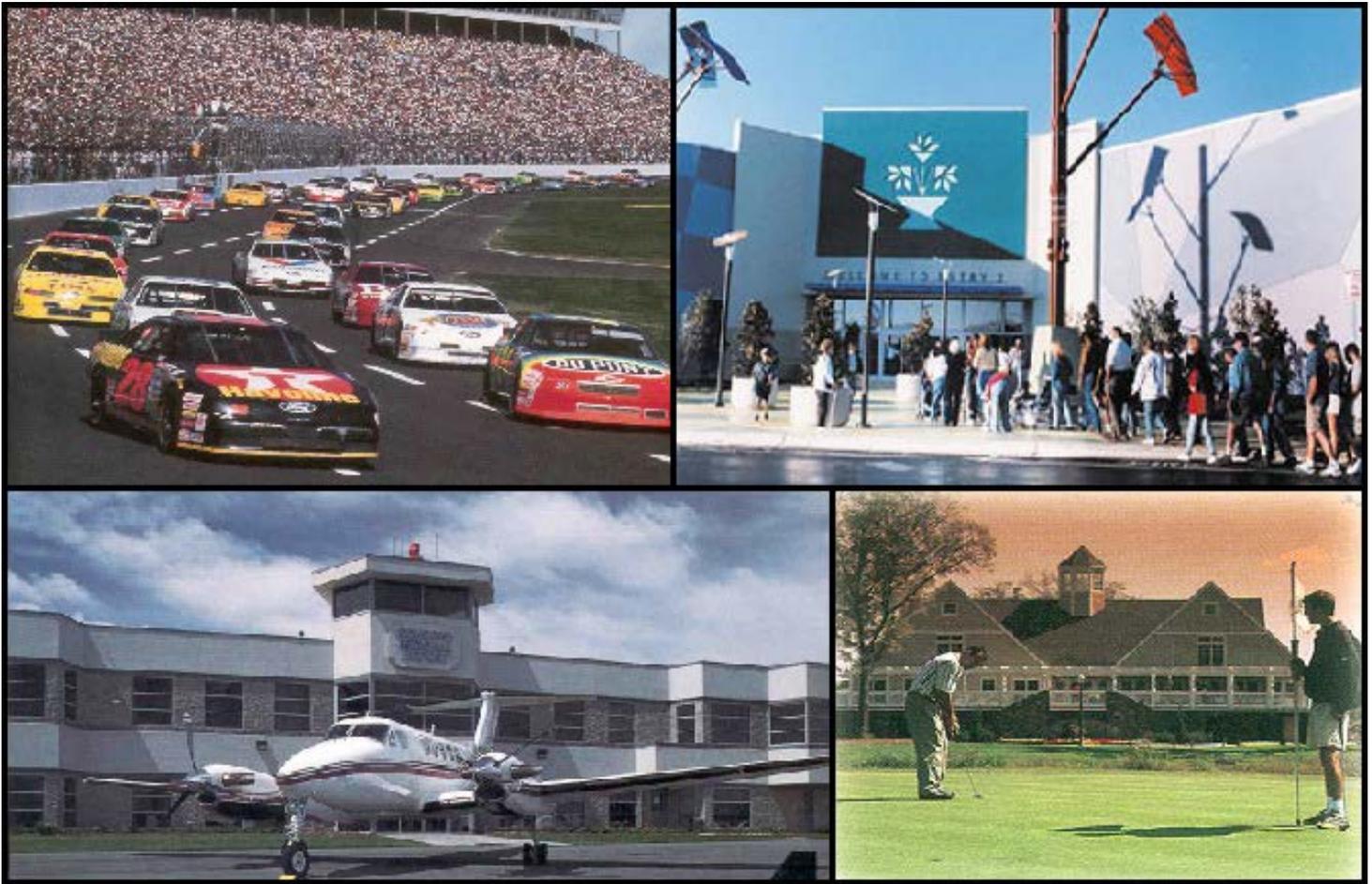


# 2015 LAND USE PLAN

## CITY OF CONCORD, NORTH CAROLINA



2007 UPDATE

Prepared by City of Concord, Business and Neighborhood Services Department and  
Development Services Department  
Originally Adopted June 2004  
Revised April 2007

2007 update adopted by City Council, May 10, 2007

### Planned Land Use

Small Area Plan Boundaries

Mixed Use Node  
Areas located at key intersections of major transportation corridors containing a variety of different land uses. They generally cover an area of one half mile around the central point. They contain development of higher density to support transit initiatives. Mixed Use Districts are larger and more intersection Village Centers

Village Center  
Areas located at key intersection of minor transportation corridors and are predominantly residential in character. They may contain a mix of office and light commercial uses that are pedestrian in scale. Typical land uses may include town homes, patio homes, smaller scale single-family homes, light commercial and office. The purpose of village centers is to discourage strip centers and efficiently utilize infrastructure.

- Commercial
- Government
- Industrial
- Institutional
- Motorsports Related
- Multi-Family
- Office
- Open Space
- Open Space Preservation
- Public
- Single Family Residential
- Single Fam. Res. - Open Space Encouraged
- Planning Area Boundary
- Center City Boundary
- Parks
- Schools
- Greenways
- Railroad
- 100 year Floodplain
- Concord City Limits
- County Boundary
- Thoroughfares (From Thoroughfare Plan)**
- Existing Freeway
- Existing Major Collector
- Proposed Major Collector
- Existing Major
- Proposed Major
- Existing Minor
- Proposed Minor

Base Zoning Districts	Land Use Categories									
	Government and Civic Center	Open Space	Medical Center	High Density Center	Minor Office	Commercial	Office	Multi-Family	Residential	Center City
R1 Residential Single-Dwelling	A	A	---	---	---	---	---	---	A	P
R1.5 Residential Low-Density	A	A	---	---	---	---	---	---	A	P
R2 Residential Medium-Density	A	A	---	---	---	---	---	---	A	P
R2.5 Residential Medium-Density	A	A	---	---	---	---	---	---	A	P
R3 Residential Village	A	A	A	A	---	---	---	---	A	P
R3.5 Residential Compact	A	A	A	A	---	---	---	---	A	P
R4 Neighborhood Office District	A	A	A	A	---	---	---	---	A	P
R4.5 Office Institutional	A	A	A	A	A	A	A	---	A	P
C-1 City Center District	A	A	A	A	---	---	---	---	A	P
C-1.5 Light Commercial District	A	A	A	A	---	---	---	---	A	P
PD Public Interest District	A	A	A	A	A	A	A	---	A	P
IND Traditional Neighborhood Development	A	A	A	A	---	---	---	---	A	P
IND-2	A	A	A	A	---	---	---	---	A	P
IND-3	A	A	A	A	---	---	---	---	A	P
IND-4	A	A	A	A	---	---	---	---	A	P
IND-5	A	A	A	A	---	---	---	---	A	P
IND-6	A	A	A	A	---	---	---	---	A	P
IND-7	A	A	A	A	---	---	---	---	A	P
IND-8	A	A	A	A	---	---	---	---	A	P
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IND-49	A	A	A	A	---	---	---	---	A	P
IND-50	A	A	A	A	---	---	---	---	A	P

1. The entire district is appropriate within the land use district.  
2. Use the area by number of units contained on an acre site. The land use plan should be consulted for clarification.  
3. Appropriate use for the district.  
4. Appropriate uses covered in the Center City and Downtown Master Plans.  
Note: For projects that are located in more than one land use district, the applicant shall determine the use for the entire project. If approved, use conditions with the majority land use. Land Use Plan amendments may be necessary.

# CITY OF CONCORD LAND USE PLAN

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## EXECUTIVE SUMMARY

Pursuant to a goal of the Concord City Council, staff planners worked with citizens and consultants to prepare a Land Use Plan. The Plan will provide the framework for land use and development within the City over approximately the next ten years. Based on extensive public input, the Land Use Plan consists of a land use map and a supportive text document that contains data and specific goals, policies, and recommendations for land use and development in the City and surrounding growth areas. The map illustrates, in a generalized manner, a suggested land use pattern for all areas within the City and surrounding growth areas.

### **Land Use Plan Study Area**

The area studied includes land within the City's current boundaries, as well as some areas outside the City limits, which may be annexed at some time in the future. Work on this plan has been coordinated with the planning staff of the neighboring governments of Cabarrus County, Kannapolis and Charlotte-Mecklenburg, reinforcing the City's interest in coordinated regional planning.

### **Implementation**

The Plan, as prepared, represents careful thought, consideration and planning for the future use of land within the City. Ideas portrayed are those of citizens, developers, property owners, and the professional staff of the City. The basic concept is twofold. It plans for and encourages development at urban densities in areas where urban services can be provided efficiently and economically. Secondly, it limits development in areas where urban services are not planned over the next decade.

As adopted, the Land Use Plan will be a policy document providing guidance to City officials as they develop future budgets, plan for the expansion of infrastructure and other services, and make important land use decisions. As a policy document, the Land Use Plan is very different from a regulatory document such as the Code of Ordinances. Although the Code and the Land Use Plan are both officially adopted by Concord City Council, only the Code sets forth regulations that are legally binding. The Land Use Plan will be an official statement by the City of its vision, intentions, goals, objectives and strategies for future land use development.

The Land Use Plan is a tool to guide growth in the following ways:

- ❑ The Plan will guide consideration by the City Council and Planning and Zoning Commission for rezoning requests, subdivision and other new developments, revisions to the Code of Ordinances, annexations and site plans.
- ❑ The Land Use Plan will provide guidance to City Officials as they plan for the expansion or upgrading of infrastructure.

- ❑ The Land Use Plan will provide guidance in the future public investment of services such as fire, police, and recreation.
- ❑ The Land Use Plan will provide private citizens and the development community with information on future land use needed to make investment decisions.
- ❑ The Land Use Plan will provide guidance in the revising and updating of existing land use regulations and the development of new ordinances, policies and studies.
- ❑ The Land Use Plan will also foster the goals and objectives related to land use that are provided by other locally important and respected documents such as “Envision Cabarrus,” the “Livable Community Blueprint for Cabarrus County,” the “Water and Wastewater System Master Plan,” the “Transit Implementation Plan,” and the “Classic Concord Downtown Master Plan.”

### **Amendments to the Land Use Plan**

The City of Concord Land Use Plan is a long-term, general guide for a desired future development pattern and is not an inflexible or rigid document unresponsive to different land use development scenarios that may arise over the next 10 years. During the preparation of a Land Use Plan there was no way to predict all the changes that may occur in Concord. In recognition of the fact that positive changes may occur, the Land Use Plan accommodates flexibility while emphasizing the importance of a reliable mechanism for evaluating unique development proposals.

The Land Use Plan can be amended based upon forecasts, analyses, changes in goals and/or changes in policies that affect how land will be used, as well as the experience of implementation of the Land Use Plan itself. Any amendment request shall be submitted in application form to the City and referred to the Planning and Zoning Commission for consideration. The Commission shall evaluate the consistency of the request against the Goals and Objectives of the adopted Land Use Plan and determine if an amendment to the Plan is warranted. Their recommendation on the proposed amendment will then be forwarded to City Council for final consideration.

### **The Land Use Plan and Transportation Element**

Within major transportation corridors that are adequately served by utilities, the infrastructure may permit focused development at higher densities, for example, near transit stops. Between major corridors, planned densities may be lower. What is sought is a healthy balance between resources and development. Public facilities have to adequately support the use of land and the density of development so that growth can be sustainable.

## **The Land Use Plan and Related Plans**

The Land Use Plan provides a suggested future land development pattern in generalized format for the entire geography of Concord. In addition to this Plan, there are several other adopted plans, which are more specific and relate to a smaller geographic area. Some of these plans are more detailed and specific in nature. No one plan should be used by itself, but rather both should be used together for making decisions about future development proposals.

## **The Land Use Plan and Quality of Life**

The Plan is based on an overall goal of maintaining and fostering a high quality of life in Concord. The mechanisms and means for attaining this goal will be incorporated into the chapters of the Plan. The map features land use designations that are familiar to people, such as greenways, open space, commercial and industrial areas; and it also includes designations that will be new to most people, including mixed-use districts and village centers.

## **Citizen Input on Key Land Use Issues**

Citizens of Concord and its surrounding growth areas defined the key land use issues through numerous public participation sessions. Their involvement was a key element in developing the Plan. Planning staff held a series of six initial public meetings in September and October of 2002 at various locations throughout the City. The purpose was to introduce the concept of the Land Use Plan and solicit citizen comments and opinions on matters relating to preparation of the Plan. The meetings were advertised in local and regional newspapers and on local television and radio stations. More than 5,000 printed flyers were distributed through area churches, schools, recreation facilities, childcare centers, and businesses. Approximately 35,000 meeting notices were included in utility bills from the City of Concord. In addition, staff conducted one-on-one interviews with numerous local and regional stakeholders and various individual property owners to identify current trends and problems, and to discuss potential strategies to address issues, which are important to the community.

The following are the issues citizens identified.

- ❑ Need for a balance between residential, commercial and industrial uses
- ❑ Provision of vehicular and pedestrian connectivity between residential, employment, commercial and recreation uses
- ❑ Creation of a sustainable community through the provision of a diverse range and adequate supply of housing, commercial, transportation, recreation, entertainment and employment options
- ❑ Preservation of the unique character of the City
- ❑ Ensure compatibility with neighboring land uses

- ❑ Provision of adequate infrastructure to serve the residents of the City both now and in the future
- ❑ Preservation of farmland, natural resources and open space

A second round of three additional ~~more~~ informational meetings was held in January, 2003. As before, these meetings were ~~also~~ extensively advertised. A draft Future Land Use Map, which described the proposed types of land use and focused on how the City can address the issues previously identified by the public, was presented at these meetings.

In April, 2003, three meetings were held with residents of Cabarrus County who own property outside the City limits, but within the study area. Again, the purpose was to present the City's draft Land Use Plan. The primary concerns expressed by residents on the eastern side of the study area were their desire not to be annexed and ensuring that residential densities remain rural in nature. The predominant comments from western area property owners expressed opposition to annexation, and proposed pursuing a balance to allow development, but keep densities as low as possible.

Presentations were also given to the Cabarrus County, Harrisburg and Kannapolis Planning Boards regarding the proposed Land Use Plan for the purpose of keeping adjoining communities informed of the project since common borders are shared. The City's efforts were applauded by each of those boards.

Planning staff hosted an Open House in March of 2004 for the public to view the final draft of the Land Use Plan, where Staff received additional public comments. A joint City Council and Planning & Zoning Commission workshop was held in April of 2004, which allowed these boards to review the draft Land use Plan. At their May 18, 2004 meeting, the Planning & Zoning Commission unanimously endorsed the Land Use Plan and recommended it for approval by City Council. On June 8, 2004 the Land Use Plan was adopted by the City Council.

### **Plan Update**

Subsequent to the adoption of the 2004 Land Use Plan, the City developed two small area plans and participated with other jurisdictions on two others. Since 2004, several zoning map amendments were also made, which along with the small area plans, created some inconsistency with underlying land use patterns and these conditions created the need to update the plan. Additional language was also added to Chapter IV, Future Development Plan, which helps provide City staff and the Planning and Zoning Commission with more information to help evaluate zoning map amendments and development proposals.

## **Organization of the Land Use Plan**

The City of Concord Land Use Plan is intended to be an easy to use reference, resource and policy document. The Land Use Plan is organized into five major chapters.

- ❑ *Chapter I – Introduction and Overview* outlines the planning process used to develop Concord’s first land use plan.
- ❑ *Chapter II – Issues and Trends* includes input and key issues identified during the initial public meetings and stakeholder interviews. Chapter II also provides a summary of the existing and emerging issues identified in those meetings.
- ❑ *Chapter III – Goals, Objectives and Implementation Strategies for Future Land Use* provides the vision, goals and objectives and implementation strategies for future development within the City. This Chapter also provides a process for evaluation of the progress and success of the Plan implementation.
- ❑ *Chapter IV – Future Development Plan* provides the future land use plan for the City, with a detailed description of the Future Land Use map and land use category definitions.
- ❑ *Chapter V Planning Elements* provides background data, information, and analysis in the areas of population, housing, the economy, community facilities and public infrastructure, transportation, environmental and natural resources, and cultural and historic resources. The Chapter also includes a review of the City’s existing plans and regulations and an inventory of existing land use both within the Concord and in potential annexation areas.
- ❑ *Chapter VI Selected Planning References and Resources* provides source information for much of the data and material used to developed the Land Use Plan
- ❑ *Chapter VII Appendices*
  - A. LUP Questionnaire
  - B. Major Concerns from Public Meetings
  - A. Public Meeting Schedule
  - B. Population Data by Census Block Group
  - C. Employment by Industry and Occupation
  - D. Park Area Requirements

# CHAPTER I

## INTRODUCTION AND OVERVIEW

The City of Concord enters the 21<sup>st</sup> century faced with many challenges and a myriad of opportunities and potential. Situated within the fast-growing Charlotte region (Figure I-1) and home to Lowe's Motor Speedway, Concord Mills Shopping Center, Philip Morris, and an expanding regional airport, Concord is quickly evolving from its origins as a small one-acre town site to a regionally important City of considerable size and population. Close proximity to key southeastern transportation corridors including I-85 and I-77 as well as other regional corridors such as the I-485 Outer Belt, place Concord in a strategic position within the region, making it both a northeastern gateway into the Charlotte metropolitan region and a refuge from a fast paced large City.

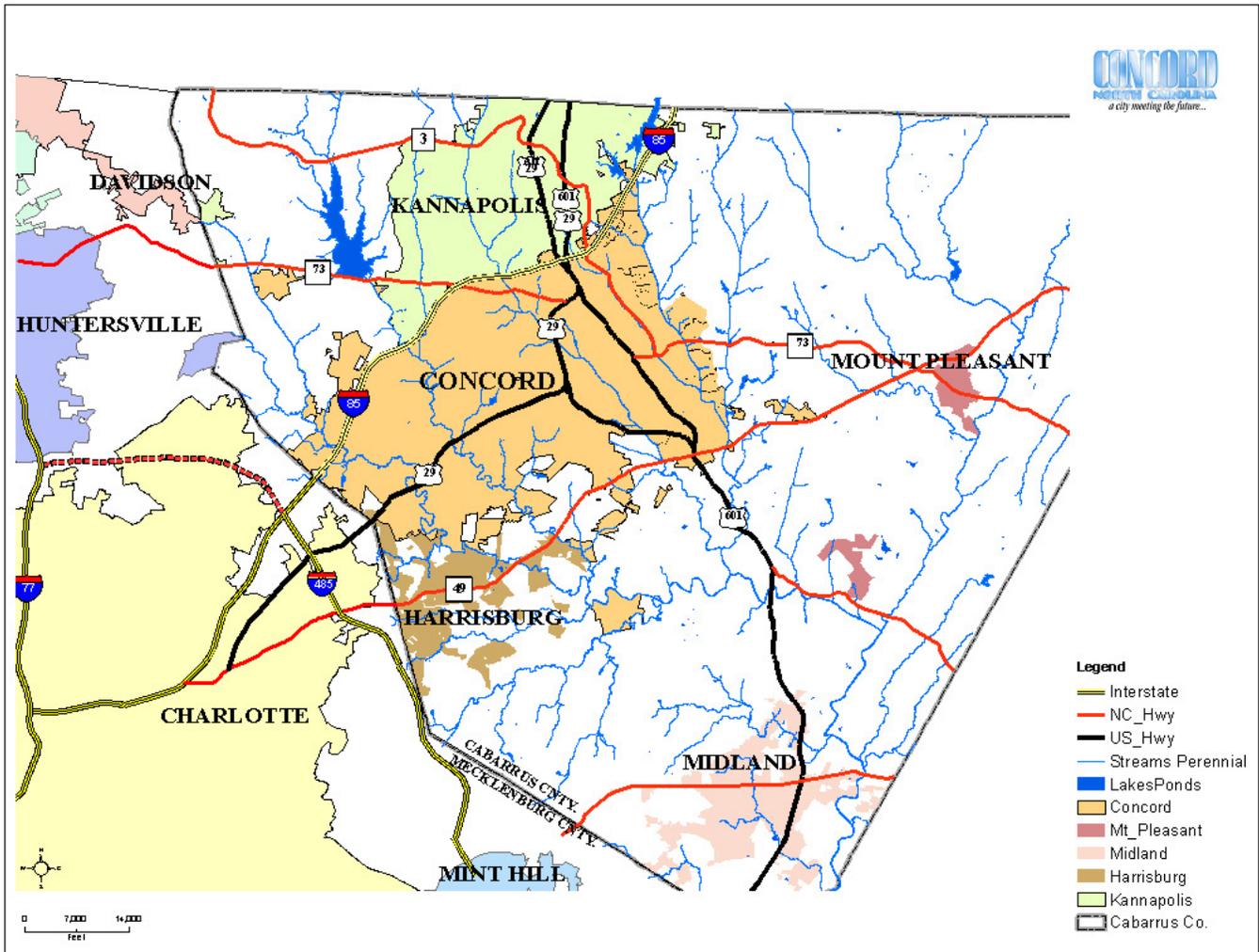
The unprecedented growth in population and housing within the City and surrounding region, as well as the growth of the commercial and industrial sectors, provides Concord residents with ready access to an abundance of cultural, educational, recreational, commercial, and entertainment opportunities. However, a 105% growth in population over the past decade has also brought inevitable challenges associated with rapid growth, such as increased traffic congestion, school overcrowding, increased demand on utilities, needs for more parks, etc.

### **A. Regional and Historical Context**

The City of Concord is located in the piedmont of North Carolina in the western half of Cabarrus County. As the largest city in Cabarrus County, in both land area and population, Concord's population represents nearly half of the County's total population. As part of the larger metropolitan region anchored by the City of Charlotte, Concord is within close proximity to Uptown Charlotte and other regional employment, shopping and entertainment centers and is now becoming a and important player in the Charlotte metropolitan region.

Interstate 85, one of the busiest interstates on the East Coast, traverses the City along its northern border, making Concord easily accessible and provides residents easy access to destinations throughout the region. The I-485 beltway already provides residents with linkages throughout the metropolitan region and completion of the final sections of the beltway will improve Concord's connection to the I-77 corridor, a key route to mid-west and northern states, as well as to central Charlotte, Pineville, and South Carolina cities including Rock Hill and Columbia. The City is home to the Concord Regional Airport, the 4<sup>th</sup> busiest airport in the State. In addition, the Charlotte/Douglas International Airport, one of the top rated airports in the nation, is only a short 30-mile trip from Concord.

**Figure I-1 City of Concord Location Map**



Settlement of what is present day Cabarrus County began in the mid-eighteenth century. The area was originally populated primarily by Dutch, Scotch-Irish, Germans, and a small group of Welsh-English families. In 1792, the North Carolina Legislature approved the formation of Cabarrus County from what was then part of Mecklenburg. Crucial support for a separate county came from Stephen Cabarrus of Edenton, the Speaker of the House of Commons, and the new county was named in his honor. For some time following its creation there was much discussion and disagreement as to the location of the new county seat and the courthouse for the new town. In an effort to resolve the controversy, Stephen Cabarrus wrote a letter appealing to the citizens to bury their differences and have “concord.” Accordingly, a site was selected, and it was agreed to name the town “Concord.” The principal street within the Town was named “Union” to mark the resolution of the dispute about the town’s location. The Town of Concord was established

near the center of the County in February 1796, when Samuel Huie sold 26 acres of his land to the newly appointed town commissioners. Concord was incorporated in 1837 with a total land area of one square mile.

In 1839 Concord Manufacturing Company began construction of a textile mill at the highest point on the newly extended North Union Street, (the Odell-Locke-Randolph Cotton Mill). Completion of the North Carolina Railroad on the western edge of town also spurred growth and opened an additional route of transportation, Depot Street, now known as Cabarrus Avenue. By the turn of the century, the textile industry had transformed agrarian Concord into a leading industrial town.

In the later part of the 20<sup>th</sup> Century the economic base of the Concord area began to shift from textile manufacturing to a more diverse mix of industrial, commercial, governmental and health-related enterprises. In addition, access to major transportation routes enabled people seeking a quieter life outside of Charlotte to make Concord their home. As a result, residential development began to spread into the former rural areas of the City. The Concord of today is a blend of progress and heritage, providing residents with the comforts of a metropolitan area while maintaining the charm of a small town.

## **B. Key Issues**

Now in its third century, the City of Concord must reflect on the forces and circumstances that brought it to its present role in the region, while looking toward the future to determine how best to guide growth and development to serve its citizens.

Maintaining a delicate balance of land uses within the City is essential to ensure that adequate infrastructure, employment opportunities, recreational facilities and commercial enterprises are available to meet the growing needs of Concord's citizens. As key components of the overall character of the City, it is also important that its historic and cultural resources, as well as farmlands and open space, be preserved and protected. As the historic heart of the City, the Concord Downtown plays a vital role in the community and should be protected and enhanced to continue serving and representing the City and its residents.

Through public meetings, stakeholder interviews, data inventory and analysis, a number of key land use issues related to the future development of the City have been identified. These key land use issues are summarized in Table I-1.

### **Table I-1**

## Key Land Use Issues in Concord

### Key Land Use Issues

- Need for a balance between residential, commercial and industrial uses
- Provision of vehicular and pedestrian connectivity between residential, employment, commercial and recreation uses
- Creation of a sustainable community through the provision of a diverse range and adequate supply of housing, commercial, transportation, recreational, entertainment and employment options
- Preservation of the unique character of the City
- Ensure compatibility of neighboring land uses
- Provision of adequate infrastructure to serve the residents of the City both now and in the future
- Preservation of farmland, natural resources and open space

### C. Plan Purpose

The Land Use Plan (LUP) for the City of Concord provides a suggested blueprint for development within the City over the next ten years. The Concord LUP is a policy document providing guidance to City officials as they develop future budgets, plan for the expansion of infrastructure and other services, and make important land use decisions. As a policy document, the Unified Land Plan is very different from a regulatory document such as the Unified Development Ordinance (UDO). Although the UDO and the Unified Land Plan are both officially adopted by Concord City Council, the UDO sets forth regulations that are legally binding, while the Unified Land Plan is an official statement by the City of its vision, intentions, goals, objectives and strategies for future land use development. The Unified Land Plan does not directly regulate land use, but sets forth policies and procedures for the update and development of land use regulations. The Concord LUP is a tool to guide growth in the following ways:

- The LUP guides the City Council and the Planning and Zoning Commission when considering rezoning petitions, subdivision proposals and other new developments, revisions to the UDO, annexations and site plans by providing a general framework of where and what type of land use and development should occur.
- The LUP provides guidance to City Officials as they plan for expansion or upgrades of infrastructure.

- The LUP provides guidance in the future public investment for services such as fire, police, and recreation.
- The LUP provides private citizens and the development community with information on future land use needed to make investment decisions.
- The LUP provides guidance in the revision and updating of existing land use regulations and the development of new ordinances, policies and studies.
- The LUP supports goals and objectives related to land use that are provided by documents such as “Envision Cabarrus,” the “Livable Community Blueprint for Cabarrus County,” the “Water and Wastewater System Master Plan,” the “Transit Implementation Plan,” and the “Classic Concord Downtown Master Plan.”

All land areas within the City boundaries are included in the Plan, as well as some areas outside of the City that may be annexed within the next 10 years and areas that are not likely to be annexed but will be influenced by growth in the city. The land use plan boundary constitutes Concord’s current service area boundary recently negotiated with Cabarrus County and its municipalities. Since Concord has no jurisdiction over areas outside of the City limits, City officials must work with Cabarrus County and nearby municipalities to coordinate future land use plans for these areas.

## **D. Plan Development Process**

City of Concord professional planning staff prepared the 2004 Land Use Plan, with assistance from Arnett Muldrow Associates. The 2006 update was prepared by the planning staff. Legal authority for the development of the LUP is provided by *Article 19, Chapter 160-A383* of the North Carolina Statutes.

The Concord LUP represents a significant investment in time and resources by the residents, agencies, organizations, and businesses of the City of Concord. The citizens of Concord were extensively involved in the development of the LUP. Public participation was encouraged and facilitated through multiple forums, including public meetings, and one-on-one stakeholder interviews with area agencies, service providers, and private sector representatives.

A series of six initial public meetings was held in September and October of 2002 at accessible locations throughout the City to introduce the concept of the Land Use Plan and solicit comments and opinions on matters relating to the Plan. An extensive notification process characterized the public meeting process. The meetings were advertised in the local newspaper, *The Independent Tribune*, and in the regional newspaper, *The Charlotte Observer*. Public announcements were made via two local radio stations, WBT 1110 and WEGO, and on five local and regional television channels. An electronic questionnaire was also posted on the City web

site to encourage individuals who were not able to attend the public meetings to provide input on land use. Appendix A contains a copy of the questionnaire. Additionally, more than 5,000 printed flyers were distributed through area churches, schools, recreation facilities, childcare centers, and businesses (Table I-2). Approximately 35,000 meeting notices were included in utility bills from the City of Concord.

**Table I-2  
Distribution of Printed Meeting Notices**

Central United Methodist Church	Cabarrus County School Board (all schools)
Crossroads United Methodist Church	Post Office/McCachern
First Assembly Church	Cabarrus County Chamber of Commerce
First Baptist Church of Concord	Alfred M. Brown Operations Center
First Foursquare Church	Cannon School
First Presbyterian Church	McGill Child Development Center
Mt Olivet United Methodist Church	Classical Covenant School
New Life Fellowship Church	The Sports Center
St James Lutheran Church	American Red Cross
West Cabarrus Church	Barber Scotia College
Young Memorial Baptist Church	Cabarrus Country Club
St. James Catholic Church	Philip Morris
Forest Hill United Methodist Church	Envision Cabarrus Newsletter
Trinity Reformed United Church of Christ	Downtown Businesses
Concord Regional Airport	Fire Stations
Cabarrus County Parks & Recreation	Neighborhood Associations

In addition, interviews were conducted with numerous local and regional stakeholders to identify current issues, trends, and potential strategies to address community concerns and issues. Stakeholders included representatives from public agencies, county and municipal governments, the airport, major employers, school districts, faith-based organizations, local businesses and private developers.

A second round of three informational meetings was held on January 27<sup>th</sup> and 28<sup>th</sup> 2003 at Municipal Building and Fire Station #8. These meetings were advertised as mentioned above for the initial meetings. While the first round of meetings presented basic land use concepts and sought public input on the general direction of Concord’s future land use, the second round presented the draft land use plan map, described the proposed types of land uses, and garnered additional public input based on more specific information.

Additionally, in April of 2003 three meetings were held with the residents of Cabarrus County who were outside the city limits but within the study area to present the City’s draft Unified Land Plan. How land is used outside the City limits has a direct impact on how land is used within the City limits and vice versa; therefore, it is very important to the City to keep

neighboring property owners informed of our plans. Presentations were also given to adjacent municipalities regarding the proposed plan.

In addition to the extensive public participation process, the approval and adoption process for the Concord LUP consisted of four additional steps including an Open House for the public, a joint public information session with the Planning and Zoning Commission and City Council, public hearings before the Planning and Zoning Commission and City Council, and finally adoption of the Land Use Plan by the City Council.

**Open House** - City of Concord staff planners held an Open House for the public to view the final draft of the Land Use Plan and associated maps.

**Joint Public Information Meeting** – Once the Plan draft was finalized, the Concord Planning and Zoning Commission and City Council Members held a final public education and information meeting to further discuss the proposed LUP with members of the public. The information gathered at the public meeting was be incorporated into the draft LUP, and the Planning and Zoning Commission scheduled a formal public hearing.

**Public Hearing** – Before recommending the Plan to Council, the Planning and Zoning Commission held public hearing to solicit final comments, concerns and recommendations. The Commission gave advance notice of the hearing. The Commission considered the comments from the hearing and incorporated changes to the Plan draft as appropriate. The Commission followed with a recommendation for approval of the proposed Plan to City Council and forwarded the Plan to Council for review. In its recommendation to Council, the Commission referred to the draft LUP and accompanying maps.

**Adoption** - The Concord City Council was tasked with the final review of the LUP and subsequently took action by adopting.

The Concord Land Use Plan is a guide for public decision-making through 2012. However, a land use plan is most effective when there is an on-going commitment to review and update the plan on a regular basis to ensure relevance and address emerging conditions and trends within the City. This Plan should also be assessed annually by the City to see how well it is meeting implementation strategies. The Concord LUP will undergo a review and re-evaluation by the Planning and Zoning Commission a minimum of every two years. Such is the case in 2006, when several small areas plans and rezoning petitions were approved, necessitating minor changes to Plan. A comprehensive review of the LUP will also be conducted along with a major update and amendment of the Unified Land Plan at five-year intervals.

As the City of Concord grows and evolves, these periodic reviews are expected to identify new development challenges, changes in market opportunities and pressures, and other community needs and preferences that may require new planning strategies. When such changes warrant substantial amendments or revisions to the LUP, the formal procedure for drafting,

recommending and adopting changes will be followed to include extensive public involvement, formal public hearings, Planning and Zoning Commission review and recommendation, and formal adoption by the City Council. Following each revision, the City will revise municipal ordinances, programs, operations and procedures to reflect consistency with the current LUP goals and objectives.

## **E. Relationship to Existing Area Plans**

The Land Use Plan provides a suggested future development pattern for the City of Concord and immediate areas adjacent to the city limits. In addition to the overall Land Use Plan, there are several adopted district and corridor plans for smaller geographic areas. These areas contain more restrictive land use and development criteria in strategic areas of the City. The Land Use Plan, while broader and more generalized in scope, does not replace these existing individual plans, but rather works in concert with them. The Land use Plan may also create the need for revisions to some existing plans. Chapter V discusses other adopted plans in greater detail.

## **F. Plan Organization and User's Guide**

The Concord Land Use Plan is intended to be an easy to use reference, resource and policy document. The LUP is organized into five major chapters.

- ***Chapter I – Introduction and Overview*** outlines the planning process used to develop Concord's first land use plan.
- ***Chapter II – Issues and Trends*** includes input and key issues identified during several public meetings and stakeholder interviews. Chapter II also provides a summary of the existing and emerging issues identified in those meetings.
- ***Chapter III – Goals, Objectives and Policies for Future Land Use*** provides the vision, goals and objectives and implementation strategies for future development within the City. This Chapter also provides a process for evaluation of the progress and success of the Plan implementation.
- ***Chapter IV – Future Development Plan*** provides the future land use plan for the City, with a detailed description of the Future Land Use map and land use category definitions.
- ***Chapter V – Planning Elements*** provides background data and information and data analysis in the areas of population, housing, the economy, community facilities and public infrastructure, transportation, environmental and natural resources, and cultural and historic resources. The Chapter also includes a review of the City's existing plans and regulations and an inventory of existing land use both within the Concord city limits and in surrounding growth areas.

- **Chapter VI - Selected Planning References and Resources** provides Source information for much of the data and material used to developed the Land Use Plan.
  
- **Chapter VII - Appendices**
  - A. LUP Questionnaire
  - B. Major Concerns from Public Meetings
  - A. Public Meeting Schedule
  - B. Population Data by Census Block Group
  - C. Employment by Industry and Occupation
  - D. Park Area Requirements

## CHAPTER II ISSUES AND TRENDS

As mentioned in Chapter I of this report, the *Concord Land Use Plan* represents a thorough public involvement process that spanned several months. This chapter summarizes the findings of that public process and begins to identify the key issues that will form the framework of the recommendations throughout this document.

The public meetings were designed to promote discussions about the current and future land use issues faced by the City. After a brief overview of basic land use concepts, those in attendance were shown a series of slides of different types of land use within the community. The characteristics of each type of land use were explained and stakeholders were asked to discuss each slide in relation to the City. Land use categories discussed included: regional retail (such as Concord Mills); community retail (big box retailers such as Wal-Mart); neighborhood retail (such as grocery stores and convenience stores); commercial corridors; downtown retail; highway-oriented areas (such as hotels and gas stations around highway interchanges); industrial/employment centers; office/professional; residential multi-family (traditional apartments and townhomes); residential single-family; mixed-use developments; traditional neighborhood developments; and recreation, greenways, and natural resources. Each session concluded with a discussion of community issues, with residents helping staff to identify and map areas of specific land use concern. See Appendix B for the Public Meeting schedule.

### A. Key Issues Identified in Public Meetings

The comments garnered from the public meetings are categorized based on type of land use. A summary of the discussion for each land use category follows, with a detailed listing of comments included in Appendix C (Note – these were comments received from the public and do not reflect the City’s position about each type of land use.)

<b><i>Commercial Development</i></b>
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The commercial development category includes a variety of retail establishments at various level of intensity; regional, community, downtown, and neighborhood levels. Also included in this use category are highway-oriented areas and commercial corridors.

**Regional Retail** – Retail centers of regional importance such as Concord Mills, and serve a large geographic area that may stretch beyond City boundaries.

- Retail that attracts a regional customer base is good for the community, primarily because of the revenue produced.

- ❑ Adequate infrastructure (road capacity, water supply, etc.) is needed to serve regional retail and the additional development that it generates. This should be resolved before any new development, particularly such large scale development, is approved.
- ❑ Concentrating major retail in one location, although it causes traffic congestion, is preferable to allowing development of this scale to locate in multiple locations, thus “spreading out” the traffic problems throughout the City.
- ❑ There is no need for additional development on the regional scale in Concord.

**Community Retail** – “Big box” retailers (such as Wal-Mart) targeting the entire community. Community retail centers can attract people beyond the geographic boundaries of a city, but to a lesser degree than regional retail centers.

- ❑ Buildings vacated by “big box” retailers that relocate or close are a serious problem in the City. There is strong support for the current City requirement to submit a reuse plan at the time that “big box” retailers submit plans for site plan review.
- ❑ Community retail is needed, to provide goods at affordable prices and reduce the need to shop outside of the community.
- ❑ There is serious concern about the negative impact of “big box” retailers on local businesses and the downtown – the “heart and soul” of the City.
- ❑ Better architectural design guidelines are needed for commercial centers and for “big box” retailers.
- ❑ The City is adequately served by “big box” retailers. The traffic volume generated by community retail is high and grows with each additional development of this type.
- ❑ Retail development of this scale should not be adjacent to residential uses.

**Downtown Retail** – Retail activity centered in the downtown area.

- ❑ The strengths of the downtown area include its streetscape, historic character, small town ambiance, Memorial Garden, and its churches.
- ❑ Weaknesses of the downtown area include vacant properties, inadequate pedestrian access and mobility, lack of public transit, the need for building restoration, the lack of public restrooms, and poor signage.
- ❑ There is a need for a more diverse commercial, retail, and service mix in the downtown area. Key needs include a drug store and more restaurants, along with housing options that would contribute to an around-the-clock living environment.
- ❑ Downtown revitalization efforts to date have been well-received and the importance of maintaining the downtown as a significant area is recognized.

- ❑ A centralized gathering place such as a park is needed in the downtown area.

**Neighborhood Retail** – Retail activity such as grocery and convenience stores serving a specific geographic.

- ❑ It is important to provide pedestrian connectivity (sidewalks, trails, etc.) between neighborhood retail and nearby residential developments to decrease the need for automobile travel.
- ❑ Neighborhood retail development should include trees and vegetation.
- ❑ Neighborhood retail needs to be located near residential development. Residents enjoy the convenience of nearby neighborhood retail.
- ❑ New large-scale residential developments should include neighborhood retail in their plans to create a mixed-use environment.

**Commercial Corridors** – Transportation corridors that are flanked primarily by commercial activity. This type of development is sometimes referred to as “strip commercial.

- ❑ Internal connecting roads between uses such as hotels and restaurants are needed along commercial corridors such as Speedway Boulevard.
- ❑ Multiple ingress and egress points along commercial corridors cause traffic problems. Curb cuts should be limited for projects along these corridors and shared parking incentives or requirements should be considered.

**Highway-Oriented Areas** – Travel-related retail centered at key highway interchanges such as hotels and gas stations.

- ❑ There should be pedestrian connectivity between uses such as hotels and restaurants in these areas.
- ❑ The hotels in these areas are a good addition to the community. There is a need for a higher end hotel in Concord.

<b><i>Industry/Employment</i></b>
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- ❑ Industry and employment centers are important to Concord – they contribute to the tax base and provide local jobs for residents.
- ❑ A diverse mix of industries and employment centers should be recruited, so that the economy is not overly dependent on any one industry (such as racing).
- ❑ More employment centers are needed in the City. Concord is currently essentially a bedroom community to Charlotte. Residents would benefit from shorter commutes with more job opportunities in closer proximity to their homes.

- ❑ New industries sometimes bring new residents into the City rather than offering job opportunities to current residents.
- ❑ With proper buffers, landscaping and traffic planning, there are types of industrial development that can be quite compatible with non-industrial uses. Philip Morris is a notable example of this.
- ❑ Industries should be encouraged to consider redeveloping one of the old mill buildings in Concord rather than put up new buildings on previously undeveloped property. (Develop on Brownfields versus Greenfields)
- ❑ While concentrating industrial development in industrial parks is preferable because of compatibility and consolidation of infrastructure, locating new industries on individual sites should remain an option.
- ❑ Large tracts near interstates and major highways should be designated for industrial park development.
- ❑ Industrial parks should consider including restaurants and other convenience retail for their workers.
- ❑ Industrial park plans should address both internal circulation and external traffic.
- ❑ Design/appearance and landscaping standards are needed for industrial/employment center buildings and grounds, including parking lots.
- ❑ Lowe's Motor Speedway and other racing related businesses bring in revenue, provide jobs, and are good for the community.
- ❑ Racing related businesses and industries should be encouraged to locate in compatible areas, such as Speedway Boulevard or the airport, away from residential development.
- ❑ Plans need to be in place for land use designation of the large Philip Morris site in the event that they sell part or all of the property.
- ❑ Industrial parks and employment centers should be accessible via mass transit and should include pedestrian links to residential and convenience retail areas and mass transit stops, with sidewalks and paths for internal pedestrian circulation.

<b><i>Office Professional</i></b>
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- ❑ Office parks are desirable because they concentrate office development, ensure compatibility, and consolidate infrastructure. *Copperfield* is a good example.
- ❑ Office complex developers should be encouraged to consider redeveloping one of the old mill buildings or other vacant buildings in Concord rather than putting up a new building on a previously undeveloped property.

- ❑ Design/appearance and landscaping standards are needed for office and office park buildings and grounds, including parking lots.
- ❑ Office development should be encouraged to consider infill sites rather than locating outside of the developed area of the City.

<b><i>Residential</i></b>
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Residential uses include traditional single-family units, multi-family developments, townhouses, and patio homes. Related issues such as housing affordability, rehabilitation of housing stock, and conversion of downtown space to accommodate housing areas should also be considered.

**Single-Family Residential**

- ❑ Single-family residential is generally preferred by Concord residents and persons moving into the City with the means to afford it.
- ❑ The needs of all persons in the housing market must be considered in terms of housing size, cost, lot size, and location.
- ❑ Encourage single-family developments that create “neighborhoods” by providing sidewalks, common green spaces, front porches, and attractive design.
- ❑ In addition to providing for internal pedestrian circulation, single-family developments should include pedestrian links to neighboring residential developments, convenience retail, schools, recreation, employment and transit routes.
- ❑ The density of single-family development impacts traffic and demand on water, roads, schools, and other infrastructure. Adequate infrastructure to accommodate new developments should be in place before such developments are approved.
- ❑ Maintaining and providing support for older housing developments and neighborhoods to keep them safe and affordable should be a priority.
- ❑ Developers should be encouraged or required to leave or replace vegetation rather than clear-cut in preparation for construction.
- ❑ Plans for new single-family developments should include adequate internal vehicular circulation and ingress/egress points to main roads.

**Multi-Family**

- ❑ Although multi-family development can place significant demands on schools, it requires less land per person. Multi-family is an affordable and preferable housing option for many segments of the population.
- ❑ Quality multi-family developments that include attractive structures, landscaping and properly address internal and external traffic issues should be encouraged.

- ❑ Multi-family developments should be encouraged to locate near employment centers so that residents can walk or bike to work.
- ❑ Multi-family development beyond that which the market requires should not be encouraged.
- ❑ Adequate infrastructure, specifically water and roads, should be provided before multi-family developments are approved.
- ❑ Multi-family developments should include pedestrian links to neighboring residential developments, convenience retail, schools, recreation, employment, and transit routes. They should also include internal circulation such as sidewalks and paths.
- ❑ Second floor apartments over downtown shops should be encouraged.

### **Townhouses and Patio Homes**

- ❑ This type of housing is attractive to young professionals and to older persons and should be encouraged.
- ❑ Townhouse development is preferable to traditional multi-family housing.
- ❑ Townhouse developments should include pedestrian links to neighboring residential developments, convenience retail, schools, recreation, and employment or transit routes. They should also include internal pedestrian circulation such as sidewalks and paths.
- ❑ Patio homes are an excellent option for empty nesters and young families and should be encouraged. A range of prices is needed to accommodate potential buyers, ranging from persons buying a first home, to older persons looking to move to a smaller home requiring less maintenance.
- ❑ Sidewalks should be included in residential developments and pedestrian connectivity should be provided to neighboring residential developments, convenience retail, schools, recreation, and employment or transit routes.

### **Affordable Housing**

- ❑ There is a need for affordable housing in Concord. Affordable alternatives to manufactured housing should be sought.
- ❑ A full range of housing options should be provided in all types of housing to accommodate the needs of the citizens of Concord.
- ❑ Rehabilitation of existing housing and neighborhoods is important and the City should continue (and perhaps increase) its efforts in this area.

## **Existing Non-Residential Land Uses**

- ❑ Existing non-residential land uses located in areas that are recommended residential shall be considered grand fathered and the future use of the property, as such, will not be discouraged.

## ***Mixed-Use Development***

Mixed-use developments have more than one primary land use, often blending residential, commercial and employment activities.

- ❑ Downtown is the ultimate mixed-use area. Parking and 2<sup>nd</sup> floor apartments are needed to fully reach its potential as a mixed-use environment.
- ❑ Mixed-use developments are a good addition to the City. By including residential and other uses such as retail, restaurants and employment within one development, vehicular trips are reduced and housing alternatives are provided that are attractive to several segments of the population, including young adults and empty-nesters.
- ❑ Adequate infrastructure, particularly roads, should be in place before a mixed-use development is approved. Adequate interior circulation and connectivity to nearby residential, commercial, recreation, schools and transit routes are also important.
- ❑ Mixed-use developments should reflect the demands of the market, in terms of housing types and cost, types of commercial uses, and the inclusion of office and other employment opportunities.

## ***Recreation/Greenways/Natural Resources***

- ❑ Parks are important to the City, providing recreation opportunities and helping preserve environmentally sensitive areas and the natural environment.
- ❑ Floodplains and wetlands are important candidates for park and greenway location. The *Rocky River* basin is a good example of this.
- ❑ More parks and greenways are needed in the City. It is important to ensure that established areas of the City are adequately served by recreational facilities before extending additional recreation resources into newly developing areas.
- ❑ Land for parks and greenways should be obtained before land prices become prohibitive.
- ❑ Adequate parking and connectivity to nearby subdivisions and other residential uses should be provided for parks. Pedestrian connectivity to parks from residential uses and schools is important.
- ❑ A park is needed downtown to provide a focal point and gathering place to attract people to the downtown.
- ❑ Bicycle paths (including bike lanes along roads) are needed throughout the City.

- ❑ Greenways are needed throughout the City to provide recreation areas and accommodate alternative modes of transportation (walking, biking, etc.).
- ❑ “Rail to Trails” – converting old railroad track beds to greenways – is an excellent opportunity for the City to gain greenways and connectivity between land uses, such as residential and recreation.
- ❑ The clear cutting of trees is unsightly, bad for the environment, and results in increased energy consumption, and should be avoided whenever possible.

<b><i>Hot Spots</i></b>
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Public stakeholders identified perceived “hot spots,” or areas that need special consideration or attention in the planning process. These “hot spots” represent high activity areas or areas with highest growth potential. Such areas have particular impacts on traffic and transportation conditions.

### **Traffic and Transportation**

- ❑ There are many problem traffic areas along US 29, particularly at its intersection with Poplar Tent Road and from the NorthEast Medical Center to I-85.
- ❑ Several interchange areas along I-85 have traffic problems, including the interchanges at US 29, Poplar Tent Road, and NC 73.
- ❑ Branchview Drive has traffic problems due to an abundance of curb cuts and high traffic volumes.
- ❑ Traffic on Old Charlotte Road is a problem, and makes access to downtown difficult and crossing the road dangerous.
- ❑ The Corban Avenue and Union Street crossing is dangerous and needs crosswalks.
- ❑ Poplar Tent Road needs to be widened and bicycle lanes need to be added
- ❑ Branchview Drive is a natural bypass to downtown and should continue in that capacity.
- ❑ Careful planning is needed for areas along US 29 so that the corridor doesn’t end up resembling Independence Boulevard in Charlotte.
- ❑ A light rail system could help alleviate Concord’s traffic problems.

### **Growth Areas**

- ❑ The Concord Mills area and Weddington Road Extension area would be good locations for mixed-use and office development. Along NC 49, with the upcoming expansion of I-485, would also be good for mixed-use or office development.

- ❑ Land to the south of Exit 63 off of I-85 should be considered for industrial use.
- ❑ The land along Concord Farms Road is zoned industrial, with no nearby residential uses and is an excellent area for industrial uses. Some improvement of Concord Farms Road may be needed to support those uses.
- ❑ Areas just out of the City and to the east are currently primarily agricultural in nature and will remain so unless water and sewer is extended to serve more of this area.
- ❑ Strip commercial is likely at the intersection of Weddington and Pitts School Roads.
- ❑ The western area of the City is likely to continue to grow and the City should prepare for the additional growth. A library and recreation resources will be needed in the future to accommodate additional residents in this area.

### ***General Development***

Additional comments and observations were shared by participants that ranged in subject area from achieving a balance of land uses to the need for interagency coordination. These more general comments and recommendations fell into the broader context of land use planning and policy, transportation, and infrastructure.

#### **Land Use Planning and Policy**

- ❑ Land uses should be balanced within the City, with adequate commercial, industrial, and recreational uses in addition to residential uses. It is important to have adequate industrial/employment uses to employ local residents and attract residential development, which in turn must be served by adequate commercial development.
- ❑ Land use decisions should be made with the input of affected agencies, and should include agencies such as the City of Concord, Cabarrus County, and the school district.
- ❑ Emphasis needs to be placed on adequately accommodating existing development before new growth is encouraged.
- ❑ Farmland preservation techniques should be considered to provide protection for the owners of agricultural land that wish the land to be protected.
- ❑ The City should be included in discussions regarding new development in areas that fall within their annexation plan.
- ❑ The Land Use Plan should include goals, objectives, and policies as a guide for development in the City.
- ❑ More extensive landscaping, particularly within parking lots, is preferred.
- ❑ Employment centers are needed within the City to provide an alternative to long commutes to the surrounding region.

- ❑ Careful consideration should be given to both the cost and benefits of tax breaks given to industries to locate within the City.

### **Transportation**

- ❑ Vehicular and pedestrian connectivity between residential, employment, commercial, schools and recreation are important and need to be considered and included in both public and private projects.
- ❑ Traffic generated by Concord Mills and other major developments is a key concern. The Land Use Plan should include consideration of the impact such projects have on traffic and how pending road improvement projects in proposed development areas will accommodate such traffic.
- ❑ The Concord Mills area needs sidewalks.
- ❑ Adequate road systems should be in place before new development is approved.
- ❑ The impact that the location of transit routes and stops will have on new residential, commercial and employment developments should be considered in the Land Use Plan.
- ❑ A multi-modal transit system is needed for commuters. Light rail may be possible using existing railroad lines.
- ❑ Locke Mill Plaza could be a good location for a transit stop.
- ❑ Rights-of-way need to be purchased before road improvements and new roads begin construction, rather than during the process.

### **Infrastructure**

- ❑ The City, County and School District should work together to plan for new schools. When possible, schools should be included and designed as part of neighborhoods.
- ❑ Infrastructure planning is essential. City departments should develop effective communication in the areas of water and sewer extension and transportation improvements.
- ❑ Planning for future landfill and solid waste disposal is needed.
- ❑ Land use planning should precede decisions of where to extend water and sewer service. Infrastructure should be in place before new growth is encouraged.
- ❑ It is preferable for utilities to be located underground.
- ❑ The City should explore ways to improve the water supply, including expanding/improving existing reservoirs, adding a reservoir, and drawing from other basins.

## **B. Key Issues Identified in Stakeholder Interviews**

More than ten one-on-one interviews were held with local and regional stakeholders to identify current issues, trends, and potential strategies to address community issues. Stakeholders included representatives from public agencies, county and municipal governments, the airport, major employers, schools, faith-based organizations, local businesses and private developers. The issues and recommendations received through these interviews are summarized in the sections that follow and, as with the public meeting input, are organized by land use category. (Note – these were comments received from the public and do not reflect the City’s position about each type of land use.)

### ***Commercial Development/Office Professional***

- ❑ Some big projects are currently underway in Harrisburg. The Harrisburg Town Center will ultimately include more than 800,000 sq. ft. of retail and office space, and will have a residential component as well.
- ❑ Stakeholders want more factories/shopping centers on other side of town.
- ❑ Small business interests need to be given weight rather than letting the big business interests dictate direction.
- ❑ There is a potential for retail, including restaurants, along the south end of Speedway Boulevard.
- ❑ The Highway 29 corridor to Pitts School Road will likely develop as automotive related uses, such as racing and body shops.

### ***Industry/Employment***

- ❑ Philip Morris owns 2,200 acres of property on either side of US 29. The plant plans to maintain an agricultural buffer between the plant and its adjacent uses.
- ❑ Philip Morris Employs 2,500 people from the Charlotte and Concord area, with a current production rate that is much lower than capacity. There are no projections to reach capacity given a shrinking product market.
- ❑ Encourage NASCAR and racing-related uses at the airport.
- ❑ Concord has a diverse economy with no defining characteristic. The City needs to determine and promote an economic identity.
- ❑ Industrial areas along the railroads should be protected.
- ❑ Additional residential development near the Speedway should not be allowed because of noise and traffic conflicts.

- ❑ Additional major development by the Lowe’s Motor Speedway within the next 10 years is not anticipated. However, some parking, office and retail may be added. The corner of Highway 29 and Morehead Road is a potential site for some of this development.
- ❑ Speedway Boulevard should remain commercial to accommodate future tourism related uses, such as hotels or a convention center. Office development would not be suited for this area.
- ❑ Weddington Road, from Pitts School Road and Speedway Boulevard, should be reserved for industrial and office uses.

### ***Residential***

- ❑ Developers should be encouraged to build single-family in the upper price point (\$200,000-\$500,000).
- ❑ Development should be encouraged in infill areas in old portions of Concord (Center City) that would serve elderly and young families.
- ❑ People are becoming more accepting of Traditional Neighborhood Development (TND). Builders are paying more attention to design. Stakeholders liked the idea of mixing uses, and would like to see variety of price points in the City.
- ❑ The apartment market has been soft but is coming around.
- ❑ There is a need for one floor apartments for seniors that does not appear to be being met.
- ❑ Need to consider and plan for connecting neighborhoods to jobs.
- ❑ Need healthy neighborhood street design guidelines with 11’ travel lanes.
- ❑ High density residential should be located around transit areas.
- ❑ Interconnectivity for neighborhoods is needed to cut down on traffic to major roadways – but last house on cul-de-sac is considered a prime lot by buyers.
- ❑ Low density, single-family development will not support light rail service in Concord.

### ***Mixed-Use Development***

- ❑ The 3000-member congregation of First Assembly of God has outgrown its current downtown facilities. The congregation has recently purchased property across 29 (old Wal-Mart, now Big Lots) and plans to develop the shopping center into “The Village” which will include several community services, day care, offices, etc. in addition to a new sanctuary for the church. Current church facilities will be retained for a school. Streetscape design for The Village will be consistent with the Cabarrus Avenue corridor improvements and will represent a gateway to the Center City.

- ❑ Need better mix of uses within neighborhoods.

### ***Recreation/Greenways/Natural Resources***

- ❑ The park system in Concord is extensive but it has use limitations. Public space in Concord is not promoted well.
- ❑ The Robert Wood Johnson Foundation is providing grants of up to \$200,000 for community design and walking facilities focusing on lower income communities.

### ***Hot Spots***

#### **Transportation and Infrastructure**

- ❑ Airport is currently undergoing further master planning processes. The airport is looking at how to develop the other side of airport, improved access, interior roads and circulation, and a new intersection. Current Airport plans include 1,900 foot runway extension, with two year completion schedule. The extension will allow for larger planes to land and take off from the airport. It might also shift some of business from Charlotte, additional freight, potential commercial traffic, expansion of race industry facilities using airport. There are no immediate plans for a second runway – at least for next 20 years.
- ❑ There is a need for compatible land use planning and regulation around airport environs for noise and safety impacts. The preference is that the land around airport be used as industrial/light industrial. Some residential still exists around airport, and adds to conflicting land uses.
- ❑ The triangle area (Hardee's, Food Lion, McDonald's, etc.) formed by 29, Cabarrus Avenue, and 601, is not only an eyesore, but also a traffic nightmare that could be developed as open space or as a transit stop for light rail on the 29 corridor.
- ❑ Two-lane traffic on Poplar Tent is a problem.
- ❑ A service plan for utilities, including 10-year service areas, is needed.

#### **Growth Areas**

- ❑ Primary areas of concern are the Concord Regional Airport & Concord Mills area, the Highway 73 corridor, and the Westside bypass. With the amount of recent and future growth, stakeholders are also concerned with the watershed and how to protect it.
- ❑ Next priority after Northwest Area is Highway 49/601 corridor.
- ❑ The widening of Highway 49 will create the potential for new development in the Stonewall Jackson site and surrounding area.
- ❑ Cabarrus County is planning to initiate a joint area plan for the Highway 49 corridor.

- ❑ Primary growth area of concern for Kannapolis officials is 73 corridor.
- ❑ Cabarrus County sees the potential for farmland preservation and cluster development along the 73 corridor.
- ❑ Will develop on the Charlotte side of town for at least the next five years, with plenty of area in the County, Harrisburg, near Concord Mills still to be developed.
- ❑ The Cold Springs area in the Eastern Area plan is a possible location for a neighborhood.
- ❑ As the area around the Airport expands, it will create more opportunities for racing-related businesses such as team headquarters, shops, etc. There is a demand for small commercial operations in this area.
- ❑ The areas east of Branchview Road and south of Highway 49 have the opportunity for the greatest impact. There is a need for a deliberate but dynamic plan for this area that can accommodate changes over time.
- ❑ Developers need to know that development is much more valuable when growth is controlled.

<b><i>General Development</i></b>
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**Land Use Planning and Policy**

- ❑ The County has updated plans for Harrisburg and will soon have updated plans for the eastern area including Mt. Pleasant. The County is currently working on plans for the Northwest area and Midland.
- ❑ Utility boundaries between different entities are currently being determined as these areas generally correspond to annexation agreements.
- ❑ Kannapolis has completed its draft comprehensive plan that includes a land use element.
- ❑ Utility planning is an emerging issue. Local governments and service providers are working on delineating service areas.
- ❑ The City needs to create a positive environment (process) for developers/ entrepreneurs to come. If this is done, the market will drive development and infrastructure. The LUP, Unified Development Ordinance and Center City Plan need to be user-friendly for developers.
- ❑ There is a growing need for regional transportation planning and services.
- ❑ It has been a long time since anyone wanted to do speculative office space because of red tape. Red tape in Concord has increased, with UDO adding a lot of time and expense. Stakeholders feel that UDO has slowed down development.
- ❑ When residents fight development, Council counts votes – subject to political whim.

- There is a critical need for cooperative preparation and adoption of plans for areas outside of the City limits by City Council and the County Commissioners.

**C. Existing and Emerging Issues Summary**

Based on extensive input from public meetings, stakeholder interviews, and other related planning processes underway in the City and surrounding areas, a comprehensive summary of existing and emerging issues is presented in Table II-1.

**Table II-1  
Summary of Existing and Emerging Issues**

<i>Land Use(s)</i>	<i>Concerns/Recommendations</i>
Commercial	<ul style="list-style-type: none"> <li>▪ Community/neighborhood retail</li> <li>▪ Downtown revitalization</li> <li>▪ Reuse and infill of existing properties</li> <li>▪ Commercial corridor planning</li> </ul>
Industrial/Employment	<ul style="list-style-type: none"> <li>▪ Diversification of economic base</li> <li>▪ Reuse and infill of existing properties</li> <li>▪ Worksite/home connection</li> <li>▪ Industrial site protection</li> <li>▪ Minimize land use conflicts (Speedway/residential)</li> </ul>
Residential	<ul style="list-style-type: none"> <li>▪ Affordable housing</li> <li>▪ Reuse and infill of existing properties</li> <li>▪ Pedestrian access/connectivity</li> <li>▪ Housing options</li> </ul>
Mixed-Use	<ul style="list-style-type: none"> <li>▪ Downtown Revitalization</li> <li>▪ Reuse and infill of existing properties</li> <li>▪ Affordable housing</li> </ul>
Office Professional	<ul style="list-style-type: none"> <li>▪ Reuse and infill of existing properties</li> <li>▪ Landscaping requirements/standards</li> <li>▪ Diversification of economic base</li> </ul>
Recreation/Greenways/Open Space	<ul style="list-style-type: none"> <li>▪ Watershed protection</li> <li>▪ Landscaping requirements/standards</li> <li>▪ Parks and greenways</li> <li>▪ Pedestrian access/connectivity</li> </ul>
Transportation	<ul style="list-style-type: none"> <li>▪ Airport expansion and land use compatibility</li> <li>▪ Pedestrian access/connectivity</li> <li>▪ Regional transit planning and service</li> <li>▪ Worksite/home connection</li> <li>▪ Regional and interagency planning and coordination</li> <li>▪ Air quality</li> <li>▪ Minimize land use conflicts (airport/residential)</li> </ul>
Infrastructure/Community Facilities	<ul style="list-style-type: none"> <li>▪ Regional and interagency planning and coordination</li> <li>▪ Annexation planning</li> <li>▪ Adequate services before new development</li> </ul>

## **CHAPTER III**

### **GOALS, OBJECTIVES, AND IMPLEMENTATION STRATEGIES**

The Concord Land Use Plan consolidates key land use issues relative to the City's population growth, housing, economy, natural resources, community facilities and infrastructure, and historical and cultural resource base into a plan for guiding future development (see Chapter V). The Plan also shares and builds upon goals previously presented in planning efforts such as Envision Cabarrus, the Livable Community Blueprint for Cabarrus County, the Water and Sewer Authority of Cabarrus County (WSACC) Water and Wastewater System Master Plan, the Cabarrus Rowan MPO Transit Implementation Plan, Classic Concord Downtown Master Plan and the City of Concord Center City Plan.

One of the most important and time-consuming phases of the land use planning process is the development of detailed goals, objectives and strategies to guide future development and land use regulations. The Plan considers existing land uses, population trends, important goals and objectives of the City of Concord. The Plan also makes recommendations or strategies of how to achieve the goals and objectives. The Plan is not, however, a legal document and serves only as a guide for future growth and development patterns. Local government action is still required to direct both public and private land development.

The first step in the process is the development of a Vision Statement that defines the overall intent of the Land Use Plan and reveals the type of community that will hopefully emerge from the planning effort. The Vision Statement was used to guide development of the goals and objectives, along with detailed strategies, which will lead to implementation of the goals and objectives.

**Figure III – 1**  
**Concord Land Use Plan Vision Statement**

**VISION FOR CONCORD**

**The Vision for the City of Concord is to plan for a sustained balance of land uses and public facilities in pursuit of the City's Mission Statement.**

**The Mission for the City of Concord is to partner with our community to deliver services, preserve, protect and enhance the quality of life and plan for the future.**

Goals are a general expression of an ideal future result or condition, while objectives are more detailed, time-specific, and measurable. Objectives may be long-term or short-term in scope and represent tasks to be accomplished in the process of attaining a stated goal. Once land use goals and objectives are established, strategies are developed to facilitate their implementation.

The Land Use Plan must include implementation steps, identify entities responsible for implementation, and establish clear time-frames for completion to shape the future development of Concord. The implementation strategies reflect the specific actions necessary to achieve the goals and objectives of the Land Use Plan. Implementation of land use goals and objectives may require revisions to existing plans and programs, as well as modifications to ordinances and regulations such as the Unified Development Ordinance (UDO) and other land development regulations. The Concord LUP goals, objectives and implementation strategies are presented in Tables 62 through 68. Responsible departments for achieving each objective are shown in parentheses under each objective.

## **Goal 1 – Balance of Land Uses**

### ***Achieve a balance between residential, commercial and industrial uses***

**Objective 1.1** The City shall maintain land development regulations containing standards and provisions which encourage the elimination or reduction of uses inconsistent with the City’s character and future land uses. (Development Services and Business and Neighborhood Services)

**Strategy 1.1.1** Expansion or replacement of land uses which are incompatible with the Land Use Plan shall be prohibited.

**Objective 1.2** Provide a healthy and appropriate mix of commercial and industrial development to meet the needs of the current and future population of the City. (Business and Neighborhood Services)

**Strategy 1.2.1** Conduct a study to quantify the commercial and employment activities needed to adequately support the current and future population of the City and surrounding areas.

**Strategy 1.2.2** Develop a study committee to review and refine the study and “balanced use” data and recommend updates to policies and regulations to support the findings of the study.

**Strategy 1.2.3** Update policies and regulations to support implementation of the “balanced use” model to City Council for approval.

**Strategy 1.2.4** Work closely with Cabarrus Economic Development and neighboring jurisdictions to update and adjust the “balanced use” model as conditions and circumstances change over time.

**Strategy 1.2.5** As an on-going strategy, encourage employment uses to revitalize and reuse aging industrial facilities within the City.

**Strategy 1.2.6** Conduct quarterly meetings with economic development officials to share information on efforts.

**Objective 1.3** Ensure the protection of prime future industrial sites. (Business and Neighborhood Services)

**Strategy 1.3.1** In conjunction with Cabarrus Economic Development develop an industrial site inventory that includes new and redevelopment sites for economic development.

**Strategy 1.3.2** Assign industrial zoning classification to identify industrial sites and protect from encroachment of incompatible uses in surrounding areas.

**Strategy 1.3.3** Modify the UDO as necessary to include language to limit the amount of industrially-zoned property that can be rezoned to other uses.

**Strategy 1.3.4** Meet annually with Cabarrus Economic Development to promote identified prime industrial sites.

**Strategy 1.3.5** On an on-going basis, monitor the amount of industrially-zoned property that may be rezoned. Utilize the Land Use Plan as a planning tool to protect the industrial properties from being rezoned.

**Strategy 1.3.6** Future industrial uses shall be concentrated near major transportation facilities to ensure adequate access.

**Objective 1.4** Encourage Mixed-Use Districts and Village Centers to enhance the livability of the City through encouragement of an attractive and functional mix of living, working, shopping and recreational activities. (Development Services and Business and Neighborhood Services)

**Strategy 1.4.1** Review and revise the UDO to include zoning designations that provide for mixing of land uses for Village Centers and Mixed-Use Districts.

**Strategy 1.4.2** Planning staff shall prepare schematics and/or renderings of what Village Centers and Mixed-Use Districts should include and prepare design standards for each.

**Objective 1.5** Encourage the development of business opportunities that provide services the citizens of Concord desire. (Business and Neighborhood Services)

**Strategy 1.5.1** Establish an incentive package, as well as coordinate with Cabarrus Economic Development, to encourage desired commercial development. An incentive plan may include extending water and sewer facilities or grants to help aid establishment of the right businesses.

**Objective 1.6** The City shall maintain land development regulations to manage future growth and development in a manner that provides needed facilities and services, protects environmental

resources and discourages the proliferation of urban sprawl. (Development Services and Business and Neighborhood Services)

**Strategy 1.6.1** The City shall maintain land development regulations in the UDO which permit Mixed-Use Districts or Village Centers.

**Strategy 1.6.2** The City shall evaluate whether it is feasible to further simplify and streamline the existing regulatory programs of the City and shall monitor the effectiveness of such programs a minimum of once every five years.

**Strategy 1.6.3** Planning and Community Development Department staff should hold quarterly public information sessions, primarily for the development community, to educate them about smart growth principles.

**Strategy 1.6.4** Incorporate amendments to the UDO which provide incentives for infill development to lead it towards the urban core and away from the peripheral City limits. Effective infill development will allow for a better utilization of municipal infrastructure and facilities.

**Strategy 1.6.5** The City shall facilitate desirable redevelopment activities through innovative land development regulation techniques.

**Strategy 1.6.6** The City shall continue to support community development activities and programs including housing rehabilitation, small business development, assist to the greatest extent possible, with the provision of all types of housing, including, but not limited to low-and moderate-income housing.

## **Goal 2 – Vehicular and Pedestrian Connectivity**

***Encourage and promote both vehicular and pedestrian connectivity between residential, employment, commercial, and recreational uses.***

**Objective 2.1** Implement a public transportation system.  
(Development Services and Business and Neighborhood Services)

**Strategy 2.1.1** Endorse the recommendations of the Transit Implementation Plan to develop a transit system that would serve much of the City.

**Strategy 2.1.2** Review and endorse the NCDOT and the Cabarrus-Rowan MPO plans to develop a commuter rail service that would serve the Charlotte area.

**Strategy 2.1.3** Allow and encourage transit oriented and mixed-use developments near planned transit stops.

**Objective 2.2** Provide an inter-connected road system. (Transportation Department, Development Services, and Business and Neighborhood Services)

**Strategy 2.2.1** Develop a program to educate the public about the City’s “connectivity ratio” of the UDO which is designed to ensure street connections to neighboring residential developments, recreational uses, schools, commercial and employment centers.

**Strategy 2.2.2** Continue to require connected street patterns within and between new developments.

**Objective 2.3** Provide for and encourage alternative modes of travel. (Transportation Department Services and Business and Neighborhood Services)

**Strategy 2.3.1** Develop a program to educate the public about the UDO requirements for the inclusion of sidewalks within all types of new developments.

**Strategy 2.3.2** Planning and Community Development Department should work with the City’s Transportation Department and the Pedestrian Improvement Plan Committee to facilitate the sidewalk connections between residential neighborhoods to recreation, schools, and other amenities.

**Strategy 2.3.3** Designate the routes identified in the *Livable Community Blueprint* as priority routes to pursue in the development of safe and user-friendly pedestrian and bicycle corridors.

**Strategy 2.3.4** Encourage new developments to incorporate off-road facilities for bicycles and pedestrians.

**Strategy 2.3.5** On an on-going basis, seek partnerships and funding to develop an inter-connected greenway system throughout the community and the region.

## **Goal 3 – Sustainable Community**

***Create a sustainable community through the provision of a diverse range and adequate supply of housing, commercial, transportation, recreational, entertainment and employment options.***

**Objective 3.1** Provide a diverse mix and range of housing options throughout the City that will accommodate the current and future needs of the citizens of Concord. (Business and Neighborhood Services)

**Strategy 3.1.1** Conduct a detailed market study to quantify the appropriate mix of housing types and densities to meet the diverse current and future needs of City residents.

**Strategy 3.1.2** Develop incentives to encourage appropriate infill housing development within existing residential areas particularly in the Center City area.

**Strategy 3.1.3** Host an annual home ownership summit to review and coordinate existing affordable housing programs and work on the development of new affordable housing programs.

**Strategy 3.1.4** Appoint a Housing Task Force with development representatives to review and refine the “housing density” analysis and recommend updates to policies and regulations to support the study.

**Strategy 3.1.5** Allow and encourage higher density residential within mixed-use developments and within other appropriate areas throughout the City.

**Strategy 3.1.6** Update policies and regulations in the UDO to support implementation of the “housing density” study.

**Strategy 3.1.7** Work closely with developers, the real estate community and Cabarrus Economic Development on an on-going basis to update and adjust the “housing density” model as conditions and circumstances change over time.

**Objective 3.2** Encourage the development of entertainment and recreational facilities, activities and open space to accommodate the needs of Concord residents and visitors. (Development Services and Business and Neighborhood Services)

**Strategy 3.2.1** The City shall promote and enhance opportunities for residents and visitors to participate in the Arts through accessibility to cultural facilities and activities.

**Strategy 3.2.2** The City shall support the development of regional and local community cultural facilities readily accessible to all residents and visitors.

**Strategy 3.2.3** The City shall work to ensure a role for art and culture in site plans, when practical.

**Strategy 3.2.4** The City shall work with private and public organizations to encourage availability of adequate public space in development plans for cultural purposes, such as exhibits, festivals and artists studios.

**Objective 3.3** Increase the City's attractiveness to tourists through the establishment of a land use pattern aimed at accommodating increased tourism.

**Strategy 3.3.1** Recognizing the importance of tourism on the local economy, the City shall continue to foster a land use pattern that protects the area's tourism attractions, such as the Lowe's Motor Speedway, Concord Regional Airport, and Concord Mills Mall.

**Strategy 3.3.2** The City should provide for public transportation, pedestrian and bicycling opportunities that enhance tourism.

**Objective 3.4** Develop an independent economic base that is complimentary with the surrounding region but not dependent on it. (Business and Neighborhood Services)

**Strategy 3.4.1** Meet annually with neighboring jurisdictions on an industrial development strategy for the City of Concord and neighboring jurisdictions to encourage industrial diversification.

**Strategy 3.4.2** Planning and Community Development Department staff shall develop an incentive program to assist in recruiting diverse commercial enterprises with emphasis on neighborhood commercial within pedestrian proximity of residential development.

**Strategy 3.4.3** On an on-going basis, endorse the *Envision Cabarrus* recommendation to develop a regulatory environment that nurtures the growth of existing businesses and encourages the start up and growth of new businesses.

**Strategy 3.4.4** Encourage the development of office and research and development space in appropriate locations within the City.

**Strategy 3.4.5** Annually review employment opportunities and encourage and adjust focus of promotion of such, as necessary.

**Objective 3.5** Maximize opportunities provided by proximity to I-85 and the Charlotte area. (Development Services and Business and Neighborhood Services)

**Strategy 3.5.1** Conduct an area plan showing industrial and commercial development along I-85.

**Strategy 3.5.2** Conduct a joint area plan with neighboring jurisdictions for development near key linkages with the I-485 Outerbelt such as US 29 and NC 49.

**Objective 3.6** Ensure that future land use categories provide for the regulation of densities and permitted uses and adequately reflect soil conditions, topography and the availability of facilities and services. (Development Services Department and Business and Neighborhood Services)

**Strategy 3.6.1** The Development Services Department and Planning and Community Development Department staff shall work together to annually record the City's adherence to the density standards and permitted uses, as provided by the Future Land Use chapter of the Land Use Plan.

**Strategy 3.6.2** The Development Services Department shall annually record the consideration of the suitability of soils and physical and natural land features as part of the Site Plan Review process.

**Strategy 3.6.3** The Planning and Community Development Department shall develop criteria for reviewing and making recommendations regarding the adoption of amendments to the Land Use Plan and Future Land Use Map.

**Strategy 3.6.4** The Planning and Community Development Department shall continue to maintain and review, as necessary, the intensity and density standards contained in the Future Land Use chapter of the Land Use Plan.

## Goal 4 – Preservation of Unique Character

### *Preserve the unique character of the City.*

**Objective 4.1** Maintain Concord’s unique character and small town atmosphere. (Development Services and Business and Neighborhood Services)

**Strategy 4.1.1** Support the recommendations of the Center City Plan that relate to incentives to encourage small business development in Concord that concentrate on the downtown and Center City area.

**Strategy 4.1.2** Review rezoning requests and land use amendments for compatibility with adjacent uses.

**Strategy 4.1.3** Support recommendation of *Envision Cabarrus* to develop a local foundation or trust to preserve open space.

**Strategy 4.1.4** Continue to encourage preservation and restoration of historic structures and compatible development within the City’s Historic Districts.

**Strategy 4.1.5** Continue to evaluate older areas of the City that could receive historic district designation to preserve the character of older neighborhoods within the City.

**Strategy 4.1.6** Continue to support and promote small businesses while encouraging new small businesses to locate within the City.

**Objective 4.2** Preserve and promote Concord’s positive image as a desirable community in which to live and work (Business and Neighborhood Services)

**Strategy 4.2.1** Endorse recommendation of *Envision Cabarrus* to encourage the construction of facilities that could host regional, state and national sports and other activities.

**Strategy 4.2.2** Endorse recommendation of *Envision Cabarrus* to include sidewalk, bikeways, and greenways that connect neighborhoods and create walkable neighborhoods by revising the UDO as necessary to ensure such facilities are constructed.

**Strategy 4.2.3** Revise the UDO to include language to facilitate the Develop “green buffers” along key corridors that would include the development of additional open space and landscaping requirements for new development, as well as pedestrian/biking amenities that will help to link up with the greenways.

**Strategy 4.2.4** Develop schematic models of Mixed-Use Districts and Village Centers that will encourage developers to create places that enable residents to live, work and shop in one place.

**Strategy 4.2.5** Continue to support downtown revitalization as a way to preserve character and enhance the quality of life for Concord residents.

**Objective 4.3** Maintain and encourage strong neighborhoods. (Development Services and Business and Neighborhood Services)

**Strategy 4.3.1** Promote housing rehabilitation, revitalization and infrastructure improvement within neighborhoods in need.

**Strategy 4.3.2** Support recommendation of Envision Cabarrus to create and implement a community-wide master plan that locates community centers within each neighborhood in existing facilities such as schools and churches.

**Strategy 4.3.3** Facilitate the development of neighborhood plans as a means to preserve and enhance the City's neighborhoods.

**Objective 4.4** Encourage and promote appearance and landscaping standards throughout the City. (Development Services and Business and Neighborhood Services)

**Strategy 4.4.1** Create a prioritized landscape plan for public spaces, such as major thoroughfares and gateways into Concord. Plan could include the provision of street trees, pedestrian amenities, and other public art.

**Strategy 4.4.2** Secure funding for top three items on landscape plan for public spaces.

**Strategy 4.4.3** Begin installation of landscape plan for public spaces.

**Strategy 4.4.4** Review language within the UDO regarding landscaping for industrial and commercial developments. Revise the text accordingly. Promote strong architectural, appearance and landscaping standards for industrial and commercial development through amendments to the UDO.

**Objective 4.5** Revitalize and promote downtown Concord as the cultural and historical center of the City, as an employment and governmental center, and as an attractive shopping and dining destination. (Business and Neighborhood Services)

**Strategy 4.5.1** Create incentives to encourage development in underutilized areas of older neighborhoods adjacent to downtown.

**Strategy 4.5.2** Carry out the recommendations of the Downtown Master Plan and the Center City Plan.

**Strategy 4.5.3** Continue to support organizations such as the Concord Downtown Development Corporation in their efforts to revitalize downtown Concord.

## Goal 5 – Compatible Land Use

### *Ensure compatibility of neighboring land uses.*

**Objective 5.1** Ensure compatibility of neighboring land uses.

**Strategy 5.1.1** City staff shall utilize the Land Use Plan as a tool for ensuring appropriate locations for development when supporting or recommending denial of requests for rezonings or other development petitions.

**Strategy 5.1.2** The Development Services Department shall review all applications made for Site Plan Review in accordance with the adopted goals, objectives and strategies of the Land Use Plan to ensure that new developments are compatible with surrounding land uses and provide for adequate municipal services to mitigate and development related impacts.

**Objective 5.2** Ensure compatibility between residential and non-residential uses. (Development Services)

**Strategy 5.2.1** Encourage neighborhood commercial near higher density residential areas, along with appropriate buffer and screening requirements between the uses. Incorporate performance standards in the UDO to minimize incompatibility conflicts.

**Strategy 5.2.2** Enforce regulations in UDO regarding appropriate buffers and screening between intense uses such as industrial adjacent to commercial and residential uses.

**Strategy 5.2.3** Recruit “clean and green” industries. Meet regularly with Cabarrus Economic Development to exchange information.

**Strategy 5.2.4** The City shall continue to maintain, through the UDO, buffering provisions which are necessary to protect residential areas from adjacent commercial and industrial developments.

**Strategy 5.2.5** Non-residential uses adjacent to residential areas shall be planned with setbacks and buffer landscaping and traffic patterns leading away from residential uses.

**Strategy 5.2.6** Acceptable commercial and industrial land uses, when located near residential areas, shall be buffered from the existing and proposed residential areas by setbacks, landscaping and /or fencing to insure compatibility.

**Objective 5.3** Encourage new industrial development within appropriate areas. (Planning and Community Development)

**Strategy 5.3.1** Identify prime industrial sites and protect them through proper zoning classification.

**Strategy 5.3.2** Develop appearance and landscaping standards for new industrial developments and incorporate into UDO.

**Strategy 5.3.3** Allow and promote the development of industrial parks concentrating on new industrial development around I-85, the Concord Regional Airport and within any of the existing industrial parks.

**Strategy 5.3.4** Encourage new industries to locate within industrial parks.

**Objective 5.4** Encourage new commercial development within appropriate areas. (Development Services and Business and Neighborhood Services)

**Strategy 5.4.1** Encourage new commercial development around I-85, within existing commercial developments and at key locations throughout the City, particularly at major highway intersections and at planned transit stations.

**Objective 5.5** Prevent the location of incompatible uses near intensive existing uses such as the Concord Regional Airport and Lowe's Motor Speedway. (Development Services)

**Strategy 5.5.1** Work with Lowe's Motor Speedway and the Concord Regional Airport and similar uses to develop guidelines relating to appropriate buffers between their uses and incompatible uses such as residential or schools.

**Objective 5.6** Ensure compatibility between different types of residential development. (Development Services)

**Strategy 5.6.1** Develop appropriate transitions between higher density residential uses and single-family residential.

**Strategy 5.6.2** Require location of higher density multi-family developments within mixed-use areas located at key intersections of major corridors.

**Strategy 5.6.3** Encourage development of townhouse and patio home development within Village Centers located at key intersections on minor corridors.

## Goal 6 –Adequate Infrastructure

*Provide adequate infrastructure to serve the residents of the City.*

**Objective 6.1** Ensure provision of adequate infrastructure to serve new development.  
(All Infrastructure Service Departments, Development Services Department, Business and Neighborhood Services)

**Strategy 6.1.1** Require all new developments to submit a statement of probable impacts on the provision of water, wastewater, police, fire, emergency services, solid waste, schools, roads, and other affected infrastructure.

**Strategy 6.1.2** Request that all affected City departments prepare a statement of impact on infrastructure for new industrial, commercial and housing developments.

**Strategy 6.1.3** Consider implementing a fee for new developments that will strain existing infrastructure.

**Strategy 6.1.4** Prepare an annual record of facility and service improvements that are undertaken to support development and redevelopment within the City to ensure that all facilities are operating at or below capacity.

**Strategy 6.1.5** Through the Site Plan Review Process, ensure all plans provide for safe vehicular movement and adequate off-street parking, that pedestrian safety measures exist and that the provision of adequate access for service and emergency vehicles.

**Objective 6.2** Provide adequate water resources and wastewater treatment capacity to serve the needs of the citizens of Concord both now and in the future.  
(All Infrastructure Service Departments)

**Strategy 6.2.1** Support recommendation of Envision Cabarrus to create and implement a county comprehensive plan that creates a long-term sustainable water supply and adequate water and sewer facilities through regional cooperation to meet future growth.

**Strategy 6.2.2** Support recommendation of Envision Cabarrus for creating regional dialogue to reach a consensus for providing regional infrastructure.

**Strategy 6.2.3** Support the *WSACC System Master Plan* to expand water facilities and seek additional sources of water and to upgrade and expand wastewater treatment facilities.

**Strategy 6.2.4** Prioritize expansion of water and wastewater service in urbanized areas before expanding into rural areas.

**Strategy 6.2.5** Protect water resources from encroachment and contamination. This could be accomplished by working closely with local and state agencies involved in water quality issues to develop policies and guidelines for development near water resources.

**Objective 6.3** Assure drainage and stormwater management. (Utilities, Environmental Services, Engineering and Development Services)

**Strategy 6.3.1** Follow Best Management Practices to reduce pollutant discharge.

**Strategy 6.3.2** The City shall maintain development regulations containing specific standards and criteria designed to protect environmentally sensitive lands consistent with the Stormwater provisions of the UDO and other adopted City Stormwater regulations (i.e. in City Code or stand-alone ordinances, as applicable).

**Objective 6.4** Provide a transportation system that efficiently and safely serves the current and future needs of Concord citizens. (Transportation Department)

**Strategy 6.4.1** Support the implementation of the *North Carolina Transportation Improvement Program, 2002-2008* for roads serving the City of Concord.

**Strategy 6.4.1** Support Cabarrus-Rowan MPO 2000-2005 Long Range Transportation Plan recommendations for bicycle and pedestrian improvements, rail transportation, transit and public transportation, and congestion management and traffic monitoring for facilities in Concord area.

**Strategy 6.4.2** Support Envision Cabarrus recommendation that plans for bus transportation, light rail and commuter rail to be implemented.

**Strategy 6.4.3** Implement the Cabarrus-South Rowan MPO *2000-2005 Long Range Transportation Plan* recommendations for upgrade and improvement of the thoroughfare system.

**Objective 6.5** Expand and develop parks and recreation facilities to serve the needs of the citizens of Concord. (Development Services and Business and Neighborhood Services)

**Strategy 6.5.1** Support efforts to promote and establish greenways that can be used for bicycle and pedestrian corridors.

**Strategy 6.5.2** Preserve environmentally sensitive areas such as the Rocky River Corridor.

**Strategy 6.5.3** Develop mini parks, neighborhood parks and civic parks as recommended in the Livable Community Blueprint.

**Strategy 6.5.4** Develop passive parks including opportunities for trails, picnicking, camping and nature study.

**Strategy 6.5.5** Acquire lands that have an environmental quality that lend themselves to preservation and nature-based activities.

**Strategy 6.5.6** Continue efforts to improve and expand existing parks and facilities.

**Strategy 6.5.7** Work with Cabarrus County in the development of community parks within the City.

## **Goal 7 – Farmland, Natural Resource and Open Space Preservation**

### ***Preserve farmland, natural resources and open space.***

**Objective 7.1.** Provide incentives and support to farmers and owners of agricultural land to continue their agricultural operation. (Development Services and Business and Neighborhood Services)

**Strategy 7.1.1** Develop a committee composed of local farmers, owners of agricultural property, the Cabarrus County Farm Bureau, City and County staffs, elected officials and other related groups to discuss the needs and concerns of farmers in the area of farmland preservation.

**Strategy 7.1.2** Work closely with the Farmland Committee to update and adjust policies, incentives and regulations for farmland as conditions and circumstances change over time.

**Strategy 7.1.3** Based on the Farmland Committee's recommendations, develop policies, incentives and regulations that will support preservation of farmland.

**Strategy 7.1.4** Implement policies, incentives and regulations for farmland preservation.

**Objective 7.2.** Promote the preservation of open space throughout the City. (Development Services/Business and Neighborhood Services)

**Strategy 7.2.1** Require the preservation of open space within every new residential subdivision or require payments in lieu of open space preservation.

**Strategy 7.2.2** Acquire lands along river corridors and within riverine buffers as corridors to linking greenways and open space.

**Strategy 7.2.3** Seek partnerships and funding to develop an inter-connected greenway system throughout the community and region.

**Strategy 7.2.4** Support the efforts of land trusts and conservation groups as they acquire parcels of land for conservation.

**Objective 7.3** Protect the natural resource base of the City and surrounding areas. (Environmental Services Department)

**Strategy 7.3.1** Meet annually with the County and the State's Natural Heritage Program to monitor the status of animals, plants and habitats that are endangered, threatened or of special concern.

**Strategy 7.3.2** Work closely with neighboring jurisdictions, local and state agencies, and citizens groups to promote the protection of the community's water resources.

**Strategy 7.3.3** Continue to participate in regional air quality monitoring efforts and encourage compact development and the development and use of alternative transportation.

## **Goal 8 – Linking Plans and Strategies**

### ***Incorporate the Recommendations of the Concord Land Use Plan into Other Plans and Strategies***

**Objective 8.1** Incorporate the recommendations of the Concord LUP into the other plans of the city. (Business and Neighborhood Services)

**Strategy 8.1.2** Incorporate the LUP into the criteria for evaluating proposals, rezonings, and other land development proposals.

**Strategy 8.1.3** Work with other divisions and departments at the City of Concord to ensure the LUP is examined in concert with their planning efforts.

**Objective 8.2** Promote cooperation between the City of Concord and other jurisdictions. (Development Services/Business and Neighborhood Services)

**Strategy 8.2.1** Participate in the update of the Northwestern Area Plan.

**Strategy 8.2.2** Host an annual planning commissioners summit on growth to discuss the issues related to each land use plan.

## CHAPTER IV FUTURE DEVELOPMENT PLAN

The goals, objectives, and implementation strategies of the Concord Land Use Plan (LUP) have been outlined in Chapter III. This chapter, however, summarizes the future land use categories recommended for Concord. Each of the recommended land uses have been compared to existing plans for the Harrisburg Planning Area, Eastern Area Plan and Northwest Area Plan for Cabarrus County, and the Northeastern portion of Mecklenburg County in order to evaluate compatibility with land use classifications currently being used in these jurisdictions. The recommendations were examined in concert with the current provisions of the Unified Development Ordinance (UDO) to ensure that appropriate zoning classifications match the suggested land use categories.

The land use categories and accompanying map will be used as a tool for City Council, the Concord Planning and Zoning Commission, and developers within the City of Concord to use as a policy guide for future development. Cabarrus County, Harrisburg, Kannapolis, and Charlotte-Mecklenburg County can use the plan as a reference tool for the policies and goals for Concord as it continues to grow as a major jurisdiction in the greater region.

### A. Future Land Use Categories

#### 1. Greenways and Green Corridors



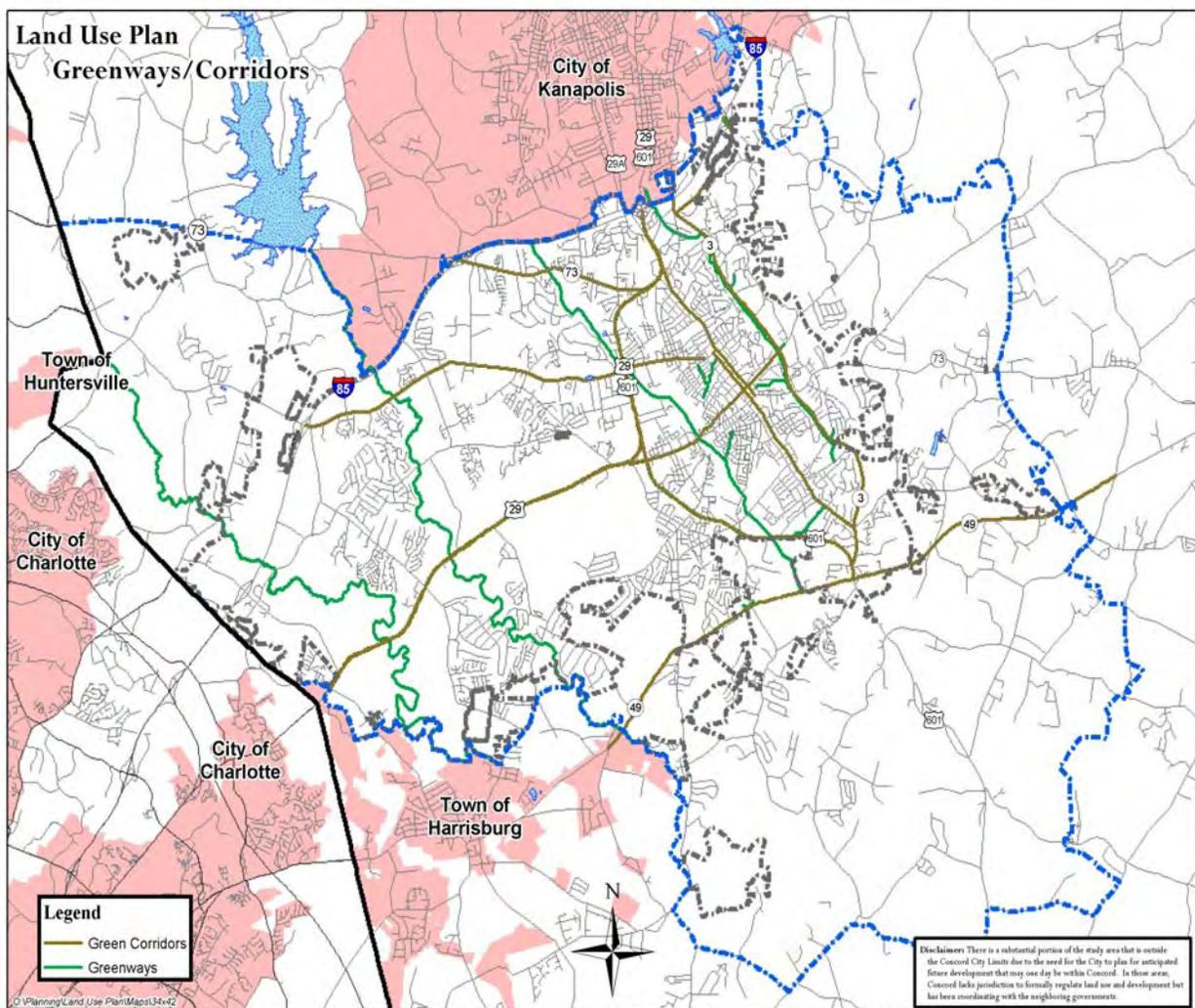
As outlined in the Livable Communities Blueprint, four greenways are to be developed by the City of Concord including sections along Rocky River, Coddle Creek, Irish Buffalo Creek, and Three Mile Branch. Other greenway sections in the core of the community are outlined in the Center City Master Plan.

The greenways along streams are allowed under the UDO perennial stream buffer regulations, to maintain a vegetative buffer of 50 to 120 feet on each side of the stream in order to protect the riparian environment and preserve water quality and habitat. An added benefit to this buffer is that it provides separation for differing land uses that may occur on each side of the stream. Ideally, the minimum vegetative buffer width should be extended from 50 to 100 feet, to properly protect the waterways, accommodate greenway connections, and to separate uses. Expansion of these buffers through voluntary landowner participation in establishing conservation easements should be encouraged.

The NPDES Phase II Stormwater Regulations have established a 30-foot vegetative buffer along all intermittent streams, adding to the protection of water quality and stream stability. Local stormwater management program goals include stream restoration projects in an effort to mitigate previous developmental impacts. Where possible, new developments should be encouraged to incorporate greenways into their plans as recreational amenities and environmental protection features.

In addition to greenways, the Land Use Plan recommends a series of green corridors along the following roads: Concord Parkway, Branchview Drive, Poplar Tent Road, Warren C. Coleman Boulevard (US 601 South), Davidson Highway (NC Highway 73), Highway 49, Church Street, Union Street, and Cabarrus Avenue. Although Branchview Drive, Copperfield Boulevard, and part of Concord Parkway South have overlay protection districts already in place, continuing attention to their improvement and development should be given. The overlay for these roads, as well as future overlays for the other corridors, should be examined to ensure that they encourage detailed landscaping and construction design requirements for new development. Pedestrian/biking amenities linking planned greenways in order to form a green network within the City should also be encouraged (Figure IV-1).

**Figure IV-1, Greenways and Green Corridors**



### **Corresponding Zoning Classifications:**

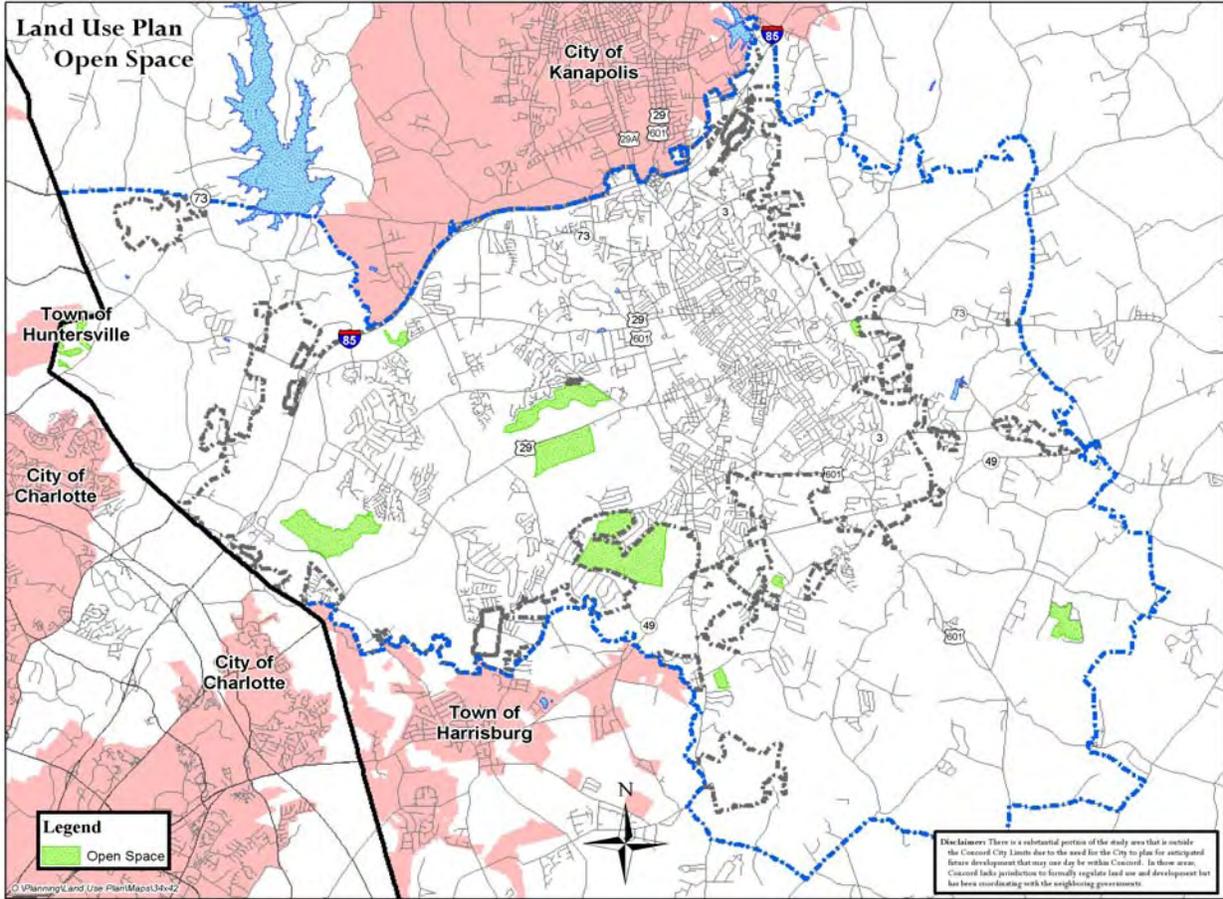
Greenways and Green Corridors are generally found on land that cannot be developed, such as floodplains. Some property includes land area shown as possible Greenways, which have been outlined in the Livable Communities Blueprint for Cabarrus County or on the Land Use Plan. Considering this, most zoning districts would be appropriate for greenway development and development proposals should consider trail connectivity into the regional system. Open space is required, as part of the subdivision process and all re-zoning proposals should consult the Livable Communities Blueprint to see if greenway connections can be developed.

## **2. Open Space**



This category includes existing recreational areas, such as parks and golf courses. It also includes passive open space, like the open space in front of the Philip Morris property on Concord Parkway South (Figure IV-2). Many of these areas will be tied in to the green network created by greenways and green corridors. The Livable Communities Blueprint for Cabarrus County recommends Concord incorporate a minimum of four additional parks, include one mini park of .25 to 3 acres, one neighborhood park of 3 to 25 acres to be located in Southwest Concord, one civic park of 14 acres along Three Mile Branch, and one community park of 25 to 70 acres to be located in Northeast Concord to accommodate the current population. Additionally, the Plan indicates medium and long-term needs for a minimum of four additional neighborhood parks each of 3 to 25 acres. Although the Land Use Plan does not specify locations for these parks, it is expected that guidance for their location will be drawn from the Livable Communities Blueprint. Periodic review of park needs and facilities should occur to ensure adequate coverage in the City and the Parks and Recreation Department should be consulted whenever property is voluntarily donated for public park use by developers.

Figure IV-2, Open Space



### 3. Mixed-Use District



Mixed-Use Districts are identified on the Future Land Use Map as large geographic areas located around key intersections of major transportation corridors. These districts typically occur in areas with high growth potential, where the infrastructure can support denser development. Planned along future transit corridors, these areas should be developed in a fashion that supports transit and accommodates commercial, high-density residential, office, light industrial, and research uses. The Interstate 85 corridor and the Concord Parkway (US-29) corridor contain several of these districts; each planned to have some type of mass

transit. Several Mixed-Use Districts are also proposed along Highway 49, even though mass transit is not scheduled to occur within this corridor anytime in the near future. Mixed-Use Districts may not necessarily be constructed as a single development at one time. The very nature of these Districts is to allow them to evolve over time into an area made up of a mix of land uses, usually centered around some type of public transit facility, which affords people the opportunity to live, work, shop and, in some cases, have immediate access to recreation facilities in one general area. It is also the goal of these districts to reduce vehicle trips by making them single destination points for multiple consumer needs.

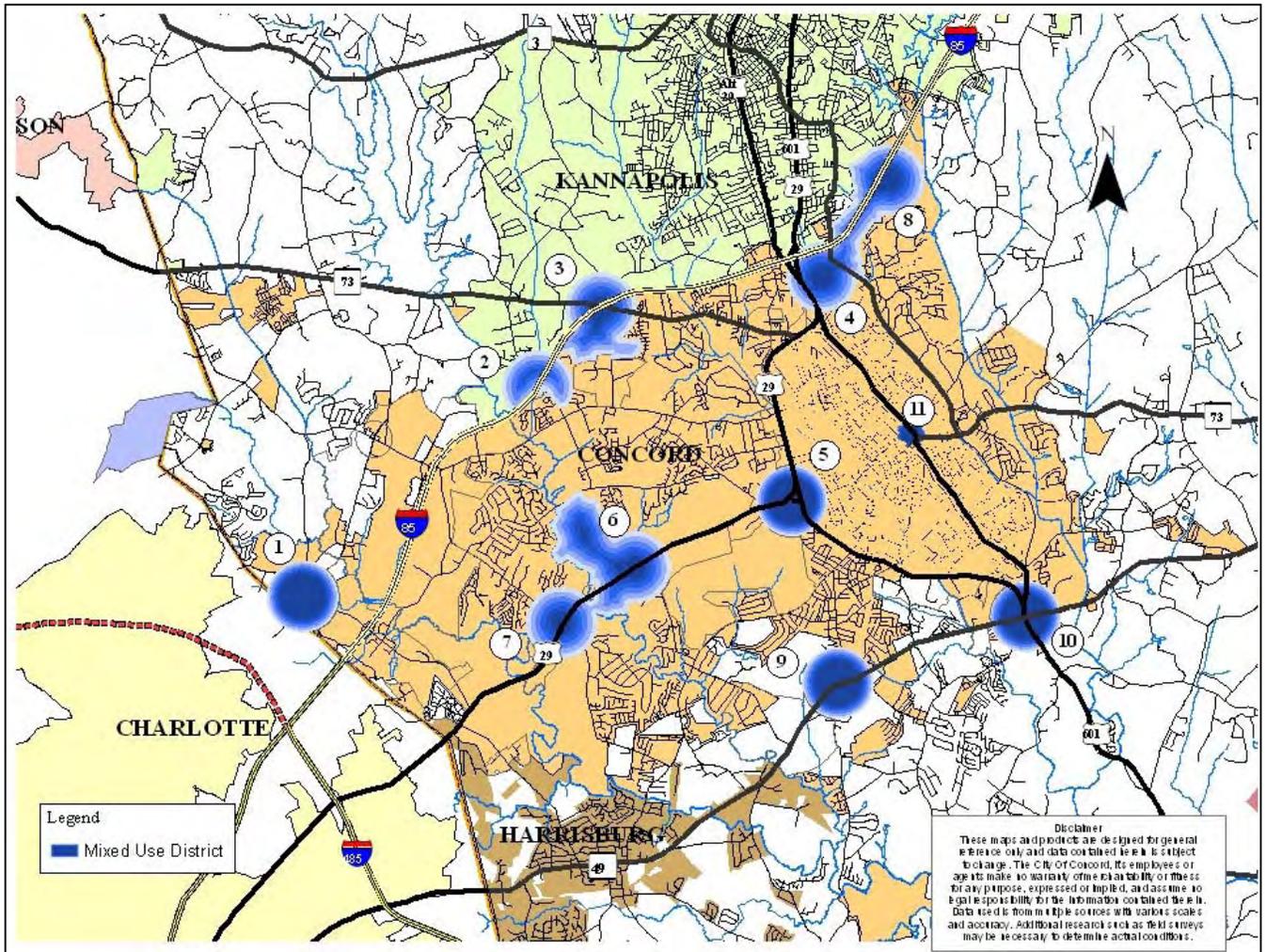
The intent of the Mixed-Use District is to encourage a mixture of complementary uses that will function as an integrated center allowing for pedestrian connections between developments and uses. Each of the eleven proposed Mixed-Use District locations identified on the Land Use Plan have different characteristics and will develop uniquely. The size and shape of these areas is deliberately broad, with the intent that mixed use development will occur within a one-half mile radius of a transit stop (an estimated ten minute walking distance). Because, each district is unique, applying one development solution to each is not practical. For example, some currently contain more undeveloped land, while others may include redevelopment of existing older structures. The key is to coordinate development of each parcel within the context of the larger District. Coordinating connectivity and planning for future uses will be critical in this process.



Small area plans have been developed for Districts 5 and 6 (denoted in Figure IV-3). Small area plans are more specific than the Land Use Plan, and identify appropriate areas or parcels for housing, live/work units, commercial, and employment centers. Small area plans also provide another key component, which is the conceptual layout of an internal roadway network. Similar

to the land use plan, these plans heavily involved the public in their preparation. Small area plans shall provide guidance for decision makers when reviewing development proposals located in these areas. Whenever possible, it is recommended that developers utilize one of the mixed use zoning districts when developing in a mixed use district. Figure IV-3 is a map of the City that shows the locations of the Mixed-Use Districts. A description, summary, and appropriate zoning for each District follow the map.

**Figure IV-3, Mixed-Use Districts**



**1. Concord Mills** – This District consists of Concord Mills Mall and the surrounding area, including portions of Concord Mills Boulevard and Derita Road. The area currently has access to I-85 at Exit 49, and with the completion of I-485, will ultimately have easy access to this new Interstate. In addition to interstate access, this district is within close proximity to the Concord Regional Airport.

Mixed Use District 1 has experienced a tremendous amount of commercial growth since the completion of Concord Mills Mall. With the exception of the Village Green Apartments and the

residential units as part of the Christenbury Farms Planned Unit Development (PUD), approximately ½ mile northwest of Concord Mills Mall, this district has developed mostly as an auto oriented commercial corridor. Future expansion of this PUD to the south has been discussed. (Figure IV-4). Concord Mills Boulevard connects into the right-of-way of the newly built Christenbury Road to create more access to the developing residential areas to the north and west. A large commercial development is proposed for the property to the northeast of the intersection of Concord Mills Boulevard and Derita Road. Bicycle and pedestrian connections to adjoining residential development should be strongly encouraged with each new development proposal, in order to achieve the intent of a Mixed-Use district. There are several existing homes on large lots, which have frontage on Derita Road. These homes (depending upon their age and condition) may be candidates for redevelopment to more urban densities as land values continue to increase. Land assemblage should be encouraged to develop more unified developments.

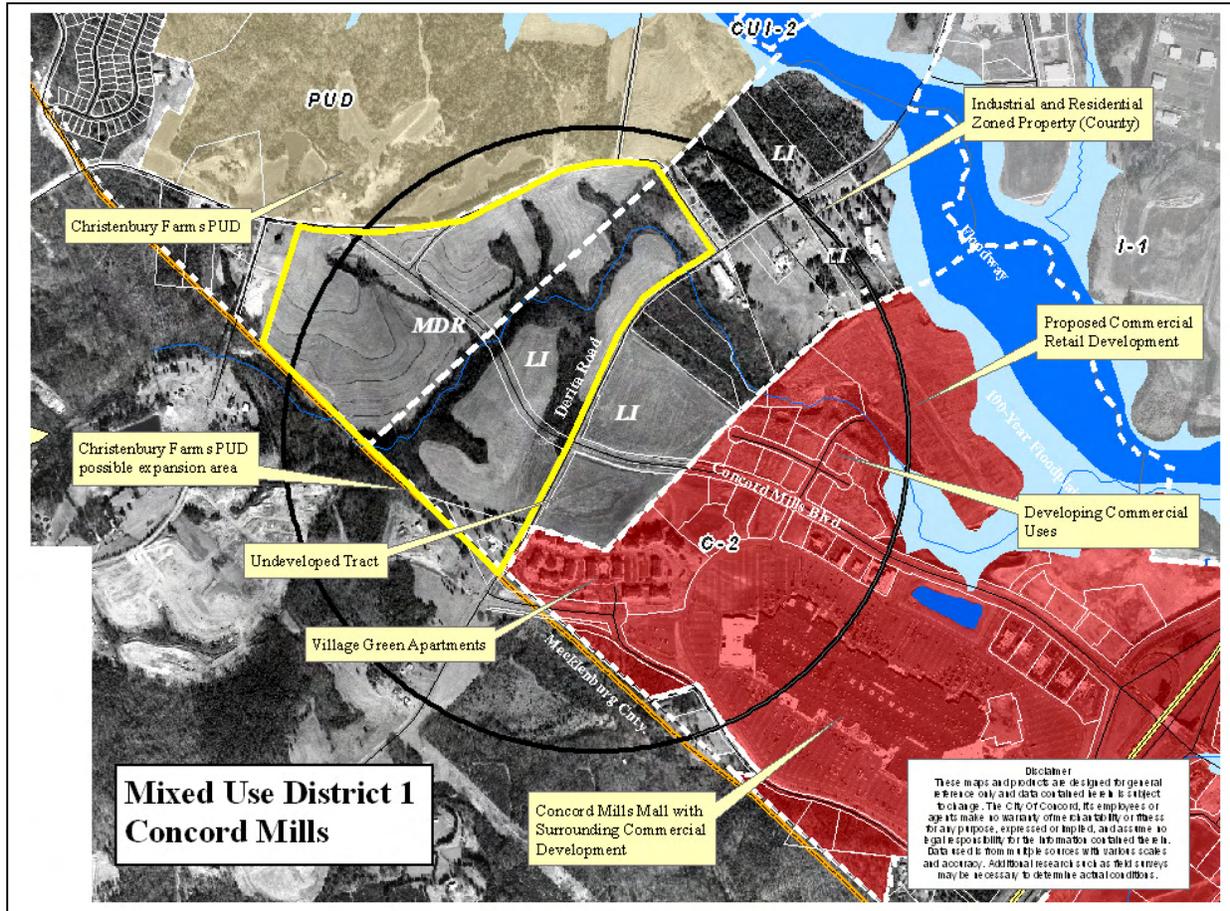
#### Mixed Use District 1, Summary

- Major activity center in a rapidly developing area
- Close Proximity to Concord Regional Airport
- Upscale residential development beginning to occur nearby in the Christenbury Farms PUD
- Derita Road will eventually be improved to a 4-lane facility
- Extension of Speedway Blvd/Concord Mills through the Christenbury Farms property.
- Traffic congestion is becoming more of a problem, as road capacity is already being exceeded in some locations
- Available “greenfield” land is becoming more limited. Some undeveloped tracts have plans in place for pending developments.

#### Recommendations:

- To become a viable mixed use area, additional higher-density residential development should be encouraged on remaining tracts of land.
- Develop safe pedestrian linkages during the site plan and plat review for future developments. Parcel to parcel connections should be carefully reviewed during the site plan review process.
- Ensure a well-defined internal street network with good road connections to adjoining parcels are developed during site plan review. This will help build an internal block structure and avoids forcing vehicular traffic on the arterial road network.
- Zoning map amendments should consider the following zoning districts: MX-CC1, MX-CC-2, MX-IB, TOD, RC, PUD, C-2, and RV. I-1 zoning may also be possible for remaining large tracts around the intersection of Derita Road and Concord Mills Blvd. Live/work units should also be considered.

**Figure IV-4  
Mixed Use District 1**



**2. George W. Liles Parkway at I-85** – This District is centered on the intersection of George W. Liles Parkway and Interstate 85 (Figure IV-5). George W. Liles Parkway, a major thoroughfare, will ultimately connect North Carolina Highway 3 to Highway 49, south of Concord, making this a primary connector through the middle of Cabarrus County. George W. Liles Parkway is already improved from Weddington Road, north through the intersection with I-85 and into Kannapolis.

Much of Mixed Use District 2 lies outside of Concord’s jurisdiction and is in Kannapolis and the City will have little control in these areas. Most of the remaining tracts in this District are developed. Afton Village is a large Traditional Neighborhood Development that integrates mixed use principals in it’s design. On the southeast and southwest corners of the Poplar Tent Road and George Liles Parkway intersection are new commercial developments, containing two grocery stores, drug stores, an auto parts supply store, a bank, and miscellaneous retail. These shopping areas have not integrated a housing component like Afton Village. Areas to the south and west of this district are also rapidly developing, mostly with single-family homes. The improvements to the George W. Liles Parkway will improve access and spur additional growth in the area. On the northeast corner of this intersection are several tracts containing older single-family homes. As development continues in this area, property values will likely increase and redevelopment of these tracts may occur. To continue the theme of Afton Village, efforts should be made to continue mix use in this area.

#### Mixed Use District 2, Summary

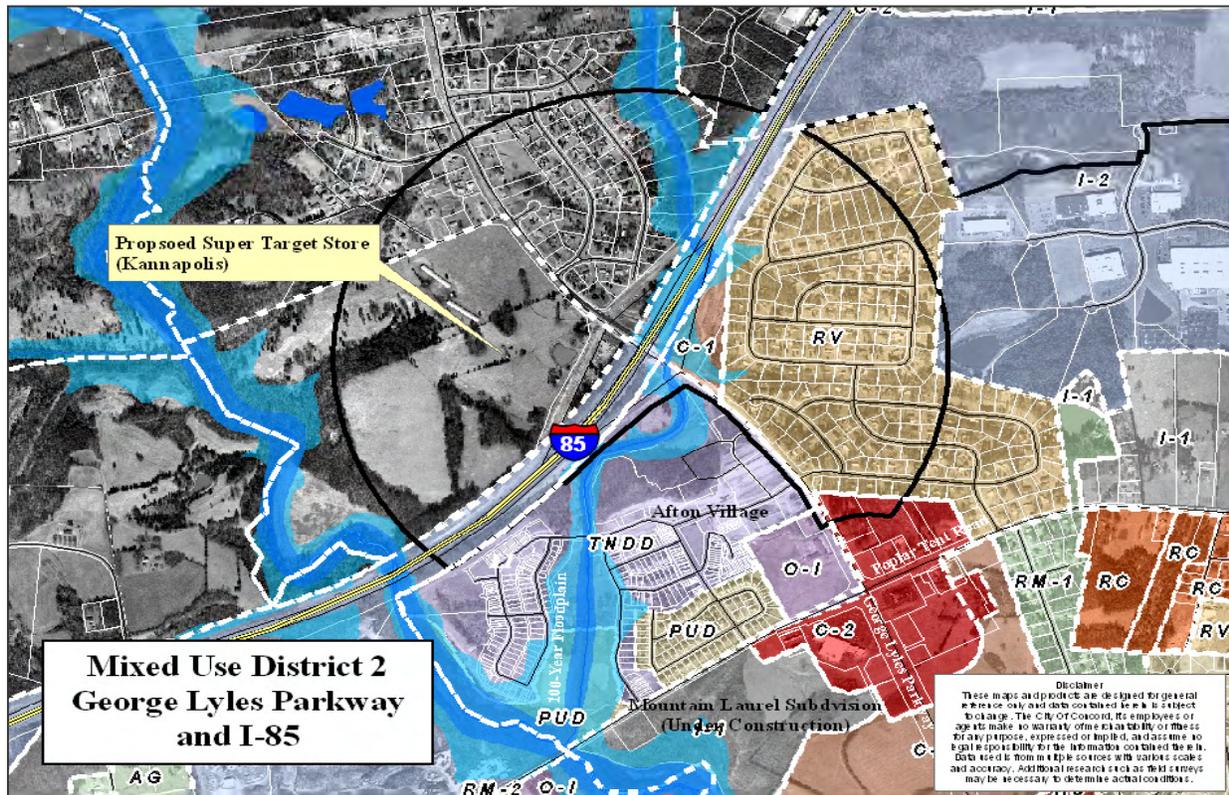
- Moderately to rapidly developing area
- Good Access to I-85
- The presence of Afton Village allows this area to develop its own unique village character in terms of people working, shopping, living in the same location
- Current capacity improvements are occurring on George Liles Parkway to Weddington Road. The new facility will be a 4-lane divided road.
- There is a Super Target proposed on the Kannapolis side of I-85. This will increase traffic in the area by creating a regional shopping destination point.
- Traffic congestion is worsening on Poplar Tent Road. This may be slightly relieved upon the completion of the improvements to the George Liles Parkway.
- Other than the tracts on the northeast corner, there will be limited re-development opportunities in this District as most of the existing development has occurred since 2000.

#### Recommendations:

- Buildings should be placed close to the street to create a village type of setting in keeping with the theme established by Afton Village.
- Lot assembly would be important to ensure a unified development, however, if lot assembly cannot occur then individual tracts should be developed with a larger vision of internal connectivity.
- Zoning map amendments should consider the following zoning districts: MX-NC, MX-C1, RC, RV, TND, and PRD zoning on the northeast corner of the intersection of George Liles and Poplar Tent. Some conditional I-1 uses may be appropriate.

- Opportunities to create safe bicycle and pedestrian linkages to adjoining developed tracts should be considered during site plan review.

**Figure IV-5  
Mixed Use District 2**



**3. Davidson Highway (Highway 73) at I-85** – This Mixed-Use District primarily includes property surrounding Exit 55, International Business Park (IBP), and parcels along International Drive. It is adjacent to established single-family subdivisions to the east and southwest and to industrial to the south. The properties surrounding the Interstate include various commercial establishments including three gas stations, a fast food restaurant, and a hotel. Davidson Highway (Highway 73) is a major east/west thoroughfare connecting Concord to Davidson and Huntersville and ultimately with I-77. Large tracts of underutilized or undeveloped land, especially in the International Business Park, characterize this area. The IBP is primarily being marketed for “clean” industry and corporate office facilities. However, the middle portion of the IBP could develop as a planned office/employment facility and the owners have expressed interest in marketing some of the property in this fashion. Due to the nature of the surrounding development, introducing residential uses inside the Park is probably not likely to occur nor would it be particularly desirable, unless it is situated away from intensive industrial uses. In 2004 and 2005 some of the parcels in the IBP having frontage along Highway 73, were rezoned

for commercial purposes. The IBP has its own set of restrictive covenants controlling such items as building architecture and landscaping.

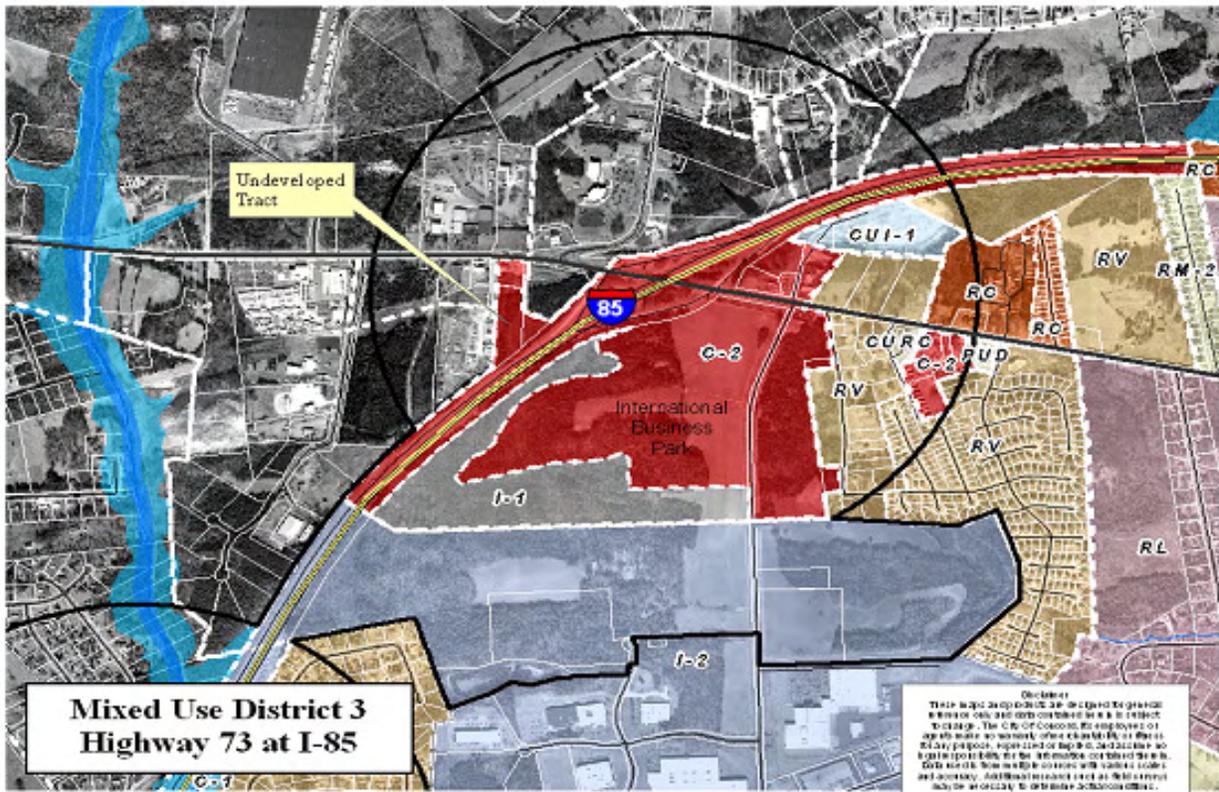
#### Mixed Use District 3, Summary

- Contains a premier business and industrial park near a major highway.
- About 1/3 of the District lies in The City of Kannapolis's jurisdiction.
- State Highway 73 is a major east west thoroughfare in the region. A corridor plan for the Highway was developed with multiple jurisdictions and basically begins from this district boundary west to I-77, and then into Lincolnton, North Carolina. The Plan calls for the facility to be 4 lanes with divided and undivided sections depending upon the location.
- Future traffic volumes are expected to intensify around the highway interchange as this district matures.
- The area has a large volume of truck traffic due to the amount of industrial uses.

#### Recommendation

- Most of the district should develop with clean industry, commercial, and office uses. These uses are already established and set the trend for the area. Considering the large amount of undeveloped land in the International Business Park, the potential exists for a planned office and commercial parks development to be built on the site.
- Considering that this area contains major employers, Highway 73 should be widened and the interchange with I-85 improved.
- The northern half of the International Business Park at Davidson Highway (Highway 73) should be devoted to commercial uses due to the proximity of I-85, Davidson Highway (Highway 73), and surrounding residential areas.
- There may be the possibility of developing some high density residential closer to Highway 73, but this use would have to be carefully sited away from more intense industrial uses inside the IBP and away from the heavy truck traffic. Typically apartment communities prefer highly visible locations.
- Because this District contains major employers, transit connection is important. Additionally, bicycle and pedestrian connections to the neighborhoods to the east should be investigated with new developments allowing alternative modes of travel for those who work in the IBP and live in these residential areas.
- Zoning map amendments should consider the following zoning districts: MX-C1, MX-C2, MX-IB, I-1, I-2, O-I, B-1, C-1, C-2 and possibly RC zoning if sited appropriately away from industrial uses or used as a buffer between single family and industrial or commercial uses. Also see the *NC 73 Transportation and Land Use Corridor Plan* for guidance on development proposals.

**Figure IV-6  
Mixed Use District 3**



**4. Concord Parkway North (Hwy 29) at I-85** – This Mixed-Use District (Figure IV-7) contains the Carolina Mall, Northeast Medical Center, numerous commercial outparcels, and medical offices. The area is relatively urbanized, with relatively little undeveloped property left for development. Traffic congestion is a problem on some thoroughfares, especially Concord Parkway around Carolina Mall, as there are numerous driveways access local businesses.

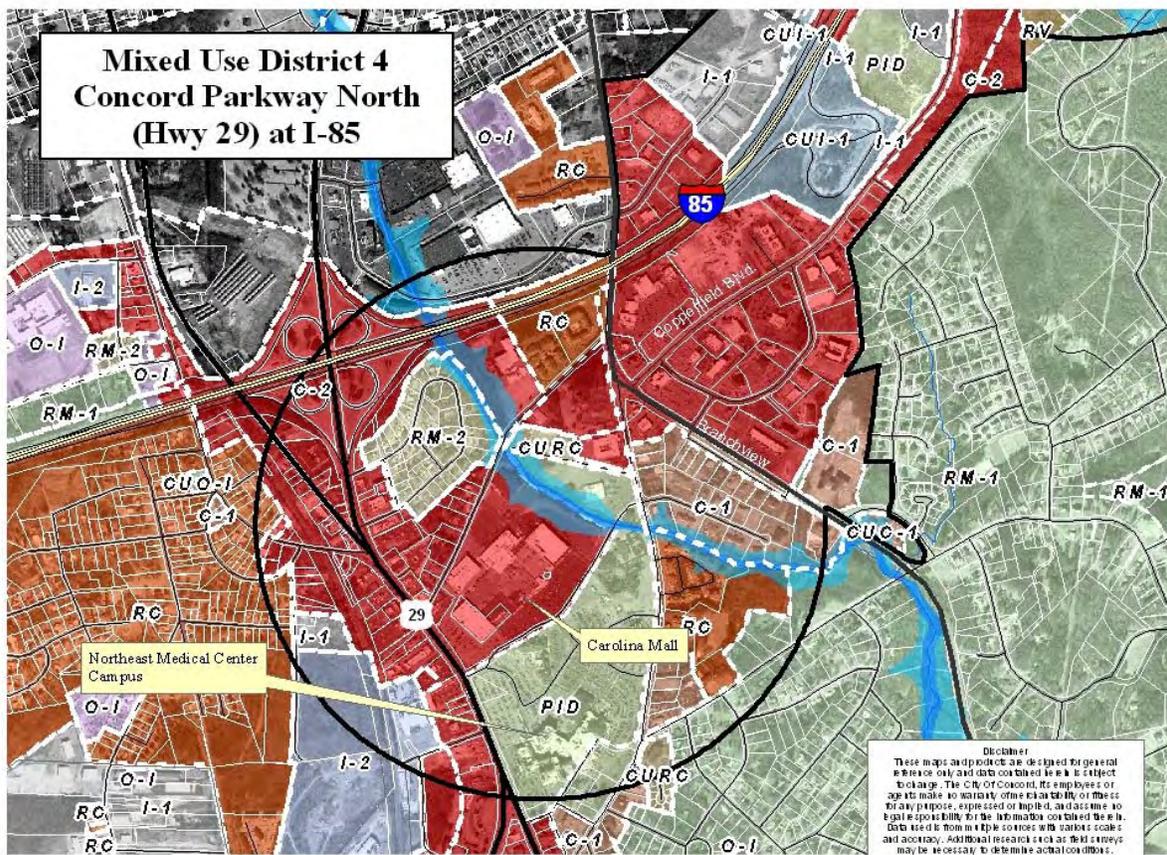
Mixed Use District 4, Summary

- This district contains over 1.1 million square feet of commercial (513,000 comprising the Carolina Mall) and 450,000 square feet of medical and office uses.
- There are numerous new medical offices and clinics serving to support Northeast Medical Center
- Single parcel - single use auto oriented commercial development
- Good transportation and access to other parts of the City and region.
- This district is essentially built out. However, opportunities may arise for infill redevelopment, which has occurred with some former commercial business converting into medical offices. As the hospital and supporting uses continue to expand in this district, property values will likely continue rising making infill redevelopment more attractive

## Recommendation

- The neighborhoods in the vicinity of the hospital will likely experience some level of gentrification as property values continue to increase and hospital employees look for housing opportunities near their work.
- Higher density housing that can cater to more employees in the district would add more diversity and strengthen the district. Such housing may be in the form of mixed use, as loft apartments, condominiums, second floor dwellings over commercial and offices uses, or townhomes.
- Zoning map amendments should consider the following zoning districts: MX-NC, MX-C1, RV, O-I, B-1, C-2, C-1 and RC zoning if sited appropriately and used as a buffer between single family and higher intensity commercial uses. Conditional I-1 uses may be appropriate in certain locations.

**Figure IV-7  
Mixed Use District 4**



**5. Concord Parkway (Highway 29) at Warren C. Coleman Boulevard (Small Area Plan District)** – This is a very complex but key Mixed-Use District as it is the gateway between suburban Concord and the Center City. It includes the First Assembly Church and their “Village” complex located on the former Wal-Mart site, Ben Mynatt Chevrolet, and S&D coffee. This proposed District also includes the former Cabarrus County fairground property, as well as other underutilized property such as the triangle formed by Cabarrus Avenue, Warren C. Coleman Boulevard (US-601), and Concord Parkway (Highway 29). Some of the developments in this district are potentially approaching the end of their economic life and are posed for redevelopment opportunities. This area represents one of the most significant areas of transition in Concord. It is the point where development patterns change from a more suburban form to a more urban form transitioning into the historic areas of Concord.

This District contains the important junction of two major highways in the City, US Highway 601 (Warren C. Coleman Blvd.) and Highway 29 (Concord Parkway). The area also contains several signalized intersections, which create some challenging and problematic turning movements. Of particular note is where Union Cemetery Road, US-601, and Highway 29 interchange meet and the close proximity of the traffic lights. At this location the two traffic signals are located about 300 feet apart, which creates some conflicts with cuing and traffic stacking.

In February 2006 a small area plan was initiated for this district and was completed in October of 2006. The plan provides framework for development in the study area, which shall be used in evaluating future development proposals. The plans for this area are shown in figures IV-8A and B. Many tracts in this location will be infill or redeveloped parcels, making it important that they fit into the larger vision for this location. Development in this location should follow the recommendations made from the plan and the land use patterns depicted in Figure IV-8B.

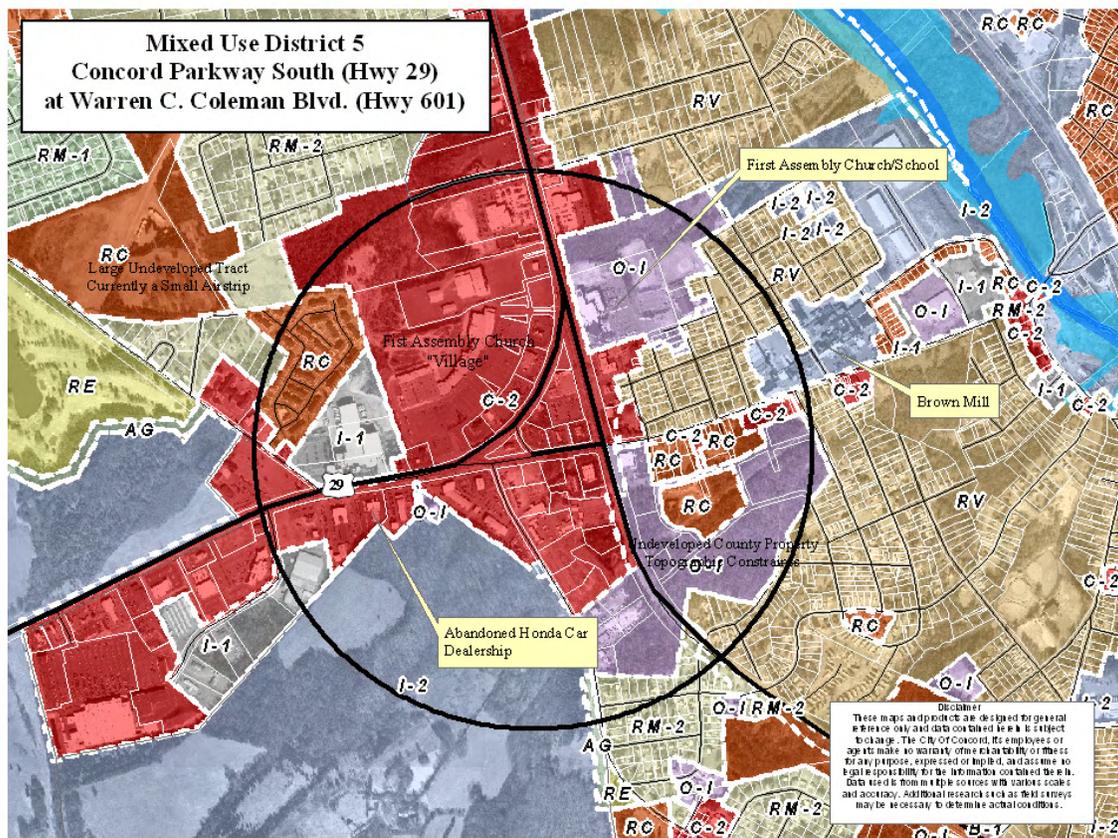
#### Mixed Use District 5, Summary

- The Market Research and Development Opportunities Report that was prepared as part of the US Warren C. Coleman (US-601) and Concord Parkway (US-29) Small Area Plan, should be consulted for detailed information about this area. The report essentially states that much of this area will undergo a redevelopment period over the next 25 years. The area will see little increase in commercial and retail square footage from what currently exists and a potential 1400 additional dwelling units could be absorbed by 2025. Much of the retail commercial development would come in new forms, such as specialty stores and niche type retailers.
- The old Honda Dealership was purchased by a group of investors and they seek to redevelop this site into some form of retail, commercial, and office uses.
- The Brown and Norcott mills at Cabarrus Avenue and White Street have also been purchased by a group of investors and they are considering a range of redevelopment options, which may include residential, commercial, and flex spaces.
- The Brown Mill Neighborhood is an established residential area with Mill Homes that once served the nearby textile mill. The residents in the area are supportive of measures that will enhance there neighborhood.

### Mixed Use District 5, Summary

- The property where the airstrip is located (across from the Country Club) is the largest Greenfield site and will likely be developed as some form of mixed use housing product based on discussion with the owner.
- The completion of the Cabarrus Avenue improvements will make the area more attractive for redevelopment.
- Cabarrus County owns several undeveloped parcels that it is currently trying to market. The Plan identifies much of their land to be developed with office uses.

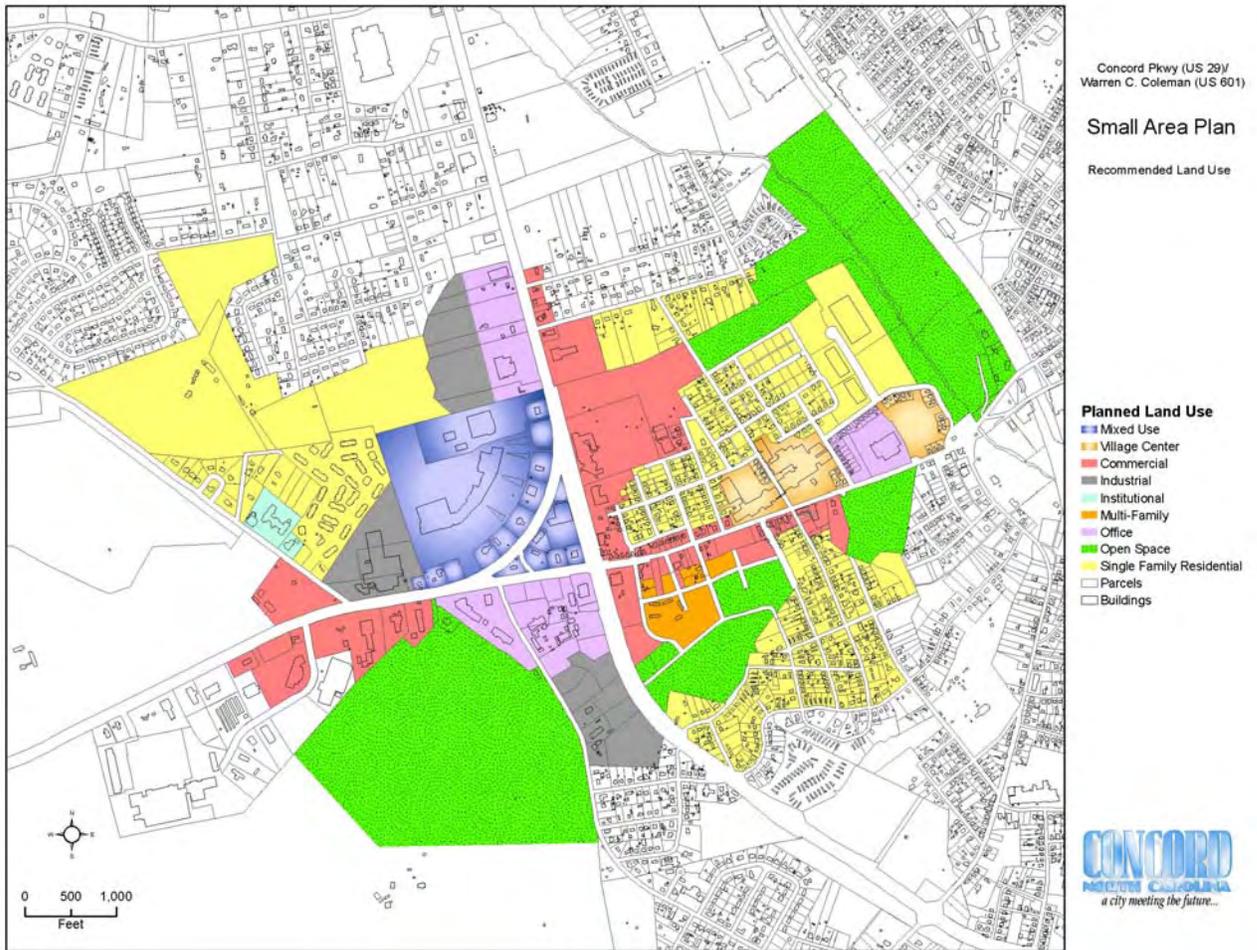
**Figure IV-8A  
Mixed Use District 5**



### Recommendation

- Consult the Market Analysis and Small Area Plan prepared for this District for guidance on development proposals.
- Zoning map amendments should consider the following zoning districts: MX-NC, MX-C1, MX-C-2, TOD, PUD, PRD, TND, RC, RV, O-I, and C-2. I-1 may also be appropriate for some tracts.

**Figure Figure IV-8B  
Concord Parkway (US-29) and Warren C.  
Coleman (US-601) Small Area**



**6. Concord Parkway South (Highway 29) at George W. Liles Parkway (Small Area Plan District)** – The area of the proposed future intersection of Concord Parkway South (US 29) and George W. Liles Parkway is predominantly undeveloped. It includes a portion of the Philip Morris property on Concord Parkway that is vacant and currently used for agricultural purposes. The only uses other than agriculture are a few single-family homes and a large landscape nursery. In March of 2005, a small area plan was completed for this location. The plan prescribes a mix of uses that include a retail center with a grocery store, patio style homes, employment campus, community center, and some light industrial. Figures IV-9A and IV-9B illustrate the land use pattern and development guide for the plan area. With the completion of

George W. Liles Parkway, this District will include direct access to both I-85 and Highway 49, making this site ideally situated for office uses, as well as commercial and residential uses.

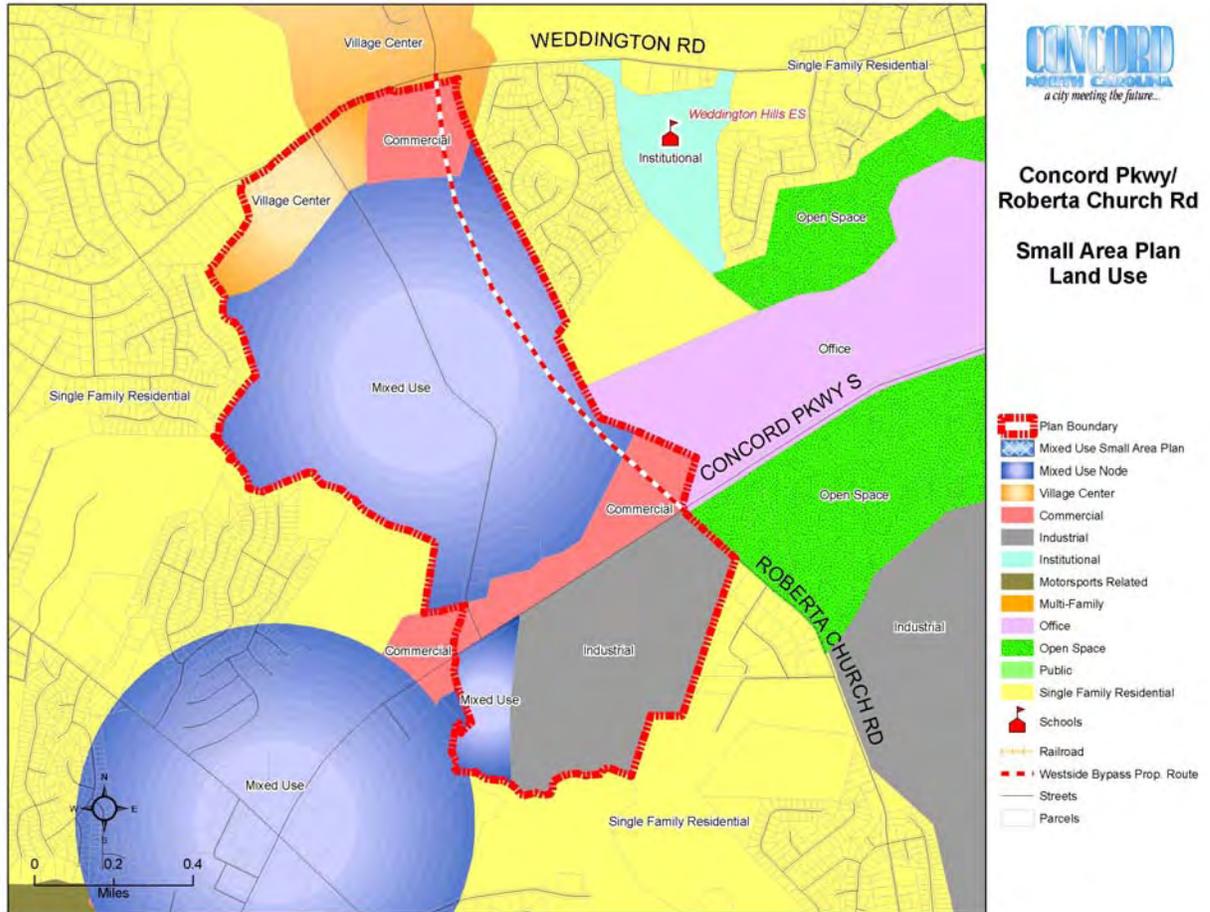
#### Mixed Use District 6, Summary

- Most of this District is Greenfield.
- The George Liles Parkway and Weddington Road intersection is currently undergoing improvements to widen the road to 4-lanes in this location.
- The George Liles extension will pass through this district within the planning horizon period of this plan. This new road will improve access to this District, making it ripe for development.
- Consult the Roberta Church Road and Concord Parkway Small Area Plan prior to approving any development proposals in this District.

#### Recommendation

- Consult the Roberta Church Road and Concord Parkway Small Area Plan for guidance. This plan governs the form and nature of development in this location.
- Zoning map amendments should consider the following zoning districts: RV, O-I, PRD, TND, TOD, and C-2 zoning.

**Figure IV-9A, Concord Parkway/Roberta Church Road  
Small Area Plan**



**Figure IV-9B, Concord Parkway/Roberta Church Road  
Small Area Plan**



**7. Concord Parkway South (Highway 29) at Pitts School Road** – This is the first mixed use district as one approaches Concord from the south on Concord Parkway South (Highway 29). Pitts School Road connects Concord Parkway South (Highway 29) with I-85 and is primarily residential in character (Figure IV-10). Its intersection with Concord Parkway South (Highway 29) includes a grocery store with surrounding retail shops, gas stations, restaurants, and drug store in a development known as Waterville Commons. There is also an apartment complex in this district just north of the Waterville Commons development, but is separated by a vacant parcel. Much of the commercial development is recent and a great deal of undeveloped land remains behind this development. C-2 and I-1 seem to be the most dominate zoning districts, along with some RV and RM-2.

In 2006 nearly 33,000 square feet of retail commercial space was approved on the southeast corner of the intersection, which includes a Walgreen’s store. Additionally 3 out parcels around 1.10 acres each were platted as part of this development. The developer of this property also has future plans for a 48,000 square foot grocery store. Across US-29 from this location is a mixture of commercial and industrial uses. Many of the industrial buildings were built over 20 years ago and do not meet current standards. As the remaining greenfield parcels get redeveloped, property values will increase and some underutilized parcels that have frontage on Perry Street will become candidates for redevelopment.

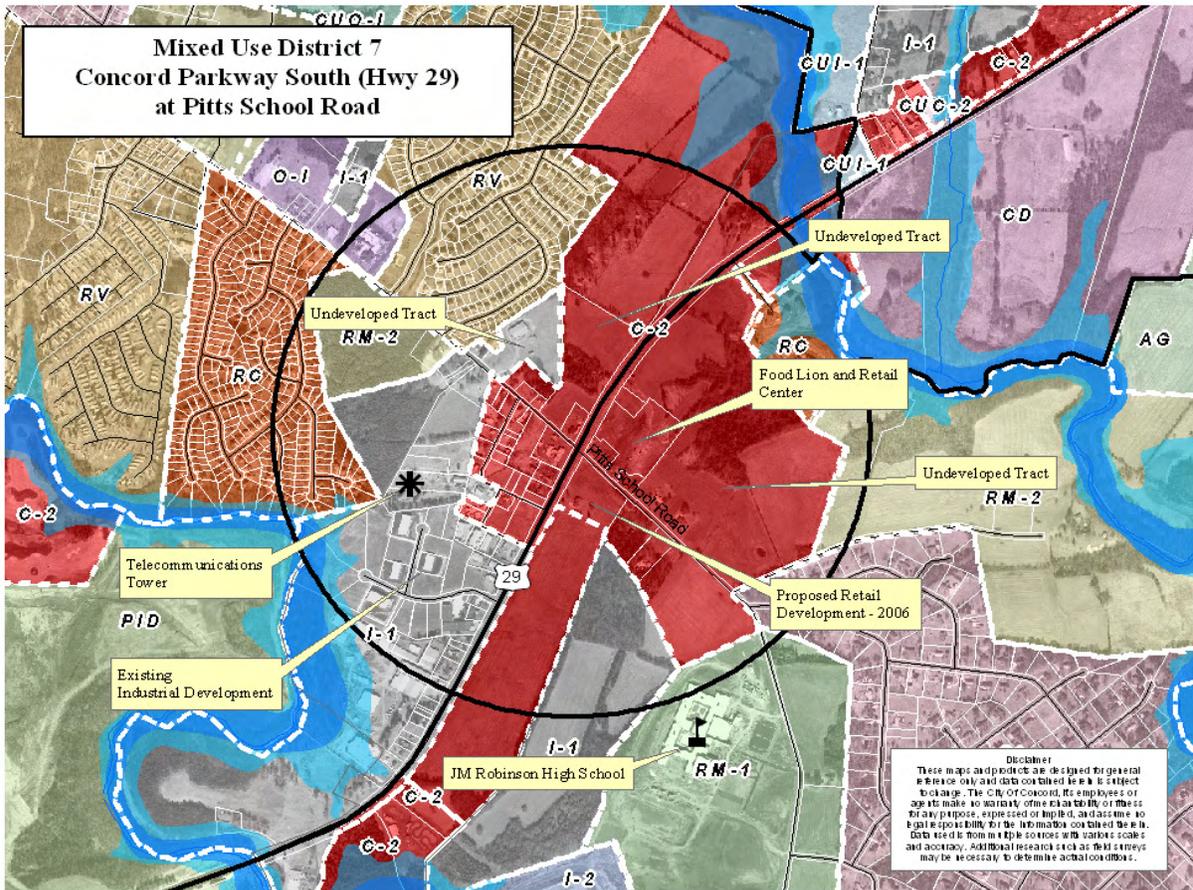
#### Mixed Use District 7, Summary

- Parts of this District have developed rapidly in the past 5 years.
- Concord Parkway (US-29) has seen about a 25% gain in average daily traffic over the past 5 years. As property continues to develop in this area of Cabarrus County, traffic counts and congestion will increase.
- The area also contains numerous non-conforming industrial structures that may become candidates for redevelopment as property values increase.

#### Recommendation

- For the area to function as a true mixed use district, multi-modal connectivity to adjoining parcels should be reviewed with new development proposals. This would help provide alternative ways for people to get to shopping areas without traveling on Pitts School Road and US-29. The area has the components of a mixed use district in terms of different housing, but developed more as single parcel uses. The goal would be to “stitch” the uses together.
- The vacant parcels behind the existing commercial area on the southwest corner of the intersection are candidates for redevelopment. Most of this property is zoned I-1 or C-2. Office uses, light industrial and maybe some higher density residential may be options. Efforts to minimize impacts to the existing single family residential development to the west should be considered with development proposals.
- Zoning map amendments should consider the following zoning districts: Any MX District, TOD, PUD, PRD, TND, RC, RV, O-I, and C-2 zoning districts. Conditional I-1 uses may be appropriate if part of an existing I-1 area or proposed as a mix with office and retail uses. The cell tower may impact the location of residential uses.

**Figure IV-10  
Mixed Use District 7**



## 8. Copperfield Boulevard

In 2000 there was very little new development in this District (Figure IV-11). However, since that time this it has experienced a tremendous amount of new commercial and office development. The I-85 interchange, Copperfield Road project, and the availability of large undeveloped tracts made the area ripe for development. Most of the large tracts have been developed or are in the process of developing. A few smaller tracts remain along Copperfield Boulevard. The District is taking on two different land use patterns, with the parcels around the interchange developing primarily with commercial uses with a few office tracts and the parcels adjacent to Copperfield Boulevard developing with office uses, many of which are medical offices. Concord Telephone Company also has its main office in this District. There is very little high density housing in the District, with most of the housing being low-density single family style homes.

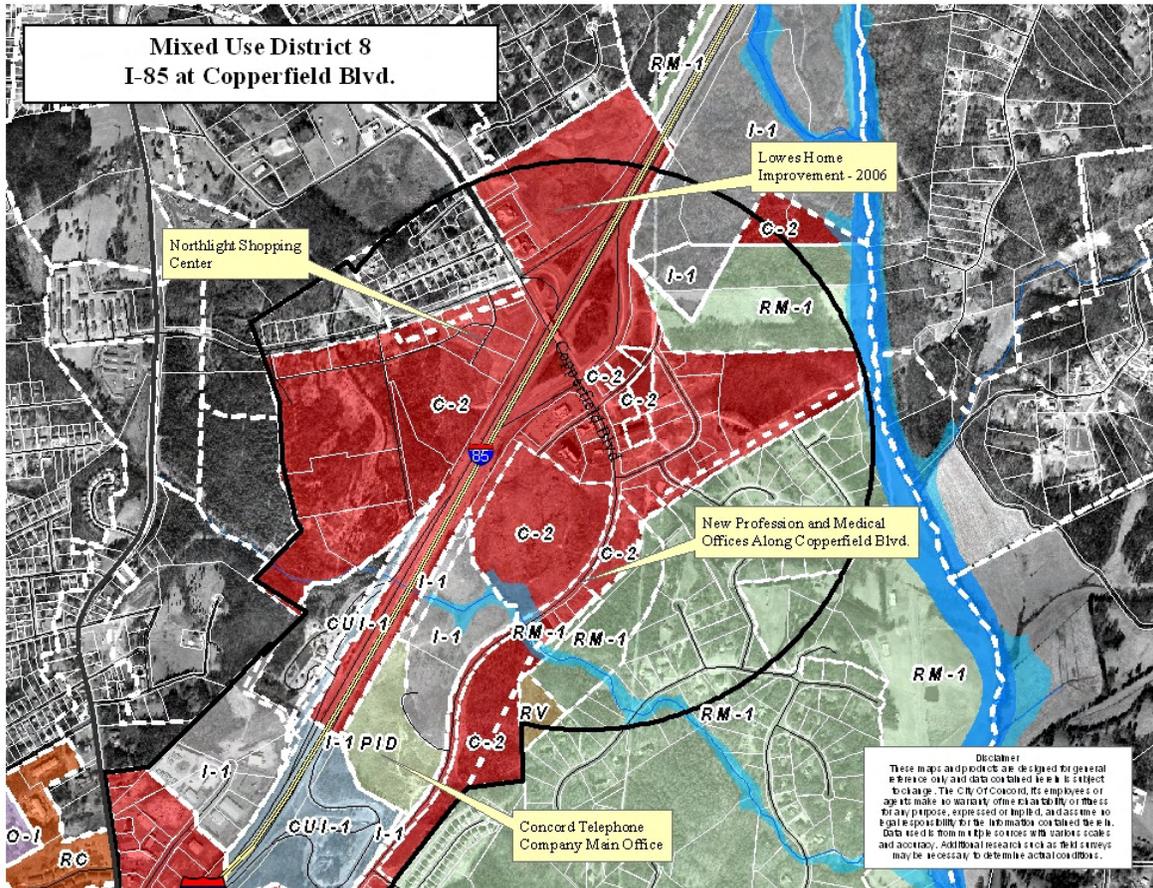
### Summary

- This District has developed rapidly since 2000
- The northern portion of the District is primarily commercial, with hotel, gas stations, restaurants, and general retail uses. The southern portion of the District has developed mostly with office uses, many of which are medical facilities.
- The Northlight Shopping Center is large traffic generator, containing in excess of 300,000 SF of retail space.
- A new Lowes Home Improvement store is being built behind the Cabarrus County Chamber of commerce. This will generate additional traffic near the I-85 Interchange.
- There are few remaining parcels that would make good commercial uses. Most of the ones that have good access and high visibility have been developed.
- The Copperfield Blvd. corridor contains a significant amount of employment and uses that support this employment should be considered.

#### Recommendation

- If residential were to develop on the remaining parcels, it would likely have to be high density. Land values have reached a point where density would need to occur to achieve a return.
- For the area to function as a true mixed use district, multi-modal connectivity to adjoining parcels should be reviewed with new development proposals. This would help provide alternative ways for people who live and work in this District.
- Class “A” office space would be suitable in this corridor.
- Some of the vacant parcels behind the existing commercial areas could potentially be redeveloped with higher density residential or mixed uses such as town homes or apartments. This type of development would also serve as a transition between single-family residential and more intense commercial uses.
- Zoning map amendments should consider the following zoning districts: MX-C1, MX-C2, MX-IB, B-1, C-1, C-2, O-I, RV, RC, CD, PUD, or PRD. Some limited conditional I-1 uses may be appropriate for tracts close to the Interstate.

**Figure IV-11  
Mixed Use District 8**



**9. Highway 49 at Old Charlotte Road** – Highway 49 is currently being improved from a 2-lane to a 4-lane facility through most of Cabarrus County. This facility connects to I-485 and provides regional connectivity with the majority of the Charlotte-Mecklenburg area. The new improvements will also expand overall access to the southeastern portion of Concord. This District (Figure IV-12) is predominately made up of single-family residential, industrial, and institutional uses. Stonewall Jackson Training School, an institutional use and recognized landmark, is being marketed by Cabarrus County for mixed use redevelopment opportunities.

This district is predominately zoned RM-1 and O-I, but given the fact that Highway 49 is being improved, higher intensity uses may be appropriate particular on parcels near the intersection of Old Charlotte Road. Highway 49 is a limited access facility, which may require new developments take access from an internal network of roads rather than from the highway. In addition to access management issues, there are some topographic constraints associated with several of the parcels, which may dictate lower levels of intensity that could ultimately be

developed. This District has the potential for some significant re-development given the access to Highway 49.

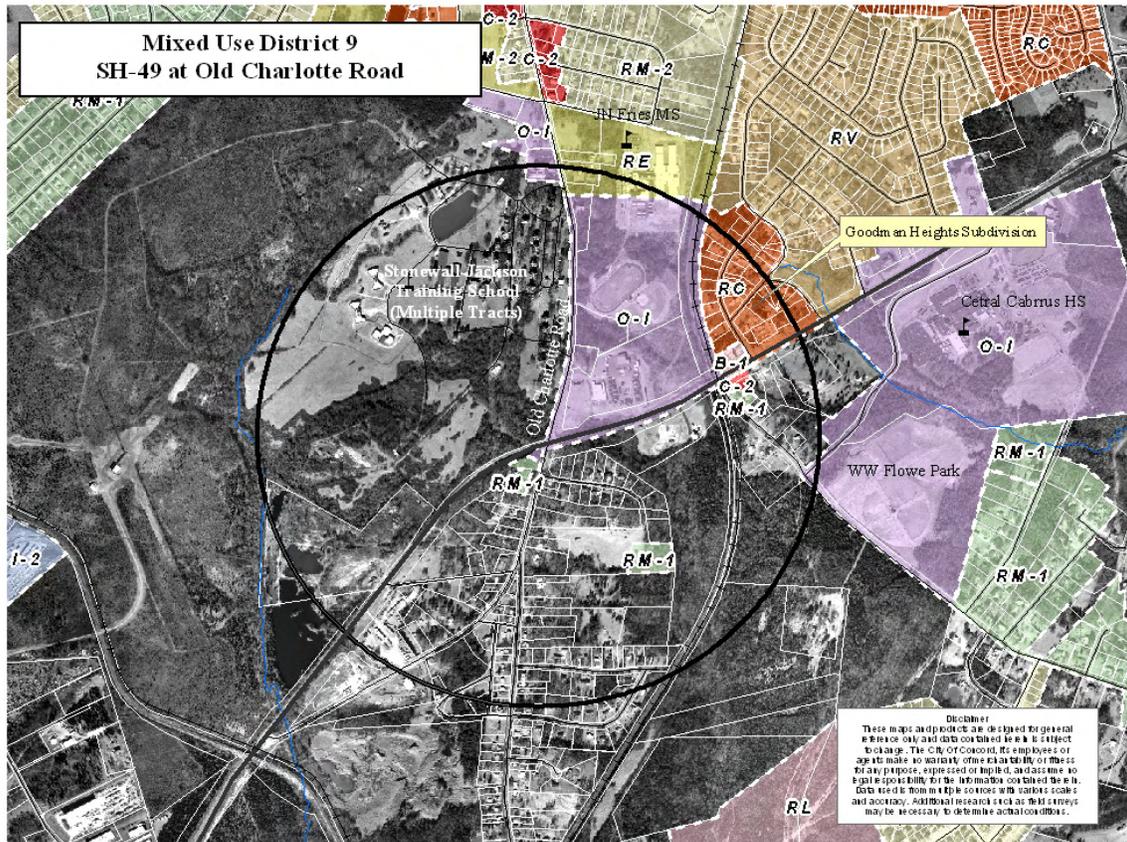
#### Mixed Use District 9, Summary

- Over time this district will become more attractive for development as land becomes scarcer in other areas of Concord.
- The proximity to Harrisburg Town Center and access to I-485 in Charlotte make this area more attractive for development than it was a few years ago.
- The County property and Stonewall Jackson Training School have good mixed use potential and land values should reach a point where redevelopment becomes feasible.
- Many of the large single family tracts will be difficult to redevelop, unless lots are assembled into larger parcels.

#### Recommendation

- Encourage, when possible, land assembly for developing larger more meaningful mixed use projects rather than lot by lot development.
- Develop internal connectivity when possible and explore ways to connect to the schools via greenways.
- Work closely with the County on redevelopment scenarios for the Stonewall Jackson Training School.
- Zoning map amendments should consider the following zoning districts: MX-NC, MX-C1, MX-C2, MX-IB, TOD, PUD, PRD, RC, RV, O-I, and C-2. I-1 zoning may be appropriate for large tracts, ideally as part of a planned development.

**Figure IV-12  
Mixed Use District 9**



**10. Highway 49 at Warren C. Coleman Boulevard (Highway 601)** – This District contains a prominent interchange of two significant transportation facilities, Highway 49 and Highway 601, both of which travel through Cabarrus County (Figure IV-13). Branchview Drive (Highway 3) also intersects Warren C. Coleman Boulevard (Highway 601) just north of Highway 49. Once completed, the improved Highway 49 will increase the development potential of undeveloped and underutilized properties that exist in this area.

This District includes a few platted low-density single-family residential subdivisions, a scattering of large lot individual residential parcels, commercial, office, institutional, and industrial uses. A 55,000 square foot grocery store along with some existing out-parcel retail development is the prominent development in the District and is located at the southeast corner of the intersection. There is also a 24,000 square foot former grocery store converted to a restaurant is the prominent commercial uses in this district. RM-1, RM-2 and C-2 are the dominate zoning districts. Kerr Memorial Baptist Church resides on a 19 acre tract of land zoned O-I. A development containing 70 plus lots is planned adjacent to the Old Farm subdivision, adds to the residential inventory of this District. There is a large 55-acre tract of land behind the existing grocery store, which is probably the best current candidate for development.

New developments that have frontage on Highway 49 will likely have to rely on internal roads or other thoroughfares to gain driveway access. Highway 49, is a limited access facility and access will be carefully regulated by the North Carolina Department of Transportation. This area will contain an improved full interchange upon the completion of the Highway 49 project. This District has several other constraints. Sewer service is limited on the south side of Highway 49 and the geology of the area makes development expensive due to the large amount of rock. Given some of these constraints, mixed use projects incorporating higher density housing above retail and other forms of higher density housing should be considered. Developers will seek to maximize their returns on infrastructure costs, and may pursue higher density options. Access improvements to this District will make more attractive for development.

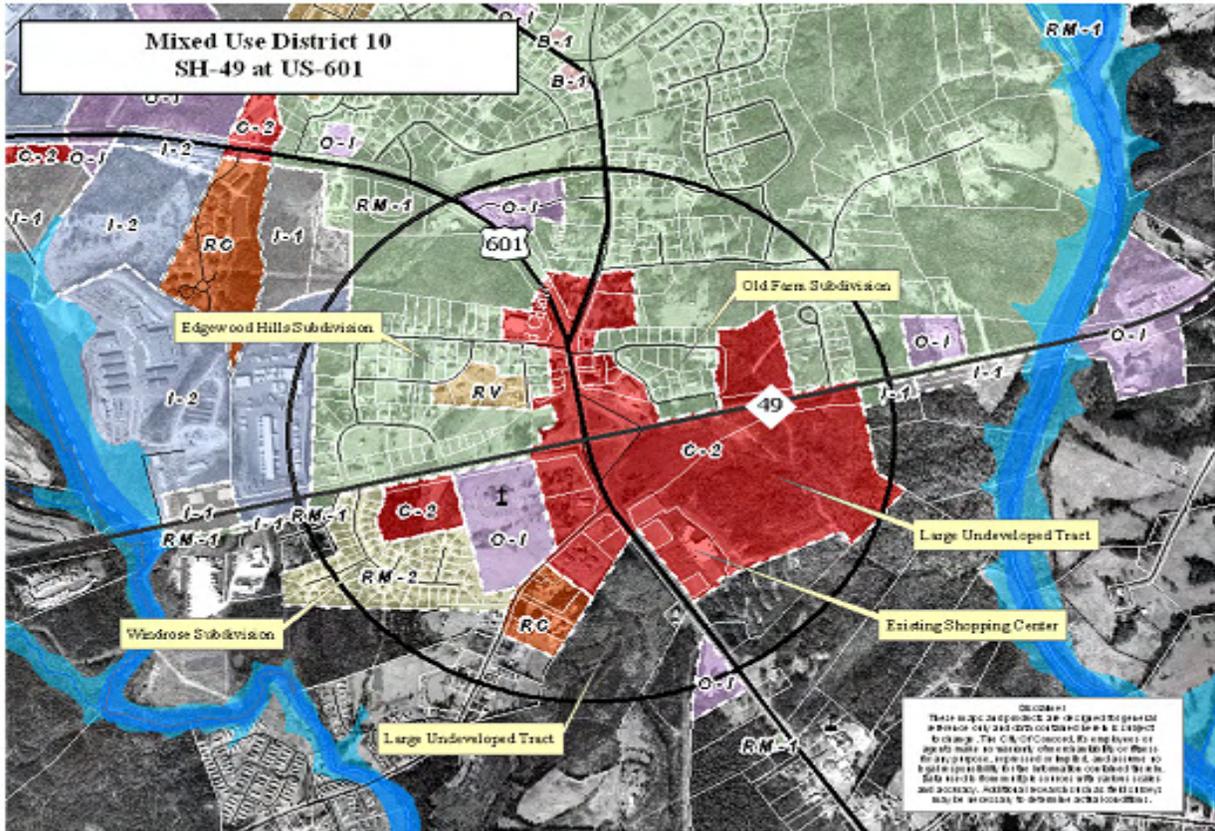
#### Mixed Use District 10, Summary

- The interchange and Highway 49 improvements will make this area more attractive for development.
- There may be some limitations for development with respect to sanitary sewer service. As new development occurs, sanitary sewer service will begin to open more land area for development.
- Floodplain constraints should not be an issue with most of the tracts in this District.

#### Recommendation

- For the area to function as a true mixed use district, multi-modal connectivity to adjoining parcels should be reviewed with new development proposals.
- Some of the vacant parcels behind the existing commercial areas could potentially be redeveloped as higher density residential or mixed uses such as town homes or apartments.
- For locations closer to the Highway 49/601 interchange, consider one of the MX zoning districts, PUD, TND, RV, RC or C-2 with second floor residential. For locations further away from this intersection consider PRD, PUD, RM-2, RV, C-1, MX-NC, or O-I.

**Figure IV-13  
Mixed Use District 10**



**11. Downtown Concord/Municipal Service District (MSD)-** This district was established as a special taxing district in which portions of property taxes go into a special fund that reinvests in the downtown area (Figure IV-14). While not identified on the land use map as a mixed use district, it essentially functions as one. Most conveniences are within walking distance of each other, with some second story above retail apartment units. The District also includes most of the City and County government buildings. Projects in the MSD should be handled on an individual basis with careful attention to massing, height, bulk, materials, and adjoining uses. Zoning is CC, with a small area of C-2.

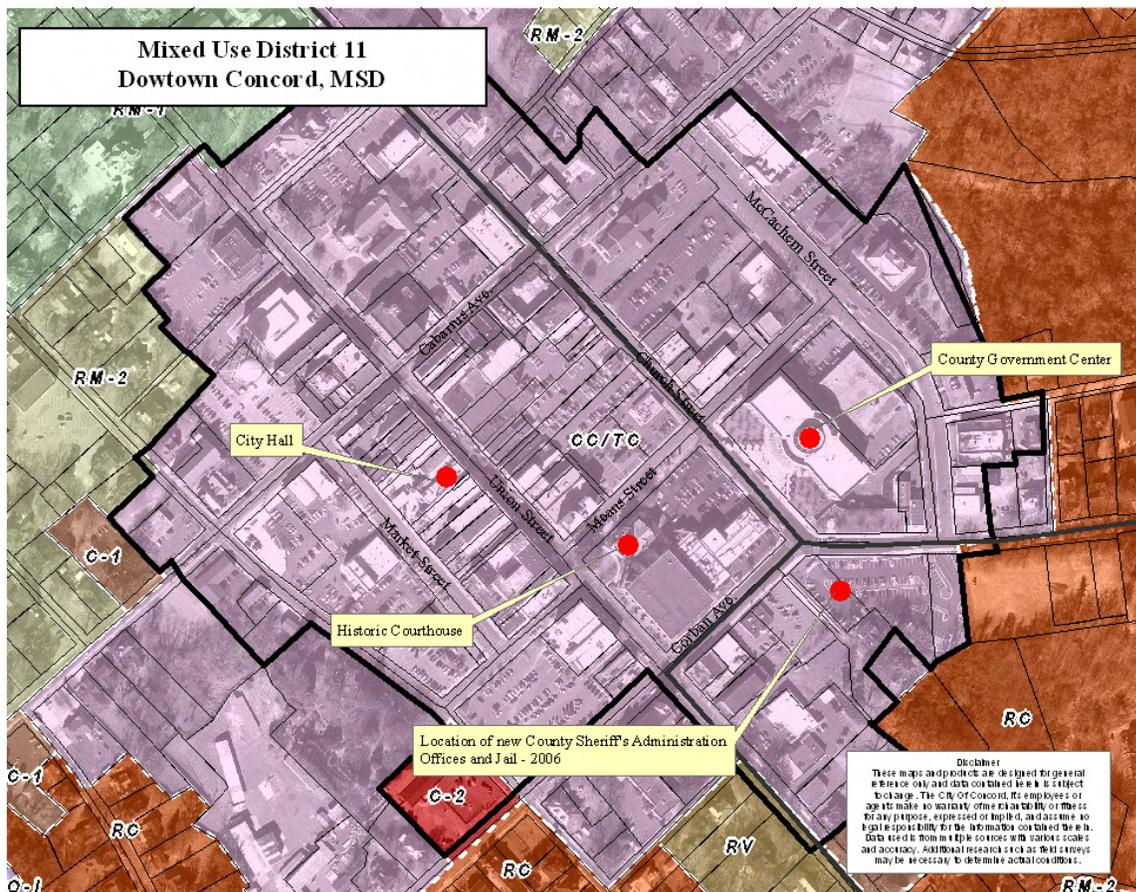
Mixed Use District 11, Summary

- This District contains the original town center of Concord and is the County Seat.
- The District has a self-taxing boundary that funds various improvements inside the District.
- In 2006 a new County Jail was approved and will be located at the corner of Cabarrus and Church Street.

## Recommendation

- Projects should be evaluated as the intensity of the use relative to parking requirements and how it fits in with the surrounding character of other buildings.
- Mixed use buildings containing residential components should be encouraged.
- Zoning map amendments should consider the following zoning districts: MX-NC, CC, C-1, or O-I zoning districts.

**Figure IV-14  
Mixed Use District 10**



In summary mixed use districts are established to:

- 1.) Concentrate high traffic generating uses into geographic centers and avoid “strip commercial” development
- 2.) Allow citizens to combine vehicle trips so as to reduce congestion on arterial roadways

- 3.) Offer alternative means of transportation, namely walking and bicycling to reduce vehicle trips
- 4.) Offer opportunities for citizens to live, work, and shop in a defined geographic area.

Each mixed-use area is unique. Some are more favorable for residential, while others are better suited for commercial or industrial uses. The descriptions of each of the aforementioned districts are meant to describe their general character and assist City staff, elected officials, and appointed bodies with development requests.

Overall Mixed-Use Districts are appropriate for the following zoning districts.

- Residential Village (RV)
- Residential Compact (RC)
- Transit Oriented Development (TOD)
- Traditional Neighborhood Development (TND)
- Office Institutional (O-I)
- General Commercial (C-2)
- Planned Unit Development (PUD)
- Planned Residential Development (PRD)
- Neighborhood Mixed Use (MX-NC)
- Mixed Use-Commercial Center Small (MX-CC1)
- Commercial Mixed Use Large (MX-CC2)
- Mixed Use Industrial Business Center (MX-IB)
- I-1 in certain cases

Specifics about each zoning classification are found in Article 7 of the Unified Development Ordinance (UDO).

#### 4. Village Centers

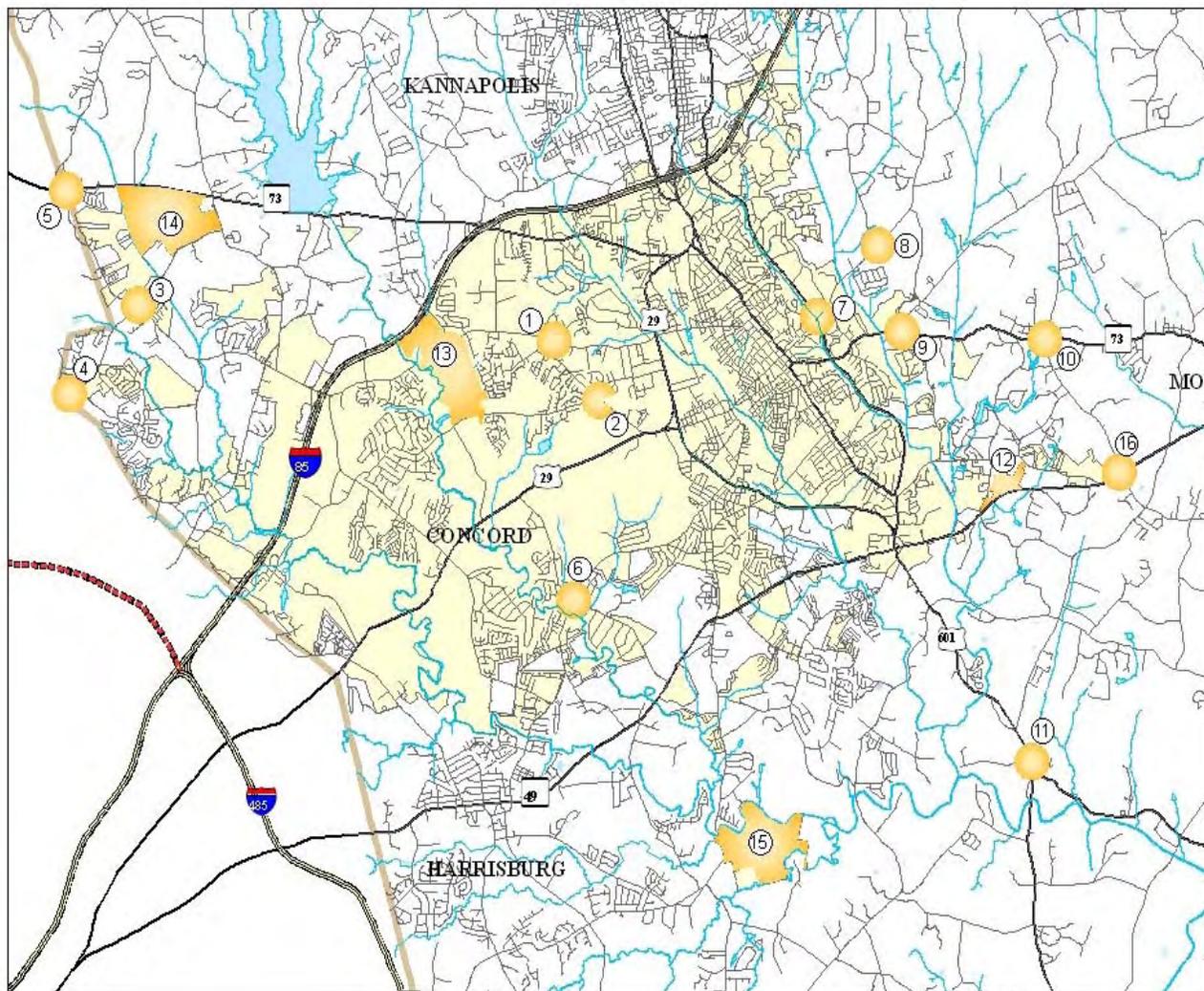


Village Center areas are smaller than mixed use districts and typically located at key intersections of minor transportation corridors (Figure IV-16). These centers represent opportunities to create commercial and mixed-use centers in areas that are predominantly residential in character. Similar to Afton Village and its surrounding uses, these areas contain a mixture of residential uses such as single-family, town homes or patio homes, as well as service oriented uses like office and neighborhood commercial to support the surrounding residential neighborhoods.

As with the larger Mixed-Use Districts, the smaller Village Center creates an alternative to “strip commercial” development by concentrating them in areas where infrastructure and residential demand support them. Consequently, none of the Village Centers proposed would develop without residential growth preceding it, thus creating the demand. Similarly, these Centers, particularly in the eastern area of the Plan, would not develop if there was inadequate infrastructure, such as roads, water and sewer service. .



**Figure IV-16, Village Centers**



## Western Area Village Centers

The following eight proposed Village Centers identified in the Land Use Plan are on the western portion of the study area where most residential growth has occurred in recent years. Many of these Centers already have neighborhood commercial and office uses in place. Others have experienced enough residential growth that a demand has been created and light commercial and office uses could already be supported, or are in an area where planned infrastructure improvements would increase access and demand.

Neighborhood commercial and office uses within these Centers should be in the range of 25,000 to 100,000 square feet, depending on demand and infrastructure. Residential development such as town homes, condominiums, and patio homes could develop at a density of up to 8 dwelling units per acre on tracts abutting major thoroughfares. This is denser than the 2 to 4 dwelling units per acre in surrounding residential areas. In certain instances, even more dense residential development might occur as part of a PRD, MX, or TND development which allows for up to 30 dwelling units per acre.

**1. Poplar Tent Road at Rock Hill Church Road** – This intersection is along a major thoroughfare (Poplar Tent Road) within a residential area and already has some light commercial uses.

**2. Rock Hill Church Road at Weddington Road** – This proposed Center is located along a minor thoroughfare (Weddington Road) and has become a significant cross-town road linking Lowe’s Motor Speedway and Concord Mills area to the central residential area. Some office uses that are serving the surrounding residential areas have already located in what is proposed to be this Center.

**3. Poplar Tent Road at Harris Road** – The northwestern part of the study area is the most rapidly growing residential area of the community. This proposed Village Center at Harris Road and Poplar Tent Road will develop as the surrounding area sees more residential development.

**4. Harris Road at Ellenwood Road** – While not along a major thoroughfare like the other Village Centers, this intersection is along two roads connecting the northwest portion of the study area to eastern Mecklenburg County. The completion of I-485 will greatly improve this Center’s access to the region.

**5. Davidson Highway (Highway 73) at Poplar Tent Road** - Both Davidson Highway (Highway 73) and Poplar Tent Road are major thoroughfares linking Concord to the northeast area of Charlotte, Davidson, and Huntersville. This area will continue to be one of the most rapidly growing residential areas in the Charlotte region. This Village Center is also covered by two studies. The first is the *NC 73 Transportation and Land Use Corridor Plan*, completed in the Fall of 2004, in which Concord participated with other jurisdictions. This plan was a coordinated land use and multi-modal transportation study encompassing 35 miles of NC 73 between I-85 in Cabarrus County and US Highway 321 in Lincoln County. Figure IV-17, is the page from the plan covering this Village Center and recommends future land use patterns, road topology, signal locations, and driveway locations. A committee called the Council of Planning (COP), was established soon after the Plan’s completion and includes members from the jurisdictions who participated in the Plan’s development. This committee made up of local

planners and planning board members, serves as a watchdog for new development along the corridor. The committee reviews proposed development along the corridor and makes recommendations and comments to the local planning bodies as to how well it implements the Plan. This cooperative effort is unique and serves to protect the regional importance of the facility.

The second plan that includes this Village Center is called the *NC 73 Small Area Land Use and Economic Development Plan* and was another multi-jurisdictional effort, led by the Town of Davidson, with the City of Concord, Cabarrus County, City of Kannapolis, and Town of Huntersville being the other participants. This Plan builds upon the *NC 73 Transportation and Land Use Corridor Plan*, completed in 2004, by focusing more specifically on about a 2.5 mile section of NC-73 from Davidson Concord Road to Poplar Tent Road. The Plan offers a coordinated approach to land use, urban design and Transportation and represents the first comprehensive approach to improving mobility by creating a network that provides multiple routes and more choices of mode of transportation via interconnected streets, walking and biking trails and transit. The Plan creates activity centers that contain places to work with access to daily needs and services, thereby facilitating the potential result of less people moving fewer miles for daily activities. This Plan also provides a framework, in the form of a masterplan, which follows a set of best planning practices, while recognizing there will be market changes influencing the rate and type of development. The intent is to provide direction for the immediate development projects and dynamics as well as provide guidance for the long-term maturity of the area. The portion that includes Concord is called Poplar Center (Figure IV-18).

### Segment Plan - Legend

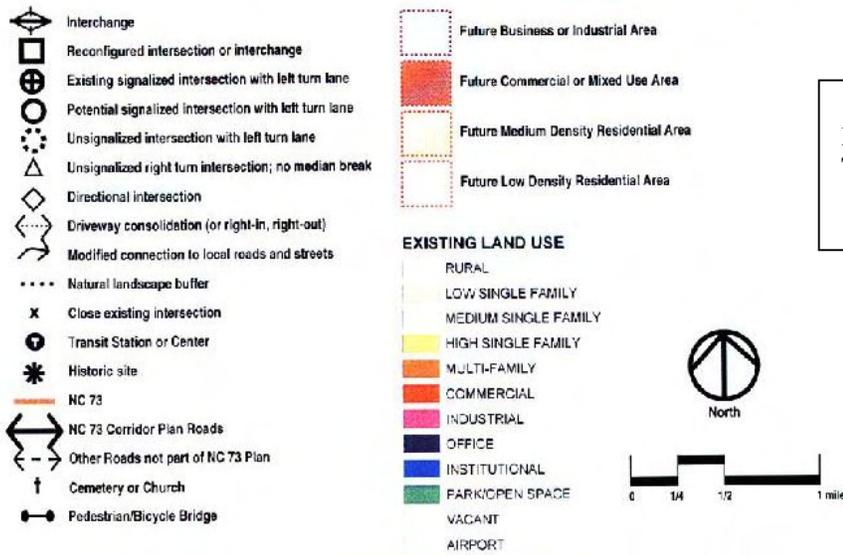
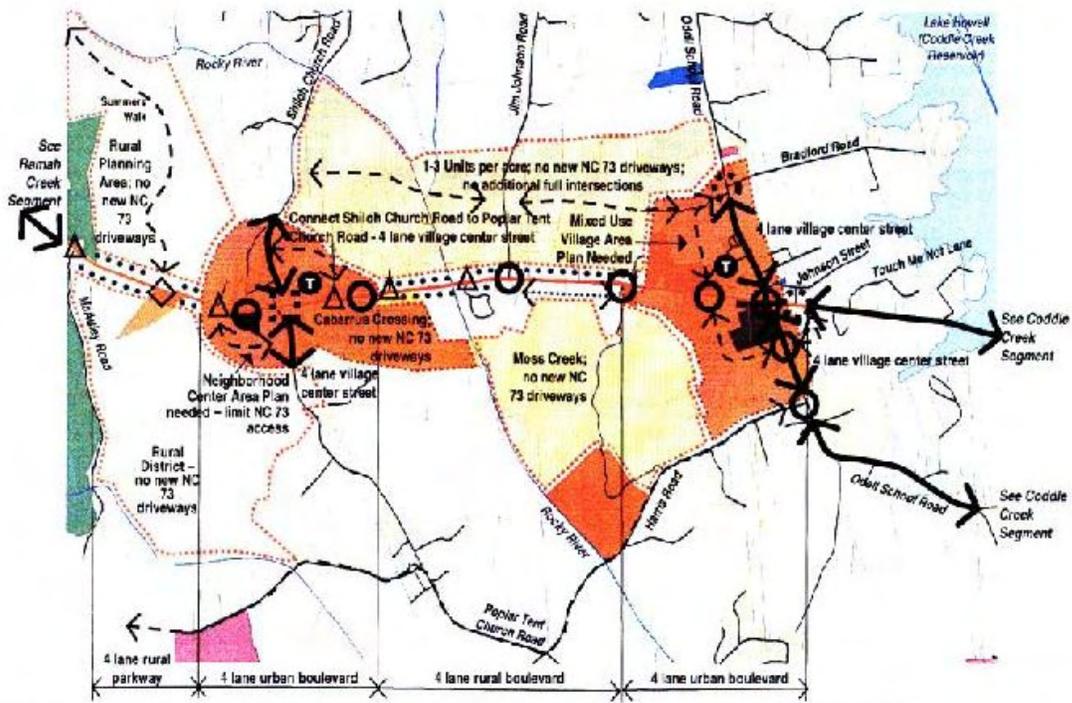


Figure IV-17  
Excerpt from NC NC 73  
Transportation and Land  
Use Corridor Plan

### Segment Plan - Rocky River



NC 73 Transportation / Land Use Corridor Plan

Figure IV-18  
NC 73 Small Area Land Use and  
Economic Development Plan

## Centers, Neighborhoods & Districts

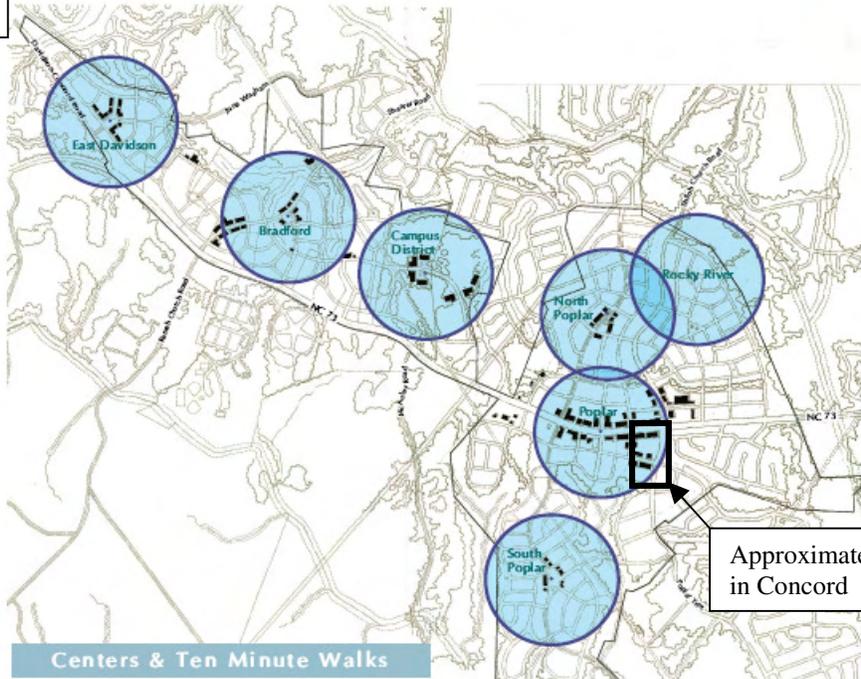
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### Key Centers

A series of Centers and adjoining Neighborhoods are proposed. The Centers range from the Central Business District with a large concentration of offices, jobs, retail and services to the more modest Neighborhood Centers with service-oriented retail. The three key Centers are all strategically located along NC 73 at important intersections, which are part of the regional network of roads. They are expected to be in the development stage within the next five years.

In light of the plan goals, with an emphasis on sustainable development, there is an interplay of economic growth, quality growth and development, environmental preservation, and livable mobility. The Centers play a critical role. Their realization as walkable places, their density and diversity of uses will greatly influence how well the goals are fulfilled. These centers should have a variety of building types and uses developed on a network of walkable streets.

The three key centers include two Neighborhood Centers, the East Davidson Center and the Bradford Center, and the proposed Central Business District is Poplar Center. The East Davidson Center is located at the intersection of NC 73 and Davidson-Concord Road; Bradford Center is located at the extension of Shearer Road to NC 73, and Poplar Center is located at the intersection of Poplar Tent and NC 73. Other Neighborhood Centers, which would develop in the longer term, are the Rocky River Neighborhood adjacent to the Rocky River Greenway, and the North Poplar and South Poplar Neighborhoods adjacent to Poplar Center.



Approximate area  
in Concord

Centers & Ten Minute Walks

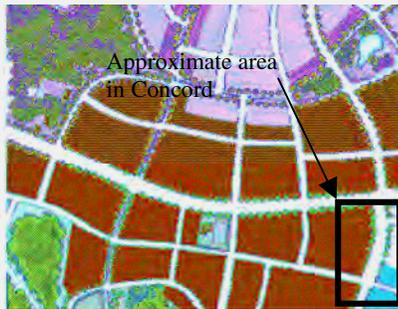
### Poplar Center

At Poplar Center, the goal is to create a concentration of jobs within the region and to develop a Center with a sense of place, signature address and location through the composition of elegant buildings and tree-lined streets. Rather than retreating from the intersection with parking lots and generic suburban office buildings, there is an opportunity to create a Center of regional and economic significance, an urban mixed-use environment that is distinctive from the suburban office product that is offered throughout the region. Poplar Center requires a development pattern that is sustainable by design by maintaining a cohesive mixed-use, walkable environment with a concentration and balance of jobs, services and housing.

Poplar Center is proposed at the intersection of Poplar Tent / Shiloh Church Road and NC 73, which are significant regional roads. To allow the development to have a visual presence, a Boulevard treatment along NC 73 at Poplar Center is proposed. The Boulevard includes frontage streets with readlers, on-street parking and wide sidewalks to buffer the fast-moving traffic, creating a more comfortable and walkable environment adjacent to NC 73. The street grid establishes additional north-south and east-west connections. Although this Central Business District traverses NC 73, a busy thoroughfare, connectivity among the quadrants of Poplar Center can be maintained by integrating a network of signalized intersections.

The quality of the pedestrian realm is important to creating a community. Buildings and streets should be well designed. Blocks should be built at a size that allows mixed use and "Cafe A" office buildings to define the street, placing large surface parking lots in the rear, hidden from the street. The blocks are designed to a dimension that allows the addition of parking structures when necessary. Multi-level buildings provide a concentration of office space on the upper floors, with ground level retail and services. A variety of housing options suitable for a more urban environment, including apartments and townhouses, are also permitted.

This concentration of office, housing and services, on a critical mass of walkable blocks all within walking distance of one another, can create a development that significantly adds to the economic base at a regional level. Building in a compact, mixed-use manner contributes to the tax base more effectively than the suburban office product and occupies less land area. This particular scenario for Poplar Center depicts up to 3,000,000 square feet of office and 200,000 square feet of service retail.



Approximate area  
in Concord



Corridor of Office Buildings



**6. Roberta Road at George W. Liles Parkway** – Currently named Roberta Church Road, this road will be realigned to meet Roberta Road at Stough Road. Roberta Church Road and Stough Road will then become the George W. Liles Parkway, a major thoroughfare traversing the western portion of Concord linking Kannapolis and I-85 to Highway 49. Light commercial uses located in this Center would serve the surrounding residential areas.

**7. Branchview Drive at Cabarrus Avenue** – This intersection represents the eastern gateway into the Center City. It has already developed and will remain as a Village Center with commercial and office uses. Significant tracts of undeveloped land exist to the north of the intersection that could be developed at a higher density of residential development such as patio homes or town homes.

## **Eastern Area Village Centers**

The following four proposed Village Centers are located in the eastern portion of the study area where residential growth has and will continue to develop at a slower rate compared with other parts of LUP boundary. These Centers will develop with neighborhood commercial uses only if residential demand warrants such development. It is possible, through the ten-year timeframe of the LUP, that some of the Centers will not develop at all.

Neighborhood commercial and office uses at these Centers should be no more than 20,000 square feet total. With adequate infrastructure and services, residential uses could develop within these Centers at up to 8 dwelling units per acre.

**8. Old Salisbury-Concord Road at Penninger Drive** – When and if residential development occurs in the eastern portion of the study area, there will be a need for light commercial and perhaps office uses along Old Salisbury-Concord Road, a major thoroughfare leading to eastern Cabarrus County and southern Rowan County.

**9. Gold Hill Road at Davidson Highway (Highway 73)** – Located along Davidson Highway (Highway 73), a major thoroughfare leading through eastern Cabarrus County to Albemarle, this intersection with Gold Hill Road and Crestmont Drive could accommodate neighborhood commercial as additional residential develops in the eastern area.

**10. Irish Potato Road at Davidson Highway (Highway 73)** – The location at the intersection of Davidson Highway (Highway 73) and Irish Potato Road could see neighborhood commercial develop as residential growth creates a demand.

**11. Highway 601 at Highway 200** – Highway 601 is the main connection between the Highway 49 corridor and the Highway 24/27 corridor, both leading east of the Charlotte metropolitan region. Future demand for light commercial uses in the southeastern portion of the study area could be accommodated at the Highway 601/Highway 200 intersection.

**12. Buffalo Ranch** – This is a mixed use development that was approved by the City in 2006. The project is platted as a PUD and contains residential and commercial components, conforming to the village center concept.

## Large Village Centers

The final three proposed Village Centers identified in the Plan represent larger developments that would support a greater mixture of uses. These Centers have either developed already with residential, commercial, and office components, or are developments whose mixed-use plans have already been approved. Development in these Centers should employ Traditional Neighborhood Development (TND) design techniques to create pedestrian-friendly neighborhoods and include open space preservation, a walkable plan with sidewalks, connectivity to transportation corridors and adjacent development, and a mixture of uses.

Residential uses in these Centers could consist of a variety of housing types such as single family, town homes, patio homes, and condominiums. Depending on location and demand, each of these three Village Centers should have no more than 300,000 to 500,000 square feet of retail and office development.

**13. Intersection of Poplar Tent Road and George W. Liles Parkway** – This area includes the residential subdivision, as well as neighborhood commercial and service uses serving the surrounding residential community. The subdivision located here has Traditional Neighborhood Development (TND) design elements that includes single family homes, town homes, two family homes, live work units, and when ultimately completed will consist of 300,000 square feet of office and retail. It has pedestrian amenities such as alleys, sidewalks, architectural standards, connectivity to major roads and adjacent residential, etc. The surrounding retail and services include a grocery store, restaurants, convenience stores, drug stores, a city park, a YMCA, and a church. It is important to mention that the pedestrian access to many of the surrounding commercial businesses from the residential portions of the development could be improved to facilitate the walkability between all of the uses. Future Village Centers should place a high importance on pedestrian connectivity between all of the uses proposed. This type of TND development can be repeated in other undeveloped areas of along George W. Liles Parkway down to its intersection with Weddington Road. This Mixed-Use/Village Center District contains Afton Village, a new Traditional Neighborhood Development (TND), with a YMCA and neighborhood commercial center. There is also recent commercial and residential development in this area in and around the intersection of George Lyles Parkway and Poplar Tent Road. On the Kannapolis side of the I-85 a new Super Target is proposed just south of George Lyles Parkway. The undeveloped tracts to the southwest should develop as a mixture of single and multi-family residential with retail and office components serving the surrounding residential. More intense office and commercial uses adjacent to denser multi-family development should occur close to the Interstate 85 interchange.

**14. Moss Creek** – This development has been approved along Davidson Highway (Highway 73) near its intersection with Poplar Tent Road. Initial phases will include single family residential while future phases will include commercial, office, and multi-family components.

**15. Pittinger Farm** – In 2005 a PUD was submitted for the property called The Mills. Based on the submitted site plan, the project identifies 1200 residential lots with 40 acres of commercial use with second floor residential. Located along Rocky River Road in the southern portion of the LUP study area, this development was annexed into the City of Concord in 1997 and will include residential, retail, and office components.

**16. Highway 49 at Cold Springs Road** – This area along Highway 49 at Cold Springs Road includes the location of the new Cabarrus Arena and Event Center at the Expo Park and remains relatively undeveloped with the exception of scattered single-family homes and other uses. The completion of the Highway 49 improvements will increase the development demand for this center. The institutional uses are likely to encourage further office uses as well.

### **The Corresponding Zoning Classifications:**

The following zoning districts are appropriate for Village Center Districts. Guidance for development proposals shall also come from area plans covering affected Village Center Districts.

- ❑ Residential Village (RV)
- ❑ Limited use of (RM-2)
- ❑ Transit Oriented Development (TOD)
- ❑ Traditional Neighborhood Development (TND)
- ❑ Office Institutional (O-I)
- ❑ Commercial (C-1)
- ❑ Planned Unit Development (PUD)
- ❑ Planned Residential Development (PRD)
- ❑ Neighborhood Mixed Use (MX-NC)
- ❑ Mixed Use-Commercial Center Small (MX-CC1)

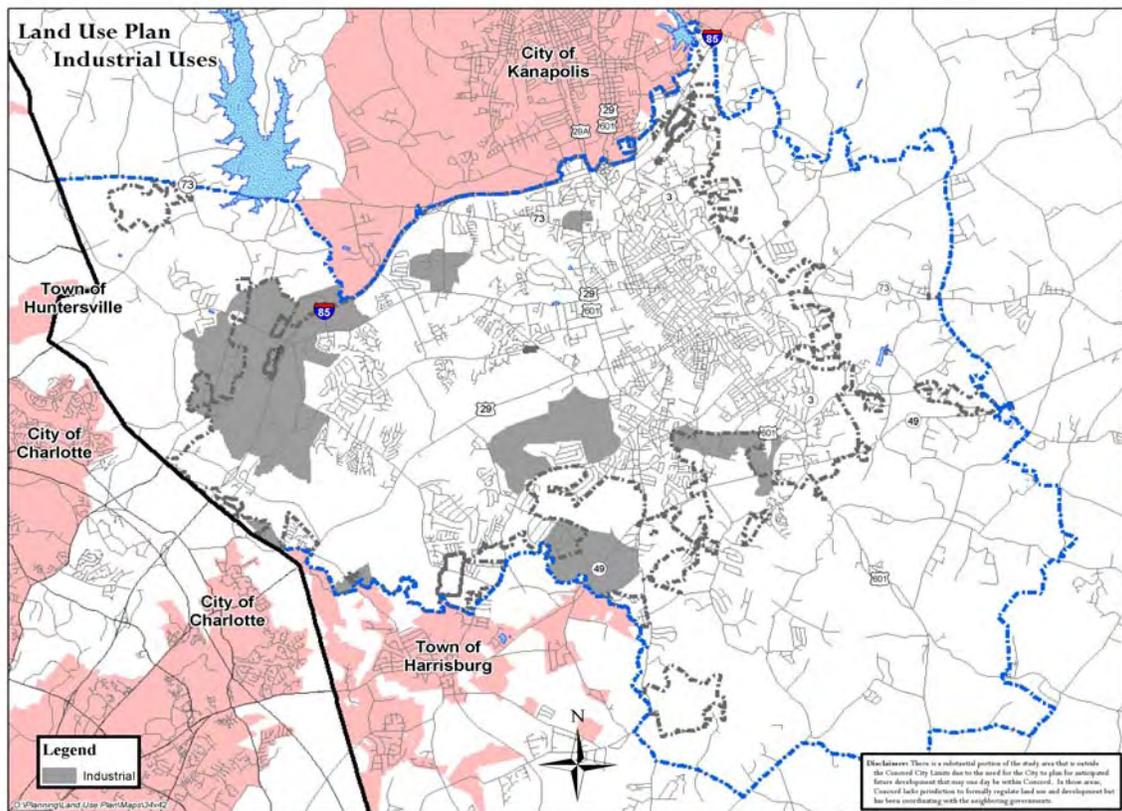
## 5. Industrial/Employment



These areas have either already developed as industrial or are suited for additional industrial development due to the presence of infrastructure and access to transportation routes, such as major highways and railroads (Figure IV-19). These industrial areas should be preserved for employment uses to generate jobs for the community. Industrial uses have already developed in the International Business Park on International Drive, on Concord Parkway South (Highway 29) (Philip Morris and S & D Coffee), Speedway Industrial Park on Morehead Road, and other developments along

Davidson Highway (Highway 73), around the intersection of Stough Road and Highway 49, and the intersection of Highway 49 and Warren C. Coleman Boulevard (Highway 601). While these areas have developed light industrial uses, the LUP recognizes the need to reserve additional land for new industrial uses, particularly around Concord Regional Airport, and along I-85 between Pitts School Road and Rocky River. Additionally, some light industrial uses are encouraged to locate in Mixed-Use Districts, depending upon their intensity, as identified earlier in this section.

**Figure IV-19: Industrial/Employment**



**Corresponding Zoning Classifications:**

The Industrial/Employment category is ideally suited for the following zoning districts.

- Light Industrial (I-1)
- Heavy Industrial (I-2)
- Office/Institutional (O-I)
- Mixed Use Industrial Business Center (MX-IB).
- Some limited commercial uses (C-2) may also be considered, provided they:
  - 1.) Support nearby employment uses,  
or
  - 2.) are located along a frontage road,  
or
  - 3.) have frontage along a limited access highway,  
or
  - 4.) are part of an expansion of an existing C-2 District

## 6. Motor Sports Related



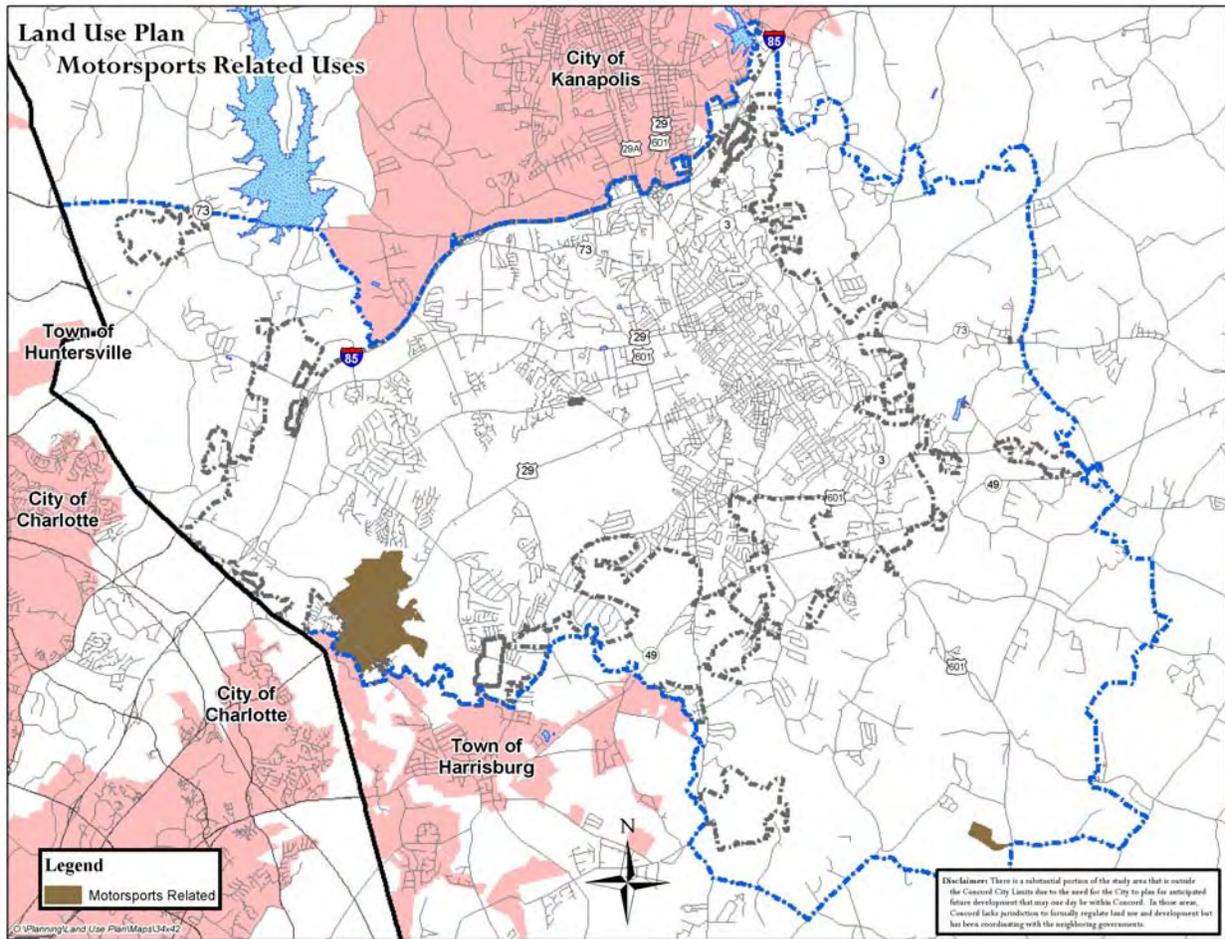
Motor Sports Related uses are a land use unique to Concord, and includes the Lowe's Motor Speedway and its parking areas, as well as other various uses that have located around the Speedway which support the racing industry (Figure IV-20). This area has particular noise level and traffic pattern characteristics that may impact surrounding development warranting a unique land use classification.

### **Corresponding Zoning Classifications:**

The Motor Sports Related category is ideally suited for the following zoning districts.

- ❑ Light Industrial (I-1)
- ❑ Heavy Industrial (I-2)
- ❑ Mixed Use Industrial Business Center (MX-IB)
- ❑ Public Interest District (PID), as the Speedway is a unique land use.
- ❑ General Commercial (C-2) zoning may be appropriate as a conditional use providing it directly serves the motor sports industry.

Figure IV-20, Motor Sports Related

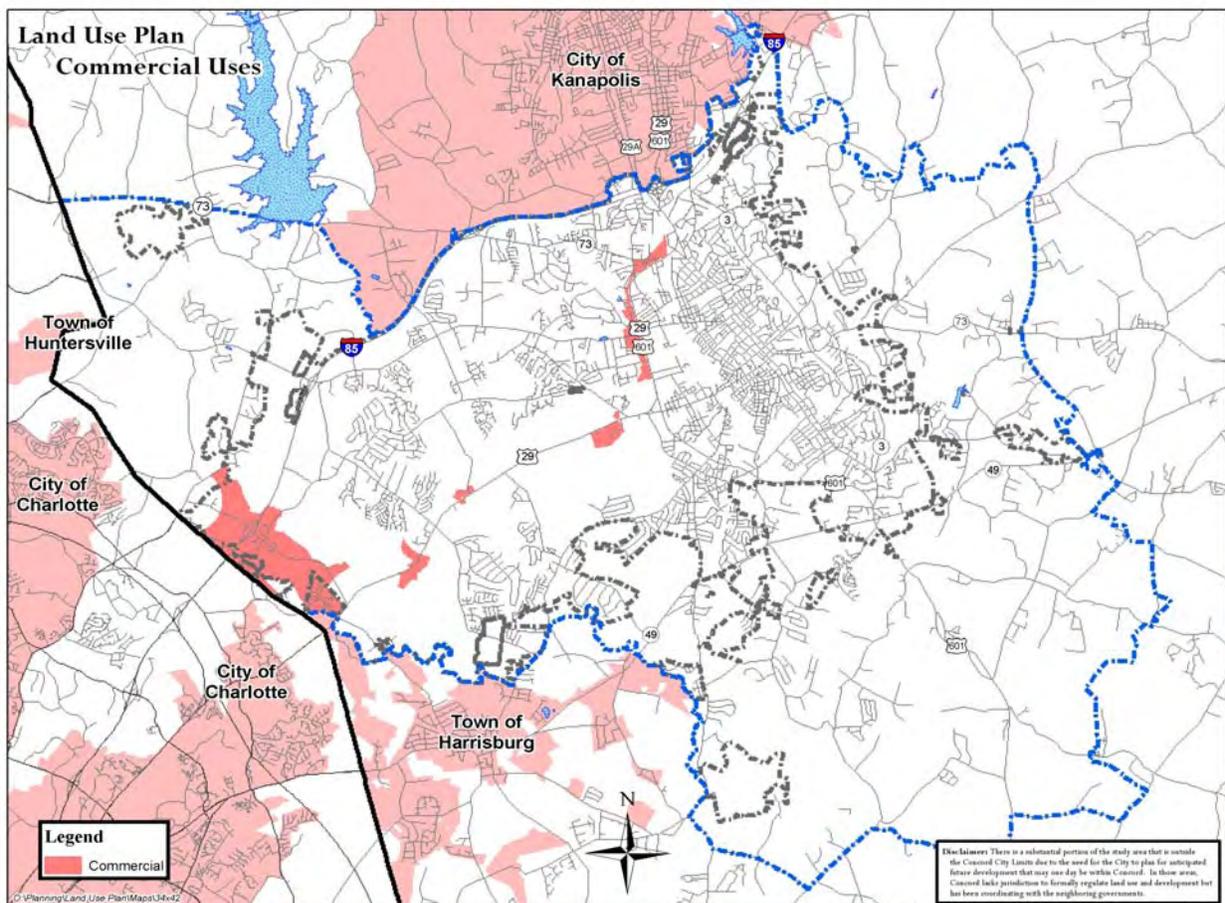


## 7. Commercial



Major commercial areas that have already developed in the City of Concord include the Speedway Boulevard, Concord Parkway South (Highway 29), and Copperfield Corridors (Figure IV-21). While these areas continue to support additional commercial development, much of the new commercial development should be concentrated within the Mixed-Use Districts and Village Centers. Strip commercial development along major corridors is discouraged in the Land Use Plan. Instead, commercial development integrated into Mixed-Use Districts at key intersections is desired. New neighborhood commercial uses connected via pedestrian and bikeways to residential areas are encouraged. Consequently, only the area around Speedway Boulevard and strips of existing commercial uses along Concord Parkway are designated as exclusively commercial uses.

**Figure IV-21, Commercial**



## Corresponding Zoning Classifications:

The Commercial category is ideally suited for the following zoning districts.

- ❑ Light Commercial (C-1)
- ❑ General Commercial (C-2)
- ❑ Office and Institutional (O-I)

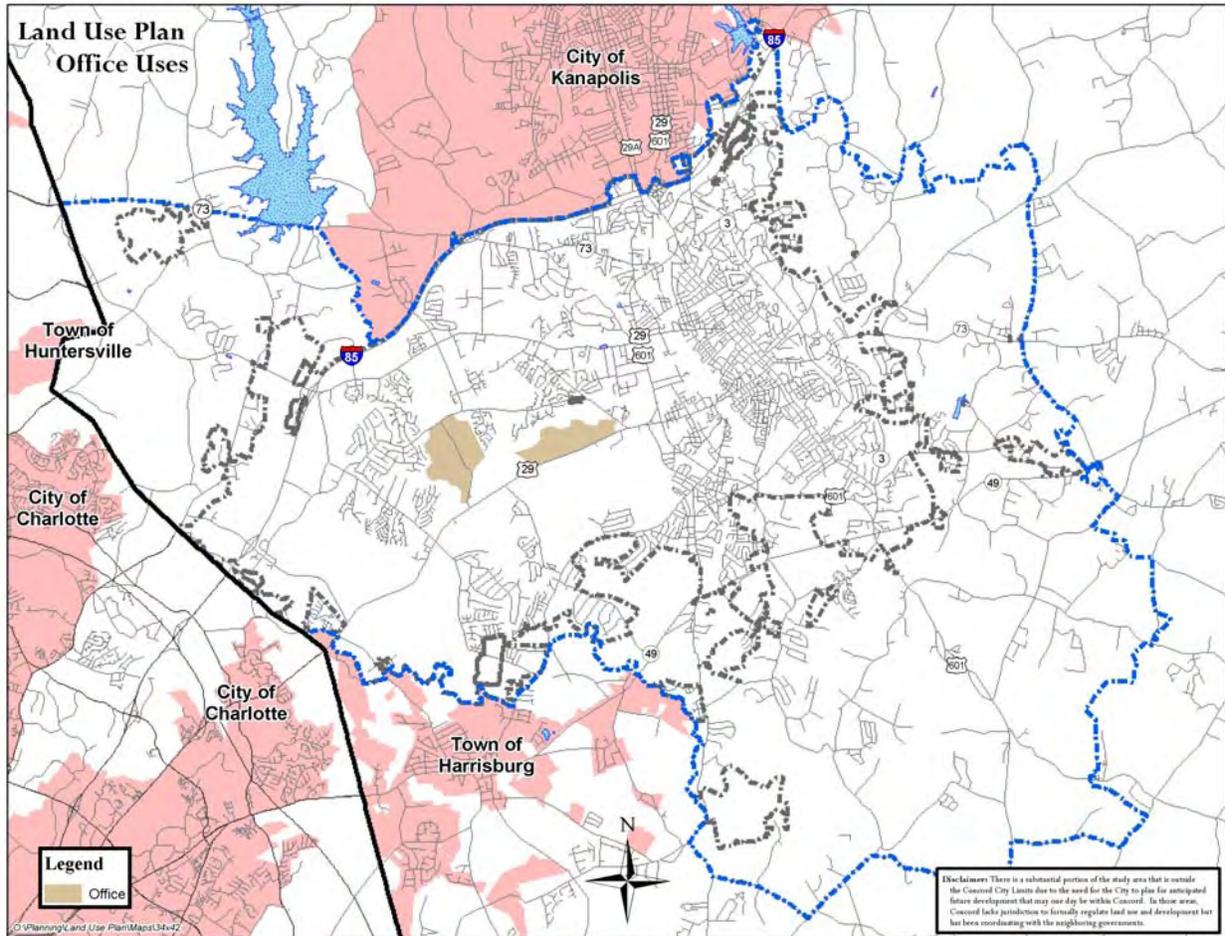
## 8. Office

Office areas would include planned office complexes and campus-style office development. Many of these uses have developed around Northeast Medical Center and along Copperfield



Boulevard (Figure IV-22). While certain areas will be designated for continued office development, future office uses will be encouraged to locate in Mixed-Use Districts. Neighborhood-oriented office uses could also occur in the Village Centers. Primary office uses are proposed along Concord Farms Road, along the future extension of George W. Liles Parkway and along the Philip Morris property on the north side of Concord Parkway South. In each of these instances, a campus-style office development is preferred over individual parcel development of office space.

**Figure IV-22, Office**



**Corresponding Zoning Classifications:**

The Office category is ideally suited for the following zoning districts.

- The Office and Institutional (O-I)
- Some limited areas of Light Industrial (I-1)
- Mixed Use Districts
- As part of a Planned Unit Development (PUD)
- As part of a Traditional Neighborhood Development (TND)
- Light Commercial (C-1) as a conditional use

The office use may be appropriate in the residential land use district if the property has frontage along a major or minor thoroughfare as shown on the Concord Transportation Plan.

## 9. Multi-Family Residential



Each of the Multi-family Residential areas shown on the Future Land Use Map already exist within the City (Figure IV-23). One of the recommendations of this Land Use Plan is that no new Multi-family Residential areas be proposed and/or development in Concord. Instead, future Multi-family Residential housing will be encouraged to locate within the Mixed-Use Districts and Village Centers.

### Corresponding Zoning Classifications:

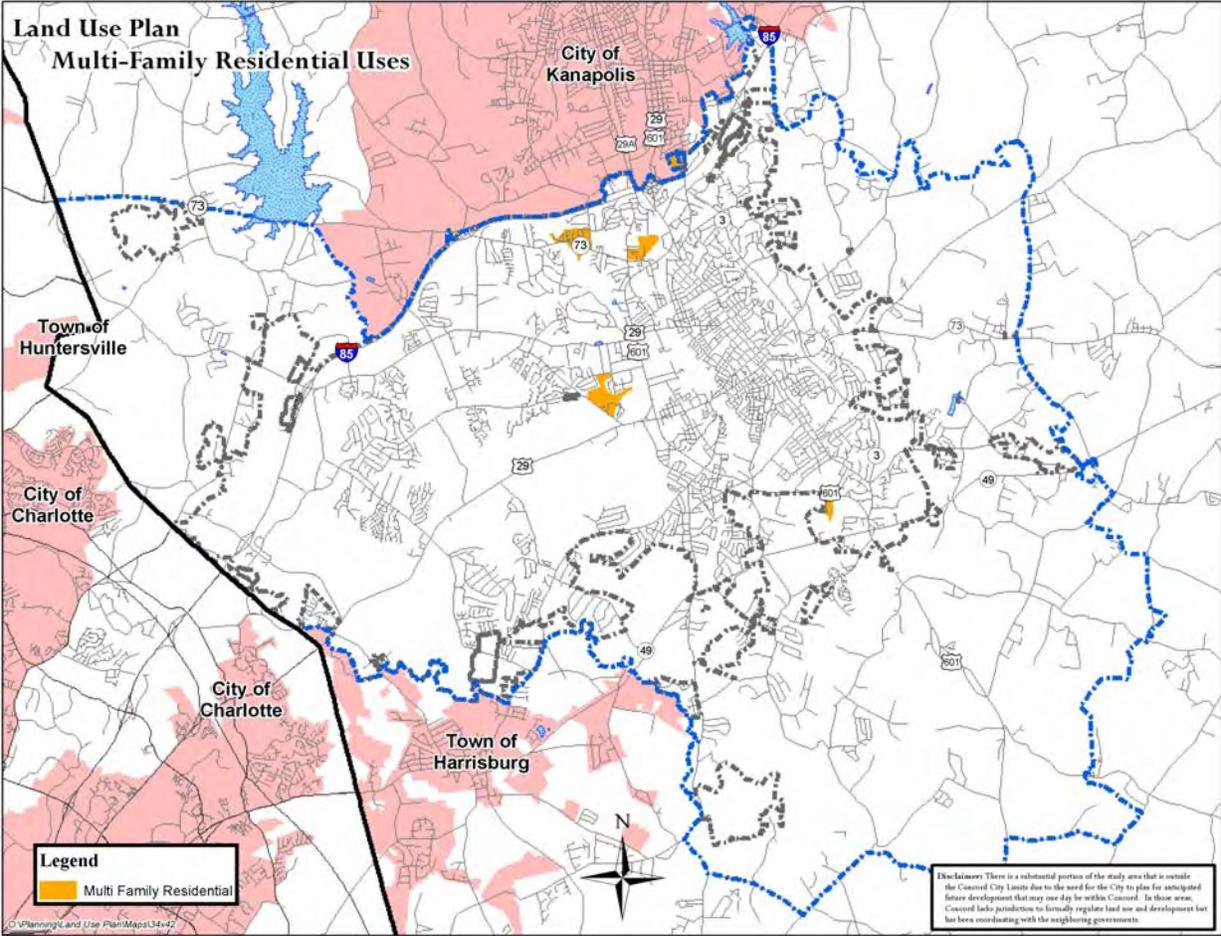
The Multi-Family category is ideally suited for the following zoning districts.

- ❑ Residential Compact (RC)
- ❑ Residential Village (RV)
- ❑ As part of a Transit Oriented Developments (TOD)
- ❑ As part of a Traditional Neighborhood Development (TND)
- ❑ As part of a Planned Unit Development (PUD)
- ❑ As part of a Planned Residential Development (PRD)
- ❑ Light Commercial (C-1) is possible if the located adjacent to a major or minor thoroughfare
- ❑ Mixed Use Districts

Although intended primarily for attached residential development, single-family detached dwellings are permitted in RC and RV Zoning Districts. However it is most appropriate for RM-1 and RM-2 zoning districts to occur within Multi-Family under the following circumstances:

- The proposed RM-1 or RM-2 zoning in the multi family district is an extension of an adjacent RM-1 or RM-2 district and would not preclude access to a potential higher intensity use from an arterial street; or
- The proposed RM-1 or RM-2 zoning is part of PUD or PRD with attention given to screening and buffering the single family uses from potential higher intensity uses

Figure IV-23, Multi-Family Residential

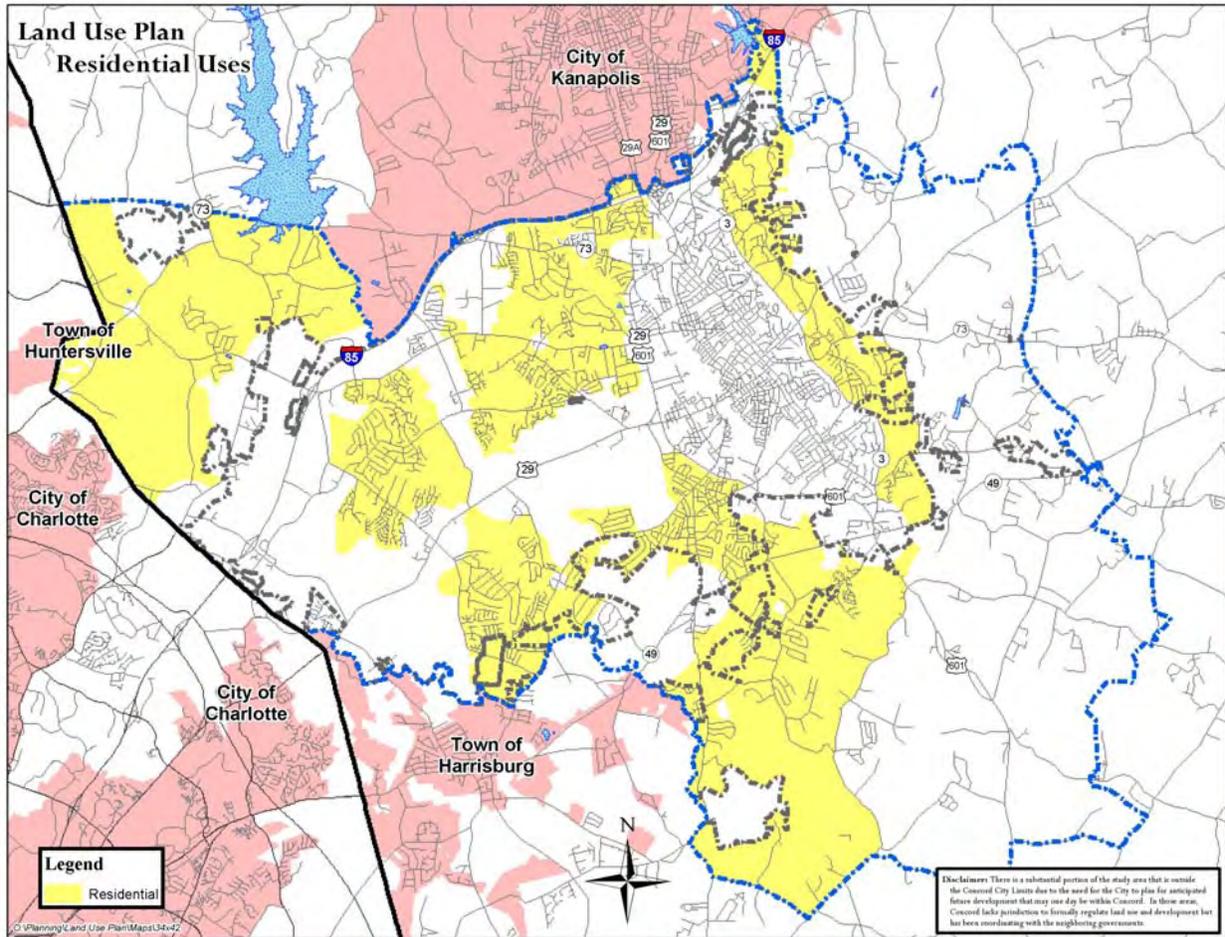


## 10. Residential



Low-density residential are the predominate land uses in Concord and have developed throughout Concord especially on the western side of the community between Interstate 85 and Concord Parkway (US 29). There are, however, several large tracts of farmland remaining in this area, poised for redevelopment. As a matter of policy, the City of Concord should work with these property owners to encourage preservation of open space using the tools outlined in Section 11, *Open Space Preservation*.

**Figure IV-24  
Residential**



Growth pressures for single-family development have strongly impacted areas west of Interstate 85 toward Huntersville, Cornelius, and Davidson. Continued demand along the Davidson Highway (Highway 73) corridor is expected to continue in the coming years, as development has occurred in rapid succession in areas outside the City limits and in the Moss Creek development in Concord. Similar to the area east of I-85, open space preservation techniques should be encouraged in this area. While this Land Use Plan identifies the area as Residential, the more detailed *Western Area Plan*, adopted in 1992, should be consulted for additional guidance.



With road improvements to Highway 49 and I-485 in Charlotte, demand for this type of low-density, suburban residential development will increase along Warren C. Coleman Boulevard (Highway 601 South) and in all areas south of Highway 49. This type of development will not be discouraged and can be supported by water and sewer line improvements in that area.

### **Corresponding Zoning Classifications:**

The following zoning districts are appropriate for Residential Land Use category.

- ❑ Residential Medium Density (both RM-1 and RM-2). Density in most cases will be limited to 3 dwelling units per acre due restrictions associated with the Inter Basin Transfer (IBT) agreement for obtaining water from the Catawba River Watershed to Concord.
- ❑ Traditional Neighborhood Development (TND)
- ❑ Planned Unit Development (PUD), and Planned Residential Development (PRD)
- ❑ Residential Village (RV) if it meets one of the following criteria:
  1. Is acting as a transition between higher density and lower density residential uses or acting as a buffer between commercial (or office) use and single-family uses
  2. The site shall be located adjacent to an arterial street or be part of an expansion of an existing RV district, which is located adjacent to a major or minor thoroughfare but does not expand said district by greater than 50%. Such a development shall not be of any higher density than the existing adjoining district that is being expanded. In addition, the streets proposed to serve the RV area must connect directly to a thoroughfare street. In no case shall traffic from a RV zone utilize roads that pass through a single-family residential area prior to reaching a major or minor thoroughfare. \*
  3. Augments an adjacent single family development by creating similar lot sizes.
- ❑ Light Commercial (C-1) would be appropriate in the residential category, if it meets two of the following criteria
  1. Frontage on a major or minor thoroughfare or is part of an expansion to an existing C-1 area, which is located adjacent to an existing major or minor thoroughfare, but does not expand said district by greater than 50%.
  2. The development proposes low impact uses that are intended to serve the adjacent neighborhoods
  3. None of the traffic from the C-1 area to the arterial street will utilize a street which contains single family detached structures.\*

\* Does not apply in cases where the property is developed using PUD, PRD, TND, or TOD.

## **11. Open Space Preservation**



The preservation of open space was identified as one of the chief priorities of citizens in the public meetings for the formulation of the Land Use Plan (Figure IV-25). Not only is the preservation of open space an important issue for local residents, it makes good fiscal sense from a public service perspective. The LUP provides for increased densities and development activity concentrated first and foremost in redeveloping Center City, secondly in concentrated development areas such as Mixed-Use Districts and Village Centers, and finally, in other areas

where infrastructure is already in place. Providing services and infrastructure to rural areas requires more capital for a longer-term return on the public dollar's investment. For the Land Use Plan, the open space areas are shown in the eastern portion of the study area. These areas are not likely to develop soon due to limitations with infrastructure, soils, and road networks. The preservation of open space is being encouraged in other areas, shown with stripes, particularly in the northwest portion of the study area and also in the southern end of the study area, between Rocky River Road and Flowes Store Road.

A number of different techniques exist to preserve open space are outlined below.

### **Planned Residential Development (PRD)**

Planned Residential Development (PRD) is allowed in Concord as a way to set aside dedicated open space and to provide developers some design options for their developments. The net effect is that the overall density requirements of the property are adhered to but the density is concentrated in one or more areas with an open space provision and additional criteria outlined in the Unified Development Ordinance.

### **Density Limitations**

Density limitations are the most frequently used technique for open space preservation. Unfortunately, density limitations sometimes have the unintended side effect of using up the open space in smaller lots rather than preserving any sort of true open space that might be used for agricultural purpose. The draft Eastern Area Plan of Cabarrus County attempts to remedy this situation with the following formula for development:

*The first 5 units are permitted at a rate of one unit per acre, the next 2 units are at a rate of one unit per 2.5 acres and the remaining units are at a rate of one unit per 5 acres. The minimum lot size would continue to be one acre for areas not served by a utility system operated by a governmental agency.*

This definition for density limitations coupled with a cluster development provision could be applied to other areas in the study area, particularly north of Branchview Drive and in the areas Southeast of Highway 49.

### **Transfer of Development Rights (TDR's)**

The Transfer of Development Rights is a process used in many communities that, in essence, makes a commodity out of the purchase of rights to develop land. The advantage is that a property owner receives payment for the optimal value of his property while allowing development to occur in areas where service provision is already in place. This would work particularly well in Concord where there are defined areas where rural preservation is a priority and areas that are clearly urban development zones. Ultimately property is classified a “donor” or “receiver” zone and the deals are conducted as development approaches. Transfer of Development Rights have not yet been implemented in North Carolina but both Virginia and South Carolina allow this tool as a way to preserve open space.

### **Purchase Development Rights (PDR’s)**

The Purchase of Development Rights is different from the Transfer of Development Rights in that a governmental or non-profit body typically makes the purchase. The seller of the rights still owns the land and uses it for agricultural uses or open space but places a deed restriction on the property limiting development potential. This is another viable option for the preservation of open space, provided there is a body with the funds to purchase these rights.

### **Voluntary Preservation of Open Space**

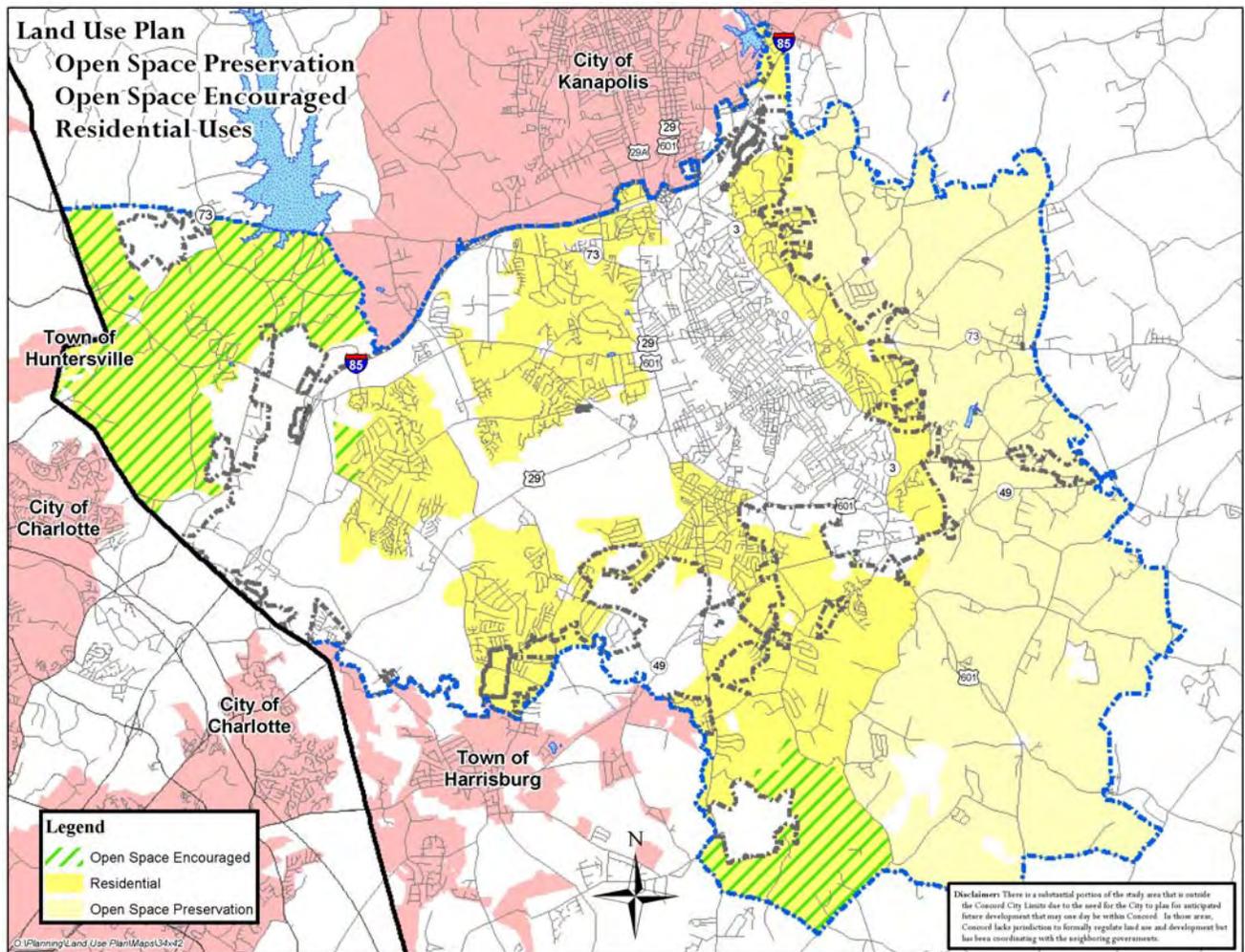
North Carolina does provide a 25% tax credit for property owners willing to place their property into conservation easements. This program is similar to PDR’s but relies on the willingness of a property owner to participate.

### **Purchase of Property for Open Space**

The outright purchase of land for open space preservation has been one way for a governmental or non-profit entity to preserve open space. Of course, this results in the property being held by a public entity or a land trust. This technique does not necessarily preserve it for agricultural use.

The LUP recommends that each of these options be explored, but focus on the density suggestions and other development options outlined above.

## **Figure IV-25, Open Space Preservation**



### Corresponding Zoning Classifications:

The following zoning districts are best suited for Residential land use category.

- The Agricultural (AG) district is the most appropriate zoning classification
- Rural Estate (RE)
- RM-1 and RM-2
- Residential Low Density (RL)
- Planned Residential Development (PRD). The PRD option allows developers to reduce lot sizes (not to exceed underlying density) in exchange for open space. should be used on a limited basis and concentrated in areas of similar density or in Village Centers.
- Mixed Use Neighborhood center (MX-NC). This district shall be used strictly in areas denoted as Village Centers or Mixed Use Districts.

## 12. Institutional

The institutional land use category consists of parcels containing school uses. The Center City Plan includes places of worship and cemeteries as institutional uses, however these particular uses were not assigned to any particular category outside the Center City. This category is subject to frequent changes, as the planning area continues to add more school sites with the continued residential growth. Institutional uses can be found in most zoning districts, but school sites typical are located in the residential land use category. No one specific zoning district can be identified as more or less appropriate, as each institutional use is unique.



## **Land Use Evaluation Matrix**

In an effort to provide a level of predictability for landowners, developers, guidance for planning staff, Planning Commission, and City Council, a matrix has been developed that cross references land uses to zoning districts. The matrix identifies the appropriateness of use relative to each zoning district. Table IV-1 is the land use evaluation matrix developed as part of the Land Use Plan.



## Land Use Compatibility by Zoning District

Base Zoning Districts	Land Use Categories										
	Greenways and Green Corridors	*Open Space	Mixed Use District	Village Centers	Industry and Employment Centers	Motor Sports Related	Commercial Office	Multi-Family Residential	Residential	*Center City	
AG	A	A	---	---	---	---	---	---	---	A	*
RE: Residential Estate District	A	A	---	---	---	---	---	---	---	A	*
RL: Residential Low Density District	A	A	---	---	---	---	---	---	---	A	*
RM-1: Residential Medium Density District	A	A	---	---	---	---	---	---	---	A	*
RM-2: Residential Medium Density District	A	A	---	---	---	---	---	---	---	A	*
RV: Residential Village	A	A	A	A	---	---	P	---	---	P	*
RC: Residential Compact District	A	A	A	---	---	---	P	---	---	---	*
B-1: Neighborhood Office District	A	A	A	---	P	---	---	A	---	P	*
O-I: Office Institutional	A	A	A	A	A	A	A	A	---	P	*
CC: City Center District	A	A	---	---	---	---	A	---	---	---	*
C-1: Light Commercial District	A	A	A	---	---	---	A	A	---	P	*
C-2: General Commercial District	A	A	A	---	A	---	A	---	---	---	*
PID: Public Interest District	A	A	---	---	A	A	---	A	---	---	*
TND: Traditional Neighborhood Development	A	A	A	A	---	---	---	---	---	A	*
MX-NC	A	A	A	A	---	---	---	---	---	A	*
MX-CC1	A	A	A	A	---	---	---	---	---	---	*
MX-CC2	A	A	A	---	---	---	---	---	---	---	*
MX-IB	A	A	A	---	A	---	---	---	---	---	*
PRD: Planned Residential Development	A	A	A	A	A	---	---	---	---	A	*
PUD: Planned Unit Development	A	A	A	A	A	---	A	A	---	A	*
TOD: Transit Oriented District	A	A	A	A	---	---	A	A	---	A	*
I-1: Light Industrial District	A	A	P	---	A	P	---	---	---	---	*
I-2: Heavy Industrial District	A	A	---	---	A	P	---	---	---	---	*

**Key:**

- A - The zoning district is appropriate within the land use district
- P - A use that may be possible if certain conditions are met or exist. The land use plan should be consulted for clarification.
- Inappropriate use for the district



## **Center City**

The older portion of Concord, also known as “Classic Concord” or Center City, has been addressed in a separate plan, known as the Center City Plan (CCP). Unlike the LUP, which deals strictly with future land use, the Center City Plan examines in great detail the fourteen neighborhoods in and around downtown Concord. The Center City Plan particularly addresses significant development opportunities, marketing concepts, infrastructure needs, and potential urban design projects. The fourteen neighborhoods of the Center City include downtown Concord and surrounding neighborhoods bounded by Branchview Drive to the east and Warren C. Coleman Blvd. and Concord Parkway to the southwest and I-85 to the North.

In terms of land use, the majority of Center City is built out and the land uses are predetermined by existing development.

***Open Space*** – Most of the area suitable for open space follows streams and floodplains such as: the west side of Branchview Drive along the proposed Three Mile Branch greenway, the area along Irish Buffalo Creek, the areas adjacent to railroad tracks and along portions of other perennial streams.

***Single Family*** – The majority of the Center City has developed as single family neighborhoods at various levels of low-density.

***Multi-Family*** – Aside from existing multi family developments, new developments of this type of use will occur in designated mixed-use areas such as: the former Willis Hosiery Mill in Gibson Village and on vacant properties in Hartsell south of Cabarrus Avenue .

***Office*** – Current office uses center on the NorthEast Medical Center, within the downtown, and scattered along north Church Street between downtown and Locke Mill. Future office will likely develop within designated mixed-use areas, as well as Cabarrus Avenue, and along Church between Edgewood and McKinnon Streets.

***Commercial*** – Future commercial land uses in Center City follow existing development patterns along Church Street, selected areas on Cabarrus Avenue, and within the central business district. Future retail opportunities exist in designated mixed-use areas.

***Institutional*** – Institutional areas are those properties currently occupied and/or owned by various institutional uses such as churches, schools (public and private), Barber-Scotia College, and cemeteries.

***Government*** – Includes government uses such as City and County offices, police, fire stations and City utilities.

***Industrial*** – Past development trends have resulted in industrial uses vacating the Center City. Therefore, only existing industrial uses in the Center City area are reflected in the plan with the exception of the farm area along Wilshire Avenue, generally located between Dresden Place and Irish Buffalo Creek which is identified as a light industrial use that could serve as an employment generator for surrounding neighborhoods.

***Mixed-Use*** – Downtown Concord, like most historic communities, developed as a mixed-use center. Downtown Concord functions as that today with a mix of commercial, office, institutional, and governmental uses. Recent trends have also seen residential moving back

into the mixed-use downtown. There are several opportunities to create mixed-use areas in old textile mills or defunct industrial facilities. Notable sites for redevelopment are the Brown Norcott Mill on Cabarrus Avenue west of downtown and the Cabarrus Creamery along Church Street north of downtown.

The Center City Plan was adopted by the City Council on December 11, 2003. This Plan including strategies, marketing concepts, and urban design is available in the City of Concord Planning and Community Development Department. Figure IV-13 is the adopted Center City Plan and illustrates the land use within the study area.

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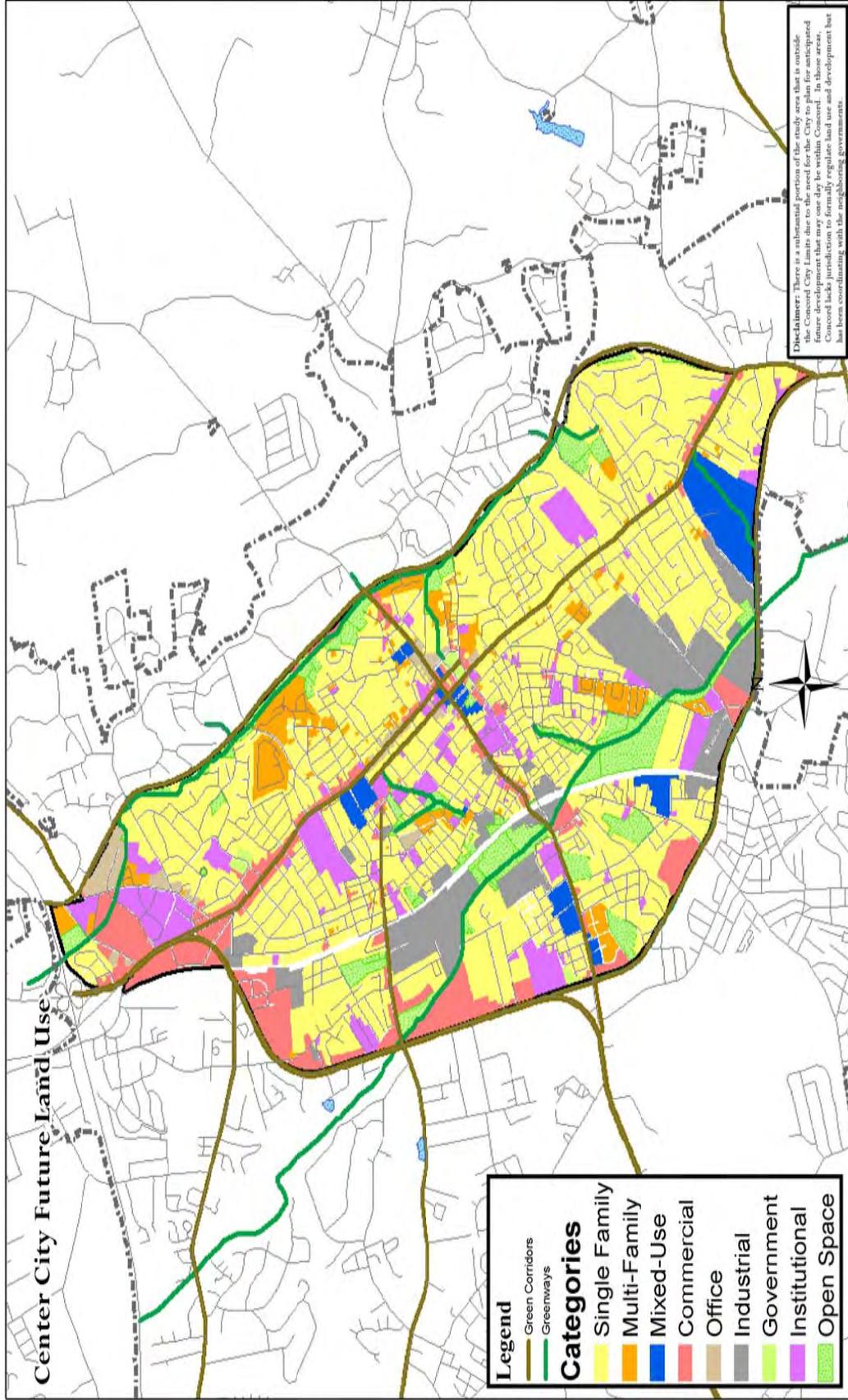
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old textile mills or defunct industrial facilities. Notable sites for redevelopment are the Brown Norcott Mill on Cabarrus Avenue west of downtown and the Cabarrus Creamery along Church Street north of downtown.

Detailed information about the Center City Plan including strategies, marketing concepts, and urban design is available in the City of Concord Planning and Community Development Department.

Figure IV-27, City of Concord Center City Plan



## CHAPTER V-A LAND USE AND DEVELOPMENT

The evolution of land use in the City of Concord has been dynamic amid exponential growth in recent years. The City has grown to nearly 12 times its original size since its incorporation, resulting in an increase to over 60,000 residents. Originally a rural community, Concord has evolved into a thriving urban center in a region rich with diversity and continued growth potential.

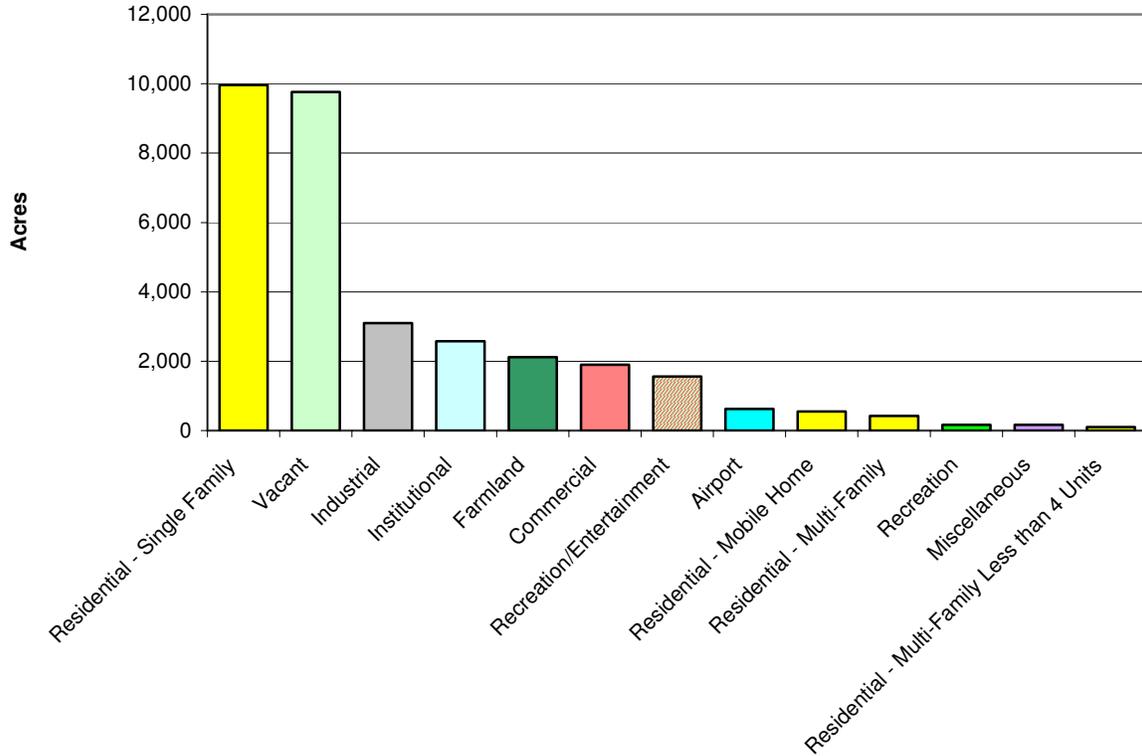
### 1. Existing Land Use and Vacant Land

As detailed in Table V-A-1, the land use occupying the greatest percentage of land in the City of Concord is single-family residential use. Almost 10,000 acres of land – representing 30.2% of total current land use – is single family residential. The next largest category is Vacant land which accounts for 29.6% of the City total. Much of this vacant land however has already been subdivided and slated for single family residential development, and is incorporated in large satellite areas that have recently been annexed in anticipation of this development. Farmland use accounts for only 6.4% of total land use in the City, and has in fact diminished in both total acreage and percentage from 2002, by almost 375 acres. The Lowe’s Motor Speedway and accessory uses, along with two golf courses and the Cabarrus Arena and Event Center, comprise the recreation and entertainment category, which accounts for nearly 4.7% of total land use while Recreation (parks) accounts for another 0.5%. Commercial uses make up 5.7% of existing land use, while institutional uses – including government facilities, utilities, landfill, senior centers, churches, schools, and cemeteries – comprise 7.8% of land uses.

**Table V-A-1, Existing Land Uses by Category, 7/1/2006**

Land Use Category	Land Use Total		Land Use Excluding Center City	
	Acres	% of Total	Acres	% of Total
Airport	626.1	1.9%	626.1	2.3%
Commercial	1,895.3	5.7%	1,411.5	5.1%
Farmland	2,117.6	6.4%	2,114.1	7.7%
Industrial	3,097.6	9.4%	2,633.6	9.5%
Institutional	2,579.9	7.8%	2,170.7	7.9%
Miscellaneous	164.8	0.5%	121.3	0.4%
Recreation	167.7	0.5%	84.2	0.3%
Recreation/Entertainment	1,562.5	4.7%	1,562.5	5.7%
Residential - Mobile Home	548.6	1.7%	498.1	1.8%
Residential - Multi-Family	421.1	1.3%	274.5	1.0%
Residential - Multi-Family Less than 4 Units	97.7	0.3%	31.8	0.1%
Residential - Single Family	9,964.9	30.2%	7,624.6	27.6%
Vacant	9,767.4	29.6%	8,453.5	30.6%
<b>Total</b>	<b>33,011.2</b>	<b>100.0%</b>	<b>27,606.6</b>	<b>100.0%</b>

**Figure V-A-1  
Chart Showing Land Use Type by Percentage**



\* Total acreage calculated using digital map data and does not reflect City's total legal acreage.  
(Source: City of Concord, 2006)

**Residential**

As illustrated in Figure 23 – Current Land Use, single-family residential development is found throughout the City. Concentrations of single-family developments are found off of Poplar Tent Road, Weddington Road, Roberta Road, Pitts School Road, NC Highway 49, Branchview Drive (NC 136) and throughout the Center City area. Multi-family residential, duplex and mobile home park developments are primarily concentrated in the Center City area, with some multi-family development in the vicinity of Davidson Highway (NC 73) and Interstate 85. Additional duplex developments are scattered throughout the City.

**Industrial**

Industrial development is dispersed in several areas, including the southern area of the City, near the Concord Regional Airport, in the vicinity of Lowe's Motor Speedway, along Concord Parkway North (US 29), and in the heart of the Center City area. Concord's largest industry, Philip Morris, is located on tracts totaling more than 1,800 acres on both sides of Concord Parkway South (US 29). The International Business Park, located on International Drive, is home to several industries and includes vacant properties suited for future industrial development.

### **Farmland**

6.4% of Concord's land area is still being used for agricultural purposes. This 2,117 acres of farmland is located primarily in the western portion of the City, off Weddington Road, Concord Parkway South (US 29), Pitts School Road, Roberta Road and Davidson Highway (NC 73). It is anticipated that over time, much of this farmland area will be developed into other uses.

### **Recreation and Entertainment**

There is a significant amount of recreation and entertainment land use located in Concord. These areas include sites that are publicly-owned and also sites under private ownership, but designed for public use. Lowe's Motor Speedway is the largest site of this category within Concord, with more than 1,345 acres of land, not including several more acres utilized as accessory uses. The Rocky River Golf Club, rated one of the top 100 golf courses in North Carolina, is located off Speedway Boulevard near Lowe's Motor Speedway. The Cabarrus Country Club is located off Rock Hill Church Road, just north and adjacent to property owned by Philip Morris on the northwest side of Concord Parkway South. The new Cabarrus Arena and Events Center at Expo Park, home of the Cabarrus County Fair, is in the far eastern area of the City, off US Highway 49.

### **Commercial**

Much of the commercial development in the City is along the Concord Parkway/Warren C. Coleman Boulevard (US 29/US 601) corridor, west of the Lowe's Motor Speedway along Speedway Boulevard, along Concord Parkway South (US 29), and in the heart of the Center City area. Within these areas are two commercial developments of regional importance. Concord Mills is a super-regional retail and entertainment complex with 1.4 million square feet of retail space containing 225 stores, sitting on nearly 295 acres of land directly off of Interstate 85 on Concord Mills Boulevard. Since its opening in 1999, Concord Mills has been a catalyst for development along Concord Mills Boulevard and Speedway Boulevard near the I-85 interchange. The other regionally significant commercial center is the 578,000 square foot Carolina Mall sitting on 366 acres, which includes 3 anchor department stores and 42 smaller retail shops. Located in the Center City area, just off of I-85 on Davidson Highway (NC 73), the Carolina Mall anchored this commercial corridor of the City since its opening in 1972.

## **Institutional and Office**

Institutional uses including the NorthEast Medical Center, City of Concord and Cabarrus County government facilities, utilities, landfill, senior centers, churches, schools, and cemeteries are located throughout the City, with a concentration in the Center City area. The government offices of the City of Concord and Cabarrus County are in the Center City, as are Barber Scotia College and the NorthEast Medical Center. Professional office uses are clustered in the vicinity of the NorthEast Medical Center, off Branchview Drive (NC 136) and Lake Concord Road, and near the Concord Regional Airport along Derita and Poplar Tent Roads.

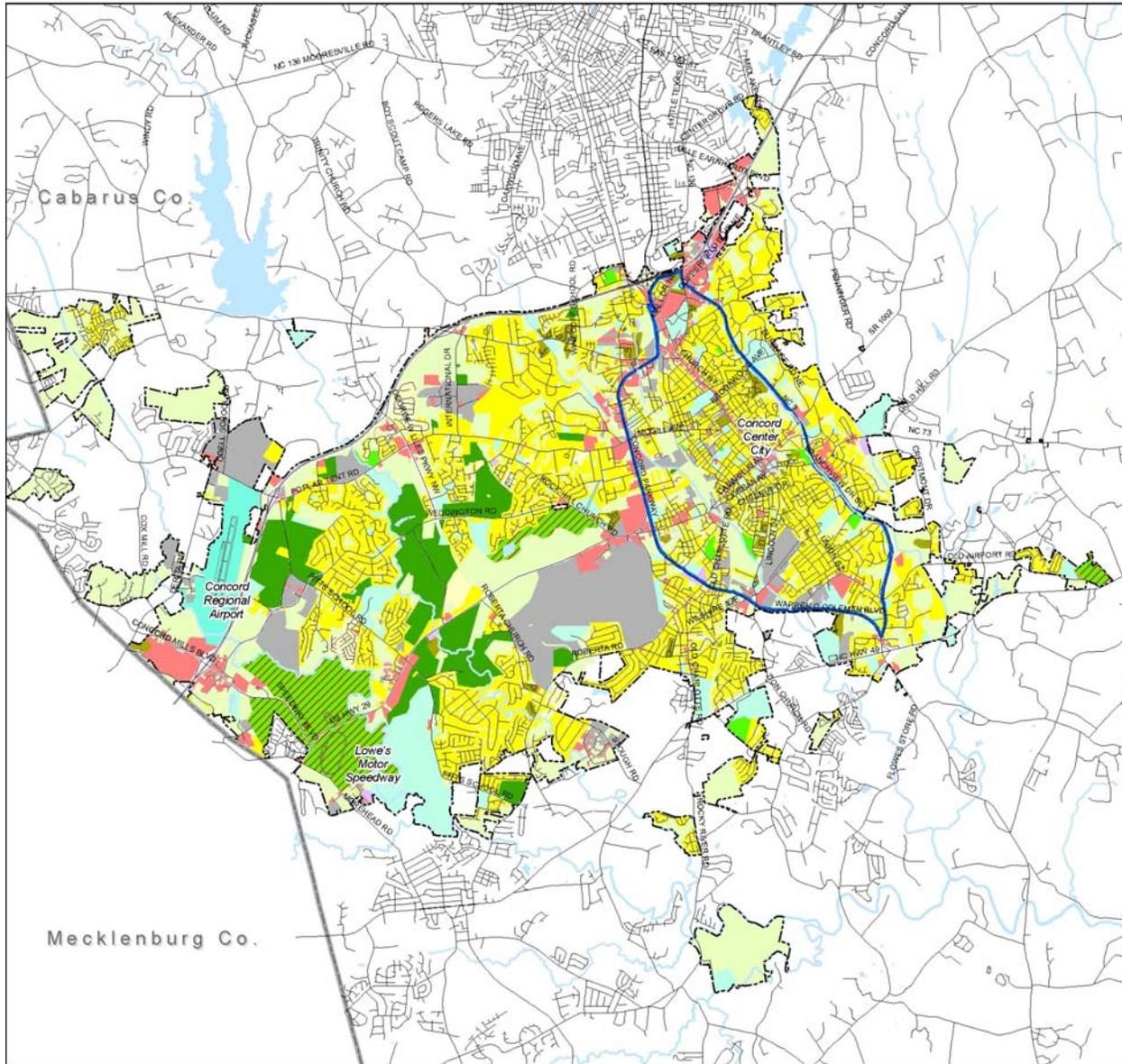
## **Airport**

The Concord Regional Airport, in addition to being a major land use, has been and remains a catalyst for commercial and industrial development. The Airport is located in the northwest area of the City, adjacent to I-85, Poplar Tent Road and Derita Road. In 2005 the runway was extended by 1,900 feet to bring the total length to 7,400 feet. This allows for larger aircraft and greater fuel and passenger capacities, while improving safety.

## **Vacant Land**

There are 9,764 acres of vacant land in Concord, of which 8,454 acres (86%) lie outside the Center City area. Large vacant tracts are located at several points along I-85, including Copperfield Boulevard, within the International Business Park, along Poplar Tent Road, and north of the Speedway on Weddington Road and Speedway Boulevard. Much of the vacant land located in the incorporated satellite areas of the city are part of planned residential developments, and will be converted to mainly single-family residential use. In addition, numerous vacant tracts are found along Branchview Drive (NC 3) and within the Center City area, and many sizable vacant tracts are also scattered throughout the City.

# Figure V-A-2 City of Concord Existing Land Use



**Legend**

Land Use Category	
<span style="color: cyan;">■</span>	Airport
<span style="color: red;">■</span>	Commercial
<span style="color: green;">■</span>	Farmland
<span style="color: grey;">■</span>	Industrial
<span style="color: lightgreen;">■</span>	Institutional
<span style="color: purple;">■</span>	Miscellaneous
<span style="color: limegreen;">■</span>	Recreation
<span style="color: yellowgreen;">■</span>	Recreation/Entertainment
<span style="color: yellow;">■</span>	Residential - Mobile Home
<span style="color: olive;">■</span>	Residential - Multi-Family
<span style="color: darkolivegreen;">■</span>	Residential - Multi-Family < 4 Units
<span style="color: gold;">■</span>	Residential - Single Family
<span style="color: lightyellow;">■</span>	Vacant
<span style="border: 1px solid blue; display: inline-block; width: 10px; height: 10px;"></span>	Center City Boundary



Source: City of Concord  
Business & Neighborhood Services, GIS  
7/1/2006

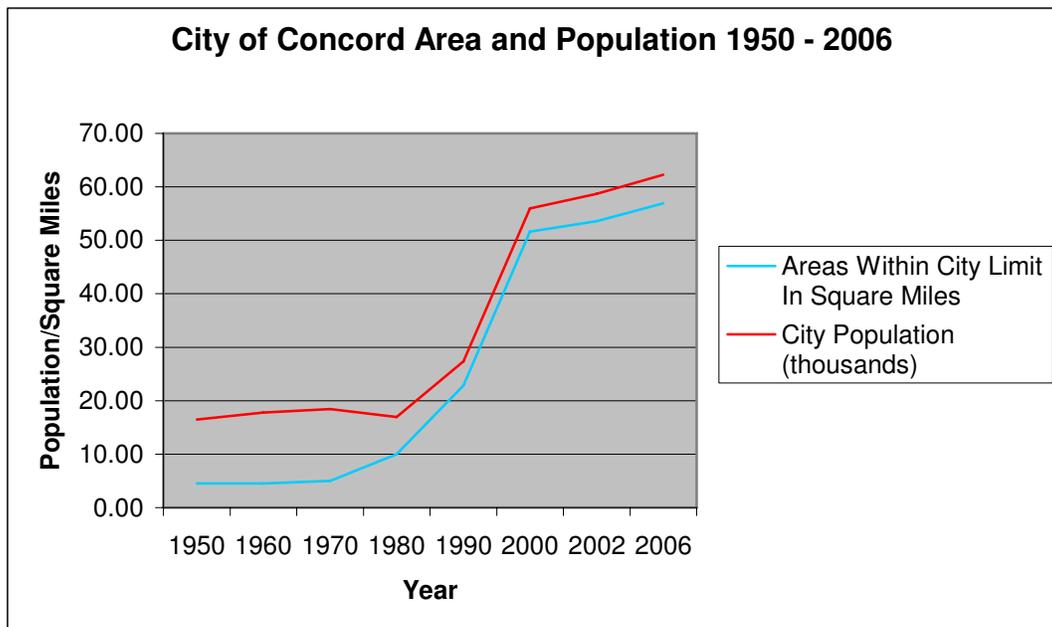
## 2. Annexation Trends

In five decades, Concord has grown from a small town of 4.5 square miles and 16,486 people in 1950 to a sizable city of more than 53 square miles and 58,710 people (2002 estimate). The City more than doubled in size when it annexed nearly 30 square miles between 1990 and 2000 – the 4<sup>th</sup> largest area annexed by a North Carolina municipality during this time period. From September 1985 to December of 2002, Concord annexed more than 27,260 acres (42.6 square miles), bringing 18,130 new residents into the City. Table V-A-2 shows land area and associated population by decade/year.

**Table V-A-2**  
City of Concord Area and Population 1950 - 2006

Year	Areas Within City Limit In Square Miles	City Population
1950	4.50	16,486
1960	4.50	17,799
1970	5.00	18,464
1980	10.00	16,942
1990	22.85	27,347
2000	51.64	55,977
2002	53.56	58,710
2006	56.94	62,291

*Source: US Census, 2000 Census; City of Concord*



### **3. Annexation History**

Annexation records maintained by the City since September of 1985 indicate a steady growth in land area with several large annexations. In 1986, Concord annexed more than 5,124 acres in the vicinity of Concord Parkway and Warren C. Coleman Boulevard (US Highways 29 and 601), bringing 8,567 residents into the City limits. A large annexation completed in late 1995 in the area of I-85, Concord Parkway (US Highway 29), and Rocky River added more than 8,802 acres and 6,200 new residents to the City. Since 1980, forty-eight of the annexations have been voluntary with 33 voluntary annexations occurring between 1980 and 1990.

In December of 2002, Concord totaled in excess of 34,280 acres, or 53.56 square miles, in size. More recent annexations completed near the end of 2002 added another 636.38 acres to the City. The largest of these annexations – known as Moss Creek subdivision and located between Odell School Road, Davidson Highway (NC Highway 73), Harris Road and Rocky River – included more than 400 acres of land. Though these recent annexations did not bring additional residents into the City at the time of annexation, they have the potential for residential development that could significantly add to Concord's future population.

**Table V-A-3  
City of Concord Growth Record (1985 - 2006)**

Year	Annexed Area (Acres)	Cumulative Total Area within City Limits		Population Annexed	Cumulative Total City Population
		Acres	Sq. Miles		
1985 <sup>1</sup>	378.57	7379.27	11.53	505	18,430
1986	5267.73	12647.00	19.84	8646	27,071
1987	1501.44	14148.44	22.11	6	28,414
1988	291.46	14439.72	22.56	663	29,090
1989	185.61	14625.33	22.85	17	28,897
Jan '90 <sup>2</sup>	-	-	-	-	27,347
1990 <sup>2</sup>	1973.90	16580.80	25.91	636	27,983
1991	2089.72	18922.65	29.57	576	28,835
1992	1337.92	20260.57	31.66	756	28,809
1993	660.57	20921.14	32.69	26	31,773
1994	1878.35	22799.49	35.62	9	32,406
1995	9087.48	31886.97	49.82	6251	39,268
Jul '96 <sup>3</sup>	-	-	-	-	41,793
Dec '96 <sup>4</sup>	-	31731.44	49.58	-	-
1996	451.61	31731.44	49.58	7	41,795
1997 <sup>3</sup>	680.29	32411.73	50.64	0	45,168
1998 <sup>3</sup>	67.50	32479.23	50.75	0	46,253
1999 <sup>3</sup>	635.20	33111.73	51.374	234	46,488
2000 <sup>3</sup>	101.33	33213.06	51.89	0	50,564
Jun '01 <sup>2</sup>	-	-	-	-	55,977
2001 <sup>3</sup>	392.36	33605.42	52.5	303	56,663
2002 <sup>3</sup>	589.90	34145.02	53.35	0	58,710
2003 <sup>3</sup>	159.58	34537.76	53.96	0	59,791
2004 <sup>3</sup>	415.37	34952.14	54.61	0	61,070
2005	1174.56	36126.70	56.45	0	62,291
2006 <sup>5</sup>	317.22	36126.70	56.94	0	62,291
<b>Totals</b>	<b>29637.67</b>	<b>36126.70</b>	<b>56.45</b>	<b>18635</b>	<b>62291</b>

(Source: City of Concord 2006)

<sup>1</sup> 1985 Annexations from January 1, 1985

<sup>2</sup> Adjustment per US Census population estimate, 1990 & 2000

<sup>3</sup> Adjustment per NC Municipal Population Estimates

<sup>4</sup> GIS Corrections

<sup>5</sup> 2006 annexations as of July 1, 2006

#### 4. Future Service Area Boundaries

The Land Use Plan for Concord also examines the adopted Service Area Boundary outside of the City Limits of Concord established in conjunction with Cabarrus County and neighboring municipalities. This area contains 36,741 acres of land. Figure V-A-3 illustrates the Service Area Boundary.

**Figure V-A-3**  
**City of Concord Service Area Boundary**

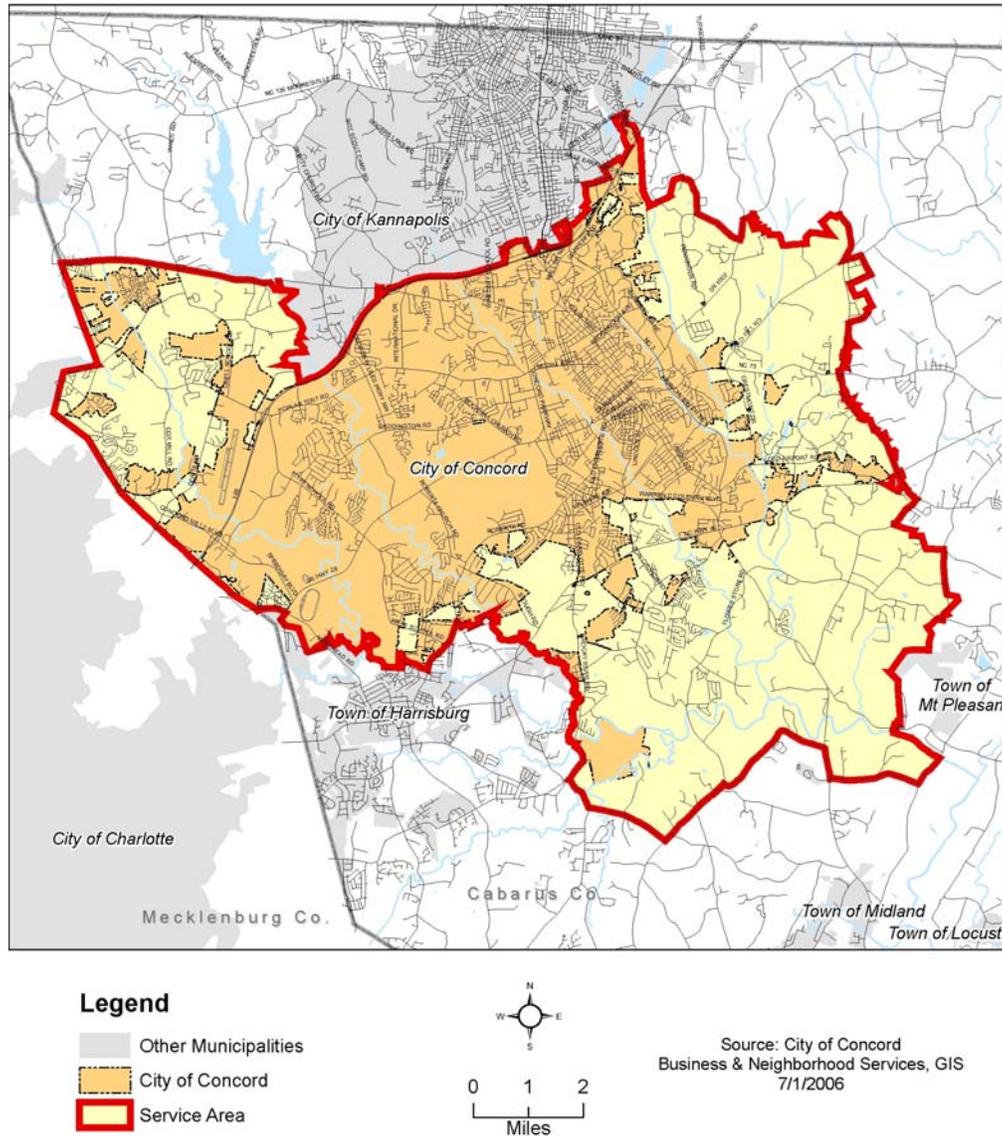


Table V-A-4 shows the breakdown of land use by category, and its percentage of the Service Area.

**Table V-A-1, Existing Land Uses by Category, 7/1/2006**

Land Use	Parcels	Acreage	%
Commercial	35	376.1	1.0%
Government/Utilities	11	1,113.6	3.0%
Industrial	118	773.4	2.1%
Institutional	22	109.4	0.3%
Recreation	5	165.0	0.4%
Residential	6,074	5,745.3	15.6%
Rural Acreage	630	11,399.5	31.0%
Vacant	2,387	14,991.5	40.8%
Right of Way	0	2,067.2	5.6%
Totals	9,282	36,741.0	

(Source: City of Concord 2006)

Assessing the land use for this area was done from windshield surveys as well as from the land use codes utilized by the Cabarrus County Tax Department. The categories were generalized in to nine categories. Below is a brief explanation of the land use categories.

**Commercial** – businesses, primarily retail establishments

**Government/Utilities** – Schools, The Stonewall Jackson Training School (juvenile detention center), Water treatment plant, sewer pump stations, electric substations.

**Industrial** – business parks, manufacturing, stone quarries

**Institutional** – Churches, private clubs

**Recreation** – parks, public and private golf courses

**Residential** – Single family residential (on 3 acres or less), mobile homes, apartments and townhouses.

**Rural Acreage** – Land that is not vacant (has a building tax value), can be agricultural or is not being actively utilized

**Vacant** – Land that contains no buildings

**Right of Way** – area that is dedicated as public right of way, primarily for roads in the service area.

The categories of Rural Acreage and Vacant land are areas that need further explanation. When assessing land use outside of the incorporated city limits it is very difficult to make a decision of the correct land use. It can be difficult to ascertain if land should be categorized as agricultural, vacant, or if there is a dwelling somewhere on the property present, residential. For example a large piece of land can have a portion that is being farmed, and another portion that is wooded, so some of the land is agricultural and some is vacant or undeveloped. Another example could

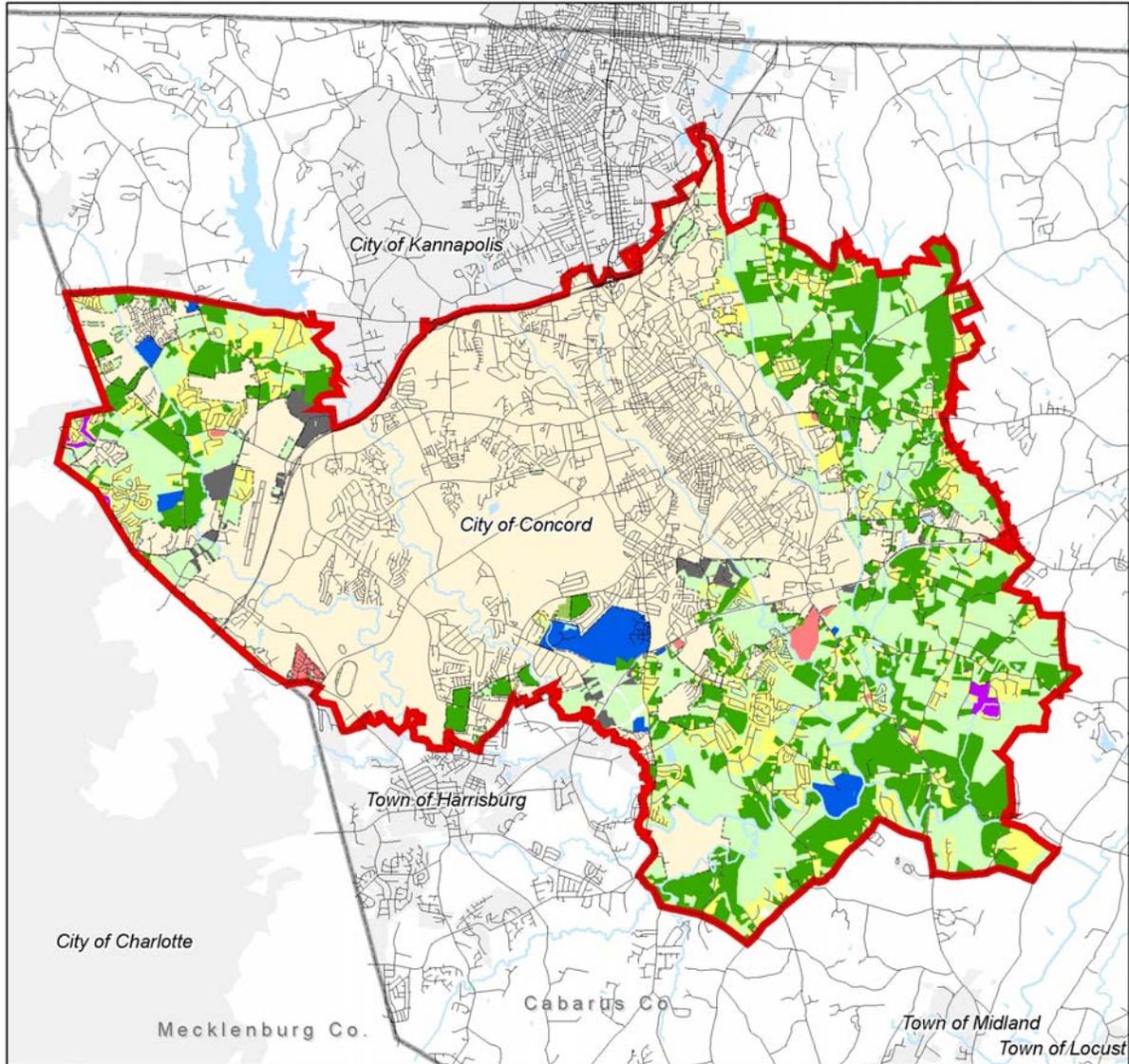
be a 10 acre piece of land that contains a house or mobile home, certainly the majority of that land could be further developed, but it is not considered to be vacant.

Because categorizing rural land can be somewhat ambiguous, the coding system was set so that any land of 3 acres or less with a residence located on it would be considered residential. It was felt that this land had less chance of being subdivided or further developed. Land with a residence that was 3 acres or larger, or land that was agricultural either entirely or partially was coded as Rural Acreage. Rural Acreages therefore is land that is being utilized for some activity but also has high redevelopment potential. This redevelopment potential would make this land viable in the future for acquisition and development, and so should be considered in estimating potential future growth. Vacant land was land that was not being utilized for any visible activity and also had no building tax value. Vacant land naturally has high development potential as well. When assessing the future development potential of the service area boundary, both Rural Acreage and Vacant land will be considered as “developable”.

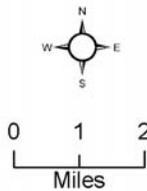
To summarize the current land use situation in the service area; Vacant land and Rural Acreage combined make up 71.8% of the total area. The next largest category, Residential, is 15.6%, this leaves the other land use categories at only 6.8% of the total area excluding Right of Way.

Figure V-A-4 illustrates the current land use composition of the areas included in the growth areas outside of Concord plan.

**Figure V-A-4  
Existing Land Use  
Concord Service Area Boundary**



- |                    |                      |
|--------------------|----------------------|
| <b>Land Use</b>    | Service Area         |
| Commercial         | Other Municipalities |
| Government/Utility | City of Concord      |
| Industrial         |                      |
| Institutional      |                      |
| Recreation         |                      |
| Residential        |                      |
| Rural Acreage      |                      |
| Vacant             |                      |



Source: City of Concord  
Business & Neighborhood Services, GIS  
7/1/2006

Zoning for undeveloped properties can be a valuable tool for guiding future land use of undeveloped properties. Table V-A-5 shows the acreage of land in both the Vacant and Rural Acreage categories by the current zoning. Both Vacant and Rural Acreage were considered because they are the most likely to be developed or redeveloped in the future. The vast majority (92.5%) of the vacant and rural acreage land in the Service Area is zoned for residential use. This leaves only 7.5% to the remaining zoning jurisdictions. The current zoning corresponds closely to the Land Use Plan designation of the most of the service area as residential use. However the land use plan does call for some Village Center developments at major intersections that may contain some commercial or office uses.

**Table V-A-5  
Current Zoning of Vacant Land by Study Area**

Vacant			Rural Acreage			Combined (Vacant + Rural Acreage)		
Land Use	Acres	%	Land Use	Acres	%	Land Use	Acres	%
Agricultural	193.9	1.3%	Agricultural	80.1	0.7%	Agricultural	274.0	1.1%
Commercial	55.0	0.4%	Commercial	0.9	0.0%	Commercial	55.9	0.2%
Industrial	1,062.5	7.2%	Industrial	36.3	0.3%	Industrial	1,098.7	4.3%
Office	247.3	1.7%	Office	252.2	2.3%	Office	499.5	1.9%
Residential	13,182.1	89.4%	Residential	10,615.2	96.6%	Residential	23,797.3	92.5%
Total	14,740.8		Total	10,984.7		Total	25,725.5	

*(Source: City of Concord, July 2006)*

The current zoning and land use classification of vacant properties can be used to develop an estimate of the residential capacity (and possible future population) of these areas. Based on the 2000 Census the population of the Service Area is 12,039. To estimate the future population the development potential of the land must be considered. A density of 3 units per acre is the rate decided on to use for the standards when estimating the future build out potential. Naturally there will be development at lower density rates than this, but the estimate is a “maximum” growth projection. To estimate the population per dwelling unit a rate of 2.61 persons per housing unit is used and a vacancy rate of 6.8% is factored in (rates for City of Concord in 2000 Census). Using this estimation method the maximum build out potential for the vacant residential zoned land is 4,394 housing units, factoring the vacancy rate the additional population would be 10,689 people. The same calculation for the Rural Acreage category adds another 8,607 people. Therefore, if all the Vacant and Rural Acreage land were to be developed a potential future population of 19,296 more people could live in the Service Area.

## **5. Jobs to Housing Balance: The Economic Development Future**

This amount of growth points to a more pressing issue for Concord. The balance of land uses in Concord is one of the most important issues to community citizens and to the future health of the local economy. As is evidenced above, residential zoning points to a massive growth in population without compensatory growth in employment and commercial growth. Many communities are exploring ways to create a sustainable balance of jobs to housing. Unfortunately, there is no “magic formula” for jobs and housing balance but there are goals that can be set and policies that are geared toward achieving those goals. There are four types of jobs to housing correlations:

- ❑ Jobs rich/low wage housing needed
- ❑ Jobs rich/high wage housing needed
- ❑ Housing rich/high wage jobs needed
- ❑ Housing rich/low wage jobs needed

Concord falls within the last of the two categories and more likely in the third category of housing rich/high wage jobs needed because of the relatively high incomes in the County and high end housing units in the City and surrounding areas.

The national model for the balance of jobs to housing is somewhere between 1.4 and 1.7 jobs to houses with many communities settling on 1.5 jobs for every housing unit. The most recent jobs data is available from the 2002 US Economic Census, which estimates that Cabarrus County has approximately 40,766 jobs. The County has a jobs to housing ratio of .65 (40,766 jobs divided by 62,620 households) far below the targets typically used.

There are substantial growth opportunities for employment uses in Concord.

- ❑ The Concord Regional Airport, strategically located off I-85, is surrounded by prime vacant land offering sound industrial development potential.
- ❑ Undeveloped tracts along Highway 49
- ❑ International Business Park (IBP) located adjacent to I-85 provides excellent access and several available tracts.
- ❑ The eventual migration of an office market to Concord from Charlotte, where a current surplus of office space focused both downtown and in the University Area will eventually be absorbed. Concord would be the target for this growth.

An additional opportunity to accommodate the growing demand for office and retail space, lie in large part with the rehabilitation and reuse of older buildings primarily in and near the Center City area. The development of office and commercial uses on scattered infill sites utilizes existing infrastructure and maximizes the compact use of land in the urbanized area.

## **6. Balancing Land Use**

With nearly 7,500 acres of vacant land in the City of Concord – and more than 6,000 acres located outside the Center City – there remains untapped possibility for obtaining a sustainable balance of land uses. Much of the vacant land is within close proximity of I-85 and other major transportation routes, making the likelihood for industrial and commercial development very promising. This presents a window of opportunity to reserve undeveloped properties that present the best potential for new industrial or commercial development. Protection of such properties can be accomplished through appropriate zoning designation of identified properties and by working closely with economic developers to target appropriate properties for non-residential development.

Close proximity to I-85, the I-485 Outerbelt, and other major transportation routes make vacant properties in the western area of the City attractive for residential development, particularly as an increasing number of residents in the Charlotte metro area look outward in search of a less urban lifestyle. In addition to large vacant tracts in the western area of the City, there are many vacant parcels within the more urbanized central area of the City that offer prime locations for residential infill development.

Land development in the future will be closely linked with water supply. Concord is located in the Yadkin River basin and together with other municipalities is trying gain approval from the North Carolina Management Commission to allow an interbasin water transfer from the Catawba watershed to the Yadkin. Approval of the transfer would ensure adequate water supply to the year 2048, at which time alternatives may again need to be investigated. If the measure is not approved, studies indicated that shortfalls may become serious by year 2035. If the transfer is not approved, development patterns would likely be affected. In January, 2007 the Commission is expected to render a decision.

## **7. Quality of Life and Open Space**

The substantial new residential development likely to occur in Concord over the next ten years presents a timely opportunity to encourage or require new developments to include connecting sidewalks, pathways and open space. To further promote pedestrian and bicycle travel, connections should be encouraged between subdivisions, recreation facilities, schools, employment and commercial centers. New developments should incorporate vehicular connectivity as well, by connecting interior streets with neighboring developments, recreation, schools, employment and commercial centers.

One of Concord's most attractive features is the natural beauty of its land. Large undeveloped tracts and agricultural lands in the western area of the City provide scenic corridors into the heart of the City. However, agricultural lands are quickly becoming islands surrounded by residential development. Now is the time, before these lands are developed, to provide incentives for landowners to protect their land and continue farming operations without fear of encroachment by incompatible uses.

Likewise, strong support should be given to the recommendations provided in the *Livable Community Blueprint*, which suggests developing a citywide greenway system and nature-based parks while there is still an abundant supply of undeveloped land. In addition, the preservation and enhancement of major corridors into the City can be accomplished through the development of landscaping and buffering incentives or regulations. These scenic “green” corridors can include pedestrian and bike pathways, which can provide linkages to the planned greenway network.

## **8. Conclusion**

Land use represents the focal point of a community's comprehensive planning effort. Population growth, housing opportunity, economic development, public infrastructure, and environmental constraints influence land use patterns and needs. Emerging from the careful and detailed analysis of existing and projected conditions, the Land Use Plan serves as a guide for the future sustainable development of Concord with respect to the timing, location, intensity of new development and the compatibility of such development with the existing fabric of the community.

## CHAPTER V-B TRANSPORTATION

Concord is well served by an extensive roadway network, both within the region and beyond. Access is provided through nearby Interstate 85 (one of the busiest interstates in the southeast), I-485 Outerbelt (providing access throughout the Charlotte region), state and federal highways, Concord Regional Airport, Charlotte/Douglas International Airport, and rail . Completion of the I-485 Outerbelt in 2010 will further improve accessibility between Concord and the surrounding area via connections with US 29 (Concord Parkway), NC 49, and I-85. The Outerbelt will also improved accessibility to the amenities available in Concord, such as the Concord Mills retail center, and open up new economic market opportunities for the City.

### 1. Commuting Patterns

Individual automobile ownership is important to Concord residents. In 2000, more than 83% of the Concord workforce commutes in his or her own car, while only 12.5% carpool. Less than 1% of area workers take public transportation to work. Another 1% of workers walk to work and 2% telecommute or work at home. Concord commuters average 26 minutes of commuting time. Table V-B-1 provides commuting data for Cabarrus, County and Concord.

**Table V-B-1  
Methods of Commuting, Concord and Cabarrus County  
2000**

	Cabarrus County		Concord	
	Number	Percent	Number	Percent
<b>Workers 16 Yrs. and Over</b>	<b>65,982</b>	<b>100.0%</b>	<b>27,895</b>	<b>100.0%</b>
Car, Truck or Van – Drove Alone	54,965	83.3%	23,228	83.3%
Car, Truck or Van – Carpooled	8,085	12.3%	3,475	12.5%
Public Transportation (including taxi)	237	0.4%	84	0.3%
Walked	700	1.1%	304	1.1%
Other Means	490	0.7%	255	0.9%
Worked at Home	1,505	2.3%	549	2.0%
<b>Mean Travel Time to Work (minutes)</b>	<b>27.0</b>	<b>---</b>	<b>26.1</b>	<b>---</b>

(Source: US Census, 2000.)

More than 21,000 Concord residents travel outside of Cabarrus County to work. It is not surprising that the destination of more than 75% of those residents commuting to work outside of the County is Mecklenburg County and the Charlotte metro area. More than 12,000 persons commute into Concord to work. Of the outside residents coming to work in Cabarrus County, 66% are from neighboring Rowan County and 18% are from Mecklenburg County.

Concord residents can expect more transportation options in the future. Current transit plans aim to reduce the dependence on the automobile for travel to work and shopping by making transit readily available and attractive. At the same time, the influx of new business and industry into

Concord and the surrounding area will provide more local employment opportunities, which can keep more workers closer to home, lessen commute times and make alternative modes of travel more feasible. In addition, Concord Mills, and surrounding commercial development, offer retail and entertainment opportunities close to residents, reducing the need for personal trips to Charlotte.

## **2. Metropolitan Planning Organization**

The Cabarrus Rowan area was initially designated an “Urbanized Area” by the US Bureau of the Census in 1980. This designation enabled the formation of the *Cabarrus South Rowan Metropolitan Planning Organization* (MPO) which changed its name to the *Cabarrus Rowan Metropolitan Planning Organization*. A Memorandum of Understanding (MOU) was jointly executed that same year between the Cities of Concord and Kannapolis; the Towns of China Grove, Landis, Mt. Pleasant, and Harrisburg; the County of Cabarrus, the southern portion of Rowan County; and the North Carolina Department of Transportation (NCDOT). The memorandum delineated responsibilities in maintaining the continuing planning process and established a Technical Coordinating Committee (TCC) with the responsibility for general review, guidance, and coordination of the continuing planning process. A Transportation Advisory Committee (TAC) comprised of representatives of the elected boards of each jurisdiction was also established to assure coordination between the several policy boards and the MPO operations. Since 1980, the Cabarrus Rowan MPO has served as the transportation planning authority for the member governments – providing long range planning and maintaining both the *Transportation Improvement Plan* and the *Long Range Transportation Plan* for the region (Figure V-B-1)

In addition, the Cabarrus Rowan MPO is a member of the Charlotte Regional Authority for Transportation (CRAFT). CRAFT was created by joint resolution and includes the three MPO’s of the Centralina planning region – 1) Cabarrus/Rowan; 2) Gaston/Mecklenburg/Union; and 3) the Rock Hill South Carolina urban area. CRAFT goals include exploring mobility options within the metro region and into neighboring South Carolina as well as the expansion of the existing Charlotte Area Transit System (CATS).

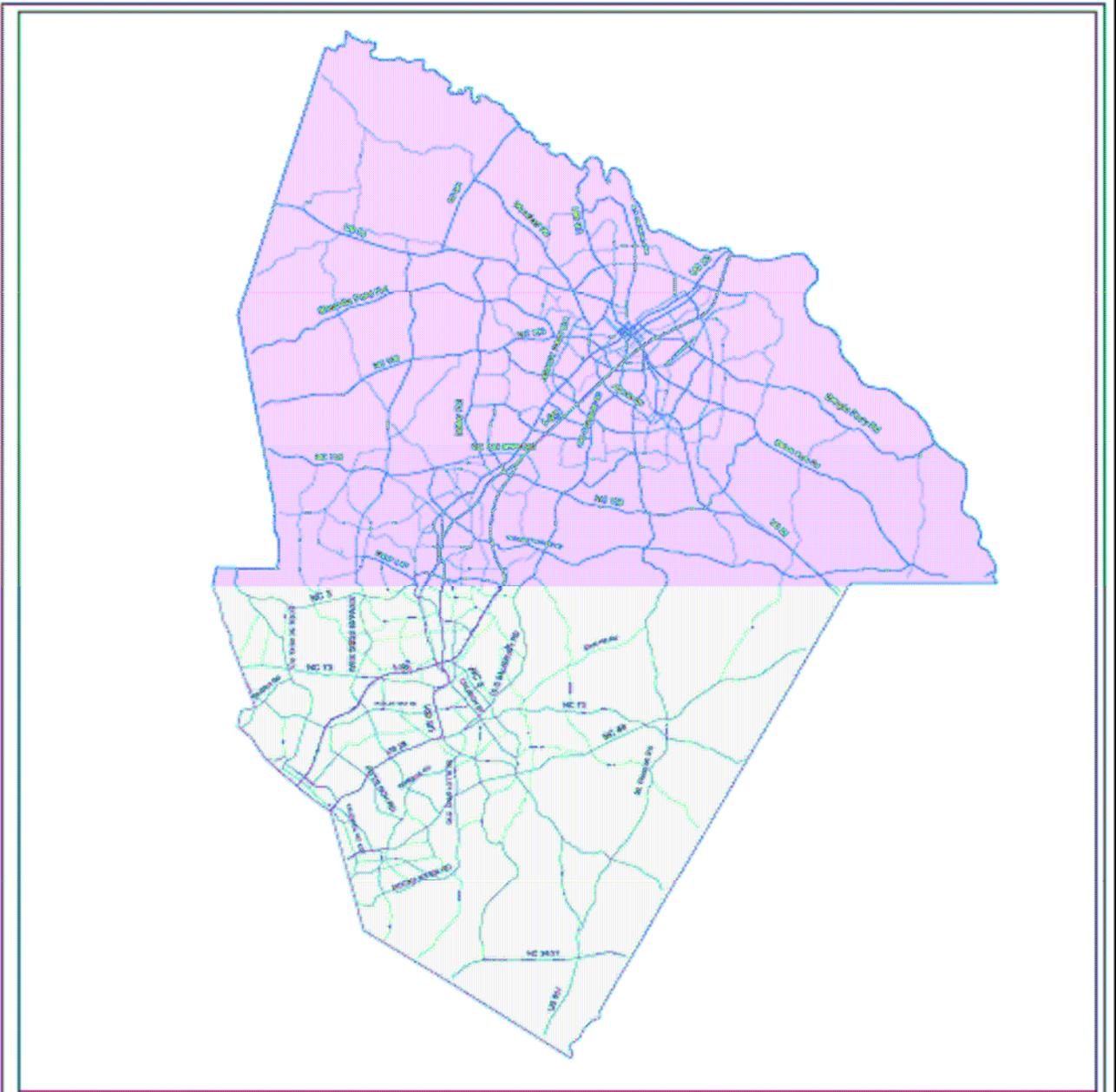
## **3. Major Roads**

The City of Concord is linked to the greater region by three major highways (US 29, US 601, and NC 49) and three interstate highways (I-85, I-77 and I-485). Figure V-B-2 depicts the existing and planned major roads within the City of Concord. Interstate 85 is the fastest growing corridor on the East Coast, stretching from Washington, DC to Atlanta, GA. Traffic counts for 2000 indicate that traffic volume on I-85 averages between 62,000 trips per day just south of Dale Earnhardt Boulevard, to 79,000 trips per day just north of Concord Mills Boulevard. I-85 and Davidson Highway (NC 73) connect with I-77, a major connector, approximately 15 miles south of Cabarrus County running from Cleveland, OH to Columbia, SC. Major developments including the Concord Mills Mall, the Concord Regional Airport, Northlite Shopping Center, Copperfield, the Carolina Mall, the NorthEast Medical Center and numerous other businesses and industries are located immediately off of I-85 in Concord.

The I-485 Outer Belt around Charlotte is approximately 60% complete. The portion between I-77 and I-85 was delayed due to funding issues and is not expected to be completed before 2010. Ground was first broken on this relatively new road in the late 1980's, and if construction is not delayed, the entire 65-mile loop will run north and south from I-85 in University City to I-85 near the Charlotte International Airport. However, several sections of I-485 important to Concord and the surrounding region are already completed or in progress. The I-85/US29/Hwy 49 connectors on I-485 just south of Concord in the Concord Mills Mall area provide much improved access to Charlotte and surrounding areas. Construction was recently completed on I-485, between NC 49 south and southwest to I-77, ensuring shorter and easier trips to Pineville, Rock Hill and Columbia, SC. These sections create an entirely new set of development possibilities. The northern most section of I-485, from I-85 to Statesville Road in North Mecklenburg County, is scheduled to begin construction around 2013, with ultimate completion in 2017 according to NCDOT. See Figure V-B-3 for I-485 map and construction schedule for remaining segments of the highway.

Both of the aforementioned transportation plans are consulted during review of proposed developments.

Figure V-B-1



# Cabarrus-Rowan MPO Thoroughfare Plan

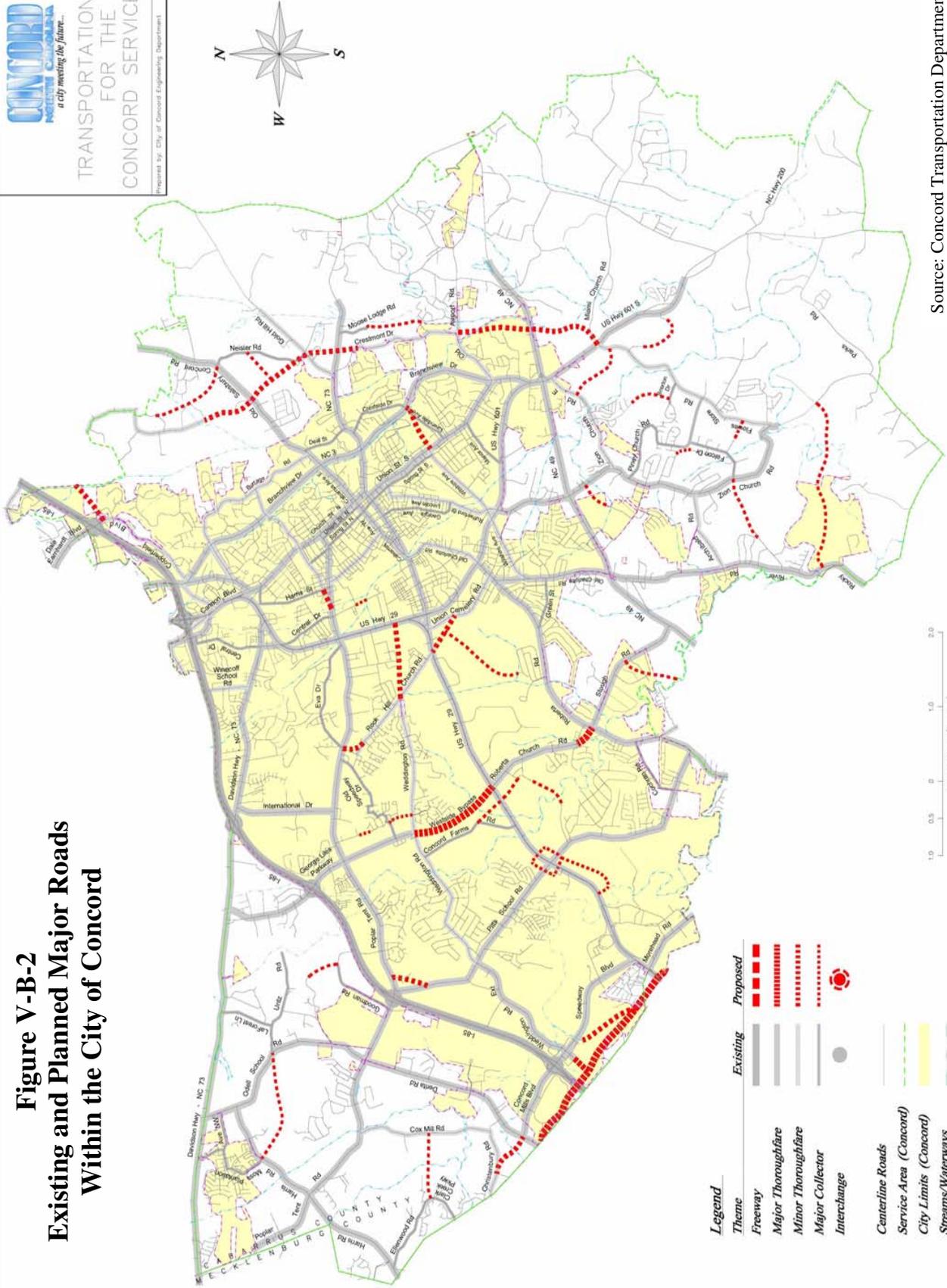
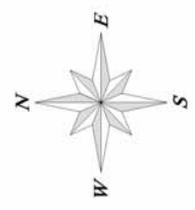
- Legend**
- THOROUGHFARE CLASSIFICATIONS
  - EXISTING MAJOR THOROUGHFARE
  - EXISTING MINOR THOROUGHFARE
  - INTERSTATE
  - PROPOSED MAJOR THOROUGHFARE
  - PROPOSED MINOR THOROUGHFARE
  - CABARRUS-ROWAN MPO BOUNDARY





TRANSPORTATION PLAN  
FOR THE  
CONCORD SERVICE AREA

Prepared by: City of Concord Engineering Department January 26, 2025



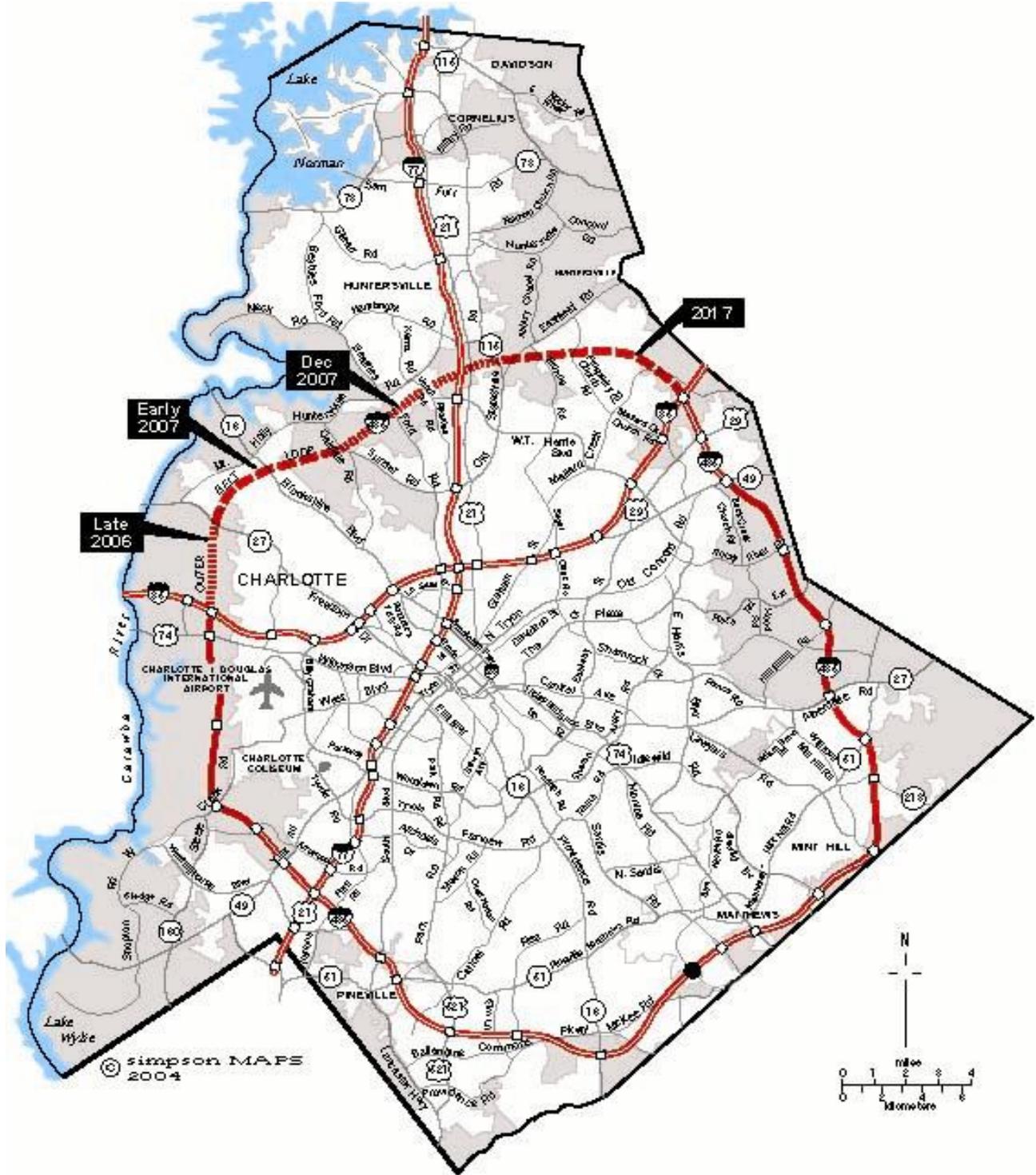
**Figure V-B-2**  
**Existing and Planned Major Roads**  
**Within the City of Concord**

- Legend**
- | Theme                  | Existing | Proposed |
|------------------------|----------|----------|
| Freeway                |          |          |
| Major Thoroughfare     |          |          |
| Minor Thoroughfare     |          |          |
| Major Collector        |          |          |
| Interchange            |          |          |
| Centerline Roads       |          |          |
| Service Area (Concord) |          |          |
| City Limits (Concord)  |          |          |
| Streams/Waterways      |          |          |

Graphic Scale (in Miles)  
0.0 0.5 1.0 1.5

Source: Concord Transportation Department

**Figure V-B-2  
I-485 Construction Schedule**



Source: NCDOT, September, 2006.

US Highway 29/601 (Concord Parkway) runs from northern Cabarrus County through Kannapolis and Concord, past the Carolina Mall, the NorthEast Medical Center and Lowe's Motor Speedway, and into downtown Charlotte. Traffic volume on US 29/601 within Concord ranges from 9,200 trips per day just south of Mills Avenue to 37,000 trips per day just north of its union with US Highway 601. US 29 separates from US 601 just north of Cabarrus Avenue, becoming Concord Parkway. Traffic volumes on US 29 (Concord Parkway) are fairly high, averaging between 23,000 trips per day just west of George W. Liles Parkway to 30,000 trips per day just west of Rock Hill Church Road. US 601 (Warren C. Coleman Boulevard S.) provides access to several business parks and commercial developments before connecting with Union Street (the former US 601 Business) and continuing through the southern-most portion of Cabarrus County and into Union County. Traffic counts on US 601 range from 13,000 trips per day just north of NC Highway 49 to 21,000 trips per day just south of Cabarrus Avenue. Church Street is the primary route to Downtown Concord while Union Street represents the main artery through downtown. Traffic counts on Church Street average from 10,000 trips per day just south of Cabarrus Avenue to 22,000 at Gibson Drive, while counts on Union Street range from 8,100 trips per day just south of Lawndale Avenue to 9,700 trips per day just north of Tribune Avenue.

North Carolina Highway 49 travels southwest through the southern areas of Concord, then through Harrisburg and the UNC-Charlotte area before continuing into Charlotte. Traffic volumes on NC 49 range from 12,000 trips per day just east of US 601 to 18,000 trips per day just east of Old Charlotte Road. Davidson Highway (NC Highway 73) enters Concord from I-77 and the Lake Norman area to the west, crosses over I-85 and continues through Mount Pleasant (the eastern-most municipality in the County), where it becomes known as Mt. Pleasant Highway and then into Stanly County. Traffic averages from 11,000 trips per day just east of US 601 to 21,000 trips per day at International Drive. State Highway 3 (Branchview Drive) runs from I-85 south to NC 73, and then continues as a local road to US 601, providing a bypass route from the Carolina Mall/NorthEast Medical Center area to the south end of the City. Traffic volume ranges from 9,800 trips per day just south of Lawndale Avenue to 21,000 just north of Cabarrus Avenue and just south of Copperfield Boulevard.

Several local roads are also important thoroughfares, providing access to residential, commercial and industrial areas of the City. Poplar Tent Road connects Concord Parkway to I-85, running east to west into Mecklenburg County to NC 73. This route is home to a large concentration of residential development. Traffic averages from 11,000 trips per day just east of George W. Liles Parkway to 17,000 trips per day at Concord Parkway. Weddington Road has recently been extended, running from the Speedway Boulevard area to Rock Hill Church Road and providing access to several large residential developments. Year 2000 traffic counts on Weddington Road range from 3,300 trips per day at Pitts School Road to 6,700 trips per day at George W. Liles Parkway. Speedway Boulevard is the fast developing connector between I-85 and US 29 near the western border of Concord, providing access to many present and proposed commercial developments. Copperfield Boulevard runs from I-85 to Branchview Drive (NC 3) near the northeast border of the City, providing access to numerous commercial and office developments. Cabarrus Avenue runs from Branchview Drive (NC 3) to Warren C. Coleman (US 601), connecting the east and west sides of Downtown Concord. Traffic on Cabarrus Avenue averages

from 6,400 trips per day near the eastern border of the City to 22,000 trips per day just east of Warren C. Coleman (US 601).

Several transportation upgrades and extensions are planned throughout the Concord area that will have a significant impact on land use. When completed, the George W. Liles Parkway will provide a connection from NC Highway 49 to I-85 and north along the Kannapolis Parkway to Davidson Highway (NC 73). The George W. Liles Parkway will extend from Davidson Highway (NC 73) (just north of Concord) southward, across I-85 and through Poplar Tent Road, Weddington Road and Concord Parkway (US 29) to NC 49. Existing roads included in the new George W. Liles Parkway will be widened and new sections will be constructed. In 2005 the widening project for I-85 between Charlotte and Speedway Boulevard was completed. The improvements to I-85 will improve traffic flow for commuters traveling in and out of Charlotte and will help reduce traffic congestion in the Concord Mills area. In September 2006 the NCDOT expects to complete the widening of NC Highway 49 from 2 to 4 lanes from Harrisburg to Zion Church Road and then on to Walker Road. The widening of NC 49 will help improve traffic flow to Charlotte from the Concord area, as well as from Mt. Pleasant and Albemarle.

A multi-jurisdictional team involving leaders from Cabarrus, Mecklenburg and Lincoln Counties, along with the Centralina Council of Governments and NCDOT, commenced a study for the NC 73 corridor, which serves as a major east-west connector for the region as well as an interstate connector between I-85 and I-77. The corridor currently consists of scattered residential development and farmland, however it is poised for rapid urbanized growth in the next 10 years. The NC 73 Transportation and Corridor Plan was completed in October 2004 addressing issues such as traffic volumes, access management, and land use coordination. The Plan goes beyond simply recommending various levels of road widening along the corridor, but incorporates urban design and context sensitive design solutions at certain locations. The NC 73 Transportation and Corridor Plan is discussed in greater detail in Chapter IV.

Many local roadway and intersection projects are constructed through the City's Transportation Improvement Fund. This Fund essentially accelerates construction projects and addresses immediate needs, rather relying on State or Federal funds, which can take years to get the money. This Fund is also used to leverage Federal and State Funds for larger corridor projects.

#### **4. Pedestrian and Bicycle Travel**

Bicycle and pedestrian mobility is of particular interest to the Cabarrus and South Rowan Urban Area (CSRUA). An element of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 and the subsequent Transportation Equity Act of the 21st Century (TEA 21) requires that the Bicycle and Pedestrian Plan be fully integrated within an urban area's Transportation Plan. Both federal requirements and strong local interest, initiated the region's first comprehensive bicycle and pedestrian plan, which was incorporated into the Livable Community Blueprint was developed for Cabarrus and South Rowan County. The plan encompasses the following CSRUA municipalities: Concord, Kannapolis, Landis, China Grove, and Harrisburg, as well as others not within the urban area boundary – Enochville and Midland. One of the primary goals of the *Livable Community Blueprint* is to “create a transportation plan that will provide for a diverse

and safe environment for bicycles and pedestrians to access a variety of destinations and services.” A survey conducted by the Cabarrus Rowan MPO in May of 2000 indicated that 48% of respondents wanted more bicycle paths.

The NCDOT has launched a project that uses signage to designate two bicycle routes totaling more than 150 miles. Routes 1 and 2 will join the existing Route 6, which is part of a State bicycle route that runs through the southwest corner of Cabarrus County. Although there are no immediate plans to construct paths or widen streets, the routes will be sited along roads that carry fewer than 1,500 cars per day. Because they will share the road with cars, the routes are designed for experienced riders. The NCDOT has marked the roadways with signs that include the route number, an advisory to motorists to share the road with cyclists, and bicycle crossing alerts. NCDOT has also provided a free brochure with a map of the routes and the location of connecting routes and historic sites.

Many people will agree that walking is both an enjoyable recreational activity and a reliable means to get to work, school, stores, and to recreation facilities. The *Livable Communities Blueprint* indicates that 49% of persons surveyed wanted sidewalks on all new roads. In addition to being part of an important goal of the Blueprint, providing walking trails, sidewalks and paths that connect to essential services and transit nodes can reduce vehicle trips and save energy. Connectivity of paths and greenways is a priority in the Blueprint. In 2006 the City, using its Transportation Improvement Fund as leverage, made corridor improvements to Church Street N. between Gibson Drive NW and Corban Ave. SE. The section between Gibson Dr. NW and Buffalo Ave. NW contained a multi-modal element by adding bike lanes in the roadway section. A second multi-modal pedestrian, bike, and vehicular improvement will come on line in 2007, with the corridor improvements to Cabarrus Avenue from US 601 (Warren C. Coleman Boulevard S.) to Old Charlotte Road.

The City of Concord currently has in excess of 109 miles of sidewalks, mostly concentrated in the Center City area and within subdivisions throughout the City. Concord has a sidewalk policy in place that enables a Pedestrian Improvement Committee of citizens and city staff to make annual capital recommendations for new and fill-in sidewalks along existing streets that identify where the greatest needs exist. The policy includes a formal request process and a point system for prioritizing requests based on pedestrian need. Greater emphasis is given for areas where high pedestrian traffic is generated by destination points such as schools or parks. Connectivity to existing sidewalks also contributes to priority, as does prior use as an unpaved but well-used path. Recommendations for pedestrian improvements are sent to the Pedestrian Improvement Committee for review and recommendation to the City Council.

The *Livable Community Blueprint* identifies extensive bicycle and pedestrian systems for the City of Concord. The major north-south connectors are designated routes that generally run along creeks and the river. Others connect east-west along roads or off-road through undeveloped land. In rural areas natural connections between larger undeveloped open space areas such as regional, state or national parks have been preserved and termed “greenways.” In urban and suburban areas, narrower corridors connect natural or man-made features and provide

alternative transportation routes and recreational sites accommodating such activities as picnicking, jogging, walking, biking or equestrian paths.

*Livable Community Blueprint* Bike and Pedestrian priorities for the City of Concord include:

1. **Concord Route** – Downtown Spur from Three Mile Branch through stormwater management property to Union Street (0.8 miles)
2. **Concord Route (Village Greenway)** – Irish Buffalo Creek Spur from Corban Ave to McGill Street connecting the Boys and Girls Club and the Academy Center (1.1 miles). Funding is identified for the project and bids will go out for construction in the Fall of 2006.
3. **Harold B. McEachern Phase 2 and 3** (Three Mile Branch Corridor) – Country Club Drive to Les Myers Park (4.5 miles)
4. **Rocky River Greenway Phases 1 and 2** (from State Highway 29 upstream to Derita Road)
5. **Afton Run/Coddle Creek** – J. Dorton Park to Hwy. 29 (3.2 miles)
6. **Weddington Hills Connection** – Weddington Hills Elementary north to Coddle Creek (1.4 miles)

The City is working closely with citizen groups and through the Parks and Recreation Department to establish bikeways and pedestrian ways. One current project establishes a 1 mile greenway along Three Mile Branch near Les Myers Park (McCachern Greenway Phase 1) opened in November 2004. Another project incorporates a greenway component to connect the Old Electric Depot (a brownfield) near Irish Buffalo Creek to the Boys and Girls Club (see Item 2 above). A new civic park J.W. McGee Jr. Park opened in January 2005 is located at northwest corner of Corban Avenue and Branchview Drive, and serves as a focal point along the Three Mile Branch bicycle and pedestrian trail.

## **5. Transit**

Envision Cabarrus is a partnership effort among local governments and the regional Chamber of Commerce, who have appointed the Envision Cabarrus Steering Committee to develop a vision for the County for the next 20 years. A goal and recommendation of Envision Cabarrus is to “Ensure that bus transportation, light rail, and commuter rail are implemented in Cabarrus County and the region in order to meet air quality standards and enhance transportation efficiency. These elements should be integrated with I-85 widening and other road construction so that transportation infrastructure is concurrent with growth.” Several existing and proposed transit initiatives in Concord and the surrounding region will enable the City to meet their objectives in the provision of transit. Details regarding these transit initiatives are provided below.

The Cabarrus County Transportation System (CCTS) provides public transportation for elderly and low-income residents to human service agencies and organizations based in Cabarrus County. The majority of CCTS trips occur within Cabarrus County, however, medical trips are provided out-of-county on a limited basis. CCTS also provides trips to the general public upon request. Human service agencies participating in the system are charged for transportation services for their clients on a per-mile basis. The charge to human service providers was \$1.45 per mile during FY 1999-2000. Currently, the one-way fare for a demand response trip for the general public is based on the distance traveled and the per-mile rate. Shared incidental trips were more common, because they involved transporting people who were going in the same direction as the scheduled van trip, and the per-mile charge does not vary by the number of people in the vehicle. A considerable share of the funding for CCTS is supported by a Community Transportation Program Grant, which is administered by the Public Transportation Division of NCDOT. The system operates during normal business hours, five days a week. The CCTS 21 van fleet provides approximately 225,000 miles of service each year. CCTS is also contracted to provide Complementary Paratransit services for the Rider Transit System. This service is provided for those unable to navigate the regular transit system and live within  $\frac{3}{4}$  mile of an existing bus route. The cost is \$2 for those that qualify. Need to get updated info from Cabarrus County

The Community Transportation Program (CTP) provides service for the Department of Aging and the Department of Social Services and is open to the general public. The County contracts with a private service provider on a per mile rate basis (present rate of \$1.45/mile). The service provider operates under a turn-key rate system and the County leases the vans to the operator for the system. Cabarrus County received approval for a full time staff position from NCDOT which is funded by a 80/10/10 funding agreement. The position will provide direction and oversight for the CTP and other County public transportation services and grant programs. Need to get updated info from Cabarrus County

On February 1, 1999, Concord and Charlotte began a publicly subsidized commuter transit service. The Concord Express service includes the Cloverleaf Shopping Center in Kannapolis and The Village Shopping Center in Concord on the northern segment and downtown Charlotte on the southern terminus. The Cities of Charlotte and Concord provide local funds to support the operation of the service. The service is contracted by a private provider and provides 5 trips in the morning peak period and 5 in the afternoon. The route is primarily along US 29 with intermediate stops at UNCC and at a park-and-ride lot at the Lowe's Motor Speedway. Since service inception in February of 1999, ridership has increased each month, with the latest figures showing more than 6570 riders per month, which continues to be the most successful of the six regional express routes operated by the Charlotte Area Transit System. Officials with the City of Charlotte and the City of Concord indicate that they are very pleased with the public response. The initial service was funded with a grant from the Public Transportation Division of the NCDOT and matching funds from the Cities of Concord and Charlotte. Passengers are charged for each trip, which results in a fare-box recovery of about 20% of the total cost. Currently the Cities of Concord and Charlotte share in funding of the Concord Express service.

A Transit Implementation Plan was prepared for the Cabarrus Rowan Metropolitan Planning Organization in June of 2002 and is a follow-up to the recommendations of the 1999 Transit Feasibility Study. The purpose of the planning process was to develop a start-up plan for public transportation services in the Cabarrus Rowan urban area. This extensive study included the design of transit routes and schedules, a review of organizational and operational approaches from similar-sized systems in North Carolina, stakeholder interviews, and regular meetings of a sub-committee of the Cabarrus Rowan Technical Coordinating Committee.

The plan proposed a two-phase implementation of transit services. Phase I services would include six routes radiating from a transit hub that would be located in the vicinity of the Carolina Mall and the NorthEast Medical Center. One bus would be assigned to each route, and the routes would be interconnected at the hub, creating three pairs of routes. This interlining of routes is intended to minimize the need for passenger transfer. Buses will operate every hour on all six of the routes, using a pulse system to facilitate transfers between routes at the transit hub. In Phase II, the routes will be expanded to serve additional towns in the Cabarrus Rowan Area. Only one route in Phase II directly affects Concord – the Harrisburg Connection. The bus serving the Harrisburg Connection will also operate every hour, in coordination with the buses in Phase I and the other 3 buses proposed under Phase II. Figure V-B-3 illustrates Phase I of the transit system and the proposed Phase II route to serve the City of Concord.

All needs to be updated

### **Actual Phase I Routes**

- **Orange Route.** Beginning at the transit hub, the Orange Route serves Downtown Concord, Barber-Scotia College, and the Cabarrus Senior Center. Stops include the Cabarrus County Courthouse, U.S. Post Office, Senior Center, and Barber-Scotia College. It also serves residential areas along Lincoln Street and Old Charlotte Road in Concord.
- **Purple Route.** The Purple Route serves multiple bus stops along US-29 from Davidson Ave. south to the Concord Commons Shopping Center. It also serves the communities on Kerr, Cabarrus, Central, and McGill Aves., as well as Rowan-Cabarrus Community College located on US-29 and the Super-K Shopping Center.
- **Yellow Route.** The Yellow Route serves significant multi-family developments located along NC-73 in Concord as it connects to Rowan-Cabarrus Community College. This route also services the Social Security Office, DMV, ESC and communities in Kannapolis along Rte. 29A.
- **Red Route.** The Red Route offers non-stop bus service from the transit hub to Carolina Mall, and then down I-85 to the Concord Mills Mall/Speedway Blvd. area. This includes stops at the hotels and restaurants off of exit 49.

- **Blue Route.** The Blue Route is primarily a loop route located within Kannapolis and connects to the Green Route at DSS. The route services Downtown Kannapolis and the new Amtrak passenger station. The route connects to the Cannon YMCA and the Murdock Senior Citizen Center. Areas served by the route include Midway (Rainbow Drive) and the Rowan County portion of Kannapolis (Rose Hill). It will also serve the Bio-Tech Research Park once it is completed.
- **Green Route.** This route connects the Blue Route to the Transit Hub in Concord. The Green Route travels from DSS in Kannapolis to the main hub along NC-3 (Lake Concord Road), it serves Northlite Shopping Center, Cloverleaf Plaza, Northeast Medical Center and several medical facilities located on Penny Lane and LePhillip Court.

### **Proposed Phase II Route**

- **Harrisburg Connection.** The proposed service to Harrisburg would connect to the Red Route at Concord Mills. The route will travel along Speedway Boulevard and Morehead Road, providing service to Lowe’s Motor Speedway. The route’s terminus in Downtown Harrisburg would provide service to existing and proposed commercial areas and several residential neighborhoods in the Town.

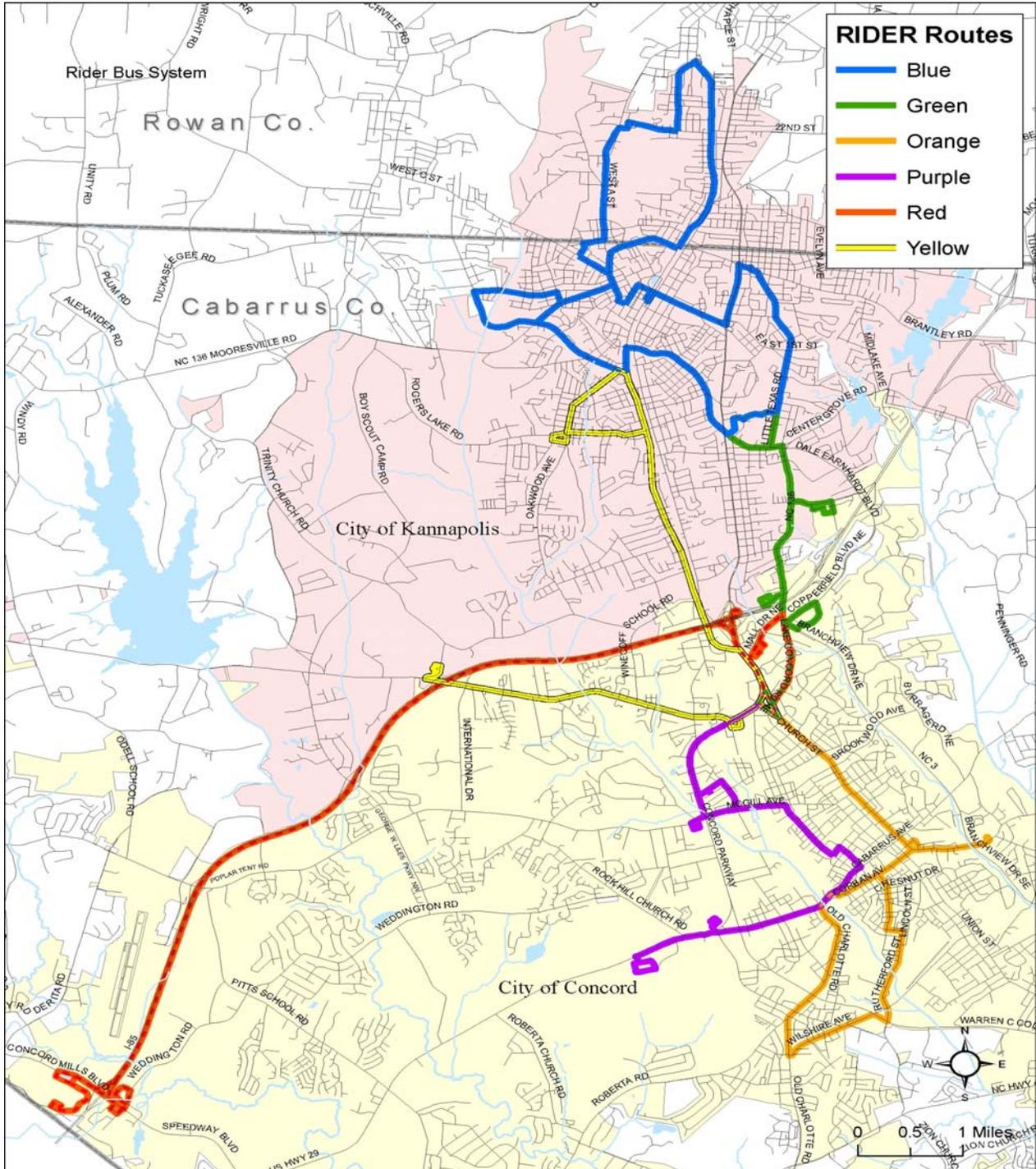
The Concord Kannapolis Transit Commission (CKTC) was created to provide planning and policy oversight roles for the public transportation system. The CKTC has been established with voting members from Concord and Kannapolis and non-voting representatives from other jurisdictions in the Cabarrus- Rowan urban area, and NCDOT. A Citizen’s Advisory Committee has also been established to make suggestions or recommendation to the CKTC on public transit services. The Committee includes representatives of organizations interested in transit services, major employers, and transit users.

The Cities of Concord and Kannapolis have entered into an inter-local agreement to establish a centrally governed and managed fixed-route public transportation system for Cabarrus and Rowan Counties. Concord is the lead agency and will own all transit capital assets, with Kannapolis contributing a pro-rata share of operating/administrative expenses based on the annual miles of service operated in the cities. Concord employs a transit manager who, in conjunction with the City and MPO staff, is responsible for transit administration. This system is known as RIDER and began service in April 2004.

The 2025 Charlotte Area Transit System staff recommendations to the Metropolitan Transit Commission indicates a combination Bus Rapid Transit (BRT) line/enhanced bus service line along the Interstate 85 corridor that would be completed within twenty-five years and a Light Rail Transit (LRT) line that would go to the I-485 Outer belt within fifteen years. In light of these important mass transit improvements for the Charlotte region, Concord will want to explore other forms of transit such as the proposed bus system could connect commuters to a main terminal just inside the County near the Speedway. In fact, Concord’s City Council intends to have a feasibility study done that would examine extending the Northeast Light Rail Transit

Line from its planned terminus at Salome Church in Mecklenburg County into, and possibly through, Concord.

**Figure V-B-3**  
**City of Concord Transit Routes**



The Concord Regional Airport (CRA) is located 15 minutes west of Downtown Concord and 15 minutes from Charlotte's business district. Ranked as the 4<sup>th</sup> busiest airport in North Carolina, CRA is a \$60 million dollar investment generating \$1 million in taxes on aircraft alone. In 2000-2001, the operations at the airport totaled 79,650, of which 56,000 were transient. CRA is a full service general aviation airport designed to serve the Cabarrus County area and is a reliever airport to Charlotte/Douglas International Airport according to FAA airport definitions. The airport's 12,500 square foot terminal is equipped with all the necessities for business and pleasure travelers. Available amenities include conference rooms, on-site rental cars, hotel arrangements, catering, and other business-assistance services. Office space is also available for lease and there is abundant aircraft storage on-site. Concord Regional Airport is open 24 hours a day, 365 days a year. The Concord Regional Airport also has major expansion plans and is in the process of developing an *Airport Master Plan*. Construction on a 1,900 foot extension to the CRA's 5,500 foot runway began in March of 2003, with a targeted completion in 2 years. The runway extension will be built north of the current runways to service existing customers of the airport better, and will attract some flights that currently go to the Charlotte/Douglas International Airport. This expansion will enable the airport to expand its operations and will significantly impact the future of the airport. This growth will also have significant impact on surrounding land uses and the road network particularly since the CATS plan calls for a Bus Rapid Transit (BRT) line along Interstate-85 to the Concord Mills area. In addition to the BRT the completion of I-485 will provide greater access to the CRA. Additional information included in Chapter III, section F7 of this document also discusses the noise contour information and the Airport Overlay District included in the UDO.

It is critical that compatible land uses develop within the vicinity of the Concord Regional Airport. The Airport area is attracting professional and technical firms that provide jobs to Concord. The Several NASCAR race teams have located major facilities and even their headquarters in the Airport, Oakmont, and West Winds industrial parks. These development have also produced spin off companies that directly support the racing industry. One such project, the HAAS Wind Tunnel, has located on a tract to the east of the airport off of Ivy Cline Road. This facility, one of only two in the United States, allows aerodynamic testing on a rolling surface for race cars. It is expected that this facility will attract numerous race teams to conduct testing on their cars.

Located near the border of North and South Carolina, the Charlotte/Douglas International Airport is easily accessible from the entire Charlotte region, including Concord. It is approximately 30 miles from the City of Concord to Charlotte/Douglas International Airport. The Charlotte/Douglas International Airport is owned and operated by the City of Charlotte, and averages 500 daily flights and 22 million passengers annually. Charlotte/Douglas International Airport is ranked among the nation's top airports (20<sup>th</sup> nationwide in total operations and total passengers) and serves commercial, cargo, corporate, private, military and trucking operations.

## **7. Rail Service**

Freight service in Cabarrus County is provided by Norfolk-Southern Railway and Aberdeen, Carolina and Western. The main rail line is operated by Norfolk-Southern and runs through

Harrisburg in southern Cabarrus County and then north along US 29 through Concord and Kannapolis. Norfolk-Southern also operates a line that follows Highway 52 through the northeastern section of Cabarrus County. The secondary rail server – Aberdeen, Carolina & Western – has a short stretch of track in the southern section of Cabarrus County.

In addition, a 477-mile high-speed rail corridor running from Washington, DC to Charlotte has been designated as one of eight national rail corridors currently identified for improvement to high-speed status under Transportation Equity Act of the Twenty First Century (TEA-21). When completed, the corridor will provide rapid ground travel along the east coast, with easy access to Concord residents at the Kannapolis station.

In January 1999, the NCDOT Rail Division conducted a study that addressed the need for commuter rail service. The purpose of the study was to identify potential rail commuter corridors throughout the State that would serve a sizeable suburban population with a substantial central city. Future commuter/passenger rail planning in the urban area may include the Northeast Transit System, which would be connected to, and be part of the Charlotte Transit System. The “Red Line” would become a major “spine” of the entire light rail system. Running from northeast to southwest in the CSRUA, this line begins at the Cannon Village Station in downtown Kannapolis and continues parallel to the Norfolk-Southern railroad tracks toward Concord. The line crosses I-85 and continues along US Highway 29 past the Carolina Mall and NorthEast Medical Center. The line would also travel through west Concord and pass by the Philip-Morris industrial complex and Lowe’s Motor Speedway to the Cabarrus/Mecklenburg county line just north of I-485. The proposed rail service would continue into the Charlotte Metro area and provide service to the Gaston Urban Area. This plan/proposal is in the study stages in concert with various other light rail initiatives in the metro region.

## **8. Ports**

Companies in the inland Charlotte Region have access to two North Carolina ports and one port in Charleston, South Carolina. Close and easy access to these ports makes the Concord area very attractive to enterprises that ship and receive goods internationally. The Wilmington Port is one of the few US South Atlantic ports with rail service running directly through its container yard. This on-site rail access provides a cost-saving alternative to transporting containers from the docks to a distant railway. The Morehead City Port is located four miles from the Atlantic Ocean along the Newport River. This smaller facility is used primarily for handling bulk cargo and does not have container handling capabilities.

The Port of Charleston, South Carolina, is the largest port along the Southeast and Gulf coasts and ranks fourth nationwide. Charleston ranks as the nation's sixth busiest seaport in dollar value of shipments. The SC Ports Authority operates four Charleston terminals – Union Pier, Columbus Street, Wando Welch and North Charleston. A future terminal to expand capacity is planned with the location as yet undetermined. Another global transportation facility is located in Kinston, North Carolina. The Global Transpark is an airport facility that offers cargo and shipping company’s access to an 11,500 foot long commercial runway, which is the largest in North Carolina. New cargo facilities have already been built and more sites are available to meet

increased demand. Located 225 east of Concord, this facility gives companies access to the global market place via air transportation.

## **9. Summary**

The phenomenal growth the City of Concord has experienced recently has strained the areas transportation infrastructure, particularly the roadway network. Population projections indicate that this will continue. More and more subdivisions are being developed in outlying areas along roadways never designed to accommodate a large amount of traffic volume. This is creating more congestion, loss of quality of life, and lower levels of service (LOS) driving conditions. The highway system is also becoming increasingly congested. According to projected traffic counts, the widening project on I-85 south of Speedway Boulevard will already be at capacity once completed and opened to motorist. Concord along with surrounding jurisdictions and other agencies need to continue working together to address transportation issues.

Transportation is a key component for economic development and growth. A congested, inadequate transportation network will eventually drive existing business away and make it less desirable for new business to locate here as it will affect productivity by increasing travel times for their workforce.

Transportation and access affect land use patterns and vice versa. A well-planned transportation network can direct land use patterns into desired corridors or regions. Compact and mixed land uses offering transit and pedestrian mobility can also reduce vehicle trips and distances. A comprehensive multi-modal approach tied to land use planning is needed to address the future transportation needs of the community. The land use plan was prepared in concert with planned roadway, transit, and pedestrian networks.

Recognizing the need for a quality transportation network, the City established the Transportation Improvement Fund. This fund is primarily used to accelerate and leverage construction of immediately needed projects in various locations within the City. Without this fund, some projects may not get funded for many years. Fuel costs rose significantly since the adoption of the original land use plan in 2004. This fact has caused an increase in transit ridership of the CCTS system. Additionally, people may become more conscience of their driving habits by combining trips. Higher fuel costs may also encourage and support more mixed-use developments, offering people the opportunity to local service oriented trips without an automobile. This also has the added benefit of improving air quality. Overall, the City strongly considers transportation of all forms as growth continues.

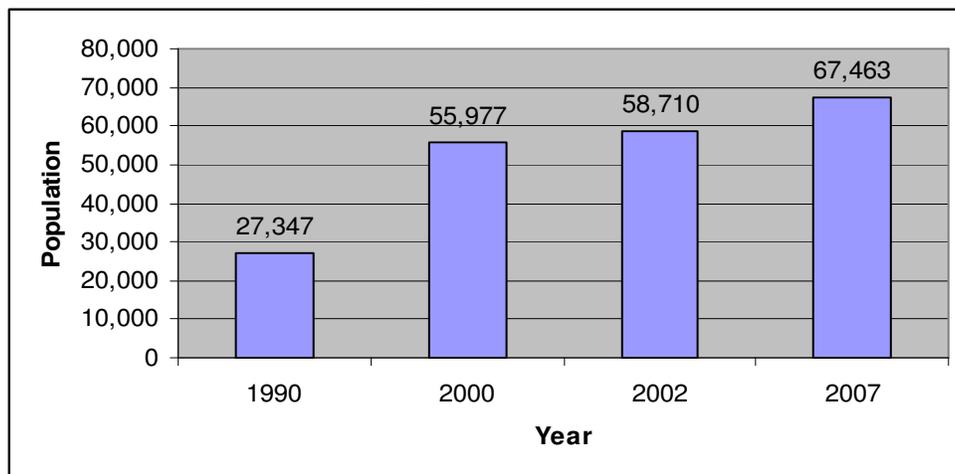
## CHAPTER V-C POPULATION

The City of Concord is a rapidly growing city in one of the most robust growth regions in the United States. The North Carolina portion of the Charlotte-Gastonia-Rock Hill Metropolitan Statistical Area (MSA), which includes Cabarrus County, grew 35% faster than the state of North Carolina from 1990 to 2000. North Carolina grew by 21.4% from 1990 to 2000 – the 12<sup>th</sup> highest growth rate in the nation.

As North Carolina's 14<sup>th</sup> largest county in population, Cabarrus County experienced the 10<sup>th</sup> largest rate of growth during the last decade at nearly 33%. Growth in Concord is an important component of population growth county-wide. The City's population represents nearly half (43%) of the total population of Cabarrus County. With a population of 55,977 (US Census 2000), the City of Concord is the 14<sup>th</sup> largest municipality in the State. The City experienced a staggering growth rate of nearly 105% between 1990 and 2000. Concord more than doubled in size by annexing nearly 30 square miles during recent years. This represented the 4<sup>th</sup> largest annexed area in the State and accounted for 67% of the population growth.

These growth trends are expected to continue in Concord as Mecklenburg County becomes built-out in the coming decades. In fact, Concord will have a growing share of the overall population of the region by 2020. Concord is projected to grow by 21% from 2000 to 2007. Anticipated future annexations, coupled with continued growth in new housing, could boost these initial projections considerably higher. Figure V-C-1 depicts population trends for the City of Concord from 1990 to 2007 projected.

**Figure V-C-1  
Population Trends, 1990-2007  
City of Concord**



*Note: 1990 & 2000 figures from 2000 Census, 2002 is a Concord estimate and 2007 is a projection.  
(Sources: U.S. Census Bureau, City of Concord, 2000 and Claritas, 2002.)*

Residential building permit data collected by Cabarrus County from 1999 to 2002 supports the population trends in recent years. As shown in Table V-C-1, more than 2,500 permits were issued for new single-family construction from 1999 to 2002. Nearly 4,200 new housing units were permitted during that time period, including single-family attached and multi-family construction in addition to single-family detached construction. At 2.61 person per household (US Census 2000), housing for nearly 11,000 new residents was constructed during that 4-year period.

**Table V-C-1  
New Residential Building Permits, 1999-2002  
City of Concord**

<b>Permit Type</b>	<b># Buildings</b>	<b># Housing Units</b>	<b>Estimated Value</b>
<b>1999</b>			
Single Family Detached	758	758	\$69,653,323.00
Single Family Attached	24	32	\$2,346,000.00
Multi-Family	89	1,222	\$42,320,165.00
<b>1999 Total</b>	<b>871</b>	<b>2,012</b>	<b>\$114,319,488.00</b>
<b>2000</b>			
Single Family Detached	599	599	\$56,515,886.00
Single Family Attached	36	42	\$2,371,462.00
Multi-Family	16	157	\$6,774,200.00
<b>2000 Total</b>	<b>651</b>	<b>798</b>	<b>\$65,661,548.00</b>
<b>2001</b>			
Single Family Detached	647	647	\$61,171,584.28
Single Family Attached	23	30	\$2,148,000.00
Multi-Family	16	128	\$5,844,880.00
<b>2001 Total</b>	<b>686</b>	<b>805</b>	<b>\$69,164,464.28</b>
<b>2002</b>			
Single Family Detached	537	537	\$50,605,005.00
Single Family Attached	2	30	\$2,222,000.00
Multi-Family	7	9	487000
<b>2002 Total</b>	<b>546</b>	<b>576</b>	<b>\$53,314,005.00</b>

Note: Mobile Homes were excluded from this table due to inconsistent data and low numbers  
(Source: Cabarrus County Office of Public Safety Services, Jan. 2003)

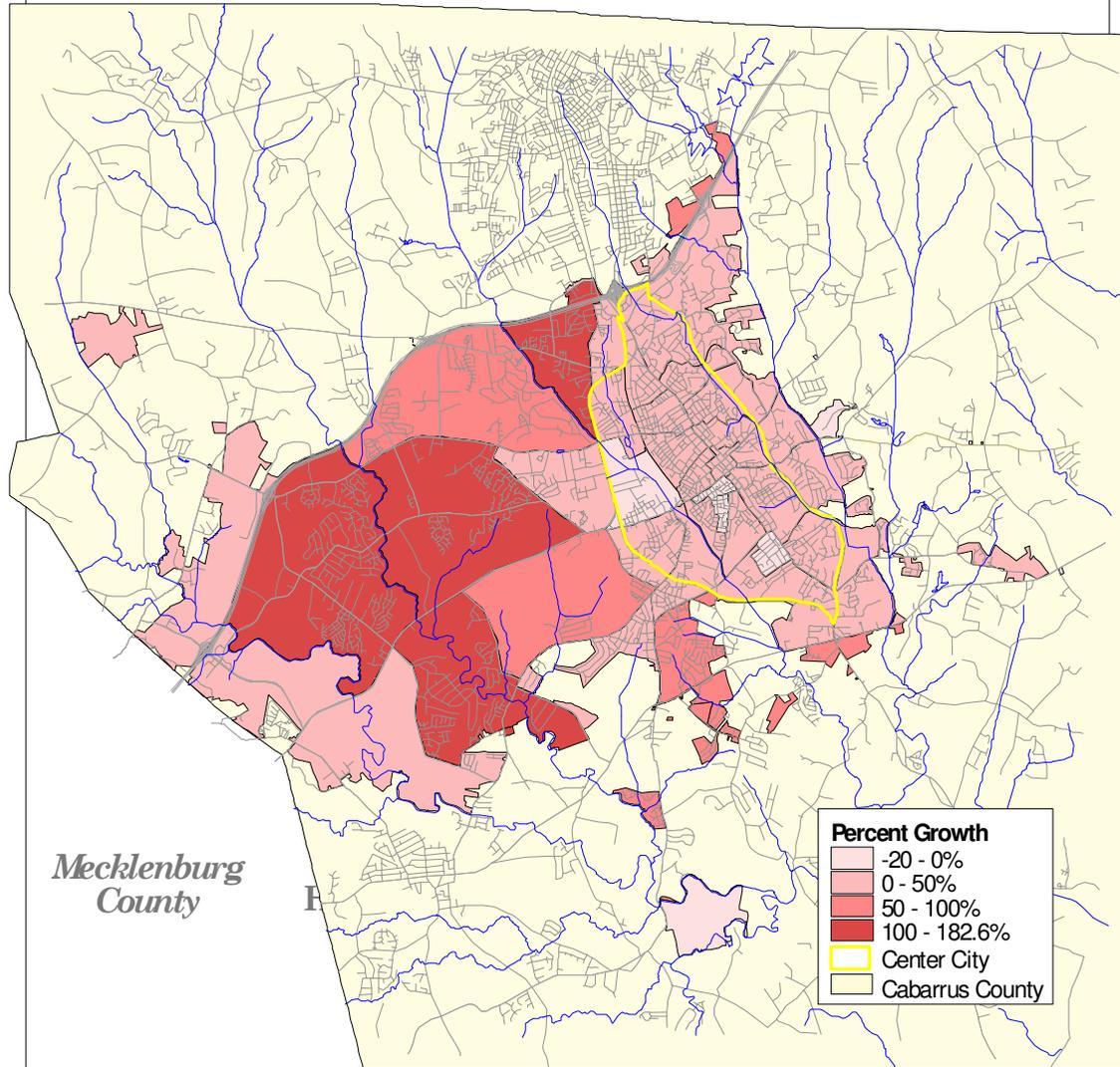
Population growth within the City of Concord varied widely from 1990 to 2000, with several areas in the Center City actually losing population. Areas to the west gained more than 100% in population during this same time. Figure V-C-2 illustrates that the growth areas in the past decade were primarily in the western half of the City, while areas in the Center City and to the east either grew at a much slower rate or did not grow at all. Areas of highest growth during the 1990s included the area to the south of Concord Parkway South (US 29) and bounded by Pitts School Road to the west and Roberta Church Road and Stough Road to the east; the area

between Poplar Tent Road and Concord Parkway South (US 29) and bounded by the Rocky River to the west and Rock Hill Church Road to the east; the area west of I-85 in the northern tip of the City; and the area between Irish Buffalo Creek and Central Drive NW up to I-85. These high growth areas were characterized by prolific residential subdivision development during this time period, based on building permit data from 1990 to 1999.

The area to the south of Concord Parkway South (US 29) and bounded by Pitts School Road to the west and Roberta Church Road and Stough Road to the east (Census Block Group 42601) experienced a staggering 183% growth from 1990 to 2000, primarily attributable to the addition of 8 subdivisions in this area within the decade. The development of fifteen subdivisions in the areas to the north and south of Weddington Road resulted in a growth of 136% to the west of Coddle Creek (Census Block Group 42604) and more than 144% to the east of the Creek (Census Block Group 42503). Figure V-C-3 includes census tract and block group numbers and boundaries. Appendix D, provides tabular population data by Census block group.

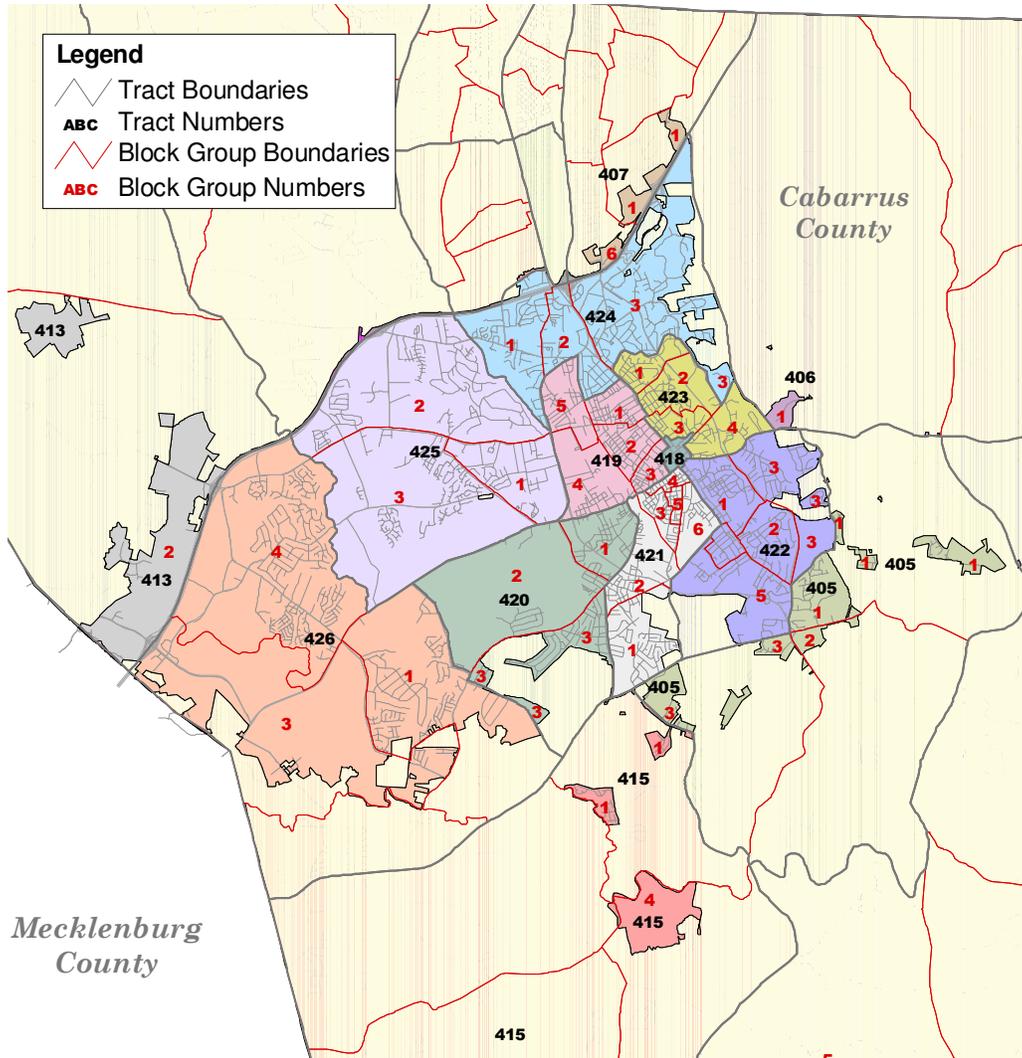
The growth trends of the 1990s are projected to continue well into the first decade of the 21<sup>st</sup> century. The Weddington Road area, bordered by I-85 to the north, Concord Parkway South (US 29) to the south, Rocky River Road to the west, and Coddle Creek to the east (Census Block Group 426004), is projected to grow by nearly 45% from 2000 to 2007. The area south of Concord Parkway South (US 29), bordered on the west by Pitts School Road and Roberta Church Road, and by Stough Road on the east is projected to grow by more than 42% during this time period. Small areas within the City to the west of I-85 in the northern tip of the City (Census Block Group 407001) and off of Davidson Highway (NC 73) at the easternmost edge of town (Census Block Group 406001) are projected to double in size between 2000 and 2007. Figure V-C-4 illustrates the projected growth in population within census block groups during this time period.

**Figure V-C-2  
City of Concord Population Change 1990-2000  
By Block Group**



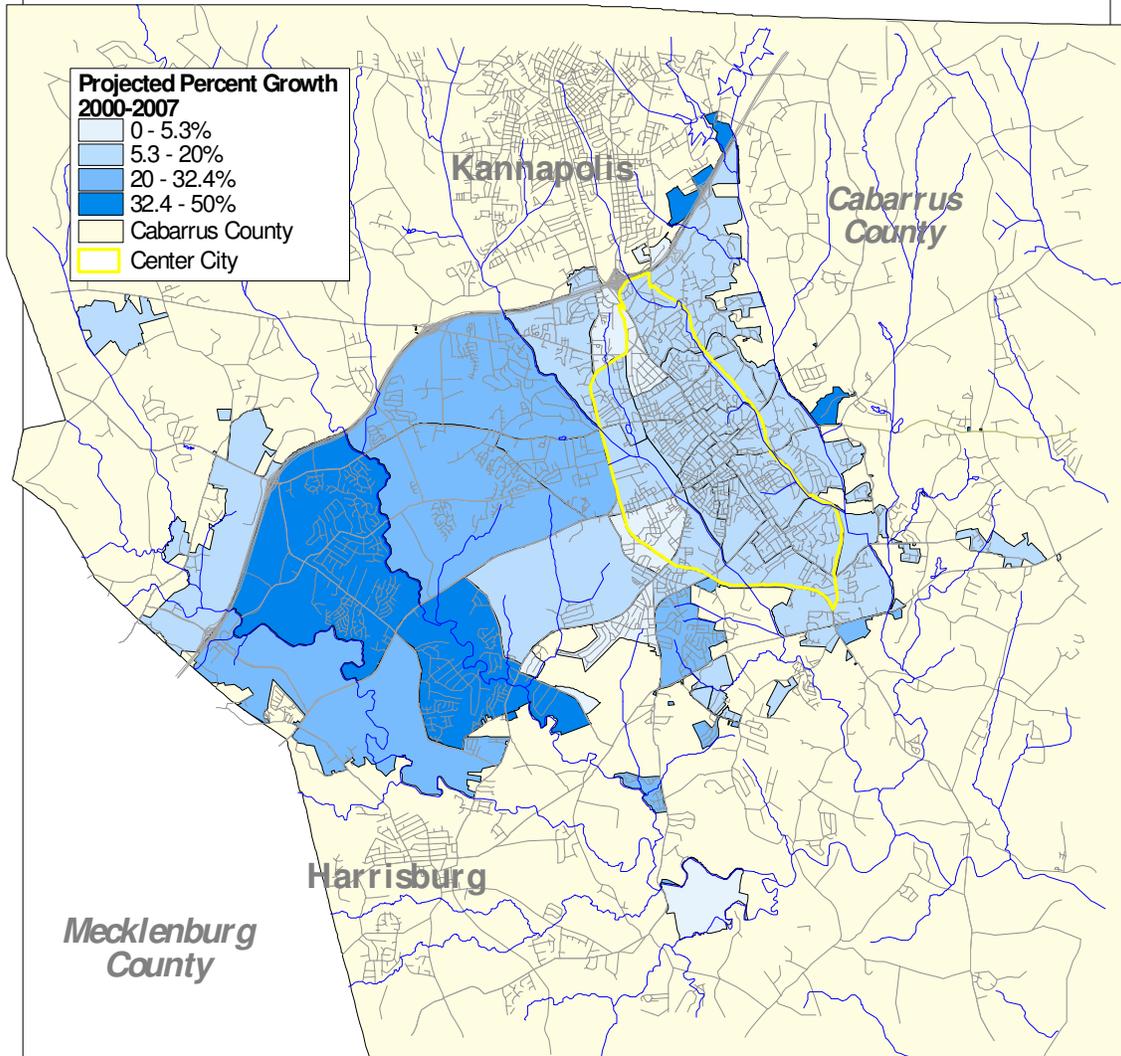
Source: Claritas, Inc., Sept. 2002

**Figure V-C-3**  
**City of Concord 2000 Census Tracts and Block Groups**



Source: Census Bureau, 2000

**Figure V-C-4**  
**City of Concord Projected Population Growth 2000-2007**  
**By Block Group**



Source: Claritas, Inc., Sept. 2002

Information about the composition of the population of a community is critical to the planning process. Data relating to age, race, gender, educational attainment, income and household characteristics is critical when making determinations such as where new services or facilities including parks, schools, emergency services and senior centers should be located.

**1. Age and Gender**

The large number of post-World War II baby-boomers, coupled with increased life expectancy, has resulted in an increasingly aging population nationwide. The Concord population mirrors this trend, but to a much lesser degree than Cabarrus County and the State. As with the County and State, the largest age group in Concord is the 20-to-44 year olds. However, the portion of the City’s population in this age group is slightly higher at nearly 40% than that of Cabarrus County and North Carolina, both at 38%. The percentage of City residents aged 45-to-64 years is slightly lower at just over 20% than that of the County at 22.5% and the State at 22%. In addition, the percentage of older persons in the City aged 65-to-84 years is slightly lower at 9.7%, as compared to the County at 10.7% and the State at 10.3%. Within the younger age groups, Concord seems to have experienced a slight “baby boom” of its own, resulting in a higher percentage of children under 5 years old than that of the County or the State. The median age for Concord residents is 33.6 years, younger than that of the County at 35.4 years and the State at 35.3 years. Table V-C-2 provides age comparison data for Concord, Cabarrus County and North Carolina.

**Table V-C-2  
Age Distribution, 2000  
North Carolina, City of Concord and Cabarrus County**

	North Carolina		Cabarrus County		Concord	
	Number	Percent	Number	Percent	Number	Percent
<b>Total Population</b>	<b>8,049,313</b>	<b>100.00%</b>	<b>131,063</b>	<b>100.00%</b>	<b>55,977</b>	<b>100.00%</b>
Under 5 yrs.	539,509	6.70%	9,283	7.10%	4,399	7.90%
5 to 19 yrs.	1,653,851	20.55%	27,513	21.00%	11,661	20.80%
20 to 44 yrs.	3,078,043	38.24%	50,104	38.20%	22,383	39.90%
45 to 64 yrs.	1,808,862	22.47%	28,999	22.10%	1,323	20.20%
65 to 84 yrs.	863,587	10.73%	13,468	10.30%	5,404	9.70%
85+ yrs.	105,461	1.31%	1,696	1.30%	807	1.40%
Total 18+ yrs.	6,085,266	75.60%	97,281	74.20%	41,308	73.80%
Total 65+ yrs.	969,048	12.04%	15,164	11.60%	6,211	11.10%
Median Age	35.3 yrs	---	35.4 yrs	---	33.6 yrs	---

*(Source: U.S. Census Bureau, 2000 Census)*

Age distribution varies widely within the City. As illustrated in Figure V-C-5, residents in Census Tract 422 at the southern end of the Center City area and Tract 413 in the western area of Concord north of I-85 have the highest median ages at 38.7 and 37.8 years, respectively. Areas with the youngest median ages are Tracts 419 (30.3 years) and 421 (31.2 years), both primarily

located in the eastern half of the Center City area. Median age in the census tracts in the geographic center of the City (Tracts 420 and 425) is just below 35 years.

While median age within the City is expected to gradually rise as baby boomers get older, current age distribution trends are projected to continue well into the next decade. Median age in Tract 422 in the southern portion of the Center City area is expected to be 40.6 years by 2007, while the median age of residents in Tract 413 north of I-85 is projected to be 39.3 years. Median age in Tract 419 in the northwestern portion of the Center City area will rise very slightly to 30.4 years, and median age for Tract 421 located in southwestern Center City and beyond to NC 49 will be 31.5 years. It is estimated that the median age will rise in Tracts 425 and 420 located in the geographic center of the City to 35.5 and 35.7, respectively. Median age citywide is expected to rise slightly to 34.6 years by 2007. Table V-C-3 provides median age data and projections for the census tracts within Concord for the years 2000, 2002 and 2007.

**Table V-C-3  
Median Age by Census Tract, 2000, 2002 and 2007  
City of Concord**

Year	Census Tract														Totals
	405	407	411	413	415	418	419	420	421	422	423	424	425	426	
2000	34.0	36.2	35.2	37.8	36.4	36.6	30.3	34.9	31.2	38.7	33.8	33.8	34.8	34.0	33.6
2002	34.2	36.7	35.5	38.2	36.8	36.8	30.2	35.2	31.4	39.4	34.1	33.9	35.0	34.2	34.1
2007	34.7	37.5	36.2	39.3	37.6	37.4	30.4	35.7	31.5	40.6	34.3	34.2	35.5	34.6	34.6

Note: 2000 figures are from the Census, 2002 and 2007 are estimates. (Source: Claritas, September 2002)

In terms of gender, percentages are nearly equal with females comprising 51% of the population and males comprising 49%. This changes significantly in the older age groups, where nearly 63% of persons 65 years and older are female and only 37% are male. Earlier mortality rates and World War II casualties among older men are the leading causes of the disparity between males and females in the age 65 and older category. Table V-C-4 includes a gender profile of Concord residents.

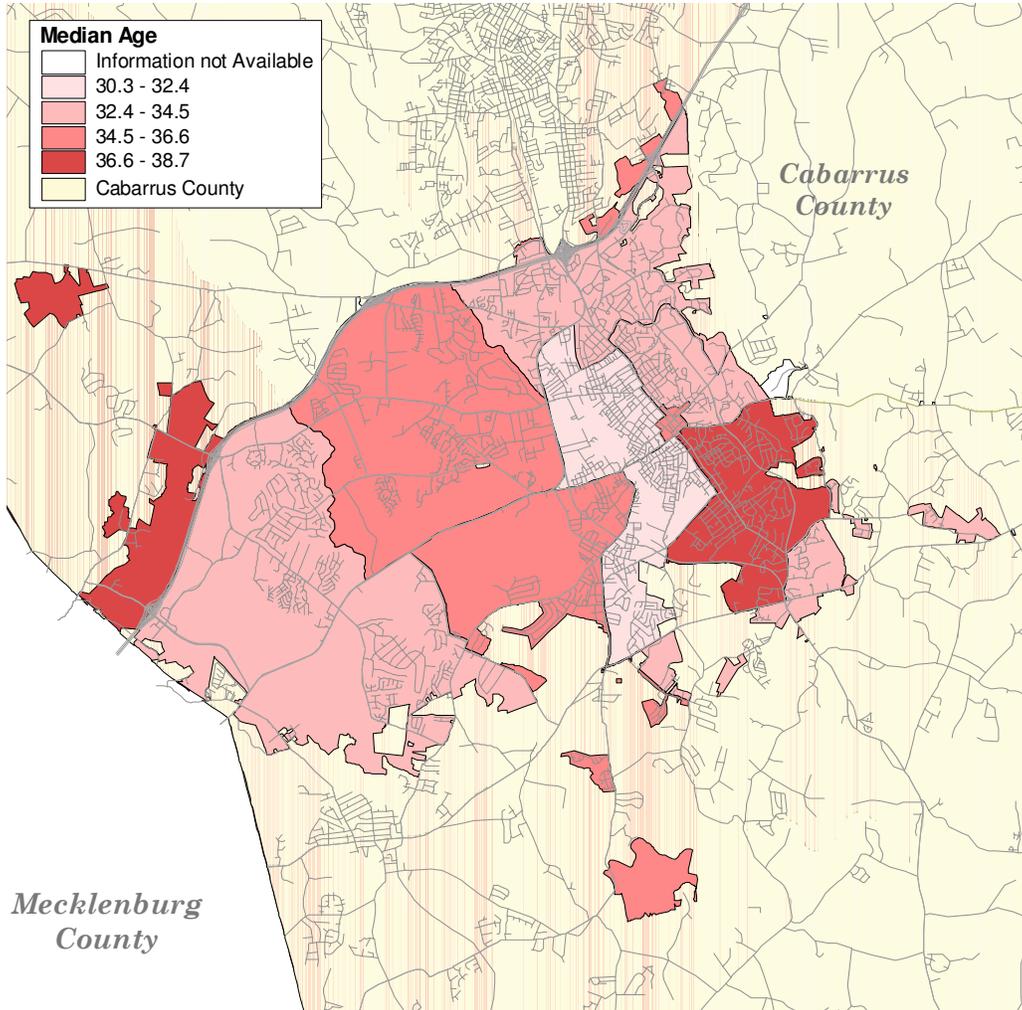
**Table V-C-4  
Gender Distribution, 2000  
North Carolina, City of Concord and Cabarrus County**

	North Carolina		Cabarrus County		Concord	
	Number	Percent	Number	Percent	Number	Percent
<b>Total Population</b>	<b>8,049,313</b>	<b>100.00%</b>	<b>131,063</b>	<b>100.00%</b>	<b>55,977</b>	<b>100.00%</b>
Male	3,942,695	48.98%	64,541	49.20%	27,345	48.90%
Female	4,106,618	51.02%	66,522	50.80%	28,632	51.10%
Male 65+ yrs. (% of total 65+)	389,011	40.14%	6,085	40.10%	2,321	37.40%
Female 65+ yrs. (% of total 65+)	580,037	59.86%	9,079	59.90%	3,890	62.60%

(Source: U.S. Census Bureau, 2000 Census)

The effect of the age and gender composition of City residents on local land use planning is significant. An aging population requires a host of special services such as healthcare, specialized housing, and transportation. These individuals need to have services convenient to their place of residence. The fact that the majority of residents' aged 65 and over is female supports the need for specialized services geared to their needs. Families with young children need access to affordable housing and services such as childcare and recreation, while young adults are looking for housing options and proximity to entertainment and work.

**Figure V-C-5**  
**City of Concord Median Age by Census Tract, 2000**



Source: Claritas, Sept. 2002

## 2. Racial Composition

Concord's racial composition is very similar to that of Cabarrus County and North Carolina. Caucasians total nearly 79% of the Concord population, while African-Americans comprise more than 15% of City residents. This is a variation from the County as a whole, where Caucasians comprise more than 83% of the population and 12% of residents are African-Americans. Concord's racial composition is similar to the State average, with a population that is more than 72% Caucasian and nearly 26% African-American. The City of Concord has a much higher percentage of Hispanic citizens, at nearly 8%, than either Cabarrus County (5.1%) or North Carolina (4.7%). This is a significant increase from 1990, when Hispanics represented less than 1% of the population of the City. While the City's Caucasian population has remained relatively consistent over the years, the percentage of the City's population that is African-American has actually decreased – from 21.6% in 1980 to 12.2% in 1990 and then to only 15.1% in 2000. The continuing influx of newcomers to the Concord area is likely to impact racial and ethnic diversity within the City in coming years. Table V-C-5 compares racial composition at the City, County and State levels and Table V-C-6 provides racial composition data for the City from 1980 to 2000.

**Table V-C-5**  
**Racial Composition, 2000**  
**North Carolina, City of Concord and Cabarrus County**

	North Carolina		Cabarrus County		Concord	
	Total	Percent	Total	Percent	Total	Percent
<b>Total Population</b>	<b>8,049,313</b>	<b>100%</b>	<b>131,063</b>	<b>100%</b>	<b>55,977</b>	<b>100%</b>
White	5,804,656	72.11%	109,127	83.30%	44,128	78.80%
African-American	1,737,545	21.59%	15,961	12.20%	8,450	15.10%
Native American	99,551	1.24%	443	0.30%	168	0.30%
Asian	113,689	1.41%	1,190	0.90%	684	1.20%
Hispanic	378,963	4.71%	6,620	5.10%	4,369	7.80%

Note: Population numbers may add to more than the total because individuals may report more than one race. (Source: U.S. Census Bureau, 2000 Census)

**Table V-C-6**  
**Racial Composition from 1980 to 2000, City of Concord**

Category	1980		1990		2000	
	Number	Percent	Number	Percent	Number	Percent
<b>Total Population</b>	<b>16,942</b>	<b>100.0%</b>	<b>27,347</b>	<b>100.0%</b>	<b>55,977</b>	<b>100.0%</b>
White	13,053	77.0%	21,453	78.5%	44,128	78.8%
African American	3,817	22.5%	5,607	20.5%	8,450	15.1%
Native American	24	0.1%	86	0.3%	168	0.3%
Asian	32	0.2%	176	0.6%	684	1.2%
Hispanic	83	0.5%	105	0.4%	4,369	7.8%

(Source: U.S. Census Bureau, 2000 Census)

### 3. Household and Family Characteristics

Households include all persons who occupy a housing unit, including both related and unrelated persons. There are 20,962 households in Concord, with an average household size of 2.61 persons. The number of persons per household has increased since 1990, when the average household size was 2.44 persons. While some households may consist of only one person, more than 71% of households in Concord consist of a family – two or more persons living in the same household who are related by birth, marriage, or adoption. There are 14,979 families in Concord, with an average family size of 3.08 persons. This is an increase in family size from 1990, when the average number of persons per family was 2.97. Nearly 56% of Concord households consist of a married couple, and more than 35% include children younger than 18 years of age. Nearly 12% of households are headed by a single female, 25% headed by a person living alone, and 8% are non-family households that include a person age 65 or older. Table V-C-7 provides data on household type for Concord and Cabarrus County.

**Table V-C-7. Household Type, 2000  
City of Concord and Cabarrus County**

Households (HH) by Type	Cabarrus County		Concord	
	Number	% of HH	Number	% of HH
Total Households	49,519	---	20,962	---
Family Households (Families) - Total	36,526	73.8%	14,979	71.5%
With Own Children Under 18 yrs.	17,258	34.9%	7,370	35.2%
Married Couple Family	29,310	59.2%	11,680	55.7%
Female Householder, No Husband	5,216	10.5%	2,403	11.5%
Non-Family Households - Total	12,993	26.2%	5,983	28.5%
Householder Living Alone	10,800	21.8%	4,939	25.4%
65 Years and Over	3,950	8.0%	1,669	8.0%
Average Household Size (persons)	2.60	---	2.61	---
Average Family Size (persons)	3.03	---	3.08	---

(Source: US Census Bureau, 2000 Census)

While nearly 98% of Concord's population lives in households, a small percentage live in group quarters. As shown in Table V-C-8, 1.4% are living in a facility such as a nursing home.

**Table V-C-8  
Relationships within Households, City of Concord and Cabarrus County**

	Cabarrus County		Concord	
	Number	Percent	Number	Percent
<b>Total Population</b>	<b>131,063</b>	<b>100.0%</b>	<b>55,977</b>	<b>100.0%</b>
In Households	128,894	98.3%	54,631	97.6%
In Group Quarters	2,169	1.7%	1,347	2.4%
Institutionalized Population	1,400	1.1%	756	1.4%
Non-institutionalized Population	769	0.6%	590	1.1%

(Source: U.S. Census Bureau, 2000 Census)

Because such a high percentage of Concord citizens live within households, it is possible to use population projections based on previous trends and current persons per household to estimate the number of future households. With a projected addition of 11,486 persons to the population of Concord by 2007, it is estimated that the City will grow by 4,400 households during that time. Since each of those 4,400 additional households will need housing of all types and in many price ranges, it is important to adequately provide for future housing needs in the future land use plan.

#### 4. Educational Attainment

Educational attainment is a key indicator of future economic earnings potential. The availability of a well-trained and skilled workforce directly impacts the ability of local officials to recruit quality economic investment in the community and offer higher wage, higher tech employment opportunities to residents. The percentage of Concord residents aged 18 and older that are high school graduates is more than 79%, slightly higher than the Cabarrus County and North Carolina percentages of 78%. Eight percent of Concord residents over 18 years have less than a ninth grade education, slightly higher than persons in the same group of County residents at 7.6% and State residents at 7.8%. Nearly 23% of City residents over 18 years have obtained a bachelors or graduate degree, similar to the 22.5% of State residents and higher than the 19% of County residents with bachelors or graduate degrees. (Table V-C-9) Close proximity to Barber-Scotia College and University of North Carolina – Charlotte (UNCC), as well as other institutions of higher education in the Charlotte region, will continue to make the pursuit of postsecondary education attractive and accessible to Concord residents.

**Table V-C-9**  
**Educational Attainment, 2000**  
**City of Concord and Cabarrus County**

	Cabarrus County		Concord	
	Number	Percent	Number	Percent
<b>Population 25 years and over</b>	<b>86,732</b>	<b>100.0%</b>	<b>35,506</b>	<b>100.0%</b>
Less than 9 <sup>th</sup> Grade	6,579	7.6%	2,979	8.2%
9 <sup>th</sup> to 12 <sup>th</sup> Grade, No Diploma	12,312	14.2%	4,614	12.6%
High School Graduate (includes equivalency)	26,101	30.1%	9,696	26.6%
Some College, No Degree	18,978	21.9%	8,221	22.5%
Associate Degree	6,188	7.1%	2,660	7.3%
Bachelor's Degree	12,503	14.4%	6,168	16.9%
Graduate or Professional Degree	4,071	4.7%	2,168	5.9%
Percent High School Graduate or Better	---	78.2%	---	79.2%
Percent Bachelor's Degree or Better	---	19.1%	---	22.8%

*(Source: US Census Bureau, 2000 Census)*

Cabarrus County ranks very well in the State in most measures of K-12 academic success. According to the North Carolina Child Advocate Institute's *NC Data on Kids*, Cabarrus County ranks 13<sup>th</sup> out of the 100 North Carolina counties in retention for students in grades 9-12, with a retention rate of 69.1% in the 1997-1998 school year. The County ranks 9<sup>th</sup> in the State in

average Scholastic Aptitude Test (SAT) scores with an average score of 1,024. Seventy-five percent of 7<sup>th</sup> grade students in the County have writing skills that are at or above their grade level, ranking 38<sup>th</sup> in the State for the 1999-2000 academic year. Nearly 71% of Cabarrus County 4<sup>th</sup> graders tested proficient in reading and math in 1999-2000, resulting in a ranking of 44<sup>th</sup> statewide. These accomplishments were made with a relatively low per pupil expenditure of only \$5,270 – the 3<sup>rd</sup> lowest in the State for the 1998-1999 school year. Although detailed educational achievement information is not available for Concord residents, it is logical to assume that these trends and scores apply to young City residents as well.

## **5. Income**

Income is a measure of financial prosperity in a community. Comparisons can be made with the region and the State to determine if the income measures of a community are in line with those of its neighbors. Household incomes in the City of Concord are higher than household incomes in the County and the State. Median household income in Concord is \$49,094 – more than \$2,900 higher than the County and more than \$9,900 higher than the State. Median family income is nearly the same for the City and the County, with the County slightly higher by less than \$400. Median family income for Concord is more than \$7,000 higher than that of the State. Per capita income on the local, county and state levels is very similar, with Concord per capita income only \$402 higher than Cabarrus County and \$1,216 more than North Carolina.

Twelve percent of households in Concord make less than \$15,000 a year. Nearly 54% of Concord households have incomes of less than \$50,000, and 24% of households make between \$50,000 and \$74,999 a year. Household income in 9.3% of City households ranges from \$75,000 to \$99,999. Nearly 13% of Concord households make more than \$100,000 a year, with nearly 2% of household incomes at \$200,000 or more. This is higher than the County, with 11.2% of households making more than \$100,000 and only 1.3% with incomes of more than \$200,000. Only 9.4% of households statewide make more than \$100,000 a year, and 1.8% have incomes of more than \$200,000. Table V-C-10 contains income data for Concord, Cabarrus County, and North Carolina.

**Table V-C-10**  
**Income Distribution, 1999**  
**City of Concord, Cabarrus County and North Carolina**

Household Income	North Carolina		Cabarrus County		Concord	
	Number	Percent	Number	Percent	Number	Percent
<b>Total Households</b>	<b>3,133,282</b>	<b>100.0%</b>	<b>49,584</b>	<b>100.0%</b>	<b>20,917</b>	<b>100.0%</b>
less than \$10,000	328,770	10.5%	3,292	6.6%	1,456	7.0%
\$10,000 - \$14,999	201,123	6.4%	2,572	5.2%	1,036	5.0%
\$15,000 - \$24,999	431,701	13.8%	5,857	11.8%	2,555	12.2%
\$25,000 - \$34,999	435,975	13.9%	6,318	12.7%	2,570	12.3%
\$35,000 - \$49,999	553,041	17.7%	8,734	17.6%	3,628	17.3%
\$50,000 - \$74,999	608,777	19.4%	11,783	23.8%	5,033	24.1%
\$75,000 - \$99,999	279,020	8.9%	5,363	10.8%	1,938	9.3%
\$100,000 - \$149,999	188,621	6.0%	4,089	8.2%	1,868	8.9%
\$150,000 - \$199,999	50,650	1.6%	909	1.8%	434	2.1%
\$200,000 or more	55,604	1.8%	667	1.3%	399	1.9%
Median Household Income	39,184	---	46,140	---	49,094	---
Median Family Income	46,335	---	53,692	---	53,571	---
Per Capita Income	20,307	---	21,121	---	21,523	---

*(Source: US Census Bureau, 2000 Census)*

Only 8.2% of Concord residents live in poverty, slightly higher than the County average of 7.1%, but significantly lower than the State at 12.3%. Nearly 13% of Concord residents over the age of 65 live in poverty, notably higher than the County at only 9.6%, but very similar to the State at 13.2%. Nearly 6% of families in Concord live in poverty, while 8.6% of families with related children under age 18 are below poverty level. Single parents head one-fourth of Concord families. Families in poverty with a female head of household comprise 18.6% of total families and nearly 23% when related children under age 18 are present. Nearly one-fourth of Concord families are single parents and children living in poverty and a significant percentage of older residents live in poverty. Table V-C-10 contains poverty information for Concord, Cabarrus County, and North Carolina.

**Table V-C-10**  
**Poverty Status in 1999, City of Concord, Cabarrus County and North Carolina**

Persons Below Poverty Level	North Carolina		Cabarrus County		Concord	
	Number	Percent	Number	Percent	Number	Percent
Families	196,423	9.0%	1,771	4.8%	875	5.8%
With related children under 18	146,753	13.3%	1,389	7.4%	693	8.6%
Families – female householder, no husband present	104,265	27.4%	812	15.4%	444	18.6%
With related children under 18	90,584	34.3%	727	21.3%	380	22.9%
Individuals	958,667	12.3%	9,108	7.1%	4,463	8.2%
18 years and older	647,614	11.0%	6,215	6.5%	2,963	7.4%
65 years and older	122,248	13.2%	1,394	9.6%	740	12.7%

*(Source: US Census Bureau, 2000 Census)*

## 6. Summary

The City of Concord has experienced phenomenal growth, both in population and land area, in recent years. This growth is expected to continue, with a projected population growth of 21% (11,486 persons) by 2007. An average household size of 2.61 translates into an additional 4,400 households – and a need for as many additional housing units – in the Concord area by 2007. Population growth from 1990 to 2000 was focused primarily in the western area of the City and attributed to residential subdivision development. Future growth is expected to continue in this area, particularly in the Weddington Road area and the area south of Concord Parkway South (US 29), bounded by Pitts School Road and Roberta Church Road.

Mirroring national trends, Concord's population is gradually aging as the youngest of the baby boomers enter middle age. With females comprising a higher percentage of persons 65 years and older, it will become increasingly important that the needs of older citizens, especially older women, be addressed. Providing this segment of the population with access to housing and transportation options and health care will be a critical need in coming years.

The City's population also includes a significant percentage of young families with children who require access to affordable housing options, daycare, health care and recreation. Young adults without families also comprise a significant portion of the population. These residents generally look for a variety of housing options along with easy access to work and entertainment.

Concord's population is becoming increasingly diverse. The City's Hispanic population grew from 83 persons in 1990 to 4,369 in 2000 and now represents nearly 8% of the total population of the City. Similarly, the Asian population grew from only 32 people in 1990 to 684 in 2000. African-Americans comprise more than 15% of the population. As the population of Concord continues to diversify, plans should be made to meet the housing, employment and transportation needs of these population groups.

Concord residents are well-educated, with 79% having a high school diploma and 23% hold a bachelors or graduate degree. This well-trained workforce makes Concord an attractive environment for continued economic development. Quality K-12 schools and an abundance of higher education opportunities within close proximity, including a community college providing workforce development training, contribute to Concord's attraction as a viable location for new business and industry.

Only 8.2% of Concord residents live in poverty. Both household and per capita incomes are above the US average, indicating some degree of financial prosperity in the community. However, economic prosperity is not spread across the entire population. One-fourth of those who live in poverty are families with young children and a significant percentage of those in poverty are also aged 65 and older. Additionally, the recent layoffs in the textile industry, which was a major employer in the region, have likely impacted the financial resources of many families. Income is perhaps the greatest indicator of a need to provide a range of housing options within the City in terms of price, type and location. The availability of quality, affordable

housing is critical to young families and elderly citizens who are struggling to pay bills and provide for themselves.

Concord is home to a growing and diverse mix of residents in terms of age, income, ethnicity, family structure and interests. In order to adequately serve the needs of all Concord citizens, it is important to provide a wide range of options in the key areas of housing, transportation, recreation, and employment. The future land use plan for the City must reflect the needs of a population that is rapidly growing in number and significantly changing in composition.

## **CHAPTER V-D HOUSING**

Adequate, safe housing is a basic human need. According to the American Public Health Association, housing is one of the top three significant issues affecting personal and community health. It is uncertain whether a varied and affordable housing stock of good quality brings growth to a community, or whether it is population growth that provides the impetus for a supply of good, affordable housing. It is clear that the quality, availability, and affordability of the existing housing stock in a community weighs heavily in the decision making process of businesses and industries that are considering new locations. Newcomers flocking to Concord also consider a variety of factors when choosing their new homes such as quality of schools, public safety, convenience to jobs and services, and other community amenities. However, the deciding factor in housing choice is almost always the quality and affordability of the homes that are available in an area.

### **1. Housing Growth**

Population growth usually has a direct correlation with growth in housing stock. This is certainly the case with the City of Concord, which experienced a 105% population increase from 1990 to 2000. Concord added 10,869 housing units during that time period, nearly doubling its housing stock, a 93.6% increase in housing units. By comparison, Cabarrus County posted a total housing unit increase of only 33% during the same decade. Although Concord's housing and population growth is attributable in part to extensive annexation over the last decade, it is clear that the City is growing at an extraordinary rate.

In Concord and Cabarrus County, trends in housing development indicate that new home construction is concentrated primarily in the western area of Concord. These newer homes cost between \$110,000 and \$175,000 and are being occupied primarily by middle and upper income families. Older residential areas are concentrated largely around the Center City and include a mixture of housing types and incomes. Some of the neighborhoods, such as Gibson Village or Hartsell, are *mill villages* that were built by Cannon Mills or other textile companies. Many of these neighborhoods continue to be occupied by low-to-moderate income families. Other Center City residential areas include the grand historic homes on North Union and South Union and a variety of other residential neighborhoods built from the 1910's through today.

### **2. Occupancy and Tenure**

A high rate of home ownership in a community indicates stability, since renters tend to move more frequently than homeowners. In addition, homeowners often have a pride of ownership as well as a long-term economic stake in their homes, making them more likely to spend greater time and money in both upkeep and beautification of their homes than the owners or residents of rental properties. Table III-D-1 provides 1990 and 2000 occupancy information for the City of Concord. More than 93% of housing units within the City are occupied, with a vacancy rate of only 6.8%. Of the total occupied housing units in Concord, 67.6% are occupied by the owner of the unit and 32.4% are occupied by renters. Home ownership is slightly higher in Concord at

nearly 68%, than in the County as a whole where only 61% of occupied units house the homeowner.

**Table III-D-1  
City of Concord Housing Occupancy and Tenure  
1990 and 2000**

	1990		2000	
	Number	Percent	Number	Percent
<b>Total Housing Units(HU)</b>	<b>11,616</b>	<b>100.0%</b>	<b>22,485</b>	<b>100.0%</b>
Occupied HU	10,807	93.0%	20,962	93.2%
Owner-occupied HU	6,587	61.0%	14,179	67.6%
Renter-occupied HU	4,220	39.0%	6,783	32.4%
Vacant HU	809	7.0%	1,523	6.8%
Seasonal/Occasional use	12	0.1%	60	0.3%

*(Source: US Census Bureau, 2000 Census)*

More than 45% of Concord homeowners are between 35-to-54 years of age, while area renters tend to be younger and more racially diverse. Nearly 89% of residents in owner-occupied housing units are white, while only 9% are African-American. Whites reside in 69% of renter-occupied units, African-Americans in nearly 24%, and other races including Hispanics in 5.5% of renter-occupied housing units. Table III-D-2 details housing unit tenure by race for the City of Concord.

**Table III-D-2  
City of Concord Housing Units  
Householder's Race by Tenure, 2000**

Race of Householder	Owner Occupied		Renter Occupied	
	Number	Percent	Number	Percent
<b>Total</b>	<b>14,179</b>	<b>100.00%</b>	<b>6,783</b>	<b>100.00%</b>
White	12,556	88.60%	4,678	69.00%
African-American	1,305	9.20%	1,615	23.80%
Native American	33	0.20%	35	0.50%
Asian	126	0.90%	81	1.20%
Other	159	1.10%	374	5.50%

*(Source: US Census Bureau, 2000 Census.)*

Homeownership drops substantially within the 55-to-64 year age group, with this group residing in only 4.6% of owner-occupied units. Residents aged 25-to-34 reside in nearly 18% of owner-occupied housing units in the City. Conversely, more than 45% of Concord renters are between 15 and 34 years old, and more than 32% are between 25 and 34 years of age. While Concord residents in older age groups generally represent a higher percentage of homeowners than renters, residents age 55-to-64 comprise a higher percentage of renters at nearly 8%, than they did of homeowners. Table III-D-3 includes data related to householder age by tenure for housing units in the City of Concord.

**Table III-D-3  
City of Concord Housing Units  
Householder's Age by Tenure, 2000**

Age of Householder	Owner-Occupied		Renter-Occupied	
	Number	Percent	Number	Percent
<b>Total</b>	<b>14,179</b>	<b>100.0%</b>	<b>6,783</b>	<b>100.0%</b>
15-to-24	223	1.6%	879	13.0%
25-to-34	2,505	17.7%	2,188	32.3%
35-to-44	3,501	24.7%	1,433	21.1%
45-to-54	2,945	20.8%	946	13.9%
55-to-64	2,071	4.6%	531	7.8%
65-to-74	1,560	11.0%	364	5.4%
75-to-84	1,089	7.7%	335	4.9%
85 and over	285	2.0%	107	1.6%

*(Source: US Census Bureau, 2000 Census.)*

### **3. Housing Types and Characteristics**

Detached, site-built single-family homes provide the primary source of housing for City of Concord residents. Site-built housing is constructed entirely on-site, in compliance with local building code standards. Although this is the most popular type of housing, it is also generally the most expensive to construct. Nearly three-fourths (72%) of housing units in Concord are site-built, single-family homes. Manufactured housing offers a less expensive alternative to site-built housing and currently comprises less than one-tenth (7.2%) of the housing units in Concord. Construction costs for multi-family developments are also generally less per housing unit, making this housing type a less expensive alternative for residents. More than 10% of the housing units in Concord are multi-family units in structures that include 10 or more units. Table III-D-4 provides information for housing unit type.

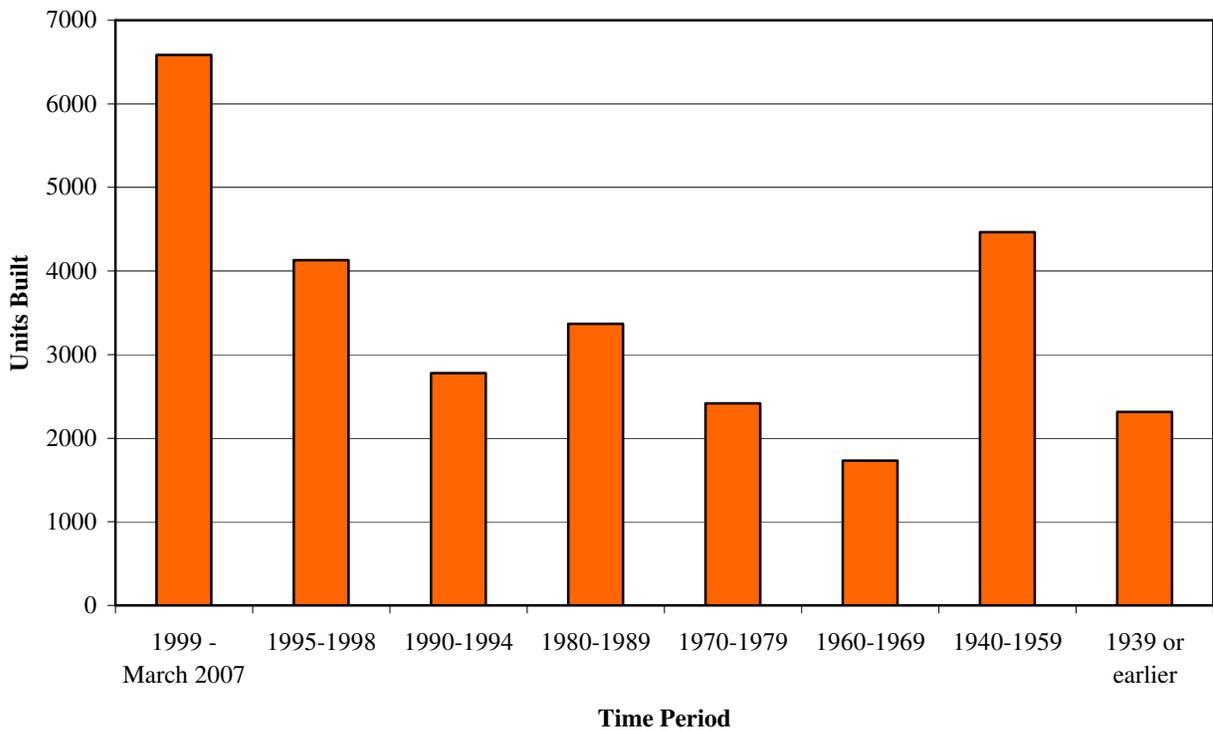
**Table III-D-4  
City of Concord Housing Unit Type and Units in Structure 2000**

<i>Units in Structure</i>	<i>Number</i>	<i>Percent</i>
1-unit, Detached	16,148	71.9%
1-unit, Attached	368	1.6%
2 Units	811	3.6%
3 or 4 Units	514	2.3%
5 to 9 Units	726	3.2%
10 to 19 Units	984	4.4%
20 or More Units	1,279	5.7%
Manufactured Home	1,612	7.2%
Boat, RV, Van, etc.	18	0.1%
<b>Total Housing Units</b>	<b>22,460</b>	<b>100.0%</b>

*(Source: US Census Bureau, 2000 Census.)*

Concord’s housing stock is fairly new, with more than 36% of Concord’s housing stock constructed in the 1990s, and 1,252 units (5.6% of total housing units) built between January 1999 and March of 2000. Concord also has an abundance of older dwellings as well. Nearly 20% of housing units (4,465 housing units) are more than 40 years old and more than 10% of these (2,315 housing units) were built before 1940. Many of the older homes are located within the City’s historic districts and are excellent examples of period architectural styles. Figure III-D-1 shows housing units built by specific time periods.

**Figure III-D-1  
City of Concord, Housing Structure Built**



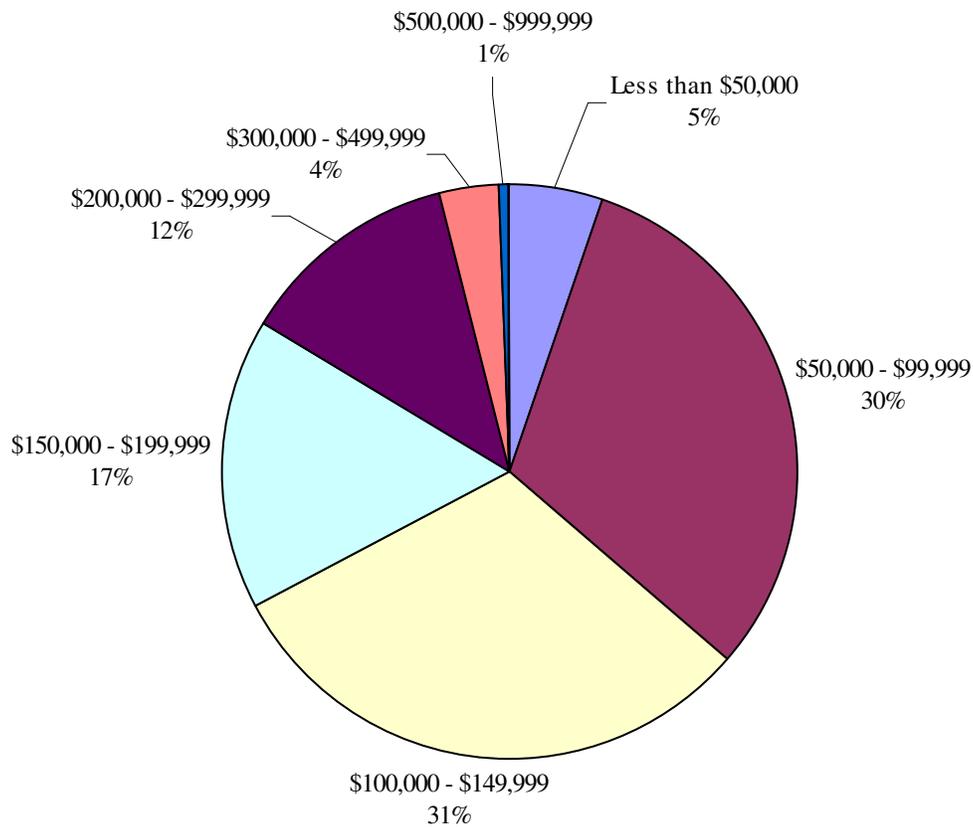
*(Source: US Census Bureau, 2000 Census, City of Concord.)*

**4. Housing Costs**

The cost of housing in a community is generally the deciding factor when people relocate. While it is attractive to have low cost housing available, it is equally important to have a variety of housing types from which to choose. The “trickle-down” effect of residents buying or moving into more expensive housing when their financial situations allow, thus freeing less expensive housing for persons with lower incomes, only works when there are homes available to move up to. Conversely, older residents are often looking to “downsize” by moving into housing that is smaller, requires less maintenance, and is generally less expensive than their previous home. Quality housing that meets these diverse economic and social needs must be accommodated.

The median value for owner-occupied housing in the City was \$120,600 in 2000. Concord's median housing value was higher than the County value of \$118,200 and much higher than the State median value of \$108,300. Nearly half (47%) of the City's housing units were valued from \$100,000 to \$199,999. Of these units, nearly one-third (31%) were valued from \$100,000 to \$149,999. Lower priced units valued from \$50,000 to \$99,999 comprise 31% of the owner-occupied housing in Concord. Higher priced units valued at more than \$300,000 are harder to find in the City, comprising only 4% of total housing units. Figure III-D-2 and Table III-D-5 show housing unit value by percentage and actual numbers for owner occupied units in 2000.

**Figure III-D-2  
City of Concord Housing Unit Value by Percentage  
for Owner-Occupied Units, 2000**



**Table III-D-5**

**City of Concord Housing Unit Value  
for Owner-Occupied Units, 2000**

<i>Housing Unit Value</i>	<i>Number</i>	<i>Percent</i>
<b>Total Units</b>	<b>12,426</b>	<b>100.0%</b>
Less than \$50,000	646	5.2%
\$50,000 - \$99,999	3,860	31.1%
\$100,000 - \$149,999	3,833	30.8%
\$150,000 - \$199,999	2,054	16.5%
\$200,000 - \$299,999	1,543	12.4%
\$300,000 - \$499,999	432	3.5%
\$500,000 - \$999,999	58	0.5%
\$1,000,000 or more	0	0.0%
<b>Median Value</b>	<b>\$120,600</b>	<b>---</b>

*(Source: US Census Bureau, 2000 Census.)*

Rental costs for housing are higher in Concord than in the surrounding region. The 2000 median gross rent in the City was \$586 per month – compared to only \$566 in Cabarrus County and \$548 in North Carolina. The gross monthly rent for one-half (51%) of all rental housing (3,434 units) ranged from \$500 to \$749. The gross monthly rent for one-fifth (20.3%) of rental units (1,361 units) ranged from \$300 to \$499. Nearly 14% of rental units commanded a gross rent between \$750 and \$999 and only 3.3% of units leased at the higher end of the rental market at more than \$1,000 per month. Table III-D-6 summarizes gross monthly rent for renter occupied units.

**Table III-D-6  
City of Concord Gross Monthly Rent  
for Renter-Occupied Units, 2000**

<i>Monthly Gross Rent</i>	<i>Number</i>	<i>Percent</i>
<b>Total Units</b>	<b>6,706</b>	<b>100.0%</b>
Less than \$200	290	4.3%
\$200 to \$299	251	3.7%
\$300 to \$499	1,361	20.3%
\$500 to \$749	3,434	51.2%
\$750 to \$999	926	13.8%
\$1,000 to \$1,499	205	3.1%
\$1,500 or more	12	0.2%
No cash rent	227	3.4%
<b>Median Rent</b>	<b>\$586</b>	<b>---</b>

*(Source: US Census Bureau, 2000 Census.)*

## 5. Housing Affordability

Affordability is a key factor in the housing market. The cost of housing must be compatible with local household incomes if a community is to meet future housing needs. Lending institutions generally base affordability on housing costs that do not exceed two and a half times the gross household income. This translates into approximately 30% of household income devoted to gross housing expenses, while renters generally spend 20% of their incomes on gross housing expenses.

Assuming that a household generates an annual income of \$49,094 (the median household income for Concord), it could afford a monthly payment of approximately \$1,227. By comparison, a household in Cabarrus County making the median countywide household income of \$46,140 could afford a monthly payment of \$1,154 and a North Carolina household making the statewide median household income of \$39,184 could afford a monthly mortgage payment of only \$980. As shown in Table III-D-7, median owner costs for a homeowner in Concord with a mortgage is \$1,123 – just slightly less than the maximum amount a local household could afford. This data suggests that taken as a whole, Concord homeowners live in housing that costs very close to what they can afford.

A closer look at the affordability of rental units reveals quite a different situation. A Concord renter making the median household income of \$49,094 could afford a monthly rent of \$818. However, median gross monthly rent in Concord is only \$586 – a substantial \$232 less than the amount a household could afford as calculated above. When taken alone, these figures suggest that as a whole, renters in Concord pay less than they can afford for housing.

**Table III-D-7  
City of Concord Owner and Renter Costs, 2000**

Jurisdiction	Selected Median Owner Costs		Median Gross Rent
	With a Mortgage	Without a Mortgage	
City of Concord	\$1,123	\$283	\$586
Cabarrus County	\$1,061	\$256	\$566
North Carolina	\$985	\$254	\$548

*(Source: US Census Bureau, 2000 Census.)*

However, additional data depicting housing costs as a percentage of household income provide more accurate insight into housing affordability conditions in Concord. More than 20% of Concord households who own their own home pay mortgages that total 30% or more of their household income. This is a strong indication that a significant number of Concord residents live in homes that cost more than they can comfortably afford or living beyond their means. More than one-half (54%) of renter households in the City pay rent that exceeds 20% of their

household income. A greater cause of concern is the fact that gross rent for nearly one-fourth (22%) of renter households is 35% or more of their household income. Clearly, more than half of Concord renters are paying more than they can afford for housing and a disturbingly high percentage are paying significantly more than they can afford.

**Table III-D-8**  
**City of Concord Selected Monthly Costs and Gross Rent as a Percentage of Household Income, 1999**

Percentage of Household Income	Selected Monthly Costs - Owners		Gross Rent - Renters	
	Number	Percent	Number	Percent
Less than 15%	3,885	31.3%	1,414	21.1%
15 to 19%	2,647	21.3%	1,347	20.1%
20 to 24%	2,050	16.5%	891	13.3%
25 to 29%	1,295	10.4%	640	9.5%
30 to 34%	863	6.9%	615	9.2%
35% or more	1,629	13.1%	1,467	21.9%
Not computed	57	0.5%	332	0.5%

*(Source: US Census Bureau, 2000 Census.)*

## **6. Housing Programs**

As indicated in Table III-D-8, not all Concord residents have the means to afford market housing prices or rents. However, several programs are in place to assist these individuals in obtaining adequate, safe and affordable housing.

**Cabarrus/Iredell/Rowan HOME Consortium** – The City of Concord is a member and seen as the lead entity in the Cabarrus/Iredell/Rowan HOME Consortium – a joint agency formed in 1996 for the purpose of cooperatively providing safe, decent, affordable housing to low and moderate income citizens within the participating jurisdictions. Member governments include Cabarrus, Iredell, and Rowan Counties; the Cities of Concord, Kannapolis, Salisbury, and Statesville; and the Towns of Mooresville and Davidson. The cooperative governments have authorized the City of Concord, as lead entity, to submit, request and receive funding from the US Department of Housing and Urban Development under the HOME Investment Partnership Program on behalf of the local Consortium. Housing programs through the City of Concord are also federally funded through Community Development Block Grants (CDBG) and through State funding obtained via the North Carolina Housing Finance Agency (NCHFA). The CDBG and HOME programs currently operate under the 2000-2004 Consolidated Plan for the Cabarrus/Iredell/Rowan HOME Consortium and the City of Concord Community Development Block Grant program. The Consolidated Plan is updated yearly with an Action Plan that details activities of the Consortium.

Each active member of the Consortium is required to provide a 25% match to all funds received under the HOME program. In the *2002-2003 Cabarrus/ Iredell/Rowan HOME Consortium and City of Concord Development Block Grant Consolidated Action Plan*, the City budgeted nearly

\$300,000 for HOME programs that address affordable housing issues. More than 12% of these funds are allocated for down payment assistance, while the remainder is targeted for new construction. The City of Concord will provide \$1,500 in direct financial assistance in the form of a five-year grant for down payments to first-time homebuyers with incomes less than 80% of the median. New construction costs include land acquisition and construction of affordable single-family homes. The City may finance the new homes at 5% or sell to buyers with conventional financing. Upon the sale of a house constructed by the City, all HOME money is captured at closing. The full amount of the assistance is due and payable in the event of a violation of the promissory note, or in the event of death, conveyance, or refinancing of the property within the period of affordability.

**Emergency Needs and Urgent Repair** – The City also administers an Emergency Needs and Urgent Repair program to assist homeowners in making necessary repairs. The program is available citywide to qualified homeowners, and repayment plans are dependent on household income. The Emergency Needs program provides funds for repairs that are necessary to protect the life and safety of the homeowner or preserve the structural integrity of the dwelling. Maximum assistance through this program is \$3,500 and is repaid through low interest loans or deferred grants. Homeowners must meet income requirements.

**Homeowner Occupied Renovation Program** – In addition, the City administers the *Homeowner Occupied Renovation Program*. Assistance is in the form of grants and 2% interest loans depending upon household income. Funding for this program is very limited and the average wait for assistance is over two years.

**Housing Partnership** – The City of Concord along with representatives from Habitat for Humanity, the Cabarrus County Community Development Corporation, local financial institutions, Cabarrus County Planning Department, the building industry and several social service nonprofits have partnered to implement a program that will eliminate substandard housing in Cabarrus County by the year 2020. The Partnership has targeted the Logan Community to begin the program. Improving existing housing conditions and increasing homeownership will be the primary focus.

**Public Housing** – The Public Housing Department of the City of Concord owns and maintains 174 federally subsidized apartment units. The units are subsidized through the US Department of Housing and Urban Development and are income-based. The Department also administers a *Section 8 Voucher Program* with 534 vouchers available and 529 clients currently under contract.

**Community-Based Services** – The City's Community Development Division also provides partial funding to five non-profit service agencies within the City. These organizations include Hospice of Cabarrus County for services to the terminally ill; the Coltrane LIFE Center for adult day care; the Cooperative Christian Ministry for safe nighttime shelter for the homeless; Serenity House for shelter and services to the homeless; and the Cabarrus County Community Development Corporation for assistance with home ownership and rehabilitation. Funding for this program is very limited.

**Homeless and Temporary Shelters** – Homeless individuals and families are those who are sleeping in places not meant for human habitation, such as cars, parks, sidewalks, and abandoned buildings, or those who are sleeping in an emergency shelter as a primary nighttime residence. There is a significant homeless problem in the Charlotte area, as many of the region’s homeless gravitate to Charlotte to obtain services provided there. The Community Task Force on Homelessness of the United Way of Central Carolinas reports that in the year 2000, approximately 9,000 men, women and children slept in a shelter bed in Mecklenburg County, more than double the number in 1996. Forty-three percent (4,000) of those served are members of a homeless family with a child.

The Cooperative Christian Ministry operates the homeless shelter for Concord and Cabarrus County in conjunction with the Salvation Army. In 2001, they provided shelter for 381 individuals – estimated by providers to represent only about two-thirds of the area’s total homeless population. The shelter is located at the Salvation Army Headquarters in Concord.

The Cabarrus Victim’s Assistance Network (CVAN) operates a temporary shelter for battered women and their children. In addition to temporary shelter, CVAN provides a 24-hour crisis line, support groups, rape counseling and a court program for its clients. The CVAN shelter is located in the Concord area with the exact location unpublished for client security reasons.

**Nursing Homes and Home-based Care** – Nursing homes are facilities that provide nursing or convalescent care for three or more persons unrelated to the licensee. A nursing home provides long-term care of chronic conditions or short-term convalescent or rehabilitative care of remedial ailments, for which medical and nursing care are necessary. Although some residents are admitted for shorter convalescent or rehabilitative stays following hospitalization, most nursing facility residents are older adults who require long-term care. There are 5 nursing homes in Concord, providing space for more than 500 residents. Homes and locations are listed in Table III-D-9.

**Table III-D-9  
Concord Nursing Homes**

<i>Nursing Home</i>	<i>Address</i>	<i>Capacity</i>
Avante at Concord	515 Lake Concord Rd.	120 nursing beds
Brian Center	250 Bishop Lane	90 nursing beds 20 home for aged beds
Five Oaks Manor	413 Winecoff School Rd.	160 nursing beds 24 home for aged beds
The Gardens of Taylor Glen Retirement Community	3700 Taylor Glen Lane	24 nursing beds 24 home for aged beds
Universal Health Care and Rehab	430 Brookwood Ave, NE	120 nursing beds

*(Source: NC Division of Facility Services, 200.)*

**Adult Care Homes** – Adult care homes are residences for aged and disabled adults who may require 24-hour supervision and assistance with personal care needs. People in adult care homes typically require a place to live, assistance with personal care (such as dressing, grooming and

keeping up with medications), and limited supervision. Medical care may be provided on occasion by trained staff but is not routinely needed. These homes vary in size from family care homes of 2 to 6 residents to adult care homes of more than 100 residents. There are 8 adult care homes in Concord, providing living quarters for more than 600 disabled or elderly residents. Table III-D-10 includes a listing of adult care homes in Concord and the location and capacity of each. The smaller homes, with 6 or fewer residents, are referred to as *family care homes*. The Division of Facility Services of the NC Department of Health and Human Services lists only one registered family care home in Concord, the Sunderland Hall Family Care Home, with capacity for up to 6 residents.

**Table III-D-10  
Adult Care Homes in Concord**

<i>Adult Care Home</i>	<i>Address</i>	<i>Capacity</i>
Concord Place	2452 Rock Hill Church Rd. NW	87 residents
Concord Retirement Center	166 Union St.	25 residents
Eden Gardens of Concord	1501 Zion Church Rd., E	60 residents
First Assembly Living Center	160 Warren C. Coleman Blvd	180 residents
Morningside of Concord	500 Penny Lane, NE	105 residents
St. Andrews Living Center	246 Cabarrus Ave. W.	56 residents
The Country Home	2908 Country Home Rd.	40 residents

*(Source: NC Division of Facility Services, 2002)*

**Mental Health Facilities** – *Mental health facilities* are residences for patients who suffer from mental illness, are developmentally disabled, or who are recovering from substance abuse. These facilities range in size from *Mental Health Homes* that serve 6 or fewer patients to larger facilities that serve more than 6 patients. Mental health facilities serve age groups ranging from children to adults. The Division of Facility Services of the NC Department of Health and Human Services lists 36 mental health homes located in Concord, with capacity to provide housing for more than 150 patients. Most of the mental health facilities are mental health homes, with a few providing space for a larger number of patients.

**7. Summary**

Housing in Concord consists primarily of single-family detached units which are often the most expensive to build and generally tend to require greater government service costs. ~~cost to service~~. Frequently, communities establish a housing price that is expected to “pay its own way” in city services. This methodology reinforces using higher-end single-family housing as a solution to providing city services. This is not, in fact, the solution since providing affordable housing is a critical issue for Concord – most particularly for its rental population. A more appropriate way for Concord to deal with this issue is to provide land use options that allow for a variety of housing types including single family attached units, townhouse units, patio homes, and multi-family units. These type units should be concentrated at major intersections near shopping and employment uses.

## V-E ECONOMY

The City of Concord, along with Cabarrus County and the surrounding region, enjoys a strong and diverse economy as evidenced by the substantial investments made in recent years by the many new and expanding businesses (Table V-E-1). Ninety-six manufacturers brought investments totaling more than \$652 million and 1,152 new jobs into the County from 1997 to 2001. During this same time period, 783 non-manufacturing businesses invested more than \$730 million in Cabarrus County, resulting in the creation of 6,700 new jobs.

**Table V-E-1  
Jobs and Investments in Cabarrus County, 1997-2001  
New and Expanded Businesses**

<b>1997</b>			
	<b>Number of Businesses</b>	<b>Jobs Created</b>	<b>Investment</b>
Manufacturing	20	135	\$11,026,468
Non-manufacturing	203	1,389	\$264,371,100
<b>1997 Totals</b>	<b>223</b>	<b>1,524</b>	<b>\$275,397,568</b>
<b>1998</b>			
	<b>Number of Businesses</b>	<b>Jobs Created</b>	<b>Investment</b>
Manufacturing	20	216	\$25,296,131
Non-manufacturing	111	2,135	\$178,011,635
<b>1998 Totals</b>	<b>131</b>	<b>2,351</b>	<b>\$203,307,766</b>
<b>1999</b>			
	<b>Number of Businesses</b>	<b>Jobs Created</b>	<b>Investment</b>
Manufacturing	15	132	\$44,259,444
Non-manufacturing	149	860	\$96,241,505
<b>1999 Totals</b>	<b>164</b>	<b>1,092</b>	<b>\$140,500,949</b>
<b>2000</b>			
	<b>Number of Businesses</b>	<b>Jobs Created</b>	<b>Investment</b>
Manufacturing	24	607	\$567,962,850
Non-manufacturing	201	977	\$95,840,651
<b>2000 Totals</b>	<b>225</b>	<b>1,584</b>	<b>\$663,803,501</b>
<b>2001</b>			
	<b>Number of Businesses</b>	<b>Jobs Created</b>	<b>Investment</b>
Manufacturing	17	62	\$3,555,875
Non-manufacturing	119	1,340	\$95,951,583
<b>2001 Totals</b>	<b>136</b>	<b>1,402</b>	<b>\$99,507,458</b>

*(Source: Cabarrus Economic Development, Annual Reports 1997-2001)*

The strong business investment climate has been supported by extensive building construction within the City of Concord in recent years. Data provided by the Cabarrus County Office of Public Safety Services indicates that 49 new industrial buildings were permitted between 1999 and 2002, with an estimated total value of more than \$38 million. The year 2000 was a particularly good year for industrial development within the City, with construction of 27 industrial buildings valued at nearly \$28 million. From 1999 to 2002, there were 70 office and bank buildings constructed with an estimated total value of more than \$18 million. Construction of commercial buildings has been the most prolific within the last 4 years, with 256 permits issued with an estimated value of more than \$151 million.

**1. Employment and Workforce**

Concord has a motivated, well-educated workforce. More than 79% of residents 25 years and older have a high school diploma and 23% hold a bachelors degree. Concord has a civilian labor force of nearly 30,000 persons aged 16 and older. The City’s unemployment rate in 2000 was 5.4%, up from the 4.1% unemployment rate reported in 1990. Unemployment in the City is somewhat higher than in the County as a whole, but very similar to the overall unemployment rate for the State of 5.3%. Table V-E-2 includes labor force and employment information for Concord, Cabarrus County and North Carolina.

**Table V-E-2  
Civilian Workforce and Unemployment, 2000  
(Persons Age 16 and Older)**

	<b>Civilian Labor Force</b>	<b>Employed</b>	<b>Unemployed</b>	<b>Unemployment Rate</b>
<b>Concord</b>	29,775	28,167	1,608	5.4%
<b>Cabarrus County</b>	69,934	66,970	2,964	4.2%
<b>North Carolina</b>	4,039,732	3,824,741	214,991	5.3%

*(Source: US Census Bureau, Census 2000)*

According to recent data from the North Carolina Employment Security Commission, Cabarrus County unemployment was 4.9% in November of 2002, up slightly from 4.8% in October but down significantly from a high of 7.0% in January of the same year. There was a steady decline in County unemployment in the second half of 2002, lowering from 5.7% in July to 4.8% in October. This trend was also reflected in State and national unemployment during that same time period, with Cabarrus County unemployment well under that of the State and nation. The 2001 annual unemployment rate for the County (5.5%) was the highest since 1992, when unemployment reached 5.8%. Cabarrus County enjoyed extremely low unemployment in the late 1990s and in 2000, when rates ranged from 2.0% (1999) to 2.6% (2000). The recent changes in unemployment have paralleled similar trends across North Carolina and the Country as the economy has waivered ~~waned~~.

The textile industry has been severely impacted in the Piedmont region of North Carolina. Recent plant closures in other manufacturing sectors have resulted in major impacts on the local job market as well, as many companies took advantage of lower foreign labor costs. Many of the manufacturing jobs lost in the past few years likely won't ever return in this era of the global economy. Additionally, current trends seem to indicate that lower paying service and retail oriented jobs are replacing higher paying jobs lost in the textile and other manufacturing sectors of the economy. This will be a factor to consider in the coming years in terms of housing costs, education, and the delivery of public services. The City will also face increased competition from other cities throughout the region and country for quality jobs and business growth.

While abundant local job opportunities enable many Concord workers to live near their place of employment, a significant portion of the Concord workforce travel outside the County to work. Nearly 55% of the Concord workforce works within Cabarrus County, while 44% commute to another county to work. Mean travel time to work for Concord commuters is 26.1 minutes. Nearly 39% of workers traveled more than 30 minutes to work. Of these, 6.3% have a commute time of an hour or more. More than 61% of commuters traveled less than 30 minutes to work, and of these nearly 28% have a commute of less than 15 minutes. It is not surprising that the destination of more than 75% of residents commuting to work outside the County is Mecklenburg County and the Charlotte area. Of individuals commuting into Cabarrus County to work, 66% are from neighboring Rowan County and 18% are from Mecklenburg County. Table V-E-3 shows the commuting patterns to and from nearby counties, including Cabarrus.

**Table V-E-3  
Commuting Patterns within the Cabarrus Region, 1996**

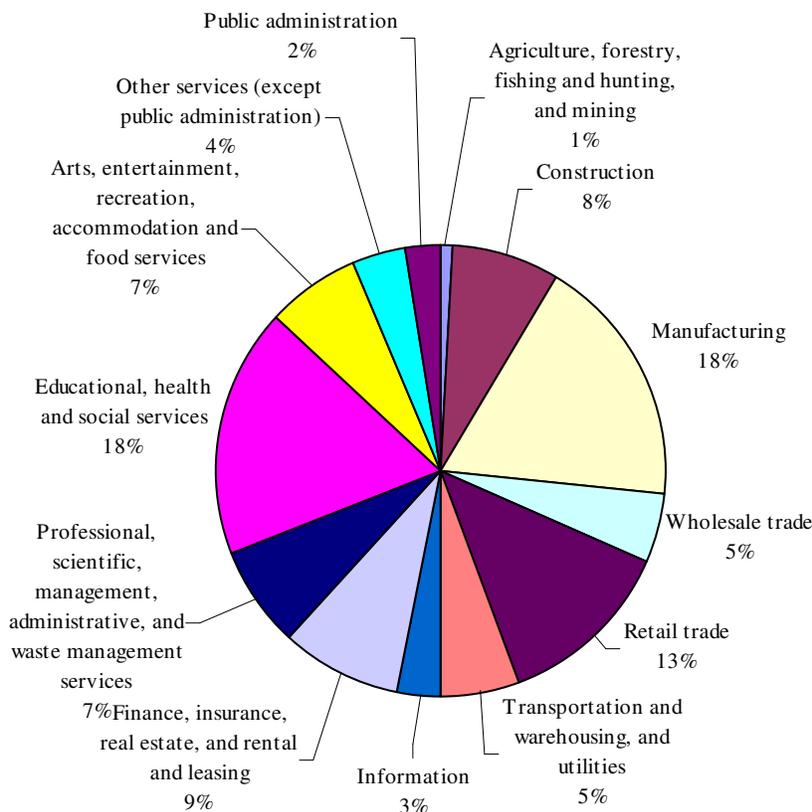
Out-Commuters From	In-Commuters To													Total
	Anson	Cabarrus	Catawba	Cleveland	Gaston	Iredell	Lancaster	Lincoln	Mecklenburg	Rowan	Stanly	Union	York	
Anson	--	21	0	0	0	21	9	0	301	0	315	1,724	12	<b>2,403</b>
Cabarrus	43	--	22	7	165	212	0	33	16,603	2,960	598	374	63	<b>21,080</b>
Catawba	0	71	--	71	198	859	0	1,273	1,436	52	0	0	0	<b>3,960</b>
Cleveland	0	10	573	--	4,910	29	0	354	1,144	45	12	9	153	<b>7,239</b>
Gaston	19	134	182	2,108	--	93	15	1,458	16,624	54	0	92	917	<b>21,696</b>
Iredell	0	301	1,541	6	122	--	0	79	5,932	1,144	23	43	24	<b>9,215</b>
Lancaster,SC	8	25	0	7	47	0	--	0	3,655	0	0	1,229	1,780	<b>6,751</b>
Lincoln	0	62	3,652	321	3,421	198	0	--	4,105	50	0	13	98	<b>11,920</b>
Mecklenburg	63	2,218	170	243	3,596	819	25	174	--	398	258	2,681	2,389	<b>13,034</b>
Rowan	11	8,040	59	10	68	1,789	0	27	3,278	--	399	69	22	<b>13,772</b>
Stanly	180	1,038	12	12	26	30	21	0	2,656	458	--	523	36	<b>4,992</b>
Union	224	172	28	0	97	25	211	11	14,949	51	194	--	238	<b>16,200</b>
York,SC	0	98	12	231	2,745	32	483	25	16,849	19	0	195	--	<b>20,689</b>
<b>Total</b>	<b>548</b>	<b>12,190</b>	<b>6,251</b>	<b>3,016</b>	<b>15,395</b>	<b>4,107</b>	<b>764</b>	<b>3,434</b>	<b>87,532</b>	<b>5,231</b>	<b>1,799</b>	<b>6,952</b>	<b>5,732</b>	<b>152,951</b>

*(Source: Cabarrus Economic Development, "Information Guide." 2000)*

The occupations represented within Concord’s workforce reflect its major employers, business and residential sector growth, location within the Charlotte trade area, proximity to major transportation routes and the Charlotte Douglas International Airport. As shown in Figure V-E-1, the 2000 Census data shows that more than 18% of employees in the City work in manufacturing, while another 18% work in education, health and social services. Nearly 13% of the workforce is employed in retail trade and 8.7% work in finance, insurance, real estate and rental and leasing. Almost 8% of workers are employed in construction and 7% work in professional, scientific, management, administrative and waste management services. While 6.8% of the workforce is employed by arts, entertainment, recreation, accommodation and food services, more than 5% work in transportation, warehousing and utilities. Less than 1% of the workforce is engaged in agriculture, forestry, fishing, hunting and mining – a reflection of the gradual conversion of farmland to residential, commercial or industrial uses. Appendix E shows actual persons working within each industry in addition to percentage from the 2000 Census.

**Figure V-E-1**

**City of Concord, Percent Employment by Industry 2000**

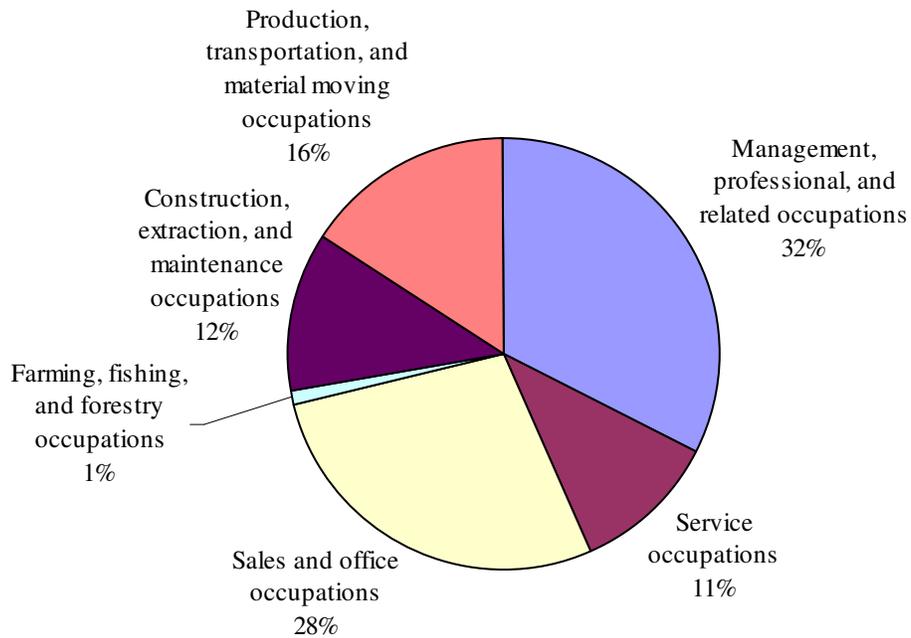


Source: US Census Bureau, Census 2000 Summary File 3)

Proximity to Charlotte’s banking and commerce community, major health care centers and higher education facilities, as well as the proliferation of large-scale commercial enterprises, have significantly influenced Concord’s occupational profile. Nearly 33% of employed Concord residents work in management, professional and related occupations, while almost 28% work in sales and office occupations. Sixteen percent of Concord’s workforce is employed in production, transportation and material moving occupations and 12% work in construction, extraction and maintenance fields. Eleven percent of workers are in service related jobs, while only 1% are employed in farming, fishing and forestry. Figure V-E-2 illustrates the percent of the population employed by occupational category. Appendix E shows actual persons working within each category in addition to percentage from the 2000 Census.

**Figure V-E-2**

**Occupation of Employed Civilian Population  
City of Concord, 2000**



(Source: US Census Bureau, Census 2000 Summary File 3)

## 2. Major Employers

The Concord Mills shopping and entertainment complex is by far the largest employer within the City, with 4,000 employees of the more than 225 businesses located within the shopping center. Philip Morris, Inc. is the largest manufacturing employer in Cabarrus County and the 7<sup>th</sup> largest manufacturing employer in North Carolina. The Carolina Mall, CTC, and Sysco Food Services are among the area's other major employers (Table V-E-4).

Medical, educational and governmental employers provide jobs to a large percentage of the Concord area workforce and rank near the top of the list of major employers in the City. NorthEast Medical Center is the second largest employer in the City. The Cabarrus County School District, Cabarrus County and the City of Concord employ over 3,000 people.

**Table V-E-4  
Major Employers, City of Concord, 2002**

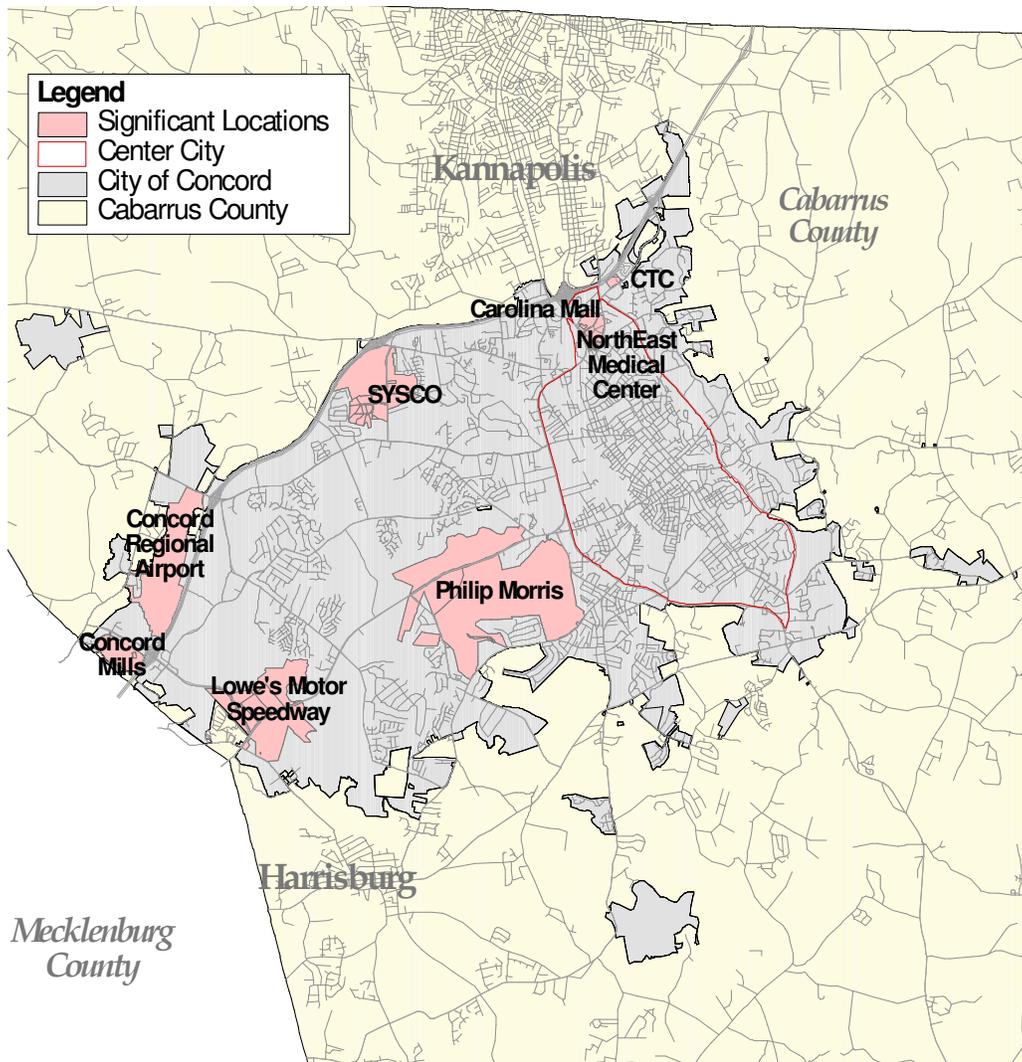
<b>Employer</b>	<b>Product</b>	<b>Employees</b>
Concord Mills Mall	Retail Center	4,000
NorthEast Medical Center	Medical Care – Regional Center	3,242
Philip Morris	Cigarettes	2,500
Cabarrus County Schools	Education	2,420
Cabarrus County	Government	900
Carolina Mall	Retail Center	850
City of Concord	Government	730
CT Communications	Communications	653
Sysco Food Services	Food Distribution	625
Wal-Mart	Retail Store	480
S&D Coffee	Coffee and Tea Roasting	300
Bass Pro Shop	Retail -Hunting and Fishing	350
Fun Tees	T-shirts	300
Perdue Farms	Poultry Processing and Packaging	251
Star America	Hosiery	170
Home Depot	Retail - Home Improvement Products	169
Lowe's Home Center	Retail – Home Improvement Products	155
Lowe's Motor Speedway	Motor Speedway/Stadium	140
Jillian's	Restaurant and Entertainment	126
Americhem	Color Concentrate Fibers	125
Owens Corning	Bushings for Fiberglass Manufacturing	100
Galvan Industries	Grounding Rods and Galvanizing	100

*(Source: Cabarrus Economic Development, 2002)*

In recent years, Concord has experienced extraordinary growth in the tourism industry. Attractions such as the Lowe's Motor Speedway, UNC-Charlotte and the Concord Mills retail center, plus proximity to major transportation routes such as Interstates 77, 85 and 485, Concord Parkway (US Highway 29) and Warren C. Coleman Boulevard (US Highway 601), and NC Highway 49, bring tourists into the area for overnight stays and visits to local restaurants, entertainment venues, and retail centers. Even with the post-September 11<sup>th</sup> decline in visitor activity that hit the tourism industry, Cabarrus County lodging revenues in 2002 surpassed 2001

revenues. Figure 12 depicts the location of the City's major employers, including tourism attractions.

**Figure V-E-3  
Location of Major Employers Within City  
of Concord**



Source: City of Concord, 2002

### **3. Major Industries**

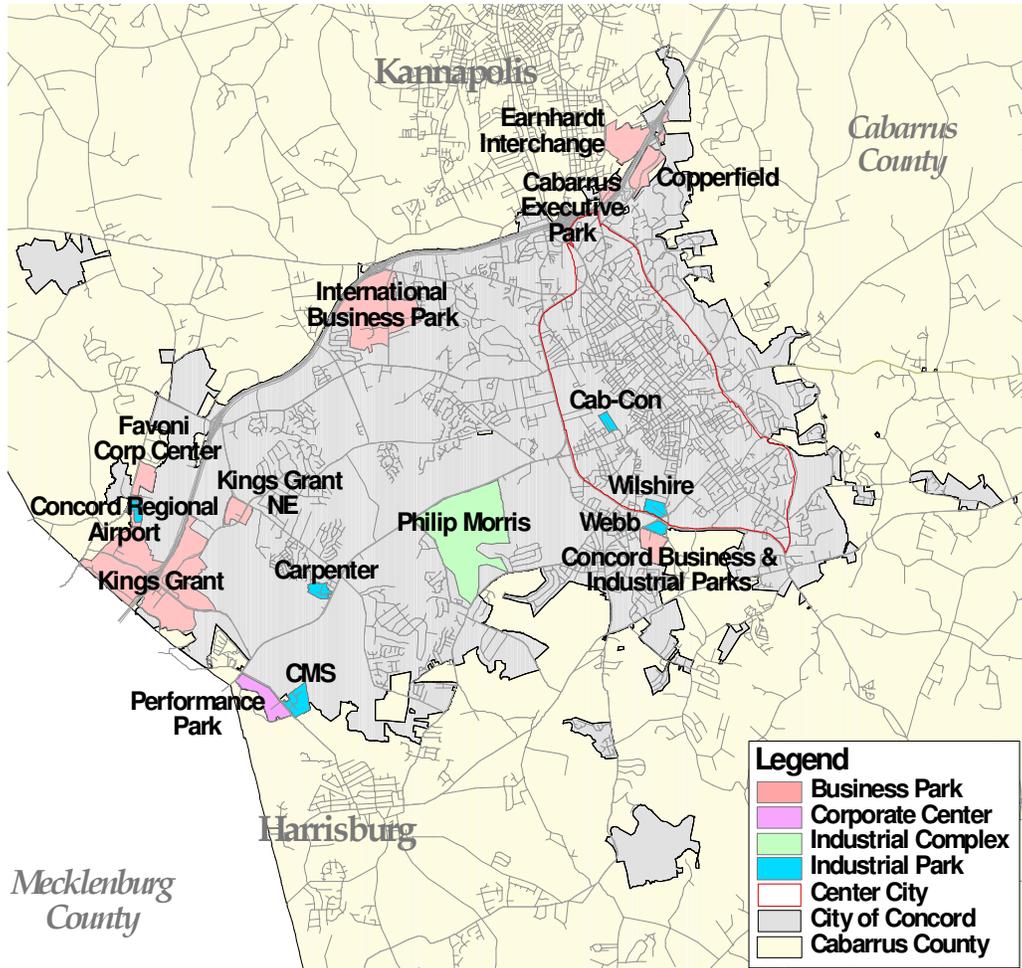
As the largest manufacturer of cigarettes in the United States, Philip Morris USA produces over a billion cigarettes a day for domestic and overseas markets at two manufacturing centers located in Richmond, Virginia, and Concord, North Carolina. The Cabarrus Manufacturing Center in Concord is located on 2,100 acres with 2.4 million square feet under one roof. The Center produced its first cigarette on January 3, 1983. Approximately 2,500 area employees work at the facility. The Center produces approximately 600 million cigarettes and ships about 3 million cartons of cigarettes each day. The facility processes an average of 1.1 million pounds of tobacco daily.

**CT Communications**, located on Copperfield Boulevard, provides integrated tele-communications services to residential and business customers located primarily in North and South Carolina. The company provides a comprehensive package of tele-communications services, including local and long distance telephone, Internet and data services, and digital wireless services. CT Communications began operations in 1897 as the Concord Telephone Company and continues to operate as an incumbent local exchange carrier (ILEC) in Cabarrus, Stanly, and Rowan Counties, North Carolina. Today, the company serves more than 120,000 access lines in their service area.

**SYSCO Food Services** is the largest marketer and distributor of foodservice products in North America, with a distribution network that extends throughout the United States and Canada. The company operates 146 distribution facilities, serving more than 415,000 customers including restaurants, hotels, schools, hospitals, retirement homes and other locations. SYSCO distributes a wide variety of fresh, frozen and specialty meats, seafood, poultry, fruits and vegetables, bakery products, canned and dry foods, paper and disposable products, sanitation items, dairy foods, beverages, kitchen and tabletop equipment, medical and surgical supplies and hotel operating supplies. SYSCO Food Services of Charlotte is located on Corporate Drive, within the International Business Park in Concord.

Many **industrial and business parks** within Concord, are located within close proximity of Interstate 85. Most notable of these parks is the International Business Park located on International Drive and just south of I-85 at the Davidson Highway (NC 73) exit. The International Business Park is in the early stages of development, with significant growth potential. A number of parks including the Earnhardt Interchange Park, the Cabarrus Executive Park, and the Copperfield Park are clustered around I-85 in the northwest area of the City. The large Kings Grant business development and the smaller Favoni Corporate Center are located within close proximity of both I-85 and the Concord Regional Airport. Smaller industrial parks are scattered throughout the City. Industrial and business park locations are provided in Figure V-E-4.

**Figure V-E-4  
Industrial and Business Park Locations**



Source: City of Concord, 2002

#### **4. Major Commercial and Office Developments**

The City of Concord benefits from two regional retail developments within its borders. Concord Mills is a super-regional retail and entertainment complex with 1.4 million square feet of retail space containing 225 stores, including manufacturer outlets, off-price retailers, category dominant stores, unique specialty stores, a food court, theme restaurants and a 24-screen movie theater. The facility is located directly off of Interstate 85 on Concord Mills Boulevard. Since it's opening in 1999, Concord Mills has been a catalyst for development along Concord Mills Boulevard and Speedway Boulevard near the I-85 interchange. The 578,000 square foot Carolina Mall has 45 shops, including major retailers such as Belks, Sears and JC Penney. Located in the Center City area, just off of I-85 on Concord Parkway North (US 29), the Carolina Mall has anchored this highly commercial area of the City since its opening in 1972.

One of the most significant and influential commercial entities within the City of Concord is the Lowe's Motor Speedway. Lowe's Motor Speedway is a world class NASCAR venue, with seating for 167,000, a 135,000 square foot facility housing corporate offices, ticket offices, a gift shop, leased office space, an exclusive dining and entertainment facility, and 52 condominiums for onsite living. The Speedway (formerly the Charlotte Motor Speedway) was originally designed and built in 1959, with major renovations in following years, particularly in the 1990's. In addition to the Speedway itself, the more than 2,000-acre Speedway property includes an industrial park, a 15,000 seat, state-of-the-art Dirt Track located across Highway 29 from the main Speedway facility, a landfill, and a natural wildlife habitat area. The Speedway hosts three NASCAR Winston Cup events, two NASCAR Busch Series races, a pair of Automobile Racing Club of America events, the NASCAR Craftman Truck Series, and a Goody's Dash Series race each year, plus many additional racing events and car shows. The Speedway has been used in several major motion pictures and is regularly leased to major corporations for use in commercials. The campgrounds surrounding the Speedway are also a significant source of income for the local economy.

While there are no major office parks at present, the Copperfield development is evolving into an office destination with the recent location of the new CT Communications corporate headquarters and construction of offices for the NorthEast Medical Center underway. While extensive speculative office construction has taken place nearby to the south in the University City area of Charlotte, there has been little to no speculative office construction within the City of Concord. The recent economic downturn has resulted in a glut of speculative office buildings in the University City area. However, local developers anticipate that upscale office development will naturally progress up the Interstate 85 corridor over time and that the Concord Mills area and Copperfield are ideally suited to accommodate office type development that will include campus style office complexes with Class A office space.

## **5. Economic Policies and Incentives**

Cabarrus Economic Development is the economic development agency for Cabarrus County and the cities located within the county. The mission of Cabarrus Economic Development is to responsibly recruit new business and support existing business in such a manner that:

- The tax base of Cabarrus County is expanded and diversified.
- The employment opportunities for the people of the County are expanded and diversified.
- A positive business environment is assured throughout the County and the region and is clearly demonstrated to new and expanding business.
- That existing business is supported and encouraged.
- That maintenance and expansion of community infrastructure is encouraged.
- The resources of Cabarrus County are made readily available to new and expanding business.

A nine-member Board of Directors oversees the operation of Cabarrus Economic Development. Members are volunteers from diverse backgrounds appointed to represent the broad interests of Cabarrus County. Two County Commissioners are selected by the Cabarrus County Commission, one is a representative of the Cabarrus Regional Chamber of Commerce, and six are members-at-large as recommended by the Cabarrus Economic Development Board and approved by the Board of County Commissioners.

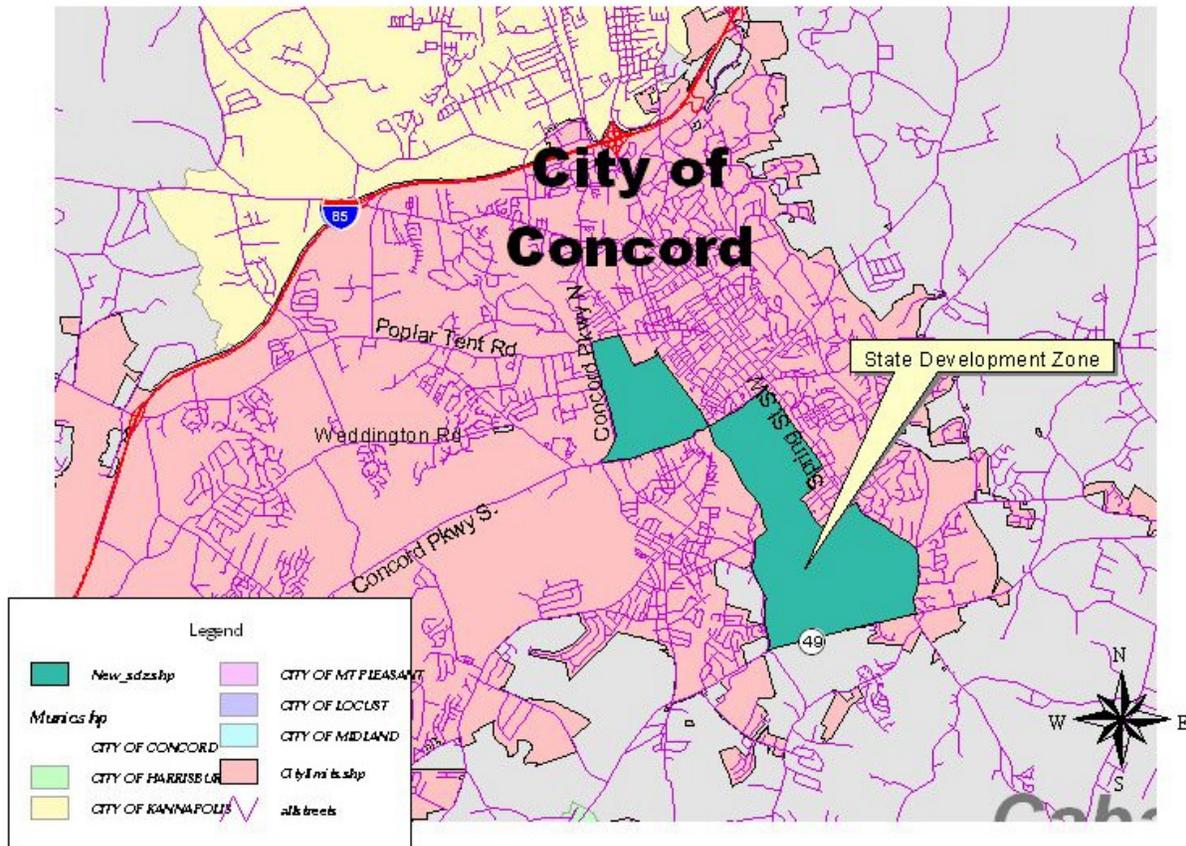
Through Cabarrus Economic Development, Cabarrus County and its largest municipalities (including Concord) offer a unique Industrial Grant Program for qualified new and expanding companies. The program provides a cash grant calculated on the tax-appraised value of the client's investment and the annual amount of property taxes paid to the County and the City. Each application is reviewed by the Economic Development Board and is finalized by contractual agreement with Cabarrus County and the appropriate municipality.

Low tax rates make Concord attractive to both new businesses and new residents. At a combined millage rate of 1.01 (.45 City and .56 County), property taxes in Concord are quite low when compared to municipalities of the same size or larger within the region. The tax rate in neighboring Kannapolis is slightly higher at 1.05, however municipal tax rates in nearby Mecklenburg County range from 1.04 in Pineville to 1.3 in Charlotte.

In addition, the North Carolina Department of Commerce has designated a State Development Zone, Figure V-E-5, within the City of Concord. Qualifying businesses located in the zone are eligible to receive tax credits for investment in expansion or new facilities. The intent of the State Development Zone Program is to stimulate investment and job creation to improve conditions in high poverty areas. Businesses qualify for participation in the State Development Zone Program if they are in one of six categories – warehousing, manufacturing/processing, air

courier service, distribution, data processing, and central administration office. Tax credits for qualifying businesses include: \$4,000 per qualified job created in addition to Enterprise Tier incentives; \$1,000 per employee for worker training; and 7% for machinery and equipment with no minimum cost.

**Figure V-E-5  
State Development Zone**



Source: City of Concord, 2002

## 6. Summary

The long-term economic outlook for Concord is closely tied to that of the Charlotte region. The Charlotte area has enjoyed significant growth over the past two decades. In spite of the recent economic downturn, economic growth in Charlotte and surrounding communities continues with measured success.

Concord's location along the I-85 corridor, recent commercial developments of regional significance, and a renewed interest in preserving and protecting the character and charm of the

community make it an attractive location for future industrial and commercial development. In addition, a recent study of retail trade in Downtown Concord concluded that the Concord market has latent demand for specialty retail categories that are well-suited for the downtown market. These factors make Concord a desirable and viable location for businesses and industries of all types and sizes.

Lockwood Greene Consulting completed a Competitive Assessment and Targeted Industry Study for Cabarrus County that was released in April of 2001. Although, the national economic climate has changed significantly since that time, several salient points can be taken from this study. Among the competitive strengths of the community are air transportation through CRA, being part of a widely recognized regional market, high quality of life, and a good inventory of prepared industrial and commercial sites. Weaknesses included road infrastructure, lack of a land use plan for the County, and lack of a strong vision, internal marketing and business community support for economic development. The Envision Cabarrus effort went a long way to address the community support issue.

The study also indicated that technology related businesses coupled with finance, insurance, and back office space uses would be prime targets for the community. Among the most important recommendations of the study were the development of speculative industrial space and the creation of office and R&D space in the community. These targets capitalize on the unique benefits that nearby UNCC and University City bring to the area.

It must be recognized that many of the manufacturing jobs lost in the past few years likely won't ever return in this era of the global economy. Ultimately, the key factors for economic growth in Concord will be the diversification of its industrial base and the cultivation of the office market that is poised to make its way into the community. To this end, the reservation of land for future industrial and office growth is a critical strategy for encouraging growth in these sectors. Additionally, exploring the reuse of older industrial properties inside the core of the community will also be critical to accommodating much needed professional office and mixed-use space close to the Downtown. The City will face increased competition from other cities throughout the region and country for quality jobs and business growth and therefore must strategically posture itself as an attractive marketplace.

## **CHAPTER V-F**

### **COMMUNITY FACILITIES AND PUBLIC INFRASTRUCTURE**

#### **1. Water and Wastewater**

The City of Concord is a regional provider of water and sewer services not only within the City limits, but also throughout a large portion of Cabarrus County. Concord operates two water plants and pulls raw water from three different lakes. Concord supplies water to Harrisburg and is the provider within the newly incorporated Town of Midland. Concord provides retail sanitary sewer service with the Water and Sewer Authority of Cabarrus County (WSACC) providing treatment.

Concord, Kannapolis, WSACC, Mt. Pleasant and Harrisburg provide water and wastewater services not only in Cabarrus County, but also portions of Rowan and Mecklenburg Counties. These entities serve a residential population of approximately 113,000 residents and a number of industries. Raw water for Concord, Kannapolis and Mr. Pleasant comes from seven surface and two groundwater sources throughout the County. Concord's water distribution system consists of approximately 540 miles of waterline that ranges from 1" to 30" in diameter. The wastewater collection system consists of 800 miles with Concord accounting for over 500 miles, with pipes ranging from 6" to 72" in diameter. Two wastewater treatment plants with a design capacity of more than 24 million gallons per day serve the County. Four water treatment plants with a design capacity of approximately forty million gallons per day.

While water and wastewater services are provided to individual properties within the City, developers who wish to obtain water and sewer service for new subdivisions are responsible for the cost of connecting to the system. New subdivisions that are located adjacent to public water and/or sewage systems are required to include plans for connection to the adjacent systems per Chapter 62 of the City of Concord Code of Ordinances. The developer of a new subdivision is responsible for extending water and sewer lines to and within the new subdivisions or other new development, in accordance with the requirements of the City for the construction of the system. The City will provide public water infrastructure within the corporate limits for fire protection and individual service connections to private property. However, extensions within private property are the responsibility of the owner or developer. The City will provide public sanitary sewer infrastructure within the corporate limits to allow individual service connections to private property within drainage basins. As with water, sanitary sewer extensions within private property are the responsibility of the owner or developer. Water and sewer service can be extended outside of the City in certain circumstances. This process is also being better defined with the establishment of water and sewer service area boundaries. These boundaries will provide prospective developers with information about water and sewer service providers within areas outside the corporate limits.

The WSACC recently completed a countywide *Water and Wastewater System Master Plan* in 2002, which the City adopted, with the primary goal of maximizing the use of existing facilities and resources. The Plan also provides the long-range planning needed to address and manage anticipated growth in the service area over the next 50 years. In addition to updating and

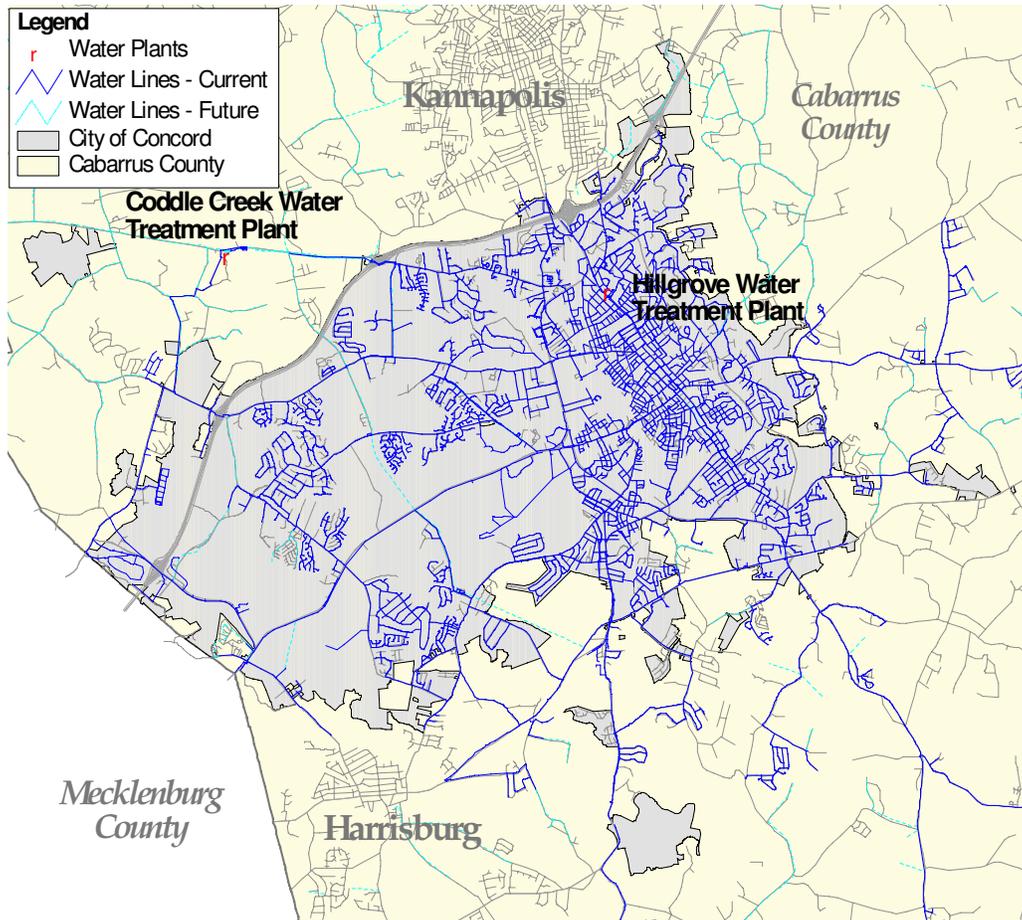
revising population and program recommendations included in the *1995 Master Plan Study*, the *2002 Master Plan* focuses on evaluation of the service area supply; the treatment, transmission, pumping, and storage needs for the water system; and the treatment, interceptor, and pumping needs of the wastewater system.

#### A. Water

The City of Concord regional water system is served by an extensive network of water lines that provide service not only within the corporate limits, but to other areas including, Harrisburg, and Midland. As illustrated in Figure V-F-1, water service is concentrated in the Center City area and extends to subdivisions, developments, and commercial and industrial clients to the east, west, north and south. The Hillgrove Water Treatment Plant is located within the Center City area as well, and the Coddle Creek Water Treatment Plant is sited northwest of the City off of NC Highway 73. The City currently has 26,400 customers which represents approximately 68,900 residents of the area.

Water supply has emerged as a growing concern in the City of Concord and surrounding area. Prolonged drought conditions, coupled with an explosion in residential construction in recent years, have severely taxed local water resources. These factors have prompted water conservation measures and made it necessary for Concord to look outside of its borders for alternative water source solutions. A recent agreement with Charlotte-Mecklenburg Utilities (CMU) helps ensure that the residents of Concord will continue to receive the water that they need to meet basic needs. The CMU agreement resulted in the construction of new waterlines, from which Concord and the communities that it supplies will receive up to 5 million gallons a day (MGD) on a temporary basis. Currently, Concord area lakes 50-year safe yield is 22.3 MGD. In *Phase 1* of the CMU project, a new 24-inch diameter water main was installed along Harris Road and Poplar Tent Road. In *Phase 2*, an upgrade was made to 24-inch diameter lines of the waterline to Highway 73. *Phase 3*, consisted of the extension of a waterline along Highway 73, which is 12-inches in diameter along part of its length and 24-inches for the section extending to the County line. Ultimately, it is projected that the long-term water supply solution will rely on water piped in from the Yadkin River or Catawba River basins. Efforts are underway to accomplish that task.

Figure V-F-1  
City of Concord, Water Distribution System



Source: City of Concord, 2002

In addition to these projects, improvements to the water system recently completed include:

- ❑ Renovation and upgrade of the Hillgrove Water Treatment Plant
- ❑ Upgrade facilities at the Coddle Creek Treatment Plant
- ❑ New 750,000 gallon elevated tank and pump station added along Highway 73 to improve water flow and pressure
- ❑ New waterline added along Highway 49 to improve water flow and pressure
- ❑ Purchase and installation of backup generator for emergency and peak usage at the Hillgrove Treatment Plant

Concord currently uses an average of 9 million gallons per day for its 26,400 customers. Once these planned improvements are completed, Concord could produce 24 million gallons of water per day when reservoirs are full, which would more than double the number of available. This additional production capacity will be necessary to meet future residential, commercial and industrial demand as Concord continues to grow.

Such expansions and renovations of the water system come with a steep price, however, which must ultimately be passed on to consumers. Revenue bonds have been issued to pay for the projects shown above, which can be paid off only through the sale of water and sewer services. To plan for the needed revenues, the City programmed a rate increase for water users as well as an increase in water connection and tap fees for new customers. Residential water customers inside the City limits realized a rate increase of 18% in 2002, while rates for customers outside of the City increased by more than 20%.

The revised *Water and Wastewater System Master Plan* projects water system demand in Concord on an average annual day to grow by more than 51% from 2000 to 2010. Concord water demand is predicted to grow by a staggering 228% from 2000 to 2050. In comparison, water demand for the entire system is projected to grow by 40% from 2000 to 2010 and 174% from 2000 to 2050. Table V-F-1 shows projected water demand to the year 2050.

**Table V-F-1  
Current and Projected Water System Demands (MGD)**

Planning Area	Planning Year									
	2000		2005		2010		2020		2050	
	AD	MD	AD	MD	AD	MD	AD	MD	AD	MD
Concord	10.7	17.1	13.9	23.7	16.2	27.6	21.4	35.8	35.1	57.8
Kannapolis	8.6	11.8	9.8	13.8	10.8	15.5	12.9	18.9	17.6	26.4
Mt. Pleasant	0.3	0.5	0.3	0.5	0.4	0.7	0.5	0.9	1.1	1.9
<b>Total</b>	<b>19.6</b>	<b>29.4</b>	<b>24</b>	<b>38</b>	<b>27.4</b>	<b>43.8</b>	<b>34.9</b>	<b>55.6</b>	<b>53.8</b>	<b>86.1</b>

*Note: AD=Average Annual Day, MD= Maximum Annual Day  
(Source: 2002 WSACC Water and Wastewater System Master Plan)*

The *Water and Wastewater System Master Plan* provides projections of water supply that are determined using the 50-year safe yields. The North Carolina Department of Environment, Health, and Natural Resources (NCDEHNR) provides guidelines for the determination of the safe yield of a water supply system. Water is supplied to the Concord service area by Lake Howell with a 50-year safe yield of 16.2 MGD, Lake Fisher with a 50-year safe yield of 4.9

MGD, and Lake Concord with a 50-year safe yield of 1.15 MGD. Water is treated by 2 plants in the Concord service area, the Coddle Creek Treatment Plant at 12 MGD and the Hillgrove Treatment Plan at 12 MGD.

Water system deficits based on existing treatment plant capacities and planned improvements through 2003 are provided in Table V-F-2. Although the Concord service area is expected to have an adequate water supply until 2005, a deficit of 0.6 MGD is projected by 2010, rising to 8.8 MGD in 2020, and to 30.8 MGD by 2050.

**Table V-F-2  
Water Supply Deficit (MGD)**

Planning Area	Safe Yield	Planning Year				
		2000	2005	2010	2020	2050
Concord	27.00	0.0	0.0	(0.6)	(8.8)	(30.8)
Kannapolis	15.00	0.0	0.0	(0.5)	(3.9)	(11.4)
Mt. Pleasant	0.09	(0.2)	0.0	0.0	0.0	(1.0)
<b>Total</b>	<b>42.70</b>	<b>0.0</b>	<b>0.0</b>	<b>(1.1)</b>	<b>(12.7)</b>	<b>(43.2)</b>

*(Source: 2002 WSACC Water and Wastewater System Master Plan)*

The 2002 System Master Plan outlines recommendations that will alleviate predicted water supply shortages. Included in the recommendations are additional connections to Charlotte-Mecklenburg Utilities, pipeline extensions, and facility improvements as well as pipeline extensions to the Yadkin River (connection work is currently in progress). Projected costs (in 2001 dollars) for required system capital improvements to meet projected service area demand approach \$30.5 million by 2020 and reach \$186 million by 2050.

**B. Wastewater**

The City of Concord's Wastewater Resources Department operates and maintains the City's wastewater collection system, which serves approximately 23,000 customers representing 60,030 residents of the area. The City's collection system consists of more than 500 miles of sewer pipelines, approximately 9,500 manholes, and 29 wastewater pump stations. As illustrated in Figure V-F-2, sewer service in the City is extensive. Service is concentrated in the Center City area, and extends outward to subdivisions, developments, and commercial and industrial clients to the east and west. Service and maintenance of the system is provided by nine crews tasked with emergency call response, regular and emergency maintenance on lines and equipment, installation of new connections and lines, inspection of new lines and connections, and upgrade and maintenance of older sewer lines. An inspection crew utilizes closed-circuit TV cameras to videotape sewer lines to locate defects and obstructions. The City's right-of-way maintenance crew uses a Global Positioning System (GPS) to collect data on the location of the various components of the City's system, provide maintenance of wastewater collection system rights-of-way, and perform semi-annual system inspections.

The re-payment of revenue bonds issued to finance the sewer line projects and other system upgrades prompted a programmed rate increase for sewer service for current residents as well as an increase in sewer connection fees for new customers. Residential sewer customers both inside and outside of the City limits experienced a \$.10 per 1,000 gallons increase in sewer service rates in 2002.

Wastewater treatment for Concord is provided by the Rocky River Regional Wastewater Treatment Plant – a two-stage, 24 million gallon per day, biological wastewater treatment facility owned and operated by the WSACC. The Plant also serves the City of Kannapolis, the Towns of Harrisburg and Mount Pleasant, Cabarrus County, and portions of Mecklenburg County under a separate agreement with the City of Charlotte. Current average daily flow at the Plant surpasses 16 MGD. Major trunk sewers run north to south along the Rocky River, Irish Buffalo Creek and Cold Water Creek. The Irish Buffalo Creek interceptor carries the majority of the existing average daily flow to the Rocky River Treatment Plant. WSACC also owns and maintains 67 miles of interceptor sewer lines and four wastewater pump stations that provide services for the representing jurisdictions.

Calculations from the 2002 Master Plan indicate that peak flows will increase substantially in the future (Table V-F-3). An increase in peak month wastewater flow of 43% is projected from 2000 to 2010. By 2050, there will be an increase of 225% in peak month flow above the 2000 rate.

**Table V-F-3  
Projected Wastewater Flows at the Rocky River Regional Water Treatment Plant**

<i>Year</i>	<i>Total Population Served</i>	<i>Cumulative Growth Population</i>	<i>Developed Acres</i>	<i>Peak Hour (MGD)</i>	<i>Peak Month (MGD)</i>
2000	113,417	0	28,354	80.9	20.3
2005	163,813	50,396	40,953	100.0	26.0
2010	205,403	91,986	51,351	115.5	30.6
2020	286,477	173,060	71,619	144.8	39.6
2050	525,130	411,713	131,283	226.8	66.0

*(Source: 2002 WSACC Water and Wastewater System Master Plan)*

There are 54 miles of wastewater lines in Concord – more than 80% of the total wastewater pipe in the WSACC system. Most of the pipe in Concord is 24 inches or less in diameter, with less than 10% at 30 inches or more in diameter. The largest pipe in the Concord system is 48 inches.

In determining future service needs, collection system performance was simulated for years 2000, 2020 and 2050. Pipe performance was based on the utilization of existing pipe capacity. Greater than 100% utilization of pipe capacity under projected wastewater flow is described as surcharge. As shown in Table V-F-4, nearly 19% of system pipes were operating at overload in 2000. By 2010, more than 30% of wastewater pipes are projected to reach overload and by 2050, more than half of the pipes in the system are expected to be overloaded. WSACC construction plans for paralleling Cold Water Creek and Coddle Creek and the new Lower Rocky River Pump Station are expected to relieve the majority of the overload identified in capacity deficient interceptors for 2000. For future planning years, relief sewer improvements to

existing facilities to convey additional wastewater flow resulting from growth of the service area is recommended if existing pipe is surcharged under a peak wastewater design flow.

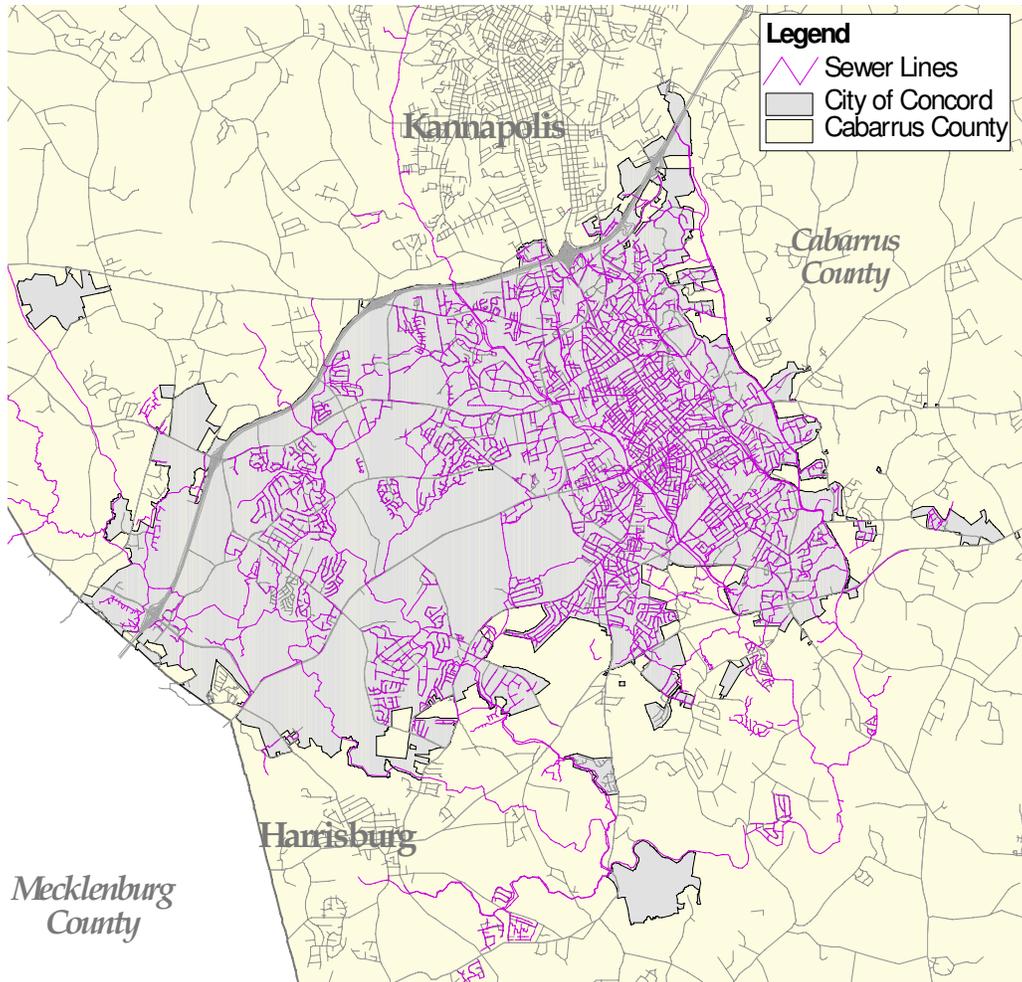
**Table V-F-4  
Pipe Surge and Overloading Summary**

<b>Year</b>	<b>Sewer Pipes Modeled</b>	<b>Length (feet)</b>	<b>Number of Pipes Overloaded</b>	<b>Overloaded Pipe Length (feet)</b>	<b>Percent Overloaded (%)</b>
2000	3,269	1,131,479	618	205,405	18.9%
2005	3,674	1,323,562	901	353,600	24.5%
2010	3,748	1,371,833	1,128	432,244	30.1%
2020	3,780	1,411,499	1,467	551,994	38.8%
2050	3,788	1,422,513	1,912	741,870	50.5%

*(Source: 2002 WSACC Water and Wastewater System Master Plan NOTE: This information is for all of the modeled sewer lines in Cabarrus County, 12-inch or greater in size.)*

Recommendations to alleviate predicted wastewater surcharges are provided in the Plan and include: improvements to existing pipes and facilities; extension of sewer lines; and upgrades to existing pump stations and force mains. Projected capital costs for needed system improvements to meet projected demand exceed \$127 million for relief sewer, approach nearly \$63 million for trunk extensions, surpass \$99,000 for parallel interceptor interconnects, and cost nearly \$19 million for new and upgraded pump stations. In addition, based on the 2002 WASACC Water and Wastewater System Master Plan, the Rocky River Regional Wastewater Treatment Plant is projected to require expansion over its current capacity of 24 MGD. *Phase I* of planned improvements includes an expansion to 34 MGD for completion in the 2008 to 2010 time frame at a cost of \$41 million. *Phase II*, an expansion to 46 MGD, is projected to be completed in 2016 at a cost of \$82.5 million. *Phase III*, an expansion of the facility to 59 MGD, is projected to be completed in 2031 at a cost of \$90 million.

Figure V-F-2  
City of Concord Wastewater Treatment System



Source: City of Concord, 2002

## **2. Solid Waste and Recycling**

The City of Concord utilizes a contract with Browning Ferris Industries (BFI) for collection of household waste and recyclables. The BFI landfill receives all garbage from Concord and Cabarrus County. The Environmental Services Division of the City's Infrastructure Department provides collection for appliances, bulk metal items, such as old bicycles and swing sets, yard wastes, used tires, and building materials. A 95-gallon roll-out cart and a recycling container are provided at no charge to Concord residents. These containers remain City property and garbage and recycling collection is provided once per week. The City of Concord strongly encourages its residents to recycle newsprint (newspaper), glass food and beverage containers, steel, tin or aluminum foil and beverage containers, and plastic food and beverage containers. The Cabarrus County landfill is located to the east of Concord on Irish Potato Road. The landfill accepts yard waste and building materials and has a convenience center for recyclables. Yard waste is also converted into mulch and made available to residents. White goods are accepted at the Household Hazardous Waste Site that also accepts recyclables. The privately owned C&D landfill located on Highway 49 in Harrisburg will provide recycling opportunities for building materials as well as yard waste.

## **3. Utilities**

### **A. Electric**

Concord Electric supplies electricity to the majority of residential, commercial and industrial consumers throughout the City of Concord. Concord Electric has been publicly-owned and operated by the City of Concord since 1904 with more than 25,000 customers. Concord Electric provides service to customers both inside and outside of the corporate City limits, while Duke Power Company, headquartered in Charlotte, and Union Power Cooperative, based in Monroe, also provide electricity in areas surrounding the City. When new areas are annexed into the City, residents are not required to change electric providers. As a result, both Duke Power and Union Power now have a significant number of customers within the City of Concord.

### **B. Natural Gas**

PSNC Energy, a division of the SCANA Corporation, is the natural gas provider for all of Cabarrus County.

### **C. Telecommunications**

Telecommunication services to Concord are provided by CT Communications, which began operations in 1897 as The Concord Telephone Company. CTC has over 120,000 access lines in the territory, which covers Cabarrus, Stanly, and Rowan Counties. CTC provides local, long distance, wireless, internet, and business telecommunication services to residents and businesses in Concord.

## **4. Government Facilities**

### **A. Municipal Government**

In keeping with the Center City area's history as the focal point of business and service activity in Concord and the surrounding region, most government facilities for the City of Concord and Cabarrus County remain concentrated in this area. The offices of the City of Concord Municipal Building, City of Concord Annex and City of Concord Code Enforcement Division are located on Union Street in the heart of Center City. The City Parks and Recreation Department is located nearby on Academy Avenue and the Police Department is on Market Street. The Fire and Life Safety Department is located on Warren C. Coleman Boulevard. The City's Electric Systems, Fleet Services, Transportation, Warehouse, Engineering, Environmental Services, Building and Grounds, Water Resources and Wastewater Departments are all located in the Alfred M. Brown Operations Center on Warren C. Coleman Boulevard, just outside the southwestern border of the Center City area.

### **B. County Government**

The Cabarrus County Governmental Center, located in the heart of Center City on Church Street, houses a host of County services including, among other services, the County Manager, Commerce Department (Community and Economic Development and Planning Divisions), Tax Administration and Information Technology Department. The Cabarrus County Courthouse is also located in the downtown on Union Street. The Cabarrus County Board of Elections and the Cabarrus County Sheriff Headquarters are both on Corban Avenue, and are also in the Center City. The Cabarrus County Department of Aging is also on Corban Avenue but is located just outside of the Center City area. The Cabarrus County Recreation Department and Cabarrus Economic Development are located on Concord Lake Drive, in the northeast portion of the City and north of I-85.

### **C. State Government**

Several North Carolina state government facilities are located within Concord. The North Carolina State Patrol (a division of the NC Department of Crime Control and Public Safety) has a patrol office on SR 1008, near the northern border of the City and just north of I-85. The Stonewall Jackson Training School, located on Old Charlotte Road near its intersection with NC Highway 49, is a Youth Development Center operated by the North Carolina Department of Juvenile Justice and Delinquency Prevention. The Stonewall Jackson Training School was built in 1909 and is North Carolina's first Youth Development Center. The Training School is sited on an 800-acre tract, with 60 acres enclosed by fence. The campus includes 60 buildings of which 23 are currently in use. The Stonewall Jackson Training School provides custody and treatment to adjudicated males ranging in age from 10 to 18 with an emphasis on helping youth prepare for the transition back into their community.

**D. Federal**

The Federal Government has four Post Office facilities in Concord, including the main office in downtown on McCachern Boulevard. The Small Business Administration and the U.S. Department of Agriculture also have offices in Concord.

## **5. Public Safety**

### **A. Fire and Life Safety**

The Concord Fire & Life Safety Department responds to all types of fire and life threatening emergencies in Concord. The Department consists of 132 paid and certified personnel and provides an extensive array of community service and customer relation programs. Divisions of the Fire and Life Safety Department include Administration, Emergency Management, Life Safety Education, Personnel Development (training), Fire Prevention and Operations. The Operations Division provides an array of fire and life safety services, including response to: fire emergencies, specialized rescues, hazardous materials incidents, medical emergencies, vehicle lock-outs and citizen assistance calls. In 2000, the Operations Division responded to 7,000 calls for service.

There are 8 fire stations located throughout the City. As shown in Figure V-F-3, most of the fire stations are located within the more populated eastern half of the City, with western Concord served by a combination fire/EMS station on Pitts School Road and fire stations on Aviation Boulevard, International Drive, Poplar Tent Road and Old Charlotte Road. The stations on International Drive, Warren C. Coleman Boulevard and Old Charlotte Road share facilities with the Concord Police Department.

### **B. Law Enforcement**

Local crime rates indicate that Concord is comparable to other North Carolina cities of similar size. The largest number of calls to local law enforcement is for disorder issues, such as noise and for traffic concerns. The Concord Police Department answered 80,637 calls in 2002. Department personnel include 128 sworn employees and 18 civilian positions.

The Concord Police Department operates under a Community Policing philosophy with the City broken down into four districts as well as operating a Traffic Safety Unit; Special Victims Unit; Vice and Narcotics Unit; K-9 Unit; Dive Team; and Bicycle Unit. The Department also provides Parking Enforcement, Internal Training, Patrol, Criminal Investigations, and Resource and DARE Officers in area high schools and middle schools. The Department also recently launched a Citizen's Police Academy that was well-received by the participants.

The Department has one main headquarters, four substations and several auxiliary facilities located throughout the City. The Concord Police Department Headquarters is located within the Center City area on Market Street. There are police substations at both the Concord Mills Mall and the Carolina Mall, and co-locations with the Fire and Life Safety Department on International Drive and Old Charlotte Road. In addition, the Police Department has a DARE office and training center in the Glenn Center on Marsh Avenue, a substation and a Housing Officer located in the Logan Resource Center on Lincoln Street, and the Vice and Narcotics Division is housed in the Fire Station facility on US Highway 601. Figure 14 details police station locations. As with fire, the police station presence is heaviest in the more populated eastern half of the City, with western Concord served by stations at the Concord Mills Mall, International Drive, and Old Charlotte Road. The headquarters for the Cabarrus County Sheriff is also located in Corban Avenue in the Center City area.

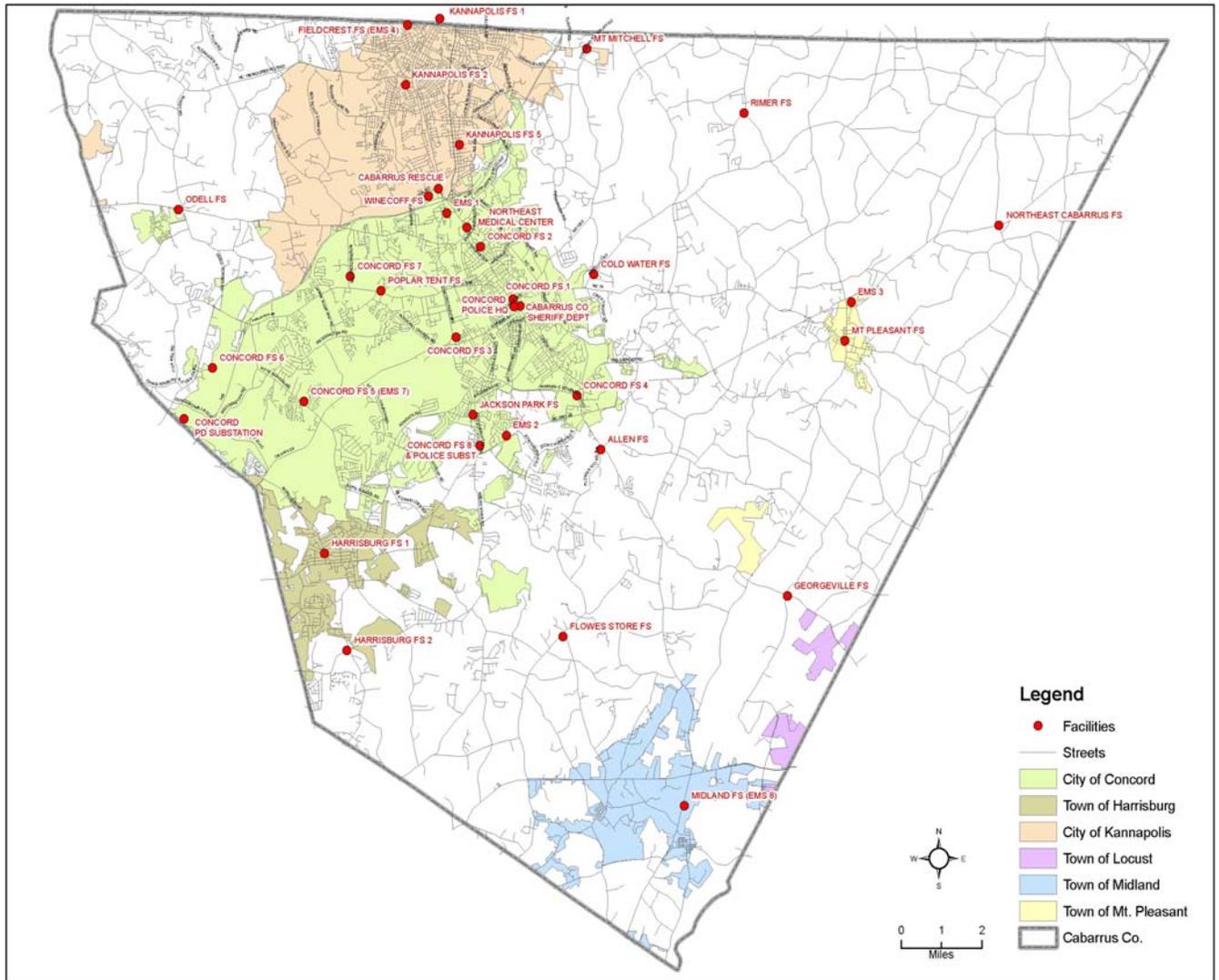
### C. Emergency Medical Services

Cabarrus County Emergency Medical Service (EMS) provides paramedic-level care to the citizens of Cabarrus County and responds to an average annual call volume of 12,000 calls. Non-emergency calls are contracted to a convalescent service. The County EMS employs 56 full-time paramedics and 33 part-time employees (EMT thru EMT-P). Currently, Cabarrus EMS operates 8 twenty-four hour ambulances and 1 supervisor in a quick response vehicle. The Service boasts one of the best response times in the State with an average response of only 6 minutes. Cabarrus County EMS remains on the cutting edge of technology with state-of-the-art equipment such as 12 Lead EKG, pulse oximetry, and advanced units. The EMS operates under an aggressive set of patient care protocols sponsored by the NorthEast Medical Center.

Cabarrus County EMS fields several specialized teams. The *Special Tactical Operations Response Medics* (STORM) Team is made up of 16 highly trained paramedics with a variety of experience and specialties. The Team's primary response mission includes disaster response, tactical medical support, mass casualty incident management, and spectator event coverage. The STORM Team also provides regional and local disaster response available through mutual aid or FEMA request. The *Bicycle Response Team* covers spectator events and community gatherings, and consists of 6 mountain bikes equipped with Basic Life Support (BLS) and Advanced Life Support (ALS) equipment. The Bike Teams allow more efficient response in crowded areas and quicker provision of advanced care. The *Track Crew* provides primary paramedic coverage for events at Lowe's Motor Speedway. On average, Cabarrus EMS fields 7 two-man response teams with full paramedic equipment, in addition to the track crews (5 medics), for speedway coverage. Six Cabarrus EMS paramedics are assigned to *Tactical Police Teams* (SRT/SWAT) in the surrounding areas. The paramedics function as members of the tactical team and provide early advanced care/support to the team members, civilians, and suspects. Each tactical paramedic receives training from the Counter Terrorism Operations Medical Support (CONTOMS) or the Tactical Emergency Medicine Course (TEMS) program. Paramedics are assigned to the Cabarrus County Sheriffs Department, the City of Concord Police, the City of Kannapolis Police, and the Stanly County Sheriffs Department. Cabarrus EMS also has 7 paramedics assigned to the local *Hazardous Materials Team* and *Special Hazards Response Team*. Members have the responsibility of responding to hazmat, terrorist, and explosive events.

There are 3 EMS stations located within the City of Concord. As shown in Figure 14, these stations are located in the northeast area of Concord on Willowbrook Drive near the I-85 interchange, in southern Concord on NC Highway 49, and at the combined fire/EMS station on Pitts School Road in the western portion of the City. The NorthEast Medical Center is located at the northern end of the Center City area on Church Street.

Figure V-F-3  
 City of Concord Fire Station and Emergency Response Locations



## 6. Health Care and Medical Facilities

Concord residents benefit from excellent health care facilities within the City and the surrounding region. In 2000, there were 274 (Table V-F-5) physicians in Cabarrus County, with most of these practicing in Concord within close proximity of the NorthEast Medical Center.

**Table V-F-5  
Cabarrus County Healthcare Professionals, 2000**

<b>Healthcare Profession</b>	<b>Number</b>
Number of Physicians	274
Population/Physician Ratio	478:1
Population/RN Ratio	106:1
Population/LPN Ratio	720:1
Population/Dentist Ratio	3,855:1

*(Source: NC Department of Commerce).*

The NorthEast Medical Center is a regional, private, non-profit medical center with a reputation for excellence. NorthEast Medical Center is designated a Magnet Hospital for the region. Located in the Center City area of Concord off of the Concord Parkway (US 29/601), the hospital is rated as the best facility in the Charlotte region for cardiac surgery, interventional procedures and vascular care. The Center is affiliated with the Duke University School of Medicine and Johns Hopkins University. With its College of Allied Health Services, Family Medicine, Residency Program, and medical research activities, NorthEast Medical Center is one of only two true medical centers in the Charlotte region.

Created in 1937 as a hospital for textile workers, the Center has grown to a 457-bed facility with more than 3,000 employees. The staff, including 275 physicians, performs more than 14,000 surgeries, delivers 2,400 infants, and treats more than 80,000 emergency room visits a year. The service area for the NorthEast Medical Center includes Cabarrus County and extends into Rowan, Stanly, northern Mecklenburg and southwestern Iredell Counties.

Services provided by the Center include trauma and emergency care, comprehensive cardiology services (including open-heart surgery) in the Cannon Heart Center, cancer treatment at the Batte Cancer Center (the only accredited community cancer center in the north Charlotte region), pediatric intensive care services in the Hayes Family Center, and a surgery center rated as a “Best Practice Site” by two national healthcare organizations.

The NorthEast Medical Center is located primarily on its 60-acre Concord campus, with a total of 1.4 million square feet of building space available both on and off campus. Expansion projects under construction and slated for completion in 2003 include an Outpatient Surgery Center, an Outpatient Imaging Center, and a Clinical Laboratory.

Concord residents also have access to health care services through the Cabarrus Health Alliance. The Cabarrus Health Alliance, formerly the Cabarrus County Health Department, is a public health authority created by the Cabarrus County Board of Commissioners in 1997. The Alliance is governed by a seven-member board, with representation from the Cabarrus County Board of Commissioners, the Cabarrus County Medical Society, the Cabarrus Physicians' Organization,

the Cabarrus County Board of Health, the NorthEast Medical Center Board of Trustees, and two citizens-at-large. The mission of the Alliance program is to promote and maintain health, assess for illness and provide treatment or referral for illnesses. Specific services and programs include: Cardiovascular health; clinical services; communicable diseases; day care monitoring and training; environmental health; family care coordination; health promotion; the Health Cabarrus initiative; home health care; school nurse program; dental clinics; and the Women, Infants and Children (WIC) program.

Although the Alliance's main facility is located in Kannapolis, the Logan Community Family Resource Center serves as a satellite clinic providing public health services, prenatal care, family planning, TB skin testing, child health, STD, WIC, lab services and childhood immunizations. All ages are served in a family practice setting.

In addition to facility-based health care, area residents have access to Cabarrus County Home Health. As an outreach service of the Cabarrus Health Alliance, the Home Health program provides skilled nursing care, physical therapy, speech therapy, occupational therapy, medical social services, nursing assistant care, and nutritional counseling in the home setting to serve the homebound patient. Home Health services can prevent or delay nursing home placement, as well as offer a more affordable and cost-effective alternative to hospitalization. These services are also effective in teaching and supporting residents with chronic illness to care for themselves.

Additional community health services are provided through the Alliance's School Nurse program. Cabarrus County is the only county in the State to have employed a public-private partnership to achieve a comprehensive school nurse program and the assignment of a registered nurse for every school in the County. Under the partnership, the school nurses are employed by the CHA and have access to the extensive resources of the NorthEast Medical Center.

## **7. Parks and Recreation**

*"Recreation is not an amenity to be afforded only by the affluent, but is a basic necessity that benefits individuals, their community, the environment and economy. Recreation must not be viewed as an optional expense, but as a necessary investment in the future viability of Cabarrus County."* Livable Community Blueprint, 2002

The provision of quality recreational activities and facilities is vital to the well-being of a community. Recreational issues have emerged to the forefront in recent years as communities, non-profits, the private sector, and individuals recognize the growing importance of recreational opportunity to overall quality of life and community sustainability. Although Americans spend most of their waking hours at work, they value their leisure time and have very specific preferences on how to spend it.

A survey conducted in 2000 in conjunction with the Cabarrus County Livable Community Blueprint initiative revealed that Cabarrus County citizens rank jogging/walking trails as the most important type of recreational facility needed in the County, with biking trails a close second. Picnic areas, playgrounds, and ball and soccer fields were also top priorities. Additionally, participants from Concord indicated a need for bicycle lanes along routes to

primary destinations such as schools, churches, restaurants, and shopping. When asked to rank the types of parks that should be developed, County residents listed neighborhood parks as the most important, followed by community parks (25 to 70-acre parks with a range of facilities and activities) and civic parks (passive parks that focus on an unusual land feature such as a river). More than 80% of residents surveyed indicated that they would use a park or recreation facility more frequently if it were closer to their home or work. Ninety percent (90%) responded that they and their children would walk or bike to a park or recreation facility if a safe route were provided. Forty-five percent (45%) were willing to walk or bike two miles to a park or recreation facility. However, 47% were willing to walk or bike only one mile or less for recreation. A summary of the survey is include in Table V-F-6

**Table V-F-6**  
**Cabarrus County 2000 Recreation Survey Findings**

- Residents are concerned about rapid rate of growth in the County and feel that land acquisition for parkland is critical.
- Residents are very interested in visiting passive parks and participating in nature-based activities.
- Access to safe bicycle and pedestrian transportation routes are a high priority for residents.
- There are currently few safe routes for bicyclists and pedestrians on which to travel to schools, parks or work.
- Residents would like increased opportunities for cultural arts including special events, concerts and festivals.
- Residents feel that the community should provide access to recreation programs and parks.
- A majority of residents would support a property tax increase to fund public recreation.

(Source: *Livable Community Blueprint for Cabarrus County, 2002*)

Recognizing the importance of providing access to quality parks and recreation facilities to all citizens of Cabarrus County, a coalition composed of Cabarrus County, the Cities of Concord and Kannapolis, the Cabarrus County School District, the Cabarrus County Health Alliance, and the Cabarrus Rowan Metropolitan Planning Organization joined together to develop a 20-year, multi-jurisdictional parks and recreation plan for Cabarrus County. The plan ultimately became known as the *Livable Community Blueprint for Cabarrus County* and was prepared as a guide to assist Cabarrus County and its municipalities in developing parks and recreation facilities and to identify bicycle and pedestrian routes on which they will focus over the next decade. The *Blueprint* includes an inventory of all parks, schools and facilities in the county and municipalities as well as a prioritized action plan and a statement of capital improvement costs.

For the purpose of the plan, park models were developed to reflect the unique characteristics of Cabarrus County. These park models include four parks in the “close-to-home” category, two regional parks and one special purpose facility. Appendix F summarizes park area geographic and size requirements.

**A. Recreation Facilities**

Concord has nearly 139 acres of parks and recreation facilities within its borders, with an additional 261 acres just outside of the City. Additional playgrounds and ball fields are located at public schools throughout the City. The City of Concord’s Parks and Recreation Department is a well-established agency that has expanded over the years to meet the needs of the growing population. Because of its longevity, coupled with recent construction and renovation projects, the City has more existing public park acreage than the remainder of Cabarrus County. Consequently, City parks draw many participants from outside the City limits. Most of Concord’s parks are concentrated in the traditional downtown neighborhoods, with two large parks located just outside of the City and within close proximity. Figure V-F-4 shows the park locations throughout the City.

The Concord Parks and Recreation Department also operates three recreation centers that provide a variety of opportunities to Concord residents. The centers are equipped with game rooms offering billiards, foosball, bumper pool, air hockey, shuffleboard and table tennis. All of the centers have weight rooms available for men and women that are equipped with machines, free weights and cardiovascular equipment. The recreation centers offer a variety of special programs for all ages, from preschool to older adults. Activities include free play in the gymnasiums (includes basketball and volleyball) and meeting rooms for rental. Table V-F-7 the size activities available within each public park in Concord.

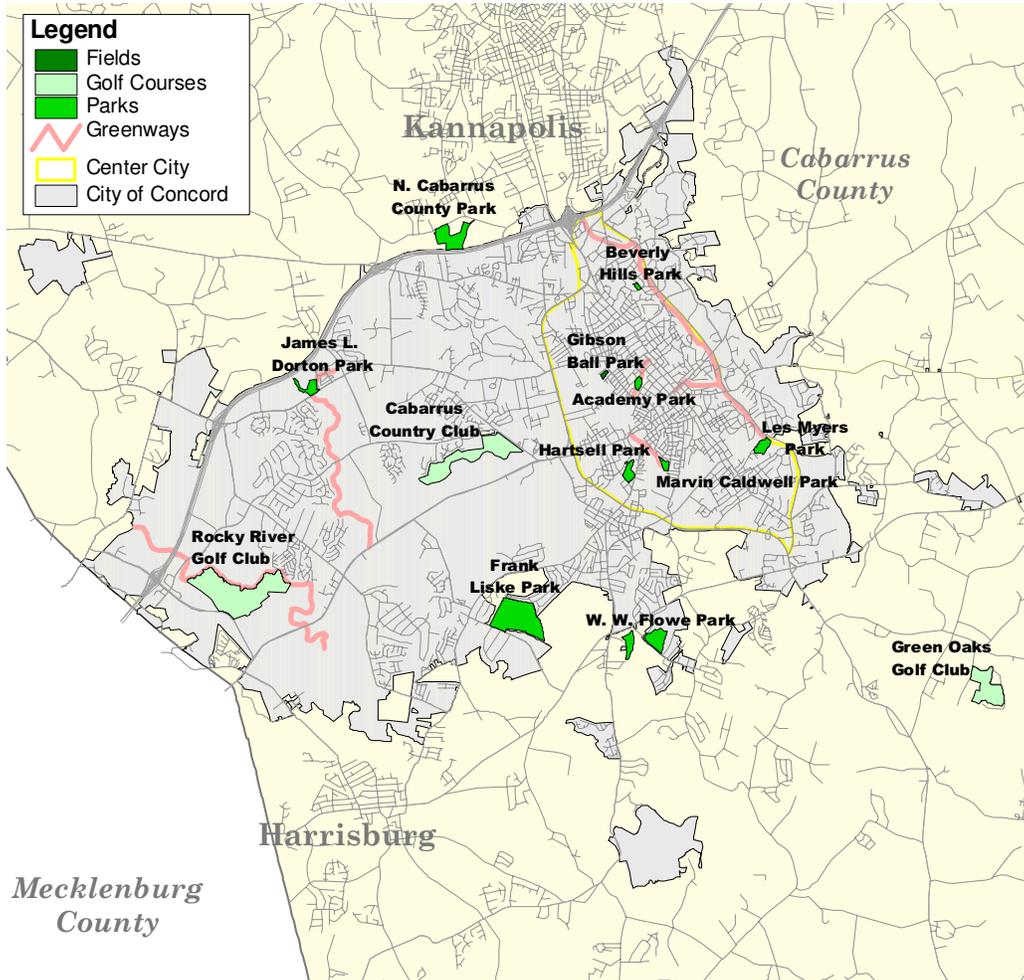
**Table V-F-7  
Existing Public Parks and Facilities within Concord**

<i>Park/Facility Type</i>	<i>Size (Acres)</i>	<i>Activities Available</i>
<b><i>Mini Parks (.25 to 3 Acres)</i></b>		
Academy Park	4.0	Basketball Court
Beverly Hills Park	3.5	Tennis courts, picnic shelter, playground
<b><i>Neighborhood Parks (3 to 25 Acres)</i></b>		
Hartsell Park	21.0	Picnic shelter, playground, volleyball court, skating pad
James L. Dorton Park	23.0	Tennis courts, playground, soccer fields, Frisbee golf, walking trails, picnic shelters, restrooms & concession stand
<b><i>Community Parks (25 to 70 Acres)</i></b>		
Les Myers Park	22.0	Picnic shelters, community building w/kitchen, softball field, basketball & tennis courts, playgrounds, amphitheater, horseshoe pit & skating pad
Marvin Caldwell Park	22.0	Picnic shelters, service building w/kitchen, basketball & tennis courts, playground, baseball & softball fields
WW Flowe Park, Ph I (County facility just outside)	44.0	Four-field baseball/softball complex, concessions, restrooms, playground, picnic shelters, walking trails

City)		
<b>District Park (100 to 300 Acres)</b>		
Frank Liske (County facility just outside City)	217.0	Fishing lake, paddleboats, miniature golf, playgrounds, horseshoes, volleyball & tennis courts, nature & fitness trails, meeting facility, picnic shelters, 11-field soccer complex
<b>Special Purpose Parks &amp; Facilities (Specialized or Single Purpose Recreation Activities)</b>		
Academy Recreation Center	3.0	16,000 sq. ft. building with full gym, weight room, meeting room, arts & crafts room
Cabarrus Senior Center (County)	25.0	Community center with a multi-use trail
Gibson Ball Park	4.0	Ball field
Hartsell Recreation Center	-	12,000 sq ft building with full gym and weight room
J.F. McInnis Aquatic Center	0.25	Outdoor pool (open June-August)
Logan Recreation Center	4.0	16,000 sq ft building with full gym, weight room, meeting rooms, 2 lounge & TV rooms, arts & crafts room
McAllister Field	3.5	Ball field
Webb Field (School District)	5.0	Ball/soccer/football field
<b>Total Developed Park Acreage</b>	<b>400.8</b>	
<b>Total Undeveloped Park Land</b>	25.0	WW Flowe Park (County facility just outside City)

(Source: *Livable Community Blueprint for Cabarrus County, February 2002.*)

Figure V-F-4  
 City of Concord Park Facilities



Source: City of Concord, 2002

The *Livable Community Blueprint, 2002* provides the following parks and recreation recommendations specifically for the City of Concord:

### **Park and Recreation Planning Guidelines for City of Concord**

- ❑ Focus on the acquisition of land to ensure that recreation parks and facilities serve all areas of the City of Concord
- ❑ Anticipate growth patterns to acquire land prior to escalating land prices.
- ❑ Develop mini parks, neighborhood parks and civic parks recommended in this plan.
- ❑ Develop passive parks including opportunities for trails, picnicking, camping and nature study. Acquire land that has an environmental quality that lends itself to preservation and nature-based activities.
- ❑ Preserve environmentally sensitive areas such as the Rocky River Corridor.
- ❑ Continue efforts to improve and expand existing parks and facilities.
- ❑ Work with the County in the development of Community Parks in the City of Concord.
- ❑ Designate the routes identified in the *Livable Community Blueprint* as routes to pursue the development of safe and friendly pedestrian and bicycle corridors.
- ❑ Continue the momentum begun by citizen groups by supporting their efforts to promote and establish greenways that can be used for bicycle and pedestrian corridors.
- ❑ Identify an agency and an individual responsible for coordinating and promoting bicycle and pedestrian routes.
- ❑ Continue the efforts by the many City agencies that have identified bike and pedestrian corridors.
- ❑ Encourage new developments to incorporate sidewalks and off-road facilities for bicycles and pedestrians.
- ❑ Encourage all new utility and street projects to incorporate a bike and pedestrian element.
- ❑ Ensure all future NCDOT road projects and improvements provide for bike lanes, and that road conditions better facilitate bicycle transportation.
- ❑ Continue to partner with schools for the development of school parks.

The *Livable Community Blueprint* includes specific recommendations to meet the recreational goals of Cabarrus County and prioritizes these needs. The document also provides recommendations for each municipality. The *Livable Community Blueprint* indicates that to meet the current recreation needs of its citizens, Concord should add a mini-park, a neighborhood park, a civic park and a community park. The planned civic park is ranked 5<sup>th</sup> among the top recreation priorities countywide and will be located on a 14-acre property along Three Mile Branch River. The mini-park ranks 16<sup>th</sup> in priority, with a location yet to be determined. The community park ranks 29<sup>th</sup> in priority countywide and will be located in the northeast area of the City, while the neighborhood park ranks 30<sup>th</sup> and is proposed for the southwest Concord area. The *Blueprint* also indicates an intermediate need for 2 additional neighborhood parks, one in the north Concord area and one in the central Concord area. It also indicates a long-term need for 2 additional neighborhood parks in the southeastern and southern

areas of the City. Table V-F-8 lists needs, characteristics and priority rankings for the new public parks proposed for Concord under the *Livable Community Blueprint*.

**Table V-F-8  
Proposed Public Parks for Concord**

<b>Current Need</b>	<b>Size (each)</b>	<b>Location</b>	<b>Countywide Priority</b>
Mini Park (1)	.25 to 3 acres	To be determined	#16
Neighborhood Park (1)	3 to 25 acres	Southwest Concord	#30
Civic Park (1)	varies <sup>1</sup>	14 acre City property along Three Mile Branch River	#5
Community Park (1)	25 to 70 acres	Northeast Concord	#29
<b>Intermediate Need</b>			
Neighborhood Parks (2)	25 to 70 acres	North Concord Central Concord	#34 #48
<b>Long Term</b>			
Neighborhood Parks (2)	25 to 70 acres	Southeast Concord South Concord	no ranking listed

(Source: *Livable Community Blueprint for Cabarrus County, February 2002.*)

## **B. Bicycle and Pedestrian Systems**

A major component of the *Livable Community Blueprint* is the identification of bicycle and pedestrian routes throughout the City and County. The guiding goal is to connect the community with safe routes for residents to access community resources via walking or biking. Not only will these routes serve a recreational purpose, they will help meet the needs of a large segment of the local population who do not have access to an automobile. Bicycling and walking are low cost transportation modes available to nearly all residents. The successful promotion of these alternative modes of travel will ultimately result in reduced traffic congestion, improved air quality, energy savings, and a healthier community.

### ***Countywide Recommendations***

The first focus of the *Blueprint* is to maximize the use of existing transportation routes by pedestrians and cyclists. The plan recommends that transportation engineers and planners investigate opportunities to incorporate safe bicycle and pedestrian facilities into local and regional transportation plans with the premise that good design on appropriate roads should accommodate all users.

The second component of the plan identifies alternative routes (predominantly off-road) to reach major destinations. Because a primary goal of the *Blueprint* is to provide linkages between residences, major destinations, and outdoor resources, it was necessary to evaluate an extensive list of potential destinations. In preliminary linkage studies, it was concluded that connecting each and every destination with an alternative route is not feasible. Analysis of user constraints such as distance, environment, physical conditions, traffic patterns and other factors revealed that linking the majority of destinations to form major “spines” that traverse the County offered the

best solution. These spines form the primary network of bike and pedestrian corridors, to which other destinations and facilities can easily be linked via shorter spur routes.

The *Blueprint* identified eighteen major connector bicycle/pedestrian corridors for the Cabarrus Rowan Metropolitan Planning Organization (MPO). The predominant topography of the region is comprised of north-south ridges and creeks and the preservation of these drainage ways, associated floodplains and floodways from ecological, flood management and engineering standpoints is vital. Because the proposed corridors connect major destinations, additional property should be preserved for public access, recreation and for non-motorized transportation purposes within these corridors. Most of these drainage ways already serve as utility corridors for sanitary sewer and when combined with overland routes, they become suitable routes to link major destinations. Table V-F-9 describes the proposed regional bicycle/pedestrian corridors that will traverse through the City of Concord.

**Table V-F-9  
Proposed Regional Bicycle/Pedestrian Corridors**

<i>Corridor Name</i>	<i>Length</i>	<i>Characteristics</i>
Rocky River Corridor	49 miles	<ul style="list-style-type: none"> <li>➤ A major north/south and east/west connector</li> <li>➤ Route follows the river</li> <li>➤ Connects Cabarrus County to 4 adjacent counties (Iredell, Mecklenburg, Union and Stanly)</li> <li>➤ Winds through rapidly developing areas of the county (Cox Mill, Kings Grant and Harrisburg)</li> <li>➤ Major destinations include: future middle/elementary school site on Harris Rd, future middle school on Rocky River Rd, Lowe’s Motor Speedway, Concord Mills Mall</li> </ul>
Afton Run/Coddle Creek	18.3 miles	<ul style="list-style-type: none"> <li>➤ A major north/south connector</li> <li>➤ Route connects Kannapolis at Mooresville Road to Frank Liske Park and the Rocky River</li> <li>➤ Connects thru major residential districts</li> <li>➤ Major destinations include: James Dorton Park, YMCA, Cannon School, Frank Liske Park</li> <li>➤ Short spur connections link to 9 schools</li> </ul>
Irish Buffalo Creek Corridor	19.5 miles	<ul style="list-style-type: none"> <li>➤ A major north/south connector</li> <li>➤ Route generally follows creek, with some overland routes</li> <li>➤ Urban and rural connector</li> <li>➤ Connects Kannapolis and Concord</li> <li>➤ Connects to existing Bakers Creek Greenway</li> <li>➤ Winds thru developed areas</li> <li>➤ Major destinations include: Fred L. Wilson Elementary, Camp Cabarrus Boy Scout Camp, North Cabarrus Park, Bakers Creek Park, Irish Buffalo Creek Park, Caldwell Park, Cabarrus and Concord Operations Center</li> <li>➤ Connects to Rocky River near Concord Motor Speedway</li> <li>➤ Short spur connections link to 12 schools</li> </ul>
Three Mile Branch Corridor	7.4 miles	<ul style="list-style-type: none"> <li>➤ Major north/south connector</li> <li>➤ Connects Kannapolis and Concord</li> <li>➤ Urban connector</li> </ul>

		<ul style="list-style-type: none"> <li>➤ Generally follows creek, utilizing some roadways</li> <li>➤ Winds thru developed areas</li> <li>➤ Major destinations include: Royal Oaks Elementary, Cloverleaf Plaza, The Sports Center, Carolina Mall, NorthEast Medical Center, and Les Myers Park</li> <li>➤ Short spur connections link to 7 schools</li> </ul>
Dutch Buffalo Creek	12.3 miles	<ul style="list-style-type: none"> <li>➤ North/south rural connector</li> <li>➤ Winds thru rural parts of County, linking the eastern part of the County</li> <li>➤ Major destinations include: Mt. Pleasant Reservoir</li> <li>➤ Connects to Rocky River Corridor</li> </ul>
Concord Routes	10.2 miles	<ul style="list-style-type: none"> <li>➤ Intercity routes connecting major destinations</li> <li>➤ Connects to Irish Buffalo Creek and Three Mile Branch Corridors</li> <li>➤ Major destinations include: NorthEast Medical Center, Beverly Hills Elementary, Beverly Hills Park, Concord High, Caldwell Park, Barber Scotia College, Union St., Coltrane Webb, Glenn Center, Academy Center, Boys and Girls Club, R. Brown McAllister Elementary</li> <li>➤ Primarily along roadways</li> </ul>
Rocky River Spurs		<ul style="list-style-type: none"> <li>➤ Clark Creek (2.7 miles)</li> <li>➤ Connects Rocky River to northern Mecklenburg County</li> <li>➤ Harris Rd School Site to Odell Elementary to Coddle Creek (5.6 miles)</li> <li>➤ Mallard Creek (2 miles)</li> <li>➤ Connects to UNCC in Mecklenburg County</li> <li>➤ Back Creek (4.6 miles)</li> <li>➤ Connects Rocky River Corridor thru Harrisburg to a major park in Mecklenburg County</li> <li>➤ Reedy Creek (6.7 miles)</li> <li>➤ Connects Rocky River Corridor and future Middle School site thru developing residential districts to Reedy Creek Park - a major destination park in Mecklenburg County</li> </ul>
Weddington Hills Connector	5.3 miles	<ul style="list-style-type: none"> <li>➤ East/west connector</li> <li>➤ Routes along drainage ways and roadways</li> <li>➤ Connects Cannon School to Weddington Hills Elementary, to Hwy. 29 and to Irish Buffalo Creek</li> </ul>
WW Flowe Park Connector	4.2 miles	<ul style="list-style-type: none"> <li>➤ East/west connector</li> <li>➤ Primarily along creeks and drainage ways</li> <li>➤ Connects Rocky River Corridor to Rocky River Elementary to WW Flowe Park to Central Cabarrus High and to Irish Buffalo Creek Corridor</li> </ul>

(Source: *Livable Community Blueprint for Cabarrus County, 2002*)

Because Irish Buffalo Creek bisects a large area of Cabarrus County, it is an important corridor for regional connectivity. Given this, Concord is currently working on several projects within the Irish Buffalo Creek Corridor. Marvin Caldwell Park, adjoining Irish Buffalo Creek, is currently undergoing renovations, while several projects in the Logan Community are in the planning stages to correct storm-water drainage concerns. These projects should include a public access

element to provide pedestrian and bicycle connections through the community, connecting Caldwell Park to Barber Scotia College, the Cabarrus Avenue Gateway, and the Boys and Girls Club. A proposed Brownfield Pilot Project also incorporates a greenway between the Old Electric Depot, near Irish Buffalo Creek, to the Boys and Girls Club.

Three Mile Branch is another major corridor, and offers significant potential to connect a major shopping district, major health care facilities, and the NorthEast Medical Center, along with several schools, parks, and major residential areas. Three Mile Branch generally follows Branchview Drive and one of Water and Sewer Authority of Cabarrus County (WSACC) trunk sewer lines follows the creek. Given the road right-of-way, the adjacent sewer right-of-way and the nearby floodplain, very little developable land remains. Remaining land in this corridor should be preserved for public access, making a route of approximately 5.6 miles easily connectable from Interstate 85 through Carolina Mall, the NorthEast Medical Center, Beverly Hills, and Camilla Hills to Les Myers Park. Spur routes off Three Mile Branch could connect to the Downtown area, Beverly Hills Elementary, Concord High School, Cabarrus County Senior Center, R. Brown McAllister Elementary, and several other key destinations.

Afton Run/Coddle Creek has developed into a major residential area and plans are underway to develop additional subdivisions along this corridor. The community should preserve a public access way along the Creek. The Coddle Creek Corridor connects James Dorton Park, Cannon School, residential neighborhoods, Frank Liske Park, Rocky River Elementary and links with the Rocky River Corridor.

The Weddington Hills Connector runs east west and connects Coddle Creek to Irish Buffalo Creek. The Weddington Hills area of Concord is rapidly developing. As this area develops primarily as residential, efforts need to be made to preserve off-road public access routes through the neighborhoods to Weddington Hills Elementary School.

Rocky River is the major drainage basin for Cabarrus County. This river corridor has been identified as a major bicycle/pedestrian route. Several tributary creeks also drain from Mecklenburg County to Rocky River, with many of these designated as bike and pedestrian corridors. The Southwest Cabarrus Rotary Club has begun to pursue establishment of the Rocky River Corridor as a greenway. Floodways and associated floodplains must be preserved from encroachment not only for ecological purposes, but additional land adjacent to these areas should be preserved for public access. The Rocky River Corridor connects the Concord Mills Mall area, the Convention Center site, the Rocky River Golf Club, Lowe's Motor Speedway, residential neighborhoods, Harrisburg and southeastward. This Corridor will provide alternative routes to access these major destinations.

### ***Recommendations for Concord***

The proposed bicycle and pedestrian system identified by the Livable Community Blueprint is extensive and connects through the many residential areas to the schools and parks in the community. The Bicycle and Pedestrian Transportation Plan was developed to designate corridors for public access. These corridors provide routes for alternative modes of transportation to reach varying types of destinations. The Plan was developed as a vision and a

master plan without a designated time period for development. Unlike the City’s park and recreation facility projections, the bicycle and pedestrian corridors were not based on demand projections over a particular time period. The proposed routes were established based on existing destination locations, with primary emphasis on connecting residential areas to schools and parks.

The top 5 priorities for establishing major bicycle and pedestrian routes in Concord are listed in Table V-F-10. The main intent for listing priorities is to establish public access in these corridors by 2010. The major north-south connectors are designated routes that generally run along the creeks and river. Other routes connect east-west along roads or off-road through undeveloped land. Priority should be placed on establishing public access (acquiring easements for public use, primarily in the form of earthen or dirt trails) along these major bicycle/pedestrian routes within the next ten years.

**Table V-F-10  
Ten-Year Bicycle/Pedestrian Corridor Development Priorities**

<i>Priority</i>	<i>Corridor/Segment</i>	<i>Length</i>
1	Three Mile Branch Corridor– from Country Club Drive to Les Myers Park	4.5 miles
2	Concord Route– downtown spur from Three Mile Branch through stormwater management property to Union Street	0.8 miles
3	Afton Run/Coddle Creek – from J. Dorton Park to Hwy. 29	3.2 miles
4	Weddington Hills connection – from Weddington Hills Elementary north to Coddle Creek	1.4 miles
5	Concord Route– Irish Buffalo Creek spur – from Corban Avenue to McGill Street connecting the Boys and Girls Club and the Academy Center	1.1 miles

(Source: *Livable Community Blueprint for Cabarrus County, 2002*)

The City has begun to work with community groups through its Recreation Department to establish bicycle and pedestrian routes. Projects underway include a 1.5 mile greenway along Three Mile Branch near Les Myers Park, a Brownfield Pilot Project that incorporates a greenway component to connect the Old Electric Depot near the Irish Buffalo Creek to the Boys and Girls Club, and bicycle and pedestrian enhancements along the planned improvements for the Cabarrus Avenue Gateway. The City Engineering Department is also developing a stormwater management facility at the proposed civic park site that will serve as a focal point along the Three Mile Branch bicycle and pedestrian route.

Two citizens groups have worked for years to foster public support for greenways. The Cabarrus Community Greenways organization has been working to identify routes that run primarily along Coddle Creek through numerous subdivisions. Another group, the Southwest Cabarrus Rotary Club, has been working to identify routes along the Rocky River from the Concord Mills Malls area to Harrisburg.

## 8. Schools and Education

From its close proximity to several renowned institutions of higher learning to its location within a school district recognized for excellence, the residents of Concord enjoy access to quality, lifelong educational opportunities at all levels (Figure V-F-5).

### A. K-12 Schools

More than 14,000 Concord residents over the age of three are enrolled in school, representing more than 25% of the City's total population. Of those enrolled in school, 73% are K-12 students. Nearly 18% of Concord residents in school (4.5% of residents citywide) are attending college or graduate school. More than 1,200 children over age 3 are enrolled in preschool, comprising 9% of the total school enrollment. Table V-F-11 shows school enrollment for 2000 in Concord and Cabarrus County.

**Table V-F-11  
School Enrollment, 2000  
Concord and Cabarrus County**

School Type	Cabarrus County		Concord	
	Number	Percent	Number	Percent
<b>Population 3+ Years Enrolled in School</b>	<b>32,182</b>	<b>100.0%</b>	<b>14,138</b>	<b>100.0%</b>
Nursery School, Preschool	2,261	7.0%	1,290	9.1%
Kindergarten	1,734	5.4%	697	4.9%
Elementary School (Grades 1-8)	15,952	49.6%	6,810	48.2%
High School (Grades 9-12)	7,207	22.4%	2,812	19.9%
College or Graduate School	5,028	15.6%	2,529	17.9%

*(Source: US Census Bureau, 2000 Census)*

Students in public grades K-12 are served by the Cabarrus County School District. The District operates a total of 29 schools, including 15 elementary, 6 middle, and 5 high schools. A list of public schools and enrollment by school are listed in Table V-F-12. Total District enrollment for the 2002-03 school year was 20,722 students. The County District employs 2,476 staff, of which slightly more than half (1,368) are certified teachers.

Scholastic Aptitude Test (SAT) scores for Cabarrus County students are a sample indicator of the educational quality of District schools. In 2002, Cabarrus County students had an average combined SAT score of 1,019 – only one point behind the National average score of 1,020 and significantly higher than the statewide average score of 998 in North Carolina.

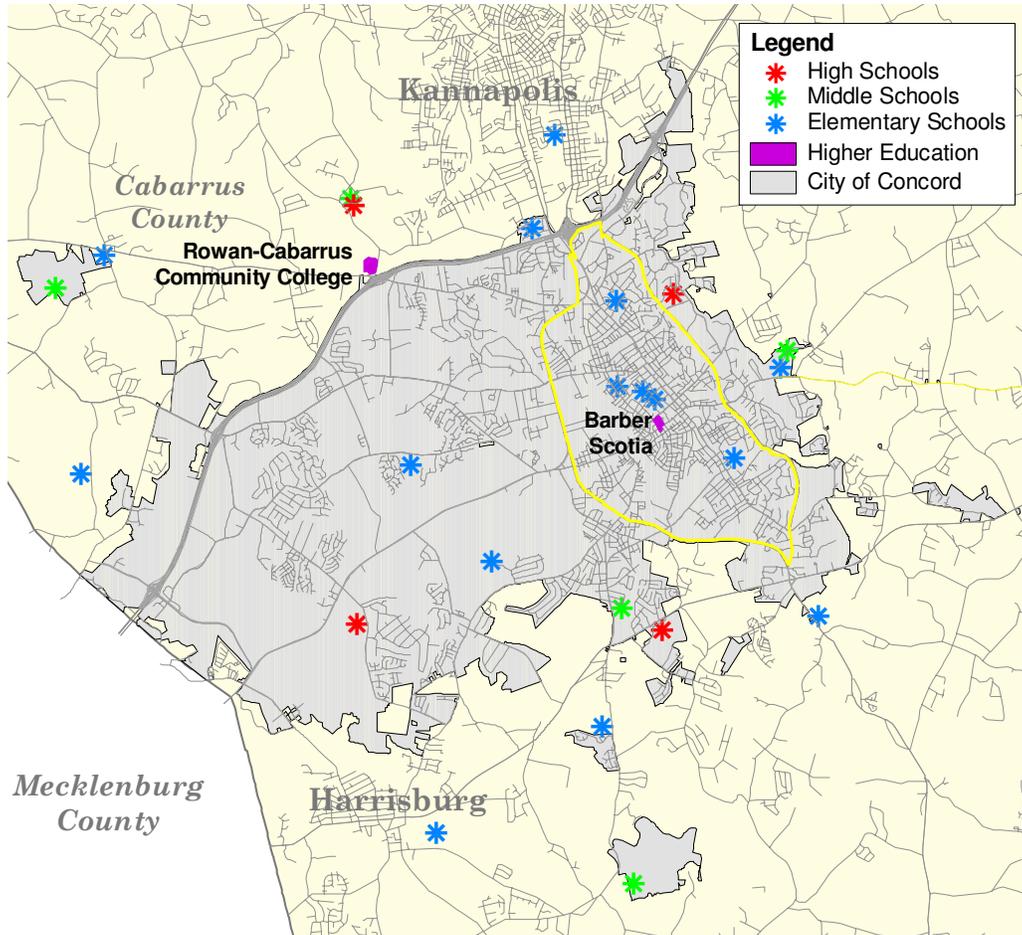
**Table V-F-12  
Enrollment for Schools Serving Concord Students, 2002**

<i>School</i>	<i>Total Students</i>
School for Environmental Studies (Grades 4 through 8)	102
<b>Elementary Schools (grades K-5)</b>	
A.T. Allen Elementary	433
Beverly Hills Elementary	384
Coltrane-Webb Elementary	361
Cox Mill Elementary	847
Harrisburg	963
R. Brown McAlister Elementary	297
Rocky River Elementary	1,102
Royal Oaks Elementary	329
W.M. Irvin Elementary	747
W.R. Odell Elementary	584
Weddington Hills Elementary	840
Winecoff Elementary	934
Wolf Meadow Elementary	770
<b>Middle Schools (grades 6-8)</b>	
C.C. Griffin Middle School	1,030
Concord Middle School	968
Harris Road Middle School	783
J.N. Fries Middle School	770
Northwest Cabarrus Middle School	708
<b>High Schools (grades 9-12)</b>	
Central Cabarrus High School	1,226
Concord High School	1,091
Jay M. Robinson High School	1,393
Mt. Pleasant High School	848
Northwest Cabarrus High School	1,090

*(Source: Cabarrus County School System, September 2002)*

Population projections estimate that Concord will grow by 11,486 persons from 2000 to 2007, representing an additional 4,400 households. Cabarrus County officials estimate that each new single-family home in the County results in the addition of 0.2988 elementary students, 0.1195 middle school students, and 0.1395 high school students. Using these figures, the Cabarrus County School District and the City of Concord should plan for the addition of more than 1,300 elementary students, 526 middle school students, and 614 high school students by 2007. Such an increase could require up to two new elementary schools, one new middle school, and one new high school to accommodate student growth.

Figure V-F-5  
City of Concord K-12 Higher Education  
Locations



Source: Cabarrus County School District, 2002  
City of Concord, 2002

## **B. Private and Independent K-12 Schools**

In addition to an excellent public school system, Concord students also have the option of attending several private institutions offering instruction in grades K-12. Additional highly respected private schools are located nearby in the Charlotte area as well.

- ***Cannon School*** – The Cannon School, established in 1969 as Cabarrus Academy and renamed in 1998, originally occupied the Historic Concord residence of textile entrepreneur J.W. Cannon. The Cannon School is one of the largest independent schools in the Charlotte area, serving nearly 700 students from pre-kindergarten to 12<sup>th</sup> grade. Of the more than 50 full time faculty members, 46% have advanced degrees. The School serves Cabarrus County and surrounding areas, drawing students primarily from the Concord, Charlotte, Salisbury and Lake Norman areas. The Cannon School is accredited by the North Carolina State Department of Education and the Southern Association of Colleges and Schools (SACS). SACS recently cited Cannon School as an exemplary school. Future plans include expansion of the School's 9-12<sup>th</sup> grade program to accommodate 300 additional students.
- ***Covenant Classical School*** – Covenant Classical School is an independent, church-affiliated school with an enrollment of 145 K-12 students. The School serves Cabarrus County and surrounding areas. The 19-member faculty (5 with advanced degrees) provides an educational environment that encourages spiritual and moral growth within a religious setting.
- ***First Assembly Christian School*** – The First Assembly Christian School was founded in 1976 for the purpose of providing a Christian educational alternative for students in Cabarrus County and surrounding areas. The School has an enrollment of 1,230 students in grades K4 through 12 and a 79-member faculty.

## **C. Colleges and Universities**

Concord residents have numerous options for their pursuit of higher education. While Barber-Scotia College and the Cabarrus College of Health Sciences are both located within the City, Rowan-Cabarrus Community College is just outside of Concord to the north and the University of North Carolina at Charlotte is just minutes away on NC Highway 49.

- ***Barber-Scotia College*** – Barber-Scotia College is a four-year, fully accredited, liberal arts college located in the heart of Concord. The College was founded in 1867 and is affiliated with the Presbyterian Church (USA). The 40-acre campus includes 25 buildings. Eighty-five percent of the more than 550 students enrolled live on campus. The academic program of Barber-Scotia College adheres to the liberal arts tradition, offering degrees in the major areas of Humanities, Natural Sciences, and Education. The College

confers the Bachelor of Arts (BA) in Sociology and the Bachelor of Science (BS) degree in biology, mathematics with an optional concentration in computer science, business administration with concentrations available in accounting, marketing and hospitality management, recreation administration, education with concentrations available in elementary, mathematics and physical education, and medical technology.

- ***Cabarrus College of Health Sciences*** – With the founding of the Louise Harkey School of Nursing more than 50 years ago, the NorthEast Medical Center provides education for residents seeking training and careers in the health professions. Today, the School is part of the Cabarrus College of Health Sciences – an independent, post-secondary educational institution affiliated with the NorthEast Medical Center in Concord. The Cabarrus College of Health Sciences is accredited by the Commission on Colleges of the Southern Association of Colleges and Schools (SACS). The Louise Harkey School of Nursing and individual health care programs also hold accreditations from their respective accrediting organizations. The College provides undergraduate health sciences education to more than 330 qualified students from Cabarrus and surrounding counties. The Cabarrus College of Health Sciences offers Bachelor of Science degrees in Nursing and Health Services Management and 2-year Associate degrees in five allied health programs – Nursing, Healthcare Technology, Occupational Therapy Assistant, Surgical Technology, and Medical Assistant.
  
- ***Rowan-Cabarrus Community College*** – As one of 59 two-year institutions that comprise the North Carolina Community College system, Rowan-Cabarrus Community College (RCCC) is an open-door, comprehensive, community-based institution serving the citizens of Rowan and Cabarrus Counties. Of the 18,664 students enrolled in 2000-01, one-third (6,135) were curriculum students and more than two-thirds (13,188) were enrolled in continuing education programs. The College has a staff of 221, of which 99 are faculty.

The College offers affordable occupational education programs leading to the Associate in Applied Science Degree and an Arts and Sciences Program leading to the Associate in Arts Degree. Diplomas and certificates are awarded for other occupational, adult, and continuing education programs. The focus of the College's offerings is on meeting the educational needs of the individual and meeting the changing training requirements of business and industry, as well as other employers in the service area. RCCC is the only community college to twice receive the American Association of Community Colleges *Keeping American Working Award* for exemplary business/industry training partnerships. The College is located just outside the Concord city limits, at the Davidson Highway (NC 73) interchange at Interstate 85.

- University of North Carolina Charlotte** – University of North Carolina Charlotte (UNCC) is the fourth largest of the 16 institutions within the University of North Carolina system. UNCC serves the residents of North Carolina with a special emphasis on the Charlotte metropolitan region. The campus is located thirteen miles and less than 30 minutes from Concord on NC Highway 49. Enrollment at the University exceeds 18,000 students, including 3,100 graduate students as shown in Table V-F-13. As the largest institution of higher education in the Charlotte region, UNCC enrollment is projected to increase annually through the year 2010, bringing the University’s student body to more than 25,000. More than 1,160 students – approximately 7% of the total institutional enrollment – are from Cabarrus County.

The University attracts students and faculty from a wide range of cultures and backgrounds to the Charlotte region, with students from all 100 counties in North Carolina, each of the 50 United States, and nearly 80 foreign countries represented. A doctoral and research intensive university, UNCC is composed of seven colleges – the College of Arts and Sciences and six professional colleges (Architecture, Business Administration, Education, Engineering, Information Technology, and Nursing and Health Professions). The University offers 80 programs leading to bachelors degrees, 51 masters degree programs, and nine doctoral programs. The faculty includes 680 full-time members, with more than 530 holding doctoral degrees. UNC Charlotte confers approximately 3,500 degrees a year.

The University’s 1,000-acre campus houses 51 buildings, including the J. Murrey Atkins Library, which contains more than 875,000 bound volumes, state-of-the art computer labs, and various special collections. The University is host to public and community service initiatives such as the Urban Institute, the CC Cameron Center for Applied Research, the Ben Craig Center (a business incubator), the Center for International Studies, the Center for Applied and Professional Ethics, the Center for Engineering Research & Industrial Development, and the 3,200-acre University Research Park, which employs more than 25,000 workers.

**Table V-F-13  
UNC-Charlotte Enrollment, 1998-2001**

<i>Student Type</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>
New Freshman	3,545	2,122	2,203	2,351
Undergraduate	14,083	14,156	14,283	15,135
Graduate	2,587	2,688	2,712	3,173
<b>Total</b>	<b>16,670</b>	<b>16,844</b>	<b>16,995</b>	<b>18,308</b>
<i>2001 Students: Male-45% (8,205) Female-55% (10,103)</i> <i>2001 Students from Cabarrus County - 1,161 (7% of the total)</i>				

## **9. Social Services**

Primarily the Cabarrus County Department of Social Services (DSS), located nearby in the City of Kannapolis, provides social services for the residents of the City of Concord. The mission of the Cabarrus County DSS is to “help individuals and families to have economic self-sufficiency and to avoid welfare dependency; to help people to achieve self-sufficiency in caring for themselves and in meeting their responsibilities to their families and community; to prevent or correct abuse, neglect, and exploitation of children and disabled adults; to prevent the need for out-of-home care for adults and children wherever possible; to secure safe and appropriate out-of-home care for adults or children where necessary; and, to provide help with subsistence needs under public assistance programs to qualifying low-income individuals and families.”

The Cabarrus County DSS administers 38 different public assistance and service programs. Nearly 95% of the Department's total funding is devoted to programs, the operation of which are strictly mandated by Federal regulations and State laws. The remaining non-mandated programs, such as in-home care for the elderly, were developed in response to pressing community needs and are supported almost exclusively by funds other than local tax dollars.

Cabarrus County DSS programs and services are organized into five divisions:

- (1) Adult Services such as case management services for guardianship and adults. Medicaid for both long term care and for the disabled, Medicare-Aid, foster care services for adults, adult protective services, special assistance for the disabled, and food stamps;
- (2) Family Services such as subsidized child care, at-risk case management, food stamps, general assistance, Medicaid for families and children, and transportation services;
- (3) Child Support Services including child support enforcement services;
- (4) Child Welfare Services such as adoption, foster care and home licensing, investigations, case planning and management and intensive family preservation.
- (5) Administrative Support including program integrity/fraud prevention program, voter registration program, and youth employment certificates.

Coordination of several human service programs funded by the Older Americans Act is the responsibility of the Cabarrus County Department of Aging. They are located on Corban Avenue in the City of Concord. All of these services are targeted toward service as a wellness program and promotion of health while preventing deterioration. The Department encourages an active, healthy lifestyle for older adults that promote total wellness. It allows participants to remain independent and to continue to be productive in their chosen environment while serving as a vital resource to the community. The Department also coordinates efforts with any and all agencies that provide services to older adults in an effort to maximize quality service delivery by minimizing overlap and duplication of services by combining all available resources.

## CHAPTER V-G ENVIRONMENTAL AND NATURAL RESOURCES

The City of Concord is located in the Piedmont region of North Carolina – a region characterized by a temperate climate, rolling topography and an abundance of vegetation and wildlife. While both the mountains and the coast are within easy driving distance, area residents enjoy the forests, lakes and rivers which are close to home. Environmental factors such as climate, temperature, hydrology (including floodplains and watersheds), wetlands, and soil composition can significantly impact the natural environment and shape the future development of Concord and the surrounding area.

### 1. Climate

From its location in the Piedmont region, between the Blue Ridge Mountains to the west (approximately 80 miles) and the coastal plain (approximately 160 miles to the Atlantic Ocean) to the east, the City of Concord enjoys a moderate climate, characterized by cool winters and warm summers. The general elevation of the area is 730 feet above sea level. Winter is moderately cold but short because the mountains to the west protect the county from many cold fronts. The average low temperature in January is 29.6 degrees, while the average high for the same month is 50.8 degrees. The Concord area is hot and generally humid in summer. The July average high temperature is 89.2 degrees, while the July average low is 69.6. Rainfall is evenly distributed throughout the year, with an average annual precipitation of 44.48 inches. The Concord area averages 5.4 inches of snow per year, with most snowfall occurring in January, February and March.

According to records dating back more than 50 years, there is sunshine an average of 59% of the year in the Concord area. Records dating back nearly 40 years indicate that the average relative humidity is 82% in the mornings and 53% in the afternoons, with slightly lower average humidity in winter mornings than summer mornings and similar average humidity in the afternoons of both seasons.

**Table 48. Daily Mean Temperature (Degrees Fahrenheit)  
Charlotte, NC, 1961-1990**

Temperature	January	July	Average Temperature
Daily Mean	43.8	80.8	63.1
Daily Maximum	55.3	91.6	75.1
Daily Minimum	32.1	70.0	50.9

*(Source: US Census, Statistical Abstract of the US, 2001.)*

Total annual precipitation is 43.09 inches, with March getting the most rain at 4.43 inches (10.3% of average yearly total). However, it should be noted that this information was based on a 30-year period starting in 1961 and ending in 1990. Current precipitation data would reflect

the drought that has affected the southeast from the late 1990's to recent years. Prevailing wind is from the southwest, with average wind speeds peaking at 9 miles per hour in the spring.

## **2. Hydrology and Flood Plains**

Concord is positioned between two major river systems – the Catawba River to the west and the Yadkin/Pee Dee River to the east. It is also within close proximity to major reservoirs including Lake Norman, Badin Lake, Lake Tillery and High Rock Lake. The City is in the Rocky River Sub-basin of the Yadkin River Basin. The primary water supply is drawn from Lake Howell to the northwest of the City, Lake Concord and Lake Fisher to the northeast of the City. Major streams including Coddle Creek, Rocky River, Irish Buffalo Creek, Three Mile Branch and Cold Water Creek flow from northwest to southeast across the City.

A "100-year flood" does not refer to a flood that occurs once every 100 years, but refers to a flood level with a 1% or greater chance of being equaled or exceeded in any given year. The floodway is the channel of a stream, plus any adjacent floodplain areas, that must be kept free from encroachment so that the 1% annual chance of flood could be carried without substantial increases in flood heights.

As illustrated in Figure V-G-1, Coddle Creek, Afton Run, Rocky River, Irish Buffalo Creek, Three Mile Branch and much of Cold Water Creek have both floodways and 100-year floodplains designated along their routes through the City. A portion of Cold Water Creek in the far eastern portion of the City has only 100-year floodplain designated, with no floodway.

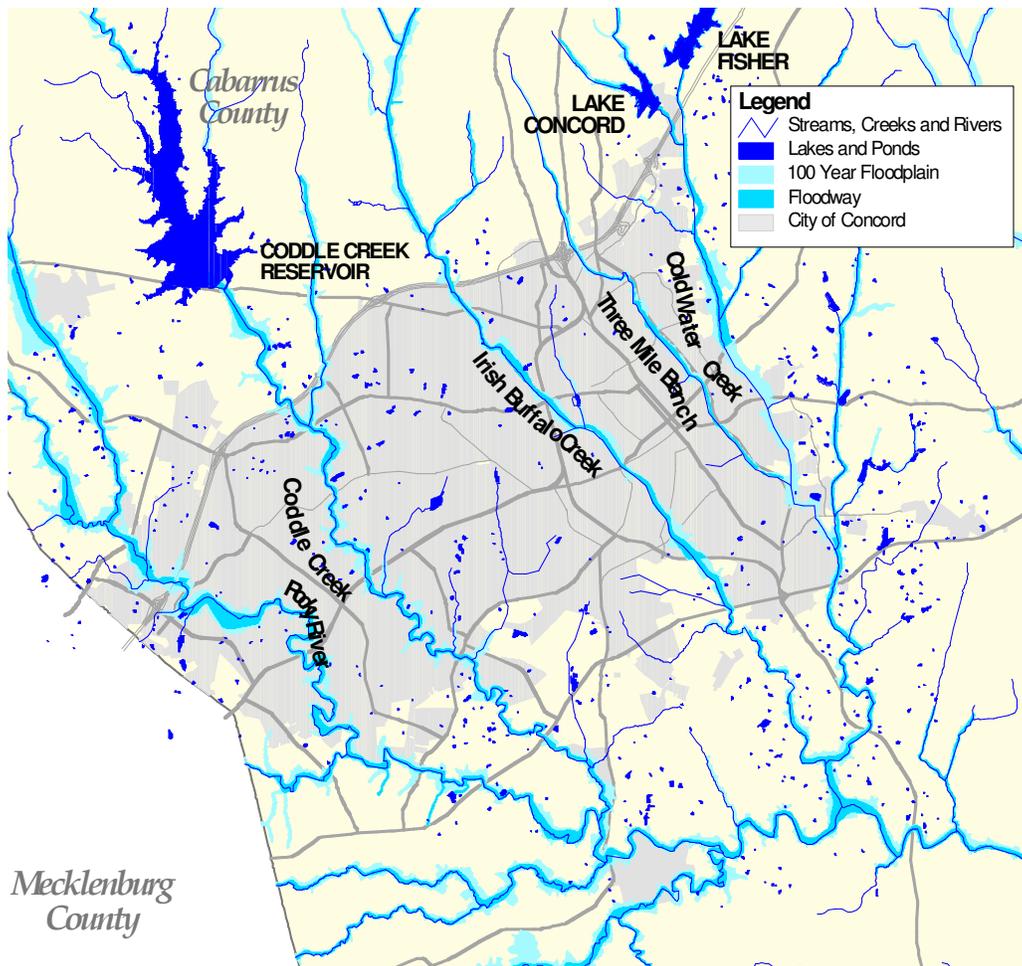
The City of Concord's *Unified Development Ordinance* (UDO) includes a *Floodplain Protection Overlay District* (FPOD) that regulates building and development within designated flood hazard areas. Specifically, the purpose of the FPOD is to promote the health, safety and general welfare and to minimize public and private loss due to flood conditions in specific areas. This is accomplished through provisions designed to:

- ❑ Restrict and prohibit uses which are dangerous to health, safety and property due to water or erosion hazards, or which result in damaging increases in erosion or in flood heights or velocities;
- ❑ Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- ❑ Control the alteration of natural floodplains, stream channels, and natural protective barriers which are involved in the accommodation of floodwaters;
- ❑ To maintain the natural storage capacity of the floodway fringe area.
- ❑ Control filling, grading, dredging and other development which may increase erosion or flood damage; and
- ❑ Prevent or regulate the construction of flood barriers which will unnaturally divert floodwaters or which may increase flood hazards to other lands.

Areas of special flood hazard are defined by the Federal Emergency Service Management Agency in its *Flood Insurance Study*, and include both floodplains and floodways. No substantial structures (with the exception of bridges, dams and other infrastructure-related structures) may be built within the floodway, and all residential and nonresidential buildings in the flood fringe must be elevated with the lowest floor, including the basement, no lower than 2 feet above the base flood elevation.

In addition, the *Concord UDO* includes provisions for a *River/Stream Overlay District (RSOD)*. The District is comprised of a minimum 50-foot stream buffer established on both sides of all perennial streams, measured from the average annual stream bank. The purpose of the District is to minimize soil erosion, reduce the velocity of overland stormwater flow, trap sediment and soil eroded from cropland or other land being developed, and limit other pollutants from entering the waterways. No building or structure may be erected within 20 feet of the buffer. However, greenways, utilities and easements, and certain agricultural uses are allowed within the designated buffer area. Once the Phase II Stormwater Ordinance Regulations are in place, intermittent streams will be required to comply with similar buffering regulations as perennial streams. It is anticipated that those regulations will become effective in the City of Concord by Fall, 2004.

Figure V-G-1  
 Water Features, Floodways, and Floodplains through  
 City of Concord



Source: City of Concord, 2002

### **3. Watersheds**

A watershed is defined as an area of land that directs water into a common water body, such as a river or lake. Watersheds direct water to both groundwater and surface water resources. Groundwater is found below the land surface within the zone of saturation or within rock fractures capable of yielding water through wells. Surface water is found in lakes, streams, rivers and wetlands.

As water flows across or under a watershed on its way to a lake, river or stream, it is exposed to potential contaminants in the form of stormwater run-off and other pollutants. Development of natural areas can adversely impact water quality through the removal of vegetation and forests and their replacement with impervious surfaces. Unlike the filtering and absorption qualities of natural vegetation, such surfaces accelerate stormwater run-off and allow the unimpeded entry of pollutants into the water supply. Maintaining the quality of water sources within a watershed is vital to preserving the suitability of water resources for drinking water, recreational use, and habitat.

Protection of watersheds depends in large part on the adoption and implementation of policies and regulations by local governments. The *Water Supply Watershed Protection Rules* adopted by the North Carolina Environmental Management Commission require that all local governments having land use jurisdiction within water supply watersheds adopt and implement water supply watershed protection ordinances and maps. The Cities of Concord and Kannapolis, the Town of Mt. Pleasant and Cabarrus County have all adopted watershed protection overlay restrictions as part of their zoning ordinances.

The City of Concord's UDO includes provisions for watershed protection through *Watershed Protection Overlay Districts*. The watershed overlay zones included in the UDO have been established by Concord, the City of Kannapolis, Town of Mount Pleasant and Cabarrus County. Included in the provisions are a 50-foot vegetative buffer along all perennial waters, including streams, rivers and impoundments for all new development; and requirements that all new roads, bridges, and development minimize built-upon area, divert stormwater away from surface water supply waters as much as possible, and employ best management practices to minimize water quality impacts. As previously mentioned, intermittent streams will have to comply with new buffering regulations once the Phase II Stormwater Regulations go into effect within the City.

The major watershed of the Concord area is the Yadkin River watershed. There are numerous smaller watersheds within the Yadkin that direct water to smaller streams, creeks and lakes. Although all lands fall within a watershed, only a small portion of the City of Concord located at the northeastern most tip of the City lies within a critical watershed. That small area of the City is within the critical area of the Lake Concord Watershed. The critical area of a watershed is the land adjacent to a water supply intake where risk associated with pollution is greater than from remaining portions of the watershed.

Just north of the City, the Coddle Creek Watershed flows into Lake Don T. Howell. To the northeast, the remainder of the Lake Concord Watershed flows into Lake Concord and the Lake

Fisher Watershed flows into Lake Fisher. Further to the east is the large Dutch Buffalo Creek Watershed, which flows into the Dutch Buffalo Creek.

Table V-G-1 lists the primary water bodies that traverse the City of Concord and surrounding areas, along with their current classification and description. With the exception of those leading to and from Lake Concord, this listing excludes several smaller tributaries that feed into area lakes, creeks and rivers.

**Table V-G-1  
Classification of Concord Area Water Bodies**

<b>Water Body</b>	<b>Segment Description</b>	<b>Classification</b>
Rocky River	From source to Pee Dee River	C
Coddle Creek	From source to point .5 mile downstream of East Coddle Creek	WS-II; HQW
Coddle Creek, including Supply Reservoir for City of Concord	From point .5 mile downstream of East Coddle Creek to point .2 mile upstream of NC Hwy 73 (concord water supply intake)	WS-II; HQW; CA
Coddle Creek	From point .2 mile upstream of NC Hwy 73 to Rocky River	C
Afton Run	From source to Coddle Creek	C
Irish Buffalo Creek	From Kannapolis water supply dam to Rocky River	C
Cold Water Creek (Lake Fisher)	From point .5 mile downstream of Rowan County SR 1221 to dam at Lake Fisher	WS-IV; CA
Cold Water Creek	From dam at Lake Fisher to Irish Buffalo Creek	C
Unnamed Tributary to Cold Water Creek (Lake Concord)	From point .7 mile downstream of Rowan/Cabarrus County line to dam at Lake Concord	WS-IV; CA
Unnamed Tributary to Cold Water Creek	From dam at Lake Concord to Cold Water Creek	C
Three Mile Branch	From source to Cold Water Creek	C
Dutch Buffalo Creek	From source to point .6 mile downstream Cabarrus County SR 2416	WS-II; HQW
Dutch Buffalo Creek	From point .6 mile downstream of Cabarrus County SR 2416 to point .5 mile upstream of NC Hwy 49	WS-II; HQW; CA
Dutch Buffalo Creek	From point .5 mile upstream of NC Hwy 49 to Rocky River	C

*Classification Code: C – Aquatic Life, Secondary Recreation, Free; CA – Critical Area; HQW – High Quality Waters; WS-II – Water Supply II/Undeveloped; WS-IV- Water Supply IV/Highly Developed (Source: Basinwide Information Management System, NCDENR, 2002.)*

#### **4. Wetlands**

Wetlands are a vital natural resource – providing a natural filtration system for sediment and pollution and serving as habitat for numerous species. Numerous wetland areas have been identified within the City's boundaries that may fall under the permitting authority of the US Army Corp of Engineers and the State of North Carolina. These wetlands are primarily associated with the ponds, rivers and streams within the City and range from permanently flooded wetlands to intermittently or seasonally flooded wetlands.

Although the City of Concord does not have regulations that are specific to wetlands, regulatory authority over waters and wetlands in North Carolina is exercised by two federal agencies – the US Army Corp of Engineers and the US Environmental Protection Agency – and two state agencies – the Division of Water Quality and the Division of Coastal Management. The Division of Coastal Management concentrates its regulatory authority on tidal wetlands.

Section 404 of the Clean Water Act (33 USC 1344) requires authorization by the Corps of Engineers for the discharge of dredged or fill materials into all navigable waters of the United States, including wetlands. Discharge of fill material generally include: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; dams and dikes; artificial islands; property protection or reclamation devices such as riprap, groins, seawalls, breakwaters, and revetments; beach nourishment; levees; fill for intake and outfall pipes and sub-aqueous utility lines; fill associated with the creation of ponds; and any other work involving the discharge of fill or dredged material. A Corps permit is required whether the work is permanent or temporary. The Corps of Engineers does not regulate isolated wetlands, but the State of North Carolina, through the Division of Water Quality does regulate them.

All projects are subject to wetlands regulation, however few actually are determined to have a direct impact on one or more wetlands. The first step in the process is a determination by the Corps of Engineers of the existence of a wetland, followed by an examination of the size and type of project proposed. Generally, if a project results in a discharge into 1/10<sup>th</sup> of an acre of wetlands, is within 150 linear feet of a stream, or includes 1/3 of an acre of waters it is subject to water quality certification.

In the case of impact upon isolated inland wetlands such as ones that exist in the City of Concord, a 401 Water Quality Certification (Section 401 of the Clean Water Act) would be required. A 401 Certification is essentially a verification by the State that a given project will not degrade waters of the State or otherwise violate water quality standards.

## **5. Soils and Topography**

Soil characteristics and topography play a significant role in the development potential within the City and surrounding areas. Soil characteristics of major concern that can pose limitations for development include erodability, percolation rates, load bearing capacity, slopes, depth, and water tables. Soils that exhibit similar characteristics or profiles are grouped into a soil series. Soil associations consist of groups of series that are related and influenced by time, climate, and slope patterns.

Four soil associations occur within the City of Concord and surrounding areas, Mecklenburg-Iredell, Enon-Mecklenburg-Poindexter, Poindexter-Enon, and Cullen-Cecil-Hiwassee (Table V-G-2). Of these four, Mecklenburg-Iredell and Cullen-Cecil-Hiwassee are the predominant soils

within the City. Mecklenburg-Iredell is primarily in the mid-to-western area of the City, while Cullen-Cecil-Hiwassee extends outward from the Mecklenburg-Iredell soils to the north, east and west. The far eastern area of the City has Enon-Mecklenburg-Poindexter soils, while a narrow area on the western border of the City has Poindexter-Enon soils. The following are descriptions of the four major soil associations, along with their characteristics and development limitations. A more detailed description of soils within the region is provided in the “Soil Survey of Cabarrus County, North Carolina,” published by the US Department of Agriculture’s Soil Conservation Service.

In general, much of the land within Concord is in the Mecklenburg-Iredell association, with large areas to the west and east in the Cullen-Cecil-Hiwassee association. Soils in both associations are excellent for cropland or woodland and are suited for urban development. The soils within the City generally drain well and have a “clayey” (includes sandy clay, silty clay and clay) subsoil. None of the soil types within the City are optimal for septic tank use, though they can be used. Slopes range widely from level to very steep, with much of the land characterized as nearly level to strongly sloping. Excessive slope can be a limitation to development with both of the major soil associations found in the City.

**Table V-G-2  
Primary Soil Associations of Concord and Surrounding Area**

<i>Soil Association</i>	<i>Characteristics/Development Constraints</i>
Mecklenburg-Iredell	Characterized by nearly level to strongly sloping, well drained and moderately well drained soils that have a clayey (textural term that includes sandy clay, silty clay and clay) subsoil. Both Mecklenburg and Iredell soils percolate slowly and are rated “severe”, making septic tank use difficult.
Enon-Mecklenburg-Poindexter	Characterized by gently sloping to very steep, well drained soils that have a clayey or loamy subsoil. Both Enon and Mecklenburg soils percolate slowly and are rated “severe”, making septic tank use difficult. Poindexter soils are rated as moderately suited to septic tank drainage fields.
Poindexter-Enon	Characterized by gently sloping to very steep, well drained soils that have a loamy or clayey subsoil. Enon soils percolate slowly and are rated “severe”, making septic tank use difficult. Poindexter soils are rated as moderately suited to septic tank drainage fields.
Cullen-Cecil-Hiwassee	Characterized by gently sloping to strongly sloping, well drained soils that have a clayey subsoil. Cullen, Cecil and Hiwassee soils all percolate slowly and are rated “moderate” for use of septic systems.

*(Source: United States Department of Agriculture, Soil Conservation Service. “Soil Survey of Cabarrus County, North Carolina..”)*

## 6. Habitat and Wildlife

Development pressure in Concord and the surrounding region pose significant challenges for protecting sensitive habitats and wildlife. The Plant Conservation Program (PCP) of the NC Department of Agriculture inventories rare plant species and maintains the list of endangered, threatened, special concern, and candidate plant species. The PCP enforces regulations concerning state-listed plant species and monitors and manages their populations. The PCP works closely with the Natural Heritage Program (NHP) of the NC Department of Environment and Natural Resources to identify and list rare plants. The State's Natural Heritage Program is charged with locating important natural areas and species, and rare and endangered species. Information on their locations and status is recorded in the Natural Heritage Inventory that houses a base of nearly 500 species. The PCP listing contains approximately 125 species, with 24 currently listed as endangered on the federal lists.

In Cabarrus County, the Natural Heritage Program has identified four animals, sixteen species of vascular plants and seven communities as being endangered, threatened or of special concern (Table V-G-3).

**Table V-G-3  
Rare Communities and Species of Cabarrus County**

<i>Species/Common Name</i>	<i>NC Status</i>	<i>Federal Status</i>
<i>Etheostoma collis</i> Carolina Darter	Special Concern – Rare or uncommon in NC	N/A
<i>Lasmigona decorata</i> Carolina Heelsplitter	Endangered – Critically imperiled in NC	Endangered – Critically imperiled globally
<i>Villosa delumbis</i> Eastern Creekshell	Significantly Rare – Rare or uncommon in NC	N/A
<i>Villosa vaughaniana</i> Carolina Creekshell	Special Concern – Imperiled in NC	Fed. Species of Concern Imperiled Globally
<i>Baptisia alba</i> Thick-pod White Wild Indigo	Significantly Rare– Imperiled in NC	N/A
<i>Baptisia minor</i> Prarie Blue Wild Indigo	Threatened – Imperiled in NC	N/A
<i>Cirsium carolinianum</i> Carolina Thistle	Candidate – Critically imperiled in NC	N/A
<i>Desmodium sessilifolium</i> Sessile Tick-trefoil	Candidate – Of historical occurrence in NC	N/A
<i>Gnaphalium helleri</i> Hellers Rabbit Tobacco	Significantly Rare – Imperiled in NC	N/A
<i>Helianthus schweinitzii</i> Schweinitz's Sunflower	Endangered – Imperiled in NC	Endangered – Imperiled globally
<i>Hexalectris spicata</i> Crested Coralroot	Significantly Rare – Imperiled in NC	N/A – Imperiled globally
<i>Lilium canadense ssp. Canadense</i> Yellow Canada Lily	Candidate – Critically imperiled in NC	N/A
<i>Lilium canadense ssp. Editorium</i> Red Canada Lily	Candidate – Critically imperiled in NC	N/A
<i>Lotus helleri</i>	Candidate – Rare or uncommon in NC	Federal Species of Concern

Carolina Birdfoot-Trefoil		
<i>Porteranthus stipulatus</i> Indian Physic	Significantly Rare – Imperiled in NC	N/A
<i>Portulaca smallii</i> Small’s Portulaca	Threatened – Imperiled in NC	N/A
<i>Silphium perfoliatum</i> Northern Cup-plant	Significantly Rare – Critically imperiled in NC	N/A
<i>Silphium terebinthinaceum</i> Prarie Dock	Candidate – Imperiled in NC	N/A
<i>Smilax biltmoreana</i> Biltmore Carrion-flower	Candidate – Rare or uncommon in NC	N/A
<i>Solidago rigida ssp. glabrata</i> Southeastern Bold Goldenrod	Significantly Rare – Imperiled in NC	N/A
Basic Mesic Forest (Piedmont Subtype)	Imperiled in NC	N/A
Basic Oak-Hickory Forest	Rare or uncommon in NC	N/A
Dry Oak-Hickory Forest	Apparently secure in NC	N/A
Granitic Flatrock	Imperiled in NC	N/A
Upland Depression Swamp Forest	Imperiled in NC	N/A
Xeric Hardpan Forest	Rare or uncommon in NC	N/A
Wading Bird Rookery	--	N/A

(Source: *Natural Heritage Program, NCDENR, 1999.*)

Another local effort to identify, increase awareness, and protect the natural resources of Cabarrus County has yielded a comprehensive inventory of natural communities that are somewhat unique to the area (Table V-G-4). The *Natural Heritage Survey* of Cabarrus County was conducted to identify and preserve rare species of animals, plants, and natural communities in the County. Seven of these habitats are also included in the State’s Natural Heritage Program listing of areas of special concern.

**Table V-G-4**  
**Natural Communities of Cabarrus County**

<i>Natural Community</i>	<i>Characteristics</i>
Basic Oak-Hickory Forest	Covers moisture range equivalent to both Dry and Dry-Mesic Oak-Hickory Forest types. Local examples include: Back Creek Gabbro Hill; Blackwelder Property; Butcher Branch Hill; Jesse Slagle Knoll; Reedy Creek Knoll; and Beaver Pond (in part).
Dry Oak-Hickory Forest	Once a predominant Piedmont forest community type. Now in agriculture, urban development or occupied by successional pine stands. Local examples include: Barnhart/Richie Property (in part); Barringer/ Honeycutt Property (in part); Lentz Harness Shop Road Upland Depression (in part); Reed Gold Mine (in part); Reedy Creek Knoll; and Beaver Pond (in part).
Dry-Mesic Oak-Hickory Forest	Once a predominant Piedmont forest community types. Now in agriculture, urban development or occupied by successional pine stands. Relatively common but examples of significant size and good quality are rare. Most protected areas are in dissected lands near rivers or creeks occurring on mid slopes, low ridges and upland flats on acidic soils. Local examples include: Barnhart/Richie Property (in part); Barringer/ Honeycutt Property (in part); Bellefont Church Oak-Hickory Forest (in part); Butcher Branch Hill; Frank Liske Park (in part); Hartsville Road (in part); Miami Church Hill; New Testament Baptist Church Knoll and Seep(in part); and Stephens Church (in part).
Granitic Flatrock	Outcrops occur when surfaces exposed at about same elevation as surrounding land. May be composed of granite, syenite or related rock. Most of area is dry, but depressions in rock may hold water in winter. Seepage zones often occur at the forest edge or in cracks in

	the rock, providing water over the surface of the rock.
Low Elevation Seep	Seepages and springs at the bases of slopes or edges of floodplains form between the adjacent floodplain and the upland communities. Typically slope into Bottomland forests or into slope forests such as Mesic Mixed Hardwood. Communities tend to be small, often shaded by the canopy of adjacent communities. Soil is usually muddy, and permanently saturated. Local examples include: Bellefont Church Oak Hickory Forest (in part) and New Testament Baptist Church Knoll and Seep (in part).
Mesic Mixed Hardwood Forest	Common with occurrence on steep sites that has allowed many to escape with less disturbance. Increased development pressures now pose threat. Some examples with old forest can still be found on lower slopes, steep north-facing slopes, ravines, and well drained small stream bottoms, on acidic soils. Local examples include: Barringer/Honeycutt Property (in part); Clarke Creek Heron Rookery (in part); Dutch Buffalo Creek Dam (in part); Everett Voncannon Property (in part); Hartsville Road (in part); Old Bell Mission Church (in part); Rocky River, Hwys 601 and 200 (in part).

**Table V-G-5**  
**Natural Communities of Cabarrus County, *Continued***

Piedmont Alluvial Forest	Distinguished from larger floodplain communities because of differences in ecosystems. Relief and size of the landforms become smaller. Can be regarded as fine-scale mosaics of Levee, Swamp and Bottomland communities. Levees, sloughs, and ridges are absent or poorly developed, due to frequency and recentness of destructive flooding. Sites vary due to different alluvial material and its effect on soil fertility, but almost all alluvial sites are more fertile than surrounding uplands. Soils may be especially rich if surrounding uplands are on mineral rock substrate. Soils are seasonally or intermittently flooded.
Piedmont Bottomland Forest	Occur on floodplain ridges and terraces other than active levees near the river channel. Communities are flooded occasionally but seldom disturbed by flowing water. Fertility and infrequent flooding of these sites makes them excellent farmlands. Local examples include: Barringer/Honeycutt Property (in part); Frank Liske Park (in part); Gold Hill Road Bottomland Hardwood Forest (in part); and Rocky River Corridor (in part).
Piedmont Levee Forest	Occur on natural levees next to rivers and dominated by the forces of the river. Vegetation may be directly disturbed by flooding and may consist of mature climax forest or may be in various stages of primary or secondary succession. Periodic input of nutrients in flood-deposited sediment makes sites very fertile and growth rapid. Soil is medium or coarse grained alluvial type. Local examples include: Everett Voncannon Property; Gold Hill Bottomland Hardwood Forest (in part); and Rocky River Corridor (in part).
Piedmont Monadnock Forest	Monadnocks (hills projecting above the surrounding topography) and high ridges occur because of highly resistant rock bases. Generally very low in plant diversity, due to a combination of exposure, dryness, and rocky, acidic soil that is nutrient poor. Hydrology is dry to extremely dry. Local example is the New Testament Baptist Church Knoll and Seep (in part).
Piedmont Semi-permanent Impoundment	Results from beaver ponding and similar small, old, undisturbed, man-made impoundments in floodplains and low valleys. Separated from surrounding floodplain communities by the occurrence of permanent or semi-permanent standing water. Man-made ponds considered part of this category if in small to large floodplains, of the same size scale as natural beaver ponds, established a long time, and not significantly modified other than by flooding. Local examples include: Clarke Creek Heron Rookery (in part); Coddle Creek Reservoir (in part); and Reedy Creek Knoll and Beaver Pond (in part).

Upland Depression Swamp Forest	Poorly drained upland flats or depressions. Occur usually on broad upland flats but occasionally on high ridge tops. Have a closed canopy and a short hydroperiod (standing water from October to May), tending to pond rain and runoff water rather than fill by seepage. Relatively stable, maintained by their hydrology. Susceptible to disturbances caused by unusually prolonged flooding, by drought or by development that affects ponding potential. Local examples include: Barnhart/Richie Property (in part); Bellefont Church Oak Hickory Forest (in part); and Lentz Harness Shop Road Upland Depression (in part).
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*(Source: Classification of the Natural Communities of North Carolina, Third Approximation (Schafale and Weakley, 1990 and Natural Heritage Survey of Cabarrus County, 1999).*

As Concord and Cabarrus County absorb an increasing influx of residents and workers, unprecedented pressure is placed on landowners to develop properties that provide special habitats for wildlife and plant species. In addition, advances in construction technology and the extension of water and sewer infrastructure have significantly lessened development constraints on most lands. As development pressure intensifies, alternate approaches are needed to preserve sensitive habitats, while providing economic incentives to landowners.

Of particular note are the private, non-profit organizations known as land trusts that have emerged throughout North Carolina and the nation over the last decade in response to growing development pressures. These organizations have become very active in the protection of natural and cultural resources through the permanent protection of properties from development. This protection is commonly achieved by obtaining identified lands through donation or purchase, or by receiving conservation easements which restrict future development of the property. Conservation easements are a widely-recognized protection tool that allow the land to remain in the hands of the original landowner, who in turn becomes eligible for special tax incentives. The land trust typically assumes responsibility for management of the resource. Conservation easements are individual agreements between the land trust and the private landowner and have emerged as an effective tool in preserving unique and sensitive areas. Land trusts are also active in identifying key conservation lands for future purchase, as well as holding the land under option while public agencies can identify and secure funding sources to support the acquisition.

The Land Trust of Central Carolina operates in a 10-county region that covers Anson, Cabarrus, Davidson, Davie, Iredell, Montgomery, Randolph, Richmond, Rowan and Stanly Counties. The Trust works with area property owners to preserve key lands and habitats from development, maintain scenic vistas, and protect the unique natural and cultural resources of the region. The Trust has completed two projects in Cabarrus County to date: 1) a 2000 conservation easement on the John Bunyan Green Farm historic home and grounds totaling more than 317 acres and including Rocky River frontage; and 2) a 1999 fee title ownership of the Clarke Creek Rookery waterfowl habitat, with more than 34 acres of urban open space acquired.

## 7. Noise Pollution

Noise pollution is produced by a variety of land uses and generates sound that occurs at high enough levels to carry onto adjacent properties. Excessive noise levels can contribute to decreased property values, degradation of wildlife habitat, and reduced quality of life for residents in affected areas. Among the more common causes of environmental noise are airports, construction activity, highways, industry, and recreational activities such as auto racing. Land uses that are particularly impacted by noise levels include schools, residential developments, hospitals, churches, libraries, nursing homes and other health care facilities.

Concord Regional Airport located just minutes from Downtown Concord, serves a growing general aviation market for Cabarrus County and surround area. As the fourth busiest airport in North Carolina, the airport not only serves the County, but provides a regional alternative to Charlotte/Douglas International Airport. Although the City's UDO includes an *Airport Overlay District*, there are currently no land use regulations based on the noise contours generated by air traffic. The Airport maintains a computer-generated noise contour map that indicates areas susceptible to heightened noise levels based on the frequency and time of flights, flight patterns, types of aircraft, runway usage, and local climatic and geographic conditions. The noise contour map depicts community impact areas, or noise contours, that are subject to aircraft-generated noise of 65 Ldn or greater. The Ldn, or Day-Night Average Sound Level, is measured over a 24-hour minimum time span. Noise levels are used to delineate a general boundary line surrounding the airport that encompasses a geographic area that is exposed to a particular Ldn level. This generates a set of contour lines at 65 Ldn, 70 Ldn, and 75 Ldn, in which the contours closer to the airport (75 Ldn) indicate areas that experience higher noise levels than contours farther out (65 Ldn). Lands located within the 65 Ldn noise contour are subjected to higher levels of aircraft flight noise due to take-offs, landings or other operations. This noise level renders most areas incompatible for residential, service commercial, or cultural and entertainment uses. Land within the 75 Ldn – closest to airport operations – becomes incompatible for even some manufacturing uses.

The protection of the airport from encroachment of incompatible land uses that are noise sensitive – such as residential development – should be a priority consideration in the land use planning process. Noise attenuation measures should also be considered in local regulations and building codes for new construction within the airport noise contours. While airports can pursue noise abatement procedures such as changes in flight patterns, runway usage, and nighttime operations, approaches to alleviate noise impacts on the community, local governments can consider impact on airport environs in siting capital facilities and expanding infrastructure. These measures can contribute to the long-term viability and operation of the airport as a community asset, while protecting residents from the long-term health concerns related to prolonged exposure to elevated noise levels.

The FAA Southern Region has prepared a guide on *Land Use Compatibility and Airports* to assist airport managers and local governments in promoting land use compatibility in airport environs. The guide identifies planning and regulatory tools that protect both the community's economic investment in air operations and the health and safety of area residents. The FAA has

also issued a detailed list of compatible land uses within noise contours contained in Federal Air Regulation 150.

Another key community facility that generates a significant noise impact is the Lowe's Motor Speedway. The facility has been in operation since the late 1950's. In the more than four decades since it was established, extensive new residential development has occurred in surrounding areas near the track, which are significantly impacted by noise levels during speedway events. Many planning measures that apply to airport environs are also appropriate to land use planning in areas surrounding the racing facility. The noise levels generated by the track and the need to accommodate compatible land uses should be a consideration in land use planning.

## **8. Air Quality**

Air quality affects public health, the weather, the quality of life, and the economic potential of a community. Air quality can be influenced by short-term, temporary events such as wildfires, or by more serious, long-term conditions such as ozone and haze. The *Clean Air Act* establishes federal standards for six primary air pollutants – ozone, lead, dust, carbon monoxide, nitrogen dioxide and sulfur dioxide. Although overall air quality in North Carolina has improved over the last two decades, the level of ozone continues to be a concern. Although ozone plays a key role in protecting the earth from solar radiation, problems can arise when it occurs in concentrated areas closer to ground level creating health risks for residents, damaging vegetation, and escalating deterioration of outdoor structures.

The State of North Carolina developed a comprehensive *Clean Air Plan* in 1998 to further protect public health, the environment, and jobs. The plan is primarily aimed at reducing ozone air pollution with a focus on achieving significant reductions in utility emissions and implementing measures to reduce exhaust emissions from motor vehicles.

The Air Quality Section of the NC Department of Environment and Natural Resources is tasked with establishing air quality standards and monitoring air quality. The Division performs planning and modeling to determine appropriate controls, prepares rules and regulations, issues industrial permits, and maintains a database of information on point source facilities which emit particulates, sulfur dioxide, nitrous oxides, volatile organic compounds, or carbon monoxide. The Division of Air Quality, in partnership with local air quality offices, also conducts the *Air Awareness/Ozone Action* program in six NC metropolitan areas including Charlotte. The program aims to increase public awareness about air quality problems through ozone forecasts and other activities, while motivating individuals and businesses to take actions that help reduce levels of ozone and other air pollutants. In addition, the Pollution Prevention Program administered by the NC Office of Waste Reduction provides industry with technical assistance on reducing air emissions and assists them in complying with the State waste reduction planning requirements.

The Charlotte region posted an *Air Quality Index* ranking of 3.7 for 2001. Among the five major air pollutants monitored by the EPA, the Charlotte Metropolitan Area surpassed minimum allowed levels of ozone. Like most major urban areas in the nation, ozone poses the most serious health risk to Charlotte area residents and ranks as the major air pollutant. The region's levels of carbon monoxide, lead, nitrogen dioxide, particulate matter, and sulfur dioxide registered below the EPA serious health risk threshold.

As part of the rapidly-growing Charlotte metro region, Concord is affected by air quality conditions generated by the heavy traffic and development throughout the region. Air quality monitoring data from the NCDENR Division of Air Quality reveal the expanding impact of development in the Charlotte region. As shown in Table V-G-6, three of the five counties that border Cabarrus consistently post 8-hour ozone violations. Mecklenburg County to the southwest and Rowan County to the north have consistently posted elevated ozone levels over the past six years, while Union County to the south has also exceeded ozone standards. There have been no monitors actually in Cabarrus County over the past several years so variations do not show up in Table V-G-6. However, a monitor at the Cabarrus-Mecklenburg county line records the highest ozone concentration in the entire region at 1.02 ppm suggesting that, indeed, air quality is severely impacted in Cabarrus County.

**Table V-G-6  
Incidence of 8-Hour Ozone Violations in Cabarrus and  
Adjacent Counties, 1995-2001**

<i>County</i>	<i>1995-97</i>	<i>1996-98</i>	<i>1997-99</i>	<i>1998-2000</i>	<i>1999-2001</i>
Cabarrus	<b>X</b>				
Iredell					
Mecklenburg	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Rowan	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>	<b>X</b>
Stanly					
Union	<b>X</b>		<b>X</b>	<b>X</b>	<b>X</b>

*(Source: Division of Air Quality, NCDENR)*  
*X- 8-Hr Ozone Violation*

Concord is located within a major metropolitan area and includes one of the busiest interstates in the southeast, I-85, within its borders. Population and traffic are the two key contributors to air quality problems. Therefore, land use decisions weigh heavily on long-term air quality conditions. Compact development should be encouraged and the impact on transportation and the number and length of vehicle trips generated should be considered with new development. Accommodations for alternative forms of transit should also be made to provide accessible and safe pedestrian and biking routes.

## CHAPTER V-H

### CULTURAL AND HISTORIC RESOURCES

Cabarrus County was formed in 1792 from the northeast portion of Mecklenburg County. Three years later in 1795, legislation was passed that named local commissioners to establish a courthouse on a predetermined site owned by Samuel Hugey and lay out the Town of Concord as the county seat. Concord was incorporated eleven years later in 1806.

#### 1. Historic Districts and Sites

A comprehensive architectural countywide survey of historic structures in Cabarrus County was completed in 1980 and published in 1981 by Peter R. Kaplan (well known nationally) as *The Historic Architecture of Cabarrus County, North Carolina*. Nineteen individual properties and 6 historic districts in the County are listed in the National Register of Historic Places. The statewide inventory of archaeological sites lists 240 prehistoric and historic archaeology sites throughout the County as well.

The City of Concord is fortunate to have a wealth of intact historic sites and structures located in the Center City area. The City has three Historic Districts, designed to preserve the architectural and historical character of these special areas. The North and South Union Street Historic Districts were established in 1982. The Edgewood Neighborhood was designated as a Historic District in 1988. The North and South Union Street Historic Districts were entered on the *National Register of Historic Places* in 1986. The Edgewood District is a locally designated district. All three historic districts are located within the Center City area.

In 2003 the Union Street North/Cabarrus Avenue Commercial Historic District became the newest district in Concord. However, this district is not subject to the City's Historic District Ordinance. This district includes the historic Concord Hotel and Paramount Theater building, now being renovated, along with other nearby buildings.

The City of Concord became a Certified Local Government (CLG) in 1999. The Concord Historic Preservation Commission is tasked with the job of promoting, enhancing and preserving the character of the Districts and the administration of the City's Historic District Ordinance. Concord's Historic Districts that subject Historic District Ordinance are depicted in Figure V-H-1 and the City's historic Districts and places are listed in Table V-H-1.

As listed in Table V-H-1, 4 individual properties within the City are listed on the *National Register of Historic Places*, including the former Cabarrus County Courthouse (next to the new Courthouse), South Union Street Courthouse, Barber-Scotia College, Union Street and the Odell-Locke-Randolph Cotton Mill. All of these properties are located within (walking distance of the Downtown area) the Center City area.

Other structures of national significance and Historic Districts of note in Cabarrus County are the MacDonald J. Hartsell farm site, Poplar Tent Presbyterian Church, Mill Hill, the Stonewall Jackson Training School Historic District, and the Mt. Pleasant Collegiate Institute Historic District.

In addition, the Stonewall Jackson Training School Historic District is located just outside the City to the south off NC Highway 49 between Old Charlotte and Stough Roads.

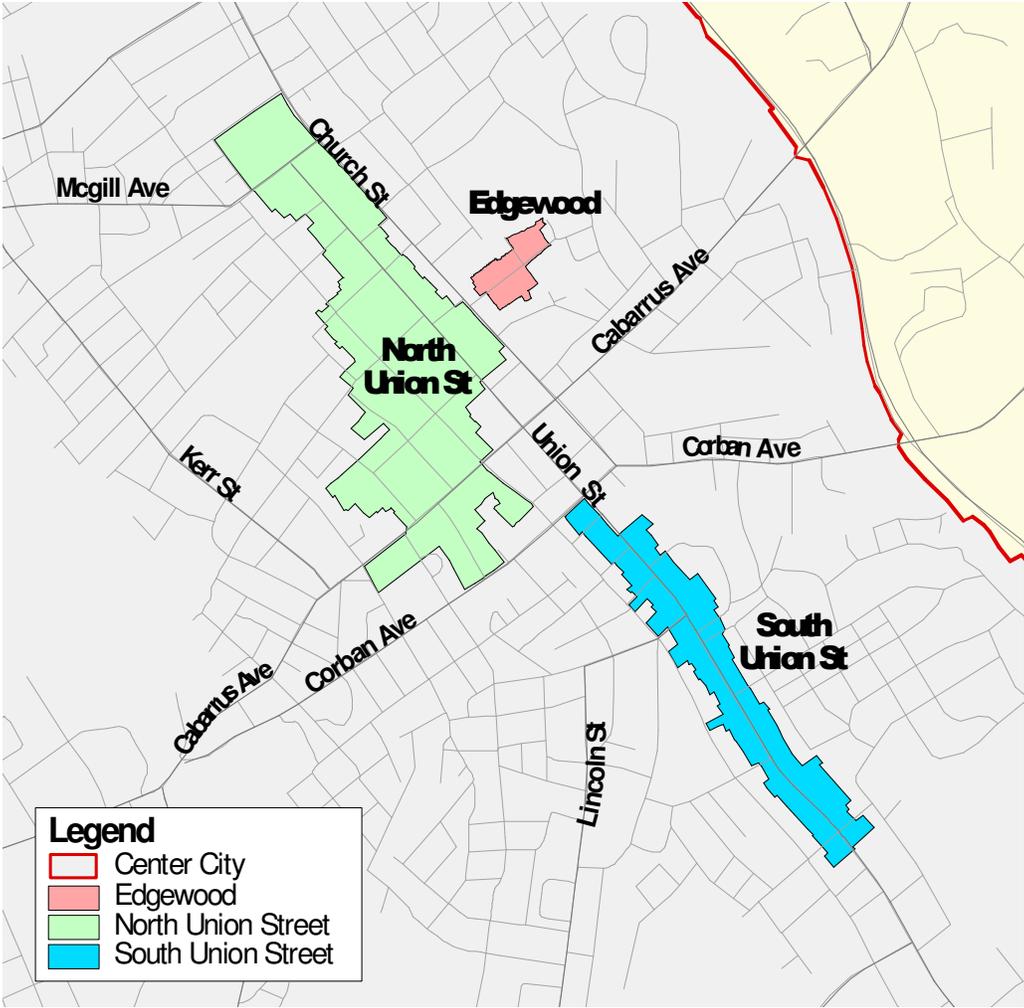
More than \$11 million in income-producing tax credit projects have been completed in Cabarrus County for five restoration projects to historic properties. The Odell-Locke-Randolph Cotton Mill restoration is one such tax credit investment.

**Table V-H-1  
Historic Districts and Places  
City of Concord**

<i>District or Place</i>	<i>Year Designated</i>	<i>Area of Significance</i>	<i>Historic Function</i>
<b>Historic Districts</b>			
North Union Street	1986 (est. 1982)	Architecture, Industry	Domestic
South Union Street	1986 (est. 1982)	Industry, Commerce, Architecture	Domestic
Union Street North/Cabarrus Avenue Commercial Historic District	est. 2003	History, Culture, Archaeology, Architecture	Commerce, Trade
Edgewood Neighborhood	est. 1988	Domestic	Domestic
<b>Historic Places</b>			
Barber-Scotia College	1985	Education, Architecture, Social History	Domestic, Education
Cabarrus County Courthouse	1974	Military, Architecture	Government
Odell-Locke-Randolph Cotton Mill	1983	Industry, Architecture	Industry, Processing, Extraction
South Union Street Courthouse and Commercial Historic District	1997	Architecture, Commerce, Politics, Government	Commerce, Trade, Government, Social

*(Source: City of Concord, 2002 and National Register of Historic Places, 2002)*

Figure V-H-1  
Historic Districts in Concord Regulated  
by the Historic District Ordinance



Source: City of Concord, 2002

## 2. Cultural Resources

Both Concord and the surrounding area host an abundance of cultural resources. Museums, performing arts, theatre, libraries and other resources are accessible throughout the Charlotte region and through nearby higher education institutions. Many cultural opportunities are conveniently located within the City of Concord.

- ❑ The Old Courthouse Theater (formerly the First Baptist Church) is an award-winning community theatre established in 1976. The Theater offers musicals, comedies, dramas, classics and new play works as well as youth and children's theatre productions and acting classes. It is also home to *Senior Adult Reader's Theater* and productions and the annual *New Year's Eve Murder Mystery*. The Theater depends on the community not only for its audience, but for cast and crew as well. The staff of Old Courthouse Theater is, except for the artistic director, made up completely of volunteers. Most of this non-profit organization's costs are met with revenue from season tickets. The Old Courthouse Theater is located on Spring Street in the Center City area of the City.
- ❑ The Cabarrus Arena and Exposition Center opened in 2002 and features a main arena and events center with 10,000 square feet of meeting rooms, a 28,800-square-foot arena floor and two exhibition halls totaling more than 65,000 square feet. The Arena and Exposition Center is home to the annual Cabarrus County Fair and is located west of the City on NC Highway 49.
- ❑ The Charles A. Cannon Memorial Library is the public library serving Cabarrus County. The County library system is comprised of three library facilities located in Concord, Kannapolis, and Mt. Pleasant. The three libraries function as a single system through a contractual agreement between Cabarrus County and the City of Concord. The Charles A. Cannon Memorial Library is the Main Library in the system and is located on Union Street in the Center City area of Concord. The Library maintains a collection of 205,650 volumes, including the Local History Collection that is housed in the Lore Room. The collection contains materials on Cabarrus County history and genealogy from 1750 to the present, with the majority of the Collection consisting of genealogical notes and records in book, microfilm, and folder form. The Cannon Library is owned and operated by Cabarrus County and is funded by local, state and federal tax revenues as well as private donations.
- ❑ The Cabarrus Courthouse, constructed in 1876, and the Concord Museum is located on Union Street in the Center City area of Concord. The Courthouse is on the National Register of Historic Places and the Concord Museum is home to an extensive library that is used for genealogical and historical research as well as the history museum.
- ❑ Established in 1804, Memorial Garden is a three-acre garden located in the heart of Concord. Nearly two centuries old, the Garden began as a cemetery and features an ancient stone foundation, flanked with stone resting benches and beds of pansies, hyacinths, daffodils,

azaleas, tulips and annuals. The Garden also features enormous oaks, magnolias, dogwood, rosebud and twisted crepe myrtles. The First Presbyterian Church Columbarium is also a place of quiet solitude, which is well landscaped with a variety of flowers and shrubs.

- Founded in 1867, Barber-Scotia College is a 4-year liberal arts college affiliated with the Presbyterian Church (USA). The Barber-Scotia Choir offers an annual concert schedule with performances on campus and at venues throughout the region.
- Sports – Lowe’s Motor Speedway and other professional sports venues, including Concord Motorsport Park, provide entertainment and economic contributions to the city and county.
- Other Arts and Culture offerings include: Cabarrus Arts Experience, Cabarrus Art Guild, Genesis II Community Choir, Cabarrus County Vocal Ensemble, Reed Gold Mine State Historic Site, annual Downtown Festivals, and Special Events offered through the Concord Parks and Recreation Department.

## CHAPTER V-I EXISTING PLANS AND REGULATIONS

The City of Concord’s Development Services and Business and Neighborhood Services Division has developed or participated in the development of many plans, studies and regulatory documents each aimed at improving the health, safety, and welfare of the community. Only the City adopted some plans, others apply countywide, regionally or statewide or to nearby jurisdictions. The plans listed in Table V-I-1 address many different aspects of the planning process and therefore contribute substantially to the Land Use Plan (LUP) for the City. The Land Use Plan will influence future plans at the local, county and regional levels and the plans, regulations, and ordinances outlined in Table V-I-1 provide the regulatory framework through which the recommendations of the LUP will be implemented.

**Table V-I-1  
Summary of Plans and Regulations Related to Land Use**

<i>Document</i>	<i>Status</i>	<i>Sponsor(s)</i>	<i>Summary</i>
<b>Plans and Studies</b>			
Branchview Drive Corridor Plan	Adopted 10/1990	City of Concord	Long-range development plan and policy guide for the Branchview Drive Corridor
Voices and Choices	1998	Voices and Choices Group	A plan providing a regional vision for economic sustainability
2000-2025 Long Range Transportation Plan - Draft	Draft as of 6/2001	Cabarrus Rowan MPO	Long range transportation plan for the region
Envision Cabarrus	Completed 10/2001	Cabarrus County Cabarrus Regional Chamber of Commerce City of Concord City of Kannapolis Town of Mt. Pleasant Town of Harrisburg	Provides a vision for Cabarrus County for the next 20 years. Development of the document was possible through a partnership between the County, municipalities and regional Chamber of Commerce
Livable Communities Blueprint for Cabarrus County	Completed 2/2002	Cabarrus County, Concord, Kannapolis, Mt. Pleasant, Harrisburg	Long range parks and recreation plan for Cabarrus County and its municipalities
Downtown Master Plan	Completed 5/2002	City of Concord Concord Downtown Development Corp	Designed to promote historic preservation and economic development now and in the future. Components include: Parking Management Plan, Visioning Statement, Economic Analysis and Physical Plan
Water & Wastewater System Master Plan	Completed 6/2002	Water & Sewer Authority of Cabarrus County	Comprehensive water and wastewater master plan for Cabarrus County
Transit Implementation Plan – Draft Final Report	6/2002	Cabarrus Rowan MPO	Transit plan for the Cabarrus Rowan urban area
Logan 2005: A Strategic Revitalization Plan	In-progress	City of Concord Logan Neighborhood Association	Grassroots, community-based plan to revitalize the Logan community neighborhoods

**Table V-I-1  
Summary of Plans and Regulations Related to Land Use, *Continued***

<i>Document</i>	<i>Status</i>	<i>Sponsor(s)</i>	<i>Summary</i>
<b>Plans and Studies</b>			
Northwest Area Plan	Adopted 12/1992 (update in progress)	City of Concord Cabarrus County City of Kannapolis	Provides specific land use recommendations for the western area of the County
2004-2010 Transportation Improvement Program -Draft	Draft as of 6/2002	North Carolina Dept. of Transportation NC MPOs	Provides the future transportation improvement plan for the Cabarrus Rowan urban area
Center City Plan	Adopted 12/2003	City of Concord	Provides goals and strategies for the future development and sustainability of the existing neighborhoods that surround the City's downtown
Cabarrus Avenue Gateway Plan	In progress	City of Concord	Project will create a gateway to welcome travelers to the City of Concord and ultimately enhance the overall appearance and marketability of Cabarrus Avenue and provide stimulation for the economically challenged area
SH-73 Corridor Study	Completed 9/2004	City of Concord City of Kannapolis Cabarrus County City of Huntersville Town of Lincolnton	Recommends transportation improvements, land use patterns, and urban design measures along the SH-73 corridor between Kannapolis and Lincolnton.
Annexation Plan	In Progress	City of Concord Cabarrus County City of Kannapolis	
<b>Regulations and Ordinances</b>			
Unified Development Ordinance	Adopted 11/2000	City of Concord City of Kannapolis Town of Harrisburg Town of Mt. Pleasant Cabarrus County	Designed to meet unified development goals through the provision of zoning and subdivision regulations (Note: Cabarrus County did not adopt this Ordinance)
Concord Historic Districts Handbook	Adopted 1983 Revised 6/01	City of Concord	Provides guidelines for the Historic Preservation Commission to use in their deliberations. It explains the history of Concord and the City's historic preservation regulations.
<b>Other Community Plans</b>			
Harrisburg Area Plan	Adopted 3/01	Town of Harrisburg Cabarrus County	Provides an overall direction for future growth and development for Harrisburg
Eastern Area Plan	Plan completed awaiting adoption	Cabarrus County, Town of Mr. Pleasant	Provides direction for future land use for the eastern portion of Cabarrus County including Mt. Pleasant.
City of Kannapolis 2015 Comprehensive Plan	In progress.	City of Kannapolis	Provides an overall direction for future growth and development for Kannapolis through the year 2015
Northeast Mecklenburg Area Plan	Adopted 6/00	Charlotte Mecklenburg Planning Commission	Future land use plan for this section of Charlotte



## APPENDIX A

### LAND USE PLAN QUESTIONNAIRE

The following questionnaire was placed on the web and handed out at the various public input meetings that were held.

#### PURPOSE

*The Land Use Plan will be used as a blueprint for the next ten years. The Plan will provide guidance for the City's budget, expansion of infrastructure and other services in the future. This comprehensive plan for land use will build on the completed Downtown Master Plan and the Center City planning process already in progress.*

*As a planning tool, the Land Use Plan will guide the Concord City Council and the City's staff in making important decisions regarding land use and future infrastructure expenditures. The area to be studied includes land within the City's current boundaries, as well as some areas outside the city limits, which are likely to be annexed in the next ten years. The City has no control over the areas likely to be annexed at this time, thus, the City hopes to work with the County as well as the other municipalities in Cabarrus County on these parts of the Land Use Plan. That cooperative work would cover areas, which are growing rapidly and will be densely developed over the next decade.*

*The information gathered in this survey will help shape the planning process. Your response to the questions would be greatly appreciated. There will be other opportunities to comment on this planning effort throughout the next several months.*

#### Personal

*(All information provided is voluntary)*

Date: \_\_\_\_\_

1. How long have you lived in the City of Concord?  
\_\_\_\_\_ years  
\_\_\_\_\_ Moved into City, lived here \_\_\_\_\_ years  
\_\_\_\_\_ Live outside of City, have owned property in it for \_\_\_\_\_ years
2. What part of the city do you live in?
3. What type of residence do you live in? (i.e. apartment, single family home, etc.)
4. Please identify your employment status:  
\_\_\_\_\_ Employed \_\_\_\_\_ Unemployed \_\_\_\_\_ Self-employed \_\_\_\_\_ Student \_\_\_\_\_ Own a business \_\_\_\_\_  
Retired \_\_\_\_\_ Other \_\_\_\_\_

### General

1. What should the goals and objectives of the land use planning effort be? (Check all that apply and, if necessary, add additional responses)  
 Identify where future land uses should be encouraged throughout the City  
 Provide input on capital planning  
 Identify characteristics and qualities of neighborhoods  
  
Other - please explain \_\_\_\_\_
2. What should be included in a Unified Land Plan?  
 History of the neighborhood  
 Description of the existing community  
 Vision for the future of neighborhoods  
 Policies and standards  
 Priorities for neighborhood improvements  
 Strategies to implement the plan  
Other - please explain \_\_\_\_\_
3. How will you participate in the development of Concord's Unified Land Plan?  
 Respond to survey material  
 Attend community input meetings  
 Would not participate  
Other - please explain \_\_\_\_\_

### Land Use/Development

1. What kind of development would you like to see more of in Concord? In what areas would you like to see these kinds of development?
2. In your opinion, what kind of development does Concord currently have too much of?
3. Would you be interested in receiving information regarding future meetings about the Unified Land Plan for Concord?  
  
If yes, please provide your name, address, and phone number.
4. Do you feel that up-zoning (e.g., low intensity residential district to high intensity residential district allowing greater development) is O.K.?
5. Do you feel that down-zoning (e.g., high intensity residential district to low intensity residential district allowing less development) is O.K.?
6. In your opinion, what part(s) of the city are best suited for commercial development?

7. In your opinion, what part(s) of the city are best suited for industrial development?

### **Transportation**

1. Overall, what is your opinion of the roads in the City of Concord?
2. Where do you think the most traffic problems occur? What do you think should be done to solve this problem?
3. Would you use city transit services, such as a city bus service? If so, how frequently?
4. Do you commute to work outside of Concord?
5. If so do you use the Concord Express?
6. If you commute to work outside of Concord, would you use public transportation (e.g. buses or light rail)?

### **Quality of Life**

1. Would you say that Concord is a good place to live?
2. In general, do you think that during the last two years living in Concord has improved, stayed the same or worsened?
3. Is there an area or an aspect of the City that you consider unsafe? If so, where and why?
4. Is there an area(s) or place in the City that you feel should be preserved at all costs? If yes, where and why?
5. What could be added to the city that would make it more beneficial to your needs (i.e. more greenways, pedestrian circulation routes, more parks, better public transportation)?
6. What do you like most about your neighborhood?
7. What do you like least about your neighborhood?
8. What do you think should be the main priority for improving your neighborhood?

9. What part of Concord do you think is in most need of improvement?
10. Apart from the City Council, who else do you think has an important role in improving local communities? (i.e. Local Businesses, Church/faith organizations, Local Community groups, etc.)
11. What do you think is the best way to consult with citizens and stakeholders about important issues? (*circle those that apply*)  
*Publicity, surveys in the newspaper, public displays, through local groups, public interest meetings, city website,*  
*Other (explain) \_\_\_\_\_*

If there are issues that you feel are important to the City's Unified Land Plan that were not mentioned above, please describe them in the space provided below.

If you would like to mail this completed questionnaire to the City, please send it to:  
City of Concord Planning and Community Development  
Attn: Land Use Plan Questionnaire  
66 South Union Street  
P.O. Box 308  
Concord, NC 28026-0308

*Thank you for your assistance with this survey.*

## APPENDIX B

### MAJOR CONCERNS FROM PUBLIC MEETINGS

*The following represent the main comments that were given from the public throughout the information gathering portion part of the Land Use Plan project.*

- Roads need better planning. Transportation congestion was a recurring comment.
- Concentrate on downtown revitalization.
- Ensure adequate infrastructure is in place prior to development approvals.
- Consider architectural guidelines.
- Consider infill opportunities and incentives.
- Connect residential uses to neighborhood commercial centers.
- There is a need for industrial development and employment centers in Concord that will provide jobs suited for the current residents education and experience.
- Concord needs to retain and attract professionals.
- Multi-family development does not consume as much land as single family and should be encouraged.
- Need to control number of units per acre for single-family residential development.
- Need to focus on corridor improvements.
- Need to preserve open space, through greenways and parks.
- Need to encourage farmland preservation. Consider preservation techniques.
- Need to focus on considering transit options and linking to downtown.
- Need sidewalks in residential areas.
- Need more housing options including affordable housing.
- Mixing land uses better uses our infrastructure and resources.
- Downtown is the ultimate mixed use area – parking is needed though.
- Encourage apartments above the shops in downtown.
- Should be careful to stop development from taking place in the floodplains.
- Need bike paths through town.
- Land use decisions should be made with the input of different agencies including the county, the city, the schools, etc.
- Land uses need to be balanced... currently the tilt is more toward residential should balance more toward employment too.
- Need to plan for schools based on population.
- Infrastructure planning is critical before development approvals are given.

### HOTSPOT AREAS

- Branchview is a problem - too many curb cuts, too much traffic, too many lights, no traffic flow.
- At Highway 29 and Poplar Tent Road there is too much traffic. How can we improve this area?
- Mini-park for public gatherings needed downtown.
- US 29 between hospital and I-85 is a traffic problem.

- ❑ Need more employment centers – bedroom community. Concord Mills area is a good place for mixed use/office. Pull out of Mecklenburg County so people won't have to drive so far.
- ❑ Weddington Road Extension can be an area like Copperfield with office/mixed use.

*The following is from a flyer that was distributed to the public through mailings.*

**COMMUNITY INPUT MEETINGS  
CITY OF CONCORD  
LAND USE PLAN**

The City of Concord Planning Department has begun the process of developing a Unified Land Plan (Citywide Land Use Plan). The Unified Land Plan will pave a path for the future development of land within our City. We would appreciate any input you, as citizens and stakeholders in the community, have regarding the future development of land uses in Concord. Your comments will assist us in preparing the Unified Land Plan by providing us with information about how those persons who live and work here foresee the future of land development in Concord. Please bring your ideas and suggestions to any of the scheduled community input meetings.

We have arranged for evening meetings at five (5) different locations throughout the City in order to reach out to the community and provide a convenient location for everyone to attend at least one (1) meeting. We have arranged a separate meeting during the day for those persons who cannot attend an evening meeting but want to participate in the Unified Land Plan input process. All dates and locations of the meetings have been provided below.

**PLEASE JOIN US AT ONE OF THE LOCATIONS BELOW TO DISCUSS  
THE CITY OF CONCORD UNIFIED LAND PLAN**

**Monday, September 23, 2002 6:30 p.m. – 8:30 p.m.**  
Hartsell Recreation Center  
Old Charlotte Road and Swink Street

**Tuesday, September 24, 2002 6:30 p.m. – 8:30 p.m.**  
Calvary Lutheran Church  
950 Bradley Street

**Thursday September 26, 2002 6:30 p.m. – 8:30 p.m.**  
Concord Regional Airport  
9000 Aviation Boulevard

**Monday, October 7, 2002 6:30 p.m. – 8:30 p.m.**  
First Assembly Church

150 Warren C. Coleman Blvd., Suite 15  
**Wednesday, October 9, 2002 1:30 p.m. – 4:30 p.m.**  
City of Concord Fire Station #8  
1485 Old Charlotte Road

**Thursday, October 10, 2002 6:30 p.m. – 8:30 p.m.**  
Pitts Baptist Church  
140 Pitts School Road

## APPENDIX C

### PUBLIC MEETING SCHEDULE

#### Land Use Plan Public Meeting Schedule, 2002-2003

<b>Date</b>	<b>Time</b>	<b>Meeting Location</b>
Monday, Sept. 23	6:30 pm	Hartsell Recreation Center
Tuesday, Sept. 24	6:30 pm	Calvary Lutheran Church
Thursday, Sept. 26	6:30 pm	Concord Regional Airport
Monday, Oct. 7	6:30 pm	First Assembly Church
Wednesday, Oct. 9	1:30 pm	City of Concord Fire Station 8
Thursday, Oct. 10	6:30 pm	Pitts Baptist Church
Monday, Jan. 27	6:30 pm	Concord Municipal Building
Monday, Jan 28	9:00 am	City of Concord Fire Station 8
Monday, Jan 28	6:30 pm	Concord Municipal Building
Monday, April 7	6:30 pm	W. R. Odell Elementary School
Tuesday, April 22	6:30 pm	Mt. Hermon Lutheran Church
Tuesday, April 29	6:30 pm	New Gilead Reformed United Church of Christ

## APPENDIX D

### POPULATION DATA BY CENSUS BLOCK GROUP, 1990-2007

Tract & Block Group	% of Block Group in City	1990 Census	2000 Census	% Change 1990-2000	2002 (est.)	% Change 2000-2007	2007 (est.)
405001	38.5%	573	787	37.3%	806	8.8%	856
405002	0.2%	2	4	100.0%	4	25.0%	5
405003	11.2%	178	350	96.6%	367	18.0%	413
406001	0.1%	3	2	-33.3%	3	50.0%	3
407001	0.5%	2	4	100.0%	5	50.0%	6
407006	18.4%	368	420	14.1%	420	1.4%	426
409001	0.0%	0	0	0.0%	0	0.0%	0
411003	5.5%	37	42	13.5%	43	11.9%	47
413002	1.8%	36	39	8.3%	40	7.7%	42
415001	37.8%	325	550	69.2%	598	29.8%	714
415004	0.0%	0	0	0.0%	0	0.0%	0
417001	0.3%	5	5	0.0%	5	0.0%	5
418001	100.0%	276	383	38.8%	394	11.2%	426
419001	100.0%	1,427	1,577	10.5%	1,633	12.6%	1,776
419002	100.0%	1,323	1,665	25.9%	1,730	13.9%	1,897
419003	100.0%	1,144	1,274	11.4%	1,317	11.9%	1,425
419004	100.0%	1,186	1,126	-5.1%	1,165	12.4%	1,266
419005	100.0%	558	599	7.3%	623	14.4%	685
420001	100.0%	1,233	1,650	33.8%	1,670	4.7%	1,728
420002	100.0%	707	1,133	60.3%	1,168	11.3%	1,261
420003	91.5%	1,770	1,775	0.3%	1,791	3.5%	1,837
421001	100.0%	998	1,891	89.5%	2,031	25.9%	2,381
421002	100.0%	1,026	1,290	25.7%	1,361	19.2%	1,538
421003	100.0%	887	1,037	16.9%	1,077	13.4%	1,176
421004	100.0%	606	575	-5.1%	604	17.7%	677
421005	100.0%	688	575	-16.4%	593	10.8%	637
421006	100.0%	1,002	1,114	11.2%	1,152	11.9%	1,247
422001	100.0%	1,503	1,556	3.5%	1,592	8.4%	1,686
422002	100.0%	870	896	3.0%	919	9.3%	979
422003	95.2%	975	1,082	11.0%	1,112	10.1%	1,191
422004	100.0%	681	676	-0.7%	694	9.8%	742
422005	93.9%	1,061	1,295	22.1%	1,335	11.3%	1,441
423001	100.0%	850	929	9.3%	958	11.1%	1,032
423002	100.0%	1,147	1,685	46.9%	1,764	16.4%	1,962
423003	100.0%	815	1,051	29.0%	1,106	18.5%	1,245
423004	100.0%	763	857	12.3%	882	10.4%	946
424001	100.0%	1,420	2,846	100.4%	2,969	15.4%	3,285
424002	100.0%	1,485	1,887	27.1%	1,914	5.3%	1,987
424003	100.0%	2,031	2,754	35.6%	2,832	10.1%	3,033
425001	100.0%	996	1,454	46.0%	1,557	24.6%	1,811
425002	100.0%	2,164	3,557	64.4%	3,844	27.8%	4,546
425003	100.0%	1,445	3,529	144.2%	3,848	31.2%	4,630
426001	81.1%	1,186	3,352	182.6%	3,763	42.1%	4,762
426003	45.2%	289	389	34.6%	426	32.4%	515
426004	100.0%	2,692	6,355	136.1%	7,185	44.7%	9,196
<b>Totals</b>		<b>38,733</b>	<b>56,017</b>		<b>59,300</b>		<b>67,463</b>

Note: 1990 population is calculated for city area per 2000 Census boundaries. (Source: Claritas, September 2002)

## APPENDIX E

### EMPLOYMENT BY INDUSTRY AND OCCUPATION

#### Employment by Industry City of Concord, 2000

<b>Industry</b>	<b>Number</b>	<b>Percent</b>
Agriculture, forestry, fishing and hunting, and mining	237	0.8%
Construction	2,189	7.8%
Manufacturing	5,086	18.1%
Wholesale trade	1,443	5.1%
Retail trade	3,614	12.8%
Transportation and warehousing, and utilities	1,510	5.4%
Information	872	3.1%
Finance, insurance, real estate, and rental and leasing	2,439	8.7%
Professional, scientific, management, administrative, and waste management services	2,012	7.1%
Educational, health and social services	5,090	18.1%
Arts, entertainment, recreation, accommodation and food services	1,903	6.8%
Other services (except public administration)	1,088	3.9%
Public administration	684	2.4%

*(Source: US Census Bureau, Census 2000 Summary File 3)*

#### Occupation of Employed Civilian Population City of Concord, 2000

<b>Occupation</b>	<b>Number</b>	<b>Percent</b>
Management, professional, and related occupations	9,177	32.6%
Service occupations	3,040	10.8%
Sales and office occupations	7,817	27.8%
Farming, fishing, and forestry occupations	293	1.0%
Construction, extraction, and maintenance occupations	3,370	12.0%
Production, transportation, and material moving occupations	4,470	15.9%

*(Source: US Census Bureau, Census 2000 Summary File 3)*

## APPENDIX F

### PARK AREA REQUIREMENTS

#### Cabarrus County Park Models

<i>Park Type</i>	<i>Size Range</i>	<i>Characteristics</i>
<b><i>Close-to-Home Parklands</i></b>		
Mini-Park	.25 to 3 acres	Located with access, safety and convenience to nearby neighborhoods. Located at K-12 school, within neighborhood development, or other site convenient to population served. Typically not provided at County park level unless in conjunction with school. Municipalities provide on limited basis, often w/in neighborhood developments. Park should have natural and/or paved areas; imaginative layout of equipment/landscaping.
Neighborhood Park	3 to 25 acres	Easily accessible to neighborhood population and geographically centered within safe walking and biking distance, with limited parking. May be within residential community or at K-12 school. Should provide activities for all ages, passive or active. Ball fields located at school sites typically used for programmed youth athletic leagues. Amount of active vs. passive facilities determined by characteristics of site and area served.
Community Park	25 to 70 acres	Centrally located within park service area, with consideration given to surrounding land uses, safety, and access and land availability. Accessible to multiple neighborhoods, with activities for entire family – active and passive to include fields, courts, trails, playground area and open space. May also include a municipal swimming pool or community center when developed and operated by municipality. Maintenance building may be provided.

<b><i>Regional Parklands</i></b>		
Civic Park	Size varies	Two types of civic parks:  1) Located along an unusual land feature such as floodplains, rivers, and easements. Should be of natural or ornamental quality for passive outdoor recreation. Park should be predominantly passive but may include limited active facilities such as trail, playground, gazebo, plazas, benches, formal gardens, waterfront, ponds and other activities. Can include open space for free play or exhibitions and festivals. May include an outdoor amphitheater.  2) Located in urban area as passive open space. Can be urban plaza space with landscaped areas and may include playground, gazebo, benches, formal gardens, and fountains.
District Park	100 to 300 acres	Within reasonable driving distance to community served.

		Contains large areas for passive recreation use such as nature trails, picnicking, boating, fishing lakes, camping, interpretive center, and large open spaces. May also provide some areas and facilities for active games (softball, basketball, tennis, etc.)
Special Purpose Facilities	N/A	Includes areas for specialized or single purpose recreation activities such as beach parks, tennis centers, historic and archaeological sites, nature preserves, marina, boat landings, fishing facilities, canoe and kayaking trails, golf courses and equestrian facilities.

(Source: *Livable Community Blueprint for Cabarrus County, 2002*)