

FARM HILL SMALL AREA PLAN



CITY OF KANNAPOLIS, NC



**LAND
FOR SALE
1.45 Acres**

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Acknowledgments

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Note:

Special thanks to the residents of the Farm Hill community for their participation and input during the planning process.

Executive Summary

The purpose of the FHSAP is to provide land use and transportation policy guidance for new development, transportation and infrastructure investment decisions within the FHSAP Study Area, as the Study Area transitions from its current low density single family residential land use pattern to a higher density mixture of non-residential land uses over the next 10-15 years.

In January of 2015, the City Council directed Planning Department staff to prepare the FHSAP in response to increasing development pressures, resulting from the Study Area's strategic location within the Charlotte metropolitan region and the likelihood that these pressures will continue to intensify as both the regional and local economies improve.

The FHSAP Study Area covers 101.7 acres and is comprised of 84 separate lots of record, with 66 separate property owners. Based on 2010 Census data, the estimated population of the study area is approximately 140.

The Study Area was originally farmland that was developed into a manufactured home subdivision in the 1980s, along what was formerly known as Crisco Road. Since this time, the area surrounding the Study Area has seen significant commercial development, while the Study Area has remained largely unchanged.

The Study Area is generally bound by Kannapolis Parkway to the west, I-85 to the south and east, single-family residential property to the north and industrial land uses to the northeast (see **Map 1 - Farm Hill Study Area**).

The Study Area is generally characterized by a low density residential/undeveloped land use pattern, with limited non-residential uses. The predominant land use type is single-family residential (primarily double and single-wide manufactured homes), comprising 63% of the Study Area, followed by vacant land at 24%. Non-residential land uses comprise only 3% of the Study Area, with the remaining 10% consisting of right-of-way.

Public Input was an important component of the planning process. Two Public Information Meetings were conducted: March 26, 2015 and May 21, 2015, with a combined attendance of over 150. At these meetings, Planning Department staff provided the public with an overview of the study area and planning process, together with recommendations for land use, zoning, design, transportation, utilities, open space/environmental and recreation. The public was given the opportunity to provide input and ask questions regarding future land use, transportation, and other issues pertaining to the Study Area.

Individual meetings were held property owners along with the following stakeholders:

- Realtors
- Developers
- Utility Providers
- City of Kannapolis staff
- City of Concord staff
- Cabarrus County staff

The input and feedback provided by the public was vital to the FHSAP planning process and served as the basis for much of the plan's content and recommendations.

In addition to the public input received, the Planning and Zoning

Commission offered guidance throughout the planning process, including feedback and comments on the plan scope of work and final plan draft.

The FHSAP includes recommendations related to land use, zoning, design, transportation, utilities, open space/environmental and recreation (see Recommendations section). In general, these recommendations call for the Study Area to transition from its current low-density residential land use pattern to a higher intensity non-residential land use pattern featuring a mix of commercial, hotel, office, and residential uses.

Implementation of the recommendations of this plan will occur primarily in response to private development initiatives, consistent with the goals and objectives of this plan. The City's role in fostering implementation of this plan will be a supportive one, consisting mainly of the review and approval of rezoning and development plans. Finally, it is important to note that while the City's role in plan implementation may include participation in strategic infrastructure investments, the timing, scale and scope of future development within the Farm Hill Small Area Plan Study Area will ultimately be determined by market conditions and private investment decisions.

Introduction & Background

A. Regional Context

The Farm Hill Small Area Plan (FHSAP) study area is located on Kannapolis Parkway within the city limits of Kannapolis and immediately adjacent to the Concord city limit (see **Map 1 - Farm Hill Study Area Map**). The planning area is strategically located in Cabarrus County, North Carolina within the Charlotte metropolitan region in the northeast quadrant of exit 54 along Interstate 85, a major north-south route through North Carolina that connects the major cities of Charlotte, Greensboro and Durham. It is also located less than a mile from North Carolina Highway 73, an east-west route that spans from north of Pinehurst to Lincolnton, North Carolina and passes through Albemarle, Concord, Kannapolis, and Huntersville. The City of Kannapolis has planning and zoning jurisdiction over the Study Area, with the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) providing transportation planning oversight.

B. Study Area Description

The FHSAP Study Area covers 101.7 acres and is comprised of 84 separate lots of record, with 66 separate property owners. The Study Area was originally farmland that was developed into a manufactured home subdivision in the 1980s, along what was formerly known as Crisco Road. Interstate 85 was constructed in the 1960s, and at that time, Crisco Road was a two-lane road with an overpass. In the early 2000s, the North Carolina Department of Transportation constructed a new interchange and created Exit 54. Crisco Road was absorbed into the expanded 5-lane George Liles

Parkway (southbound into Concord) and Kannapolis Parkway (northbound into Kannapolis).



Map 1 - Farm Hill Study Area

The Study Area is generally bound by Kannapolis Parkway to the west, I-85 to the south and east, single-family residential property to the north and industrial land uses to the northeast (see **Map 1 - Farm Hill Study Area**).

Following construction of the Exit 54 interchange and the widening of George Liles Parkway/Kannapolis Parkway, the area surrounding the planning area experienced rapid growth. In Kannapolis' jurisdiction, Childress-Klein developed the Afton Ridge shopping complex (located directly west of the Study Area) in 2006, with national retailers including Target, Dick's Sporting Goods, Best Buy, Ashley Furniture, Stein Mart, and Party City as major anchors. The exit also provides access to large scale industrial uses including S.P. Richards distribution, Gordon Food Service distribution and a 300,000 square foot speculative industrial building owned by Childress-Klein. South of I-85 in Concord's jurisdiction, significant development has occurred since the late 1990s includes Afton Village – a mixed use center featuring retail, restaurants apartments and the Cabarrus YMCA.

C. Need for Plan

In January of 2015, the City Council directed Planning Department staff to prepare the FHSAP in response to increasing development pressures, resulting from the Study Area's strategic location within the Charlotte metropolitan region and the likelihood that these pressures will continue to intensify as both the regional and local economies improve.

D. Plan Purpose

The purpose of the FHSAP is to provide land use and transportation policy guidance for new development, transportation and infrastructure investment decisions within the FHSAP Study Area, as the Study Area transitions from its current low density single family land use pattern to a higher density mix non-residential land uses over the next 5 - 10 years.

Specifically this plan will:

1. Guide staff and elected officials in responding to development proposals, rezoning requests and infrastructure investment decisions within the Study Area;
2. Provide guidance to land owners and developers in making land development, transportation and infrastructure investment decisions within the Study Area;
3. Offer land use, zoning, design, transportation, utility, open space/environmental and recreation recommendations for the Study Area.

E. How to Use This Plan

The FHSAP presents a long-range land use and transportation vision for the plan Study Area. As previously noted, the purpose of this plan is "to provide land use and transportation policy guidance for new development, transportation and infrastructure investment decisions within the FHSAP Study Area".

As future development occurs, staff will use the FHSAP as a tool for assessing development proposals within the Study Area, along with requests for re-zoning. This plan does not "pre-zone" or "re-zone" any property, but will provide the basis upon which to review any applications for rezoning in the Study Area. Any rezoning of property will require the approval of the Planning and Zoning Commission, or City Council, consistent with the recommendations of this plan.

F. Plan Updates

To maintain its relevance and validity, the FHSAP should be reviewed on a regular basis and updated as necessary. Reviews should occur no later than seven (7) years from the plan's adoption and amended or updated as deemed appropriate by the City Council.

Planning Context

A. Policy Framework

Land use development and transportation system investment decisions in the vicinity of the Farm Hill Study Area are guided by several adopted public policy documents, as detailed below:

Kannapolis 2015 Land Use Plan

The *City of Kannapolis 2015 Land Use Plan* was developed and adopted in 2004 to provide recommendations for the various planning areas in the City. The Plan concentrated on eight areas of the community with accompanying recommendations. The *2015 Land Use Plan* was adopted by the Kannapolis City Council in 2004. The plan originally called for the study area to remain primarily residential with light commercial along the Kannapolis Parkway frontage (see **Map 2 - 2015 Land Use Plan**). However, seeing the growth pressures in the area, the City Council voted to amend the plan in 2009 to designate the Study Area as “mixed-use”. The amendment also shows a proposed street connection from the Biscayne Industrial Park to the Study Area.



Map 2 - 2015 Land Use Plan

Kannapolis Walkable Community Plan

The *Kannapolis Walkable Community Plan* was adopted in 2007. It identifies Kannapolis Parkway as a corridor component of the West Kannapolis Connector pedestrian route. This plan also recommends a four-lane or six lane divided street with a minimum five foot sidewalk. The pedestrian connector is recommended to address the heavy development occurring along the western boundary of the City. It is also recommended that new development have sidewalk connections to the sidewalks along the Parkway.

4-lane Divided Street



6-lane Divided Street



Kannapolis Economic Development Plan

The *Kannapolis Economic Development Plan* adopted in 2012 set forth several broad goals including the following:

1. Grow the City's tax base.
2. Create new job opportunities.
3. Retain existing jobs.
4. Redefine the City's image.
5. Increase property values.
6. Retain and create wealth.
7. Reduce poverty.
8. Strive for long-term economic stability for the community.
9. Promote economic self-sufficiency.

The plan recommends public-private partnerships on two economic development projects within close proximity to the study area: Kannapolis Gateway Business Park (north of NC 73) and Afton Ridge Business Park (along Glen Afton Boulevard). The plan also recommends that the City include the property, at the southwest quadrant of Kannapolis Parkway and Highway 73 in any master plan effort for Kannapolis Parkway. The plan discusses the Biscayne Industrial Park, located immediately to the east of the study area and recommends improving aesthetics and assisting with branding. The plan recommends examining adjacent properties to include in the overall strategy for Biscayne in a more comprehensive way. Finally, the plan envisions Kannapolis Parkway as a medical/technology corridor and recommends the development of a corridor master plan.

Concord Land Use Plan

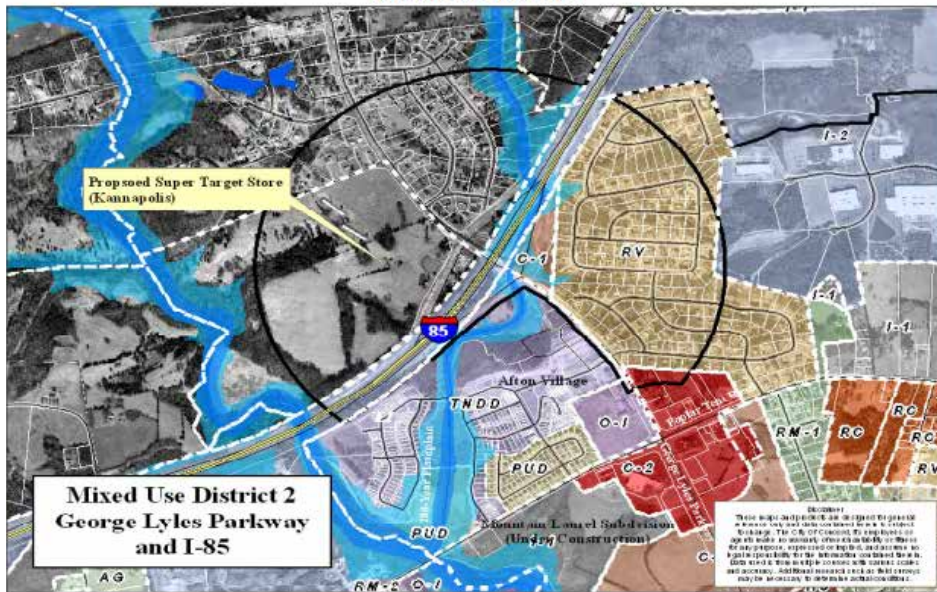
The *Concord Land Use Plan* was adopted in 2004 and shows the node at the Interstate 85 interchange with Kannapolis Parkway/George Liles Parkway as a “Mixed Use District”. This node includes the Farm Hill study area and is labeled “Mixed Use District 2” in the plan (see **2015 Land Use Plan for City of Concord, Figure IV-5 below**). According to the plan:

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

Since adoption of the Concord Land Use Plan, development around Mixed Use District 2 has continued at a rapid pace. However, the mixture of uses is limited with distinct areas of residential and commercial development.

2015 LAND USE PLAN CITY OF CONCORD, NORTH CAROLINA

Figure IV-5
Mixed Use District 2



Concord Parkway/ Roberta Church Road Small Area Plan

THE LAWRENCE GROUP **CONCORD**
TOWN PLANNERS & ARCHITECTS **PLANNING CONSULTANTS**
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Concord Parkway / Roberta Church Road Small Area Plan

The *Concord Parkway/Roberta Church Road Small Area Plan* planning area is located on the southern end of George Liles Parkway that is currently being extended from Weddington Road to Concord Parkway. Kannapolis Parkway transitions to George Liles Parkway at the Concord City Limits. While this planning area is not located in the immediate vicinity of the Farm Hill study area, the development that occurs at this location has some implications on the development viability of the Farm Hill Study area. Completed in 2005, the plan includes a market analysis that would now be considered obsolete. In general, the plan calls for mixed use development in a grid pattern with neighborhood-focused commercial uses along the Parkway. The plan also includes a proposed school site and light industrial/flex space development.



NC 73 Transportation / Land Use Corridor Plan

The *NC 73 Transportation/Land Use Corridor Plan* was completed in 2004 to recommend future Transportation Improvement Program (TIP) projects to NCDOT, promote access management along the Highway 73 corridor, and to develop a transportation network along Highway 73 that can support existing and proposed land uses. The study area is located within the West Kannapolis and Coddle Creek segment of the plan. The plan calls for a four-lane suburban boulevard from the Interstate 85 interchange up to half a

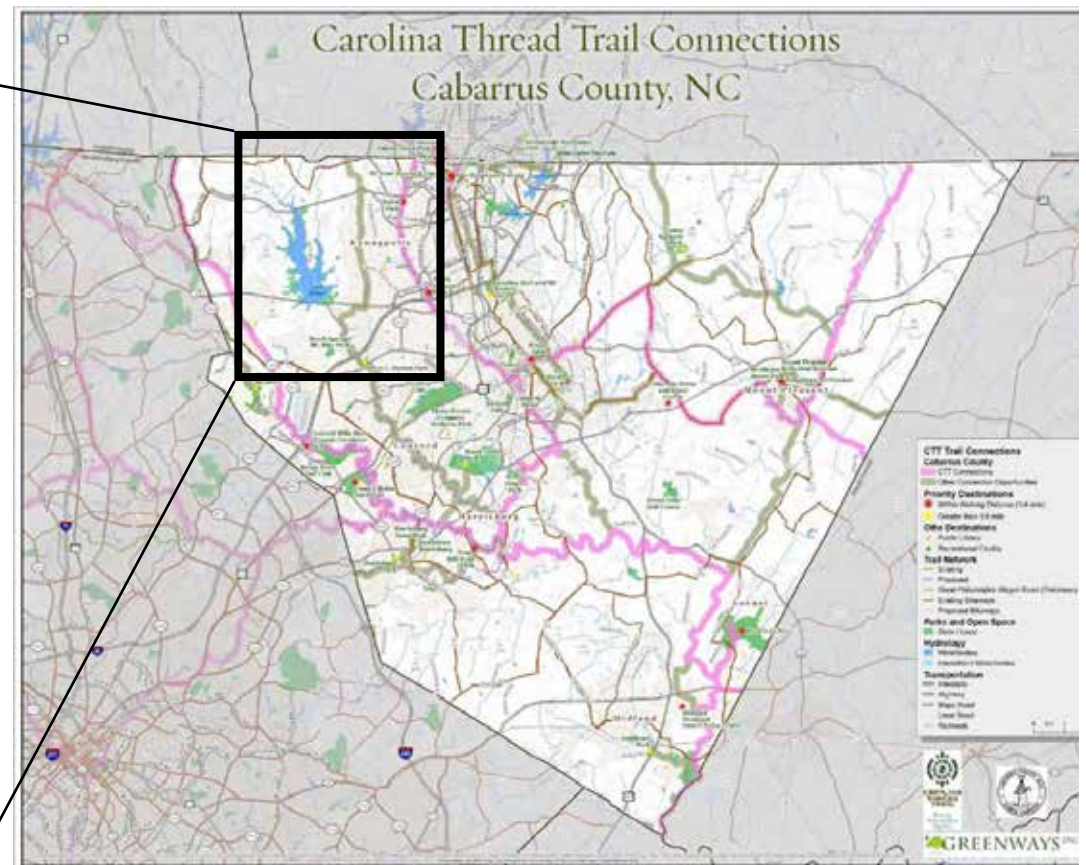
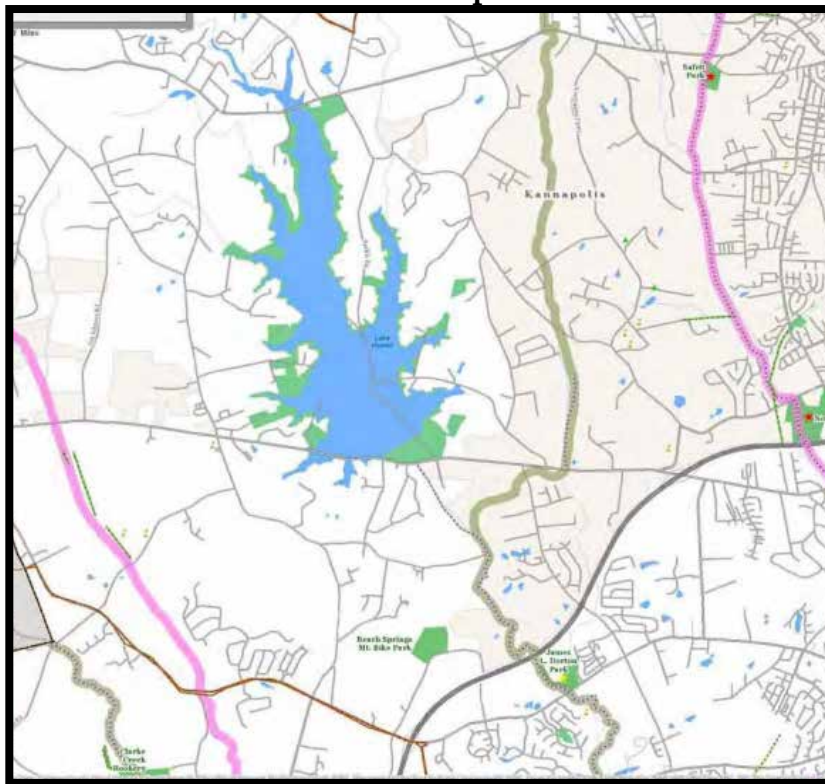


mile west of the Kannapolis Parkway intersection. Beyond that point, the cross section changes to a four-lane rural boulevard. The plan also proposes a connection from the end of Untz Road to what is present-day Glen Afton Boulevard, connecting Odell School Road to Kannapolis Parkway. The cross section is called out as a two-lane suburban boulevard, but Glen Afton Boulevard was constructed as a higher volume 4-lane divided facility. The exit point of this east-west connector is directly across Kannapolis Parkway from the study area.

The Carolina Thread Trail is a regional network of trails and conserved land that currently includes 15 counties in the southern piedmont of North Carolina. The Cabarrus County portion of the Carolina Thread Trail Master Plan was adopted in 2009 (see **Carolina Thread Trail Connections map below**). The plan shows a trail connection opportunity that crosses Highway 73 and follows Codle Creek behind the Afton Ridge Development (see **Inset Map below**). The study area is flanked on its western edge by Afton Run Creek that intersects the potential connector trail at Highway 73. This provides the opportunity for a trail spur to the Study Area site in the future.

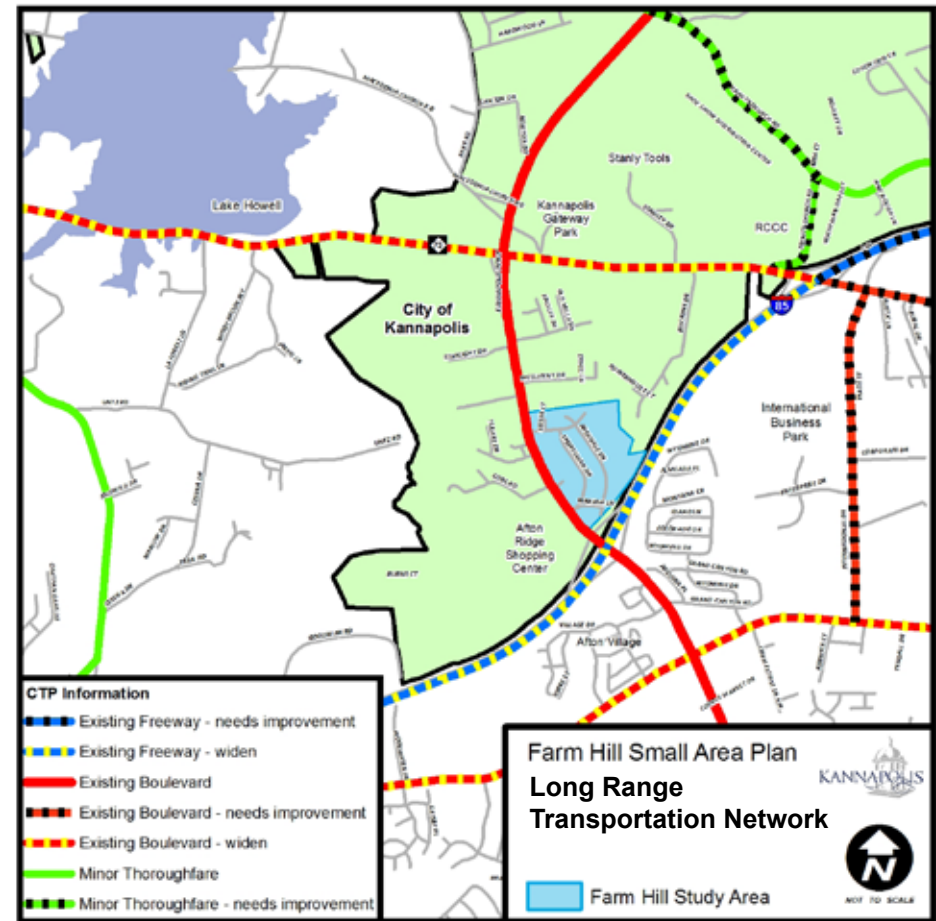
Carolina Thread Trail Master Plan for Cabarrus County

Inset Map



Cabarrus Comprehensive Transportation Plan and NC Transportation Improvement Program

The planning area sits at the northeast quadrant of the Exit 54 Interstate 85 Interchange along Kannapolis Parkway. The adopted Cabarrus County Comprehensive Transportation Plan shows that Kannapolis Parkway is an existing boulevard with no immediate need for improvements. However, the planning area has several proposed Transportation Improvement Program priority projects within close proximity. The Plan calls for improvements and widening to Interstate 85, NC Highway 73, Poplar Tent Road and International Drive within the vicinity of the planning area (see **Map 3 - Long Range Transportation Network**). Additionally, the North Carolina Department of Transportation has made the recommendation that intersection improvements be made into the planning area across Kannapolis Parkway from Glen Afton Boulevard by closing Quebec Court and constructing a new access road with the same cross section as Glen Afton Boulevard. This recommendation also includes the addition of a right-turn lane from Kannapolis Parkway into the planning area (see **Map 4 - Conceptual Intersection Improvements**).



Map 3 - Long Range Transportation Network



**Map 4 - Conceptual Intersection Improvements
(Future extension of Glen Afton Boulevard into Study Area)**

B. Regulatory Framework

The City of Kannapolis has planning and zoning jurisdiction over the Study Area, with the Cabarrus-Rowan Metropolitan Planning Organization (CRMPO) providing transportation planning oversight.

City of Kannapolis Unified Development Ordinance (UDO) and Zoning Map

The majority of the planning area is currently zoned Rural Estate (RE) which primarily allows single-family residential uses with a maximum of one dwelling unit per acre permitted. Two parcels are zoned Office and Institutional (OI) that allows lower intensity office and institutional uses (see Map 5 - Current Zoning). The UDO also includes standards for subdividing property, constructing new roads, and installing infrastructure.



Map 5 - Current Zoning

North Carolina Department of Public Safety, Division of Emergency Management

Since approximately 25 percent of the study area is located in a special flood hazard area (floodplain), the site is subject to the enforcement of Federal Emergency Management Agency (FEMA) regulations as administered by the North Carolina Department of Public Safety (NCDPS) Division of Emergency Management. The revised model *Flood Damage Prevention Ordinance* and associated floodplain maps drafted by this agency were adopted by the City of Kannapolis in 2009 as part of the *Unified Development Ordinance*.

North Carolina Department of Transportation

The North Carolina Department of Transportation (NCDOT) has jurisdiction over the access of any new development to any state maintained road, which includes Kannapolis Parkway. Development that occurs within the study area would therefore be subject to the *Policy On Street And Driveway Access to North Carolina Highways*.

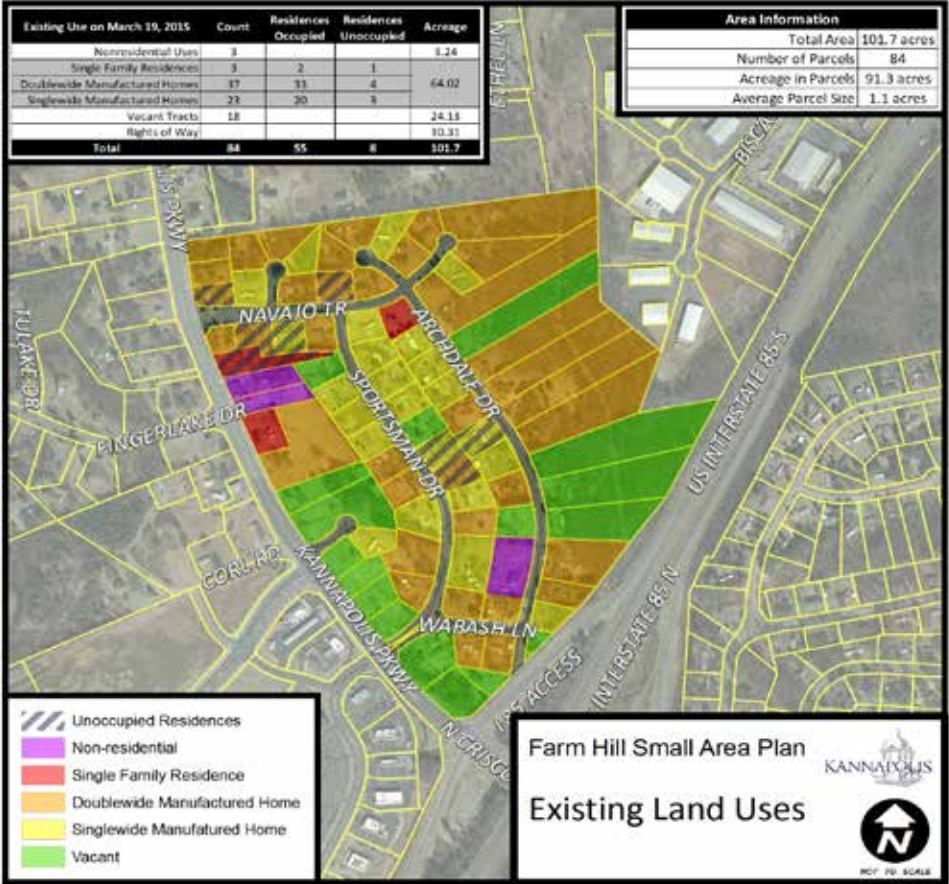
Existing Conditions

A. Land Use

The Farm Hill Small Area Plan Study Area consists primarily of residential (64%) and vacant (24%) land uses. Farm Hill was originally developed as a manufactured home subdivision. There is a mixture of double-wide manufactured homes, single-wide manufactured homes, and stick-built homes within the existing development. Some homes along the Kannapolis Parkway frontage have already been removed in anticipation of future development. Three parcels with non-residential uses make up just over 3% of Study Area's total land area (see Map 6 - Existing Land Uses).



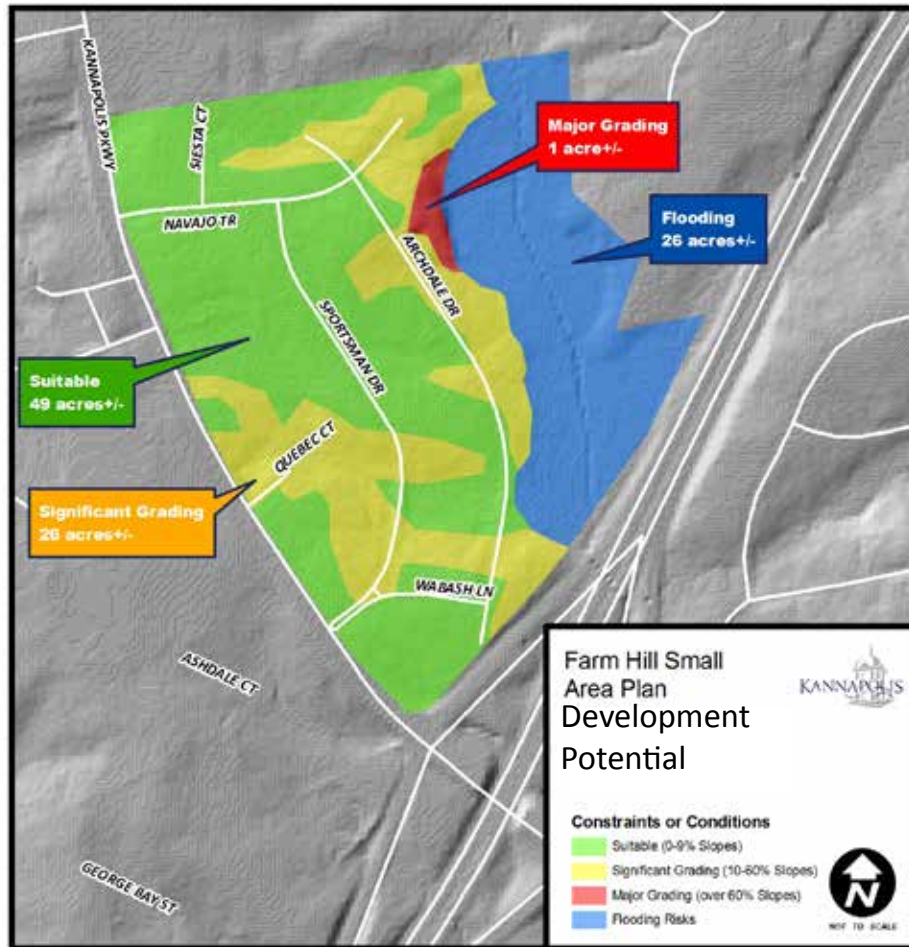
Farm Hill typical detached single family manufactured home



Map 6 - Existing Land Uses

B. Environmental Constraints

The planning area has significant environmental constraints along its eastern edge abutting Afton Run Creek. Approximately 26 of the 101.7 acres (25%) within the Study Area are located in a floodplain. An additional 25 percent of the planning area would need significant grading to prepare the property for development (see **Map 7 - Development Potential**).



Map 7 - Development Potential

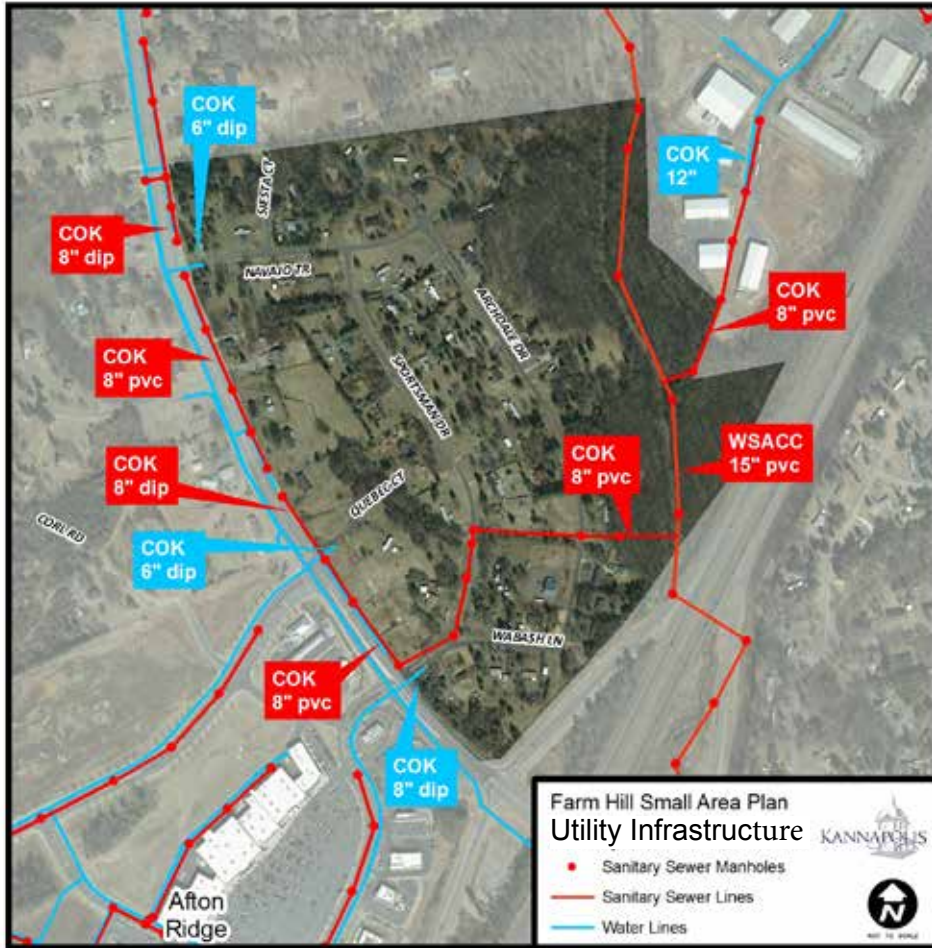
C. Transportation Network

In addition to the road network within and adjacent to the Study Area, the pedestrian network is limited. There are sidewalks within the Afton Ridge development, but no sidewalks along Kannapolis Parkway. The potential exists to have pedestrian connectivity from development within the planning area to the Afton Ridge development. The location of the floodplain within the Farm Hill planning area also provides the potential for future connectivity to the Carolina Thread Trail as discussed under the “Planning Context” section of this plan.

The Yellow Line of the CK Rider bus service serves Afton Ridge and the planning area along Kannapolis Parkway. The Yellow Line has stops at the West Cabarrus YMCA, Rowan-Cabarrus Community College, International Business Park, and Northeast Medical Center in addition to the Rider Transit Center that connects to the Blue, Brown, Green, Red, Orange and Purple lines that provide broad access to the urbanized areas of Kannapolis and Concord.

D. Utility Infrastructure

The City of Kannapolis provides water service to the Study Area via an eight-inch (8”) water line partially installed along the eastern side of Kannapolis Parkway. An eight-inch (8”) sewer line is also located on the eastern side of Kannapolis Parkway, and connects to a 30” Water and Sewer Authority of Cabarrus County (WSACC) trunk line which runs adjacent to Afton Run Creek, located along the eastern boundary of the study area. Sewage treatment capacity to the Study Area is provided by WSACC (see **Map 8 - Utility Infrastructure**).



Map 8 - Utility Infrastructure



View of Kannapolis Parkway / Glen Afton Boulevard intersection looking north.

Public Involvement

An important component of the planning process for the FHSAP was public involvement before and during preparation of the plan by Study Area residents and other stakeholders. The public's involvement was solicited by a mailing to all property owners and those within 300' of the Study Area inviting them to attend the first of two public meetings. Property owners were also given the opportunity to meet individually with Planning staff - which several took advantage of. In addition to property owners, meetings were held with the following stakeholders:

- Realtors
- Developers
- Utility Providers
- City of Kannapolis staff
- City of Concord staff
- Cabarrus County staff

Public Information Meetings were conducted on March 26, 2015 and May 21, 2015. Both meetings were held at the Kannapolis Train Station. At the March 26th meeting, attended by approximately 65 people, Planning Department staff provided the public with an overview of the study area and planning process, including existing conditions and future land use potential. The public was given the opportunity to provide input and ask questions regarding future land use, transportation, and other issues pertaining to the Study Area. At the second public information meeting held on May 21st, planning staff presented the public with a series of recommendations for land use, zoning, design, transportation, utilities, open space/environmental and recreation. Once again

the public had the opportunity to ask questions and provide input both after the formal presentation and informally at the conclusion of the meeting. This second meeting was attended by approximately 100 people. The input and feedback provided by the public was vital to the FHSAP planning process and served as the basis for much of the plan's content and recommendations.

The Planning and Zoning Commission offered guidance throughout the planning process, including feedback and comments on the plan scope of work and final plan draft.



Public input was vital to the planning process, with two (2) opportunities offered to Study Area Residents and other stakeholders, to provide input.

Recommendations

Future Land Use

The Farm Hill Small Area Plan (FHSAP) Study Area is currently characterized by a low-density residential land use pattern, consisting primarily of manufactured homes on deeded lots. However, due to the Study Area's strategic location within the Charlotte metropolitan region and along the I-85 corridor, it is anticipated that over the next decade this current land use pattern will transition from the current low-intensity residential land uses to a higher intensity non-residential land use pattern featuring a mix of commercial, hotel, office, and residential uses. This transition in land use will likely occur as a result of private development initiatives resulting from improvements in both the regional and City economies.

The following recommendations are intended to guide and facilitate the land use transition of the FHSAP Study Area (**see Map 9 - Recommended Land Uses**). While the exact composition, location and timing of future land uses will be determined by market conditions, the FHSAP is intended to serve as a "blueprint" for future growth and development within the Study Area. These recommendations have been developed by the Planning Department, in consultation with the Planning and Zoning Commission and City Manager's office, and are based on input received during a series of public and stakeholder meetings with Study Area property owners and real estate developers, along with officials from the state, county and City of Concord.

It is important to note that these future land use recommendations do not "rezone" any property within the Study Area, but rather provide a "template" for land use changes that will occur in the

future. In addition, these recommendations are not intended to be "parcel-specific" but rather to allow for a variety of land uses within the Study Area (some of which will require the assembly of multiple parcels), consistent with the overall recommended land use pattern for the Study Area, with the type, mix and location of uses to be determined by market.

Existing zoning regulations and standards will continue to apply to all properties within the Study Area, until such time that re-zonings are approved by the Planning and Zoning Commission or City Council, consistent with the land use recommendations outlined below.

Commercial

The Study Area is strategically located on Kannapolis Parkway at the I-85 Exist 54 interchange and is positioned directly across from Afton Ridge, a regional commercial center featuring approximately 150,000 s.f. of retail uses, including a number of national chains. In addition the FHSAP Study Area is located within the boundaries of a retail trade area that features the City's highest socio-economic demographic group, with direct access to the high-growth Kannapolis Parkway corridor. Given its strategic location and the high traffic counts along Kannapolis Parkway, the Study Area represents a strong market opportunity for a variety of commercial uses, including restaurants, small retailers and specialty shops. These commercial uses are likely to be developed as both out-parcels along Kannapolis Parkway and as part of mixed-use development projects that occur within the site.

Recommendations: Retail trade, specialty shops, personal convenience uses and restaurants.

Hotels

Along with commercial retail uses, the Study Area is a prime lo-

cation for either short-term or extended stay type hotel (including meeting space) uses. Positioned as a “gateway” to Kannapolis, the FHSAP Study Area offers convenience and excellent access for business travelers to Cabarrus County and Charlotte (30 minutes to uptown), as well as for regional tourist destinations (15 minutes to Charlotte Motor Speedway and Concord Mills Mall) within the region. The Study Area also can serve the growing commercial, office and industrial markets along Kannapolis Parkway to the north and George Liles Parkway to the south. Meeting space integrated within a hotel would provide an important amenity to business travelers, serving to meet currently unmet demand for this type of space in Kannapolis and the surrounding region.

Recommendations: Hotels (with meeting space), accommodating business and pleasure travel, featuring short-term and extended stay suites with associated amenities (e.g. restaurants, shops, personal and convenience services).

Office

The Study Area offers a prime opportunity for office type uses, either stand-alone, or within a mixed-use development setting. Easy interstate access and convenient location within Cabarrus County (including proximity to both Concord and Kannapolis employment centers) make the FHSAP Study Area an ideal location for a variety of office type uses, including corporate, flex and professional services (e.g. medical, legal, financial, insurance and real estate).

Recommendations: Office uses either in a stand-alone building or within a mixed-use development.

Residential

Proximity to Afton Ridge and future commercial amenities within the Study Area, along with its location adjacent to Exit 54 of I-85,

makes the Study Area an ideal location for multi-family residential (includes age-restricted) development (either rental or for-sale ownership). There may also be an opportunity for limited “patio-style” detached or attached housing or townhomes geared toward young professionals, or empty nesters.

Recommendations: Multi-family (either rental or for-sale units) and detached or attached patio/garden style and townhomes resi-



View looking south along busy Kannapolis Parkway at Afton Ridge Shopping Center.

Future Land Use



Map 9 - Recommended Land Uses

Note: This plan is intended to be illustrative. The exact location, type and composition of future land use will be determined by market conditions.

Zoning

Current zoning for the FHSAP Study Area is almost entirely Rural Estate (RE), with a small portion designated Office and Institutional (O-I). Based on the “Future Land Use Recommendations” for the Study Area, it is likely that rezoning will be required to accommodate most of the uses included in these recommendations. Accordingly, it is recommended that the City consider and approve as deemed appropriate any and all rezoning requests necessary to accommodate the recommended future land uses as set forth in this plan, consistent with the overall goals and objectives of the plan.

Consistent with the Future Land Use Recommendations of this high plan, the following zoning districts are recommended. This list is meant to be illustrative, not all-inclusive.

- **Office and Institutional (O-I)**
- **General Commercial (C-2)**
- **Campus Development (CD)**
- **Campus Development – Residential District (CD-R)**

Other zoning districts (current or future) which would permit the recommended land uses contained in this plan would also be considered by the City on a case-by-case basis. Furthermore, to insure high-quality development consistent with the objectives of this plan, it is recommended that all re-zonings within the FHSAP Study Area be processed as “Conditional District” re-zonings.

Design

Redevelopment of the FHSAP Study Area should reflect high quality building and site design, consistent with recent development along Kannapolis Parkway. The FHSAP is partially located within the Coddle Creek Thoroughfare Protection (CCTP) Overlay District. The CCTP Overlay District measures 200 feet on either

side of the Kannapolis Parkway right-of-way. Development that occurs within the CCTP Overlay District must adhere to certain building design and material standards, as detailed in Article 15 of the UDO. These standards include buildings which incorporate “*generally complex exterior form, including design components such as windows, doors, and changes in roof and façade orientation.*” Consistent with the recommendation that zoning changes within the FHSAP Study Area be “Conditional District” re-zonings, it is recommended that design conditions imposed as part of a conditional rezoning for any portion of the Study Area located outside of the CCTP Overlay District be consistent with the design requirements for the area within this overlay district, in order to insure a uniform quality level of design for the entire Study Area.

Transportation

As noted previously, the FHSAP Study Area is served by a transportation network which includes, city, state and federal roads. Primary access to the Study Area is via Kannapolis Parkway, which offers connections to I-85 (from Exit 54) to the south and NC 73 to the north. The Study Area is also served by an internal road system, which is likely to be reconfigured in conjunction with future development that occurs.

The following recommendations are offered for the transportation network within and adjacent to the Study Area:

- Kannapolis Parkway – Kannapolis Parkway is a major thoroughfare offering excellent accessibility to the Study Area. Future development along the Parkway will require improvements at all proposed access points, and may include (but not be limited to) access drives, acceleration and deceleration lanes, signalization, pedestrian and bicycle accommodations. Required improvements should be based upon and consistent with any required traffic studies, as well as any adopted long range transportation plans for the Study Area.

- **Internal roads** – It is likely that development/redevelopment within the Study Area will require reconfiguration of the existing internal road network. The configuration of this internal network will be determined in conjunction with specific development plans for the Study Area and should comply with City standards and regulations.
- **Public Funding** - City participation in funding transportation network improvements for the Study Area should be considered on a case-by-case basis, consistent with the overall objectives of this plan.

Utilities

The Farm Hill Small Area Plan (FHSAP) Study Area is currently served by City of Kannapolis water, with sewer availability from the Water and Sewer Authority of Cabarrus County (WSACC). The Study Area is located within the Duke Power service district, with natural gas available from PSNC. Cable service is available from Time Warner and several other providers. Future development of the Study Area will require the extension of laterals for both water and sewer, along with gas, electric and cable.

Recommendations: At this time, there are no recommendations for the extension of utilities, either by the City, WSACC or other providers. Any required extensions should be completed in conjunction with new development within the Study Area by property owners/developers. City participation in funding utility extensions within the FHSAP Study Area should be considered on a case-by-case basis, consistent with the overall objectives of this plan.

Open Space/Environmental

Approximately 26 acres of the 102 acres that make up the Farm Hill Small Area Plan (FHSAP) Study Area, is located within the floodplain for Afton Run Creek. While this area is not suitable for development purposes, it can serve as an open space amenity and buffer between the Study Area and I-85.

Recommendations: In conjunction with new development to be located within the Study Area, preservation, protection and enhancement of the Afton Run Creek floodplain should be a high priority. In addition, wherever possible, the site planning process for new development should incorporate open space amenities, including new plantings and landscaped areas which connect to the larger undisturbed open space area along I -85, resulting in a good balance between the built and natural environments.

Recreation

The City of Kannapolis offers a comprehensive parks and recreation program featuring a variety of both active and passive recreation opportunities for its residents and those who visit and work in the City. As new development occurs within the Study Area, recreational amenities, particularly open space and trails, should be incorporated as an integral component of new development within the FHSAP Study Area.

Recommendations: It is recommended that a trail system be developed within the FHSAP Study Area offering linkages between the various types of development (commercial, office, residential) for those who either live, work or shop within the Study Area. This trail system could include both “natural” sections along Afton Run Creek, as well as sidewalk or paved sections adjoining both residential and non-residential areas. This trail system would represent a valuable amenity and serve to enhance the attractiveness of

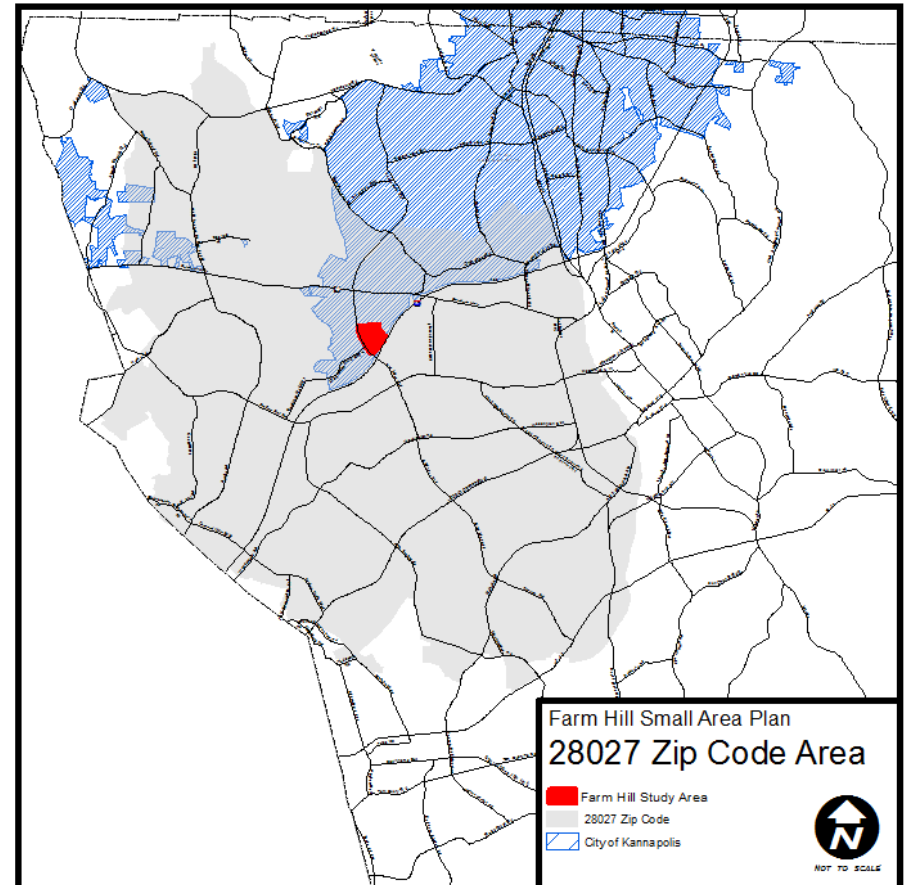
the Farm Hill Study Area for potential future development. This trail also offers the potential for a spur connection to the Carolina Thread Trail as it crosses NC 73. **(See Map of Carolina Thread Trail Connections on Page 7)**

A variety of green space amenities, such as squares, “micro” parks and landscaped berms should be considered and incorporated into the Study Area to enhance the experience of residents, employees and visitors. It is also recommended that a signature entry feature be incorporated into the overall site layout and design of the Study Area. Options to consider for this feature could include a landscaped round-a-bout, rock wall fountain, gazebo or art sculpture. As with the proposed trail system, the purpose of this feature would be to enhance the overall appeal and attractiveness, of the Farm Hill Study Area to new development.

Appendix

1. Demographic Profile

The planning area's demographics are best defined by the 28027 zip code in which it is located. The 28027 zip code spans across northwestern Cabarrus County covering portions of both the City of Kannapolis and City of Concord jurisdictions. The zip code makes up 45 percent of the combined populations of Kannapolis and Concord with 56,586 people (**Table 1**). The population of the 28027 zip code has slightly more males than females as compared to the Cities of Kannapolis and Concord, Cabarrus County and North Carolina as a whole (**Table 2**). The median age of 36 is slightly younger than that of Kannapolis, Cabarrus County, and North Carolina but slightly older than Concord (**Table 3**). The racial and ethnic make-up of the 28027 zip code is similar to the Kannapolis, Concord and Cabarrus County populations with slightly higher white and Asian populations and lower Black/African-American and Hispanic/Latino populations (**Table 4**). With nearly 30 percent of persons age 25 and older earning a bachelor's degree, graduate or professional degree, educational attainment of the 28027 zip code is higher than Kannapolis, Concord, Cabarrus County and North Carolina (**Table 5**).



Map 10 - 28027 Zip Code Area

TABLE 1: POPULATION

Geography	Population
28027 Zip Code	56,586
City of Kannapolis	43,322
City of Concord	80,715
Cabarrus County	181,415
North Carolina	9,651,380

Source: 2009-2013 American Community Survey, US Census Bureau

TABLE 2: SEX OF POPULATION

Geography	Male	Female
28027 Zip Code	49.2%	50.8%
City of Kannapolis	48.6%	51.4%
City of Concord	48.8%	51.2%
Cabarrus County	48.8%	51.2%
North Carolina	48.7%	51.3%

Source: 2009-2013 American Community Survey, US Census Bureau

TABLE 3: MEDIAN AGE

Geography	Median Age
28027 Zip Code	36.0
City of Kannapolis	36.2
City of Concord	35.5
Cabarrus County	37.0
North Carolina	37.6

Source: 2009-2013 American Community Survey, US Census Bureau

TABLE 4: RACE

Race/Ethnicity	28027	City of Kannapolis	City of Concord	Cabarrus County	North Carolina
White	76.5%	71.7%	75.1%	78.0%	69.7%
Black or African American	15.9%	22.7%	17.5%	15.6%	21.4%
American Indian and Alaska Native	0.2%	0.7%	0.2%	0.4%	1.2%
Asian	3.5%	1.3%	3.0%	2.2%	2.3%
Native Hawaiian and Other Pacific Islander	0.0%	0.0%	0.0%	0.0%	0.1%
Some other race	1.8%	2.1%	2.5%	1.8%	3.1%
Two or more races	2.1%	1.6%	1.6%	1.9%	2.3%
Hispanic or Latino (of any race)	9.1%	11.6%	12.0%	9.5%	8.5%

Source: 2009-2013 American Community Survey, US Census Bureau

TABLE 5: EDUCATIONAL ATTAINMENT

Educational Attainment	28027	City of Kannapolis	City of Concord	Cabarrus County	North Carolina
Less than 9th grade	3.3%	7.6%	4.3%	4.4%	5.7%
9th to 12th grade, no diploma	8.7%	13.4%	9.4%	9.2%	9.4%
High school graduate or GED	25.1%	30.1%	24.8%	27.6%	27.0%
Some college, no degree	23.0%	22.9%	24.1%	24.3%	21.9%
Associate's degree	10.1%	8.5%	9.6%	9.4%	8.7%
Bachelor's degree	21.0%	12.0%	19.5%	17.4%	18.0%
Graduate or professional degree	8.9%	5.5%	8.3%	7.7%	9.3%

Source: 2009-2013 American Community Survey, US Census Bureau

2. Economic Profile

The 28027 zip code had a higher percentage of persons over the age of 16 in the labor force and a higher employment rate than Kannapolis, Concord, Cabarrus County, and North Carolina as a whole in 2013 (**Table 6**). The industry sectors with the highest numbers of employees for the 28027 zip code include Education/ Heath Care/Social Services, Finance/Insurance/Real Estate, and Arts/Entertainment/ Recreation/ Accommodation/Food services (**Table 7**). With a mean travel time of 25.1 minutes to work, the average 28027 worker has a similar commute time to other workers in Kannapolis, Concord, and Cabarrus County and a slightly longer commute than the average North Carolina worker (**Table 8**). The 28027 zip code also has a much higher median household income and per capita income as compared to the other political jurisdictions (**Table 9**).

TABLE 6: EMPLOYMENT STATUS

Employment Status	28027	City of Kannapolis	City of Concord	Cabarrus County	North Carolina
In labor force	69.9%	63.1%	68.2%	67.2%	63.6%
Civilian labor force	69.7%	62.9%	68.0%	67.0%	62.5%
Employed	62.7%	54.4%	59.5%	59.1%	55.6%
Unemployed	7.0%	8.5%	8.5%	7.9%	6.9%
Armed Forces	0.2%	0.2%	0.1%	0.1%	1.2%
Not in labor force	30.1%	36.9%	31.8%	32.8%	36.4%

Source: 2009-2013 American Community Survey, US Census Bureau

TABLE 7: EMPLOYMENT BY INDUSTRY SECTOR

Industry Sector	28027	City of Kannapolis	City of Concord	Cabarrus County	North Carolina
Agriculture, forestry, fishing and hunting, and mining	0.2%	0.6%	0.4%	0.8%	1.4%
Construction	6.1%	7.3%	6.7%	7.1%	6.8%
Manufacturing	9.9%	10.4%	10.8%	10.6%	12.6%
Wholesale trade	3.4%	3.7%	3.3%	3.3%	2.8%
Retail trade	11.0%	12.6%	11.6%	11.9%	11.7%
Transportation and warehousing, and utilities	5.2%	5.5%	4.9%	5.3%	4.3%
Information	1.4%	1.8%	1.6%	2.0%	1.8%
Finance and insurance, and real estate and rental and leasing	11.6%	5.4%	10.9%	9.0%	6.3%
Professional, scientific, and management, and administrative and waste management services	10.3%	9.2%	10.2%	9.8%	9.9%
Educational services, and health care and social assistance	22.2%	25.1%	20.7%	22.7%	23.6%
Arts, entertainment, and recreation, and accommodation and food services	11.5%	10.0%	10.9%	9.3%	9.2%
Other services, except public administration	4.4%	5.2%	4.4%	5.0%	5.0%
Public administration	2.8%	3.2%	3.5%	3.2%	4.5%

Source: 2009-2013 American Community Survey, US Census Bureau

3. Housing Profile

TABLE 8: MEAN TRAVEL TIME TO WORK

Geography	Mean Travel Time
28027 Zip Code	25.1
City of Kannapolis	24.5
City of Concord	25.7
Cabarrus County	26.4
North Carolina	23.6

Source: 2009-2013 American Community Survey, US Census Bureau

TABLE 9: INCOME

Geography	Median Household Income	Per Capita Income
28027 Zip Code	\$72,518	\$27,730
City of Kannapolis	\$39,275	\$20,482
City of Concord	\$53,337	\$25,897
Cabarrus County	\$53,551	\$25,247
North Carolina	\$46,334	\$25,284

Source: 2009-2013 American Community Survey, US Census Bureau

The 28027 zip code had 22,593 housing units as of 2013. Of those units, 89.6 percent were occupied and 71.2 percent were owner-occupied. The 28027 zip code had a higher occupancy rate and a higher owner occupancy rate than Kannapolis, Concord, and North Carolina (Table 10). Only Cabarrus County, as a whole, had a higher owner-occupancy rate (Table 11). More people in the 28027 zip code live in multi-family housing than the other jurisdictions. Fewer people live in mobile home than all other geographies except Concord (Table 12). The median home value of owner-occupied units is significantly higher, and the median monthly rent for renter-occupied units is slightly higher for the 28027 zip code compared to Kannapolis, Concord, Cabarrus County and North Carolina (Table 13). The housing stock in the 28027 is much younger than the comparative jurisdictions, indicating more recent growth of the area with the majority of housing stock built after 1990 (Table 14).

TABLE 10: HOUSING OCCUPANCY RATE

Geography	Occupied	Vacant
28027 Zip Code	89.6%	10.4%
City of Kannapolis	85.2%	14.8%
City of Concord	88.5%	11.5%
Cabarrus County	89.2%	10.8%
North Carolina	85.4%	14.6%

Source: 2009-2013 American Community Survey, US Census Bureau

TABLE 11: HOUSING TENURE

Geography	Owner-Occupied	Renter-Occupied
28027 Zip Code	71.7%	28.3%
City of Kannapolis	60.2%	39.8%
City of Concord	68.1%	31.9%
Cabarrus County	73.1%	26.9%
North Carolina	66.4%	33.6%

Source: 2009-2013 American Community Survey, US Census Bureau

TABLE 12: HOUSING TYPE

Housing Type	28027	City of Kannapolis	City of Concord	Cabarrus County	North Carolina
Single-family	74.8%	78.3%	75.7%	77.9%	69.2%
Duplex	0.7%	2.9%	3.2%	2.2%	2.2%
Multi-family	17.5%	11.0%	17.0%	11.0%	15.0%
Mobile home	6.9%	8.0%	4.1%	8.7%	13.6%
Other	0.1%	0.0%	0.0%	0.0%	0.0%

Source: 2009-2013 American Community Survey, US Census Bureau

TABLE 13: HOUSING VALUE

Geography	Median Home Value	Median Monthly Rent
28027 Zip Code	\$178,400	\$841
City of Kannapolis	\$127,700	\$754
City of Concord	\$168,300	\$806
Cabarrus County	\$167,800	\$794
North Carolina	\$153,600	\$776

Source: 2009-2013 American Community Survey, US Census Bureau

TABLE 14: AGE OF HOUSING STOCK

Year Built	28027	City of Kannapolis	City of Concord	Cabarrus County	North Carolina
Built 2010 or later	1.7%	0.9%	1.5%	1.3%	0.8%
Built 2000 to 2009	32.3%	19.0%	29.7%	28.1%	20.5%
Built 1990 to 1999	30.0%	12.7%	23.5%	21.1%	20.7%
Built 1980 to 1989	14.0%	10.2%	12.4%	13.6%	16.3%
Built 1970 to 1979	6.9%	9.3%	6.9%	9.3%	14.6%
Built 1960 to 1969	4.2%	10.9%	5.8%	6.9%	9.8%
Built 1950 to 1959	4.6%	12.2%	7.9%	7.5%	7.7%
Built 1940 to 1949	3.0%	12.2%	4.7%	5.1%	4.0%
Built 1939 or earlier	3.1%	12.6%	7.6%	7.1%	5.7%

Source: 2009-2013 American Community Survey, US Census Bureau