

THE VISION FOR BELMONT'S FUTURE

3 Section

3.1 DEVELOPING A VISION FOR BELMONT

Early in the comprehensive planning process, the City of Belmont determined that an extensive amount of public involvement was desirable to ensure that the desires and goals of local residents were given full consideration. The quality of the public's participation was integral for being able to determine what kind of community the residents, business owners, property owners, and public officials would like to be in the next 15 to 20 years. Public participation and citizen involvement occurred through the following methods:

Key Stakeholder interviews were conducted with members of the City Council, the Mayor, Planning Board, City Staff and key community and business leaders to discover goals, issues, and perceptions relating to present and future growth trends, issues and desires. It was imperative to include these officials as they are currently leading Belmont and will be key figures in implementing the newly developed Comprehensive Plan.

A Comprehensive Plan Steering Committee of eighteen members that included elected and appointed officials, as well as citizens outside of local government was selected by the City Council. This committee was able to provide a representative group of citizens to oversee the planning process and help guide it towards the community's desired goals. The committee was comprised of local businessmen, residents, and officials that were stakeholders in the community and represented all of the geographic areas of Belmont.

A series of public meetings solicited public input and kept citizens informed of the progress and direction of the plan. Each of these meetings had a focus that helped develop the plan:

- The initial public meeting introduced the public to the Comprehensive Plan process. Initial analyses, including an



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Scenario Planning at first Public Meeting



Second Public Meeting



Third Public Meeting Presentations

“Opportunities and Constraints” analysis were presented at this meeting, for public comment and input. The public was provided an opportunity to devise their own land use plan scenarios in small breakout groups, to comment on the goals of the plan, and to complete a questionnaire on issues they thought the plan should address.

- The second public meeting occurred at an intermediate point to review progress on development of the Comprehensive Plan, and to solicit comments and suggestions from the public on the plan. The principal focus of this presentation was a review of the alternative scenarios which were developed from the public input in the first public meeting, and a suggested “Framework Plan,” since that helped set the overall conceptual framework on which the Comprehensive Plan was based.
- A public information presentation at a mid-point of the Comprehensive Plan presented the draft Plan, and solicited comments and suggestions from the public on the plans for incorporation into the Draft Comprehensive Plan Report.
- The adoption presentation to the Planning Board and to the City Council, were also a public meeting, and provided an additional opportunity for the public participants to review the proposed Comprehensive Plan and provide comments.

A public communications program kept the public informed of the plan, public workshops and meetings, and other plan-related events, including: public meeting postcard announcements and flyers posted throughout the City to increase awareness of the project and to promote involvement in the public meetings.

Project newsletters with project updates were mailed or e-mailed to citizens. News releases were submitted to area newspapers to update them on the progress of the plan, and of upcoming public meetings and events, and several news articles publicized the progress of the plan.

3.2 GOALS FOR BELMONT

3.2.1 City Council Goals

At their 2006 Council Planning Retreat, the Belmont City Council set the following goals as the top land use priorities for the City. These became key guiding goals for the Comprehensive Plan.



- Increasing recreational opportunities (e.g. recreation center, river park, greenways, ball fields).
- Maintaining the City's identity; growing the downtown, including adequate parking facilities; maintaining the City's heritage while encouraging new development.
- Pursuing economic development opportunities.
- Establishing and maintaining an appropriate proportion of residential and non-residential (commercial, industrial) properties within the overall tax base.
- Setting aside needed land for new schools.

3.2.2 Stakeholder Interviews

At the outset of the Comprehensive Plan, interviews were held with individual elected officials, members of the Planning Board, and representatives of major institutions and corporations in Belmont. The purpose of these interviews was to understand the consensus vision and goals for the community, as a guide to crafting a Comprehensive Plan that will serve the City for the next ten to twenty years.

a. Vision

Belmont is perceived by its residents as a small, independent town. It has a historical identity established by its unique location on a peninsula, bordered by Lake Wylie and the South Fork of the Catawba River. It has historically been a textile mill town, as well as a college town. The identity of Belmont extends beyond its city limits, with residents on the peninsula, on the west side of the South Fork around Stowe Botanical Gardens, and north of Belmont Abbey considering themselves to be part of "Belmont."

Belmont is however, a city in transition. With the closing and downsizing of many of the city's mills and the growth of new suburban subdivisions south of the city limits, more and more residents are commuting to other parts of Gaston or Mecklenburg Counties. While it is becoming a part of a larger metropolitan area, there is a very strong desire to retain the strong sense of identity and community that has historically characterized Belmont, even as it grows.

It is very important to residents and City leaders that Belmont continues to be an economically diverse city as it grows. The walkable neighborhood structure that characterizes the historic center should be reflected in new development areas, and the city's existing neighborhoods and residents need as much attention as does new growth in considering the future development of the community.



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b. Structure

Belmont has very distinct neighborhoods. The traditional mill villages, built within walking distance of the textile mills that built and owned them until the 1970's and 80's, remain neat, well-cared for neighborhoods. Reid Park, North Belmont and East Belmont residents all have strong commitments to their neighborhoods, and want them to continue to be viable, thriving communities in the future.

Belmont's historic downtown is one of the most notable in the metropolitan Charlotte area, and perhaps in North Carolina. It has survived the economic pressures that have afflicted many small downtowns throughout the US, and continues to be a viable business and restaurant center.

Belmont Abbey, a monastery and small Catholic liberal arts college, also provides a distinct identity to the city, as does its sister institution, the Sisters of Mercy Convent. The Abbey's neo-Gothic architecture is visible from I-85, and its beautiful campus is a distinct landmark on the north side of the city

Daniel Stowe Botanical Gardens, west of the South Fork of the Catawba River, while not within the city limits, has a Belmont address and is widely identified as a Belmont institution. It provides a southern counterpoint to the Abbey on the north.

Interstate Highway 85, built in the 1970's, became a physical and psychological barrier dividing North Belmont and Belmont Abbey from the rest of the city. There is a desire to overcome that barrier, and to make both the neighborhoods and the college more physically integrated with the rest of Belmont.

Duke Energy Company's Plant Allen is a distinct division of the peninsula. While the plant itself is not visible from South Point Road, the large land area separates the southern tip of the peninsula from the middle and the historic city center. Its numerous electric transmission line rights of way are notable elements in the overall landscape of the peninsula. While it is a large physical presence, Duke is considered to be a good corporate citizen and neighbor.

Belmont is one of only a handful of cities in any state located on a peninsula, between Lake Wylie and the South Fork. While it has enabled the sense of being an independent community, little of the waterfront is accessible to the public, and, other than single family homes, there is virtually no waterfront development that takes advantage of this outstanding natural feature. Some parts of the waterfront are characterized by older housing in poor condition, mobile home parks, and vacant or nearly vacant mill buildings, presenting the opportunity to anticipate an eventually more dynamic and accessible waterfront.



c. Growth

The population size of the current city limits has not grown particularly rapidly over the last two decades. The current population, estimated at just under 10,000 people, is somewhat larger than the 2000 population of 8,700, but that growth has not been nearly as explosive as many other communities in Mecklenburg and Union Counties.

Much more growth has been occurring on the peninsula south of South Point High School, however. Some new development, primarily in the Pebble Creek area, has also taken place in North Belmont. New commercial development has been taking place in the I-85/Wilkinson Boulevard corridor, primarily on land owned by Belmont Abbey.

Generally, Belmont stakeholders accept that growth is coming, and welcome it for the most part. However, they are concerned that it be quality growth that will be a long term complement to the existing city, that it reflects the scale and walkability that characterize the existing neighborhoods, and that the older existing neighborhoods are not ignored in the process.

There is a very strong desire to attract new employment to Belmont, to replace the jobs that have been lost in the textile industry, but also a recognition that Belmont will have to compete with the rest of the region for those jobs, repositioning its role in the metropolitan area.

There is a strong desire to attract better quality retail and office development in the I-85/Wilkinson Corridor. Neighborhood commercial centers, such as East Belmont's small neighborhood center, would be reinforced, and connected to the strength of the Main Street commercial district. More retail and services are needed in the growing peninsula, but they should be compact, attractive neighborhood centers rather than random or strip developments.

d. Land Use

Residential

Generally, a mix of residential densities throughout the community is considered desirable, but opinions vary on what are appropriate densities. Some considered that a gross density of about 1/3 to 1/2 acre is good, that lots should be big enough for privacy (but not too big to know your neighbors), that some traditional neighborhood development (TND) and some estates would all be appropriate within the city limits, and that higher density developments should not be built further south on the peninsula. Others felt that even high end waterfront development should be built at higher densities of 3 to 4 units per acre and that there is no need for rural residential developments. The majority seemed to feel that appropriate locations for high density and low



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density residential needed to be identified, but that it should not be all the same; a blend of the new Town Center development and Reflection Pointe was described as desirable. Well built multi-family developments might be acceptable, but would have to be high quality. There is some sentiment that minor subdivisions for family properties should be allowed.

The cost of housing in new developments is becoming an issue. Eagle Park is considered expensive for Belmont, and Reflection Pointe is considered very desirable, but that the peninsula should not be all high end. One idea expressed was that the peninsula should be diverse mixed income like the core city, recognizing that the market reality would be a challenge. The cost of recent development has raised a concern that affordable housing is needed. One sentiment was that developments at densities like Hawthorne are needed for low and moderate income families. Adams Bluff was cited as a good example. Assisted living and other housing for an increasingly senior population will be a growing need.

TND such as Hawthorne is a considered a good model for development, but a vision is needed of how to apply it throughout the city. Some traditional neighborhood development is considered unattractive if high density lots are right on the main road. The consensus seemed to be that the community would like more traditional neighborhood development and an expansion of TND zoning districts, but with a little more space in them. A limitation of the current zoning ordinance is that TND developments cannot be located within 1/4 mile of each other. Even though Belmont has a nationally recognized TND zoning ordinance, only three developments have been approved using it.

There is a desire to grow with high quality development. Developments that were built to County standards don't meet City standards; i.e., Reflection Pointe is a desirable model because of its lot sizes, amenities and trails, but was built with no sidewalks, and then annexed into city. Higher density residential developments should have common areas, street trees, and amenities. There needs to be architectural variety, and quality design, with no "vinyl forests."

Institutions

Belmont Abbey, the historic downtown and Stowe Botanical Garden provide the potential for a cultural identity for Belmont. There is a good working relationship and cooperative attitude with Belmont Abbey, Sisters of Mercy and Gaston College East Campus and Textile Technology Center.

Belmont has not sufficiently built on its potential identity as a small college town, and has the potential to be more of an educational center. Newcomers are sometimes ignorant of the Abbey and its importance to the city. Ties with Abbey need to be strengthened and pursued in integrating the college



into the community. This has begun as new leadership at Belmont Abbey has increased adult education and sports programs that appeal to the whole community.

Stowe Botanical Garden is a Belmont landmark, even though it is outside the city limits. There was a universal feeling that it would be desirable to annex the Garden into the city.

Retail

Belmont is a North Carolina Main Street City and it is critical to take care of the central business district. Catawba Street needs a streetscape program to emphasize the connection between Main Street and East Belmont.

Retail in Belmont is now concentrated on NC 74 (Wilkinson Boulevard). Much of the Wilkinson Boulevard retail is dated and underutilized, with more potential. More neighborhood commercial is needed to serve southern residential neighborhoods and new developments. Scattered town centers that people are able to walk to would be desirable. As the peninsula continues to grow, retail there will be residentially driven shops and shopping centers.

Commercial

Belmont has the potential to be a service hub for eastern Gaston County. It is somewhat difficult to market as an office hub because there is little vacant land. The strongest market potential might be 5 to 6 story office buildings. Montcross and The Oaks are very important for the city's commercial growth. They are both good for the City, and will add to the tax rolls. Wilkinson Blvd. will be totally different in 20 years, especially if it can take advantage of the planned Merchandise Mart development across the Catawba River in Mecklenburg County for hotels and restaurants. The future Garden Parkway could create an opportunity for a commercial node in the southern part of the peninsula.

Industrial

The textile industry in the Carolinas is folding. Belmont has lost a tremendous amount of tax base due to textile mill closings over the past two decades. To replace the lost jobs and tax base, the City needs to attract non-hazardous industry. Gaston County Economic Development is recruiting industry and business, while Gaston College is helping to educate and re-train the city's workforce.

North Belmont is probably the best location for expansion of industrial land uses. Parkdale plans to redevelop their North Belmont plant as light commercial/office park, as an extension of The Oaks and Belmont Abbey's development plans. Light industry could build on Belmont's convenient access to Charlotte-Douglas International Airport for distribution and warehousing businesses.



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Because of the decline of the textile industry, there are a lot of vacancies in old mills, and the city needs to find new uses for them, as teardowns, residential, retail, etc. Gaston County Economic Development did a mill re-use study, which determined that the old mills have limited re-use potential due to their layout, power, and costs to retrofit. The mills are largely selling their land for development.

Duke's Plant Allen electrical power plant is a big employer and a good neighbor, and has good relationships with the City. Duke could enlarge the plant in the future. Duke has many electric transmission lines across the peninsula. Most of these are on easements, but could have some potential for trails, greenways or other compatible uses.

Schools

Good schools are a draw to Belmont, and are among the highest rated in Gaston County, but they are overcrowded. The Gaston County School Board controls the schools, and the City has little or no influence over their locations. The location and number of new schools to support a growing population is a major issue.

Parks

Parks of all sizes are important for quality growth. A parks and recreation master plan was adopted in 2003, based on National Recreation and Parks Association standards, and will be incorporated into the land use plan. The City receives open space dedications or payment in lieu of dedication from new developments to help develop parks. A successful bond referendum in November 2007 parks and athletic fields.

Parks could help to tie North Belmont more closely to the rest of the city.

Recreation is a major issue for Belmont's youth, who have nowhere to go and nothing to do. Transportation for young adults and children to parks and recreation is lacking.

Several needs and opportunities were identified. In East Belmont, the City has a lease with Pharr Mills for public use of their park. The City owns a small piece of land off Catawba Avenue adjacent to the Wilkinson Blvd. bridge which is anticipated to become a waterfront park. Because of high interest in football, baseball and soccer, there is a desire to develop a major park and/or sports complex that can attract tournaments. Davis Park is a good example of a neighborhood park because it offers many activities and a place for picnics.

Greenways and Trails

Belmont is a walking town. Many of the older neighborhoods have sidewalks.



Greenways and trails would be desirable, preferably to be built as part of new developments.

The North Carolina Department of Transportation (NCDOT) has two inactive rail lines that could be explored as possible rails-to-trails or trails-adjacent-to-rails locations. There could be a potential to use some Duke transmission line rights-of-way and easements for trail systems if done safely.

e. **Transportation Roads**

In general, there are only a few congested roads. South Point Road is a traffic issue, especially by the high school, used by many commuters headed for I-85, including traffic from South Carolina. Recent intersection modifications at South Point Road and R.L. Stowe Road have somewhat helped ease the congestion. Park Street by Belmont Abbey becomes congested, especially if I-85 is shut down. Speeding is an issue on Main St. and Central Avenue.

The proposed Belmont-Mt. Holly Connector on the west side of the peninsula, which is included on the Gaston County Transportation Plan, is seen as very necessary to relieve traffic on South Point Road. It should be built as part of future developments. There are many two lane roads that eventually will have to become four lanes, especially NC 273 (South Point Road). Catawba Street should be a beautiful corridor going into Belmont from Wilkinson Blvd.

Most of the community favors the Garden Parkway, as long as it is not on their property. There is some concern about an interchange on 273 increasing traffic on South Point Road. The Parkway is far enough in the future that it is not much of an issue at the moment. If built, it will eventually present an opportunity for focused development. The uncertainty about whether it will be built, when it will be built, and which alignment it might follow is a serious inconvenience to property owners.

Transit

Transit service will be a growing need with a larger population and increased costs of transportation. There is very limited transit service now, and more is needed for the elderly, low income, and mobility impaired transit dependent population. Access to health care in Charlotte, Gastonia and Rock Hill is difficult for the transit dependent/mobility impaired.

There is an interest in commuter rail, light rail or bus rapid transit to the airport and to Charlotte. There might be some potential for a bus trolley to serve the local community. Perhaps the community could consider a water taxi to the proposed Merchandise Mart across Lake Wylie in Mecklenburg County.



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Railroads

The Norfolk-Southern main line railroad tracks go through the airport, into downtown Charlotte, and south to Spartanburg, South Carolina. There are two inactive railroad lines in North Belmont now owned by NCDOT. NCDOT is averse to abandoning the lines, which limits the potential for a rails-to-trails conversion, but a trails-adjacent-to-rails program might be a possibility. The active rail line to Duke's Plant Allen is a North Carolina Railroad line.

Pedestrians/Sidewalks/Bicycles

Belmont is a walking community in its historic core and older neighborhoods, and there is a strong sentiment that all of the city should be a walking community. Pedestrian connectivity is needed throughout the community. The two-lane roads outside the city limits are dangerous to walk on. Accommodation for bicycles is desirable, but not a high priority.

The City requires sidewalks on both sides of street in new developments. The required width of sidewalks can be an issue for some.

f. Growth Management

Annexation

Where appropriate, Belmont needs to consider the use of involuntary annexation as another tool to exercise control over development. Areas that are not currently in the City's extra-territorial jurisdiction (ETJ) need to be brought into the ETJ. The City needs to work with Mt. Holly, Cramerton, McAdenville, and Gastonia to agree on spheres of influence for future annexation and ETJ's.

In North Belmont, the Parkdale Mill area and the area west of Pebble Creek could be considered for annexation. Most consider Browntown to be ripe for redevelopment and would like to see it eventually annexed into the City. Most are in favor of annexing across the South Fork of the Catawba River to the vicinity of Stowe Botanical Gardens, at least to Woodland Bay or Worrell's River Road. The cost of providing services is the main issue for annexing west of the South Fork.

The Peach Orchard area is not a high priority for annexation, as it would be difficult to serve with Belmont sewer. The Town of Cramerton would like to serve it from their nearby wastewater treatment plant.

Finance

Ideally, new growth should pay for itself. Older neighborhoods need support such as maintenance, upgrading homes, etc. Paying for growth and services will require deciding on the right mix of residential and commercial development.



To support the development of parks, the City needs a parkland dedication requirement. The City has mutual aid agreements with other Gaston County police and fire departments.

To help with financing growth and services, the City should explore all appropriate grant opportunities to help offset costs.

Growth Management

Development is welcome in Belmont. The sentiment is that the city must "grow or die," but wants quality development that meets the City's standards.

There is a great deal of interest in exploring an adequate public facilities ordinance, including setting benchmarks to help evaluate the impact of new developments.

3.2.3 Public Meeting Input

The first public meeting in Belmont resulted in overwhelming interest with more than 300 people in attendance. Participants completed a survey on issues, land use and growth policies, land use preferences, and goals for the community. They also rated preferred types of land uses with "dot voting," expressing preferences on a wide variety of land uses. Group planning exercises allowed participants to suggest where those land uses should apply within Belmont.

The three top reasons respondents like Belmont were its small town atmosphere, its proximity to metropolitan activities and facilities (i.e. I-85, Charlotte, Charlotte-Douglas International Airport, etc.), and its people.

Some of the recurring themes and goals from the public meeting included:

- Waterfront at all available space
- Interested in connecting greenways
- No "big box"
- Renovation of mills
- I-85 interchange good for offices
- Not feasible/not good idea to connect communities
- Need greenways down to South Point area and northern areas
- Conservation is a big issue (no clear cutting of trees)
- Improve recreation facilities and add new (sports complex, etc.)
- One Belmont
- More schools needed
- Standards should be tightened on infill



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- Primarily concerned with access
- Encourage recreational development along waterfront (public access)
- Should annex southern portion
- Want access to Mecklenburg south of I-85, but no tolls
- More affordable middle class/TND neighborhoods
- Quality development; infill to match existing patterns
- Downtown preservation
- Need services further down peninsula
- Truly use open space that is zoned into each development
- Light industrial for tax revenue
- Want to see north and east Belmont brought into City
- Spruce up US 74

Survey results showed that roads and/or traffic, schools, and parks and recreation were among the most important factors in Belmont. Other issues of high importance evolved around smart growth issues, waterfront development and Traditional Neighborhood Development.

Two issues that most respondents were against included manufactured housing and gated communities.



3.3 GROWTH

The population size of the current city limits has not grown particularly rapidly over the last two decades. The current population, estimated at just under 10,000 people, is somewhat larger than the 2000 population of 8,700, but Belmont's growth has not been nearly explosive as many communities in Mecklenburg and Union Counties.

Much more growth has occurred on the peninsula south of South Point High School. Some new development has also taken place in North Belmont. The I-85/Wilkinson Boulevard corridor is beginning to experience new commercial development.

However, Belmont is part of the Charlotte metropolitan area, which has been growing rapidly over the past two decades. Charlotte is one of the fastest growing cities in the U.S., and North Carolina one of the fastest growing states. Since 1980, the growth rates for the counties in the Charlotte region have been:

	1980 Population	2005 Population	Last 25 Years
Union	70,000	161,000	129%
Mecklenburg	404,000	781,000	93%
York	107,000	186,000	74%
Cabarrus	86,000	148,000	72%
Iredell	83,000	139,000	69%
Lincoln	42,000	69,000	63%
Gaston	163,000	193,000	19%

During the same period, Belmont grew from 4,600 to an estimated 9,800 population, or a growth rate of 106%. While some of this growth is attributable to annexation, nonetheless Belmont has been growing at a rate comparable to the fastest growing areas of the region.

It should be anticipated that Belmont, because of its unique identity, quality of life, and proximity to Charlotte, will experience the rapid growth of the metropolitan area over the next two decades.



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3.4 STRUCTURE

Belmont has very distinct neighborhoods. The traditional mill villages, built within walking distance of the textile mills, remain mostly neat, well-cared-for neighborhoods. Reid Park, North Belmont and East Belmont residents all have strong commitments to their neighborhoods, and want them to continue to be viable, thriving communities in the future.

Belmont's historic downtown is one of the most notable in the metropolitan Charlotte area, and perhaps in North Carolina. It has survived the economic pressures that have afflicted many small downtowns throughout the US, and continues to be a viable business and restaurant center.

Belmont Abbey College also provides a distinct identity to the city. Its neo-Gothic architecture is visible from I-85, and its beautiful campus is a distinct landmark on the north side of the city. Daniel Stowe Botanical Gardens, while not within the city limits, is widely identified as a Belmont institution. It provides a southern counterpoint to the Abbey as a Belmont landmark.

Belmont is one of only a handful of cities in any state located on a peninsula, between Lake Wylie and the South Fork. While it provides a distinct sense of identity, little of the waterfront is accessible to the public. Other than single family homes, there is virtually no waterfront development that takes advantage of this outstanding natural feature. Interstate Highway 85, built in the 1970's, became a physical and psychological barrier dividing North Belmont and Belmont Abbey from the rest of the city. There is a desire to overcome that barrier, and to make both the neighborhoods and the college more physically integrated with the rest of Belmont.

Duke Energy Company's Plant Allen is a distinct presence on the peninsula. Its large land area separates the southern tip of the peninsula from the middle and the historic city center. Numerous electric transmission line rights-of-way are notable elements in the overall landscape of the peninsula.

The planning area for the Comprehensive Plan is nearly three times larger than the present city limits. It includes a wide range of existing communities and vacant land facing different issues of growth and development. Rather than a "one size fits all" plan that treats all parts of the planning area the same, ten different districts are being used to tailor the ultimate land use plan to each part of the planning area's specific needs and goals. In the final plan, they will all fit together as one Belmont.



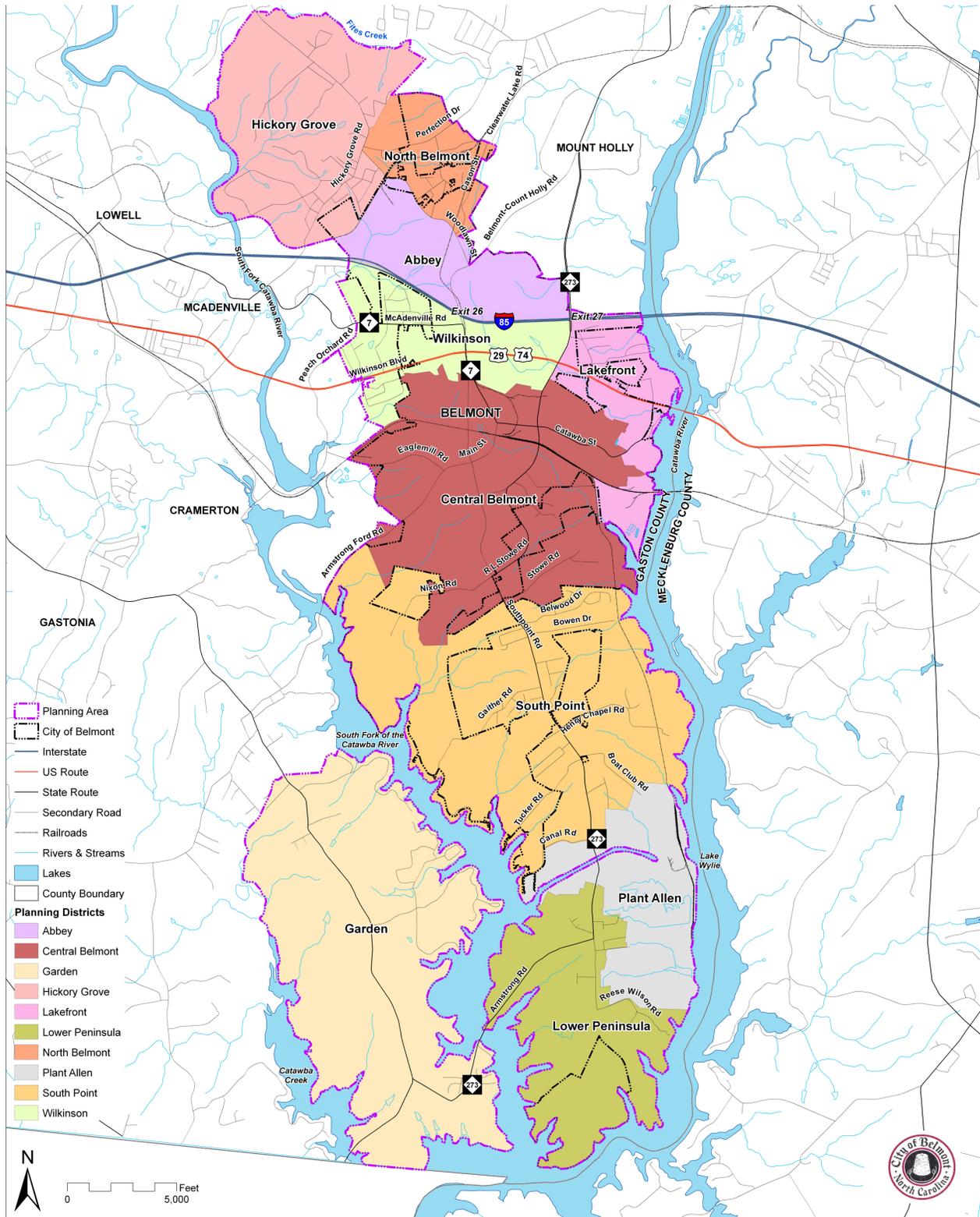


Figure 15: Belmont Planning Districts



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3.5 SCENARIO PLANNING

In scenario planning, anticipated growth was distributed into areas suitable for development. Several different ways the community can develop, or “scenarios,” examined a realistic range of growth and development options for the city, based on the desirable futures expressed by the community in the visioning process. In addition to development patterns and densities, the implications for the City of each scenario were estimated: population capacity, location of major land use types, transportation system capacity requirements, necessary infrastructure support, environmental factors, and fiscal implications.

These summary analyses allowed the City and community leadership to make an informed choice about the strategic direction that the Comprehensive Plan should take. This direction, which drew from all of the scenarios as appropriate, became the “Framework Plan.”

Once the City and community leadership has identified a “Framework Plan,” it became the basis for development of detailed Comprehensive Plan elements, defining the intended growth and development policy for the City



3.6 ALTERNATE GROWTH AND DEVELOPMENT SCENARIOS

3.6.1 City-wide Scenarios

a. Scenario 1 - Enhancement and Conservation

Central Belmont and existing neighborhoods are strengthened and enhanced. Commercial growth is focused along the corridor north and south of I-85. New development on the Peninsula is medium and low density, with conservation development encouraged. More land is dedicated to open space, including regional parks in the South Point and Garden districts. The Garden district is not annexed, but is included in the ETJ.

b. Scenario 2 - City of Villages

Central Belmont and existing neighborhoods are strengthened and enhanced. New development is centered on a series of "village centers," emphasizing convenient access. Existing commercial centers are encouraged to upgrade to a "village center" design and functional quality. Commercial growth is primarily focused along the corridor north and south of I-85, with dispersal of convenience retail and service businesses into the "village centers." Both the Hickory Grove and Garden districts are annexed into the City.

c. Scenario 2a - City of Villages (with Garden Parkway)

Assuming the Garden Parkway is built along the northern alignment, a regional commercial center is anticipated at the interchange with South Point Road, and more growth occurs in the South Point and Garden districts.

d. Scenario 3 - Strong Core with Suburban Growth

Central Belmont and existing neighborhoods are strengthened and enhanced. Central Belmont is expanded by redevelopment of the Lake Wylie waterfront between I-85 and the Wastewater Treatment Plant, and by a mixed use residential and commercial district between Belmont Abbey and The Oaks. Residential growth on the Peninsula is predominantly medium density single family residential. Hickory Grove provides a location for medium density affordable housing growth. Assuming the Garden Parkway is built along the southern alignment, regional commercial centers are anticipated at the interchanges with South Point Road and New Hope Road, with more growth in the Lower Peninsula and Garden districts. Commercial growth in the I-85 corridor is concentrated in Montcross and in the Lakefront mixed use district.



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3.6.2 Planning District Scenarios

a. Hickory Grove

Hickory Grove Scenario 1 - Enhancement and Conservation

- Do not annex any of Hickory Grove district
- Do not extend ETJ – remains under County zoning and subdivision jurisdiction

Hickory Grove Scenario 2 - City of Villages

- Annexes Hickory Grove district up to Hickory Grove Road
- Extends ETJ controls over remainder of Hickory Grove District allowing for only low density development compatible with existing
- Creates opportunity for affordable medium density infill development and strengthening of existing neighborhoods within annexed area
- Develops rural commercial node along Hickory Grove Road in northern portion of district
- Continues development of existing commercial node at intersection of Perfection Drive, Woodlawn Street, and Hickory Grove Road
- Maintains and protects existing farms and open space

Hickory Grove Scenario 3 - Strong Core with Suburban Growth

- Annexes all of Hickory Grove Road area
- Extends public utilities to entire district, allowing for future development
- Encourages strengthening existing neighborhoods along Hickory Grove Road
- Allows for mix of affordable low and medium density development on existing agricultural/vacant properties
- Encourages matching infill development/redevelopment throughout existing neighborhoods
- Continues development of existing commercial node at intersection of Perfection Drive, Woodlawn Street, and Hickory Grove Road
- Expands "The Oaks" industrial park into Hickory Grove district

b. North Belmont

North Belmont Scenario 1 - Enhancement and Conservation

- Maintains existing Belmont boundaries, limit or abstain from annexing any new areas within this district
- Extends ETJ controls over non-annexed areas
- Allows for mix of medium density residential development, continuation of multi-family development along Perfection Drive, and infill development/strengthening existing neighborhoods within ETJ



portion of district

- Allows for mix of medium density residential development and infill development/strengthening existing neighborhoods within annexed portion of district
- Promotes redevelopment of old mill sites into mix of affordable single and multi-family development, similar to existing

North Belmont Scenario 2 - City of Villages

- Annexes entire district
- Develops "village centers" around existing commercial node at intersection of Perfection Drive, Woodlawn Street, and Hickory Grove Road, as well as existing plaza along Perfection Drive near Pebble Creek
- Allows for mix of medium density residential development, continuation of multi-family development along Perfection Drive, and infill development/strengthening existing neighborhoods throughout district
- Encourages redevelopment of old mill sites between Perfection Drive and railroad tracks into high density single family neighborhoods
- Promotes redevelopment of existing mill site and neighborhoods along Woodlawn Street and Cason Street into mixed use development containing office, commercial, high density single family, and multi-family uses

North Belmont Scenario 3 - Strong Core with Suburban Growth

- Annexes entire district
- Continues development of existing commercial node at intersection of Perfection Drive, Woodlawn Street, and Hickory Grove Road, as well as existing plaza along Perfection Drive near Pebble Creek
- Allows for mix of high density residential development, continuation of multi-family development along Perfection Drive, and infill development/strengthening existing neighborhoods throughout district
- Promotes redevelopment of existing mill site and neighborhoods along Woodlawn Street and Cason Street into mixed use development containing office, commercial, high density single family, and multi-family uses; more limited redevelopment than Scenario 2

c. Abbey

Abbey Scenario 1 - Enhancement and Conservation

- Recommends maximum industrial development within "The Oaks" and other properties west of Mount Holly Road
- Belmont Abbey portion of district would remain as institutional
- Develops corporate business park in eastern portion of district



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Abbey Scenario 2 - City of Villages

- Allows for continuation industrial development within "The Oaks"
- Recommends corporate and light office business park between "The Oaks" and Belmont–Mount Holly Road
- Belmont Abbey portion of district would remain as institutional
- Develops corporate style business park in eastern portion of district

Abbey Scenario 3 - Strong Core with Suburban Growth

- Allows for continuation industrial development within "The Oaks"
- Recommends mixed use development between "The Oaks" and Belmont-Mount Holly Road – includes a mixture of retail, commercial, professional office, and multi-family uses in an effort to connect neighborhoods from North Belmont to Central Belmont
- Belmont Abbey portion of district would remain as institutional
- Develops corporate style business park in eastern portion of district

d. Wilkinson

Wilkinson Scenario 1 - Enhancement and Conservation

- Maintain existing city limits in western portion of district, do not extend ETJ controls – allow Cramerton to annex
- Concentrates commercial development within Montcross development, especially around interchanges
- Maintain/strengthen existing residential neighborhoods along Wilkinson Boulevard west of NC 7
- Expansion of Central Belmont district up to Wilkinson where possible
- Promotes industrial development on single tract of land in western portion of district (along McAdenville Road)

Wilkinson Scenario 2 - City of Villages

- Annex entire district
- Concentrates commercial development within Montcross development and expands commercial development along Wilkinson
- Maintain/strengthen existing neighborhoods north of Wilkinson, while taking advantage of opportunities for infill and new development north of Wilkinson – primarily mixture of high density residential and multi-family residential
- Creates office corridor along Wilkinson through redevelopment of existing properties
- Extend Central Belmont into district south of Wilkinson

Wilkinson Scenario 3 - Strong Core with Suburban Growth

- Annex entire district
- Promotes large scale regional commercial development within



Montcross, near both interchanges, and along Wilkinson, as well as redeveloping portions of neighborhoods between Wilkinson and McAdenville Road

- Maintain/strengthen existing neighborhoods along Wilkinson, while taking advantage of opportunities for infill and new development north of McAdenville Road – primarily mixture of high density residential and multi-family residential

e. Lakefront

Lakefront Scenario 1 - Enhancement and Conservation

- Primarily maintains existing Belmont boundaries, limits annexations to large tract of land west of Textile College
- Extends ETJ controls over non-annexed areas within district, these areas would include a mixture of infill development and strengthening existing neighborhoods as medium density single family
- Creates a linear park with water access between I-85 and Browntown and small waterfront park south of Wilkinson
- Allows for a mix of medium and high density residential development through infill development/strengthening existing neighborhoods within annexed portion of district
- Maintains existing industrial properties along railroads as viable industrial sites, including Wastewater treatment plant
- Maintain/redevelop existing commercial properties along Wilkinson

Lakefront Scenario 2 - City of Villages

- Annexes all of district except Browntown, Browntown is included within ETJ and would benefit from strengthening the existing neighborhood and small infill development
- Creates a linear office park along I-85 with good highway visibility
- Aggressively develops/redevelops Wilkinson Boulevard as quality commercial corridor extending to waterfront, with significant gateway near waterfront
- Develops several mixed use villages adjacent to waterfront and parks – primarily through redevelopment of old mill sites and underdeveloped vacant and residential properties
- Creates a series of linear waterfront parks along Catawba River that are backed by mixed use developments
- Potential development of high density residential properties south of Wilkinson on vacant tract of land, maintain/strengthen existing neighborhoods south of Wilkinson
- Maintain most viable industrial properties south of railroad tracks, including wastewater treatment plant



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Lakefront Scenario 3 - Strong Core with Suburban Growth

- Annexes entire district
- Aggressively develops/redevelops most of district as a large-scale regional mixed use project fronted by waterfront and parks
- Creates a series of linear waterfront parks along Catawba River that are backed by large scale regional mixed use development
- Maintain existing wastewater treatment plant

f. Central Belmont

Central Belmont Scenario 1 - Enhancement and Conservation

- Expands existing boundaries of built up “downtown” with a strengthened connection to East Belmont neighborhoods
- Allows for mixture of TND, medium and high density single family, multi-family, commercial, and office space as either infill or redevelopment
- Maintains/strengthens existing neighborhoods
- Continues development/redevelopment of centralized business district and East Belmont commercial center along Catawba Street
- Urban design is very important to attract new residents and businesses, ensures that new development blends aesthetically with existing development
- Create a community gathering place and local destination for Belmont residents
- Focuses on preservation of historic character of buildings within downtown
- Maintain/improve parks and public facilities
- Primary focus is on vehicular and pedestrian connectivity, improving traffic flow along existing roadway facilities, and providing additional public facilities as well as retail services
- Continue typical medium density subdivisions in southern and eastern portions of district
- Creation of TND with commercial component near intersection of R.L. Stowe Road and South Point Road

Central Belmont Scenario 2 - City of Villages

- Expands existing boundaries of built up “downtown” with a strengthened connection to East Belmont neighborhoods and southward to encompass neighborhoods and new developments surrounding JB Page Elementary school
- Allows for mixture of TND, medium and high density single family, multi-family, commercial, and office space as either infill or redevelopment
- Maintains/strengthens existing neighborhoods



- Continues development/redevelopment of centralized business district and East Belmont commercial center along Catawba Street
- Urban design is very important to attract new residents and businesses, ensures that new development blends aesthetically with existing development
- Creates a community gathering place and local destination for Belmont residents
- Focuses on preservation of historic character of buildings within downtown
- Maintain/improve parks and public facilities
- Primary focus is on vehicular and pedestrian connectivity, improving traffic flow along existing roadway facilities, and providing additional public facilities as well as retail services
- Continue typical medium density subdivisions in southern portion of district
- Preservation of land as greenway or green buffer downtown and southern portion of district
- Creation of TND with commercial component near intersection of R.L. Stowe Road and South Point Road

Central Belmont Scenario 3 - Strong Core with Suburban Growth

- Maintains existing boundaries of built up "downtown" area
- East Belmont develops into a large-scale TND with commercial component focused on Catawba avenue - includes large scale redevelopment of industrial properties and vacant land in East Belmont and redevelopment/strengthening of existing neighborhoods
- Allows for mixture of TND, medium and high density single family, multi-family, commercial, and office space as either infill or redevelopment
- Maintains/strengthens existing neighborhoods
- Continues development/redevelopment of centralized business district
- Urban design is very important to attract new residents and businesses, ensures that new development blends aesthetically with existing development
- Create a community gathering place and local destination for Belmont residents
- Focuses on preservation of historic character of buildings within downtown
- Maintain/improve parks and public facilities
- Primary focus is on vehicular and pedestrian connectivity, improving traffic flow along existing roadway facilities, and providing additional public facilities as well as retail services
- Continue typical medium density subdivisions in southern and eastern



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portions of district

- Creation of TND with commercial component near intersection of R.L. Stowe Road and South Point Road

g. South Point

South Point Scenario 1 - Enhancement and Conservation

- Annexes entire district
- Continues typical medium density single family development generally bounded by powerline easement to the west and railroad to the east
- Allows for low density single family and conservation development on eastern and western portions of the district to help preserve water quality and undeveloped land
- Creates a large waterfront park in northwestern portion of district, providing water access and protecting marginally developable floodplains and slopes
- Assumes no construction of Garden Parkway or Belmont-Mount-Holly Connector

South Point Scenario 2 - City of Villages

- Annexes entire district
- Continues typical medium density single family development westward to South Fork River
- Allow for low density single family and conservation development in eastern portion of the district to help preserve water quality and undeveloped land
- Assumes construction of Belmont-Mount Holly Connector
- Development of two village centers consisting of TND development surrounding a commercial core at intersections of Belmont-Mount Holly Connector with Gaither Road and Nixon Road
- Creates a waterfront park in northwestern portion of district, providing water access and protecting marginally developable floodplains and slopes
- Includes development of an additional village center consisting of TND development surrounding a commercial core
- Assumes no construction of Garden Parkway through this district

South Point Scenario 2A - City of Villages (with Garden Parkway)

- Annexes entire district
- Continues typical medium density single family development westward to South Fork River
- Allow for low density single family and conservation development in eastern portion of the district to help preserve



water quality and undeveloped land

- Assumes construction of Belmont-Mount Holly Connector
- Development of two village centers consisting of TND development surrounding a commercial core at intersections of Belmont-Mount Holly Connector with Gaither Road and Nixon Road
- Creates a waterfront park in northwestern portion of district, providing water access and protecting marginally developable floodplains and slopes
- Includes development of an additional village center consisting of TND development surrounding a commercial core
- Assumes construction of Garden Parkway north of Plant Allen
- Development of regional commercial node surrounded by high density residential development at Garden Parkway interchange with South Point Road

South Point Scenario 3 - Strong Core with Suburban Growth

- Annexes entire district
- Continues medium density single family development westward to Belmont-Mount Holly Connector and eastward to railroad tracks
- Assumes construction of Belmont-Mount Holly Connector
- Development of three village centers consisting of high density residential development surrounding a commercial core at intersections of Belmont-Mount Holly Connector with Gaither Road and Nixon Road, and on South Point Rd.
- Allows for low density single family and conservation development east of railroad tracks to help preserve water quality
- Creates a waterfront park in northwestern portion of district, providing water access and protecting marginally developable floodplains and slopes
- Creates large-scale TND development along South Fork (Pittinger Tract)
- Assumes no construction of Garden Parkway through this district

h. Plant Allen

Plant Allen Scenarios 1, 2 & 3

- Assumes continued presence of Duke Power's Plant Allen
- Assumes maintaining Allen Access area for fishing
- Includes expansion of existing softball fields along boat club road into community park
- Includes use of utility easements as potential greenways or buffers between developments



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i. Lower Peninsula

Lower Peninsula Scenario 1 - Enhancement and Conservation

- Annexes entire district
- Assumes no Garden Parkway through district
- Continues low density residential development including estate residential and conservation development
- Creates a park/conservation area anchored by the water access provided at South Point Landing

Lower Peninsula Scenario 2 - City of Villages

- Annexes entire district
- Assumes no Garden Parkway through district
- Continues low density residential development in western half of district - including estate residential and conservation development
- Creates a park/conservation area anchored by the water access provided at South Point Landing
- Recommends village center at intersection of South Point Road and Armstrong Road with commercial core surrounded by TND
- Includes medium density residential development similar to that of South Point district

Lower Peninsula Scenario 3 - Strong Core with Suburban Growth

- Annexes entire district
- Assumes construction of Garden Parkway with interchange along South Point Road
- Recommends regional commercial development at garden Parkway interchange surrounded by high density residential development
- Continues low density residential development in Reflection Pointe
- Creates a park/conservation area anchored by the water access provided at South Point Landing
- Includes medium density residential development similar to that of South Point district

j. Garden District

Garden Scenario 1 - Enhancement and Conservation

- Extends ETJ controls over entire district
- Assumes no Garden Parkway
- Creates large regional park/conservation area anchored by Stowe Botanical Gardens
- Promotes low density residential development throughout remainder of district - including conservation development to protect waterfront areas



Garden Scenario 2 - City of Villages

- Annexes entire district
- Assumes no Garden Parkway through district
- Park/recreational lands are focused on Stowe Botanical Gardens
- Promotes low density residential development in northeast and northwest portions of the district - including conservation development to protect waterfront areas
- Promotes medium density residential development similar to South Point district
- Includes the creation of two village centers comprised of urban cores surrounded by TND at the intersections of New Hope Road with Dixon Road and Armstrong Road

Garden Scenario 2A - City of Villages (with Garden Parkway)

- Assumes Garden Parkway north of district
- Annexes entire district northward to Garden Parkway (establish annexation agreement with Cramerton and/or Gastonia)
- Develops regional commercial core surrounded by high density residential at Garden Parkway interchange (southern quadrants)
- Park/recreational lands are focused on Stowe Botanical Gardens
- Promotes low density residential development in northeast and northwest portions of the district - including conservation development to protect waterfront areas
- Promotes medium density residential development similar to South Point district
- Includes the creation of two village centers comprised of urban cores surrounded by TND at the intersections of New Hope Road with Dixon Road and Armstrong Road

Garden Scenario 3 - Strong Core with Suburban Growth

- Annexes entire district
- Assumes Garden Parkway with interchange along New Hope Road north of Stowe Botanical garden
- Includes creation of regional commercial development surrounded by high density residential at Garden Parkway interchange
- Includes large mixed use development along waterfront in southern portion of district
- Park/recreational lands are focused on Stowe Botanical Gardens
- Promotes medium density residential development similar to South Point district throughout much of the district



3.7 FRAMEWORK PLAN: THE FUTURE CITY OF BELMONT

3.7.1 A Lakefront City of Neighborhoods and Villages

Central Belmont and existing neighborhoods will be strengthened and enhanced. New development is to be centered on a series of “village centers,” emphasizing convenient access. Existing commercial centers are encouraged to upgrade to a “village center” design and functional quality. Commercial growth will primarily be focused along the corridor north and south of I-85, with dispersal of convenience retail and service businesses into the “village centers.” Access to the Catawba River, Lake Wylie and the South Fork of the Catawba River will be a priority, for both development and recreation. The roadway network will be enhanced to accommodate anticipated traffic resulting from growth. The remainder of the Peninsula and the Garden District will be annexed into the City. The City’s extra-territorial jurisdiction (ETJ) will be extended to the Hickory Grove district.

If the Garden Parkway is built, a regional commercial center is anticipated at the interchange with South Point Road, and more growth would occur in the South Point and Garden districts.

3.7.2 Belmont’s Planning Districts

a. Hickory Grove

The City Limits will be extended by eventual annexation of the area to the west, up to Hickory Grove Road. ETJ controls will be extended over the remainder of the Hickory Grove District allowing for predominantly low density development compatible with existing residential areas, while maintaining and protecting existing farms and open space. This is also anticipated to create the opportunity for affordable medium density infill development and strengthening of existing neighborhoods within the annexed area. Development of a rural commercial node along Hickory Grove Road in the northern portion of district will be encouraged, as will improvement of the existing commercial node at the intersection of Perfection Drive, Woodlawn Street, and Hickory Grove Road.

b. North Belmont

The entire North Belmont district will eventually be annexed to incorporate the several unincorporated areas. At a minimum, ETJ controls will be extended to these areas. Development of a “village center” around the existing Pebble Creek Shopping Center is anticipated. Enhancement of the commercial node at intersection of Perfection Drive, Woodlawn Street, and Hickory Grove Road will be encouraged. This district will allow for a mix of



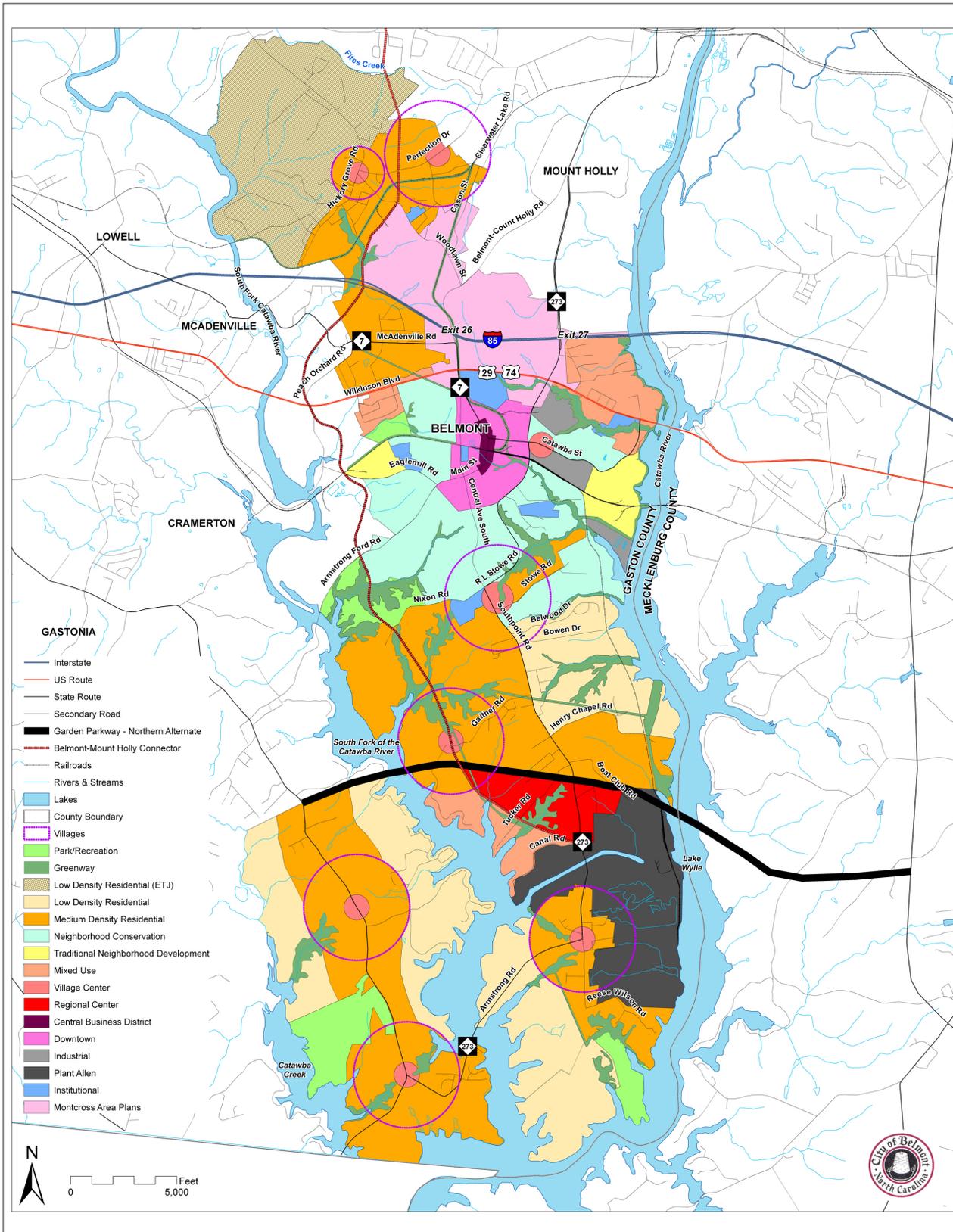


Figure 16: Framework Plan



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medium density residential development, continuation of multi-family development along Perfection Drive, infill development and strengthening of existing neighborhoods throughout the district. Redevelopment of the former mill site and neighborhoods along Cason Street north of Woodlawn Street into a development containing office and commercial uses, following the plans being developed jointly by Belmont Abbey and Parkdale Mills, will be supported. When the Stowe Mill on Belmont Avenue eventually closes, it should become additional industrial space adjacent to The Oaks industrial park. Redevelopment of old mill sites between Perfection Drive and the railroad tracks into high density single family neighborhoods is encouraged.

c. Abbey

The plan developed jointly by Belmont Abbey and Parkdale Mills will form the foundation for the Abbey district. That plan allows for continued light industrial development within "The Oaks." It recommends corporate and light office business park between "The Oaks" and Belmont-Mount Holly Road, with a buffer along Belmont-Mount Holly Road between the commercial development and the Abbey. The Belmont Abbey portion of district will remain as institutional, and a corporate style business park will be developed in the eastern portion. The relatively few areas that are not currently in the Belmont City limits are anticipated to be annexed.

d. Wilkinson

The area south of Wilkinson Boulevard, which is adjacent to the new Eagle Park and Lakewood TND developments and to Reid Park, will be annexed into the City, to promote its revitalization as a Central Belmont neighborhood. The area north of Wilkinson Boulevard and west of the current City limits will be added to the ETJ, as far as the Town of Cramerton's ETJ. Large scale regional commercial development will be promoted within Montcross, near both interchanges, and along Wilkinson from Park Street to Main Street. The existing neighborhoods north of Wilkinson will be maintained and strengthened, while taking advantage of opportunities for infill and new development north of McAdenville Road, primarily as a mixture of high density residential and multi-family residential.

e. Lakefront

The entire district is anticipated to eventually be annexed. Wilkinson Boulevard will be aggressively developed or redeveloped as a quality commercial corridor extending to the waterfront, with a significant gateway near the waterfront. Several mixed use villages adjacent to waterfront and parks will be developed, primarily through redevelopment of old mill sites and underdeveloped vacant and residential properties. There is potential for development of high density waterfront residential neighborhoods. Viable industrial properties south of



the railroad tracks will be maintained, including the wastewater treatment plant, but most will be redeveloped. A series of linear waterfront parks that are backed by mixed use developments will be created along the Catawba River south to the wastewater treatment plant.

f. Central Belmont

Central Belmont is the core of the general perception of the City, providing a community gathering place and local destination for Belmont residents. This plan expands the existing boundaries of the built up “downtown” as a place to live, shop and play, with a strengthened connection to East Belmont neighborhoods and southward to encompass neighborhoods and new developments surrounding JB Page Elementary school. There will be a continued development and revitalization of the central business district and the East Belmont commercial center along Catawba Street. A strong emphasis would be placed on maintaining and strengthening existing residential neighborhoods. The district will allow for a mixture of TND, medium and high density single family, multi-family, commercial, and office space as either infill or redevelopment, with an emphasis on compatibility with residential neighborhoods. Typical medium density subdivisions and TND developments are expected to be continued in the southern portion of the district. The relatively few areas that are not currently in the Belmont City limits are anticipated to be annexed.

Urban design is very important to attract new residents and businesses, to ensure that new development blends aesthetically with existing development, to adequately buffer residences from commercial properties, and to maintain the quality of life of current residents. There will be an emphasis on preservation of the historic character of buildings within downtown. Parks and public facilities will be maintained and improved. A primary focus will be on vehicular and pedestrian connectivity, improving traffic flow along existing roadway facilities, and providing additional public facilities as well as retail services. Land will be preserved where possible as a greenway or green buffer downtown and in the southern portion of district.

g. South Point

The entire district from the current City limits to Plant Allen will eventually be annexed. The growth pattern will continue typical medium density single family development westward to the South Fork River, and will allow for low density single family and conservation development in eastern portion of the district to help preserve water quality and undeveloped land. Development of three village centers consisting of TND development surrounding a commercial core will be encouraged. Creation of a waterfront park in the northwestern portion of district will be encouraged, providing water access and protecting



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marginally developable floodplains and slopes. Construction of the Belmont-Mount Holly Connector on the western half of the Peninsula is assumed.

If the Garden Parkway is constructed on an alignment north of Plant Allen, it is anticipated that there would be development of a regional commercial node surrounded by high density residential development at the Garden Parkway interchange with South Point Road, and there would be two village centers instead of three.

h. Plant Allen

There will be a continued presence and operation of Duke Power's Plant Allen in its current location. It is assumed that the Allen Access area will be maintained for fishing, and that there will be expansion of the existing softball fields along Boat Club Road into a community park. The possible use of electric transmission line easements as potential greenways or buffers between developments will be explored.

i. Lower Peninsula

The entire district south of Plant Allen will eventually be annexed. Low density residential development will continue in the western half of district, including estate residential and conservation development. A village center will be encouraged at the intersection of South Point Road and Armstrong Road with a commercial core surrounded by TND. Medium density residential development similar to that of the South Point district will be in the portion of the district adjacent to Plant Allen. Creation of a park/conservation area anchored by the water access provided at South Point Landing will be encouraged.

An alignment of the Garden Parkway south of Plant Allen is still under consideration by the North Carolina DOT and the North Carolina Turnpike Authority. If that alignment were to be constructed, there would likely be a regional center in this district instead of South Point, and instead of a village center. Residential densities in the Lower Peninsula would be higher if the alignment goes through this district.

j. Garden District

The entire district is anticipated to eventually be annexed into the City. Low density residential development is promoted in the northeast and northwest portions of the district, including conservation development to protect waterfront areas. Medium density residential development similar to the South Point district is anticipated in the majority of the district. The creation of two village centers comprised of urban cores surrounded by TND at the intersections of New Hope Road with Dixon Road and Armstrong Road will



be promoted. Park and recreational lands will be focused on the Daniel Stowe Botanical Garden.

If the Garden Parkway is constructed on an alignment north of Plant Allen, it would form the northern boundary of this district, at a point further north than without the Parkway. With the Parkway, it is anticipated that there would be development of a smaller regional commercial node surrounded by high density residential development at the interchange with New Hope Road, and overall residential densities in this district would be higher.



