Cabarrus County Schools
Concord, North Carolina

Integrated Planning for School and Community (IPSAC)

Land Use Study Report

Prepared and Submitted by
Operations Research and Education Laboratory
Institute for Transportation Research and Education
North Carolina State University
June 14, 2013
OVERVIEW

School systems nationwide are facing difficult planning challenges arising from an increasing student population, an aging school infrastructure, and increasing complexity in pupil assignments. These challenges are shared by the communities that must fund building and renovation projects. The Operations Research/Education Laboratory (OREd) has developed a system of Integrated Planning for School and Community (IPSAC) which fully integrates community and regional data, ten-year economic and demographic forecasts, demographic and land use studies, digitized pupil and school location files, and mathematical optimization algorithms.

The integrated planning system is comprised of multiple data-driven processes including:

- Enrollment Forecasting
- Land Use Study
- Out-Of-Capacity Analysis
- School Location Optimization Scenarios
- Attendance Boundary Optimization and Redistricting

This report documents findings from the Land Use Study of the geographic area encompassing the school district. The objective of the Land Use Study is to quantify future growth by school attendance areas. The Land Use Study includes two components: community interviews and Geographic Information Systems (GIS) analysis.

Community Interviews: The community interviews allow OREd to compose an impression of future growth of the study area by interviewing planners, town managers, mayors, utility works, chambers of commerce, economic development officials, etc. By involving the community in the study, these critical interviews cultivate an understanding of infrastructure development plans (transportation, water, sewer), recent subdivision permits, residential zonings, available land for development, and comprehensive plans developed by the local government agencies.

GIS Analysis: OREd also performs spatial analyses based on GIS parcel and student data using state-of-the-art ArcGIS software. The GIS analysis provides quantitative data concerning available parcels and subdivision lots that then can be used to identify areas of future growth. Student demographic analysis can also be conducted at this stage to better understand socio-economic compositions that may influence school assignment decisions.

Through the combination of the community interviews and the data-intensive GIS analysis, OREd is able to articulate school population growth by school attendance. The culmination of this analysis is the Out-of-Capacity worksheet, which projects school enrollments for a ten-year period, along with a GIS database of Planning Segments.
Introduction

Cabarrus County is located in south-central North Carolina, northwest of Charlotte, and is part of the Charlotte—Gastonia—Rock Hill, NC-SC Metropolitan Statistical Area (MSA). Cabarrus County is bordered by Rowan and Iredell Counties to the north, Stanly County to the east, and Mecklenburg and Union Counties to the south and west. Many Cabarrus County residents commute to work in Mecklenburg County. The southern and western areas of the county are developing as suburbs to Charlotte. Mid-Cabarrus County, particularly Concord and Kannapolis, have been the primary locations of business and industry.

For the 2012-13 school year, more than 28,000 students are housed in 38 schools; 20 elementary schools, nine middle schools, and nine high schools. The Kannapolis City Schools are managed by Cabarrus County Schools. However, it should be noted that the Cabarrus County School district does not include a large portion of Kannapolis (see Figure 1).

This land use study describes the relative level and location of growth that has occurred and is anticipated to occur in Cabarrus County. Findings in this report were derived from a series of interviews that were conducted with stakeholders during March 13-15, 2013. Additional information was gathered from the Internet, including the North Carolina Department of Commerce, the North Carolina Department of Transportation, and the North Carolina State Data Center websites.

This report is organized with sections that include discussion of:

- Key trend and status indicators—population, employment, and economic development.
- Growth in Cabarrus County—where growth has/is taking place, its causes, and factors constraining growth.
- Water / sewer—current and planned infrastructure.
- Transportation—planned highway improvements, and availability of other transportation modes.
- Non-residential development—current and anticipated commercial, office and industrial development, and major employers.
- Residential development—areas with current and anticipated residential growth, and a summary of interviewees’ information on subdivision and multi-family developments.
Key Trend and Status Indicators

According to North Carolina State Data Center figures, the Cabarrus County population increased by 33.5% from April 2000 to July 2009, which was nearly twice the average statewide rate of population increase of 17.3% for that same period. The most recent rate of county population increase for which data are available was 3.1% between April 2010 and July 2012, which was again nearly twice the average statewide rate of 1.5%. Between 2010 and 2012, approximately two-thirds of the population increase in the county, or 3,555 people, resulted from a net in-migration to the County. The natural rate of population growth (the number of births compared to deaths) resulted in an increase of 1.1% percent or 1,996 people.

The North Carolina State Data Center (SDC) characterizes growth in the Cabarrus County population for the period 2010-2020 as “high, greater than 15.3%.” Growth in Mecklenburg County is projected as greater than 15.3% as well.

North Carolina Department of Commerce data reveal that the unemployment rate in the county has been similar to the North Carolina statewide average. The Cabarrus County unemployment rate was 8.3% in March, 2013 compared with a statewide rate of 8.9%. Unemployment has generally decreased from a maximum of 11.9% in January and February 2010. The projected median household income for 2011 was significantly higher than the North Carolina statewide average. Table 1 summarizes this information.

With regard to employment growth, Cabarrus County gained market share during the past 20 years, although some ground was lost in the last five years as a result of the economic slowdown. Cabarrus County is anticipated to maintain a solid market share through 2040, averaging approximately 1,300 net new jobs annually and capturing approximately eight percent of the Charlotte metropolitan area total job growth.

During the past decade, Cabarrus County has experienced gains in the professional services (including technology), health care, retail, and leisure/hospitality sectors that have offset losses in manufacturing, construction, transportation/utilities, and professional services sectors. Historically, Concord and Kannapolis have accounted for the majority of employment growth in Cabarrus County.

<table>
<thead>
<tr>
<th>Indicator</th>
<th>Cabarrus County</th>
<th>North Carolina</th>
</tr>
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<tbody>
<tr>
<td>Estimated Percent Population Increase 2010-2012</td>
<td>3.1%</td>
<td>1.5%</td>
</tr>
<tr>
<td>Net In-Migration Population Increase 2010-2012</td>
<td>2.0%</td>
<td>1.5%</td>
</tr>
<tr>
<td>Unemployment Rate (March 2013)</td>
<td>8.3%</td>
<td>8.9%</td>
</tr>
<tr>
<td>Median Household Income (2011)</td>
<td>$52,599</td>
<td>$42,941</td>
</tr>
</tbody>
</table>

The Cabarrus County population is projected to grow at a rate higher than that of the North Carolina average statewide rate through 2019, as shown in Table 2.

Table 2: Projected Annual County Population Totals 2010-2019

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>Cabarrus</td>
<td>178,564</td>
<td>181,253</td>
<td>183,868</td>
<td>186,513</td>
<td>189,161</td>
<td>191,805</td>
<td>194,452</td>
<td>197,101</td>
<td>199,747</td>
<td>202,392</td>
</tr>
<tr>
<td>Change</td>
<td>N.A.</td>
<td>2,689</td>
<td>2,615</td>
<td>2,645</td>
<td>2,648</td>
<td>2,644</td>
<td>2,647</td>
<td>2,649</td>
<td>2,646</td>
<td>2,645</td>
</tr>
<tr>
<td>% Change</td>
<td>N.A.</td>
<td>1.5%</td>
<td>1.4%</td>
<td>1.4%</td>
<td>1.4%</td>
<td>1.4%</td>
<td>1.4%</td>
<td>1.4%</td>
<td>1.4%</td>
<td>1.3%</td>
</tr>
<tr>
<td>North Carolina</td>
<td>9,575,674</td>
<td>9,669,244</td>
<td>9,780,742</td>
<td>9,886,349</td>
<td>9,992,391</td>
<td>10,096,410</td>
<td>10,201,611</td>
<td>10,305,260</td>
<td>10,409,046</td>
<td>10,511,877</td>
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<tr>
<td>Change</td>
<td>N.A.</td>
<td>93,570</td>
<td>111,498</td>
<td>105,607</td>
<td>106,602</td>
<td>104,419</td>
<td>104,801</td>
<td>103,652</td>
<td>103,783</td>
<td>102,831</td>
</tr>
<tr>
<td>% Change</td>
<td>N.A.</td>
<td>1.0%</td>
<td>1.2%</td>
<td>1.1%</td>
<td>1.0%</td>
<td>1.0%</td>
<td>1.0%</td>
<td>1.0%</td>
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</tr>
</tbody>
</table>

Data source: North Carolina Office of State Budget and Management, State Demographics Unit.

Concord is the county seat. Other incorporated municipalities in the county include Kannapolis, Harrisburg, Midland, Mount Pleasant, and Locust. Of the 541 North Carolina municipalities, Concord had the 12th largest municipal population (80,386) in July 2011. Other municipalities were ranked 20th (Kannapolis, 43,141 total population), 67th (Harrisburg, 13,064 population), 197th (Midland, 3,152 population), 208th (Locust, 2,948 total population), and 269th (Mount Pleasant, 1,669 population). Note that for the municipalities whose area is located in more than one county, the majority of the populations of Kannapolis (33,717 or 78%) and Midland (3,152 or 100%) resided in Cabarrus County, but only a small number of the Locust population (220 or 7.5%) resided in Cabarrus County.

Approximately 19% of Cabarrus County employment in the third quarter of 2012 was in the Government sector. Other sectors with a significant share of county employment included Retail Trade (17.0%), Health Care and Social Assistance (15.1%), Accommodation and Food Services (12.4%), Administrative and Waste Services (8.5%), Manufacturing (8.3%), Educational Services (6.7%), and Construction (5.0).

Growth

Cabarrus County is located within the Charlotte metropolitan region. The Centralina Council of Governments projects the population of the nine counties in its jurisdiction to increase from nearly 2 million residents to at least 3.5 million people in 20 years.¹ Key items associated with growth in the Charlotte region include:

- I-85 widening will bring greater growth potential to Cabarrus County.
- I-85 is a major trucking/distribution corridor.
- The North Carolina Research Campus is creating significant public and private investment, with the potential for more bio-research in the area.
- University Research Park and UNC-Charlotte bring major white-collar employment proximate to Cabarrus County.
- The Blue Line Extension is programmed to bring light rail service to UNC-Charlotte by 2017.

Regional and County-Wide Studies

Two noteworthy planning activities were in progress—“CONNECT Our Future,” a comprehensive planning activity for the Charlotte region by the Centralina Council of Governments (COG), and a future land use study by the Water and Sewer Authority of Cabarrus County (WSACC). Each of those studies is described briefly below.

CONNECT Our Future
“CONNECT Our Future” is a regional planning activity involving the 14-county Charlotte region. The Centralina Council of Governments and the Catawba Regional Council of Governments are coordinating, facilitating, and staffing the three-year process, which is planned for completion at the end of 2014. Current activities are based on, and build from, the region’s CONNECT vision, which was developed in 2005-2008. The vision includes:2

- sustainable, well-managed growth
- a safe and healthy environment
- a strong, diverse economy.

The project timeline included public engagement and data collection activities during 2012 and modeling “Current Trends” scenario, public engagement to design alternative future scenarios, modeling alternative future scenarios and measuring predicted impacts, evaluating scenarios and selecting a “Preferred” scenario during 2013-2014.

Comprehensive Economic Development Strategy “CEDS”
The Centralina Economic Development Commission completed a five-year update of its existing 2007 “CEDS” in September 2012. The CEDS Update findings, regional strategies and related county community assessments, will provide input and deliver crucial economic foundation and data to the “CONNECT Our Future” planning process and ultimate outcomes. The strategic plan, “Prosperity for Greater Charlotte,” outlines the nine-county3 region’s approach to growing jobs and the economy. The plan includes the “Economic Strategic Assessment for the Greater Charlotte Region including the Centralina EDD Comprehensive Economic Development Strategy And Catawba Regional COG Comprehensive Economic Development Strategy.”

The three largest industries in the Charlotte region are:4

- Trade, Transportation, and Utilities—230,000 jobs
- Professional and Business Services—170,000 jobs
- Government—165,000 jobs

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2 From “What is CONNECT?” accessed at http://connectourfuture.org/whatisconnect/
3 Includes the nine counties in North Carolina Council of Governments (COG) Region F: Anson, Cabarrus, Gaston, Iredell, Lincoln, Mecklenburg, Rowan, Stanly, and Union.
Four industries created net new jobs in the region between 2007 and 2012:  
- Professional and Business Services—19,400 new jobs  
- Health Services & Private Education—16,500 new jobs  
- Government—12,600 new jobs  
- Leisure and Hospitality—9,030 new jobs  

More jobs were lost in the Manufacturing industry (41,000) in that period than all other industries combined.

With regard to employment trends, Cabarrus County had a higher annual growth rate than the US as a whole during the 2000-2011 period but experienced a larger downturn during the recession. The county has rebounded from the recession slightly slower than the country as a whole.

The three largest non-government industry sectors in Cabarrus County were:
- Trade, Transportation, and Utilities—13,900 jobs  
- Leisure and Hospitality—9,700 jobs  
- Professional and Business Services—7,400 jobs

Of those industries, only Trade, Transportation, and Utilities lost jobs (440) from 2006-2011. Leisure and Hospitality (1,160 jobs) and Professional and Business Services (1,140 jobs) gained in employment, as did Government (1,560 jobs), Health Services & Private Education (207 jobs), and Other Services (122 jobs).

The unemployment rate in Cabarrus County has been higher than the national rate for most of the 2000-2011 period. The number of unemployed workers in the county grew from 3,400 in 2006 to a peak of 10,100 in 2010, and has since decreased.

U.S. Census data show the Cabarrus County resident workforce as larger than the daytime workforce, meaning that there is a net out-commute from the county. Approximately 61% of the Cabarrus County daytime workforce commutes into the county to work, as compared to 68% of county residents commuting to a job in another county. The greatest number of Cabarrus County residents who work in another county work in Mecklenburg County, followed by Rowan, Iredell, and Union Counties.

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5 Ibid.
6 Ibid.
9 Ibid.
**WSACC Study**

WSACC is conducting a study to forecast the locations of future development based on the suitability of undeveloped and under-developed land for development. The study is developing a plan geared to future infrastructure needs that pairs demand from growth with constraints to land development to predict areas in which growth is most likely to occur. The information in this section is from information provided by WSACC. The study is anticipated to be completed in the fall of 2013.

The plan is in progress, and was at the stage of concluding an assessment of land uses at the time of the interviews. Future analysis will look at infrastructure, including the size of water and sewer lines.

The WSACC Growth Model allocates growth to available land based on suitability, but constrained by allowable uses and densities from adopted land use plans. The Growth Model will be used to forecast future growth and project water and sewer demand for the WSACC Master Plan study area. Land supply is derived from an inventory of Available Land, Underutilized Land, and Utilized Land. Available and Underutilized land constitute the land supply. Land use suitability analyses will be conducted to determine the relative attractiveness of a parcel for allowable residential and non-residential types of development. There is a total of 94,000 acres of Available Land, 52,000 acres of Underutilized Land, and 81,000 acres of Utilized Land in the study area.

**Growth in Cabarrus County**

Cabarrus County has experienced its greatest amount of concentrated residential growth in the western area of the county, particularly in the Harrisburg area and in the areas of Concord and Kannapolis near the border with Mecklenburg County. Growth has generally tapered off the farther one looks to the east. Eastern Cabarrus County is planned to have a more rural character. Substantial residential development is not expected to occur in that area unless current plans are changed.

After a three-year period in which little development occurred, development is starting to resume in Cabarrus County. Areas mentioned by interviewees as experiencing development include the Harrisburg area and the northwestern area of the county. Harrisburg has experienced relatively constant development, particularly in the area of the Rocky River Road interchange with I-485 near the Mecklenburg County border.

Cabarrus County stated that building permit activity remained at a fairly consistent level through the economic downturn. New subdivisions have been approved in the area north of I-85 and along the county’s western border. Subdivisions recently approved include: The Farm at River Pointe, Christenbury, and Skybrook. The majority of Skybrook, another golf course development, is also located in Mecklenburg County. Only 150 units in Skybrook are located in Cabarrus County. However, the Villages at Skybrook North subdivision is located entirely in Cabarrus County. Other, more developed subdivisions in the area include Highland Creek with a total of 1,400 units (the majority of which are located in Mecklenburg County). Highland Creek...
is nearly built out. When the City of Kannapolis annexed Castlebrooke, the number of approved lots was increased to 220 lots from the 70 lots initially approved by Cabarrus County. Apartments have been approved in the area of Concord Mills Mall, and in Kannapolis. The completion of I-485 between I-85 and I-77 may spur some additional development in the Concord Mills Mall area. Current development in that area includes Bexley Village Apartments (formerly known as Circle at Concord Mills Mall) for which Crescent Resources has 624 units permitted. Phase 1 includes 312 apartments in 13 buildings, and Phase 2 will add a similar number of units.

(Cabarrus) The impact of apartments on school enrollment correlates with the number of bedrooms in the apartment. Complexes that contain mostly one-bedroom units have a minimal impact on school enrollment. As the number of units with three or more bedrooms increases, the number of school-age children likely to inhabit the complex increases substantially.

In Concord, developers have been requesting density increases to already approved projects. A developer has also requested an increase in density (an additional 100 apartments) to an approved project in Harrisburg. Midland, which is located in closer proximity to Charlotte than Concord, is experiencing some development, with growth driven by workers commuting to Charlotte. The Town of Locust, situated primarily in Stanly County, has several subdivisions under development in the portion of the town located in Cabarrus County. Planners noted that the NC 49 corridor has not experienced a high level of development activity.

The NC Legislature extended the end point of the period of time following preliminary approval within which a developer must start construction on a parcel or see development approval lapse. The length of time was extended to December 2012 plus any time remaining until approval would lapse. This legislative action added approximately three years to the original expiration date of preliminary development approvals. The outcome is that many developments with preliminary approval that were stalled during the recession and would have lapsed are still able to resume development.

Most of the recent commercial and industrial development in Cabarrus County has taken place in Concord, with some such development also at the Research Campus in Kannapolis. Two new medical centers will be located off I-485—one recently constructed near Midland (in Mint Hill, in Mecklenburg County), and one to be constructed near Harrisburg. Neither Cabarrus County nor any municipality in the county has a building moratorium in effect.

Mobile homes were characterized as a residential market that is not growing in Cabarrus County. The most recent Cabarrus County mobile home park approval took place 6-7 years ago. That park, Glen Laurel, has 260 lots and is nearly 100% occupied.

Inter-Local Agreements

Inter-local planning or development agreements have been enacted among several Cabarrus County governmental entities. Cabarrus County has agreements with Harrisburg and Concord delineating areas for which each government is responsible for land use planning. An agreement between the Town of Harrisburg and the City of Charlotte specifies that each municipality will not develop over the boundary of its home county in proximity to the other municipality, i.e., Harrisburg will not develop into Mecklenburg County, and Charlotte will not develop into the area of Cabarrus County near Harrisburg. Kannapolis extends west to, but not past, the Mecklenburg County border.
The *Cabarrus County Central Area Plan*, completed in August 2008, addresses the area between Concord and Mount Pleasant that is bordered by Rocky River Road and Cold Springs Road. In addition to county land, it includes land within the ETJs of Concord and Kannapolis.

Goals supported by the plan include:

- protecting large portions of the northern and southern area as rural and/or agricultural in character,
- establishing low density development, and rural, suburban and neighborhood village clustering where appropriate,
- focusing activity at centers located at key intersections and avoiding commercial strip development,
- encouraging light industrial and other employment centers in the west-central portion of the study area where roadway connections and adjacent land uses are supportive,
- protecting the character of NC 73 and US 601, and
- encouraging consistent development among Cabarrus County, Concord, and Kannapolis.


### Unincorporated Cabarrus County

Cabarrus County planners noted that the county has seen an approximate 30% increase in development activity during the past year. County staff had conducted 700 building inspections during the current calendar year to the date of the interview (March 13, 2013), the first time that level of activity had occurred since 2008.

The *Cabarrus County Construction Standards Dodge Report* is provided by county planners. Table 3 lists the numbers of permits issued for new construction during the past three fiscal years (July 1-June 30):

**Table 3: New Residential Construction Permits, FY 2010-FY 2012**

<table>
<thead>
<tr>
<th>Housing Type</th>
<th>FY 2010 Buildings</th>
<th>FY 2010 Housing Units</th>
<th>FY 2011 Buildings</th>
<th>FY 2011 Housing Units</th>
<th>FY 2012 Buildings</th>
<th>FY 2012 Housing Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Houses Detached</td>
<td>605</td>
<td>605</td>
<td>536</td>
<td>536</td>
<td>735</td>
<td>735</td>
</tr>
<tr>
<td>Single Family Houses Attached</td>
<td>12</td>
<td>12</td>
<td>3</td>
<td>3</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Two Family Buildings</td>
<td>8</td>
<td>16</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Three and Four Family Buildings</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>3</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Five or More Family Buildings</td>
<td>20</td>
<td>404</td>
<td>1</td>
<td>44</td>
<td>5</td>
<td>122</td>
</tr>
</tbody>
</table>
Municipal water and sewer service is not available in the far southwestern area of Cabarrus County, which has resulted in less development having taken place than if utilities were available.

**Concord**

Factors mentioned by planners as driving growth in Concord:

- proximity to Charlotte,
- increase in allowable development density, and
- potential for development of the Phillip Morris site.

Planners expect that the CONNECT scenarios and the WSACC plan will show where growth can take place. The question is where do developers _want_ to develop? The city will look at development capability based on water and sewer capacity and then adjust plans accordingly.

The Concord City Council is said to be interested in economic development and has been focused on industrial and commercial, rather than residential, development. High quality neighborhoods and construction are desired.

The George Liles Parkway corridor has significant potential for development. Concord wants to see commercial or industrial rather than residential development in that corridor.

**Kannapolis**

The area of Kannapolis north of NC 73 to the northern and western county border lies within a water and sewer service area. Planners believe that the unincorporated area between Odell School Road and the western Cabarrus County border is likely to become part of Kannapolis within the next 10 years.

Planners said that 5,000 dwelling units have been approved for construction within a one mile radius of the NC 73 and Poplar Tent Road intersection. Kannapolis plans to develop a small area plan in the Odell School area; however, there are no plans to make significant changes to allowable residential densities.

Areas zoned “AG” can be considered as “holding areas” with decisions on development for residential or commercial uses to be made in the future. Future development uses and densities are not likely to change in the area near the Charles E. Boger Elementary, Northwest Cabarrus Middle, and Northwest Cabarrus High Schools. However, allowable uses and densities in the area farther north are likely to change after water and sewer lines have been extended to that area. Planners noted that Kannapolis has not extended water or sewer lines for economic development purposes for some time.

The part of Kannapolis located in Cabarrus County is growing at a somewhat faster rate than the part in Rowan County.

**Midland**

Midland is located relatively close to Charlotte; in fact, it is nearer to Charlotte than is Concord. Planners anticipate the town will ultimately reach a population of 25,000-30,000 and believe that
when growth occurs, it will be sudden. The NC 24/27 corridor has growth potential as a result of convenient access to I-485. Leaders in Town of Midland are said to be pro-growth.

Midland town staff began the land use planning process in 2010. The town conducted 12 voluntary annexations in 2012. There is a five-acre minimum lot size in the agricultural area outlying the town. The town has zoned for 1/3-acre or smaller size lots within the “town” area. Zoning in the NC 24/27 corridor has been changed from that of a continuous commercial corridor to focus commercial development in three “core” areas.

Midland intends to develop a new town center to the southeast of the intersection of US 601 and NC 24/27. A new town hall will be completed in that area in June 2014. The town plan shows potential locations for two new elementary schools (one in the southeastern area and one in the northwestern area) plus a middle/high school site.

With regard to the recent pace of development, Midland planners noted that a lack of bank funding has prevented developers from purchasing land. With no increase in development, there has been an increased demand for existing undeveloped lots and increased home prices. The town was said to have an approximate 18-month supply of approved, undeveloped lots. The pace of residential development is not expected to pick up until banks resume lending funds to developers. Planners anticipate that after lending resumes, the town’s population will grow to its ultimate level in 14-15 years. There are 1,200-1,400 houses in the town now; planners expect a total of approximately 4,500 residential units when the town’s population peaks.

**Mount Pleasant**
The population of Mount Pleasant has been relatively stable, with the town adding 8-10 new residents annually for the past several years. Some recent residents have relocated from outlying areas of Concord that have experienced development. The town has not conducted any activities to attract growth. While previous bodies of elected officials have not desired growth, the current Town Council was said to be more receptive to growth. An annexation agreement between Mount Pleasant and Concord uses Cold Springs Road as the future dividing line between those municipalities. Mount Pleasant representatives stated that activity in Albemarle, in neighboring Stanly County, has not impacted their town.

**Factors Promoting Growth**
Development in Cabarrus County has traditionally been driven by Charlotte, not by internal growth. Convenient access to several Interstate Highways (I-85, I-485, and I-77) has driven, and is expected to continue to drive growth. Proximity to UNC-Charlotte, which is largely a commuter campus, has also contributed to growth in Cabarrus County.

Many recent northwestern Cabarrus County residents may have moved from Mecklenburg County to live in an area with schools that they perceive offer a higher quality education.

**Constraints to Growth**
Eastern Cabarrus County was characterized as having poor soils for installation of septic systems, so concentrated development in that area is not seen as likely to occur until 20-30 years in the future. However, land with soils that do not percolate well is found throughout Cabarrus County, not only the eastern area of the county.
Development in western Cabarrus County is constrained by the presence of the Concord Regional Airport, a quarry, and a reservoir.

**Water / Sewer**

Cabarrus County does not operate/provide utilities. The Water and Sewer Authority of Cabarrus County (WSACC) is an independent, incorporated public body funded by user fees with no taxing authority supporting Cabarrus County, cities of Concord and Kannapolis, and towns of Harrisburg and Mount Pleasant. WSACC is the primary planning agency in the county for water and sewer facilities, and provides wholesale transportation and treatment of water for its organizing jurisdictions and reservoir management. The organization manages and operates

- Lake Don T. Howell Reservoir
- Black Run Reservoir
- Lake Concord Reservoir
- Mount Pleasant Water Treatment Plant
- Rocky River Regional Wastewater Treatment Plant
- Muddy Creek Wastewater Treatment Plant.

The Cities of Concord and Kannapolis, and the Town of Harrisburg are retail utility providers. Mount Pleasant operates a water treatment plant and distribution system.

Future water supply needs are affected by limitations on the interbasin transfer of water from the Catawba River to the Yadkin-Pee Dee River.

Both Concord and Kannapolis wastewater collection systems tie into the WSACC wastewater collection and treatment system.

The Cities of Concord and Kannapolis have an agreement that allows for an interbasin transfer of up to 10 million gallons of water per day (MGD) from the Catawba River Basin to the Rocky River Basin, and 10 MGD from the Yadkin River Basin to the Rocky River Basin. In addition, a grandfathered interbasin transfer allows transfer of 6 MGD from Second Creek, located in the South Yadkin River Basin, to the Rocky River Basin.

During 2012, the maximum daily transfer from the Yadkin River Basin to the Rocky River Basin was 0.3 MGD. In 2012, Kannapolis pumped water from Second Creek to Kannapolis Lake. Water sales to Landis averaging 0.20 MGD resulted in an IBT to Second Creek, in the South Yadkin River Basin.

**Inter-Local Agreement**

A January 21, 2006 agreement between the City of Concord, Cabarrus County, and the Water and Sewer Authority of Cabarrus County (WSACC), amended October 30, 2007 and June 27, 2008 established geographic divisions for provision of water and service utilities. The City of Concord’s Utility Service Area was divided into two areas—Area A and Area B. Area A lies
generally to the east of the Concord city limits, and Area B lies generally within the city limits and to the south of the city.

Except for emergency situations, no potable water or sanitary sewer service lines are to be extended into or through Area A beyond those that were in existence or under construction at the time of the agreement.

Within Area B, the City may, at its sole discretion, provide water and sewer service to all property owners who apply for such service. Service in Area B is provided under the provision of and Inter-Local Agreement among the three parties—the City of Concord, Cabarrus County, and the Water & Sewer Authority of Cabarrus County (WSACC).

The agreement also allows Concord to withdraw water from Lake Howell, also known as the Coddle Creek Reservoir, and owned by Cabarrus County. Finally, the agreement continues reciprocal agreements for the provision of water between Harrisburg and Cabarrus County, and Kannapolis and Cabarrus County.

**Water and Sewer Authority of Cabarrus County (WSACC)**

WSACC owns reservoirs for water supply and operates a trunk wastewater collection system and wastewater treatment plants.

**Water**

WSACC operates three water supply reservoirs; Lake Don T. Howell, Lake Concord, and Black Run, plus the Mount Pleasant Water Treatment Plant which has a treatment capacity of 1.0 MGD with an average production of 0.277 MGD. Average daily demand is 0.25 MGD. Lake Don T. Howell is a 1,300-acre reservoir that provides water to the Coddle Creek Water Treatment Plant and the Kannapolis Water Treatment Plant. The average safe yield from the reservoir, constructed in 1992-93, is approximately 28 MGD.

Lake Concord was built by the City of Concord in 1929 and provides an emergency water supply for the city. The 100-acre lake has a safe yield of 1.0 MGD. Black Run Reservoir was built in 1987 by Mount Pleasant and has been operated by WSACC since 2000. The 73-acre lake supplements Dutch Buffalo Creek to provide water to the Mount Pleasant Water Treatment Plant.

**Sewer**

WSACC was characterized as an entity whose primary function is to treat wastewater. Several Cabarrus County municipalities operate wastewater collection systems, which feed into WSACC interceptor lines to transport wastewater to treatment facilities. WSACC operates the Rocky River Wastewater Treatment Plant and the Muddy Creek Wastewater Treatment Plant. While municipalities make decisions on extending sewer lines, they must check with WSACC to ensure there is sufficient treatment capacity available and are subject to WSACC approval.

The Rocky River Regional Wastewater Treatment Plant has a treatment capacity of 26.5 MGD and an average daily flow of 16.7 MGD. The facility serves Concord, Kannapolis, Harrisburg, and Mount Pleasant, as well as some unincorporated areas in Cabarrus County.
The Muddy Creek Wastewater Treatment Plant has a treatment capacity of 0.15 MGD and an average daily flow of 0.024 MGD. The facility, which is owned by Cabarrus County and operated and maintained by WSACC, serves the Midland area.

**Concord**

**Water**
Concord maintains one lake for water supply, draws water from two other reservoirs owned by WSACC, and treats and distributes water. A service line is being extended from Albemarle to augment that supply, for which the city has secured a certificate allowing for an interbasin transfer. Water and sewer service is generally available within the city limits. There are no areas with low water pressure or a lack of service. Concord supplies the majority of water for Harrisburg and supplies water to Midland and treats its wastewater.

The City of Concord operates two water treatment plants that draw water from three surface reservoirs. The Coddle Creek Water Treatment Plant draws water from Lake Don T. Howell. The Coddle Creek plant has a maximum treatment capacity of 12 MGD compared to a peak load of 6.2 MGD. The Hillsgrove Water Treatment Plant draws water from Lake Concord, and Lake Fisher, as well as from Lake Don T. Howell. The Hillsgrove plant has a maximum treatment capacity of 12 MGD, compared to a peak load of 8.9 MGD. Concord can also draw water from the Yadkin and Catawba Rivers and can purchase water from Kannapolis.

**Sewer**
Concord operates over 530 miles of sewer pipelines and 23 wastewater pump stations. The city has no plans to extend sewer lines—that activity is done by developers when developing a parcel. The city wastewater treatment plant is located on, and has an outfall, to the Rocky River. There is no sewer service east of NC 3 and US 601. Municipal water and sewer service is available at the former Phillip Morris manufacturing facility site.

**Kannapolis**

**Water**
Kannapolis Lake, a 289-acre reservoir, is the city’s primary water source. Secondary sources include Lake Don T. Howell, the City of Concord, and the City of Salisbury. A supply line via Concord will soon provide additional supply from Albemarle, in Stanly County. Kannapolis will receive approximately 40% of the supply, with Concord receiving the remaining 60%.

Kannapolis operates a water treatment plant located on Kannapolis Lake independently from facilities operated by WSACC. Average daily demand is 4 MGD. Interviewees stated that the city’s water supply capacity is sufficient, but that some areas are difficult to serve effectively. It has been challenging to effectively provide water to the northeastern portion of Kannapolis as that area has relatively old and small water lines. Kannapolis is working with Davidson County to supply water to the northern portion of the city’s western area; however, city representatives stated that Davidson County has been reluctant to extend lines to that area.
**Sewer**
Kannapolis operates approximately 325 miles of sewer mains and 15 pump stations. The city discharges its wastewater to WSACC for treatment at the Rocky River Regional Wastewater Treatment Plant.

**Harrisburg**
The area south of Rocky River Road is served by Harrisburg utilities but the town has not annexed parcels in that area.

**Water**
Harrisburg purchases the majority of its water from Concord. In addition, two wells supplement that supply and serve the *Heatherstone* subdivision. The *Farmington Ridge* subdivision is served by the Charlotte-Mecklenburg Utility. Three water line extensions were in progress or planned:
- a 12” line has been extended from Pharr Mill Road to Sequoia Hills Drive,
- a 12” line was being installed to extend water service from Rocky River Road to Hickory Ridge Road, and
- an 8” line will extend water service to the *Heatherstone* subdivision on Stallings Road.

**Sewer**
Harrisburg operates approximately 100 miles of wastewater collection mains and 25 pump stations. Sewer lines generally run along water courses, for example, Fuda Creek south of town, and transport wastewater for treatment at the Rocky River Regional Wastewater Treatment Plant.

**Midland**

**Water**
Concord provides water service to Midland.

**Sewer**
Midland operates a small wastewater treatment plant. Municipal sewer has been installed to serve the Muddy Creek basin, with a wastewater treatment plant located at the junction of Muddy Creek and the Rocky River at the Cabarrus County border. Midland is installing sewer lines in two areas:
1. Cabarrus Acres—a developed subdivision, in which residents have experienced problems with septic systems. Retrofitting that area with sewer service was characterized as being relatively expensive with an average cost of approximately $27,000 per house.
2. Midland—retrofitting sewer service in the historic area of the town during 2013. Provision of municipal sewer service is intended to encourage infill development in that area.

**Mount Pleasant**
Mount Pleasant operates a water distribution system and a wastewater collection system.

**Water**
Water facilities include a reservoir located north of town, and a water treatment plant operated by WSACC. There is a water interconnection with Concord. Mount Pleasant representatives stated that the town has adequate water supply capacity.
Sewer
Mount Pleasant has approximately 14 miles of sewer mains. Wastewater is sent to the WSACC Rocky River Wastewater Treatment Plant. Mount Pleasant representatives stated that there are no wastewater treatment constraints, at least not in the short- to medium term. A municipal sewer line extends to the high school and easements are in place to extend sewer service to a satellite area of the town to the northwest, where there had been plans to demolish a mobile home park and construct a single family residential subdivision.

Municipal sewer service is not available in the Adams Creek basin area located in the southwestern area of the town. WSACC had a plan to extend sewer service to that area; however, that plan is on an indefinite hold. A wastewater pump station on NC 49 in the town’s satellite area has excess capacity, as it serves only the high school.

Transportation
In Fiscal Year (FY) 2014, Division 10 will see $3 billion in construction funding. The NCDOT expects funding to remain at that level until 2017. NCDOT representatives stated that the three most significant regional transportation projects affecting Cabarrus County are
1. I-85 widening,
2. completion of the construction of the I-85/I-485 interchange, and
3. construction of I-485 between I-85 and I-77.

Currently, seven miles of I-85 are under construction for widening. The next section of the highway will be widened through two projects:
1. the section between the NC 73 interchange and the Cabarrus/Rowan County border, and
2. the section extending north from the border to the already widened section in Rowan County. Construction of that section is not funded until 2018.

The section of NC 49 currently under construction to be widened will be complete in one year. Widening of that highway from the end of the current section northeast to the Yadkin River is an unfunded project. Other planned highway improvements described by NCDOT staff include:
- construction of improvements at several existing I-85 interchanges. The interchanges with US 29 (Exit 58), Poplar Tent Road, and NC 73 will be reconstructed as Double Crossover Diamond interchanges. Improvements will also be made to the interchanges at Exit 60 and Exit 63.
- Poplar Tent Road will be widened to four lanes between Gable Oaks Road and Derita Road, and between George Liles Parkway and Gable Oaks Road in a subsequent project, on which construction is scheduled to start in 2020.
- Derita Road will be widened between Poplar Tent Road and Concord Mills Boulevard, with construction ending in 2014.
- construction of the George Liles Parkway Extension is planned from Weddington Road to US 29, with a contract to be let in April 2013. Construction is planned to start in June 2013 for completion in 24 months. This project will facilitate access to undeveloped land in the vicinity of the former Phillip Morris facility property. Future highway improvements will extend a four-lane roadway to NC 49.
• intersection improvements and signals at Robinson Road and Rocky River Road.
• the property across Poplar Tent Road from Huntersville Concord Road will be developed, and a signalized intersection will be constructed to access the development.
• the intersection of Poplar Tent Road and US 29 will be improved as a SuperStreet using municipal funds.
• Derita Road will be extended from Poplar Tent Road south past the Cabarrus Regional Airport to Old Christenbury Road near Concord Mills Mall.
• Concord West Side Bypass—improvements are planned to NC 3 from Kannapolis toward Mooresville, extending from Loop Road to Kannapolis Parkway. Planning/design is in progress with construction planned in FY 2015.
• many bridge replacements over the next 2-3 years.
• other projects include repaving of some highways and widening of some roads from 18’ to 20’.

Additional highway improvements mentioned by interviewees include:
• widening NC 73 to four lanes between I-85 and Lincolnton,
• construction of a connector road between NC 73 and NC 49 to improve access in eastern Mount Pleasant, and
• improvements to Mount Pleasant Road, a narrow highway, particularly within Mount Pleasant.

Passenger rail service is available at the Kannapolis station. Norfolk Southern operates freight rail service in the North Carolina Railroad Corridor. The Atlantic, Carolina and Western Railroad operates freight service on a line through Midland. Planned rail improvements include:
• constructing a grade separation at Caldwell Road, which will result in closing that highway for 1 ½-2 years,
• constructing a new overpass in Harrisburg on an extension of Roberta Road to tie into Stallings Road, and closing grade crossings at Robinson Church Road and Hickory Ridge Road,
• closing the Shamrock Road crossing and realigning the Pharr Mill Road crossing with an overpass of both the railroad and NC 49. The overpass will have a connection to NC 49, and
• double-tracking of the NCRR will also include some grade crossing improvements.

Intercity bus service (Greyhound) is available in Concord. Commercial passenger air service is available at Charlotte Douglas International Airport.

Future transportation projects of regional significance include:
1. Construction of the Charlotte Area Transit System (CATS) Blue Line to UNC-Charlotte, and
2. Installing double track on the North Carolina Railroad between Charlotte and Greensboro.
Non-Residential Development

Cabarrus County economic clusters include:
- Charlotte as an energy capital,
- automotive/motor sports,
- life sciences,
- distribution/logistics,
- defense, and
- big data.

Cabarrus County enjoys convenient access to I-85 via seven interchanges located from mile markers 49 through 63. I-485 will be completed between I-85 and I-77 in 2014 which will facilitate access to the Concord Mills Mall area.

In December 2009, Electrolux Major Appliances North America selected Charlotte as the location for its North American headquarters. When announcing the decision, the company stated that it would invest $8.3 million in a facility that is expected to create at least 700 jobs over a five-year period. An economic development representative noted that many employees live in Cabarrus County.

Connextions, located in Cabarrus County, has expanded several times. International companies have both increased in number and expanded their operations in Cabarrus County. European companies now find the US attractive from an economic perspective, as a result of high costs in Europe.

The Concord Regional Airport has submitted an appeal to the FAA to avoid facing the closure of its control tower as a result of budget reductions resulting from sequestration. A resolution to keep the tower staffed through the end of the current fiscal year has been introduced in the U.S. Senate. The airport is looking to start limited commercial flights, and serves as the reliever airport for Charlotte-Douglas International Airport.

An economic development spokesperson would like to see a portion of sales tax revenues dedicated to economic development activities. Examples could include funding staff at the airport control tower, extending water lines, etc.

Major Employers

Table 4 lists the largest employers in Cabarrus County.

Table 4: Largest Cabarrus County Employers

<table>
<thead>
<tr>
<th>Company/Organization</th>
<th>Industry</th>
<th>Employment</th>
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</thead>
<tbody>
<tr>
<td>Charlotte Mecklenburg Hospital</td>
<td>Professional &amp; Business Services</td>
<td>1,000+</td>
</tr>
<tr>
<td>Cabarrus County Schools</td>
<td>Education &amp; Health Services</td>
<td>1,000+</td>
</tr>
<tr>
<td>Connextions, Inc.</td>
<td>Professional &amp; Business Services</td>
<td>1,000+</td>
</tr>
<tr>
<td>Wal-Mart Associates, Inc.</td>
<td>Trade, Transportation, &amp; Utilities</td>
<td>1,000+</td>
</tr>
<tr>
<td>Cabarrus County</td>
<td>Public Administration</td>
<td>1,000+</td>
</tr>
<tr>
<td>Company/Organization</td>
<td>Industry</td>
<td>Employment</td>
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<tr>
<td>--------------------------------------------</td>
<td>-----------------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td>City of Concord</td>
<td>Public Administration</td>
<td>500-999</td>
</tr>
<tr>
<td>The Shoe Show of Rocky Mt., Inc.</td>
<td>Trade, Transportation, &amp; Utilities</td>
<td>500-999</td>
</tr>
<tr>
<td>Kannapolis City Schools</td>
<td>Education &amp; Health Services</td>
<td>500-999</td>
</tr>
<tr>
<td>SMI Systems, LLC</td>
<td>Leisure &amp; Hospitality</td>
<td>500-999</td>
</tr>
<tr>
<td>HMS Holdings Limited Partnership</td>
<td>Leisure &amp; Hospitality</td>
<td>500-999</td>
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<tr>
<td>S &amp; D Coffee, Inc.</td>
<td>Manufacturing</td>
<td>500-999</td>
</tr>
<tr>
<td>Food Lion, LLC</td>
<td>Trade, Transportation, &amp; Utilities</td>
<td>500-999</td>
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<tr>
<td>Pharmaceutical Research Assoc., Inc.</td>
<td>Professional &amp; Business Services</td>
<td>500-999</td>
</tr>
<tr>
<td>Corning, Incorporated</td>
<td>Manufacturing</td>
<td>250-499</td>
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<tr>
<td>Debbie’s Staffing Services</td>
<td>Professional &amp; Business Services</td>
<td>250-499</td>
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<tr>
<td>McDonald Restaurants of NC, Inc.</td>
<td>Leisure &amp; Hospitality</td>
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<tr>
<td>Great Wolf Resorts, Inc.</td>
<td>Leisure &amp; Hospitality</td>
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<tr>
<td>Sysco Charlotte, LLC</td>
<td>Trade, Transportation, &amp; Utilities</td>
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<tr>
<td>Perdue Products, Inc.</td>
<td>Manufacturing</td>
<td>250-499</td>
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<tr>
<td>Piedmont Area Mental Health</td>
<td>Education &amp; Health Services</td>
<td>250-499</td>
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<tr>
<td>Lowes Home Centers, Inc.</td>
<td>Trade, Transportation, &amp; Utilities</td>
<td>250-499</td>
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<tr>
<td>City of Kannapolis</td>
<td>Public Administration</td>
<td>250-499</td>
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<tr>
<td>Harris Teeter, Inc.</td>
<td>Trade, Transportation, &amp; Utilities</td>
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<tr>
<td>Roush Fenway Racing, LLC</td>
<td>Leisure &amp; Hospitality</td>
<td>250-499</td>
</tr>
<tr>
<td>Bass Pro Outdoor World, LLC</td>
<td>Trade, Transportation, &amp; Utilities</td>
<td>250-499</td>
</tr>
</tbody>
</table>

**Concord**

The area near Concord Mills Mall has experienced commercial growth both through rehabilitation of existing facilities and construction of new attractions. There is strong retail activity in the Concord Mills Mall area. Afton Ridge, with a Super Target store, was recently constructed. Construction is planned to start in July on a $10 million aquarium that will open in the spring of 2014 at Concord Mills Mall. The aquarium, which received economic development grants from Concord and Cabarrus County, is estimated to draw as many as 350,000 additional tourists to the area annually.¹¹

The site of a former Phillip Morris manufacturing facility contains approximately 2,200 acres. If sold, it would be a site sufficiently large to see development of an entire city. The site occupies both sides of US 29 west of Concord, and there are several large buildings on the site. However, the buildings on the site are considered a liability from the perspective of future use of the site, as the buildings were purpose-built and have a basement making them comparatively difficult to adapt for other uses.

Planners believe commercial development is likely within the next 10 years on a parcel north of US 29 near the intersection of Roberta Church Road. Another location that may see development of a shopping center and office complex is a parcel at the intersection of Weddington Road and George Liles Parkway Extension.

**Kannapolis**

Industrial development has been focused along Kannapolis Parkway, particularly in the area of Stewart Haas Racing. The Research Campus is diversifying from biotechnology into other types of research.

Non-residential (Kannapolis) development includes:

- *Christ the King High School*—will open in the fall of 2013.
- *Wayne Brothers Property*—will be developed as flex space.

**Harrisburg**

Additional commercial and office development is likely to occur in Harrisburg. A one story commercial building and a new office building are planned for a site at the intersection of Rocky River Road and Stafford Road. Fire Station #3 is proposed on a site at the intersection of Rocky River Road and Pembrook Road.

A parcel located across NC 49 from the Town Hall has been considered for commercial development although no commercial development has occurred in the Town Hall area for approximately ten years.

**Midland**

The Corning fiber optic manufacturing facility in Midland completed a $100 million expansion in 2012. Corning scaled back operations at the plant about ten years ago as a result of a glut of fiber optic cable, but the plant is back to operating at near its full production capacity. Planners believe that the plant is likely to reach and then maintain its full capacity without any further expansion. There is vacant space on that site with the potential for creating additional jobs.

An intermodal transportation center has been constructed on approximately 300 acres to the west of town. Construction was in progress on the first section (70 acres) of that facility that will transfer freight from rail cars to trucks. No new jobs are expected to be generated by that facility.

The recently opened Tractor Supply is the first “national” business to establish a retail facility in Midland.

**Mount Pleasant**

All commercial property in Mount Pleasant is in use, so any new commercial business would need to construct a new facility.

Mount Pleasant representatives stated that the lack of hotel and restaurant facilities near the Cabarrus County Arena on NC 49 is a drawback to attracting events to that venue. There is a hotel and several bed and breakfast facilities in Mount Pleasant that were said to be doing well.

While there were three mills in Mount Pleasant, there is now no significant industrial employment in the town. A former mill on East Franklin Street is now used by a marble and granite countertop firm and a storage/distribution company. The company that operated the Tuscarora Mill on NC 49 relocated the functions from that facility to another plant in China Grove and the mill is no longer in use. There is no rail service or natural gas available in Mount Pleasant.

A prison facility was located on NC 73 east of Mount Pleasant at the town’s ETJ limits. A portion of that facility, which was closed in December 2011, is now the site of a NCDOT maintenance yard. The remainder of the facility, which has municipal water and sewer service, could become a work farm, a 90-day detention center, or a sheriff’s station.
Potential Future Development

Cabarrus County is a finalist competing for several economic development projects that could be announced later this year. Locations of potential growth cited by an economic development spokesperson include:

1. the Phillip Morris property. Concord has indicated that it does not intend to rezone that property for residential development, particularly after the George Liles Parkway is extended south from Weddington Road. The Chamber of Commerce would like to see the site become home to a new manufacturer or be developed as a business park. Several distribution companies have looked at the site as a potential location; however, Phillip Morris wants to sell the entire site as a unit rather than on a piecemeal basis. The site has significant utility capacity available, including 40 megawatts of electric power.

2. the area near the Concord Regional Airport.

3. the potential for office development in the Concord Mills Mall area. There is demand for office space in the suburban Charlotte area, and there is good highway access to the Concord Mills Mall area. As the UNC-Charlotte area becomes more developed, demand will move outward to Cabarrus County, which will also attract more home builders. However, the Concord Mills Mall area is maturing, and a significant amount of new commercial development is not anticipated to occur in that area.

4. Concord and Kannapolis planners believe the NC 73 corridor is likely to experience commercial growth as a result of convenient access to I-85. Planners believe that the area west of the I-85 interchange to Kannapolis Parkway is likely to see mixed-use rather than subdivision development.

5. Kannapolis planners also mentioned the area near the interchange between Kannapolis Parkway and I-85, and the area near I-85 Exit 63 as likely to experience growth in employment.

6. Midland will continue to grow as a result of its proximity to Charlotte and having rail access. The town negotiated with Monroe to locate a natural gas pipeline through the town, and will receive some revenue from that transmission facility.

The Charlotte Motor Speedway is not considered likely to have a significant impact on employment in Cabarrus County. While expansions and improvements to the track are likely, that will not result in many additional jobs.

Northeastern Cabarrus County has some mining activity; however, that area is not anticipated to experience significant commercial or industrial growth.

Residential Development

The minimum lot size allowed by Cabarrus County zoning is one acre, with a 3-acre minimum in much of the northeastern area. Cabarrus County allows cluster development; however, that type of development must be served with municipal water and sewer. Residential subdivision developments have typically been annexed by a municipality, in order to secure provision of water and sewer utilities, and the land has then been developed subject to the provisions of the annexing municipality’s ordinance. Many developers start with land in the unincorporated area of the county and then partner with the closest municipality to achieve higher density for a development. Planners said that much of the undeveloped land in Cabarrus County is largely un-
suitable for development. Issues that limit development include land in a flood plain, land that has steep slopes, parcels with poor access, and land with unsuitable soils.

There are no age-restricted communities in Cabarrus County. There has been little multi-family residential development in Cabarrus County outside cities.

Crescent Resources has two developments underway; one in Cabarrus County, and one in Kannapolis. The company may also develop plans for another development with multi-family housing in Harrisburg or near the Charlotte Motor Speedway.

There are several public housing complexes, including a couple of city-owned facilities in Concord and perhaps one complex in Kannapolis located north of I-85 and east of US 29 off Concord Lake Road.

A large, walkable, mixed-use community had been proposed for development on the Mecklenburg County border between NC 49 and US 29; however, no construction has occurred.

The Locust area on the Stanly County border is considered likely to grow. Growth has jumped past Midland to the Locust area, and growth is anticipated to continue over the next 10-20 years. Much land is available for development in the NC 24/27 corridor.

Cabarrus County planners provided a list of residential developments located in the various jurisdictions in the county. Those noted as “built out” in the each of the following bulleted lists by jurisdiction may have undeveloped lots but county planners stated that the lots will not be developed. These bulleted list appear below, in different sub-sections of the report.

**Cabarrus County**

- **Alexander Estates**—approved for 19 units; 0 units issued; located on Lower Rocky River Road.
- **Ashebrooke**—built out; located on Flowes Store Road and Simplicity Road.
- **Avignon**—approved for 23 units; 0 units issued; located on Trinity Church Road.
- **Burnt Mill**—approved for 25 units; 0 units issued; located on NC 73.
- **Cabarrus Crossing**—built out; located on NC 73 and Poplar Tent Road.
- **Canterfield Estates**—built out; located on Pharr Mill Road.
- **Cascades at Skybrook** (townhouses)—built out; located on Harris Road.
- **Cedarvale Farm**—approved for 363 units; 27 units issued; located on Pioneer Mill Road, and said to have some construction in progress.
- **Frazier Acres**—built out; located on Earnhardt Lake Road.
- **Hamilton Crest**—built out; located on Davidson Road.
- **Jenson**—built out; located on Kiser Road.
- **Moorecrest**—built out; located on Poplar Tent Road.
- **Mount Olive Estates**—built out; located on Mt. Olive Road.
- **Odell Place**—built out; located on Odell School Road.
- **Porters Landing**—built out; located on Morrison Road.
- **Rocky Meadows**—built out; located on Rocky River Road.
- **Skybrook**—built out; located on Harris Road.
Concord

No new residential subdivisions have been approved recently in Concord. Some previously approved subdivisions are under development. However, planners noted that several developers are amending preliminary plans to increase the allowable density in approved developments. Planners believe that any plans now approved are likely to be built out in the next 10 years.

As part of the Central Area Plan, the City of Concord has an agreement with Cabarrus County not to serve parcels in “Area A” located north of NC 49 and west of Cold Springs Road with municipal water or sewer. The limit to extensions of water and sewer lines acts similar to an urban growth boundary.

Residential development in Concord was said to be most intense in the city’s northwest area—the area that includes Cox Mill Road, Poplar Tent Road, Roberta Road, and Pitts School Road.

Multifamily housing is typically the first housing sector to resume construction activity following the economic slowdown. Approximately 200-300 units have been approved in the Concord Mills Mall area. Other areas experiencing multifamily housing construction are in the vicinity of the intersection of George Liles Parkway and Poplar Tent Road, and the Weddington Road corridor. Developers were said to be interested in mixed-use developments with townhouse and condominium residential units, which are smaller size units than typical single-family detached houses.

Multifamily and mixed-use development is starting to come into Cabarrus County from Mecklenburg County, and apartments are being constructed near the Mecklenburg County border. Construction of multifamily housing is likely to occur near the I-485 corridor in the short term.

Residential development mentioned as being under construction or planned for construction in Concord includes the following subdivisions and multi-family complexes, sorted by geographic area:

Northwest Area
- **Bexley Village Apartments** (formerly Circle at Concord Mills Mall)—312 units in 13 buildings located off Derita Road. Monthly rents range from $799 for a one bedroom unit to $1,395 for a three bedroom unit. The “windshield survey” found approximately 11 buildings under construction
- **Cannon Crossing**—a new phase of development is starting construction. The subdivision is located on Poplar Tent Road, with houses priced from $240,000s to $400,000s. The “windshield survey” revealed six houses under construction, and one completed and ready for occupancy.
- **Christenbury Glen**—located on Christenbury Road, with houses priced from the $430,000s, with a new section is under development. The “windshield survey” found three units under construction in the Walk townhouse section (units priced from $150,000s), three houses completed and ready for occupancy in the Mews and Chase
section (priced from the $200,000s), no construction in progress in the Trace section (priced from $300,000s), and eight houses under construction and two completed and ready for occupancy in the Wood section (priced from $400,000s).

- **Edison Square**, located at the intersection of Harris Road and Clarke Creek Parkway, which started as a commercial development, will add a residential component with townhouses and apartments.
- **Fullerton Place**—located on Poplar Tent Road. No sign of construction was evidenced during the “windshield survey.”
- **Parkside at Skybrook Village**—located on Poplar Tent Road, with houses priced from $220,000s. The “windshield survey” found six houses under construction, two completed and ready for occupancy, and 19 occupied in the section that was being developed.
- **Quail Haven**—located on Odell School Road near the intersection of Untz Road; will see an increase in density. This subdivision was not located during the “windshield survey.”
- **The Villages at Skybrook North**—located on Poplar Tent Road. The “windshield survey” showed five houses under construction, and ten completed and ready for occupancy.
- **Winding Walk**—located on Harris Road, with houses priced from the $150,000s to $500,000s. The “windshield survey” revealed 23 houses under construction and two completed and ready for occupancy.

Pitts School Road:

- **Hackberry Place**—located on Pitts School Road, with houses priced from the $170,000s to the $200,000s. The “windshield survey” found three houses under construction and 23 occupied.
- **Jacobs Landing**, now under construction on Pitts School Road south of US 29, has been approved for townhouses but may instead construct office facilities or single-family housing. The “windshield survey” revealed no houses under construction, five completed and ready for occupancy, and two houses occupied.
- **Oxford Commons**—located south of Pitts School Road: Brackley Pl and Bardwell Ave are the main roads. This is a large townhouse development with about 90 units to date and most of those are occupied. Additional units are possible.
- **Savannah Commons**—located on Pulaski Drive off Pitts School Road with houses priced from the $140,000s. The “windshield survey” showed four houses under construction, two completed and ready for occupancy, and nine occupied.
- **Yates Meadow**—located off Pitts School Road with houses priced from the $160,000s. The “windshield survey” revealed one house under construction. This subdivision appeared to be nearly built out.

George Liles Parkway:

- **Afton Townhomes**—located on George Liles Parkway. One single family house was observed under construction during the “windshield survey”, with little development in progress.
- **Laurel Park**—located on George Liles Parkway, with housing units priced from the $210,000s. The “windshield survey” found three units under construction and three completed and ready for occupancy among many occupied homes. Phase 4 is underway with 115 lots and about 60 are developed.
• **Mountain Laurel**—located on George Liles Parkway, with houses priced from the $190,000s. The “windshield survey” revealed seven houses under construction, and three completed and ready for occupancy.

Roberta Road and Roberta Church Road:
• **Glen Grove**—located on Roberta Road, with houses priced from the $170,000s. The “windshield survey” found eight houses under construction and two occupied in a section under development.
• **Hampden Village**—located on Roberta Road. The “windshield survey” found 22 houses occupied and many lots stubbed out for utilities, but no construction in progress.
• **Meridian**—located on Roberta Road. The “windshield survey” revealed two lots had been developed and approximately 11 undeveloped lots, with no construction in progress.
• **Roberta Meadows**—located on Roberta Road. The “windshield survey” found one house occupied, but no construction in progress.
• **Tower Place Apartments**—located on Roberta Church Road near the intersection with Stough Road. The “windshield survey” found no evidence of construction having started.

Rocky River Road:
• **Hearthwood**—99 units approved; 58 units issued, located on Rocky River Road, with houses priced from the low $200,000s. The “windshield survey” showed seven houses were under construction, two completed and ready for occupancy, and 44 occupied.
• **The Mills at Rocky River**, located in the Rocky River Road area, with houses priced from the $170,000s, is in the early stage of development, and has two school sites. The “windshield survey” found four houses under construction, two completed and ready for occupancy, and 57 occupied.

**Kannapolis**

Kannapolis has seen growth along the Kannapolis Parkway corridor and in the western area between the reservoir and the Davidson County border. The Research Campus is gaining employment.

The city’s policy is that a developer who wants city water and sewer service must pay for an extension of lines to the property to be developed.

Most growth in Kannapolis has occurred in the part of the city in Cabarrus County. Kannapolis does not have an Extra-Territorial Jurisdiction (ETJ) area in Cabarrus County, but does have an ETJ area in Rowan County. Development under construction in the Rowan County section of Kannapolis includes:
• **Irish Creek**—the largest residential development under construction in the Rowan County section of the city. The development is less than 10% built out, and there has been no increase in the pace of development there during the past year.
• **The Falls**, also located in Rowan County, with approximately 200 residential units priced from $170,000 to $220,000 is attracting low to middle income residents. A site next to The Falls is available for development.
Residential developments in progress in the Cabarrus County section of Kannapolis to the east of Howell Reservoir that were mentioned in the interviews or visited during the “windshield survey” include:

- **Afton Ridge Apartments**—96 units under construction, located in the extreme southern area of Kannapolis on Glen Afton Blvd. near I-85 and Kannapolis Parkway. Two multi-family buildings and an amenity center were under construction at the time of the “windshield survey.” An additional 300 units may be constructed in the future.

- **Cannon Mills Plant 4 site** (also known as **South Village**)—as many as 400 apartments may be constructed at the former mill site located between US 29A and NC 3 south of downtown Kannapolis. A market study was in progress at the time of the interview.

- **Central Park**—built out.

- **Jacob’s Ridge**—27 total units, 13 units issued; located on Stirewalt Road.

- **Kellswater Bridge**—approximately 1,000 total units, of which 80-100 residential units have been constructed; located on Kannapolis Parkway, with houses priced from the $170,000s to $450,000s. The developer wants to plan future phases of construction. Approximately 50-120 additional units may be constructed during the next 5-10 years. The “windshield survey” revealed one house under construction and 11 houses completed and ready for occupancy.

- **Melbourne**—located on Trinity Church Road. No sign of the development was visible from the “windshield survey.”

- **Settlers Ridge**—built out; located on Cooper Avenue off NC 3.

- **Shiloh Village**—built out; located on Shiloh Church Road.

- **Trinity Crest**—57 lots, with houses priced from the $270,000s. The “windshield survey” found eight houses occupied and no construction in progress.

- **Windsor**—98 total units, 23 units issued; located on Oakwood Road.

Multi-family developments in Kannapolis include:

- **Crescent Apartment** (also known as **Austin Corner**)—580 units, located at the southwest corner of Kannapolis Parkway and NC 73 (Davidson Highway). Construction had not started at the time of the interview. Planners noted that this complex is likely to generate school students.

- **Integra Springs at Kellswater Apartments**—a new apartment complex with no construction in progress visible from the “windshield survey.”

- **Unnamed apartment complex**—360 units located off Macedonia Church Road near its intersection with Kannapolis Parkway.

Residential development in Kannapolis and located west of Lake Howell that was mentioned by planners includes:

- **Brookview/Crystal Creek** located across Poplar Tent Road from Huntersville-Concord Road has reduced the number of units planned for construction from 399 to 299. This subdivision was not located during the “windshield survey.”

- **Castlebrooke Manor**—increased in density from 70 to 200 residential units as a result of downsizing lot size; located on Jim Johnson Road. Approximately one-half of the utility and road infrastructure has been constructed, and the developer was ready to construct a model home.
• **Pelham Pointe**—116 total units, 38 units issued; located on NC 73 at Jim Johnson Road; developed by Ryland Homes.

• **The Farm at Riverpointe**—825 total units, 365 units issued; located on Shiloh Church Road.

• **Waterford on the Rocky River**—266 total units, 44 units issued; located on Shiloh Church Road changed developers, and permits are now being submitted. Several subdivisions, such as Waterford, experienced financial problems and halted development; however, that subdivision is back under development.

• **Wellington Chase**—292 total units, of which 155 units have been issued; located north of NC 73.

Future development is likely on a parcel with approximately 400 acres to the north of **The Farm at Riverpointe** subdivision. That property was under option, and development may occur 5-10 years in the future. A site on Sears Street off US 29 north of the NC 3 intersection (near Concord Lake) may also see future development of approximately 100 units.

Planners mentioned that many residents of the western area of Kannapolis believe that their children are being bussed long distances to schools. However, other concerns, such as the perceived quality of education at different schools, may be in play. Some residents were said to want the best of both worlds—i.e., living in an area with rural character but having municipal services readily available. However, there is a very high cost to provide services in that type of environment. Highways were said to be operating over their designed capacity, and will involve substantial costs to widen to accommodate additional traffic.

Future growth north of Mooresville Road and west of Davidson Road will be on large lots. Development on Odell Road will also be at a relatively low density due to the area lying within a watershed protection area.

No mobile home parks have been constructed in Kannapolis since 1993. There are several mobile home overlay areas that allow the continued use of mobile home parks.

**Harrisburg**

Cabarrus County conducts building inspections and issues building permits for Harrisburg. Harrisburg approved a substantial amount of property for development approximately five years ago and much of that property has lain dormant until recently. The Town Council was said to favor large lots; however, developers now prefer smaller lots, which has resulted in a slowdown of residential development in Harrisburg.

Subdivisions under construction in Harrisburg include:

• **Abbington Place**—395 units located on Rocky River Road and Hickory Ridge Road, with houses priced from $260,000s to $500,000s. The subdivision was said to be 80%-90% built out, with build out anticipated later in 2013. The “windshield survey” showed five houses under construction, two completed and ready for occupancy, and 14 occupied.

• **Bridge Pointe**—199 units approved; 96 units issued, located off Robinson Church Road with houses priced from the mid-$200,000s, and estimated to be 50%-60% built out. Infrastructure was being constructed in the rear section of the subdivision. The
“windshield survey” showed nine houses under construction, three completed and ready for occupancy, and no houses occupied in a new phase of the development.

- **Blume Property**—230 lots located at the intersection of Rocky River Road and Hickory Ridge Road. This site was originally planned for a mixed-use development but may be developed only for residential use; however, that change in development has not yet been approved. The owner of this approximately 140-acre property was seeking a rezoning at the time of the interviews. At the March 11, 2013 meeting, the Harrisburg Town Council deferred making a decision on the rezoning until the April 8, 2013 meeting. Meeting minutes were not available at the time this report was drafted.

- **Brookdale Commons**—230 lots located on Rocky River Road with houses priced from $230,000s. This is the only new subdivision started in the past five years in Harrisburg. The “windshield survey” revealed nine houses under construction, none completed and ready for occupancy, and no houses occupied in the section under development.

- **Coventry**—built out; located on Tom Query Road.
- **Farmington Ridge**—built out; located on Tom Query Road.
- **Fenton Dell** (including Phases 2 & 3)—built out; located on Tom Query Road.
- **Harrisburg Town Center** (Townhouses)—built out.
- **Hawthorne**—approved for 104 units; 66 unbuilt lots; located on Peach Orchard Road, and said to have some construction in progress. The development approval was extended by state legislation through 11/21/2013.
- **Heatherstone**—built out; located on Stallings Road.
- **Kensington Forest**—188 units approved; 119 units issued, located on Rocky River Road with houses priced $270,000s to $400,000s. The “windshield survey” found two houses under construction and one house completed and ready for occupancy.
- **Litchfield Village**—built out; located on Robinson Church Road.
- **Magnolia Springs**—built out; located on Rocky River Road.
- **Providence Manor**—built out; located on Roberta Road.
- **Stallings Farm**—built out; located on Stallings Road.
- **The Sloop Estates at Rocky River Crossing**—built out; located on Rocky River Crossing Boulevard.

Many of those interviewed believe that Harrisburg will continue to grow as a result of convenient access to I-485 and its proximity to UNC-Charlotte, as many UNC-C professors and leaders live in the town.

The developer of **Brookdale Commons**, located on Rocky River Road and south of **Litchfield Village** in Harrisburg, wants to construct 200 additional housing units in a new phase of development.

There is no multifamily housing in Harrisburg, as that type of development is considered to be of higher density than town leaders and residents have desired.

There are no mobile home parks in Harrisburg.
Midland
Midland has a 5-acre minimum lot size requirement. Subdivisions under development in Midland include:

- **Bethel Glen**—approved for 193 units; 130 units issued. Development was said to be occurring slowly as the developer waited for the housing market to recover. No permit applications had been submitted for some time. This subdivision has attracted empty nesters. One phase had not started construction as of March 2013; and a planner believed that it would be unlikely to start until 2015.

- **Deer Run**—approved for 59 units; 23 units issued; located on Hopewell Church Road. A higher-end subdivision with approximately 12 undeveloped lots. One phase of this subdivision has not been constructed.

- **Eden Rock**—built out; located on Jim Sossamon Road.

- **Saddlebrook**—288 total units with approximately 100 constructed, and houses priced $127,900-$189,400; located on Bethel School Road. Planners estimated buildout would occur in approximately 1 ½-2 years (from March 2013), and noted that residents tend to have school-age children. The “windshield survey” found four houses under construction, with houses priced from $120,000s.

- **Thompson’s Lake**—located on Bethel School Road; will not be developed.

- **Tucker Chase**—220 total lots; 60-70 lots available in Phase 2, with houses priced $120,000s-$200,000s; located on US 601. Residents of this family-oriented subdivision tend to have school-age children. The “windshield survey did not find any houses under construction.

- **Wyndham Estates**—68 total lots. Phase 1, which includes approximately 12 houses, has been recorded and is ready to start construction; however, the developer was said to be interested in redoing the subdivision plan.

- **Bethel Park Townhomes** (formerly Garmon Valley Apartments)—149 units, on which construction is likely to start in 9-12 months. Initial occupancy is likely in 2014.

Mount Pleasant
Mount Pleasant planners stated that as of March 15, 2013 no development plans had been approved on which construction had not started. A subdivision with five houses was under consideration for approval. All existing subdivisions in the town were built out.

Planners said that future residential development is likely to occur at an average density of four dwelling units per acre in both the eastern and western growth areas. Developable land is limited in the town center area.

NC 49 is planned to be widened through the town. That project started approximately 1 ½ years ago, with completion targeted for June 2014. The highway widening may result in some growth, as some landowners in the corridor have expressed an interest in selling their property for development.

The area between NC 49 and NC 73 to the northwest of the town center may see pressure to grow in the future. A parcel owned by the CM Block Construction Company may be developed as a mixed-use employment center, and there had been some plans for residential development on an 80-acre parcel.
Other potential sites of future development include a 340-acre tract of land for sale south of NC 73, and approximately 800 undeveloped acres north of NC 73.

Multi-family housing in Mount Pleasant consists of several duplex units, a small apartment building, and a larger (approximately 20-unit) apartment building.

**Locust**
The Locust area on the Stanly County border is considered likely to grow. While much land is available for development in the NC 24/27 corridor, growth was said to have jumped past Midland to the Locust area. Growth is anticipated to continue over the next 10-20 years in the corridor, but Midland planners believe that impacts from development in the Cabarrus County portion of Locust have largely been felt. Water and sewer utilities are available at Locust subdivisions under development.

An interviewee thought that *The Village at Red Bridge* subdivision in Locust, which includes both single family houses and townhouses, would have developed more quickly than it has. Cabarrus County planning records show permits issued only for one single family house and 10 townhouses.

Another active subdivision in Locust is *Meadow Creek Village* in which permits have been issued for 62 of the 140 total units approved.
List of Interviews and Data Sources

Interviews:
Personal interviews were conducted with the following:

Cabarrus County Planning Dept.  
- Susie Morris, AICP, CZO, Planning & Zoning Manager
- Kelly Sifford, AICP, Planning & Development Director

Cabarrus Economic Development  
- Ryan McDaniels, CEcD, Vice President of Economic Development

Cabarrus County Schools  
- Robert Klutz, Transportation

City of Concord  
- Jim Green, Deputy City Manager
- Margaret Pearson, Planning Director
- Steve Osborne, AICP, Deputy Director
- Kevin Ashley, AICP, Planning & Development Manager
- Joseph Wilson III, P.E., Transportation Director
- Sue Hoel
- Phillip Graham

Utilities:  
- Christie Putnam, Water Resources Director
- Robert Pate, Director of Electric Systems
- David Dobbins, Electric Engineering Services

Kannapolis  
- Kris Krider, Assoc. AIA, Planning Director
- Kassie Watts, AICP, CZO, Assistant Planning Director
- Stephen Bissinger, P.E., Assistant City Engineer
- John McHenry, PLS, GIS Consultant

Town of Harrisburg  
- Derek Slocum, Town Engineer
- Tom Polito, Public Works Director

Midland  
- Richard Flowe, AICP, Planning, Zoning & Subdivision Administrator
- Jana McMakin, AICP, Planner

Mount Pleasant  
- Vagn Hansen II, AICP, Project Manager

NC Dept. of Transportation  
- Sean Epperson, P.E., Division Traffic Engineer
- J. Scott Cole, P.E., Deputy Division Engineer
- Marc Morgan, P.E., Deputy District Engineer
- Leah Wagner, Assistant District Engineer
Data Sources:

Data were compiled from the following sources, in addition to those cited above:
U.S. Census Bureau:  www.census.gov

NC Office of State Budget and Management; State Demographics Unit:
http://www.osbm.state.nc.us/ncosbm/facts_and_figures/socioeconomic_data/population_estimates.shtm

NC Department of Commerce; State, Region and County Profiles:
http://accessnc.commerce.state.nc.us/EDIS/demographics.html

NC Department of Commerce; Division of Employment Security:

Centralina Council of Governments:
http://www.centralina.org/regional-planning/regional-planning/connect/

Cabarrus County:
http://www.cabarruscounty.us/Pages/default.aspx

Cabarrus County Schools:
http://www.ccsweb.cabarrus.k12.nc.us/education/components/scrapbook/default.php?sectionid=1