

## 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



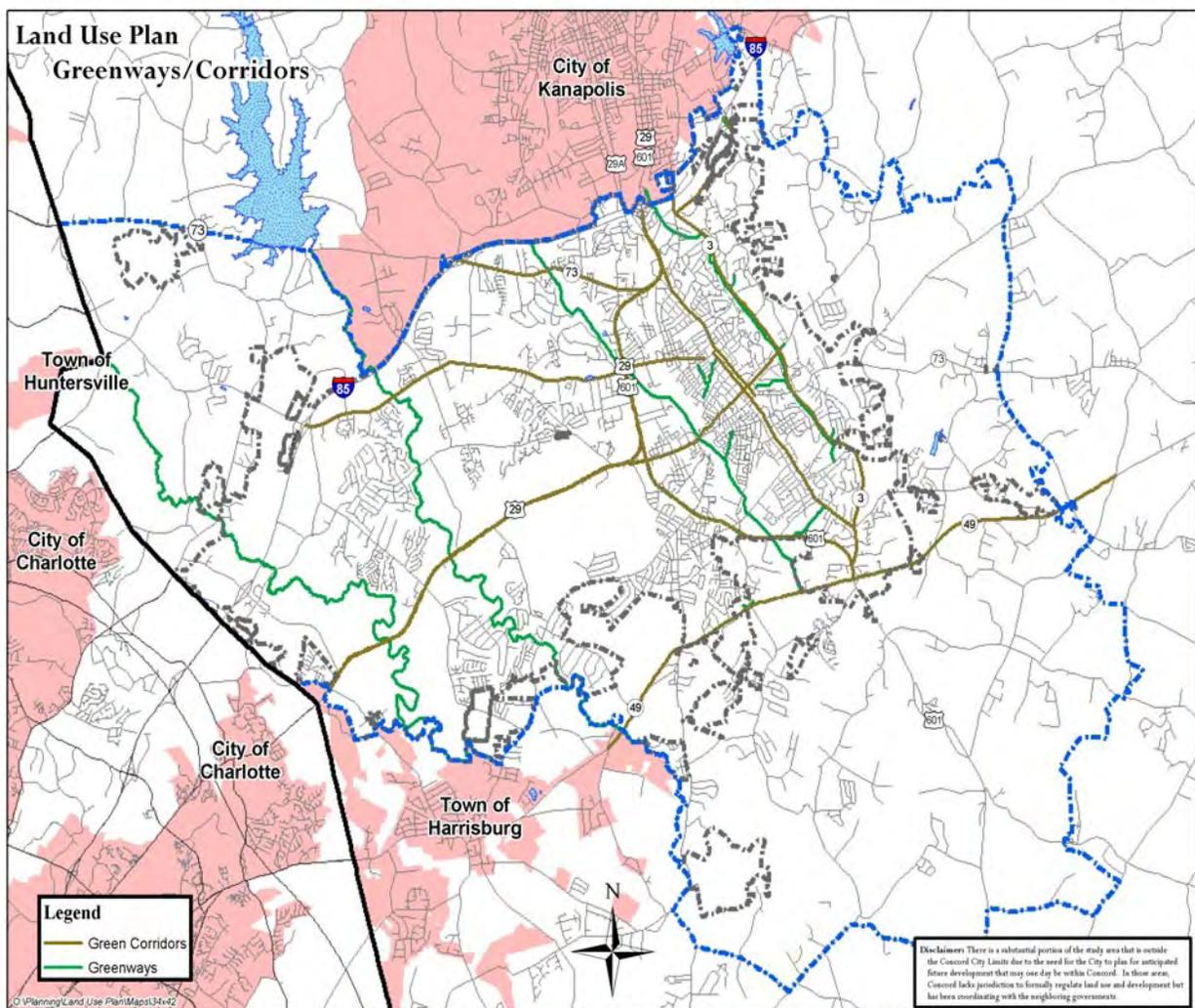
As outlined in the Livable Communities Blueprint, four greenways are to be developed by the City of Concord including sections along Rocky River, Coddle Creek, Irish Buffalo Creek, and Three Mile Branch. Other greenway sections in the core of the community are outlined in the Center City Master Plan.

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.

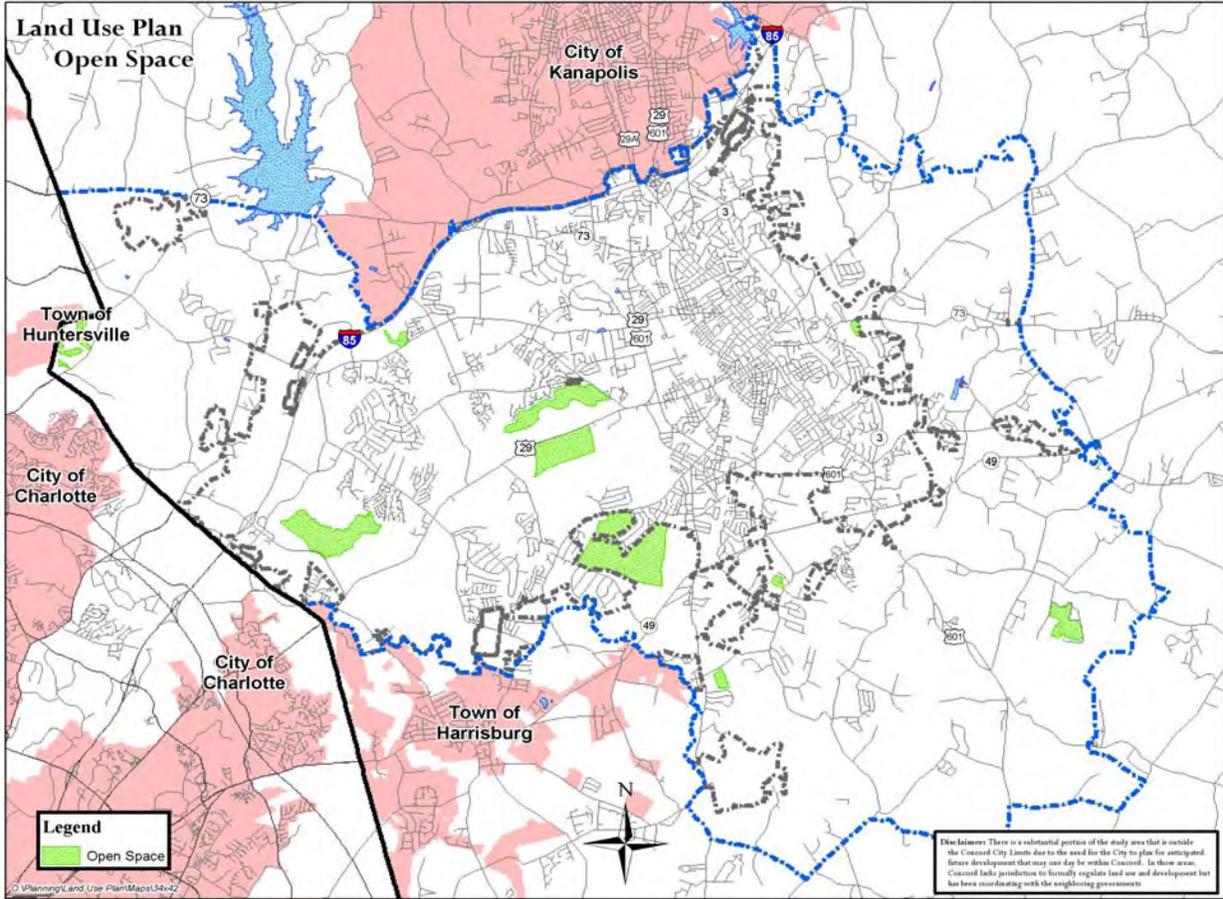
## **2. Open Space**



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.

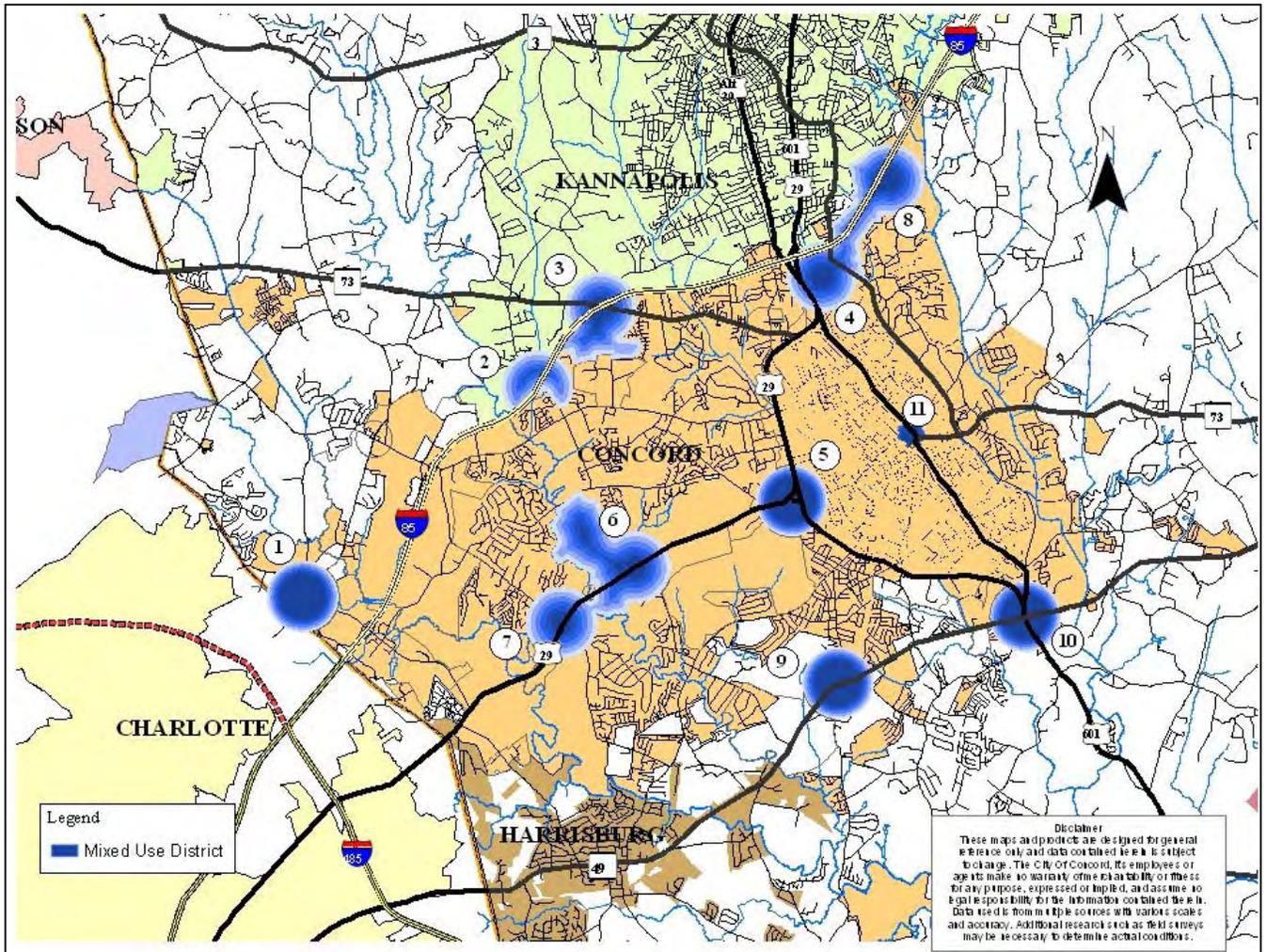
The intent of the Mixed-Use District is to encourage a mixture of complementary uses that will function as an integrated center allowing for pedestrian connections between developments and uses. Each of the eleven proposed Mixed-Use District locations identified on the Land Use Plan have different characteristics 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.

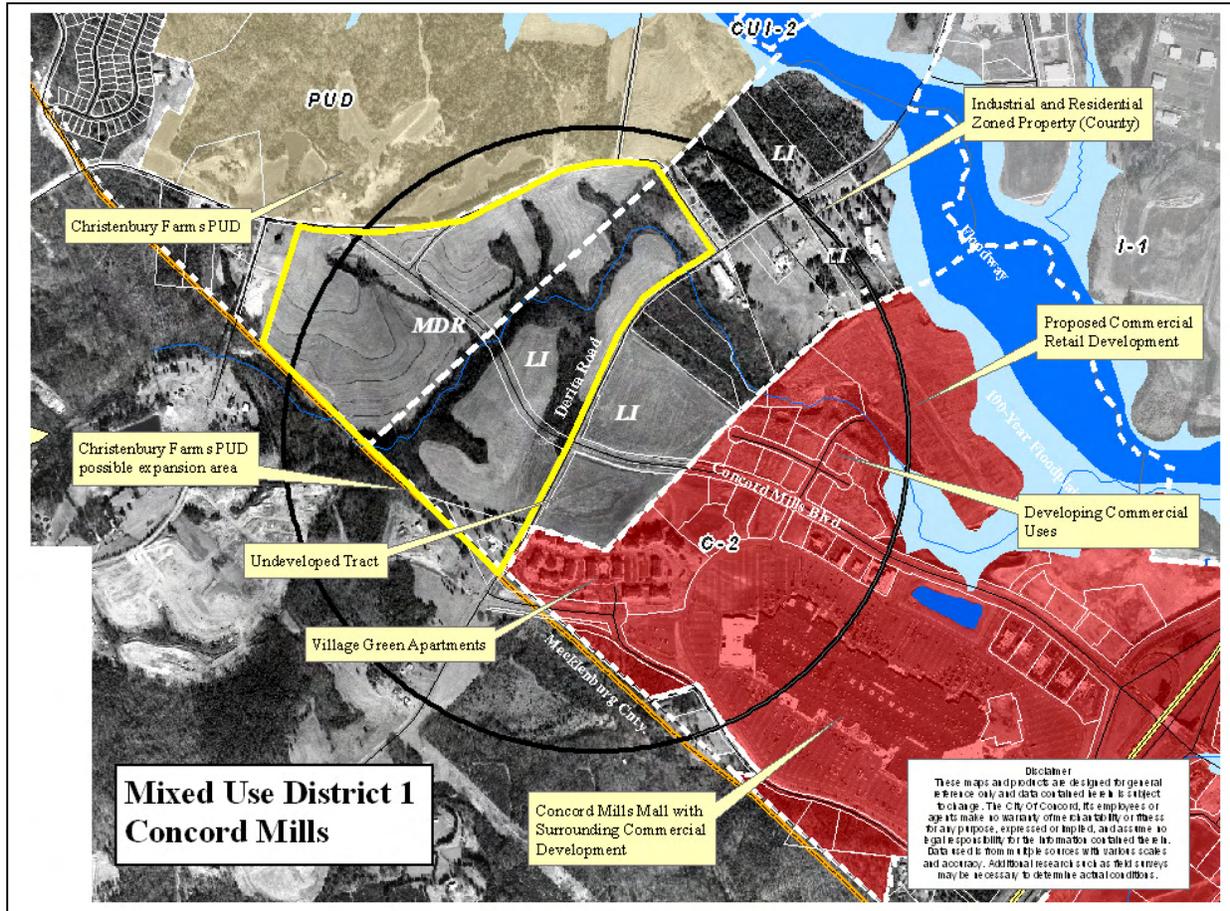
#### Mixed Use District 1, Summary

- 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

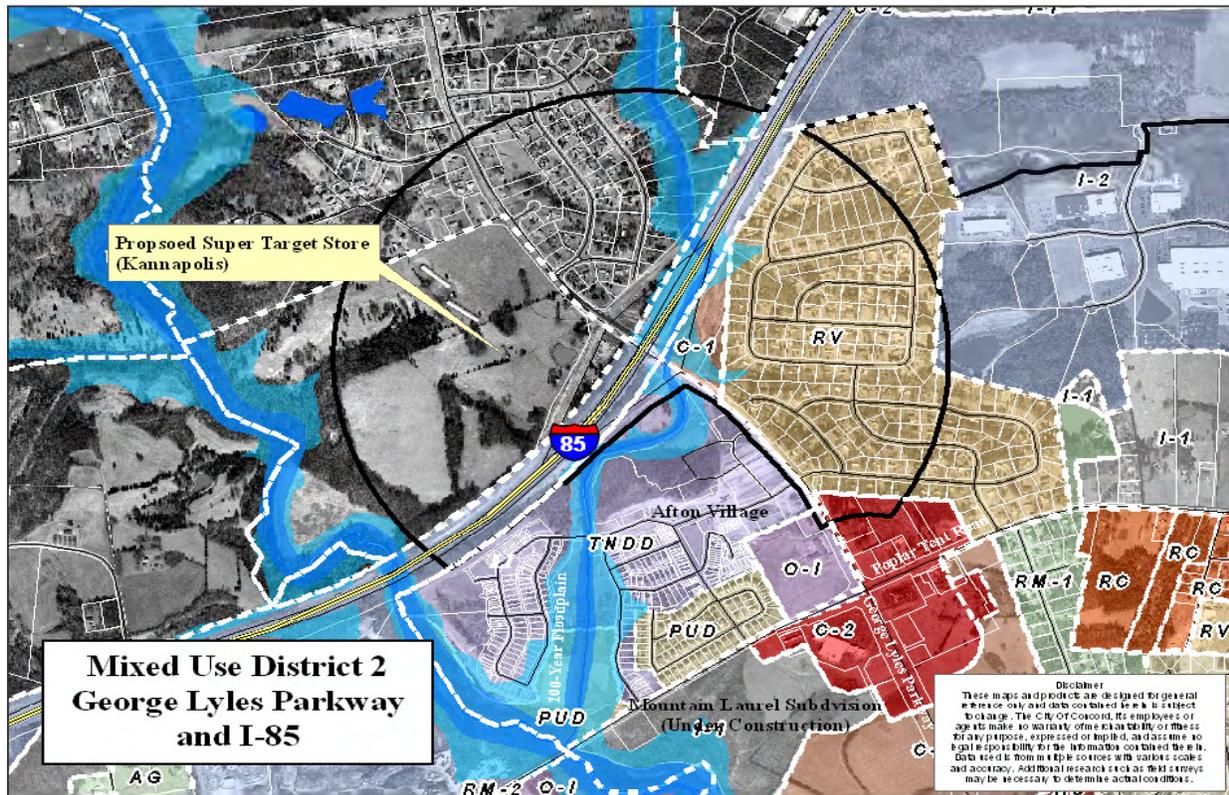
- Moderately to rapidly developing area
- Good Access to I-85
- The presence of Afton Village allows this area to develop its own unique village character in terms of people working, shopping, living in the same location
- Current capacity improvements are occurring on George Liles Parkway to Weddington 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.

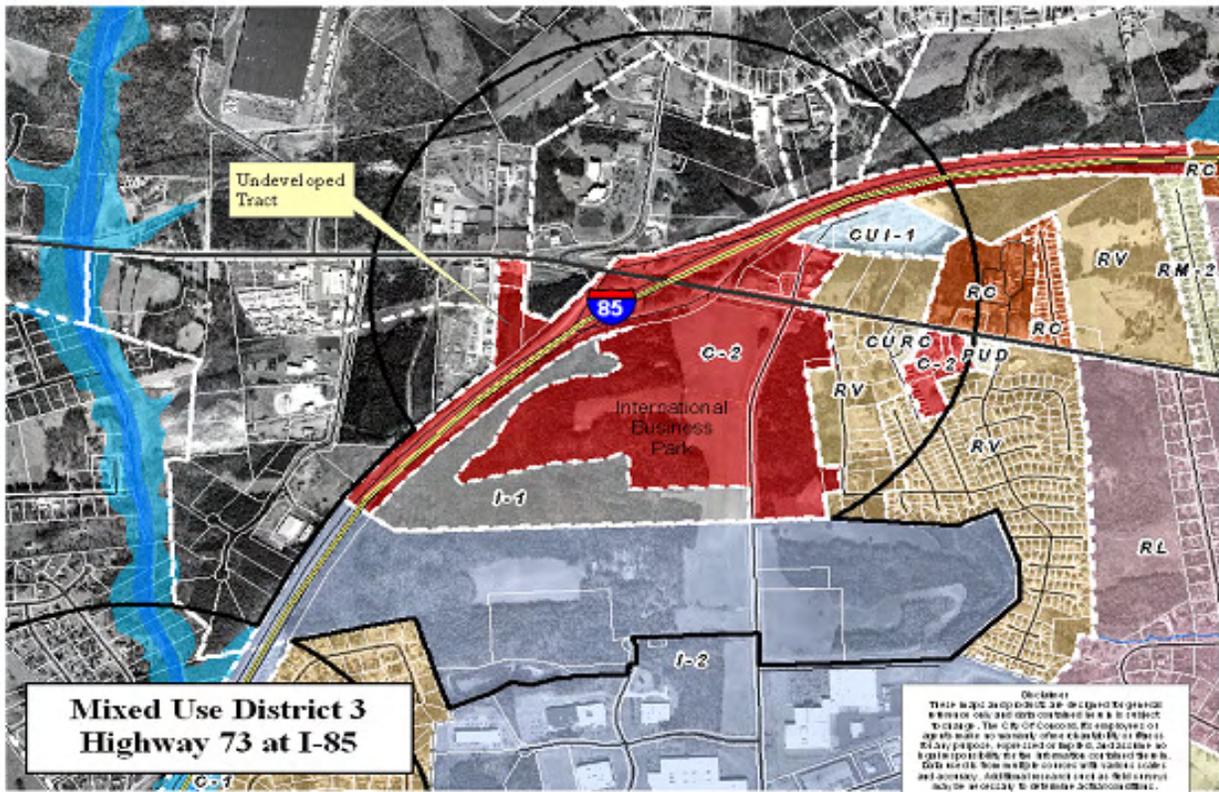
#### Mixed Use District 3, Summary

- 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



**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.

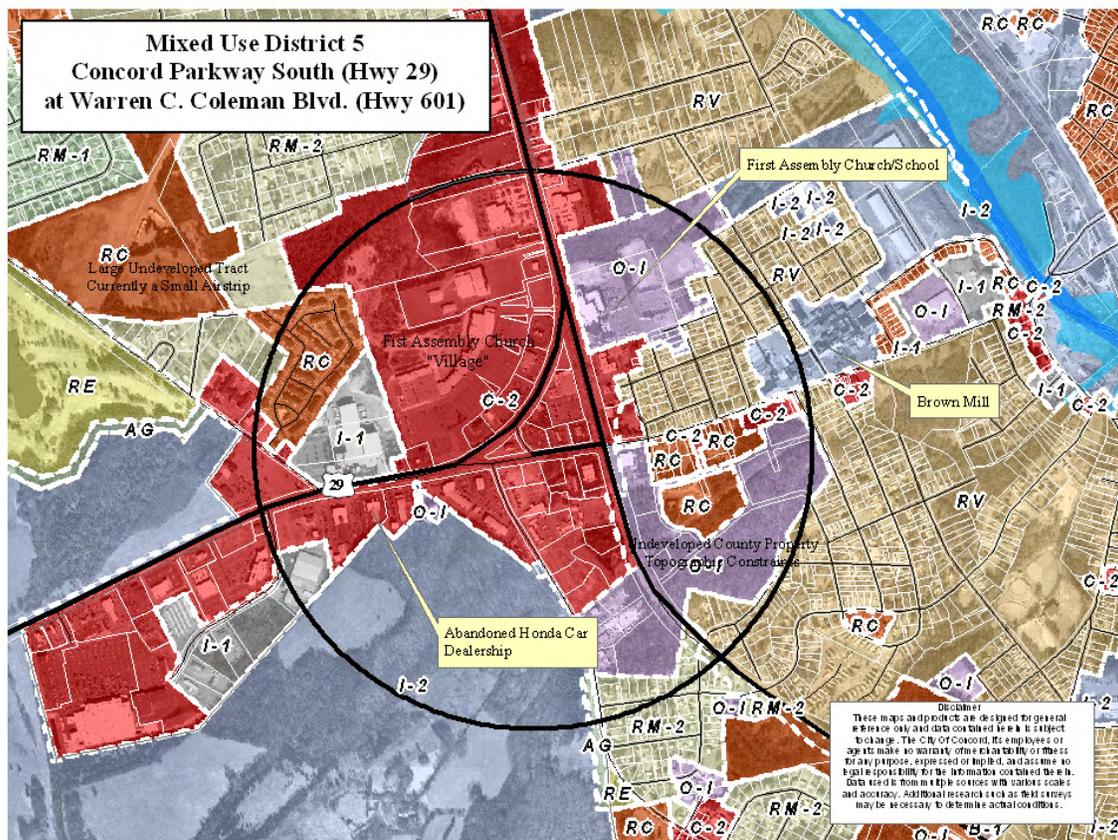
#### Mixed Use District 5, Summary

- 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.

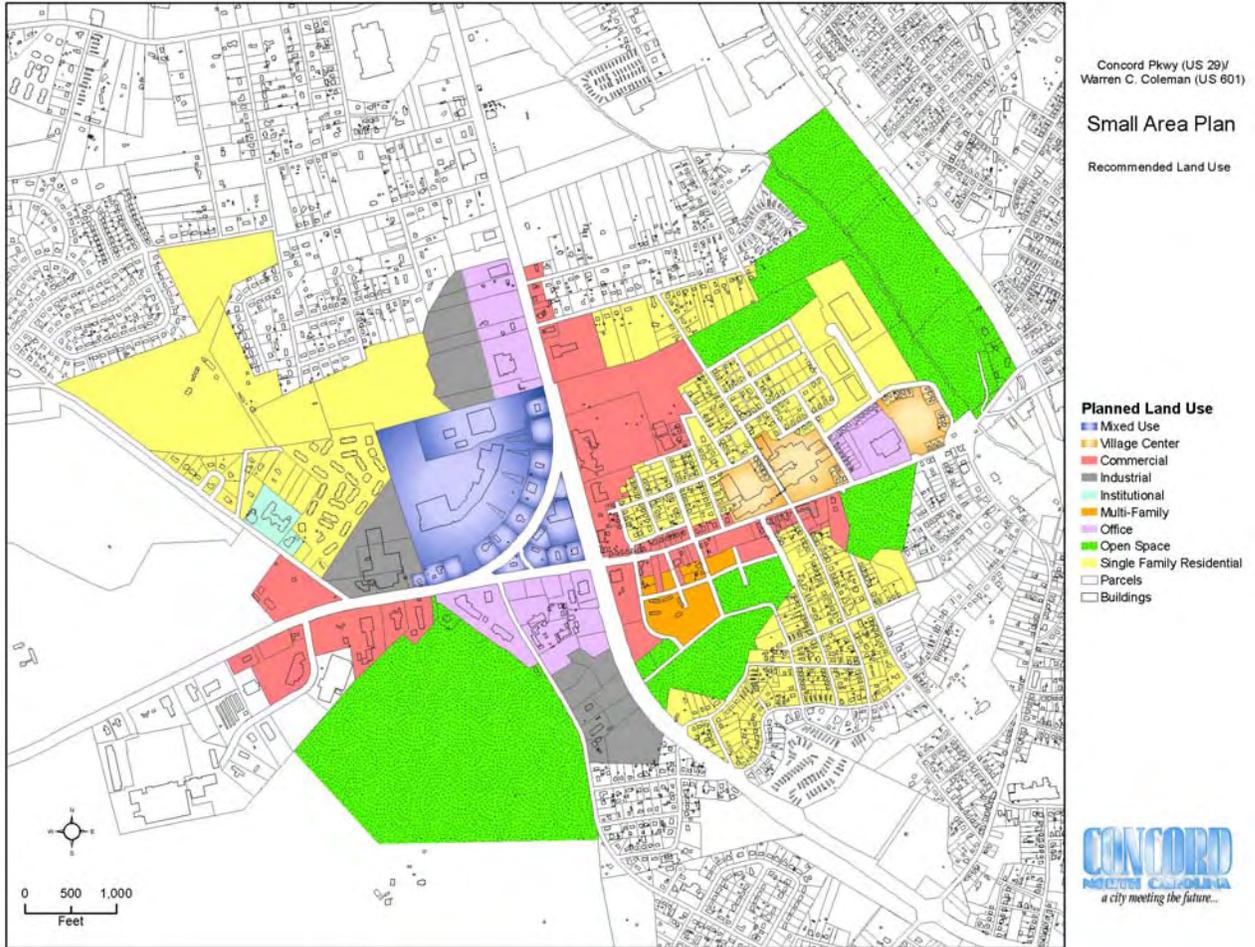
**Figure IV-8A  
Mixed Use District 5**



### 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.

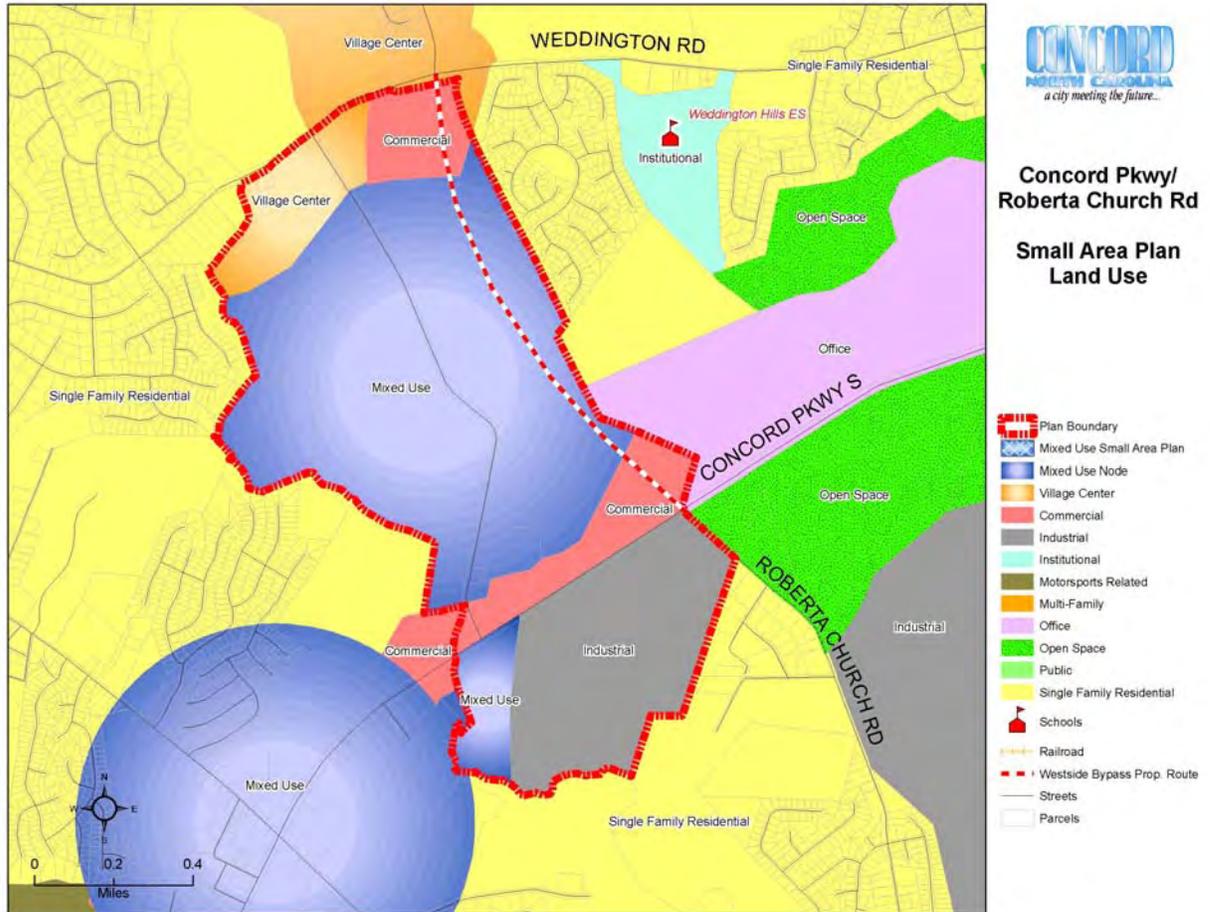
#### Mixed Use District 6, Summary

- 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.

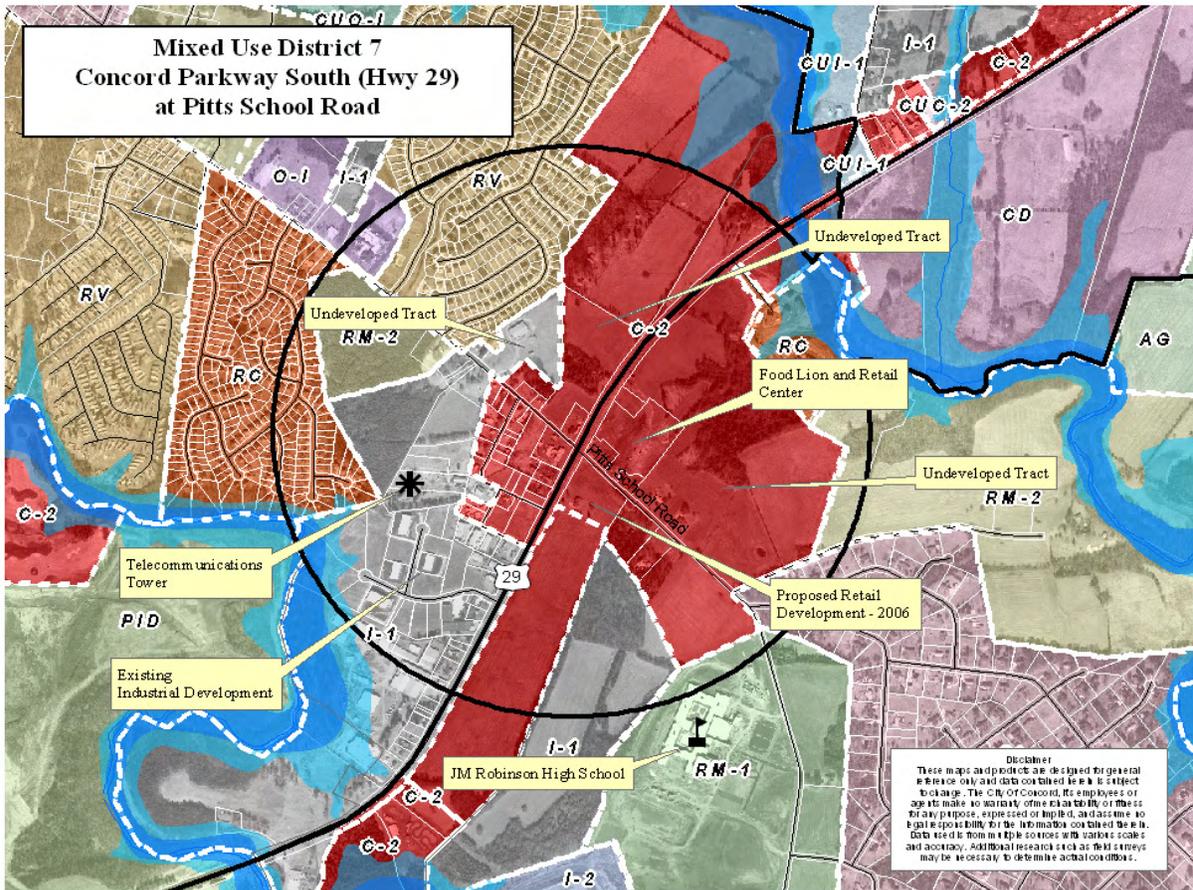
#### Mixed Use District 7, Summary

- 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.

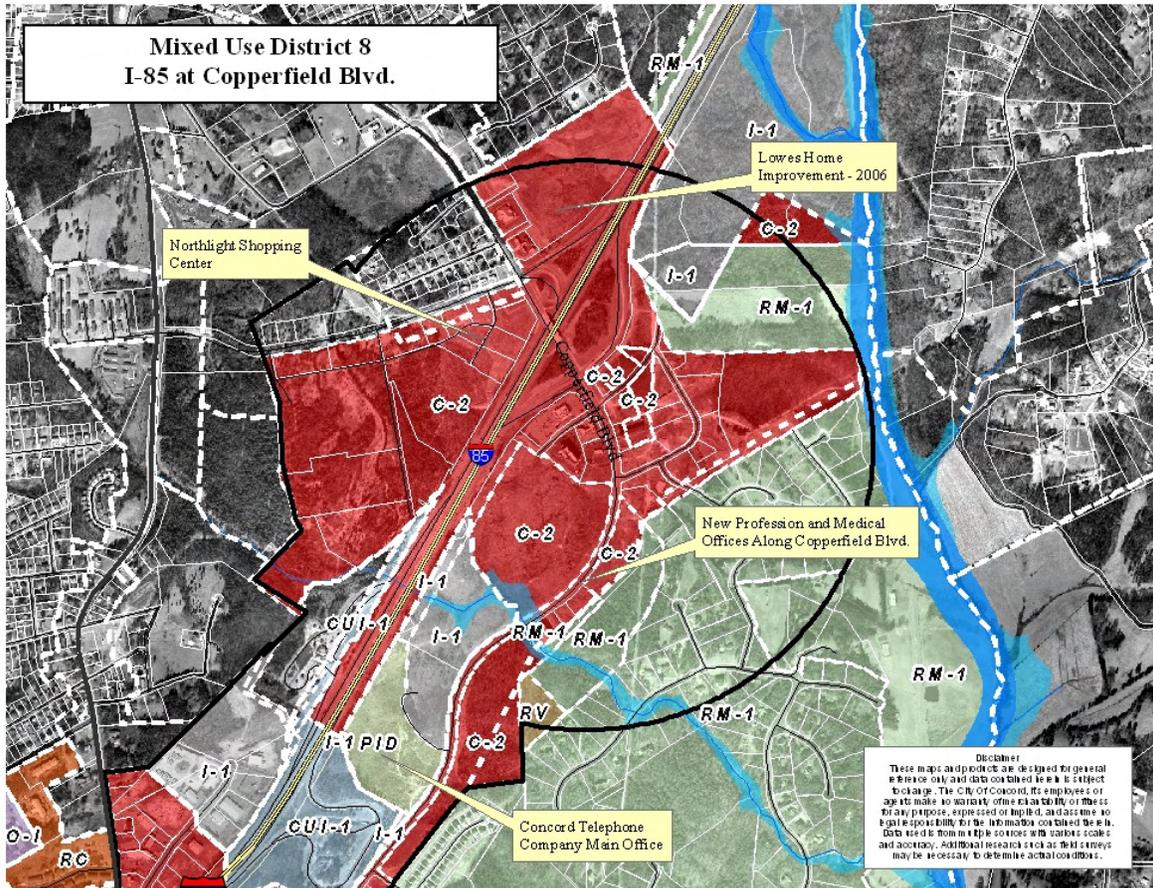
### Summary

- 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.

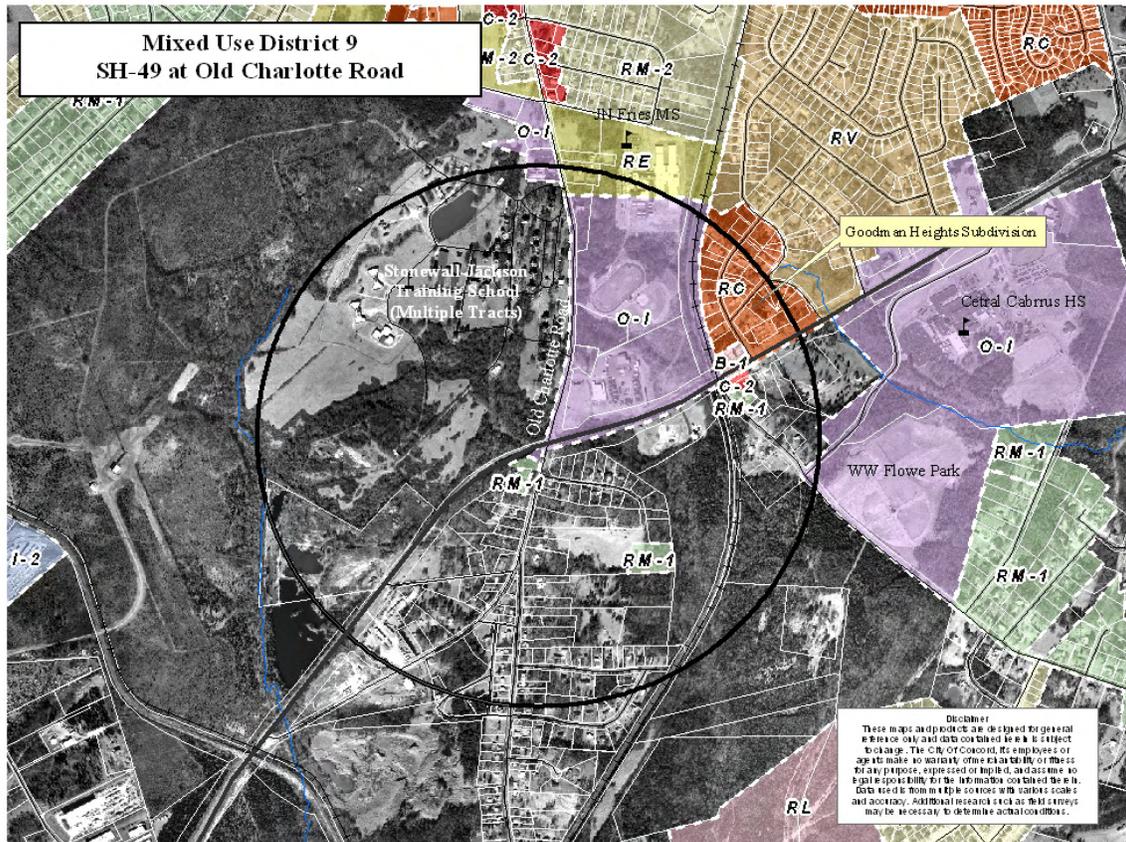
#### Mixed Use District 9, Summary

- 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.

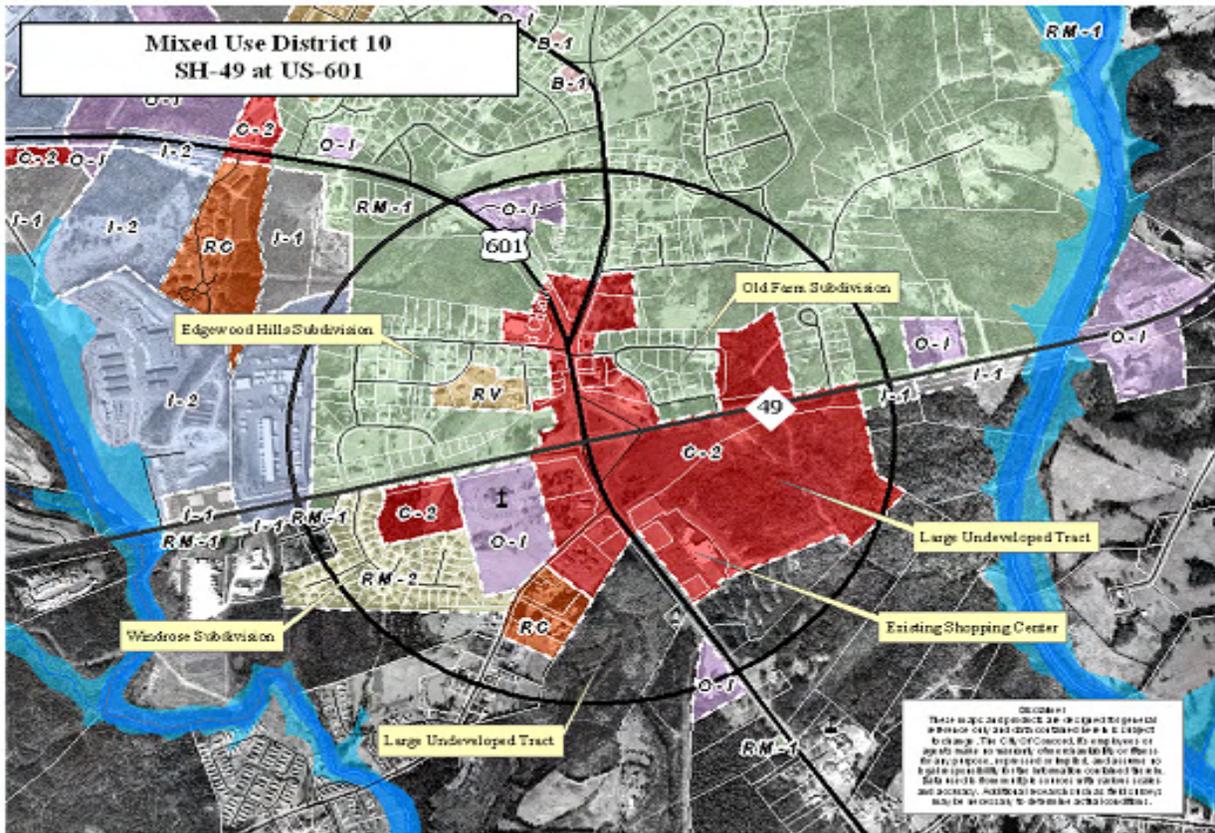
#### Mixed Use District 10, Summary

- 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.

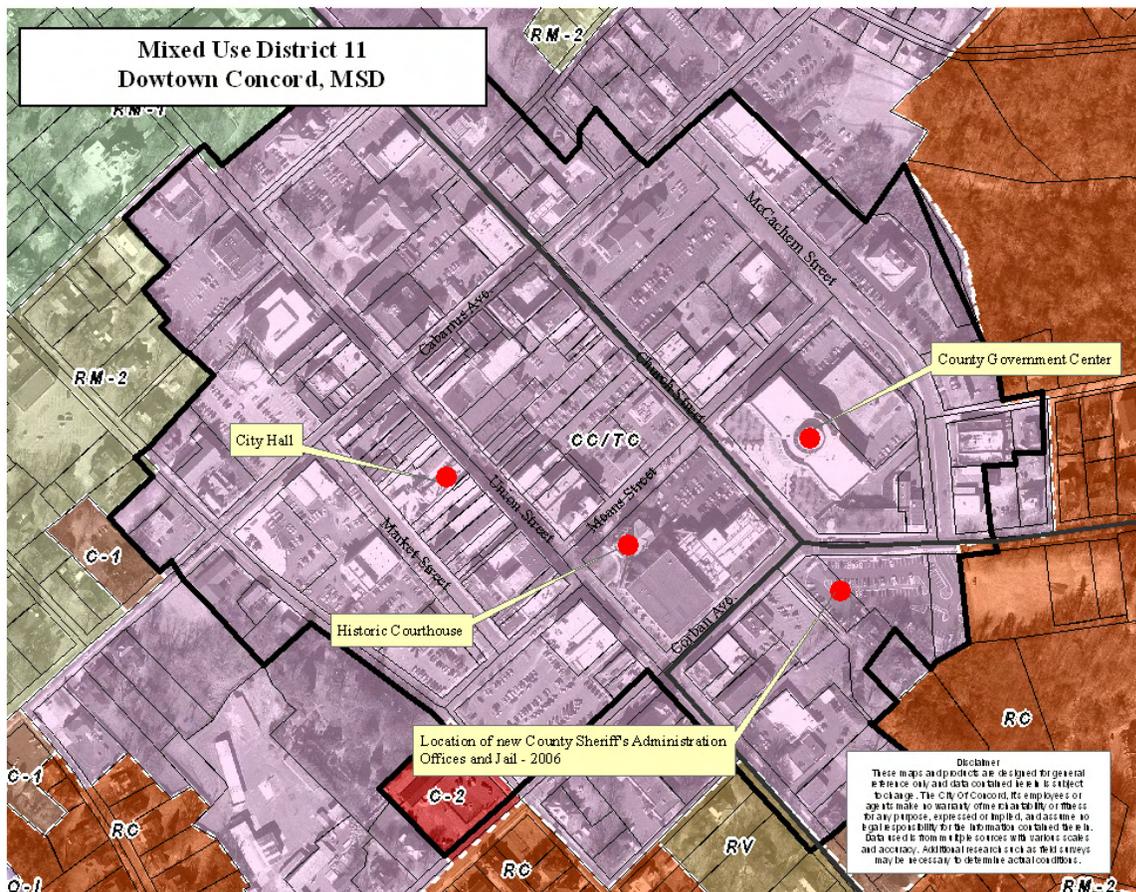
Mixed Use District 11, Summary

- 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

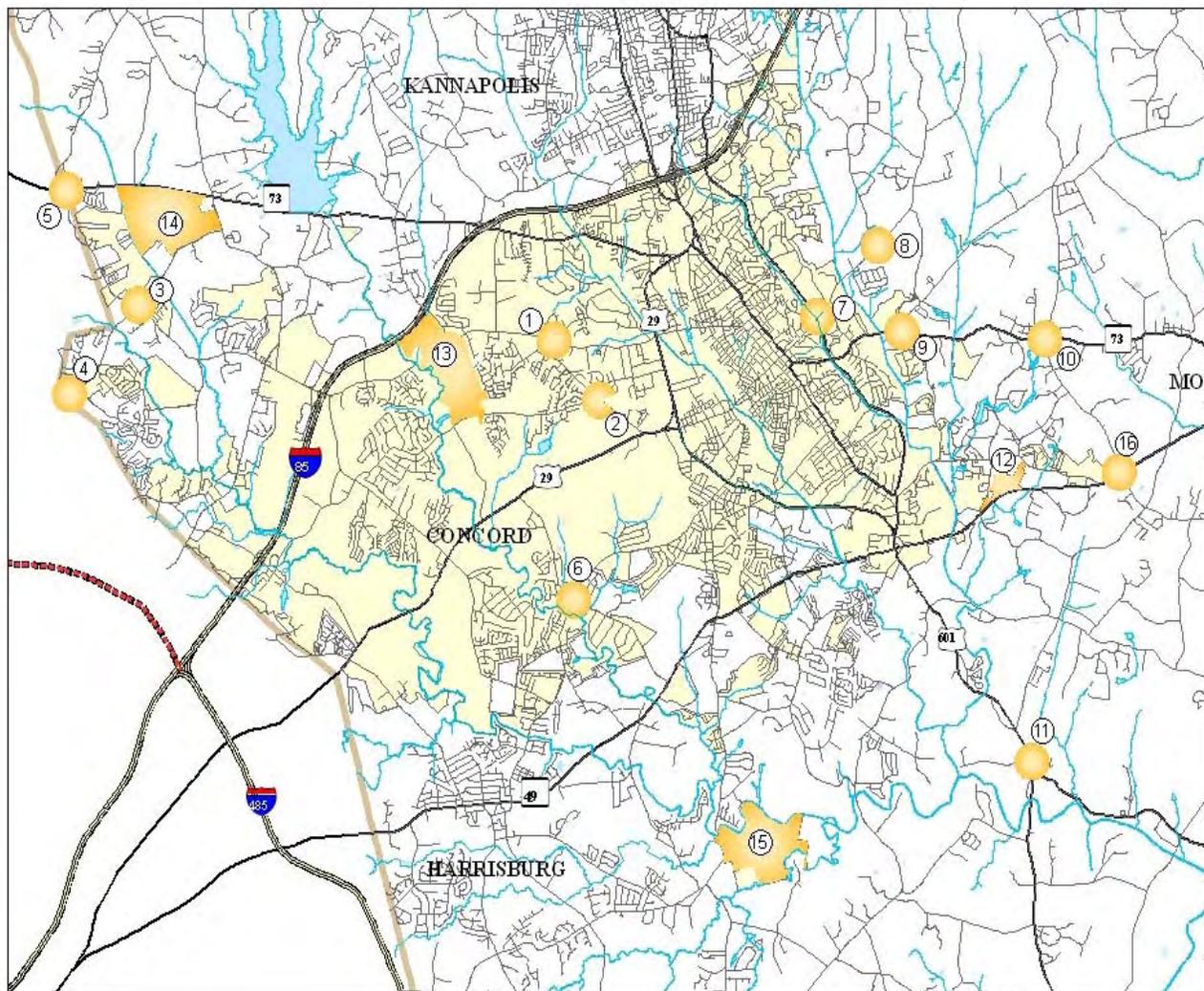


Village Center areas are smaller than mixed use districts and typically located at key intersections of minor transportation corridors (Figure IV-16). These centers represent opportunities to create commercial and mixed-use centers in areas that are predominantly residential in character. Similar to 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).



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

## Centers, Neighborhoods & Districts

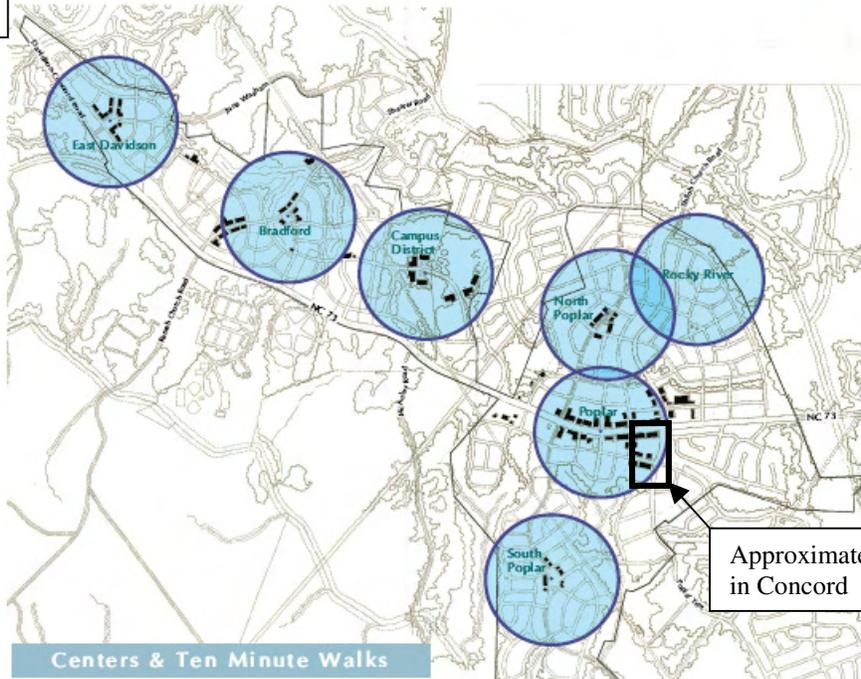
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### Key Centers

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

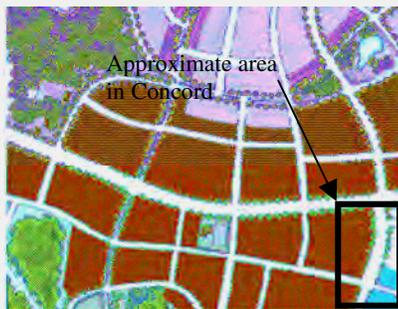
### Poplar Center

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)

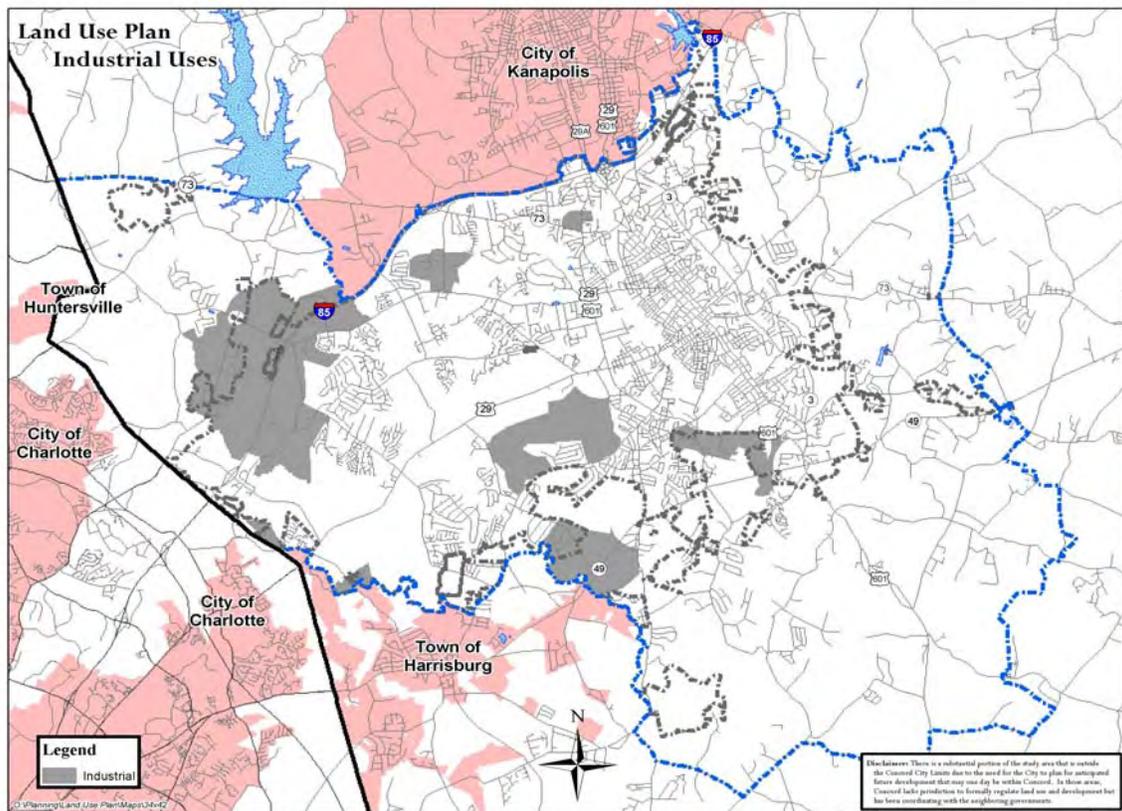
## 5. Industrial/Employment



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



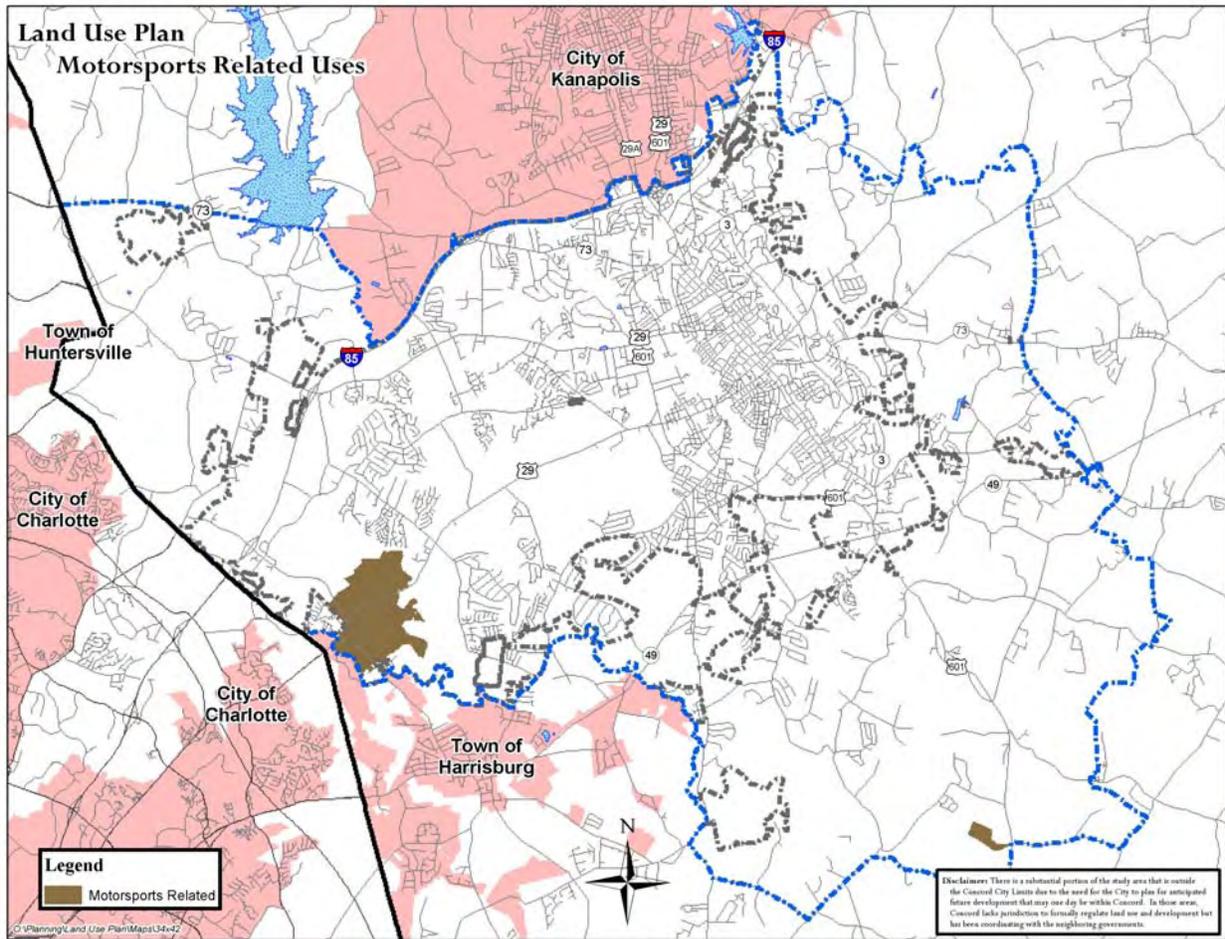
Motor Sports Related uses are a land use unique to Concord, and includes the Lowe's Motor Speedway and its parking areas, as well as other various uses that have located around the Speedway which support the racing industry (Figure IV-20). This area has particular noise level and traffic pattern characteristics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



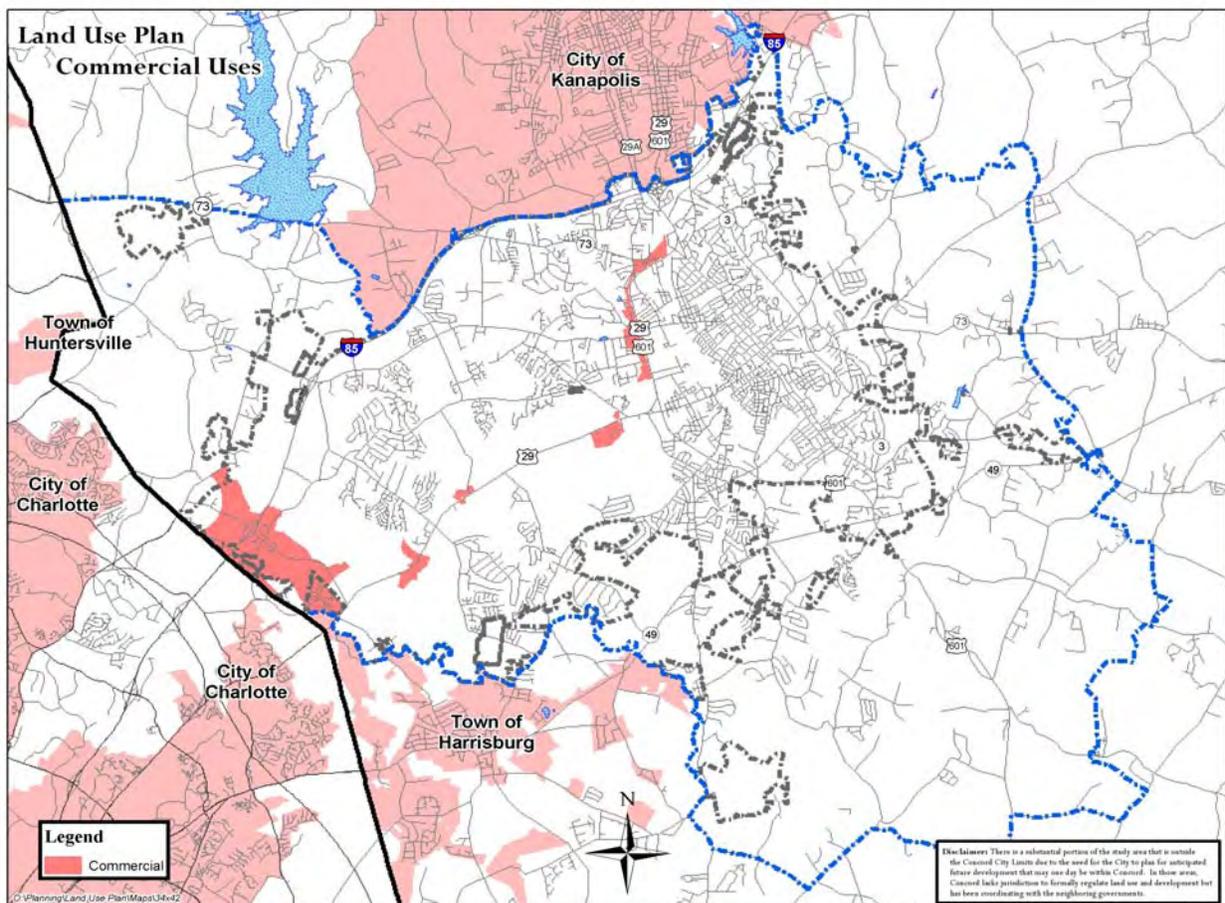
## 7. Commercial



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)

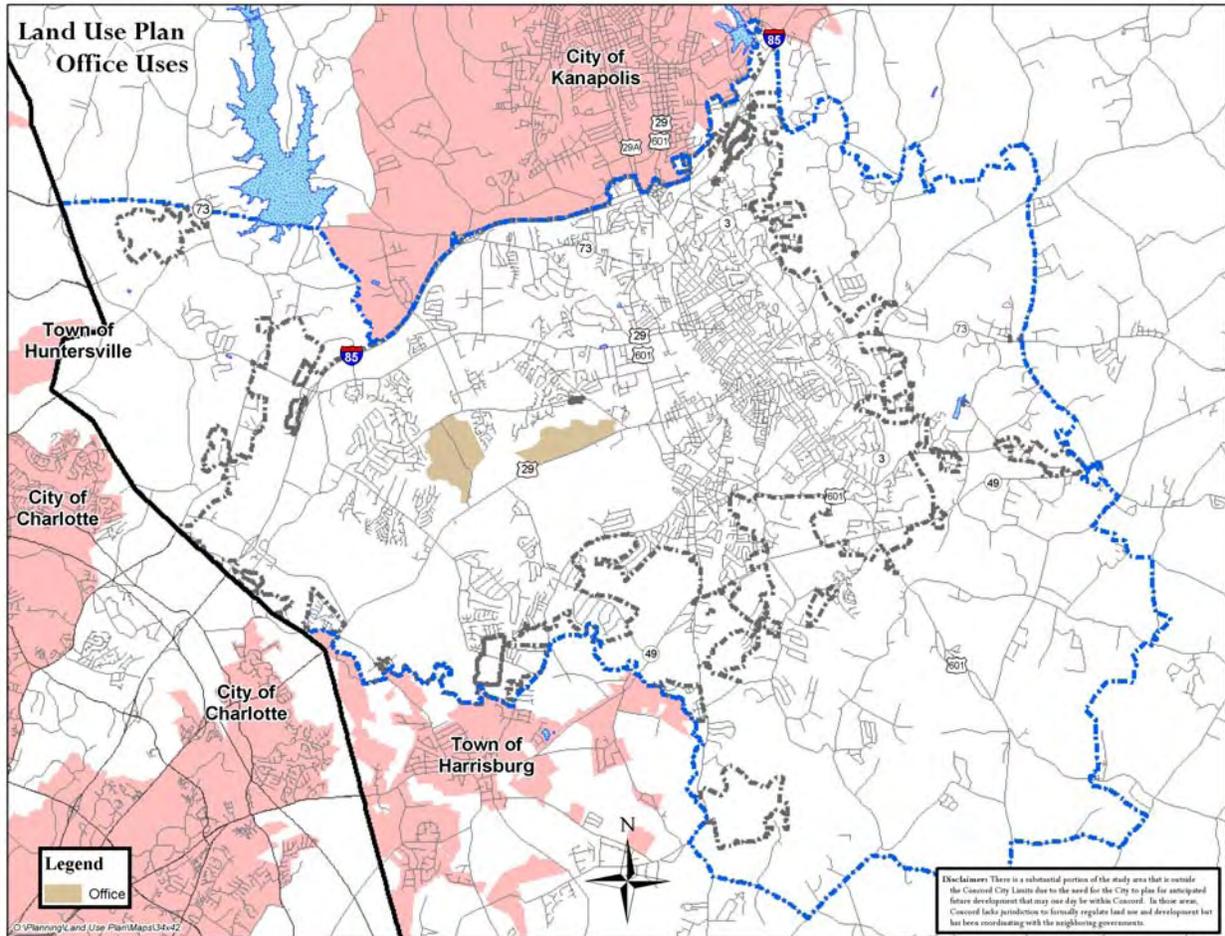
## **8. Office**

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:

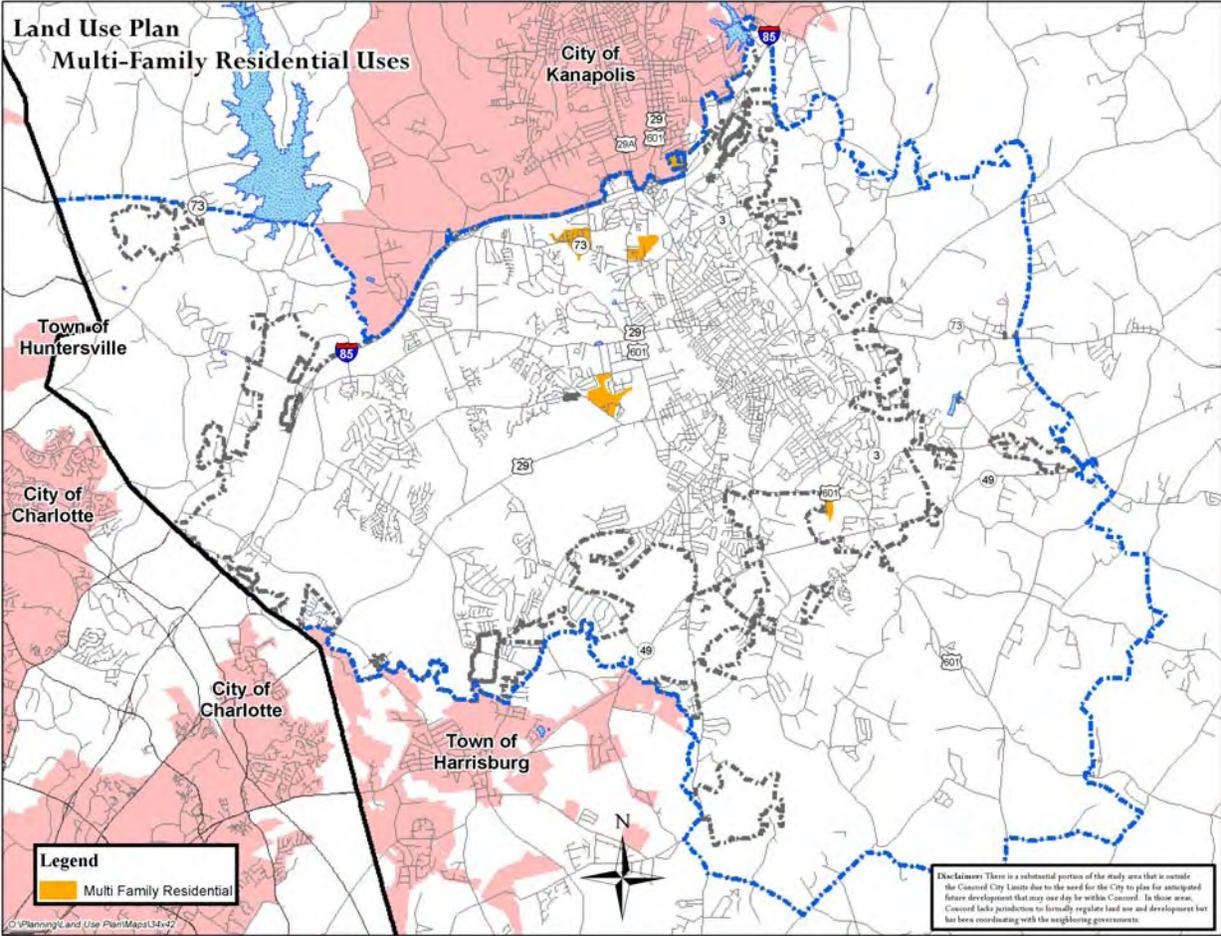
The Multi-Family category is ideally suited for the following zoning districts.

- ❑ 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

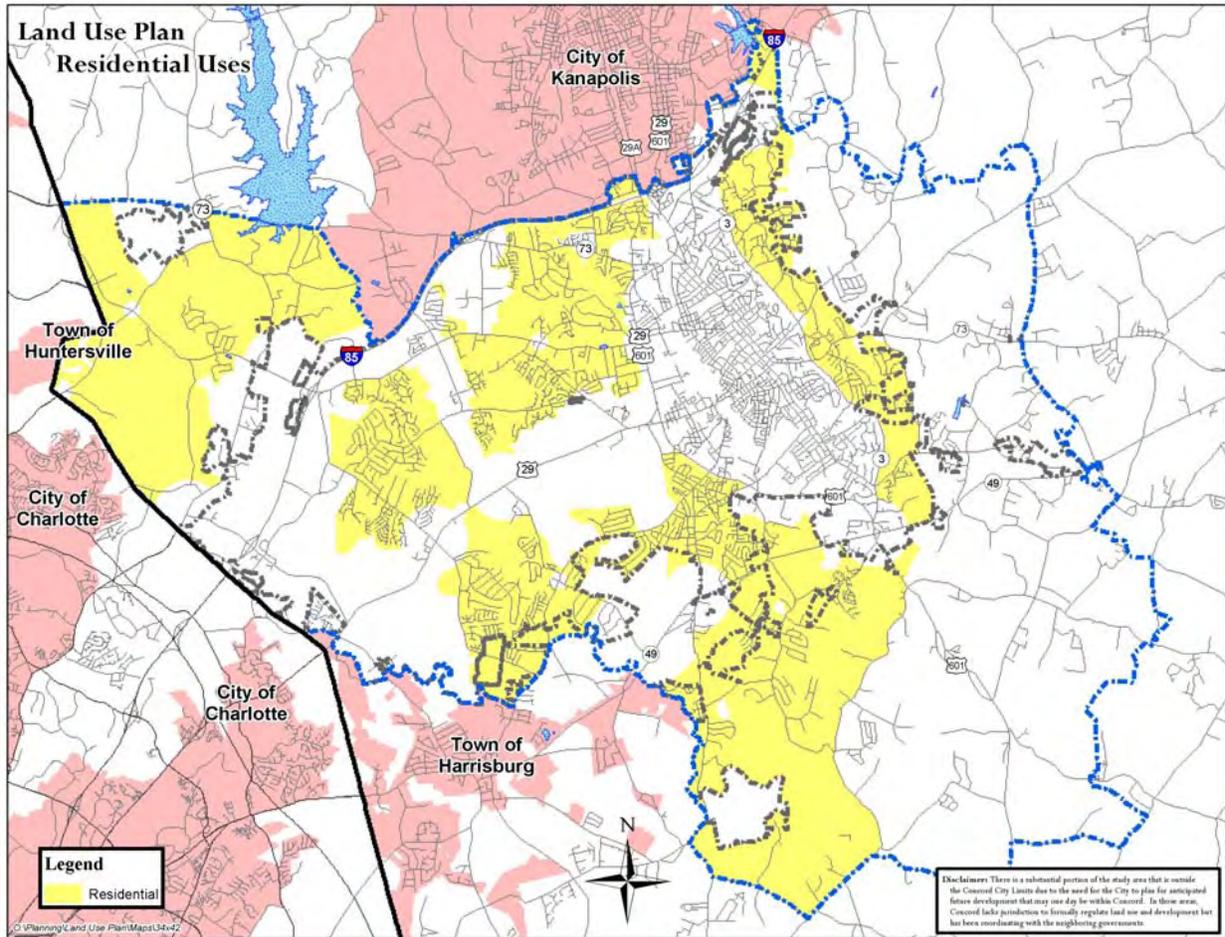


## 10. Residential



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**

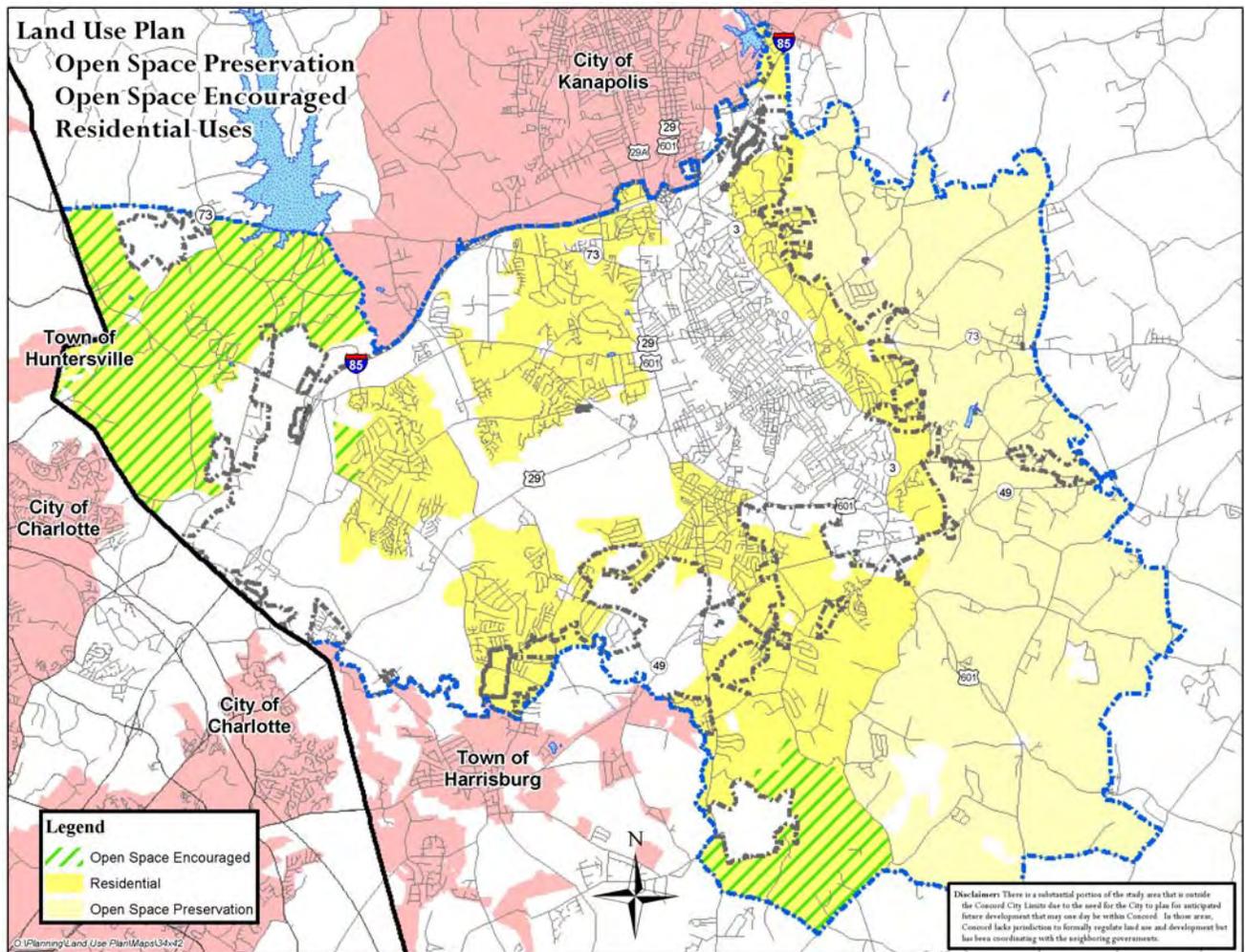
North Carolina does provide a 25% tax credit for property owners willing to place their property into conservation easements. This program is similar to PDR’s but relies on the willingness of a property owner to participate.

### **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	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	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	A	*
MX-NC	A	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	A	*
PUD: Planned Unit Development	A	A	A	A	A	---	A	A	A	A	*
TOD: Transit Oriented District	A	A	A	A	---	---	A	A	A	A	*
I-1: Light Industrial District	A	A	P	---	A	P	---	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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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

