passed 7-3-1972)~~

### **153.083 Signs in Residential Districts**

Residential districts contain developments that require signage. Such developments include, but are not limited to, Single Family Subdivisions, Multi-Family Developments, Nursing Homes, Mobile Home Parks, Churches, Day Care Centers, and schools.

Allowable wall sign area shall not exceed \_\_\_\_\_

Allowable monument sign area shall not exceed \_\_\_\_\_ square feet. \_\_\_\_\_ height

### **§ 153.084 ADVERTISING SIGNS.**

The provisions of this subchapter shall apply to the following zones only: M O and I, Medical and Office Institutional; O and I-2, Office and Institutional; B-1, Neighborhood Business; B-2, Highway Business; B-3, Central Business; B-3P, Central Business District Perimeter; B-4, General Business; I-1 Light Industrial; I-2, General Industrial; I-2L, General Industrial Limited; and EI-1, Exclusive Industrial.

(Ord. passed 11-3-1970; Am. Ord. passed 7-3-1972)

### **§ 153.085 SPECIAL SIGN REGULATIONS.**

(A) A shopping center consisting of five or more businesses located in a unified building or group of buildings may have business and/or identification signs as permitted in the zone or district, except that the shopping center as a whole may have one detached sign per street front over and above the detached signs permitted for the business establishments in the shopping center.

(B) One temporary sign shall be permitted on the site of any construction work bearing the name of the building, the owner, and those furnishing services or materials used on such construction work.

(C) Real estate signs in residential zones advertising the sale, rental or lease of the premises on which such sign is located shall not exceed four square feet in area and shall be at least ten feet from any street right-of way line.

(D) No sign shall be erected or maintained at any location where by reason of its position, working, illumination, shape, symbol, color, form or character, it may obstruct, impair, obscure, interfere with the view of, or may be confused with, any authorized traffic-control sign, signal or device, or interfere with mislead, confuse or disrupt traffic.

(E) No sign having flashing, intermittent. or animated illumination shall be permitted within 75 feet of a street or highway intersection or within 300 feet of any residential zone unless the sign is not visible from such zone.

(F) No advertising sign shall be permitted in any area designated by the Board of Aldermen as one of scenic beauty or historical interest.

(G) A sign designated to be viewed from two directions shall be considered as one sign, provided that the two sign faces are parallel and not more than 42 inches apart.

(H) All detached business signs shall be limited to a height of 30 feet and shall not exceed 100 square feet in area.

(Ord. passed 11-3-1970; Am. Ord. passed 7-3- 1972)

### **§ 153.086 B-3: CENTRAL BUSINESS ZONE.**

Signs in B-3: Central Business zones shall be regulated as follows:

(A) *Types of signs permitted:* Identification and/or business.

(B) *Permitted number of signs:* Two per use per street.

(C) *Permitted illumination:* Luminous.

(D) *Permitted location:* Anywhere on the property, but projecting not more than six inches into street right-of-way above the street sidewalk grade, in which case it may project 18 inches into the street right-of-way, A sign may project over the street right-of-way if said sign is attached to a canopy or similar appurtenance which extends over the right-of-way, but in no case shall project beyond the end of the canopy or appurtenance. Roof signs shall not be permitted

(Ord. passed 11-3-1970; Am. Ord. passed 7-3- 1972)

### **§ 153.087 B-2: HIGHWAY BUSINESS ZONE.**

(A) *Types of signs permitted:* Outdoor advertising signs.

(B) *Size of signs:*

(1) Multi-tenant signs.

(2) The maximum size limitations shall apply to each side of a sign structure; and signs may be placed back-to-back, side-by-side or in V-type construction with not more than two displays to each facing, and such sign structure shall be considered as one sign.

(3) Side-by-side signs shall be structurally tied together to be considered as one sign structure.

(4) V-type and back-to-back signs will not be considered as one sign if located more than 15 feet apart at their nearest points.

(C) *Spacing of signs.*

(1) Signs may not be located in such a manner as to obscure, or physically interfere with the effectiveness of an official traffic sign, signal or device; obstruct or physically interfere with the driver's view of approaching, merging or intersecting traffic.

(2) No two sign structures shall be spaced less than 500 feet apart.

(3) No sign structure may be located adjacent to or within 500 feet of an interchange, intersection at grade or safety rest area. Said 500 feet to be measured along the highway from the beginning or ending of pavement widening at the exit from or entrance to the main traveled way.

(4) The foregoing provisions for the spacing of signs do not apply to sign structures separated by buildings or other obstructions in such a manner that only one sign facing located within the above spacing distances is visible from the highway at any one time.

(5) Official and on-premises signs and structures that are not lawfully maintained shall not be counted nor shall measurements be made from them for the purposes of determining compliance with spacing requirements.

(6) The minimum distance between sign structures shall be measured along the nearest edge of the pavement between points directly opposite the signs along each side of the highway and shall apply only to structures located on the same side of the highway.

(D) *Lighting of signs-restrictions:*

(1) Signs which contain, include or are illuminated by any flashing intermittent or moving light or lights are prohibited except those giving public service information, such as time, date, temperature, weather or similar information.

(2) Signs which are not effectively shielded as to prevent beams or rays of light from being directed at any portion of the travel ways of the highway and which are of such intensity or brilliance as to cause glare and to impair the vision of the driver of any motor vehicle or which otherwise interferes with any driver's operation of a motor vehicle are prohibited.

(3) No sign shall be so illuminated that it interferes with the effectiveness of, or obscures an official traffic sign, device or signal.

(4) All such lighting shall be subject to any other provisions relating to lighting signs presently applicable to all highways under the jurisdiction of the State of North Carolina.

(5) Illumination shall not be added to non-conforming signs or signs conforming by virtue of the grandfather clause.

(E) *Location of signs near residential areas:* No sign structure shall be located within 75 feet to a residential structure or a residential zone boundary.

(F) *Height of sign above highway or grade level:* The top of a sign structure shall not be in excess of 40 feet in height above the highway or natural grade level, whichever is higher. However, an outdoor advertising sign may be extended to a height not to exceed 80 feet provided that the size of a sign exceeding 40 feet in height shall not be larger than 200 square feet in area.

(G) *On-premise signs:* The provisions of this section shall not apply to on-premise signs.

## APPENDIX D: SIGN REGULATIONS SCHEDULE

<i>Type of Use</i>	<i>Type of Sign</i>	<i>Permitted Number of Signs</i>	<i>Maximum Area of Sign (Sq. Ft.)</i>	<i>Location</i>	<i>Permitted Illumination</i>
Single family dwellings	Identification	1/dwelling unit	1½	A	None
Multi family dwellings	Identification	1/building	3	B	None
Group housing projects	Identification	1/street front	6	B	None
Churches, schools, colleges, hospitals, community recreation centers, art galleries, museums, libraries, golf course country clubs, swimming clubs, parks, playgrounds, funeral homes	Identification	1/building	12	A	Lighted (N.M.)
Cemeteries	Identification	1/street front	12	B	Lighted (N.M.)
Nursing homes for chronic or convalescent patients, homes for the aged and infirm, day care centers, pre-school, day nurseries	Identification	1/establishment	12	B	Lighted (N.M.)
Commercial uses conducted in buildings or with buildings associated	Identification and/or business	No limit	Signs attached to buildings—no limit; signs detached from buildings—100	C	Luminous
Commercial uses not conducted in or associated with buildings	Identification and/or business	1/establishment	100	D	Luminous
Industrial	Identification	No limit	One sq. ft. of street frontage at front of lot	D	Luminous

Behind street right-of-way line.




Behind required setback.

One sign per establishment per street front may be detached from the building provided it is located behind the property line and at least ten feet above ground level if located within 15 feet of a street right-of-way line. Other signs shall be mounted on the building provided that no sign shall project into street right-of-way unless it is at least ten feet above the street grade in which case it shall not be less than four feet behind the curb line, behind property line.






Behind property line.

Lowell






Table 17.1 – Permanent Sign Standards and Criteria

Sign Type	Sign Copy		Minimum Letter Size	Maximum Number	Other Requirements
	Area Allowance (sq. ft.)	Sign Illumination			
<b>Permanent Attached Signs – General</b>					
Blade* (or Projecting)					<p>Only one <i>sign</i> (blade, V-type or flat <i>sign</i>) allowed per occupancy per street or parking frontage</p> <p>Internally-illuminated <i>signs</i> – <i>sign</i> face can be illuminated</p> <p>No attached signage above second story except in monolithic multi-story buildings fronting major thoroughfares.</p> <p>May encroach into adjoining street right-of-way pursuant to an encroachment agreement. See 17.5(G), also see 17.7-1(J)</p>
V-type*					
Flat* (or Wall)		32	Ambient External Internal	6"  One per street or parking frontage per occupancy	

\*May encroach into adjoining street right-of-way in the Main Street (MS) and Mixed Use (MU) Districts pursuant to an encroachment agreement subject to the provisions of Sections 17.5(G) and 17.7-1(I) of this Article.

Sign Type	Sign Copy Area Allowance (sq. ft.)	Sign Illumination	Minimum Letter Size	Maximum Number	Other Requirements
<b>Permanent Attached Signs – Special Purpose</b>					
Window		8	Ambient	Not Applicable	One per each 100 square feet of display window area or fraction thereof A maximum allowance of three signs per street or parking frontage per occupancy
Directional		4	Ambient External Internal	4"	Not Applicable
Outdoor Directory		6	Ambient External	Not Applicable	One per street or parking frontage per building
Awning*		6	Ambient Backlit	4"	One per street or parking frontage per awning Not more than two awning signs per occupancy per street or parking frontage.
Canopy		16	Ambient Internal	6"	One per side of canopy

\*May encroach into adjoining street right-of-way in the Main Street (MS) and Mixed Use (MU) Districts pursuant to an encroachment agreement subject to the provisions of Sections 17.5(G) and 17.7-1(I) of this Article.

Sign Type		Sign Copy Area (sq. ft.)	Max. Sign Height (feet)	Sign Illumination	Min. Letter Size	Max. Number	Min. Setback from Property Line(s)	Other Requirements
<b>Permanent Freestanding Signs – General and Special Purpose</b>								
Non-residential Monument		48	8	Ambient External Internal	6"	One per street frontage having access to the site	5 ft	Monument signs shall comply with the design requirements of section 17.7-2
Non-residential Pole		12	10	Ambient External Internal		One per street frontage providing access to the site	4 feet	Pole signs shall comply with the design requirements of section 17.7-3
Residential Monument		32	6	Ambient		One per each gateway or primary entrance	0 feet*	Shall comply with design requirements for monument signs
Non-residential Directory		24	6	Ambient External Internal	4"	One per street frontage having access to the site	25 feet	Sites with multiple buildings only
Non-residential Directional		3	2.5	Ambient External Internal	4"	Two per each driveway access to the site	0 feet*	Not more than 25% of sign face shall contain a logo w/no commercial text

\*May encroach into adjoining street right-of-way in the Main Street (MS) and Mixed Use (MU) Districts pursuant to an encroachment agreement subject to the provisions of Sections 17.5(G) and 17.7-1(I) of this Article.



## Mt Holly Ordinance

### **Section 9.8 Prohibited Signs in All Zones**

The following signs and/or sign features shall be prohibited in all zones:

- A. Mobile signs;
- B. Off-premise advertising sign;
- C. Obscenity signs;
- D. Home occupation signs;
- E. Inflatable signs and balloons;
- F. Pole Signs;
- G. Roof signs that extend higher than the top of the roof;
- H. Rotating or moving signs;
- I. Abandoned signs;
- J. Streamers, pennants, and tag signs or similar signs or devices except when attached to a permitted temporary sign;

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- K. Any sign which emits any noise or odor;
- L. Freestanding signs which overhang any part of a building;
- M. Flashing or blinking signs or simulated traffic or public safety signs;
- N. Billboards with an electronic message display system;
- O. Signs in a public right-of-way;
- P. Handbills/Flyers; and
- Q. Flying, teardrop or sail banners.

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**Section 9.9.3 Commercial Districts (B-1, B-2, B-3, L-1, H-1, and O-1)**

A. B-1:

- a. Allowable wall sign area on the front of a business shall not exceed two square feet per linear foot of the building facing a public street.

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Signs

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- b. If a monument sign is utilized, then said monument sign shall not exceed thirty-two (32) square feet and shall not exceed six (6) feet in height.
- c. Projecting Signs may be utilized provided that there is no room for a monument sign. Projecting signs may be combined with a wall sign for a two story building, so long as the total allowable wall sign area on the front of the business is not exceeded.

B. B-2:

- a. Allowable wall sign area on the front of a business shall not exceed two square feet per linear foot of the building facing a public street.
- b. If a monument sign is utilized, then said monument sign shall not exceed thirty-two (32) square feet and shall not exceed six (6) feet in height.
- c. In the event the building has walls facing a side street or rear street, then those areas are allowed one (1) square foot per each linear foot of building abutting said side or rear street.

C. B-3:

- a. Allowable sign area on the front of building shall not exceed two (2) square feet per linear foot of building facing a public street.
  1. If a monument sign is utilized, then said monument sign shall not exceed forty-eight (48) square feet or eight (8) feet in height.
  2. In the event the building has walls facing a side or rear street, then those areas are permitted to have one (1) square foot per linear foot of said building with public street facing.
- b. In the event of a shopping center; the monument sign shall not exceed sixty-four (64) square feet and eight (8) feet in height.
- c. In the event of a shopping center, in which the building is over 25,000 square feet, the monument sign shall not exceed 100 square feet and 12 feet in height (Amended 2-10-14).

D. L-1 and H-1:

- a. Allowable sign area on the front of building shall not exceed two (2) square feet per linear foot of building facing a public street.
- b. If a monument sign is utilized, then said monument sign shall not exceed forty-eight (48) square feet or eight (8) feet in height.
- c. In the event the building has walls facing a side or rear street, then those areas are permitted to have one (1) square foot per linear foot

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of said building with public street facing. In addition, required on premises directional signage is permitted, (i.e.; freight delivery entrance, etc.).

# Cramerton

## **Section 9.11 Signs Permitted In Business (B), and Industrial (I) Districts**

**9.11.1** The following are regulations for all wall signs and free-standing signs for all uses except that such regulations shall not be applicable to free-standing signs in shopping centers, business parks, office buildings and other multi-tenant developments. Said regulations are found in Section 9.11.2 of this Ordinance. Signs allowed without a permit are found in Section 9.8 of this Ordinance. All other signs shall be prohibited. Wall signs shall also be governed per Section 9.12.1; free-standing signs per Section 9.12.2. Signs on premises of day care centers, rooming houses, and bed and breakfast facilities shall be regulated per Section 9.10(b). All other on-premise signs shall be regulated as herein contained.

**1. Types of sign permitted:**

Business, Identification

**2. Permitted number of signs:**

1. *Wall.* No limit

2. *Free-standing.* **One (1)** only except **two (2)** shall be permitted if the principal use has direct access from two (2) or more public roads. If two signs are allowed, they shall be

9-11

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located at least two hundred (200) feet apart as measured using the shortest straight-line distance between the two signs. Freestanding signs shall be limited to ground signs.

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**3. Maximum area of signs:**

1. *Wall.* A maximum of ten **(10) percent** of the wall area of any wall on the building. Except as provided herein and in Section 9.12.1, in no instance shall any principal use be allowed to have an aggregate wall sign area in excess of one hundred **(100) square feet**.
2. *Free-standing.* A maximum of sixty-four **(64) square feet** if **one (1)** sign is used; a maximum of **thirty-two (32)** square feet each if two signs are used

**3. Permitted illumination:**

L, N

**4. Maximum height:**

1. *Wall.* Signs shall not be allowed to extend above the parapet of the building.
2. *Ground.* Ten **(10)** feet.

**9.11.2 Shopping center and other multi-tenant free-standing identification signs.**

**1. Types of sign permitted:**

Identification

**2. Permitted number of signs:**

- a. A shopping center or planned mixed use development either of which contains **two (2)** or more non-residential uses located in a unified building or group of buildings may have **one (1)** free-standing identification sign giving the name of the development and/or the name of the businesses and other uses occupying the development.

A second sign on another street frontage shall be permitted if the development has direct access from **two (2)** or more public roads. No other on-premise free-standing signs identifying either the shopping center or multi-tenant development or any of the uses located therein shall be permitted

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## Section 9.12 Specifications For Signs Requiring A Permit

The following are general specifications applicable to the various permitted signs. Additional specifications regarding size, number, location, and permitted types of signs are set forth in the individual zoning districts.

### 9.12.1 Wall Sign

1. The maximum permitted aggregate area of wall signs per premises may be increased beyond that which is normally allowed using either (but not both) of the following methods:
  - a. If a free-standing identification sign is not used on the premises, the aggregate area of wall signs may be increased by a maximum of **fifty (50)** percent per premises.
  - b. The aggregate area of all wall signs per premises may be increased based on the distance the principal building is set back from the required front setback line. Said increase shall be in accordance with the following Table:

<b>Principal Building Distance Setback From The Required <u>Front Setback</u></b>	<b>Allowed Aggregate Wall Sign Area <u>Increase</u></b>
0 - 49 Feet	0 Percent
50 - 99 Feet	25 Percent
100 - 149 Feet	50 Percent
150 - 199 Feet	75 Percent
200 - 249 Feet	100 Percent
250 - 299 Feet	125 Percent
300 - 349 Feet	150 Percent
350 - 399 Feet	175 Percent
400 Feet or More	200 Percent

2. No wall sign shall project more than 18 inches from the building wall. Further, no wall sign or its supporting structure shall cover any

window or part of a window.

3. Canopy and awning signs may be substituted for part or all of the allowable wall signage per premises. Signs may be painted or printed onto a canopy or awning. In no instance shall a canopy or awning sign extend into a street right-of-way, except in the CBD district. Such signs may extend into the street right-of-way in the CBD district with prior approval of the Town Engineer.

A projecting sign may be substituted for part or all of the allowable wall signage per premises. A projecting sign shall not project more than four feet from a building. In no instance shall a projecting sign extend into a street right-of-way, except in the CBD District. Such signs may extend into the street right-of-way in the CBD district with prior approval of the Town Engineer.

#### 9.12.2 Free-Standing Signs

1. Except as otherwise permitted, all freestanding signs shall be located behind the street right-of-way. Any such sign greater than **three (3)** feet in height as measured from the grade of the road upon which it fronts shall be located outside the required sight distance triangle as provided in Section 5.7 of this Ordinance.
2. No portion of any free-standing sign shall be located closer than ten (10) feet to any adjacent side lot line. A **twenty (20)** foot side yard setback shall be required if the side lot line abuts a lot in a Residential (R) District.

# TOWN OF DALLAS, NORTH CAROLINA

## REQUEST FOR BOARD ACTION

DESCRIPTION: Zoning Text Amendment: Side Yard Setback

AGENDA ITEM NO. 9A

MEETING DATE: 6/17/2021

### BACKGROUND INFORMATION:

At the May 28<sup>th</sup> Board of Aldermen Work Session Meeting, Staff was directed to begin updating the side yard depth in the R-5 and R-6 districts. After back and forth discussion, the consensus settled at an 8' minimum. This represents a 2' additional side yard setback in both the R-5 and R-6 zoning districts.

This update not only effects all future development (that does not qualify for permit choice or has vested rights), but also effects existing R-5 and R-6 properties. Additional side yard setbacks will make numerous properties non-conforming and minimize buildable area. The current setbacks were adopted R-6: 2016 and R-5: 2019.

The proposed update to Appendix A: Yard and Height Requirements for residential districts is proposed.

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STAFF RECOMMENDATION: Review the proposed zoning text amendment and provide recommendation to the Board of Aldermen.

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BOARD ACTION TAKEN:





## APPENDIX A: YARD AND HEIGHT REQUIREMENTS FOR RESIDENTIAL DISTRICTS

Zone	Minimum Lot Area (Sq. Ft.)	Minimum Lot Area Per Dwelling Unit (Sq. Ft.)	Minimum Lot Width (In feet)	Minimum Front and Rear* Yard Depth (In feet)	Individual Minimum Side Yard Depth (In feet)	Minimum Side Yard Depth (In feet)*	Maximum Building Height
R-15	15,000	15,000	100	45	15	15	35 feet
R-12	12,000	12,000	90	40	12	12	35 feet
R-10	10,000	10,000	80	35	10	10	35 feet
R-8	8,000	8,000 single 6,000 1st unit 3,000 additional unit each	70	30	8	8	35 feet
R-6	6,000	6,000 single 5,000 1st unit 2,500 additional unit each	60	25	6	6 8	35 feet
R-5	5,500 **	5,500 ** - 500 SF per attached side	50	25****	6	6 8	35 feet
RMF		15,000 1st unit 3,500 additional unit each		45	45	45	35 feet

\* An additional ten feet shall be required to the requirements listed above on all side yards which abut a public or private street (corner lots)

\*\* Attached housing shall be exempt from side yard setback requirements, and may reduce lot width by 5 feet for each attached side. Further reduction may be permitted through conditional zoning. Attached buildings to include 3 or more units are only allowed with conditional approval regardless of zoning designation.

\* Rear setback may be reduced by 5 feet at the discretion of Town Staff if requested to accommodate a larger front setback for parking purposes only. Further reduction may be permitted through conditional zoning.

Lowell, NC ~3,640

	SFR-2	SFR-3	SFR-4
<b>LOT DIMENSIONS</b>			
Minimum Lot Size (gross square feet)	17,450	11,600	7,800
Minimum Lot Width measured at Front Street Setback	72'	60'	50'
<b>PRINCIPAL STRUCTURES</b>			
Minimum Front Street Setback measured from Street Right-of-way	33'	20'	20'
Minimum Rear Yard Setback	9'	8'	5'
Minimum Side Yard Setback	9'	8'	5'
Minimum Corner Lot Side Street Setback measured from Street Right- of-way	21'	17'	10'
<b>ACCESSORY STRUCTURES</b>			
Minimum Front Street Setback measured from Street Right-of-way	73'	60'	60'
Minimum Rear Yard Setback	4'	4'	4'
Minimum Side Yard Setback	4'	4'	4'
Minimum Corner Lot Side Street Setback measured from Street Right- of-way	22.5''	18.5'	11.5'
<b>MINIMUM REQUIRED PARKING, WHETHER ENCLOSED OR NOT</b>			
Minimum Front Street Setback measured from Street Right-of-way	36.5'	23.5'	23.5'
Minimum Corner Lot Side Street Setback measured from Street Right- of-way	22.5'	18.5'	11.5'

# Bessemer City, NC ~5,471

## Minimum Lot Area (square feet)

Standard	R-1	R-2	R-3	RLD	RS-20	RS-12	RS-8	RMF
<b>Single-family Dwellings;</b> Manufactured Homes; Family Care Homes; Rooming House; Day Care Center, Class A	30,000 / 20,000 <sup>[1]</sup>	30,000 / 20,000 <sup>[1]</sup>	30,000 / 20,000 <sup>[1]</sup>	87,000	20,000	12,000	8,000	8,000
Infill Residential Development	-	-	-	-	10,000	6,000	4,000	4,000

## Minimum Front Yard Setback (feet)

Standard	R-1	R-2	R-3	RLD	RS-20	RS-12	RS-8	RMF
<b>Single-family Dwellings;</b> Manufactured Homes; Family Care Homes; Rooming House; Day Care Center, Class A	20	20	20	50	20	20	20	20

## Minimum Side Yard Setback (feet)

Standard	R-1	R-2	R-3	RLD	RS-20	RS-12	RS-8	RMF
<b>Single-family Dwellings;</b> Manufactured Homes; Family Care Homes; Rooming House; Day Care Center, Class A	15	15	15	25	15 <sup>[4]</sup>	12 <sup>[4]</sup>	8 <sup>[4]</sup>	8 <sup>[4]</sup>

30' Rear setback in all except RLD 50'

**City of Newton ~ 13,059**

			Required Yards (feet)		
District	Minimum Lot Area (square feet)	Minimum Lot Width at Setback (feet)	Front	Side <sup>5</sup>	Rear
R-20	20,000 <sup>1</sup>	100 <sup>10</sup>	40	10	40
R-20A	20,000 <sup>1,2</sup>	100 <sup>10</sup>	40	10	40
R-11	11,000 <sup>3</sup>	75 <sup>10</sup>	35	10	30
R-9	9,000 <sup>4</sup>	75 <sup>10</sup>	25	8	25
R-7	7,000 <sup>4</sup>	60 <sup>10</sup>	25	8	25

# Hickory, NC ~40,634

## Article 7 Intensity, Dimensional and Design Standards

### Sec. 7.1 Residential District Standards (TA 12-01, TA 14-03, & TA 18-01)

All development in residential zoning districts shall be subject to the following Intensity, Dimensional and Design Standards. These standards shall not be interpreted as a "guarantee" of development intensity. Other factors and requirements may limit development intensity more than these standards.

Residential Property Standards	R-1	R-2	R-3	R-4
<b>Minimum Lot Area</b>				
Single-Family Detached (sq. ft.)	21,780 [1]	10,890 [1]	7,260 [1]	3,600 [1]
Single-Family Attached (sq. ft.)	N/A	N/A	7,260 [1]	3,600 [1]
Duplex (sq. ft.)	43,560 [1]	N/A	7,260 [1]	3,600 [1]
Multi-Family (sq. ft.)	N/A	N/A	7,260 [1][2]	3,600 [1]
Density- Maximum (per acre)	2	4	8	20
Minimum Lot Width/ Frontage (ft)	100	80	60[3]	40
<b>Primary Structure</b>				
<b>Minimum Yard Setbacks</b>				
Front Yard (ft) [4]	40	20	20	20
Rear Yard (ft)	25	25	20	10
Interior Side Yard (ft)	10	10	5	5
Street Side Yard (ft)	20	15	15	5
Maximum Height (ft)	35	35	35	50
<b>Accessory Dwelling Units</b>				
<b>Minimum Yard Setbacks</b>				
Front Yard (ft)	50	30	30	30
Rear Yard (ft)	15	15	15	10
Interior Side Yard (ft)	10	10	5	5
Street Side Yard (ft)	20	20	15	5
Maximum Height (ft)	20	20	20	20
<b>Accessory Structure [5]</b>				
<b>Minimum Yard Setbacks</b>				
Front Yard (ft)	50	30	30	30
Rear Yard (ft)	5	5	5	5
Interior Side Yard (ft)	5	5	5	5
Street Side Yard (ft)	20	15	15	5
Maximum Height (ft) [6]	15	15	15	15

# Consistency Statement

The proposed zoning text amendment to Appendix A: Yard and Height Requirements for Residential Districts, increasing the minimum side yard depth in the R-5 and R-6 zoning districts from 6' to 8' is consistent with the adopted 2003 Land Use Plan in order to maintain and enhance the Town's aesthetic qualities and physical character. This text amendment is therefore deemed reasonable and in the public's best interest in order to regulate future growth and development in the Town's residential districts.

\_\_\_\_\_  
Curtis Wilson, Chairman

\_\_\_\_\_  
Date

# TOWN OF DALLAS, NORTH CAROLINA

## REQUEST FOR BOARD ACTION

DESCRIPTION: Zoning Text Amendment: 160D Updates

AGENDA ITEM NO. 9C

MEETING DATE: 6/17/2021

### BACKGROUND INFORMATION:

North Carolina General Statute 160D consolidates current city- and county- enabling statutes for development regulations, currently Chapters 153A and 160A, into a single, unified chapter. Local government have until July 1, 2021 for the development, consideration, and adoption of necessary amendments to conform local ordinances to the new law.

Cities and Counties that have zoning ordinances must also have an up-to-date comprehensive plan or land use plan by July 1, 2022.

Town Staff worked with the Centralina Regional Council to update the existing ordinance to comply with Chapter 160D.

An overview of updates has been provided in the agenda packet. The full ordinance will be provided digitally at the Planning Board Meeting.

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STAFF RECOMMENDATION: Review the proposed updates and recommend approval of their adoption to the Board of Aldermen.

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BOARD ACTION TAKEN:



## **160D Highlights**

Matt Gallman, regional planner, with Centralina Regional Council is creating a more detailed list of updates to be included in your agenda packet. I should receive it by end of work 6/15. I'll have this for the meeting along with full copies of the ordinance should there be any questions.

### **Subdivision Ordinance:**

Changed State Law References for consistency with chapter 160D

### **Zoning Ordinance**

- Added definitions to conform to 160D
- Changed State Law references to be consistent with chapter 160D
- Changed hearing types to be consistent with 160D
  - o Public hearing → legislative
  - o Quasi-judicial → evidentiary
- Conditional Use Permit → Special Use Permit
- Added development agreement section 153.073
- Added vested rights section 153.125
- Added conflict of interest section 153.019

# Consistency Statement

The proposed Zoning Text amendment is consistent with the 2003 Land Use Plan of the Town of Dallas, in order to maintain and enhance the Town's aesthetic qualities and physical character. It is therefore deemed reasonable and in the public's best interest as NC G.S. 160D consolidates current city- and county - enabling statutes for development regulations and must be followed.

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Curtis Wilson, Chairman

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Date

# Consistency Statement

The proposed Subdivision Ordinance Text amendment is consistent with the 2003 Land Use Plan of the Town of Dallas, in order to maintain and enhance the Town's aesthetic qualities and physical character. It is therefore deemed reasonable and in the public's best interest as NC G.S. 160D consolidates current city- and county - enabling statutes for development regulations and must be followed by the Town of Dallas.

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Curtis Wilson, Chairman

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Date