



City of Kannapolis
2015 Land Use Plan

Adopted July 26, 2004



Acknowledgements Kannapolis 2015 Land Use Plan

The following elected and appointed officials, individuals and organizations are recognized for their contributions to the development of this Plan and the visions it sets out to achieve for the future of the City of Kannapolis. The time and efforts of those who have contributed but are not identified is also highly appreciated.

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A special acknowledgement to all the citizens and volunteers who participated in the development of the City's 1998-1999 visioning process, "Weaving a Share Future", as it served as the foundation for the development of this Land Use Plan.

Introduction

This publication is a result of the City's effort to plan for the future of growth and development within our business districts, our neighborhoods, and our community...our KANNAPOLIS!

In 1998-1999 the City embarked on the "*Weaving A Shared Future*" visioning process in which hundreds of citizens volunteered over 1,500 hours to create a "Vision" for the City's future. The Vision Statement that derived from that process is:

To become the most dynamic and desirable community in the Piedmont that is attractive to families, loved for its neighborhoods, appreciated for its uniqueness and respected for its contributions to the economic vitality of the region.

Recognizing the significance of this public visioning process, the Kannapolis City Council decided to use it as a basis for developing the City's Mission Statement and associated Code Values. On November 27, 2001, the Kannapolis City Council adopted a resolution declaring the City's mission statement and core values.

The City's Mission Statement is:

To work with our community to enhance the quality of life through positive leadership, the delivery of cost-effective and quality services and to fulfill our shared vision.

The City's Core Values are:

To exercise excellence, professionalism, integrity and stewardship in the performance of all City programs and services.

Another key outcome of the "Weaving a Shared Vision" project was the recognition of the need for the City to develop a Comprehensive Plan to guide decisions on future growth and development/ redevelopment.

The City initiated the development of Comprehensive Plan in 2002. A draft of the **Kannapolis 2015 Comprehensive Plan** was completed.

The purpose of the comprehensive plan was to:

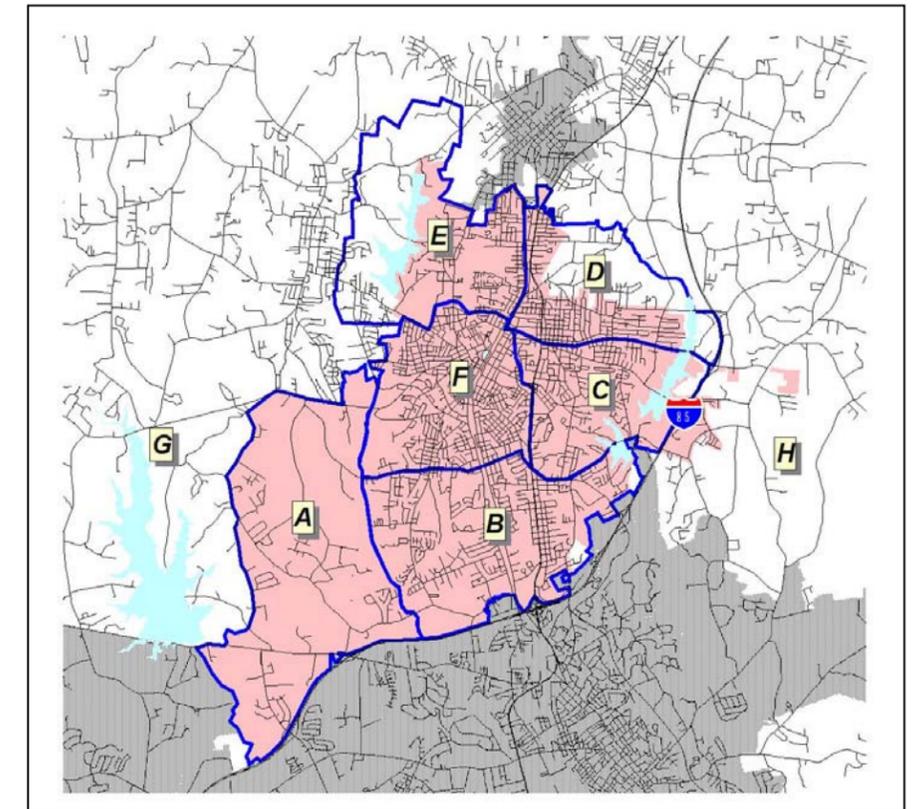
- ◆ Establish guidelines for the development of the physical landscape of the City and its growth areas
- ◆ Establish policy for certain key elements that will define the current and future City, such as quality of life indicators, rate of growth, and location of growth
- ◆ Provide a comprehensive, long-range vision of the City beyond the normal budgetary processes
- ◆ Coordinate the various planning efforts of the City's functional offices, such as plans for utility services, fire service coverage, etc., with regard to future land use
- ◆ Provide a decision-making tool for the elected and/or appointed officials

However, prior to adoption and seeking to focus on land use and growth issues, the Plan evolved into this document, the **Kannapolis 2015 Land Use Plan**. This Plan is intended to meet the first and last purposes listed above.

The primary purpose of a land use plan is to establish guidelines for the future development of the City. A **Land Use Map** is an important component of the plan, as it illustrates the envisioned growth and development pattern of a City. This publication is a reflection of the envisioned land use for the City as a result of a comprehensive planning process.

Contained within this document is a series of maps and text describing the (a) current conditions, (b) envisioned future impacts and (c) envisioned support facilities for specified zones. The maps and text are divided into geographic zones and include six municipal planning areas and two growth zones (accounting for anticipated expansion beyond the current municipal limits).

The areas of study are defined below:



- A. Coddle Creek Planning Area
- B. South Kannapolis Planning Area
- C. East Kannapolis Planning Area
- D. North Kannapolis Planning Area
- E. Northwest Kannapolis Planning Area
- F. Central Kannapolis Planning Area
- G. Western Growth Area
- H. Eastern Growth Area

Introduction

The Challenge of land use planning is not to accept the inevitability of continued growth, but to recognize that the potential for growth exists. While continuing to provide the services necessary to meet the needs of today's population, it is incumbent upon the City to plan for the needs of future residents and business owners.

The Kannapolis 2015 Land Use Plan is designed to assist in meeting this challenge. The Plan attempts to provide the reader insight into the City's historical significance, its present conditions, as well as visions of what the future could be. The purpose of this 2015 Land Use Plan is to:

- Establish guidelines for the development of the physical landscape of the City and its growth areas
- Establish policy for certain key elements that will define the current and future City, such as quality of life indicators, rate of growth, and location of growth
- Provide a comprehensive, long-range view of the City beyond the normal budgetary processes, such as a five-year Capital Improvement Plan (CIP)
- Coordinate the various planning efforts of the City's functional offices, such as plans for utility services, fire service coverage, etc.
- Provide a decision-making tool for the elected and/or appointed officials

Adherence to the recommendations of this Plan will provide the foundations by which the City of Kannapolis can achieve desired quality of life ideals. Diligent monitoring of this Plan is imperative to maintain a true long-term vision for the community. It is incumbent upon City administrators to consistently evaluate the City's policies and strategies, as with any "living document", this Plan is subject to shifts in the economy, environment, etc.

The Mechanics of Managing the Growth Strategy

The following Growth Management recommendations are intended to provide City leaders some guidance in decisions regarding the expansion of the City's services, service areas and/or physical limits. The recommendations, once implemented, should provide the tools necessary for the orderly, cost effective growth and expansion of the City's boundaries with respect to the urban pressures in unincorporated areas adjacent to the current City boundaries.

- ◆ Land use change decisions will continue to be shared by:
 - the City Council (rezonings)
 - the Planning and Zoning Commissions (rezonings)
 - the Board of Adjustment (conditional use permits)
 - staff (use permitted by right)

Recommended Short-term Strategy

- ◆ The City's primary focus will be the pursuit of economic development to increase the commercial/industrial base and local job availability by:
 - Investing in land/infrastructure and incentives to support such efforts using Community Development and other funds.
 - Favoring commercial/mixed-use/industrial proposals in the land development process, but not to the detriment of established residential neighborhoods.
 - Easing regulations and policies where commercial/industrial rehabilitation, re-use and occupancy is involved.
- ◆ Secondly, the City will pursue an agenda to make itself an outstanding regional residential City with appropriate supporting municipal, commercial and other services by:
 - Investing in neighborhood and infrastructure revitalization efforts by investing Community Development and other funds including commitment to historic preservation, code enforcement, appearance, and family orientation issues.
 - Favoring protection of neighborhood integrity in the land development process.
 - Strengthening regulations and policies to protect neighborhoods where residential versus commercial/industrial conflicts arise.

Recommended Long-term Strategy

- ◆ City will examine future growth areas and develop a long-range strategy for development and annexation of these areas based on comparative evaluation of each area's opportunities and constraints.
- ◆ City should pursue agreements or other mechanisms by which to define or protect identified future growth areas.
- ◆ Within identified future growth areas, City may pursue extension of water, sewer or other proprietary interests outside the City limits.
- ◆ Annexation should be heavily scrutinized to determine that such expansion is appropriate based on substantial availability of all public services.

Basic Growth Strategy Assumptions

- ◆ In the short-term, there will be limited (or no) major annexations. The proposed I-85 interchange at Old Beatty Ford Road would be of some strategic importance to the City, but the area likely will not qualify for annexation in the near future. The most feasible and attractive annexation for nonresidential growth appears to be the Lane Street/I-85 interchange area. Although located within the Lake Fisher watershed, a substantial portion of this area is zoned for industrial in Cabarrus County. Consideration should be given to avoid conversion of such land for residential development in order to maximize the commercial-industrial development potential. Additionally, there is considerable development pressure in the western area of Cabarrus County and the City has received multiple inquiries regarding voluntary annexation of property in this area. Because state law limits the City in its ability to voluntarily annex parts of this area west of Odell School Road, there is special legislation pending in the North Carolina General Assembly regarding specific requests for voluntary annexation in the western area.
- ◆ There is significant raw land in the Coddle Creek area; however, two-thirds of the City is limited to redevelopment and infill development.
- ◆ Due to proactive infrastructure planning by current and past City Councils, water and sewer service will be available on demand in sufficient capacities to serve typical development needs.
- ◆ The existing overall land use and zoning pattern, including residential densities, will continue, with the following two major exceptions:
 - the land use for the Coddle Creek planning area where much of the land is now in an AG "holding zone"; and
 - areas along new transit lines to consider application of higher-density residential zoning
- ◆ Single-family dwellings on larger (15,000+ square feet) individual lots fronting on a public street will remain the preferred "use by right" residential style with other residential development styles being evaluated on an individual proposal basis.

Demographics

This Section provides an analysis of the past trends for demographic, economic and housing data for the City of Kannapolis. This section will also attempt to provide future projections where feasible. Much of the information contained within has been obtained from the City's Visioning Process. Additional data sources include the US Census Bureau, NC Office of State Planning, the Employment Security Commission, the NC Department of Commerce, Chamber of Commerce, Cabarrus County Convention and Visitors Bureau and the City's Community Development Department.

2000 Census Population

According to the 2000 Census, the City's population is 36,910. However, the population estimate from the NC Office of State Budget and Management has increased the City's population to 38,248; this is based on the municipal boundaries as of July 1, 2003. The following is a breakdown between the 1990 Census and the 2000 Census for Gender, Age and Race.

Table 1-1. Comparison of Gender, Age and Race for City of Kannapolis, 1990 and 2000 Census

	2000 Census	1990 Census	Difference, 1990-2000
Gender			
Male	48.4%	46.3%	2.1
Female	51.6%	53.7%	-2.1
Age			
Under 18 years	24.2%	22.8%	+1.4
18 -64 years	60.2%	58.6%	+1.6
65 years & older	15.6%	18.6%	-3.0
Median Age	36 years	Data not available	-
Race			
White	77.7%	81.3%	-3.6
Black	16.5%	18.0%	-1.5
Other	5.8%	0.7%	+5.1
Hispanic/Latino (of any race)	6.3%	0.6%	+5.7

Table 1-1 provides some interesting trend data regarding the demographic changes in Kannapolis over the decade of the 1990s. It shows that the gap between City's male/female population share has lessened by two percentage points over the last decade. More interesting is that the City's data on Age and Race. The figures for Age indicate the City is becoming

"younger" as the percentage share for persons under age 18 and for persons aged 18-65 years increased while the percentage share for person over 65 years decreased. Lastly, the data on Race shows the most dramatic trend shift for the City. The two traditional dominant racial groups (whites and blacks/African-Americans) both decreased, while the "other" category increased by over 5 percentage points (this equates to over a 700% increase in population between 1990 and 2000. Additionally, a similar dramatic increase occurred in the Hispanic/Latino origin group.

Kannapolis Growth History

Kannapolis has not experienced uniform growth during the 1990's. Major annexations in the early 1990s and the Coddle Creek annexation in 1999 provided major pushes in the City's growth in both land area and population. Other than those annexation years (1990, 1993 and 1999) the remaining population growth has all been in-migration and natural increase (with new home construction facilitating these increases).

Urban (non-annexation) Growth vs. Annexation Growth

In North Carolina, annexation makes up a significant portion of most municipal growth rates that are calculated over several years. When annexation growth is removed from the equation, a different picture of the community's growth is often painted.

In Kannapolis, 38% of the population growth from 1990-1999 resulted from urban growth and was not a result of annexation. This "natural" or non-annexation growth is tied for 10th in the State among the 25 largest cities and is a higher percentage than such cities as Raleigh, Greensboro, Hickory and Concord.

The non-annexation growth of 3,093 persons between 1990-1999 equals an annual rate of growth of 1.2%. Any annual rate over two percent is generally considered to be a high rate of growth. Any annual rate over three percent (such as Cary at more than 7% annually) can be overwhelming and is atypical of municipal growth in North Carolina.

Population Projections

Kannapolis' ability to expand its current boundaries is limited by existing physical constraints. These factors, in combination with State annexation laws, will likely prohibit the City from any aggressive large-scale statutory (involuntary) annexation to expand the municipal limits. The 1999 statutory annexation of the large "Coddle Creek area" along the City's western edge will likely be the last of that size. However, this relatively recent annexation does provide the City with an area that has high potential for both residential and non-residential development.

Demographics

According to the 2000 Census, the highest growth area was in the City's former southwestern edge (Census Tract 411). It is assumed that with the opening of the new westside bypass (Kannapolis Parkway) and the availability of City water and sewer services, the Coddle Creek area will experience continued development pressure at a level higher than the remainder of the City. As noted above, the City's non-annexation annual growth rate was 1.2% between 1990-1999. It is assumed that the rate of increase for the next fifteen years will be significantly higher with the largest increase over the next 5-10 years as the Coddle Creek area builds out. As this area becomes substantially built out, the annual rate is expected to decline, as no new high growth areas appear to be likely within the existing corporate limits.

The following population estimates were taken from the draft Water and Wastewater System Master Plan for the Water and Sewer Authority of Cabarrus County (WSACC), as prepared by Black and Veatch. As defined in the WSACC master plan, the following table uses a "moderate" growth rate in five-year segments. The projections as shown are for the three areas: the Kannapolis township (Cabarrus County), Odell township (western Cabarrus County), and the existing Kannapolis limits within Rowan County.

	Five-Year Growth Projections (Percent Change) – Moderate Growth					
	2000	2005	2010	2015	2020	2025
Growth Rate		25.0	16.0	12.0	10.0	8.0
Kannapolis township	38,989	48,736	56,534	65,579	74,760	83,732
Rowan portion	9,126	11,408	13,230	14,818	16,300	17,604
Odell township	4,400	6,600	9,570	13,398	18,088	22,609
Total	53,515	66,744	79,334	93,795	109,148	123,945

Please note that these figures are simply based on the projection for the townships and include areas that are likely to be outside of the city limits for many years (if ever). Actual population within the City would vary greatly depending on annexation policy and subsequent feasibility. The Kannapolis township and the Rowan figures cover all of the current city limits, while the Odell township figures are included as this area covers a substantial amount of Kannapolis' potential growth area to the west.

The growth rates used in the Black and Veatch study were based on the following factors: (a) historic growth of Cabarrus County, (b) State projections, (c) growth trends in the Charlotte metropolitan area, and (d) comparisons with other fast growing counties across the Nation.

To complement the WSACC projections, the City's Planning staff developed a set of projections for the population within the City limits. These estimates assume an overall growth rate less than that which occurred between 1990-1999 (38%, 19% in five years) due the physical limitations on annexation and the more stringent annexation standards as adopted in 1998. The peak rate as shown in 2010, reflects the anticipated peak build-out within the Coddle Creek annexation area.

	Five-Year Growth Projections (Percent Change) – Low Growth					
	2000	2005	2010	2015	2020	2025
Growth Rate		15.0	18.0	15.0	12.0	10.0
Kannapolis City	36,910	42,447	50,087	57,600	64,512	70,963

Comparison of Census Tracts

The table below provides a comparison of the 1990 Census and 2000 Census for the Census Tracts that include all or portions of the City of Kannapolis. The Tracts as listed may include areas outside of the City limit, as Census Tracts do not follow political boundaries.

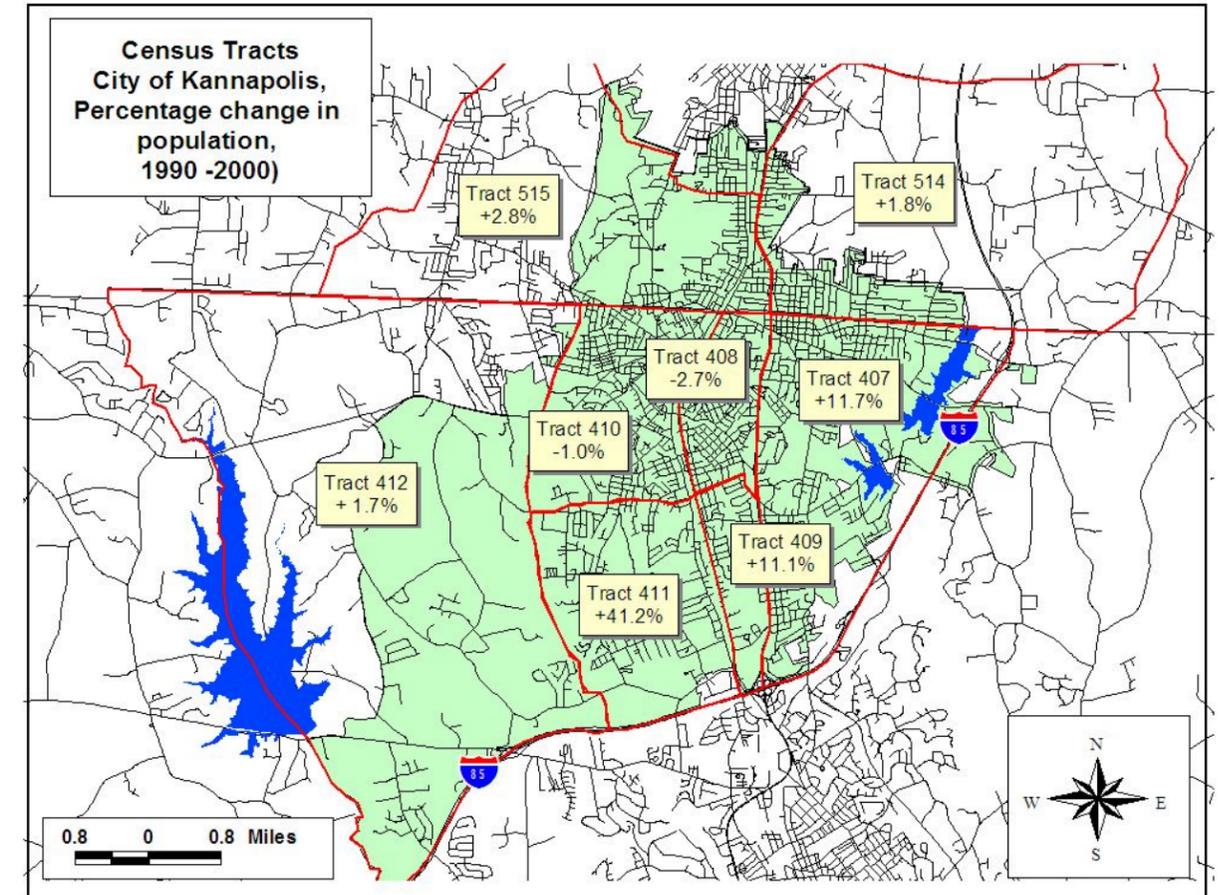
Table 1-2. Comparison of 1990 and 2000 Census Population for Selected Census Tracts

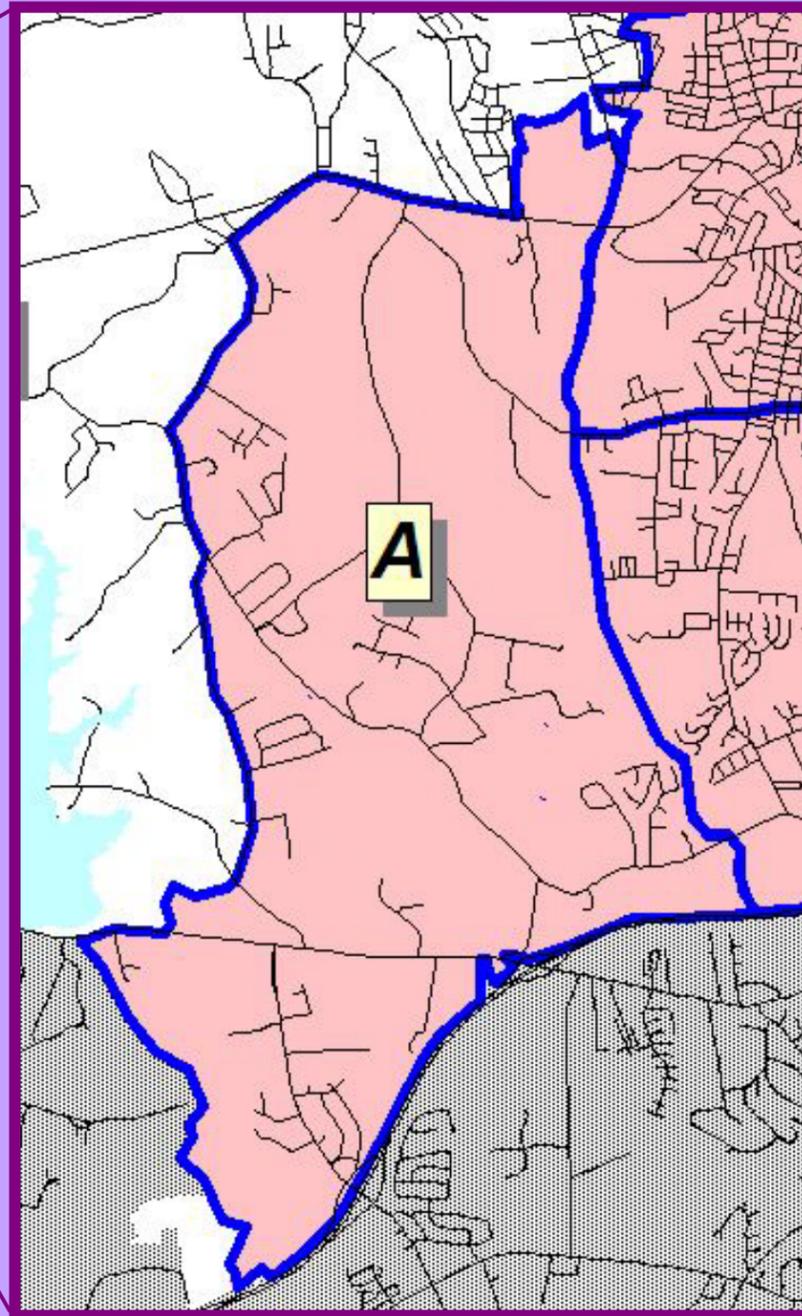
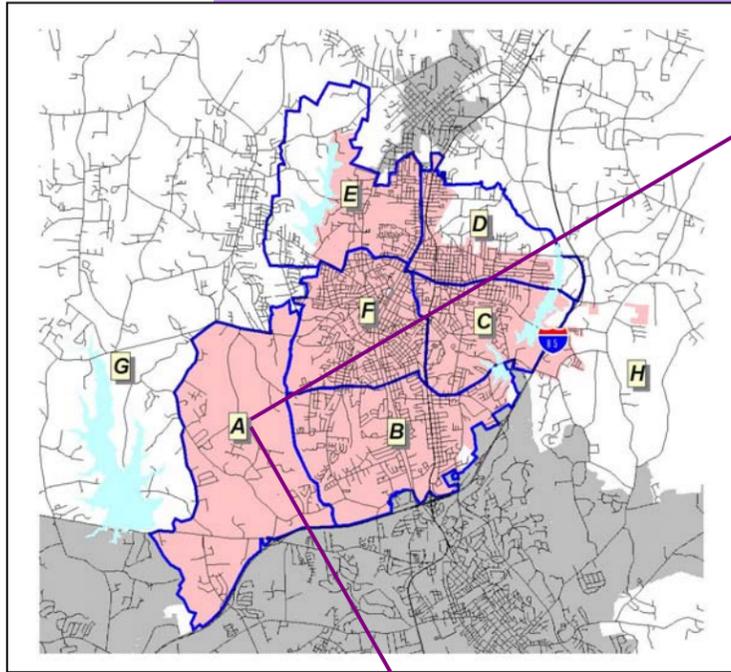
CENSUS TRACT	1990 CENSUS	2000 Census	% Change, 1990 to 2000
407	7,605	8,496	11.7%
408	4,319	4,204	-2.7%
409	1,370	1,522	11.1%
410	6,016	5,958	-1.0%
411	3,764	5,314	41.2%
412	4,568	5,335	1.7%
514	6,146	6,259	1.8%
515	6,486	6,668	2.8%

Demographics

- ◆ Census tract 407 is a relatively large tract that includes the eastern portion of the City, and is bounded by I-85 to the east and south, the county line to the north, and Cannon Blvd. to the west. This tract indicates an above average increase, a reflection of the growth along Midlake Drive, as well as the Forestbrook/Forestridge subdivisions off Centergrove Road/Dale Eanhardt Blvd.
- ◆ Tract 408 is a relatively small tract that covers the central business district (CBD) of the City and is bounded by the county line to the north, Cannon Blvd. to the east, Main Street to the west, and Universal Street to the south. This tract includes the majority of the older, traditional mill village neighborhoods surrounding the CBD. This tract indicates a slight loss in population over the decade.
- ◆ Tract 409 is another small tract and is located south of the Tract 408. The boundaries of this tract include Universal Street to the north, Main Street to the west, Cannon Blvd. to the east, and I-85 to the south. Similar to tract 407, tract 409 had an above average increase in population resulting from infill developments such as Dakota Woods.
- ◆ Tract 410 is medium sized area that comprises the western central portion of the City and is bounded by Main Street to the east, Rodgers Lake Road to the south, the county line to the north, and Irish Buffalo Creek to the west. Tract 410 indicates a slight loss in population over the decade.
- ◆ Tract 411 is similar to tract 410 in size and is located to its south, representing the Oakwood Avenue neighborhoods and the area that was the City's southwest corner prior to the 1999 Coddle Creek annexation. This area indicates a tremendous amount of growth indicating the substantial number of new housing developments constructed during this decade.
- ◆ Tract 412 covers a very large area along the City's western border. This tract includes the area of the 1999 Coddle Creek annexation. Population growth in this tract was slight as infrastructure had yet to be extended in this area between 1990-2000. This tract should expect similar growth pressure in the current decade, as did tract 411 in the last decade.
- ◆ Tract 514 includes the northeast corner of the City that is located in Rowan County. This tract experienced moderate population growth.
- ◆ Tract 515 includes the northwest corner of the City, also covering the portion in Rowan County. This tract also experienced moderate growth in population.

Map 1-1. Percentage Change in Population by Census Tract, 1990 and 2000





***CODDLE CREEK
PLANNING AREA***

Coddle Creek Planning Area

The Coddle Creek Planning Area generally includes an extreme western portion of the City, west of the Irish Buffalo Creek. It includes approximately 6,550+/- acres (10.23 sq. mi.). The southern portion of the Coddle Creek area is perhaps the City's most desirable land available for large-scale non-residential development given the proximity of the Interstate and the existing two interchanges. The Coddle Creek Planning Area is envisioned as being the high growth area in the near future within the City.

Existing Conditions

- ◆ This southern portion of the planning area includes the interchange of the new Kannapolis Parkway and I-85 as well as an important intersection/interchange with one of the region's major east-west corridors, NC Highway 73, commonly known as the Davidson Highway. This area contains an existing business park with two substantial employers, Shoe Show and Stanley Tools. The City's most ambitious economic development project, the Kannapolis Gateway Business Park is also located in this planning area.
- ◆ The northern end of this planning area was zoned AG Agricultural with the intent that this be a "holding zone" until water and sewer is extended into this region. This large area is composed mostly of undeveloped, agricultural land with scattered single-family residential. Now that the major infrastructure extensions are being completed, this area will likely face tremendous development pressure.
- ◆ The remainder of the planning area, primarily along Trinity Church Road, Century Drive and Dogwood Blvd., is developed primarily as large lot single-family residential. High-end housing (\$300,000+) is becoming the predominant housing type in the northwest section of this planning area.

Future Impacts

- ◆ The biggest impact is the on-going construction of a new five-lane limited access thoroughfare known as the Kannapolis Parkway. This north-south roadway provided a new Interstate 85 interchange (Exit 54) and will provide key interchange points with three major east-west connectors: NC Hwy. 73, NC Hwy. 3, and Tuckaseegee Road at the northern terminus.



- ◆ To complement the Parkway and provide greater access to the citizen, the Plan also recommends two major new east-west connections. The Plan shows three conceptual routes for a more direct connection with the existing Rogers Lake Road. A new more direct connection to the Parkway, in combination with the proposed grade separation of Rogers Lake/Universal further east, would provide the City a tremendously more functional east-west connection. In addition to the Rogers Lake extension, the Plan also shows a proposed connection between the Parkway and Oakwood Avenue, Dakota Street and eventually to Concord Lake Road.
- ◆ The City has planned for the expenditure of \$7.6 million in extending water and sewer lines to this planning area.
- ◆ Cabarrus County has identified the need for a future elementary school in this planning area in order to handle anticipated growth. The future school will relieve growth pressures on Odell Elementary School.

Support Facilities

- ◆ Two new City public parks are proposed within the Coddle Creek planning area, one to be located along Trinity Church Road on property currently owned by Shoe Show, an adjoining industry. The second to be located along the Kannapolis Parkway near the existing Boy Scout camp.
- ◆ Three greenway corridors are envisioned for the Coddle Creek area. Two north-south corridors are proposed running along Afton Run creek and Irish Buffalo Creek, respectively. The third corridor is an east-west link that would connect the two north-south greenways with a proposed park (discussed in the Western Growth Planning Area) at Lake Don T. Howell, to be located at the end of Macedonia Church Road.
- ◆ Two new fire stations are recommended for the Coddle Creek area. The City is actively refining its search for a site to accommodate the new Station #5. To maintain the best fire protection coverage, the station is recommended to be located generally in the area along Kannapolis Parkway just north of NC 73. In addition to standard fire suppression equipment and personnel, Station Five will also contain a "satellite" City Police office, a community center, and (possibly) an office for Cabarrus Co. EMS. Station #7 is planned to be located generally near the intersection of Kannapolis Parkway and Mooresville Highway (NC Hwy. 3). This Station is suggested for construction at some future point when the northern Coddle area is much more developed and the demand is more defined.

Kannapolis Gateway Business Park



New Single-Family Development



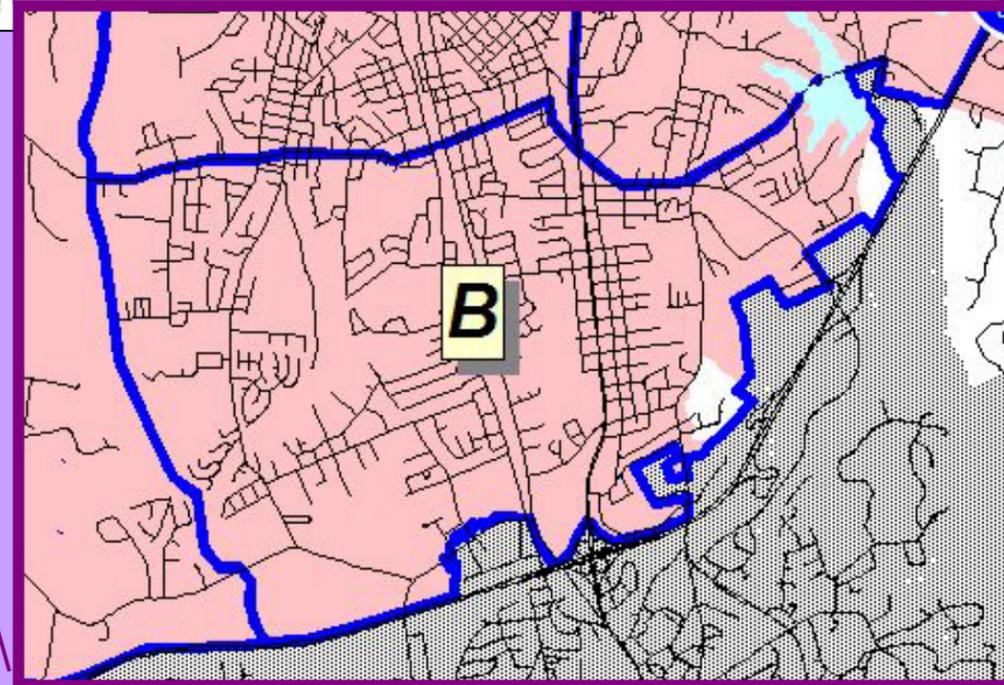
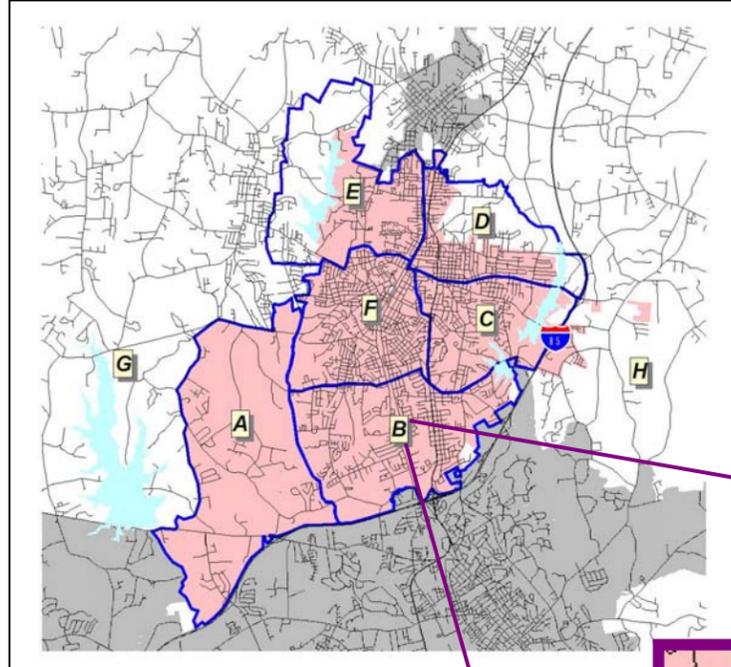
Please see Coddle Creek Area – Recommended Land Use Map

Please see Coddle Creek Area – Recommended Zoning Changes Map

Coddle Creek Planning Area

Please refer to the map on the previous page to view recommended zoning changes in the Coddle Creek Area. Please note that the numerical reference on the map corresponds to the numbers below.

1. **I-1, I-2 to RC (Hwy 3).** The current industrial zoning does not appear to be the best use given the relatively steep topography. Rather, this Plan recommends that the RC district, a high-density, multi-family district would be the best use for this area as it does have frontage on a major thoroughfare as well as access to a proposed transit line. Additionally, multi-family development would be better suited for being able to accommodate the steepness of the area. *This should be considered for administrative rezoning as a proactive change and stimulus for higher density residential along this corridor.*
2. **AG to Mixed-Use and C-2 (Highway 3 and Kannapolis Parkway).** This large area (identified on the map as blue and bright pink) is intended to recognize the potential impact of the new Kannapolis Parkway. As noted in the existing conditions for this area, the current AG Agricultural district was intended to be a temporary holding zone. As shown, concentrated commercial areas are proposed where the Parkway intersects with existing and proposed east-west roadways and should be rezoned to C-2. Complementing these concentrated commercial areas is the remainder of the area along the Parkway, which is identified as "mixed-use". The mixed-use designation is intended to provide for development under an integrated, planned community with allowances for a transition of uses from retail to office/institutional uses to residential. Residential uses within this category should include higher density projects provided these projects are well defined in terms of design standards for appearance. Development within these "mixed use" areas shall be subject to the conditional use rezoning/permit process wherein a site-specific development plan is required. Conditional use zoning districts to be considered shall include the I-1, CD, C-2, O-I, RV and/or RC districts. Industrial proposals (I-1 and CD) shall be the favored use within this large, undeveloped corridor, however, this Plan recognizes that the southern portion of this planning area already provides a substantial amount of industrial land for development and it is more likely that this area will be subject to commercial/residential development pressure. As the intersection develops, higher density residential should be considered to the east and west of this area in order to support the commercial development. *The Mixed-use is a developer/applicant driven rezoning process and is not a candidate for administrative rezoning. The proposed C-2 areas may be more feasible for administrative rezoning, especially if and when the timing of new east/west connections are determined.*
3. **AG to RM-1 (Rogers Lake Road).** This area is isolated from the new Parkway by a creek. Additionally, the northern end of Rogers Lake Road will not have a connection with the Parkway, as it will be realigned to have a direct connection with NC Highway 3. This area is recommended for rezoning to RM-1, a single-family residential district with a minimum lot size of 15,000 square feet. Other similar lower density zoning districts such as RL or RE could also be considered. *This should be considered for administrative rezoning as a proactive change to provide incentive for new residential development and eliminate the current agricultural zoning.*
4. **AG to RL (Trinity Church Road).** Similar to Area #3, this area is isolated from the new Parkway by a creek. It is envisioned that this area will be developed for low density single-family residential. This area is recommended for rezoning to RL, a single-family residential district with a minimum lot size of 20,000 square feet. The similar low density zoning district of RE could also be considered. *This could be considered for administrative rezoning as a proactive change to provide incentive for new residential development and eliminate the current agricultural zoning; however, the conditional use rezoning process should also be considered to insure quality development compatible with the surrounding area.*
5. **AG to RE (Trinity Church Road).** Again, similar to Areas #3 and 4, this area is isolated from the parkway and is developing primarily as a single-family development. Just south of this area, along Trinity Church Road, a trend for very large lot, single-family development has occurred. The recommended zoning change to RE, a single-family residential district with a minimum lot size of one acre, reflects the continuation of this trend. Other similar lower density zoning districts such as RL could also be considered. *This could be considered for administrative rezoning as a proactive change to provide incentive for new residential development and eliminate the current agricultural zoning; however, the conditional use rezoning process should also be considered to insure quality development compatible with the surrounding area.*
6. **CD, RE to Mixed Use (Kannapolis Parkway and Trinity Church Road).** The recommendation for Mixed Use proposes to provide for an area of higher density residential, retail, and/or office/institutional uses on the northwest corner of the intersection of Trinity Church Road and Kannapolis Parkway. *This area should be considered for administrative rezoning as a proactive change to provide incentive for new light commercial development and higher density residential opportunities along the new Parkway and future employment areas.*
7. **AG to CD (Trinity Church Road).** This area includes the campuses of the Northwest Middle and High Schools as well as a large undeveloped tract just to the southwest of the schools. The CD, Campus Development district, is intended to provide for a high-quality mixture of light manufacturing, office, warehousing, distribution, institutional and limited retail and service uses in an attractive campus or corporate park setting with substantive design standards. A large industrial facility, which is zoned CD, is located directly across from this area along Trinity Church Road. *This area should be considered for administrative rezoning as a proactive change to provide incentive for new campus-style industrial development and eliminate the current agricultural zoning.*
8. **AG to RE (Dovefield).** This area contains an existing Boy Scout Camp and a large lot single-family residential subdivision and is somewhat isolated between a creek and the school campuses. RE, a single-family residential district with a minimum lot size of one acre, appears to be a more suitable designation than the current AG, Agricultural designation. A residential project with a variety of lot sizes may be suitable for this area, assuming larger lots about the existing Dovefield subdivision. *This area could be considered for administrative rezoning as a corrective change to recognize the existing one-acre lot single-family dwellings. Note, however, that the existing AG Agricultural zoning also serves to protect this area in terms of its rural character.*
9. **AG, RM-2 and I-1 to Mixed-Use (Orphanage Road).** This northern end of this area includes a collection of moderately sized parcels with sporadic single-family dwellings that are considered ideal for redevelopment. As these parcels are located between established single-family neighborhoods to the east and industrial development to the west, the mixed-use designation suggests a transition between the uses. This Plan envisions a combination of high quality office space and/or high density residential. The southern end of this area includes a large area of I-1 light industrial. This area is questionable in terms of buildable space due to the existing of a number of large electrical transmission towers that cross the properties as well as a major creek and substantial floodplain in the center. This Plan recommends the mixed-use as means of providing greater flexibility to the area. As noted previously, development within these "mixed use" areas shall be subject to the conditional use rezoning/permit process wherein a site-specific development plan is required. Conditional use zoning districts to be considered shall include the CD, C-1, O-I, RV and/or RC districts. *The Mixed-use is a developer/applicant driven rezoning process and is not a candidate for administrative rezoning.*
10. **RE to Mixed Use and RL (Hwy 73).** This area includes an existing municipal water treatment plant (City of Concord) and a few single-family homes. Along the south side of Davidson Highway (NC 73), Mixed Use is recommended to border the Campus Development that extends from the east. Along the north side of Davidson Highway, a small portion of current RE is recommended for a minor adjustment to RL. The RL and RE districts are similar in that they are single-family districts, however, the application of the RL district would increase density from one to two units per acre. *This area could be considered for administrative rezoning as a corrective change to recognize the current land uses. Note, however, that much of the land is built out, which reduces the need to rezone to accommodate new growth.*
11. **RE to RM-2 (Kannapolis Parkway).** This recommendation covers three existing single-family residential subdivisions that are pocketed along the Kannapolis Parkway. The recommendation for RM-2 is corrective in nature in that RM-2 (10,000 square foot lot minimum) is more compatible to the neighborhoods than the current RE (one acre lot minimum). *This area is built out and the need for proactive rezoning change is decreased.*
12. **RE, CD to C-1 (Kannapolis Parkway).** This recommendation focuses on a portion of the Kannapolis Parkway where a number of existing single-family homes currently exist, but are likely to be available for conversion to office/small business. The O-I district is also a reasonable district to consider for this redevelopment corridor. *This could be considered for administrative rezoning as a proactive change to provide for redevelopment opportunities along this emerging commercial gateway.*
13. **RE to I-1 (Hwy 73 and Afton Run Creek).** This recommendation is corrective in nature. The areas included are portions of properties that are currently zoned residential but are isolated by the Afton Run creek and industrial zoned tracts. The recommended change to light industrial would allow for inclusion of these areas within an existing I-1 district that dominates the triangular area between Afton Run and I-85, south of Davidson Highway. *This could be considered for administrative rezoning as a proactive change to eliminate potential zoning conflicts with industrial development along the east side of Afton Run Creek (in the Biscayne Drive area).*
14. **RE, CD to Mixed-Use (Kannapolis Parkway and I-85).** The last area of focus for zoning changes in the Coddle Creek area is one of immense importance. The area located at the southwest corner of the interchange with I-85 and Kannapolis Parkway is of prime importance as it will be a gateway into the City. Similar to previous areas identified as mixed-use, development shall be subject to the conditional use rezoning/permit process wherein a site-specific development plan is required. Conditional use zoning districts to be considered shall include the CD and/or C-2 districts as it is envisioned this area will be suitable for a mix of heavy commercial along the frontages with a transition to office/commercial flex-space towards the interior. *The Mixed-use is a developer/applicant driven rezoning process and is not a candidate for administrative rezoning.*



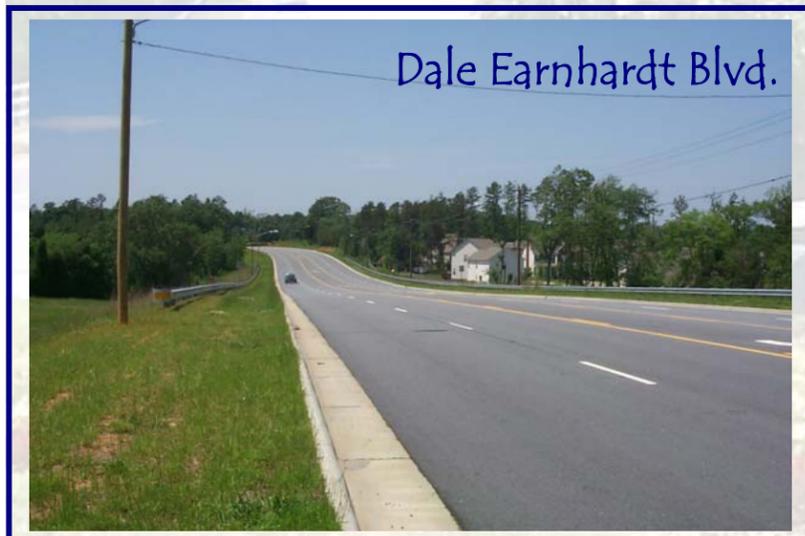
***SOUTH KANNAPOLIS
PLANNING AREA***

South Kannapolis Planning Area

The South Kannapolis Planning Area generally includes the area bounded by the Irish Buffalo Creek to the east, I-85 and the City of Concord to the south and west, and a line along Rogers Lake Road, Universal Street, Dale Earnhardt Blvd. and Centergrove Road to the north. The planning area includes approximately 4,300 acres (6.72 sq. mi.). This study area includes several key gateways into the City including two Interstate interchanges at US 29/601 (Cannon Blvd.) and at Dale Earnhardt Boulevard. Second only to the Coddle Creek Area, it is envisioned that this planning area will experience substantial commercial development/redevelopment.

Existing Conditions

- ◆ Key commercial corridors include:
 - Cannon Boulevard (U.S. Hwy. 29/601), a traditional major north-south commercial corridor throughout the City, appears to have opportunities for small-scale non-residential development along this southern portion of the Boulevard.
 - South Main Street is another major north-south thoroughfare that provides an alternative paralleling route to the primary route for Cannon Boulevard.
 - In 2001, developers broke ground on the development of a large retail center to be known as the NorthLite Shopping Center that will anchor the northwest corner of the Dale Earnhardt Boulevard interchange with Interstate 85. It is anticipated that additional new retail development will occur along this emerging gateway.



- ◆ The majority of the remaining planning area is either residential or undeveloped. Residential neighborhoods or area of note include:
 - the Oakwood Avenue corridor, a north-south connector between Rogers Lake Road and Orphanage Road, contains some of the most recent residential development within the City over the past decade.

- an area between the railroad tracks and the Cannon Boulevard as being composed of largely single-family residential, with some neighborhoods having been established for decades
- an area between Cannon Boulevard and Concord Lake Road containing well-established single-family neighborhoods, such as the Bethel community and the Royal Oaks community
- the Concord Lake Road/NC 3 corridor which features several apartment complexes.
- ◆ The South Kannapolis area is served by two public bus transit routes. The "Blue" route will extend northward from the central transit hub (in Concord) along Main Street before turning to the west along Universal Street, then turning north towards downtown transit hub within the Central Planning Area. The second route, the "Green" route also extends from the central hub northward along Concord Lake Road (NC Hwy. 3) before turning east along Dale Earnhardt to provide access to the County's Human Services Center, and then turning north and extending into the Eastern Planning Area. Both of these routes form the backbone of the initial mass transit system within the City.



Future Impacts

- ◆ The South Kannapolis Planning Area includes several proposed roadway connections primarily to improve east-west connection within the City, including:
 - A new link between the Kannapolis Parkway (included in the Coddle Creek Planning Area) and Dakota Street.
 - An extension of Fisher Street to provide a direct connection with South Main Street.
 - The realignment of Winecoff School Road to connect with Mt. Olivet Road (a new at-grade crossing of the railroad). The current rail crossing of Winecoff School Road would be removed.

- The Roxie Street extension and a corresponding north-south connection to Old Earnhardt Road to maximize connectivity and traffic flow in and around the concentrated commercial development at the I-85 interchange.
- ◆ Utilities are substantially available in this area and no additional major system expansions are identified. However, as with other older developed areas of the City, portions of this planning area are in need of attention in terms of maintenance and upgrades to existing infrastructure (streets, water, sewer, and/or storm water facilities).

Supporting Facilities

- ◆ The South Kannapolis Planning Area includes the recently constructed North Cabarrus Park, a regional park maintained by Cabarrus County. Also, school parks are located at Winecoff, Shady Brook and Royal Oaks Elementary Schools. Additionally, a new park will be located behind the new Oakwood Middle School, which is currently under construction.
- ◆ Several greenway/pedestrian corridors are envisioned for the South Kannapolis area. A total of four north-south corridors with corresponding east-west links are proposed.
 - The western most corridor is the north-south Irish Buffalo Creek greenway as shared with the Coddle Creek planning area. This is regional link that will extend into the City of Concord and provide a substantial greenway opportunity for residents of both jurisdictions.
 - The next two series of routes include a combination of greenways and sidewalks primarily in a north-south alignment and will serve residents in the Oakwood Avenue-Fisher Street-Rogers Lake Road neighborhoods.
 - The eastern most north-south corridor follows the alignment of the Three Mile Branch and is similar to the Irish Buffalo Creek route in that it is a regional link that will allow for access to the City of Concord and other points north and south.
- ◆ The Plan recommends the relocation of two existing fire stations. Station Three, located just east of Cannon Blvd., should be moved just a few blocks north to provide better fire coverage for this part of the City. Station Four is currently located outside the Kannapolis City limits as it the site of the former Winecoff Volunteer Fire Department. The Plan recognizes the need to relocate this station to a more centralized location that would provide greater fire protection coverage to the Oakwood Avenue-Fisher Street neighborhoods (south-southwest corner of the City).
- ◆ Police protection is provided via a central dispatch/headquarters station located in the central City/downtown. No additional police facilities are planned for this area.

Please see South Kannapolis Area – Recommended Land Use Map

Please see South Kannapolis Area – Recommended Zoning Changes Map

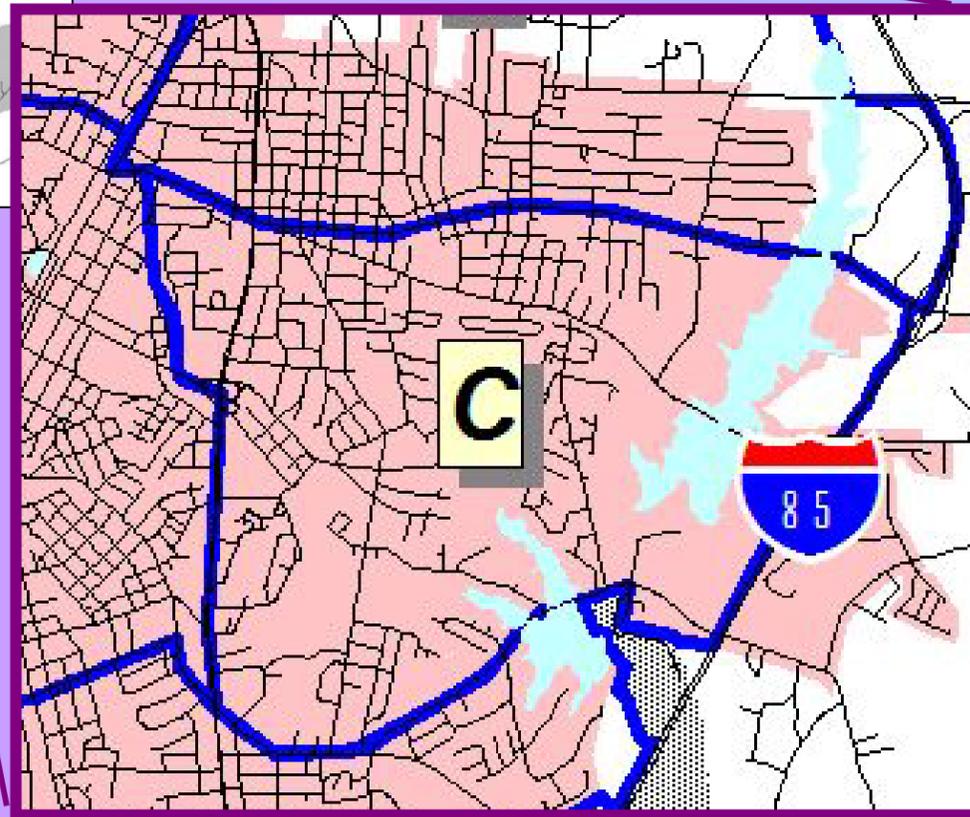
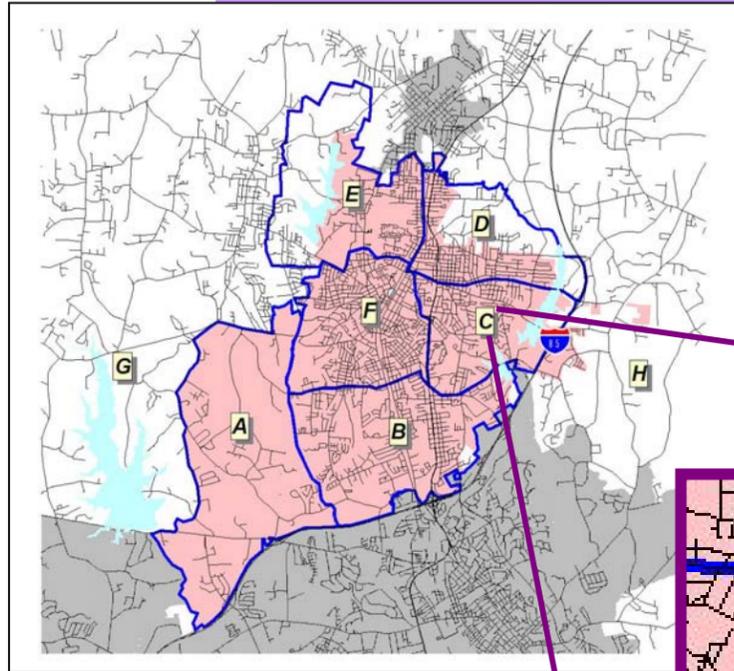
South Kannapolis Planning Area

Please refer to the map on the previous page to view recommended zoning changes in the South Kannapolis Area. Please note that the numerical reference on the map corresponds to the numbers below.

1. **RM-2 to RM-1 (Centergrove Rd and Forrestbrook Dr).** This is a corrective recommendation. The area includes mostly built out single-family lots with a lot size more compatible with the RM-1 district (15,000 sq. ft. lot minimum) than the current RM-2 (10,000 sq. ft. lot minimum). *This area could be considered for administrative rezoning as a corrective change to recognize the current land use/density. Note, however, that much of the land is built out, which reduces the need to rezone to accommodate new growth.*
2. **County pocket to RM-1 and C-2 (I-85, behind Forrestbrook Subdivision).** Currently, this area is not within the City's zoning jurisdiction, however, should the City annex this isolated pocket, it is recommended to RM-1 and C-2. RM-1 should be applied to the northern tract abutting the existing Forrestbrook neighborhood, while C-2 general commercial is suggested for the southern most tract where abutting the interstate and existing heavy commercial zoned property to the west (within the City of Concord's zoning jurisdiction). *This area is not currently within the City's zoning jurisdiction and is not eligible for consideration of administrative rezoning.*
3. **I-1, B-1 to C-2 (Dale Earnhardt Blvd).** This relatively large area is recommended for heavy commercial. This reflects the recent trend for retail commercial development at the interstate 85 interchange (Exit 60) and the Dale Earnhardt Blvd (DE Blvd). The current I-1 Light Industrial, covers most of the area between Old Earnhardt Rd. and the DE Blvd, while a small amount B-1, Neighborhood Business, exists along Concord Lake Road. C-2 is recommended for this area due to the shift towards heavy commercial in combination with the expansion of the east-west Roxie Street as a thoroughfare. The northern tip of this area (north of Old Earnhardt Road) is within the Lake Concord water supply watershed and will be more difficult to develop in terms of impervious coverage. However, this area is still recommended for C-2, as heavy commercial, auto-oriented uses are compatible with the DE BLVD. and environs. *It is recommended that this area be considered for administrative rezoning to promote the retail/commercial economic development potential along this gateway.*
4. **O-I to C-1 (Dale Earnhardt Blvd).** This area includes smaller pockets of land fronting on the Dale Earnhardt Blvd. (DE Blvd.) along the eastern edge. Unlike, the land on the opposing side of the Blvd. (see Area #3), these parcels are adjoining residential neighborhoods and approximately half of the area is also subject to the water supply watershed regulations. The current O-I, Office-Institutional, is not necessarily inappropriate, however, the C-1, Light Commercial, is recommended as it appears to be more appropriate given the trend for concentrated retail/heavy commercial along this portion of the DE Blvd. It is likely that projects to be considered for development along these tracts should be considered for the conditional use rezoning process due to the proximity of established single-family developments along the rear. *This area should not be considered for administrative rezoning due to presence of adjoining well-established residential neighborhood. Rather the O-I zoning should remain unless or until a developer seeks a conditional use zoning change to increase the retail flexibility of a proposed development.*
5. **O-I to RV (Allytin Heights Subdivision).** This is another corrective recommendation for a mostly built-out area. RV, a medium density residential district, is recommended rather than the current O-I, Office-Institutional, as the area contains relatively small single-family lots. *This area could be considered for administrative rezoning as a corrective change to recognize the current land use. Note that much of the land is built out, which reduces the need to rezone to accommodate new growth.*
6. **O-I to C-1 and RC (Concord Lake Rd).** This area reflects a recommended zoning change based on two key factors, the proposed east-west street connection with Dakota and Concord Lake Road and the new transit line along Concord Lake Road. The frontage along Concord Lake is recommended for light commercial (C-1) to complement and provide a transition between the residential neighborhoods to the west and the recommended heavy commercial to the east. The RC is a multi-family residential zoning classification and is recommended for a portion of the area to maximize the benefits of relationship between higher density development and availability of mass transit. Please note that other zoning change proposals, especially conditional use requests, may be appropriate if the intended uses include a mix of commercial and higher density residential opportunities. *This area is recommended for administrative rezoning in conjunction with the operation schedule of aforementioned transit line. Construction of a new east-west connection would also support the need to rezone the area but is not a necessity.*
7. **RV to RM-2 (Royal Oaks Subdivision east of Cannon Blvd).** This is another corrective recommendation for an area that is mostly built out single-family lots. The RM-2 (10,000 sq. ft. lot minimum) is recommended, as it appears to be more compatible than the current RV (7,500 sq. ft. lot minimum), based on review of the average size of the lots within the area. *This area could be considered for administrative rezoning as a corrective change to recognize the current land use/density. Note that much of the land is built out, which reduces the need to rezone to accommodate new growth. A change would primarily address infill/redevelopment.*
8. **County Pocket to Mixed-use (Concord Lake Rd).** Currently, this area is not within the City's zoning jurisdiction; however, should the City annex this isolated pocket, a mix of uses is recommended. The majority of the area is most appropriate for RC, O-I and/or C-1. The RC district, a multi-family residential classification, is recommended, as again this is an opportunity to provide higher density dwellings along a planned transit route. The numerous row of small, redevelopable lots/dwellings fronting along the portion of Concord Lake Road are most likely practical for O-I and/or C-1. The mixed-use designation is applied to also reflect the usefulness of a larger planned, integrated development/redevelopment as opposed to piecemeal redevelopment. *This area is not currently within the City's zoning jurisdiction and is not eligible for consideration of administrative rezoning.*
9. **O-I to C-1 (Concord Lake Rd).** This recommendation represents a minor adjustment, as the C-1, a light commercial designation, allows for more retail flexibility than the current O-I, office-institutional. C-1 appears to be more appropriate due to the larger, deeper tracts of land along this stretch of Concord Lake Road. This Area 9 also includes a current undeveloped tract located south of University Drive that is also recommended for RC. *This area could be considered for administrative rezoning to promote greater retail flexibility as well as mutli-family dwelling opportunities. Note that this is not a great priority as the section of Concord Lake Road still contains a mix of residential and light office type uses.*
10. **RM-2 to C-2 (South Ridge Ave).** This is an extremely small corrective recommendation. This one-lot area is surrounded by heavy commercial and is not suitable for single-family residential as currently zoned. *This area could be considered for administrative rezoning as a corrective change to be in harmony with surrounding heavy commercial zoning. Note, however, that this lot contains a home and unless or until a demand for redevelopment appears the need for rezoning is non-existent except for potential buffer impacts on surrounding parcels.*
11. **C-2 to C-1 (S Main St).** This recommendation reflects a "down-zoning" of an area along South Main Street that currently includes a mix of businesses. The down-zoning from heavy to light commercial is recommended to reflect the secondary nature of the South Main Street corridor in relation to the paralleling Cannon Blvd. Additionally, the down-zoning is recommended to reduce the likelihood of continued heavy "strip" commercial creeping further along this corridor. Additionally, the C-1 would provide a better transition to the established residential neighborhoods that dominate the western side of this portion of South Main Street. *This area could be administratively rezoned to reduce the opportunity for auto-intensive, strip commercial business uses to be located along this section of South Main Street.*
12. **O-I to C-2 and RC (S Main St).** Very similar to Area #6, this area reflects a recommended zoning change based on two key factors, a proposed new east-west street and the new transit line. The southern portion of the area is recommended for C-2, heavy commercial; while the northern portion suggests RC, multi-family residential zoning is best. Other zoning proposals, especially conditional use requests, may be as appropriate if the intended uses include a mix of commercial and higher density residential opportunities. *This area is recommended for administrative rezoning in conjunction with the operation schedule of aforementioned transit line. Construction of the realigned Winecoff School/Mt. Olivet connection would also support the need to rezone the area but is not a necessity.*
13. **O-I, I-1 to RC and Mixed Use (S Ridge Ave).** This area includes land located along the eastern edge of Ridge Avenue at the City's southern most boundaries. The area is uniquely isolated by I-85 to the south, the railroad to the west, and a large municipal cemetery and the right-of-way for I-85's interchange with Cannon Blvd. to the east. The land is somewhat unusual in that it has high visibility but very limited access. As a result, this Plan suggests that the northern end of the area, nearest Mt. Olivet Road, be zoned for RC to allow for multi-family development. The remainder of the area is designated as mixed-use primarily because of concern that the current light industrial zoning (I-1), although certainly a reasonable option, may not be the best option for this area. Development of this area should provide special consideration for how any proposed project would improve or detract from the City's appearance along it's southern gateway's of Cannon Blvd. and Ridge Avenue. As s result, the desire for any zoning changes within this area may warrant the conditional use rezoning process to allow for design standards to be considered. Recommended conditional districts for consideration include I-1, C-2, C-1 and RC. *The Mixed-use is a developer/applicant driven rezoning process and is not a candidate for administrative rezoning. The RC could be considered for administrative rezoning as a proactive means of encouraging higher density residential on this tract.*
14. **RC to C-1 (Winecoff School Rd).** The C-1 (light commercial) is recommended, as it appears to be more compatible than the current RC (multi-family with a maximum of 15 units/acre) and a more practical district due to the properties proximity to Interstate 85. However, light commercial development will require improvements to the adjoining road system. *Plan recommends that this area be administratively rezoned to eliminate the current potential for high density residential in an area that is not suitable to support it.*

South Kannapolis Planning Area

15. **RC, C-2 to Mixed-Use (Orphanage Rd and I-85).** This area includes a large amount of RC zoned area located east of small creek that feeds into the Irish Buffalo Creek. Similar to Area #14, RC may not be the best use for this area. The C-2 within this area is also unusual as it is applied to a few large parcels that contain a farmer's market. The mixed-use designation recognizes that the potential development of a mix of residential uses and some limited commercial in this area. Development within these "mixed use" areas shall be subject to the conditional use rezoning/permit process wherein a site-specific development plan is required. Conditional use zoning districts to be considered shall include the C-2, C-1, RC and RV districts. Rezoning to lower density single-family dwelling zoning districts, such as RM-1 and RM-2, should be considered without the need for conditional use zoning. *The Mixed-use is a developer/applicant driven rezoning process and is not a candidate for administrative rezoning.*
16. **O-I to Mixed-Use (Orphanage Rd and Oakwood Ave).** This area includes a group of large parcels located near the intersection of Orphanage Road and Oakwood Avenue. This area contains a recently constructed public park (Cabarrus County's North Cabarrus Park) and a small Church of God orphanage campus. A substantial amount of this area is under the ownership of the Church but is undeveloped. The mixed-use designation recognizes the potential for development of these areas for a mix of neighborhood commercial uses, continued institutional uses and/or residential. Development within these "mixed use" areas shall be subject to the conditional use rezoning/permit process wherein a site-specific development plan is required. Conditional use zoning districts to be considered shall include the I-1, CD, C-2, O-I, RV and/or RC districts. Rezoning to lower density single-family dwelling zoning districts, such as RM-1 and RM-2, should be considered without the need for conditional use zoning. *The Mixed-use is a developer/applicant driven rezoning process and is not a candidate for administrative rezoning.*
17. **RM-2 to Mixed-use (Independence and Wren).** This recommendation is essentially a carryover from the large mixed-use area as identified as Area #3 in the Coddle Creek Planning Area. This area will have much greater accessibility if the proposed east-west connection is constructed. Should this connection be made, this area should be considered for development/redevelopment. Conditional use rezoning districts to be considered shall include the higher density residential districts, RV and/or RC districts. *The Mixed-use is a developer/applicant driven rezoning process and is not a candidate for administrative rezoning.*



***EAST KANNAPOLIS
PLANNING AREA***

East Kannapolis Planning Area

The East Kannapolis Planning Area generally includes the area bounded by Dale Earnhardt Blvd. and Centergrove Road to the south, Interstate 85 to the east, Lane Street to the north, and Cannon Blvd. to the west. The planning area includes approximately 3,220± acres (5.03 sq. mi.). Two water supply reservoirs, Lake Concord and Lake Fisher dominate this planning area. The Eastern area also edges the Lane Street corridor, the northern gateway portion of the City's loop system between downtown and I-85.

Existing Conditions

- ◆ This planning area includes the eastern edge of the Cannon Boulevard retail commercial corridor as well as the southern edge of the Lane Street mixed-use corridor. The most interesting feature of this section of the Boulevard is the adaptable reuse of two former retail shopping centers. These include: (a) a former K-mart site at the corner of Cannon Blvd. and Dale Earnhardt Blvd. (formerly Centergrove Road) is now Cabarrus County's Human Services offices and (b) the former Kocos shopping center site that had languished in disrepair for several years now contains a business, heavy equipment rental supply as well as leasable space for retail/office.
- ◆ The Lane Street corridor is an east-west thoroughfare that extends from the downtown area to an interchange with I-85. This route complements the Dale Earnhardt Boulevard route further south and in combination with Loop Road and Jackson Park Road, the four roadway segments form a complete loop to and from the Interstate via two interchanges. Lane Street, unlike the Dale Earnhardt Blvd., is already developed as mostly single-family dwellings. However, a substantial number of these structures are being converted (or have the potential to be) to office/low intensity commercial uses.



Forest Park Elementary

- ◆ In terms of residential, the western portion of this planning area contains a number of older, small lot neighborhoods located along the north-south Little Texas Road corridor. The Brantley Road corridor, an east-west corridor that parallels Lane Street to the south, contains a number of lower density single-family neighborhoods. The Midlake Road and Centergrove Road areas have experienced significant new growth in residential development over the past decade as several new moderately priced subdivisions were developed in the late 1990s.
- ◆ The East Kannapolis Planning Area includes two transit lines. The north-south route, as shown extending along Little Texas Road, is a continuation of the "green line" from the South Planning area and the transit hub at Carolina Mall in Concord. The northern terminus of this line will be the new train station/transit hub located with downtown Kannapolis along Main Street.



Residential along Midlake

Future Impacts

- ◆ The second transit route impacting the East Kannapolis Planning Area is a route that is currently not funded. The "Lane Street extension" is an east-west route that would provide a link between the downtown transit hub and the Fieldcrest Cannon Stadium/Exit 63 area and all other points in between.
- ◆ Utilities are substantially available in this area and no additional major system expansions are identified. However, as with other older developed areas of the City, portions of this planning area are in need of attention in terms of maintenance and upgrades to existing infrastructure (streets, water, sewer, and/or storm water facilities).

Supporting Facilities

- ◆ The East Kannapolis Planning Area does not currently include any existing public parks. New neighborhood parks are planned within this area at Forest Park Elementary School and also at the end of First Avenue. New mini-parks are planned at Lake Fisher and Lake Concord.
- ◆ A series of greenways/pedestrian corridors are proposed in the East Kannapolis Planning Area that would provide links along the lake/creek basins to other key points in the City.
 - A link is proposed along the western edge of Lake Fisher that would extend westward to connect with a link along the eastern fork of Lake Concord. This corridor would provide access for residents of the Brantley Road-Midlake Avenue neighborhoods.
 - Another corridor is proposed along the western fork of Lake Concord that would provide a link between the downtown area and the Bethel/Little Texas Road neighborhoods.
- ◆ The East Kannapolis Plan does not include any recommendations for new fire stations, as the current and/or proposed facilities located outside of this planning area will provide adequate coverage.
- ◆ Police protection is provided via a central dispatch/headquarters station located in the central City/downtown. No additional police facilities are planned for this area.



Lake Concord

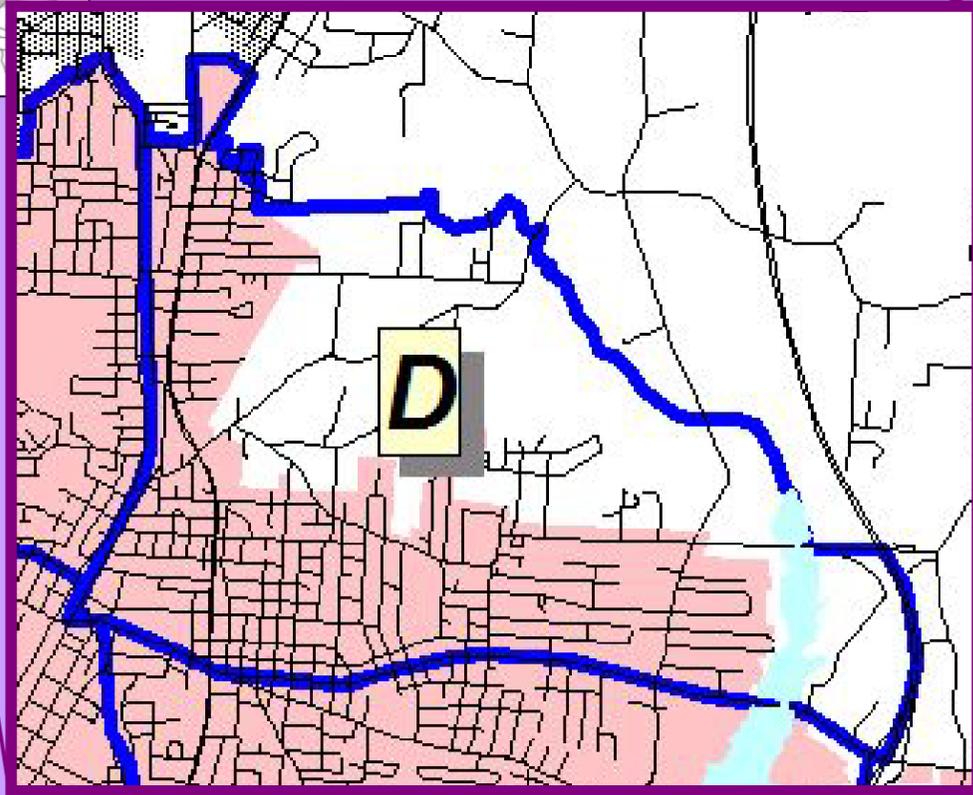
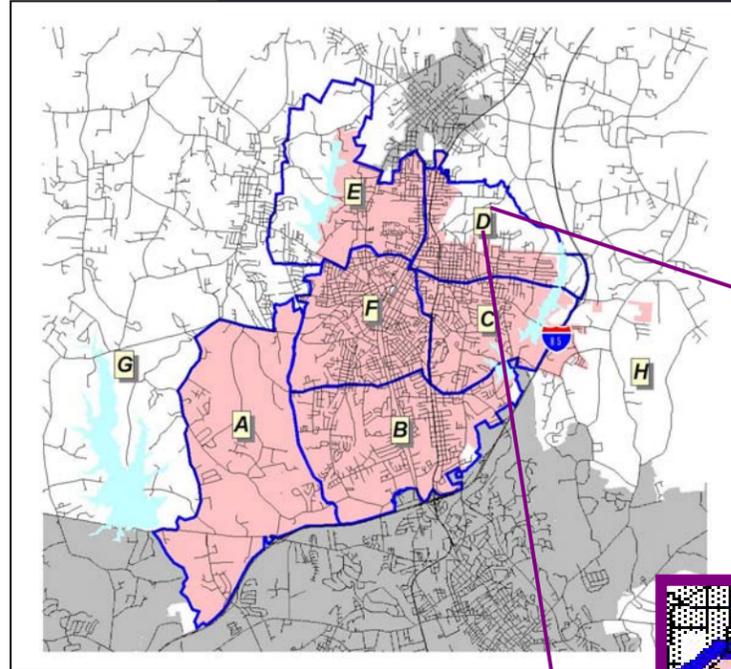
Please see East Kannapolis Area – Recommended Land Use Map

Please see East Kannapolis Area – Recommended Zoning Changes Map

East Kannapolis Planning Area

Please refer to the map on the previous page to view recommended zoning changes in the East Kannapolis Area. Please note that the numerical reference on the map corresponds to the numbers below.

- 1.) O-I, I-1 to B-1, RM-2, RV and Mixed-use (Little Texas Rd). This recommendation focuses on the area commonly known as the former "Terry Products" site. The site of a former industrial users, four somewhat isolated parcels are currently zoned I-1 Light Industrial. Surrounding this site is a ring of O-I Office-Institutional zoning. However, most of these surrounding properties are developed as residential with moderate sized lots to the north, east and west, with smaller lots to the south along Chipola Street and Little Texas Road. The Plan recommends a change to RM-2 and RV respectively for the parcels surrounding the former industry, while the site itself is suggested as a mixed-use candidate. The viability of this site for continued industrial is questionable and not necessarily desirable given the residential setting. However, for the site to be feasible for adaptive re-use flexibility must be considered and the mixed-use designation appears to be the most practical. Redevelopment within this "mixed use" area shall be subject to the conditional use rezoning/permit process wherein a site-specific development plan is required. Conditional use zoning districts to be considered shall include the C-1, B-1, O-I, RV and/or RC districts. Due to the location of the new transit line along Little Texas Road, conversion of all or a portion of the site to provide for multi-family dwellings is a preferable option. Note that a couple of parcels at the northern edge of this area are suggested as rezoning to B-1 Neighborhood Commercial. These parcels contain an existing business and it is suggested that neighborhood commercial is more appropriate than the current office-institutional. *The Mixed-use is a developer/applicant driven rezoning process and is not a candidate for administrative rezoning, however, the surrounding residential area is a candidate for administrative rezoning. The timing of the administrative rezoning should be coordinated with the timing of the transit line.*
- 2.) County Pocket to RV and RM-2 (End of First Ave). This is one of two unincorporated Cabarrus County "pocket" areas, isolated within the City's boundary, within the East Kannapolis Planning Area. This pocket is the larger of the two and is located along the western edge of the eastern fork of Lake Concord. The Plan recommends RV, a high-density residential district that allows up to eight (8) units per acre, for the bulk of the area. A small portion at the northern tip of the pocket is recommended for RM-2, a single-family residential district with an average of four (4) units per acre. These districts are simply reflective of the adjoining zoning/land use as currently within the City. Should this pocket be annexed into the City, the RV and RM-2 districts should be considered as shown. *This area is not currently within the City's zoning jurisdiction and is not eligible for consideration of administrative rezoning.*
- 3.) RV to RM-2 (East of N Cannon Blvd). This recommendation represents a downzoning of a somewhat isolated residential area located along the eastern edge of Cannon Blvd. Based on the average lot size within this area, the RM-2 appears to be a more appropriate zoning district. The area appears to be dominated by a mix of single-family stick-built and manufactured homes and is mostly built-out. *Plan suggests that this area could be considered for administrative rezoning as a corrective change to recognize the current land use/density. Note, however, that much of the land is built out, which reduces the need to rezone to accommodate new growth. A change would primarily address infill/redevelopment.*
- 4.) RV to RC and C-2 (Dale Earnhardt Blvd). This area along the north side of Dale Earnhardt Boulevard, between Sharon and Lydia Streets, is recommended as consideration for a change to C-2, General Commercial, along the Blvd. and RC, high-density residential, along the rear. The C-2 is a reflection of an existing trend along the Blvd., while the suggestion for high-density residential is based on the location of an adjacent transit line and nearby shopping facilities and elementary school. *Plan suggests that this area could be considered for administrative rezoning to promote greater retail flexibility as well as mutli-family dwelling opportunities. Note, however, that this is not a great priority as the section of Dale Earnhardt Blvd. still contains a mix of residential and light office type uses.*
- 5.) County Pocket to RM-2 (Centergrove Rd). This is the second of two unincorporated Cabarrus County "pocket" areas within the East Kannapolis Planning Area. This pocket is the smaller of the two and is located along the north side of Centergrove Road. The Plan recommends RM-2, a single-family residential district with an average of four (4) units per acre. This recommendation is reflective of the adjoining zoning/land use as currently within the City and should this pocket be annexed into the City, the RM-2 districts should be considered. *This area is not currently within the City's zoning jurisdiction and is not eligible for consideration of administrative rezoning.*



***NORTH KANNAPOLIS
PLANNING AREA***

North Kannapolis Planning Area

The North Kannapolis Planning Area generally includes the area bounded by Lane Street to the south, the railroad to the west, the City and ETJ limits to the north, and Lake Fisher to the east. The planning area consists of approximately 3,480 acres (5.44 sq. mi.) and includes the large residential areas in the Jackson Park/Moose Road area. Most of this planning area is in Rowan County. Also of note, is that about one-half of this planning area is composed of land within the City's extra-territorial jurisdiction or ETJ. ETJ allows for the City to maintain regulatory control over development of lands even though these areas are not within the City's municipal limit.

Existing Conditions

- ◆ The North Cannon Boulevard commercial corridor is one of the most fragile economic areas of the City. The Walmart-Foodlion shopping center was constructed at the northern tip of the Boulevard in the early 1990s; however, it has since been abandoned with the construction of a new Walmart Supercenter on Roxie Street. Almost no new construction or redevelopment initiatives have occurred along this major thoroughfare. Several sites continue to deteriorate as they sit vacant or have high tenant turnover. Attention must be given to this vital corridor in terms of focused redevelopment efforts.
- ◆ Surrounding this corridor are residential areas that are also in a similar economic state. With some exceptions, several of these neighborhoods between 12th Street and 28th Street are in various states of decline. The majority of these areas are composed of fairly small lots and older housing stock that is subject to the ever-increasing trend of conversion to rental housing. A disproportionate number of manufactured housing parks are also located in this planning area. Certainly, availability of affordable housing opportunities is a need; however, it is also recognized that older housing stock must be continually maintained or redeveloped to avoid nuisance issues.



North Cannon Blvd.

- ◆ At the extreme eastern edge of this planning area, across the northern tip of Lake Fisher is the Fieldcrest Cannon Stadium, home of the *Kannapolis Intimidators*, a Class A professional minor league baseball team. Although located within the critical area of a watershed, the stadium adds to the economic viability of the City's eastern edge and to the region as a whole.
- ◆ The ETJ area is zoned for low density residential and, with the exception of a large quarry and private recreation park, the majority is developed as such.



Fieldcrest Cannon Stadium

Future Impacts

- ◆ The North Kannapolis Planning Area does not include any new major street connections. However, the area does include one proposed transit line. At the southern edge of the planning area is the "Lane Street extension", an east-west route that would provide a link between the downtown transit hub and the Fieldcrest Cannon Stadium/Exit 63 area and all other points in between. This route is currently not funded and is recognized as a future need.
- ◆ Utilities are substantially available in this area and no additional major system expansions are identified. However, as with other older developed areas of the City, portions of this planning area are in need of attention in terms of maintenance and upgrades to existing infrastructure (streets, water, sewer, and/or storm water facilities).

Supporting Facilities

- ◆ The North Kannapolis Planning Area includes the Fieldcrest Cannon Stadium and surrounding open space. In addition, there also exists an existing private recreation park, the Kannapolis Recreation Park. The City has explored the possibility of converting this privately operated park into a public park. Such a conversion is still a future possibility.
- ◆ One greenways/pedestrian corridor is proposed in the North Kannapolis Planning Area. This corridor would essentially bisect the planning area and provide maximum accessibility to the residents of this area. As planned, the corridor would extend from the downtown area via Jackson Street and from the Lake Concord area along its eastern fork to converge near Jackson Park Elementary School. From there, the route forms a loop by extending along a western creek the feeds into Lake Fisher, then edges the western shore of the lake and extends further south into the East Planning Area. There may be a possibility of extending a link to the Fieldcrest Stadium, located on the east side of the lake, at some future point.
- ◆ The North Kannapolis Planning area includes the existing Fire Station 1, the central headquarters of the City's Fire Department. The Plan does not include any recommendations for new fire station facilities as the current facilities provide adequate coverage.
- ◆ Police protection is provided via a central dispatch/headquarters station located in the central City/downtown. No additional police facilities are planned for this area.



Fire Station 1

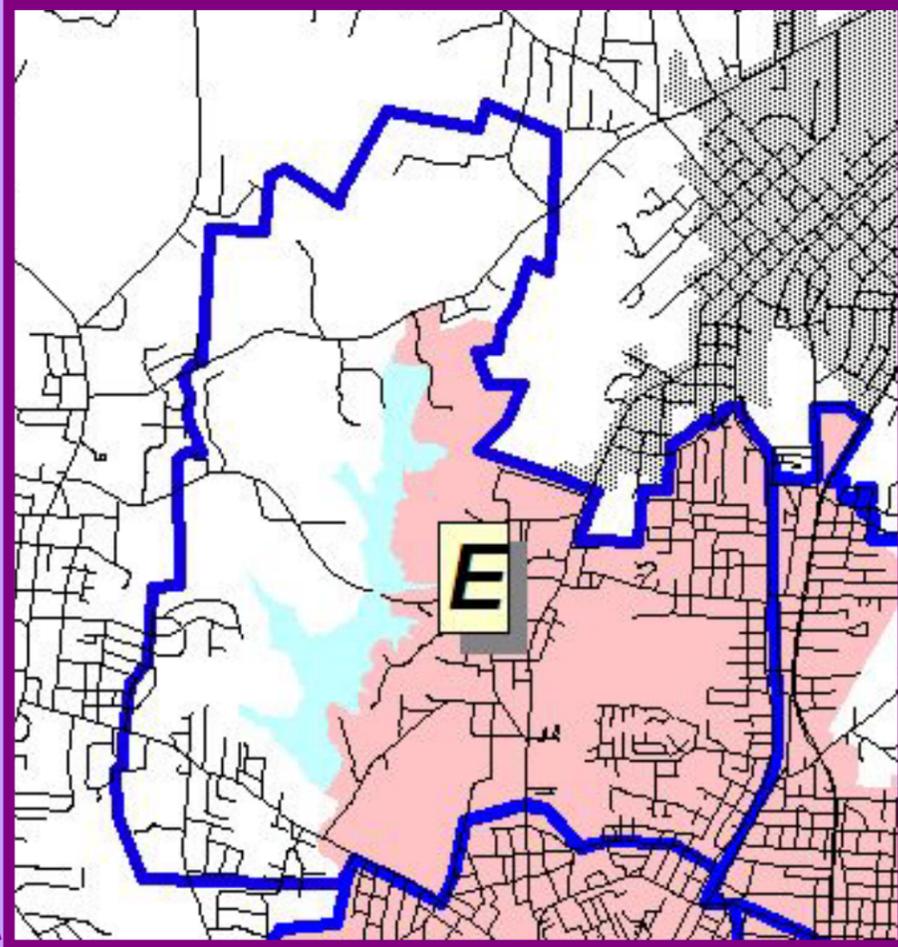
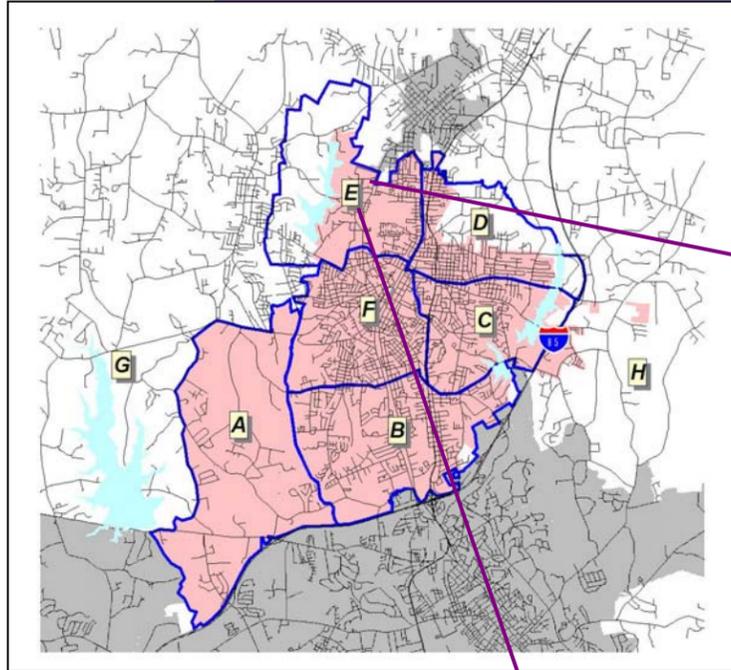
Please see North Kannapolis Area – Recommended Land Use Map

Please see North Kannapolis Area – Recommended Zoning Changes Map

North Kannapolis Planning Area

Please refer to the map on the previous page to view recommended zoning changes in the North Kannapolis Area. Please note that the numerical reference on the map corresponds to the numbers below.

- 1.) RM-2 to RM-1 (Ebenezer Rd). This recommendation reflects a downzoning of the majority of the ETJ area. As noted, the ETJ is currently developed as mostly low-density residential on moderately sized lots. This Plan suggests that a reduction from the RM-2 (single-family, 4 units/acre) to RM-1 (single-family, 3 units/acre) is appropriate. As stated in the Plan's Growth Management principles, "Single-family dwellings on larger (15,000+ square feet) individual lots" is the preferred residential development style. Application of the RM-1 district provides for a minimum 15,000 square foot lot. *Plan recommends that this area be administratively rezoned to promote the Plan's Growth Management Principle in an area that is largely undeveloped.*
- 2.) RV to RM-2 (East of N Cannon Blvd). Similar to the recommendations for Area #1 above, the recommendation for RM-2 is a downzoning from the current RV. The RV is high-density residential district that allows a maximum of eight (8) units per acre, while the RM-2 is limited to single-family detached dwellings with a maximum of four (4) units per acre. This section of the City is developed is mostly single-family and does not appear to have the amenities (transit options, etc.) necessary to support higher density residential. *Plan suggests that this area could be considered for administrative rezoning as a corrective change to recognize the current land use/density. Note, however, that much of the land is built out, which reduces the need to rezone to accommodate new growth. A change would primarily address infill/redevelopment.*
- 3.) RV to C-2 (N Cannon Blvd). This is a corrective recommendation as it reflects the addition of portions of parcels currently fronting on the Cannon Blvd. that are already zoned C-2. This recommendation simply adds the remaining portion of these parcels to the C-2 General Commercial district to allow for maximum flexibility of commercial development along the Blvd. *Plan recommends that this area be considered for administrative rezoning as a corrective adjustment to correspond to parcel lines.*
- 4.) I-2 and I-1 to C-2 (N Ridge Ave and N Main St). There exist small pockets of light and heavy industrial abutting the railroad along North Ridge between Ebenezer Road and 22nd Street. This stretch of North Ridge has emerged as a commercial corridor and continued viability for industrial along North Ridge Avenue is questionable. *Plan recommends that this area be considered for administrative rezoning as a proactive adjustment to correspond to the dominant retail/service commercial uses along the corridor.*
- 5.) O-I to C-2 (N Cannon Blvd). This section of North Cannon is unusual in that these few lots are zoned for O-I. The lots contain existing single-family homes that may be eligible for conversion to business at some future point. While the O-I would allow for this, the C-2 may be appropriate, as it would also allow for the conversion while also providing increased number of land use choices. *Plan recommends that this area be considered for administrative rezoning as a corrective adjustment to allow greater flexibility to the redevelopment potential for this section of Cannon Boulevard.*



***NORTHWEST
KANNAPOLIS
PLANNING AREA***

Northwest Kannapolis Planning Area

The Northwest Planning Area encompasses the West C street and West A Street corridors. The planning area is bisected by the largest of the three lakes in the City, the Kannapolis Lake. The Northwest Planning Area consists of some 3,100± acres (4.85 sq. mi.). Also of note, is that about one-third of this planning area is composed of land within the City's extra-territorial jurisdiction or ETJ. ETJ allows for the City to maintain regulatory control over development of lands even though these areas are not within the City's municipal limit.

Existing Conditions

- ◆ The North Main Street commercial corridor is one of the more fragile economic areas of the City. Focused redevelopment should be initiated along this corridor to assist in revitalization.
- ◆ The West C street corridor, as it extends away from the center City, contains a mix of light commercial and neighborhood retail uses. Similarly, the West A Street corridor contains a smaller mix of commercial uses as well as the large Baker's Creek City park. The City's water treatment plant, as well as a wastewater treatment plant formerly operated by Pillowtex Corp., is located just off the north side of C Street, along Pump Station Road and Glenn Avenue. The former Pillowtex treatment plant has redevelopment potential for either open space/park uses or
- ◆ The areas north and west of C Street/Pump Station Road/A Street are all zoned low-density, single-family residential. With few exceptions, such as the Kannapolis Country Club, large lot residential/agricultural is the dominant land use. By comparison, the neighborhoods edging C Street/Pump Station Road/A Street are more urban in nature as they are composed generally of smaller lot single-family residential.



Kannapolis Country Club

- ◆ The Planning Area is dominated by Kannapolis Lake, the largest of the three reservoirs within the City. Similar to Lake Concord and Lake Fisher, development is somewhat restricted due to the presence of the State's water supply watershed regulations and its associated limitations on impervious coverage/density. Watershed protection is critical around the lake to protect the drinking water supply.
- ◆ The Northwest area has one bus transit line – the "blue" route. The blue line will provide a link between the regional transit hub at Carolina Mall/Northeast Medical Center (in Concord) and downtown Kannapolis via a route generally along Main Street-Universal Street-Dale Earnhardt Blvd-Bethpage Road-Franklin Avenue-C Street.



Kannapolis Lake

Future Impacts

- ◆ The Northwest Kannapolis Planning Area does not include any new major street connections. The Plan does not recognize a need for any significant improvements to the transportation network in the Northwest area. The existing network is considered adequate to serve the community's needs within the next fifteen years.
- ◆ Utilities are substantially available in this area and no additional major system expansions are identified. However, as with other older developed areas of the City, portions of this planning area are in need of attention in terms of maintenance and upgrades to existing infrastructure (streets, water, sewer, and/or storm water facilities).
- ◆ This area potentially faces future growth pressures from Landis, as well as the possible future incorporation of Enochville. Landis has initiated an annexation at the northernmost point of this planning area, along Cannon Farm Road. Enochville, the area immediately to the west of this planning area, has expressed an interest in

incorporating. Both events would impact, as well as reduce, the Extraterritorial Jurisdiction (ETJ) of Kannapolis.

Supporting Facilities

- ◆ The Northwest Kannapolis Planning Area includes the existing Bakers Creek Park. Also proposed is a new park to be located along West 8th Street at the site of a former landfill.
- ◆ The Northwest area also contains a substantial existing greenway system that links the Bakers Creek Park with the Village Park (located south within the Central Planning Area). The Plan illustrates the desire to have the greenway system expanded north along the east side of West A Street providing a link to residents in the Blackwelder Park and Rosehill neighborhoods. The Plan also provides for an east-west link to allow for citizens from the West 8th Street/northeast Kannapolis area to access the parks.
- ◆ The Northwest Kannapolis Planning area does not include any existing fire stations nor does it include any recommendations for new fire station facilities as the current and/or proposed facilities in other planning areas provide adequate coverage.
- ◆ Police protection is provided via a central dispatch/headquarters station located in the central City/downtown. No additional police facilities are planned for this area.



Bakers Creek Park

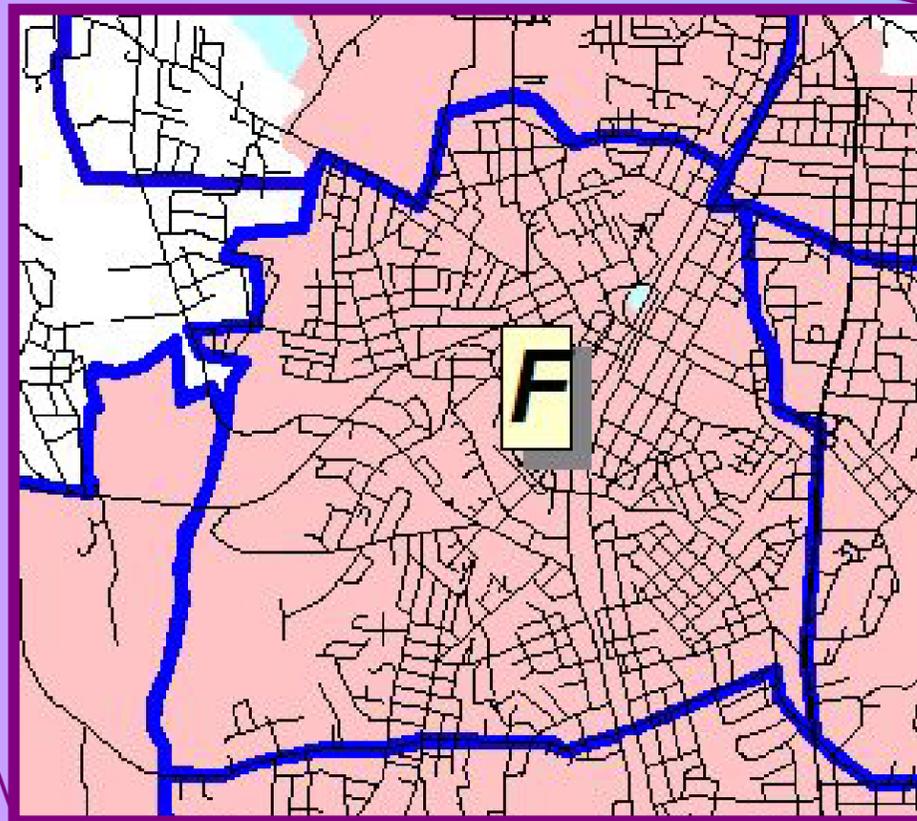
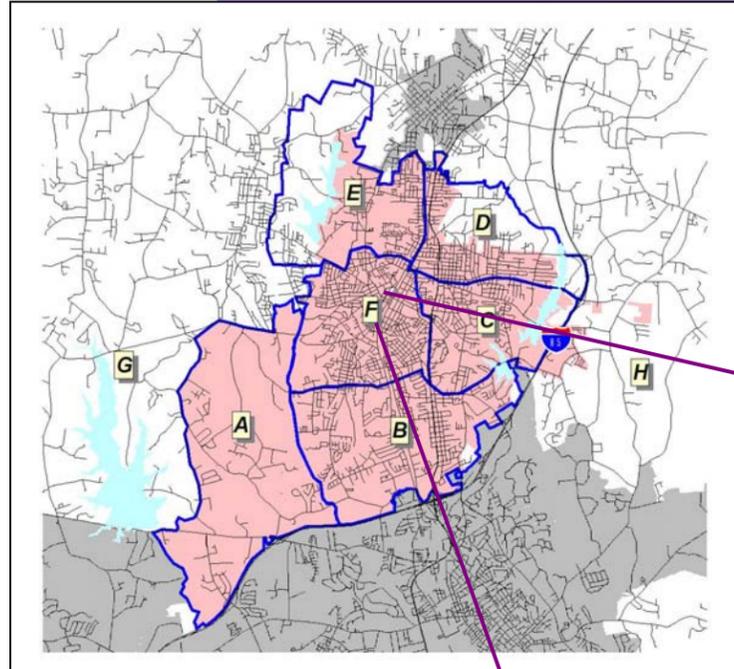
Please see Northwest Kannapolis Area – Recommended Land Use Map

Please see Northwest Kannapolis Area – Recommended Zoning Changes Map

Northwest Kannapolis Planning Area

Please refer to the map on the previous page for recommended zoning changes in the Northwest Kannapolis Area. Please note that the numerical reference on the map corresponds to the numbers below.

- 1.) RV to RM-2 (West A Street). This recommendation reflects a downzoning of an area located along the east side of West A Street. Based on review of lot sizes and the predominance of single-family dwellings in the area, the application of RM-2 (a single-family district of 4 units/acre) appears to be more appropriate than the current RV, a high-density residential district that allows a maximum of eight (8) units per acre. The downzoning is based on the Plan's Growth Management principle of single-family dwellings on individual lots being the preferred residential development style. The Blackwelder Park neighborhood would be included in this recommendation. *Plan suggests that this area could be considered for administrative rezoning as a corrective change to recognize the current land use/density as well as to promote the Plan's residential Growth Management principle.*
- 2.) RV, I-1 to C-2 (North Main Street). This area captures portions of the North Main Street commercial corridor. A substantial amount of area along the east side of Main Street, along the railroad, is currently zoned I-1 Light Industrial. Based on inventory of current land uses, the C-2 General Commercial would appear to be more appropriate as the overwhelming majority of the uses are retail/service in nature and not industrial. Similarly, a portion of the west side of Main Street between 13th Street and Mary Street should also be considered for C-2 as the current RV high-density residential does not seem to be as practical. *Plan recommends that this area be considered for administrative rezoning as a proactive adjustment to correspond to the dominant retail/service commercial uses along the corridor.*
- 3.) RV to C-2 (North Main Street). This is a corrective recommendation as it would simply allow for a deep parcel fronting on Main Street to be zoned entirely for commercial and to eliminate the current split zoning. *Plan recommends that this area be considered for administrative rezoning as a corrective adjustment to correspond to parcel lines.*
- 4.) C-2 to RV (off North Main Street). In contrast to recommendation #2, this area is suggested for change from commercial to residential. This is proposed due to the fact that these lots front on Juniper Street and have no frontage on Main Street. Most of them are small, built-out residential lots that are more in harmony with the established residential neighborhood in and around the Woodrow Wilson Elementary School. *Plan recommends that this area be considered for administrative rezoning as a corrective adjustment to correspond to existing land use and frontage limitations.*
- 5.) O-I, C-2 to C-1 (North Main Street). This recommendation covers the North Main Street shopping district as well as a collection of former mill homes that were converted (or are available for conversion) to office/service type businesses. It is suggested that the C-1 light commercial be considered for this area as most of the sites have limited off-street parking and are more suited for low vehicle traffic businesses. The existing O-I and/or C-2 is not necessarily impractical, but the C-1 would improve the number of available uses for current O-I zoned parcels, while the C-1 would remove some of the more auto-dependent uses for the current C-2 zoned parcels. *Plan recommends that this area be considered for administrative rezoning as a means of encouraging light commercial uses within the North Main Street shopping district.*
- 6.) RV to RM-1 (West A Street). Similar to Area #1, this recommendation reflects a downzoning of an area based on the Plan's Growth Management principle of single-family dwellings on individual lots being the preferred residential development style. Based on review of lot sizes and the predominance of single-family dwellings and other RM-1 zoning in the area, the application of RM-1 (a single-family district of 3 units/acre) appears to be more appropriate than the current RV, a high-density residential district that allows a maximum of eight (8) units per acre. *Plan suggests that this area could be considered for administrative rezoning as a corrective change to recognize the current land use/density as well as to promote the Plan's residential Growth Management principle.*
- 7.) RV to RM-1 (West A Street). This is a minor adjustment as recommended for an area that is located at the edge of the City's jurisdiction. Along the northeast edge of the intersection of West A Street and Darty Street, the Plan suggests a downzoning from RV to RM-1. The RM-1 (a single-family district of 3 units/acre) appears to be more appropriate than the current RV, a high-density residential district that allows a maximum of eight (8) units per acre. Should the City expand in this area to bridge the unincorporated area between Landis, the RM-1 should be expanded. *Plan suggests that this area could be considered for administrative rezoning as a corrective change to recognize the current land use/density as well as to promote the Plan's residential Growth Management principle.*
- 8.) RM-2 to RM-1 (west side of Kannapolis Lake). Similar to Areas #1 and #6, this recommendation reflects a another downzoning of an area based on the Plan's Growth Management principle of single-family dwellings on individual lots (especially 15,000 square foot lots) being the preferred residential development style. Based on review of lot sizes, the proximity of the Lake and associated watershed, and the predominance of single-family dwellings and other RM-1 zoning in the area to the north, the application of RM-1 (a single-family district of 3 units/acre) appears to be more appropriate than the current RM-2 (a single-family district of 4 units/acre). *Plan suggests that this area could be considered for administrative rezoning as a corrective change to recognize the current land use/density as well as to promote the Plan's residential Growth Management principle.*
- 9.) RM-2 to O-I (West C Street). This represents a minor adjustment to account for an existing church located at the western edge of the City's ETJ along West C Street. O-I Office-Institutional zoning would allow for greater development flexibility for the church than the current residential zoning. *Plan suggests that this area could be considered for administrative rezoning to recognize the exiting institutional land use. Note, however, that this is not a great priority as the church could request such a change when and if expansion is desired or simply comply with the slightly more rigorous review process of expansion under residential zoning.*
- 10.) RM-2 to RM-1 (Rainbow Drive). Just like recommendation #8, this recommendation reflects a another downzoning of an area based on the Plan's Growth Management principle of single-family dwellings on individual lots (especially 15,000 square foot lots) being the preferred residential development style. Based on review of lot sizes and the predominance of single-family dwellings, the application of RM-1 (a single-family district of 3 units/acre) appears to be more appropriate than the current RM-2 (a single-family district of 4 units/acre). *Plan suggests that this area could be considered for administrative rezoning as a corrective change to recognize the current land use/density as well as to promote the Plan's residential Growth Management principle.*
- 11.) RV, C-2 to O-I and C-1 (West C Street). This recommendation covers the West C Street corridor generally between Irish Buffalo Creek and Rainbow Drive. The corridor is currently dotted with a mix of heavy commercial zoning (C-2) and high-density residential (RV). The Plan suggests that a better solution to allow for a mixed use corridor would be a combination of C-1 light commercial at the intersections with O-I office-institutional bridging the gaps in between. Similar to the Lane Street corridor (East/North Kannapolis Planning Areas), the use of O-I is preferable, as it would allow for conversion of the small, residential lots into relatively low impact business uses. The C-1 would allow for a transition to a slightly more intense level of commercial activity, while avoiding some of the more auto-dominated uses of the C-2 district. *Plan recommends administrative rezoning for this area to provide a better transition of land uses than the current zoning supports.*
- 12.) O-I to RM-2 (West C Street and Nathan). This recommendation reflects a downzoning from office-institutional to moderate residential. The parcel involved is the site of a former recreational lake that has been defunct for some time. The RM-2 district is suggested based on inventory of surrounding land uses and density. *Plan recommends administrative rezoning for this area to eliminate the potential encroachment of a new non-residential use in an area that is mostly residential.*



***CENTRAL
KANNAPOLIS
PLANNING AREA***

Central Kannapolis Planning Area

The Central Planning Area includes the traditional central business district (CBD) of the City as well as several surrounding older, core neighborhoods that helped define Kannapolis. Additionally, the South Main Street/Midway shopping center district is also covered in this planning area. The Central Planning Area includes approximately 2,880 acres (4.5 sq. mi.).

Existing Conditions

- ◆ The CBD is defined as an area bounded by the railroad to the east and within the curvilinear Loop Road system as it enters along Dale Earnhardt Blvd. (formerly Centergrove Road) from the south and exits to the north along "Loop" Road and Jackson Park Road.
- ◆ The northern portion of the CBD is dominated by the former Pillowtex Corporation's monolithic textile mill complex. "Plant 1", as it is commonly known, contains a collection of massive manufacturing facilities spread over 158± acres stretching between Main Street and Loop Road. Plant 4, which is separated from the main complex by several city blocks, was sold by Pillowtex in the summer of 2003 and is currently being demolished. Like so many other towns, the mill complex is an icon for the City's origins as a textile community. The complex ceased operations in July 2003.
- ◆ To the south of the Plant 1 complex is the other dominant feature within the CBD, the Cannon Village district. At the core is a tree-lined, Williamsburg-inspired shopping village complete with brick pavers and other pedestrian sensitive features to allow visitors and patrons to stroll along and shop at the various merchants.



Cannon Village

- ◆ Surrounding the CBD, are a number of residential neighborhoods that sprang up as a direct result of the mill. Several of the neighborhoods are composed almost entirely of homes that were constructed by the mill to serve as dwellings for its workers. Many have been renovated and preserved, which may make this area one of the largest intact "mill villages" in the country.
- ◆ The southern portion of the planning area contains the Midway/South Main Street commercial corridor. Located just south of the CBD, this area is one of the oldest commercial pockets in the City. Similar to the description of the North Main Street commercial corridor, this area offers a mix of retail and

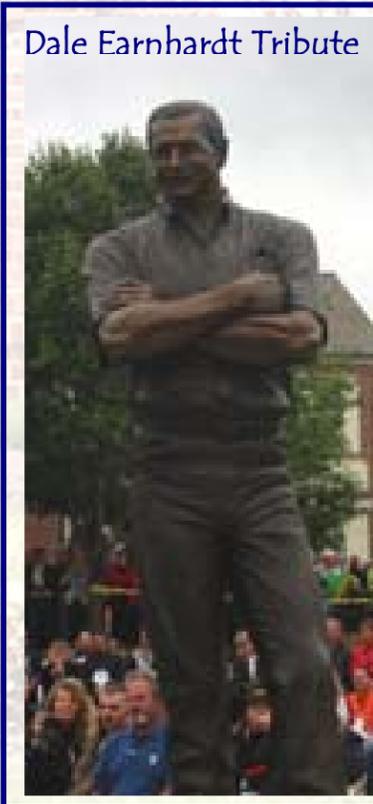
service uses along a narrow, strip setting. Also similar to the North Main Street corridor, this area is somewhat deteriorating and in need of public and private improvements.

- ◆ To the east of the South Main Street commercial corridor, across the railroad is a less intensive, yet well-established commercial corridor along Ridge Avenue. This parallel route is composed mostly of auto-oriented service-type uses. Further to the east is "Cartown", another long established residential neighborhood composed of a mix of mill homes and other small lot single-family dwellings.

Future Impacts

- ◆ The Central Kannapolis Planning Area includes a major realignment project between Oakwood Avenue and Leonard Avenue. Oakwood Avenue is a major north-south corridor serving the southwest edge of the City, but it lacks a direct connection with the downtown area. As proposed this short connection/realignment would provide a direct link between the CBD and the City's southwestern neighborhoods as well as other points west.
- ◆ The Central area contains the northern hub of the new regional transit system in shared space with a new rail station along Main Street in downtown. The initial service includes two routes: (a) the Blue line, a north-south line running a route along Main Street-Bethpage Road-Franklin Avenue-West C Street, and (b) the Green line, another north-south line running a route along Concord Lake Road (NC 3)-Little Texas Road-Jackson Park Road. The Green and Blue lines connect the Kannapolis hub with a central hub in Concord, located near the NorthEast Medical Center.
- ◆ As mentioned, the Central Kannapolis area will also include a new passenger train station. The station, which is currently under construction, will provide the City with an attractive yet functional amenity and will provide train travelers a contemporary, spacious rail passenger station. The project is being funded primarily by the State of North Carolina, as the station will serve Amtrak, the national rail carrier, and the State's burgeoning rail passenger system.
- ◆ Utilities are substantially available in this area and no additional major system expansions are identified. However, as with other older developed areas of the City, portions of this planning area are in need of attention in terms of maintenance and upgrades to existing infrastructure (streets, water, sewer, and/or storm water facilities).

Dale Earnhardt Tribute



Supporting Facilities

- ◆ This Planning Area includes several existing parks. In the heart of downtown is a small civic park known as Memorial Park and the recently completed Dale Earnhardt Tribute Park. To the northwest of downtown is the larger Village Park, which adjoins the YMCA-Senior Center-Library complex. To the west of downtown and adjoining the City's new Public Works Operation Center along Bethpage Road is the soon to be completed Safrit Park. Lastly, a small neighborhood park (James Street Park) is located in the Centerview neighborhood, just east of downtown. The Central Planning area is sufficiently served with public parks and no additional new parks are planned. However, major improvements are planned; the recently completed amphitheater was the first of these planned improvements.

Cannon YMCA



- ◆ The Central area is to be served by a number of greenway/pedestrian links that will provide access to the recreation areas as described above as well as access to the downtown area and the popular Cannon Village shopping area. The links as shown provide a pedestrian loop system that fringes the Central Planning Area providing access to the other five planning areas as previously described. Additionally, a series of connections to and from downtown complete the system to allow for continuous non-vehicular access to and from most any part of the City.
- ◆ The Central Kannapolis Planning area includes the existing Fire Station Two located off Bethpage Road at Richard Avenue. The Plan does not include a recommendation for additional fire station facilities as the current Station Two, in combination with our existing and/or proposed stations, provides adequate coverage.
- ◆ Police protection is provided via a central dispatch/headquarters station currently located along South Main Street. With the recent closure of the City's Community-Oriented Policing program (COPs), all Police personnel are dispatched and based from this central headquarters.
- ◆ The City Administration offices (City Manager, etc.) are all located within the Central Business District while the City's Public Works staff (water, sewer, streets, stormwater) is based out of a recently constructed office/warehouse/garage complex located along Bethpage Road, just east of downtown.

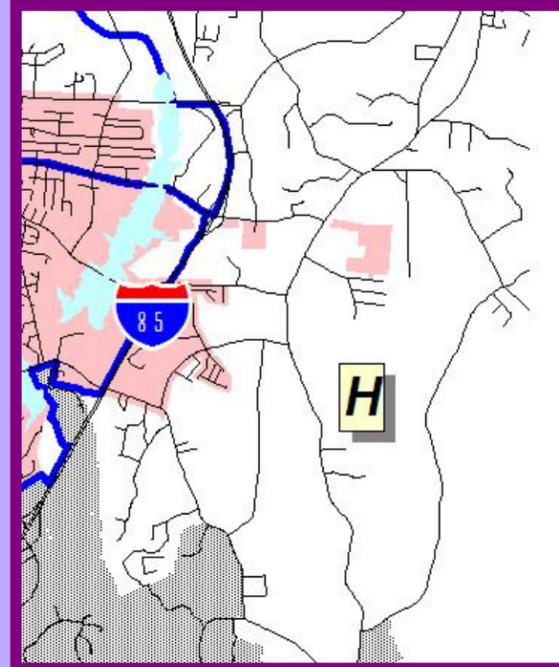
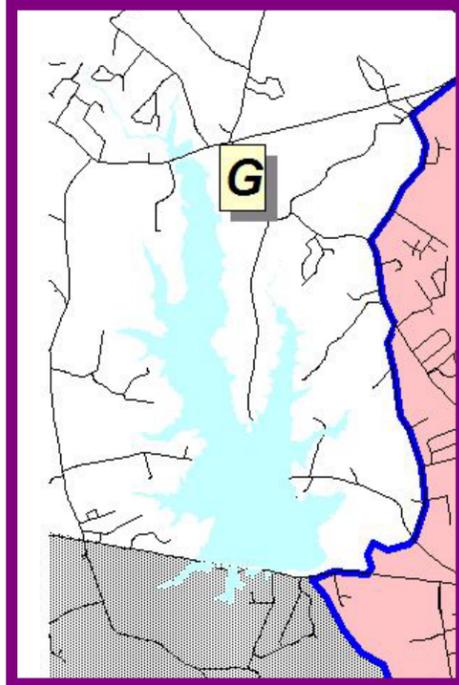
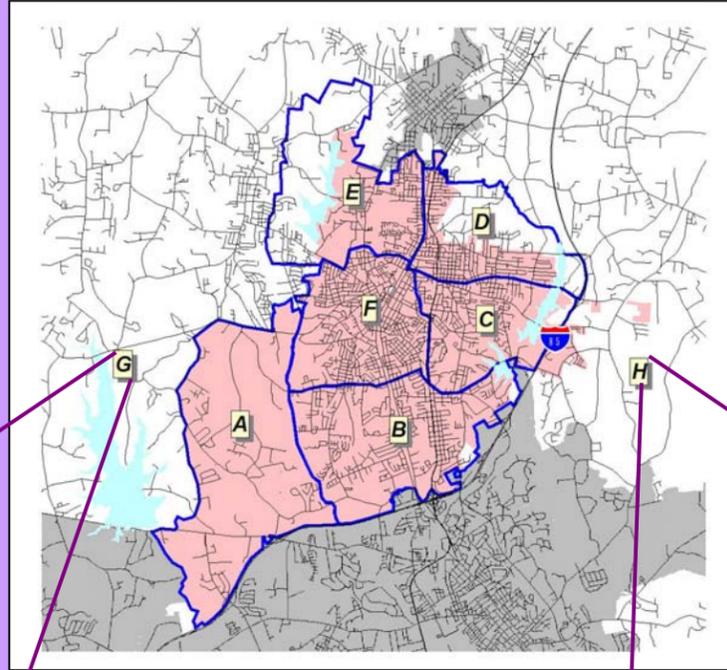
Please see Central Kannapolis Area – Recommended Land Use Map

Please see Central Kannapolis Area – Recommended Zoning Changes Map

Central Kannapolis Planning Area

Please refer to the map on the previous page to view recommended zoning changes in the Central Kannapolis Area. Please note that the numerical reference on the map corresponds to the numbers below.

- 1.) RV to RMV (Downtown, outside of Loop Road). This recommendation is somewhat unique in that it proposes the creation of a new zoning district, the Residential Mill Village or RMV District. The RMV is suggested as a means of protecting surrounding residential neighborhoods that are composed substantially of the ubiquitous single-family mill house so characteristic of the early twentieth century textile mill community. The RMV could be as simple as a limitation to single-family dwellings on a minimum 7,500 square foot lot. On the hand, the RMV could be expanded to include actual design standards to encourage and/or require construction of dwellings to be in harmony with the mill home appearance. The use of the RMV district is intended to compliment the historical importance of these neighborhoods and to assist in preserving them. *Plan strongly recommends the creation of the new RMV District and concurrent zoning map amendment.*
- 2.) O-I, CC to C-1 (North Main Street). This recommendation focuses on a small portion of North Main Street where opportunity exists for the conversion of small residential lots to commercial use. Several homes along the east side of Main Street have already been converted in such a manner, while the west side of Main is still primarily residential in use. The application of C-1 would provide greater flexibility for redevelopment activities and is in harmony with a similar recommendation as suggested along North Main for the adjoining Northwest Kannapolis Planning. *Plan recommends that this area be considered for administrative rezoning as a means of encouraging light commercial uses within and around the North Main Street shopping district.*
- 3.) RV to O-I (First Avenue). This is a corrective recommendation as it covers an area that is composed of a public high school, a public middle school, and a church. The application of office-institutional zoning would allow for greater flexibility for the schools and the church in terms of development/expansion as compared to the current residential zoning. The use of the O-I district would also serve to recognize the importance of these land uses in the neighboring areas. *Plan suggests that this area could be considered for administrative rezoning to recognize the exiting institutional land use. Note, however, that this is not a great priority as the schools and church could request a change when and if expansion is desire or comply with the slightly more rigorous review process for development under residential zoning.*
- 4.) RV to RC (Bethpage Road). This recommendation is suggested as a reflection of the current land uses within the area as identified. As a corrective change, the RC would recognize the high-density development as established on these parcels. *Plan suggests that this area could be considered for administrative rezoning to recognize the exiting density/land use. Note, however, that this is not a great priority as the area is built out and the need for appropriate zoning is greatly diminished.*
- 5.) C-2 to O-I (South Ridge Avenue). This suggested change represents a shift from heavy commercial to office-institutional along a relatively undeveloped portion of South Ridge Avenue. With the closure of the rail crossing at Plymouth Street, the viability of this section of Ridge Avenue (between Plymouth Street and Caldwell Street) would appear negligible. The Plan suggests that this section be downzoned to O-I Office-Institutional, as this would extend an existing O-I district south. South of Caldwell Street, the heavy commercial zoning would remain as it extends toward the intersection of Universal Street. *Plan recommends the administrative rezoning of this area to prevent the northward encroachment of heavy commercial into an area that is no longer considered appropriate.*
- 6.) I-1 to RV and B-1 (Rainbow Drive). This recommendation covers a small former industrial area at the intersection of Rainbow Drive and Pleasant Avenue. The area is no longer suitable for light industrial uses as it surrounded by residential neighborhoods and has limited access. There does exist a couple of businesses along the eastern side and the Plan recommends the B-1 neighborhood business district should be applied to these sites. On the western side, however, the land use appears to be mostly residential and the Plan suggests conversion to RV. Please note that expansion of neighborhood business zoning at this intersection could be an option for consideration as this area is one of the highest density areas of the City and could utilize pedestrian accessible businesses. *Plan recommends the administrative rezoning of this area to eliminate a light industrial district that is no longer considered appropriate given current land use patterns.*
- 7.) RV to RC (Hwy 3). This recommendation reflects an upzoning in terms of residential density as the proposed RC allows a maximum of 15 units per acre while the current RV is limited to a maximum of eight units per acre. The Plan recommends the increased density based on the location of a major thoroughfare (Mooresville Highway) and the proposed transit line that would serve the area. Additionally, a new public park (Safrit Park) is located just to the south along Bethpage Road. *Plan recommends that this area not be considered for administrative rezoning until such time as the proposed transit line is operating and/or is scheduled for operation.*



***WESTERN
AND
EASTERN GROWTH
AREAS***

Western Growth Area

The Western Growth Area is an area that is currently not within the planning and zoning jurisdiction of the City of Kannapolis. However, as part of the City's long-range land use planning effort, the City does recognize the importance of identifying future growth areas and potential demands base upon projected development patterns and densities.

Kannapolis continues to strengthen its cooperative planning relationship with both the City of Concord and Cabarrus County. The information included in this document reflects an attempt to define mutually agreed upon recommendations for land use as well as limits for the City's future western growth area. The focus of the recommendations for land use in the "future growth areas" outside of the City's current zoning jurisdiction is mostly limited to Cabarrus County at this time. It is hoped that similar intergovernmental cooperation could be initiated in Rowan County among Kannapolis' neighboring jurisdiction of Landis as well as the County itself.

In cooperation with Concord officials, the area as shown, has been defined as being reserved for future Kannapolis growth (please note the Concord growth area also shown to the south). An annexation agreement was adopted by both cities to formally establish an annexation/utility service boundary within Cabarrus County. Such an agreement is not intended to initiate annexation of these areas; rather the focus is to clarify as to who is the service provider in the north/northwest portion of Cabarrus County.

Existing Conditions

- ◆ The Western Growth Area comprises a large unincorporated area in the northwest corner of Cabarrus County. The area is currently dominated by rural, low intensity development.
- ◆ However, over the last decade development, especially residential single-family development, continues to creep northward and eastward from Charlotte-Mecklenburg County. The NC 73 corridor, the southern boundary of the Western Growth Area, has had a tremendous amount of new housing units approved in the last five years. The installation of a sewer trunk line (the Rocky River Interceptor) was the key driving force behind the explosion of development. This sewer line is located at the extreme western edge

of Cabarrus County as it follows along the Rocky River basin. Pressure has been placed upon both Kannapolis and Concord to provide water service to these new developments. This has prompted each City to work together with the County and WSACC, a regional wholesaler of sewer services, to develop long-range plans for provision of utilities.

- ◆ A major hurdle for the City, in terms of reaching the extreme western portion of Cabarrus County, is Lake Don T. Howell, the largest body of water in Cabarrus County. Constructed in the early 1990s, Lake Howell is a regional watersupply reservoir. As a result, areas within the Lake's watershed are subject to restrictive limits on density and impervious coverage. This limits the natural growth progression for Kannapolis that is afforded to the City of Concord to the west.



Future Impacts

- ◆ In addition to the formal service area agreement with Concord, the City (as well as Concord officials) are also working with Cabarrus County officials in the development/update of its *Northwest Area Plan*. Originally adopted in the early 1990s, the *Plan* was developed as land use plan that covers the entire northwest corner of Cabarrus County, including the Coddle Creek area which is now within the City of Kannapolis. As the current *Northwest Area Plan* is now 10+ years old, the County is now in the process of updating it. As a result, the County has solicited for participation from both cities. This process was kicked off in the spring of 2003 with anticipated completion in the fall of 2004.

- ◆ The land uses as shown for the western growth area essentially reflect the County's current zoning pattern with the exception of anticipated changes between the Mecklenburg County line and Shiloh Church Road. Maps of both the current zoning and proposed land uses are included on the following pages.
- ◆ As shown, the majority of the area is suggested for single-family residential development with a maximum of one (1) unit per 2 acres. This low density is based on the requirements of the Coddle Creek watershed regulations.
- ◆ Located near the Mecklenburg County line, just north of Davidson Highway (NC Hwy 73), is an area shown as allowing up to three (3) units per acre.
- ◆ Non-residential land uses are shown as a light commercial area located at Highway 73 and the County line, and then mixed-use areas at the northwest intersection of Davidson Highway and Odell School Road, as well as the intersection of Highway 3 and Davidson-Concord Road.
- ◆ The Highway 73 Transportation/Land Use Plan also plays a major role in how this area develops. The plan is scheduled for adoption in the summer of 2004 and will strictly guide development in the Highway 73 corridor. This plan recommends further detailed studies at specific intersection, two of which are located in this growth area – the neighborhood center node at the Mecklenburg County line and the mixed-use node at Odell School Road. Both projects will require the joint participation and coordination of multiple jurisdictions.

Supporting Facilities

- ◆ The Western Growth Area includes plans for one new municipal fire station to be located in the general vicinity of Odell School Road-Jim Johnson Road area. This Station is primarily conceptual at this point and is not scheduled for serious consideration until some future point when the demand is more defined as this area becomes more urbanized and is annexed into the City.
- ◆ The Western area also shows the addition of one new public park to be located at the end of Macedonia Church Road along the eastern shore of Lake Howell. This park is also planned to be accessed via a greenway connection extending from the City's Coddle Creek area. The *Livable Communities Blueprint* also highlights the need for a district park located near Lake Howell, preferably with lake frontage.

Please see Western Growth Area – Existing Zoning Map

Please see Western Growth Area – Recommended Land Use Map

Eastern Growth Area

The Eastern Growth Area is an area that is composed mostly of land currently not within the planning and zoning jurisdiction of the City of Kannapolis. However, as part of the City's long-range land use planning effort, the City does recognize the importance of identifying future growth areas and potential demands base upon projected development patterns and densities.

Kannapolis continues to strengthen its cooperative planning relationship with both the City of Concord and Cabarrus County. The information included in this document reflects an attempt to define mutually agreed upon recommendations for land use as well as limits for the City's future eastern growth area. The focus of the recommendations for land use in the "future growth areas" outside of the City's current zoning jurisdiction is mostly limited to Cabarrus County at this time. It is hoped that similar intergovernmental cooperation could be initiated in Rowan County among Kannapolis' neighboring jurisdiction of Landis as well as the County itself.

In cooperation with Concord officials, the area as shown, has been defined as being reserved for future Kannapolis growth (please note the Concord growth area also shown to the south). An annexation agreement was adopted by both cities to formally establish an annexation/utility service boundary within Cabarrus County. Such an agreement is not intended to initiate annexation of these areas; rather the focus is to clarify as to who is the utility provider in the north/northwest portion of Cabarrus County.

Existing Conditions

- ◆ The development pressure along the City's eastern side is not nearly at the same level as that which is facing the western edge (see comments on Coddle Creek Area and Western Growth Area).
- ◆ The key factor in development of this eastern area is the maximization of the Lane Street interstate interchange and associated water/sewer availability. If and/or when infrastructure is available in sufficient supply along the eastern side of I-85, it is envisioned that development pressure will increase, especially as other development areas along the Interstate corridor that are closer to Charlotte begin to build out. The lack of sewer (Little Cold Water Creek line) prevents large scale development.

Future Impacts

- ◆ Unlike the western growth area, this unincorporated portion of Cabarrus County is not included within an existing long-range land use plan. Additionally, Cabarrus County officials indicated that no such effort is included in their current work plan. However, there has been some preliminary discussion among the planning staffs for Kannapolis, Cabarrus County and Concord regarding the need to develop a joint plan similar to the process being used to update the *Northwest Area Plan*, a multi-jurisdictional land use plan for the extreme northwest edge of the county.
- ◆ The land uses as shown for the eastern growth area essentially reflect the County's current zoning pattern with the exception of the portion that is already within the City of Kannapolis.
- ◆ As shown, the area generally between the Interstate and Old Concord-Salisbury Road is proposed as single-family residential with a maximum of four (4) units per acre, while the area east of Old Concord-Salisbury Road is suggested as single-family residential with a maximum of two (2) units per acre.



- ◆ The only non-residential zoning proposed in this area is located around the Lane Street-I-85 interchange. A mix of commercial and light industrial land uses are proposed along Lane Street between the Interstate and Old Concord-Salisbury Road.
- ◆ Also of note is a recent satellite annexation by Kannapolis just east of the Lane Street and Old Concord-Salisbury Road intersection. The development of this tract equates to four (4) units per acre and may set the precedent for the option of residential density higher than that which is currently shown for the areas east of Old Concord-Salisbury Road.

Supporting Facilities

- ◆ The Eastern area is proposed to include one new municipal fire station to be located generally in Brantley Road-Patterson Road area. This Station is suggested for construction at some future point when this area is much more developed and the demand is more defined.



Please see Eastern Growth Area – Existing Zoning and Recommended Land Use Map

Conclusion

The success of any plan is based on its implementation, and this plan is no different. In order for this Plan to be a success it must be used as a tool in land use decisions made by City staff, the Planning and Zoning Commission and the City Council. Property owners and developers must use it as a guide to how growth will occur in the area and what the vision is for the City with regard to land development. The City must update it regularly as factors change and new trends develop, which impact the recommendations made within this Plan. Lastly, the Plan should serve as a stepping-stone for further initiatives that will address many of the challenges and opportunities faced by the City of Kannapolis. These challenges and opportunities include but are not limited to the following:

Challenges

1. **Lack of sufficient non-residential tax base** – The current heavy reliance on residential tax payers City operations continues to create conflicts between the desire to provide improved service levels without further burdening residents with higher taxes.
2. **Aging infrastructure** – The “original” City, those areas developed prior to original incorporation are served by old water and sewer lines, as well as older, narrow streets lacking in curb, sidewalk or stormwater facilities. This is somewhat of a common problem in all older cities; however, it is a necessary consideration in terms of fiscal impact and service delivery.
3. **Constraints on City expansion** – Kannapolis is in a somewhat compromised position for physical expansion as we are constrained by other municipalities to the north and south and Lake Howell and watershed density limits to the west.
4. **Weak regional image** – Up until recent years, Kannapolis has not been viewed as a progressive community. While the current leadership is working hard to improve this image, it will likely take some time and some key events (such as the development of the Gateway Business Park). As a related issue, some of the City’s key entry points or gateways that help identify/distinguish Kannapolis are in need of attention.
5. **Aging housing stock** – Similar to the infrastructure concern, the housing stock in the older “original” City area is aging. As its foundations as a mill community, a substantial portion of this housing was developed and maintained by Cannon Mills for many years. Over the last 10-20 years, a substantial number of these homes have been sold to individuals. While this is certainly a positive trend in terms of home ownership of affordable housing, there is also a potential for increased disrepair and a lack of proper maintenance of these homes. This is especially true where such units are purchased for use as rental property.
6. **Infill development and low value investment** – One of the basic tenets of the “smart growth” movement is that urban core areas should encourage and support higher densities to offset/discourage sprawl in the suburban fringe. This ideal encourages “infill” development. The City’s current zoning allows densities between 6-15 units per acre in the older, traditional city core. While the UDO attempts to provide minimum standards for development, the type of infill development that developers are willing to invest in is still primarily market driven. Unfortunately, a substantial amount of the city’s existing housing stock is below the regional average value. This results in weakening the marketability of the vacant developable tracts within the urban core for average to above-average value housing. The struggle between permitting the market to dictate value versus the City trying to influence this value will continue in certain “fragile” areas of the City. Fortunately, most of the land in these declining areas has already been developed and this conflict will become less of an issue. However, the future concern of these areas will then shift towards redevelopment and reuse.
7. **Transportation and NCDOT** – As with most areas that are experiencing higher than average growth, the roadways and transportation systems cannot keep pace. Our local decision-making ability regarding transportation management and planning is weak at best, as North Carolina Department of Transportation controls the majority of major roadways that generate the most traffic. The City participates in a Metropolitan Transportation Organization (or MPO, a regional transportation planning group that reviews and makes recommendations to NCDOT), but ultimately the final decisions for funding/construction of many major transportation projects is subject to NCDOT’s approval. Future City participation in roadway improvements may be necessary in order for a local project to receive funding.
8. **Shift in economy from manufacturing to service industries** As has been the trend for well over a decade, the manufacturing sector continues to decline while the service sector gains in terms of workforce composition. Until July of 2003, manufacturing was a key source of employment and a major component of the City’s local economy. The necessary shift in the City’s local economy as a result of the Pillowtex closure presents a challenge to the current leadership of Kannapolis.
9. **Declining commercial areas** – Another concern of the older, established core area of the City is the narrow commercial corridors along Cannon Blvd., Main Street, etc. that are progressively deteriorating in some areas (such as North Cannon Blvd.). In the majority of instances, these strip commercial areas have limited ability for substantial expansion due to the close proximity of residential development at the rear. Upgrading these fragile areas will be a key component of improving the overall image and competitiveness of the City.
10. **Fringe development** - Another concern relates to the City’s inability to control land use decisions within certain developing fringe areas. This is particularly true of the area west of Lake Howell in Cabarrus County. These areas are opening up to development pressure due to the construction of the Rocky River sewer trunk line by the Water and Sewer Authority of Cabarrus County (WSACC). Subsequently, prospective developers are pushing local water providers, including Kannapolis, for certain commitments regarding water service. Unfortunately, the demand for water and corresponding development is well in advance of planned growth areas for the City. Additionally, the City has no direct control of land use decisions as Cabarrus County will not grant extraterritorial jurisdiction (ETJ) to the City, nor does the City have annexation authority in more than one-half of the area.
11. **Parks and Recreation** - The City, along with most of the region, lacks sufficient parks and recreation facilities. Deficiencies include the need to acquire/reserve parklands as well as the need for construction of the actual facilities and associated programming.
12. **Educational Attainment** – Based on the 2000 Census, the City continues to lag behind the State average in several educational attainment categories. Poor performance in these indicators may detract from the City’s ability to “compete” with other communities for new employers.

Conclusion

Opportunities

1. **Proximity to Charlotte** – As with the other rings cities around Charlotte, Kannapolis has the advantage of being located within this growing metropolitan area. Location within a major metro area allows Kannapolis to reap certain benefits from spillover growth as the population expands outward. Additionally, from a marketing standpoint, Kannapolis can include certain Charlotte area amenities such as the Charlotte-Douglas International Airport, sporting teams, and the Charlotte Symphony.
2. **Emerging commercial areas** – Kannapolis has positioned itself well in that there are several burgeoning commercial areas. In addition to the activity around the Gateway Business Park and the new Kannapolis Parkway interchange, the area along Dale Earnhardt Boulevard and areas along South Cannon Blvd. have opportunity for development. Also, the potential for development/redevelopment exists at the NC73 - Biscayne Drive - I-85 area and the Lane Street - I-85 interchange area.
3. **The Coddle Creek, Shiloh Church Road and Odell School Road areas** – The Coddle Creek was strategically annexed in the 1990s with the express intent to preserve this area for future Kannapolis growth. The time for this growth is now. Infrastructure is being completed; the Kannapolis Parkway (a new north-south five-lane thoroughfare) is under construction from NC 73 to NC 3. Land use decisions in this area will be key for the immediate future of Kannapolis' growth. With the recent legislative annexations in the western area, the Shiloh Church Road and Highway 73 area offers growth opportunities for the City for both residential and commercial development. Additional opportunities for commercial development exist at the intersection of Highway 73 and Odell School Road, and lie within a viable area for voluntary annexation.
4. **The Central Business District (CBD)** – Kannapolis has a strongly defined and well-maintained central business district. The downtown area, most of which consists of *Cannon Village*, is an area that has established a positive image for the City. The combination of colonial-styled buildings with ample mix of green spaces provides an attractive and welcoming downtown area. The commercial center also provides residential opportunities, as apartments are located above storefronts. An even greater opportunity, which is also a challenge for the City, is the redevelopment of the Pillowtex Plant 1 and 4 sites. Located in the heart of downtown, the redevelopment of these sites plays a

significant role in the future of downtown. Significant care should be given to specific redevelopment plans for these sites.

5. **Historic Mill Village** - Another asset of the older center city area is the well preserved "mill village" housing that dominates the areas immediately surrounding the central business district (CBD). Past preservation efforts in these areas should be rewarded by exploring a more formal recognition of these neighborhoods. These residential areas along with the CBD area should be considered for nomination on the Federal National Register of Historic Places program. Inclusion on the National Register listing is another means by which Kannapolis builds a separate identity and its quality of life
6. **Neighborhoods** – Kannapolis has another strength in that several of its residential neighborhoods have a sense of place that separates it from other neighborhoods. Residents feel a part of an area or group and have a sense of pride in identifying with their respective community.
7. **Affordable Housing** – Due to the need for housing for the decades of mill workers, Kannapolis has an abundance of affordable housing stock. Assuming that this housing stock is properly maintained, the City is certainly not deficient in terms of affordable housing opportunities. As an example, the City has had an abundance of new housing developments offering new homes priced at under \$120,000.
8. **Public Transportation** – The City has partnered with the City of Concord to implement a bus transit system to serve the public transportation needs for the two communities. This is positive in terms of providing alternative transportation options for those who cannot drive or afford their own vehicle. An additional benefit of such a program is the proactive effort of the City (cities) to reduce air emissions from single-occupancy automobiles. This new service provides an opportunity to consider allowing for higher density developments and transit-oriented development options as included in the UDO. It also provides a link to Charlotte for workforce commuters.
9. **Less reliance on textile jobs** – Although the shift away from manufacturing jobs was listed in the constraints section, this can also be an asset. The traditional reliance on one industry sector has contributed to a lot of the problems that have been identified. Diversity in employment is beneficial, as the potential negative effects of shifts in global/regional economics will have less of an

impact as the variety of businesses increases. The City's development of the Gateway Business Park is a progressive step towards providing opportunities for new businesses to locate or expand into Kannapolis. The new park will provide the contemporary facilities and the supportive infrastructure necessary to attract new business, which will assist in diversifying the City's workforce skills. Furthermore, capitalizing on the emerging tourist and retail development sector will be an important task in the near future.

10. **Intergovernmental cooperation** – Kannapolis has continued to nurture a good working relationship with the City of Concord and Cabarrus and Rowan Counties. Several recent joint projects have been achieved through partnership with these two entities. Examples include the Unified Development Ordinance (UDO), the Livable Communities Blueprint (LCB), the RIDER Transit System and an Annexation Agreement with Concord. Any opportunity to build similar relationships with other surrounding communities such as Landis and Davidson should also be explored.
11. **Low crime rate** – Kannapolis has continually maintained one of the lowest crime rates of any city of similar size in North Carolina. Largely due to the efforts of the Police Department, the city's 2000 crime rate was 934 occurrences per 100,000 persons. By comparison, the State average was 4,921 per 100,000. The Kannapolis Police Department is respected regionally as a high quality organization and this reputation was more formalized in the year 2000, when the department received national accreditation by the Commission on Accreditation for Law Enforcement Agencies, Inc. (CALEA).
12. **Other positives**
 - ◆ New train station – the City has partnered with NCDOT in the construction of a new train station. This station will be a new "gateway" to the City and provide a nice complement to the Dale Earnhardt Tribute Park. Should the State's high speed rail program be implemented, the significance of this facility would be heightened.
 - ◆ Minor League Baseball – Kannapolis has a quality of life asset in the Fieldcrest stadium and the Intimidators minor league baseball team.
 - ◆ New Kannapolis Post Office – The United States Post Office has recognized growth pressures in the area and begun construction of a new, larger Kannapolis Post Office at the intersection of South Ridge and Dale Earnhardt Boulevard.

Conclusion

Final Implementation Recommendations

In addition to the land use recommendations included within this document, the following should be considered as additional steps for the City to address its *challenges* and meet its *opportunities* head on. Some of the steps listed below directly involve land use decisions and development, while others indirectly affect the future growth of the City.

Capital Improvement Program (CIP)

A CIP assists a City in managing and planning for the use of its physical assets. To be good stewards of the public tax dollars the City must consider the long-term implications of the location and condition of public infrastructure for private economic decision-making. For example, individuals buy homes where they can enjoy the quality of life they desire. Businesses locate in communities with conditions favoring owners' desired economic returns. Governments cannot allocate funding to meet all of these demands at once, but instead must ration capital to support physical improvements, such as parks, schools, police stations, streets, and underground water or sewer lines. Governments turn to long-term capital planning and budgeting as a way of structuring the review and funding of capital improvement projects competing for economic resources. Capital projects may include purchasing land, constructing a new public facility, improving the infrastructure (e.g., refurbishing a bridge, resurfacing a street), enlarging an existing public enterprise (e.g., expanding a sewer system), purchasing major equipment (e.g., fire pumps). Capital planning and budgeting provide a community the opportunity to anticipate, not react to, trends and developments critical to the well-being of its citizens.

Code Enforcement Plan

Code enforcement includes the enforcement of all City ordinances and codes, but the most common ordinances violated are the Unified Development Ordinance, public nuisance, minimum housing standards and junk/abandoned vehicles. The City currently addresses code violations on a complaint-driven basis. Code violations directly affect the appearance of a City's neighborhoods and commercial corridors and therefore, when left unattended can dramatically and quickly impact the image of the City. A systematic plan should be developed to address code violations in a proactive manner throughout the City.

Small Area and/or Corridor Plans

Additional plans should be done to focus on specific areas in the City that are in need of additional attention. Areas such as North Main Street,

North Cannon Boulevard, and Midway, which are economically distressed, could benefit greatly from individual small area plans. Such plans would help identify specific infrastructure needs and community concerns, as well as funding opportunities for improvements. Cabarrus County is in the beginning stages of administering an economic recovery grant from the State for the redevelopment of the Pillowtex properties, which includes Plant 1. Upon completion of the grant, the City should consider a small area plan to help provide a vision for the redevelopment of the Plant 1 and Plant 4 properties.

City-wide Beautification

Additional support should be given to the Kannapolis Beautification Commission (under the auspices of the Parks and Recreation Department) and further emphasis placed on beautification efforts at the City's gateways and major corridors. Just as how code violations can quickly detract from a City's image, beautification efforts such as landscaping and façade improvements can quickly improve a City's image.

Redevelopment Incentives

With regard to commercial development, fragile or distressed areas are those areas of the City where businesses are struggling for various reasons, there has been little to no new business investment, or there is a high business turnover rate and lack of stability. Areas such as this can decline rapidly, which unfortunately compounds the problem by not encouraging new investment in the area. Incentives by the City should be evaluated and considered to act as a catalyst for redevelopment of such areas (primarily North Cannon Boulevard and North Main Street); incentives can include infrastructure improvements, façade grants, loans or tax incentives.

Low Density Residential Development

Low Density residential development should be the encouraged use by right in growth areas, and higher density residential development permitted only with good, quality design.

Highway 73 Transportation and Land Use Corridor Plan

The Highway 73 Transportation and Land Use Corridor Plan began in April 2003 and is a collaborative effort between NCDOT, the Centralina Council of Governments, and the municipalities and counties along the Highway

73 corridor between Highway 321 (Lincoln County) and Interstate 85 (Cabarrus). Recognizing the fact that NC73 is one of two east-west highways serving our rapidly growing area, the main purpose of the NC73 initiative was develop a systematic plan to control traffic volumes and access management, minimize the impacts to homes and businesses along the corridor, and preserve the vitality and integrity of the highway. An important element to this corridor plan, which differs from typical NCDOT corridor plans, is that it integrates both the future transportation needs as well as the future land uses. It is primarily through the land use component that Kannapolis, and other jurisdictions, will be held accountable for the implementation of the NC73 Plan once adopted. All jurisdictions are being asked to agree and sign a Memorandum of Understanding to illustrate their commitment to implementing the Plan, future collaboration with other government entities, and accountability to other jurisdictions in making future land use decisions along the NC73 corridor. The NC73 Plan should be an important tool for all land use decisions made by the City that impact the corridor.

Updates to the Kannapolis 2015 Land Use Plan

This Plan should be updated regularly on an as needed basis; however, no more than five years from the first adoption. It is recommended that the Coddle Creek Planning Area and the Western Growth Area be reviewed annually due to the existing and anticipated growth in these areas of the City.