



Cabarrus County Government

REVISED - Cabarrus County Planning and Zoning Commission Meeting
June 12, 2018 @ 7:00 P.M.

Board of Commissioners Meeting Room
Cabarrus County Governmental Center

Agenda

1. Roll Call
2. Approval of May 8, 2018 Planning and Zoning Commission Meeting Minutes
3. **Old Business – Planning Board Function:**
 1. Proposed Adoption of the Harrisburg Area Land Use Plan Update (PLOTHER2018-00001)
4. **New Business – Board of Adjustment Function:**
 1. Wallace Park (VARN2016-00003) Guidance/Interpretation (**WITHDRAWN**)
 2. McBride Solar Farm (CUSE2017-0001) Guidance/Interpretation (**WITHDRAWN**)
5. Directors Report
6. Legal Update



Cabarrus County Government

Planning and Zoning Commission Minutes

June 12, 2018

Mr. Chris Pinto, Chair, called the meeting to order at 7:05 p.m. Members present in addition to the Chair, were Mr. Jeffrey Corley, Ms. Holly Grimsley, Mr. James Litaker, Mr. Andrew Nance, Mr. Charles Paxton, Mr. Brent Rockett, Mr. Stephen Wise and Mr. Jerry Wood. Attending from the Planning and Zoning Division were, Ms. Susie Morris, Planning and Zoning Manager, Ms. Arlena Roberts, Clerk to the Board and Mr. Richard Koch, County Attorney.

Roll Call

Mr. James Litaker **MOTIONED, SECONDED** by Mr. Charles Paxton to **APPROVE** the May 8, 2018, meeting minutes. The Vote was unanimous.

Old Business – Planning Board Function:

Proposed Adoption of the Harrisburg Area Land Use Plan (PLOTHER2018-00001)

Ms. Susie Morris addressed the Board stating that last month we had the joint meeting with Harrisburg's Planning and Zoning Board. We did not have the information out early enough so we deferred the vote until this month.

Last night the Harrisburg Town Council adopted this document. They adopted it without any changes. There are a few minor changes that she submitted to the consultants. They left off some of our folks in the listing of the names and they needed to correct some names; small things like that. She has not had the opportunity to go back through this plan with a fine tooth comb.

We will go back through the plan, compare the two plans and then if the Board has any comments or questions, we can always look for that to be changed in the plan before we start to move it forward. What the Board will see toward the end, is a lot of the recommendations are much more geared toward the Town of Harrisburg.

For those of you that have been on the Advisory Committee, you know that has been a challenge throughout this whole process, to make sure that the whole area was being recognized and analyzed and not just what was in the town limits. It is a joint plan and it includes more than the extraterritorial jurisdiction area in the town limits.

She showed the current adopted map. She said the yellow area is the very low density residential. That area corresponds to either our CR or our AO zoning. She showed Rocky River and Hickory Ridge Roads. She showed where the Blume project is and where the new elementary school will be located.

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She said this plan was started in late 2008 or early 2009 and that is when the economy tanked and there were some market conditions that were different at the time. There were also some different opportunities at that time; some of them have transpired, some of them have not.

She showed Highway 49, Caldwell Road and the Caldwell Road extension on the map. She said this is where the new Harris Teeter shopping center is located. She said closer to town is the area that is Town Center. Throughout this process, there was a lot of community support for the Town to step in and do something with the Town Center. To try to create that heart of the town where people can go and gather.

At the Harrisburg meeting last night, they were talking about the YMCA moving out and that they are going to be finishing out the rest of the space for staff because they are growing. With the approval of their budget last night, they are now going to have 101 positions in Harrisburg compared to 64 she thinks they had ten years ago. She said there is exponential growth with staffing and services, which some of this plan gets into; based on that population growth.

She said the Morehead West Plan took care of this whole entire area. Looking at the new plan, you can see that area was pretty much incorporated into this plan. There was no additional analysis and no additional transportation studies that were done because that was already handled as part of that Morehead West Plan; it came down to Caldwell Road. Moving east and toward the Town, it pretty much still represents the medium density; so you are not seeing much of a change there.

Where we do see some proposed changes, is as you move further east on Highway 49, over toward Blackwelder Road. That area is now proposed to be a somewhat mixed use area. When they created the new interchange from Highway 49 to Blackwelder and created the bridge, it had an impact on the properties there. To the south, the industrial character has been maintained and it will probably remain that industrial character. To the north, that is still scheduled to be light industrial and there are actually some businesses back in there. But the difficulty is that Lippert Lane is just a dirt road and there is no access.

What is recognized in this map is what is currently developed and used as the light industrial. The rest of it is recognized as an opportunity for mixed use, transitioning back into residential. As part of that, trying to maintain the rural kind of scenic view as you go down Blackwelder Road, using conservation type subdivisions in that area to get that type of density.

As you start to move south of Highway 49, there is some difference here. You will see this is still a light industrial area. As we come down Tom Query Road down to Rocky River Road, the Farmington Ridge development, which is kind of that Birkdale concept that is going to happen near 485, that is what is captured in this mixed use area. A lot of these are existing neighborhoods, but it is still that medium density residential, and intentional, because that medium density residential is what requires the utilities. It is a little bit more so, from the original plan, trying to push development back to where it needs be, back toward where the investment is and trying to preserve some of that rural land that is south of where the utilities are anyway.

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She showed McKee Creek and said that is kind of the dividing line; the watershed, everything kind of drains this way. This is where that preservation, very low density residential area is proposed at this point. The reason that this kind of swings around compared to what was there before is because of the Measmer rezoning that was done there. Where they came in and asked for a down zoning of 125 acres. They asked for it to be taken out of the institutional (she showed that property and Pharr Mill Park). Again, recognizing lower densities where the utilities are not.

As you start to come down Hickory Ridge, she showed the Blume development and the school site. Essentially, stopping the development there with the utilities that will be there. Trying to maintain the lower densities and getting the development back to where the investment is, because there are no utilities in this area currently.

Ms. Morris asked if there were any questions as far as the changes to land use classifications from the old map to the new map.

There being no questions she moved to the different areas that were established.

She said this is different from what we had on the old plan. There really weren't any type of nodes established. For example, at Rocky River and Hickory Ridge, the parcel that is already zoned commercial that has been there, it is entitled and has been there for 20 years now. It was recognized, but not really supported by any other type of development.

She showed the area that was included in the Morehead West Plan and it would be intended to be the gateway into that western edge. Your arrival or destination point, knowing you are in Harrisburg.

Area A, is the Town Center. So you can see in size and scope if you look at the descriptions, a little bit more versatile with use.

Area B, probably is a really good place for some type of neighborhood to happen. They could potentially be able to support office, retail and medical. Where maybe a 55 and older development could happen or where a millennial development could happen, where people want to be close to those types of services and walk. Except for the Town Center and Brookdale right now, there is nowhere else you could do that in this entire area.

Area C, is the Farmington development and then with that component, the hospital is there; uses that will develop around the hospital, medical and small neighborhood service.

Area D was something that we talked about and the advisory committee talked about. What happens at that intersection? I may not want to go the whole way over to Brookdale to 485. So, if I want a loaf of bread or if I want to go pick up some Chinese food or get my haircut, where can I do that? This node seemed to make sense, especially with that current rezoning and that C2 designation that is on the books. Because that was an approval for a grocery and some support services.

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You can see the node is there and expanding from that the mixed use, where that could be townhouses, patio homes, something to kind of support that and expand away from that intersection and then transition back to single family residential.

There were no questions about those areas.

2040 Vision

Ms. Morris said as we discussed in the joint meeting, the goals and objective of plan; we took a look at the 2010 plan to see what made sense and what did not and if anything needed to be removed or anything that needed to be tweaked.

The goals and objectives: the priorities and the things we were hearing, was to maintain small character, maintain open space, more recreational opportunities, and some economic development. The piece about the jobs and the people who live there, still is not matching up; so how does that work? To encourage a mix of land use and housing opportunities.

How can I age in place if I have lived there for 20 years, but I need to down size and my child went off to college and they would like to come back, but where do they live? She said none of those have really changed from our initial discussions; they have only been expanded.

So, working our way through again, the goals and objectives and the future land use; those focus areas. She showed a rendering of the first area in the mixed use commercial area; what that could look like. As you are coming in on Highway 49, that gateway (she showed the new Harris Teeter and Wood Brothers). Establishing that gateway and then also that proposed Caldwell Road extension.

If the Board remembers, in the Morehead Road Plan there was a lot of discussion about how that area is served. Because the typography is bad and who has the millions of dollars needed to try to make that road happen? It is going to have to be a P3, with public, private and whoever else putting some money into it to try to make that happen. It is the same thing with utilities because it is not served by utilities; no water and no sewer.

She said this was a rendering for Area 1 and it kind of expanded on that. But, seeing that there is a mix of uses, not only vertical but horizontal.

Area 2, Blackwelder Road area; this kind of gives an idea of how that maybe could happen, with some commercial in the front, transitioning to townhomes or cottage homes. Again, trying to get that mix of use and housing product type in and trying to maintain some of that pastoral feel as you travel down Blackwelder Road. Keeping some of that open space at the front and then pushing the lots to the back.

Area 3 is the Shamrock Road area. For those of you that are familiar with Harrisburg, you will know that when the double tracking project came through, there were a lot of rail crossings

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closing (showed on map) and a lot of changes. She said there is a gate where you cannot go through.

You can come off of Highway 49, but you will only get to Saddle Creek. You can come in off of Shamrock, but you are only going to get to the gate at Saddle Creek; there is no through loop anymore. So, knowing that that is the case and will be the case for a while, how do we deal with that area or what makes sense there.

This was all previously scheduled as light industrial. Looking at shifting the residential to the east, the light industrial remaining to the west. This is a rendering showing the different product type that could be there. Also showing in this particular area, there is a beautiful historic house there that could be preserved there as a part of a project. The family is interested in maintaining that house or having it incorporated into a project if something happens. Again, creating some north/south connections and this would also be walkable to Pharr Mill Park.

Area 4, is that area that you see on the east side of Hickory Ridge. It is kind of a continuation of the Blume product. On the west side is maybe some townhomes or small single family lots to kind of support the school. If that was an age restricted community, there would be volunteer opportunities at the school and also maybe a park at some point. There is no funding on the table for a park it is just in the rendering. Then moving back into the traditional type product.

Ms. Morris said the top six priorities are:

1. Facilitating the completion of the Harrisburg Town Center
2. Creating value in key areas to attract investment (Morehead Road area, does the money go there to extend the Caldwell Road extension and open it up or does it go somewhere else?)
3. Amending the UDO

Ms. Morris said our ordinance currently supports the type of conservation design that is mentioned in here. Our ordinance would not be affected and we are not looking at any rezoning as part of adopting this land use plan.

4. Developing the greenway system (everybody wants greenways, but nobody wants to pay for them).
5. Renegotiating the water agreement with the City of Concord

She said that is huge with the Town of Harrisburg. Right now, when irrigation is happening, they are actually bumping up on their peak flow and their peak capacity with Concord. So, trying to figure out a strategy to handle that. A lot of that could come through education of citizens.

6. Developing a strategic mobility plan

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Ms. Morris said not just cars. How do people walk, how do they bike, are there opportunities for public transportation and connections, especially now with the light rail. The train; they are talking about potentially, putting a station in Harrisburg. Are there other ways for people to get around, besides by car?

We have kind of talked about the conservation subdivision design. She thinks most of the Board is familiar with that. There are some pictures in here of the historic house in the Shamrock area.

Ms. Morris said from an economic development standpoint, mainly trying to create those areas where when businesses are looking at an area, does it have the services that their employees would like, would want; looking at schools.

When they do a request for information, they are asking questions like how hard is it to get permit in your county. How much does it cost, can I walk places, what is your mobility score, what is your walkability score. All of that comes into play with site selection.

There are opportunities to make connections with the greenways; as far as the Cross Charlotte Trail and then also with the Carolina Thread Trail. Some of you are already familiar with that because we have pieces of that here in Cabarrus County. Where can those connections be made and where does it make sense. Because, sometimes when you have a greenway, it then becomes a tourism opportunity. Opportunities to bring people there so that you have the opportunity to benefit from that sale tax base.

Ms. Morris said that is a summary of what is here; those primary goals. A lot of how do we grow but maintain the character. How do we deal with all the cars on the road? Are there alternate ways to deal with these cars? The transportation model; especially in light of those rail crossings. Opportunities and maybe missed opportunities, for a mix of housing choices and then recreation.

Those were really the top things. Doing all of that, while still maintaining the small town feel. Because, if I live on the south side of the area, I may not necessarily identify with Harrisburg. I may go to Mint Hill to do my grocery shopping or I may drive into Charlotte.

She said at some time in the future the area up to Lower Rocky River would be the Town of Harrisburg. She showed another section that is in the Concord service area and would more than likely ultimately, be a part of the City of Concord.

Looking at the overall area, looking at the growth; a lot of this is about trying to drive development back to where it needs to be and where the investment is for the kind of density that the developers are looking for.

Ms. Morris said we have not discussed and may or may not have any further discussions about an inter-local agreement, like we had with the last plan. It was really not part of the discussions that we had. It was mainly about trying to get development back to where it needs to be by using the densities.

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She said if the Board is comfortable with this plan, what we would be looking for is a recommendation to the Board of Commissioners to consider adopting it.

Mr. Charles Paxton thinks Harrisburg has studied land and land use for the past 30 years. It seems like every few years we redo it. This last revision appears to be what the people want and he will certainly support it.

Ms. Morris said there were close to 180 in person contacts, people who came to the meetings and we had 459 responses between the two surveys, which is a really good response. Even though the people were not there, they took the time to do the survey. The people really took time to think about and be thoughtful in their responses. Some of the participation we got from the survey may have actually been better than those in person contacts.

Mr. Pinto said the Town Center seems to stand out to him more than anything. That they cannot seem to get anything going on there. It seems to be like the whole linchpin. He does not know if you could put pressure on the owner/developer or who. We are not in a position to do that, they have to do that somehow. He thinks they need mixed use down there and get Novant to cough that land up. He thinks that would be the center hub for it right there.

He said everybody talked about parks. He thinks the trails are probably a more economic way to go. Try to get Soil and Water Conservation to get some easements or something like that to run down the creeks and so forth like that.

He remembers that the Leadership of Cabarrus built a kayak launch down there off of Rocky River. So there has got to be something to get that going down there towards Midland. That is what everybody wants; Creeper trails, 17 miles, one degree downhill and you can coast the whole way, it is over railroad trestles, it is over six or seven streams. It seems the way these trails are laid out it follows the Rocky River down there by the Measmer deal.

Seems to him that needs to be funded somehow if it is the Carolina Thread Trail that is what we go on. There is a trail also in Mount Pleasant, right off of Mount Pleasant Road. He and his wife walk that. He would rather do that than to go to Rob Wallace Park or Dan Nicholas Park which is out of the County.

He does not know when Farmington is going to happen with all of the DOT stuff going on out there. He would like to see that line in the sand remain the line in the sand, down there in the watershed. You got to have it; buffers for water; without buffers, you have big problems.

Mr. Jerry Wood wants to tag team on the comment about water. He said you do not build a house by starting with the window treatments; you have to have the foundation and a substructure first. He said where do we stand on the renegotiation of the water contract with Concord? Isn't this the month that they are working on that. Do we have status update?

Ms. Morris believes it is.

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She was at the Harrisburg Town Council meeting last night. One of the things that came up when they were talking about the budget, was that Novant told the Town they could no longer use the lot in front of Town Hall for their Rockin the Burg concert series. They need to relocate that because they were getting ready to do something with that property.

She knows that the Town is in negotiation with Concord as part of that budget presentation. They did say that the City had added in a five percent increase in their water rate. But, that was not being passed on to the customers.

If the Town is incurring additional cost, but it is not being passed on to the customers, then they still may not understand the ramifications of using the water like they do. She thinks some of that is tied to the IBT. If they cannot up the gallons that were allotted, then ultimately, they would have to find water from somewhere else; whether it is Charlotte or a private company, if they wanted to continue to develop.

It is her understanding, that a lot of this is directly tied back to the irrigation piece of it. The water is there, but because people do not understand that you do not go out and put all of that water on your grass every day, all night; that that is what is causing a lot of this bumping up against the limits.

Mr. Wood appreciate that answer. He understands that was one of the concerns when we had the meeting back in May, but there were also some significant ones. Anyone who has driven Highway 49 and seeing the congestion when you go through Harrisburg and the result of all of that very quick growth, with maybe not properly placed priorities before, has created some problems and based off their numbers, in both the handouts they gave us there and in this updated one, it looks like they are going to have to do more than that. So, renegotiating and ensuring that they have that water source before we start building on the rest of this plan seems pretty significant to him.

Ms. Morris said in the zoning designation that the County has, there is well and septic. Again, pushing the density back into those areas where that investment is would be where the Town is going to have to make some decisions. If you continue to allow those types of densities and that type of behavior, it will have consequences.

She said Concord has a tiered structure, whereas, if you go to a certain tipping point, you are paying more and then you go to another tipping point and you are paying more and then your sewer and your storm water fees are also increased based on that. That is a potential tool for the Town.

She said at some point Concord may make them do some of that. It may not be optional because, Concord has it in place and they are meeting these goals and they take care of business when there is a drought, but you are our customer and you are not. She thinks that at some point Concord may force their hand and they may have to do some of that.

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Mr. Stephen Wise said the traffic in Harrisburg is really busy sometimes with the new shopping centers on Highway 49; that concerns him a little bit. He is good with the overall plan and he thinks the greenways are great stuff. He thinks it has worked well for the City of Concord and he is all about it.

Ms. Morris said one of the recommendations is to look at the transportation multi-modal plan. She thinks probably tucked away in there as well, is looking at 49. It was previously classified as a freeway. She thinks that has since been downgraded to a highway. When they came and did the widening, the Town did not have an opportunity to come in and dress it up or put medians in or sidewalks to try to slow the traffic down or calm some of the traffic down. So, there might be a potential for them moving forward, now that that classification has changed. It is still limited access, as far as those entry points.

You have a parking lot that is completely adjacent to the road and people are just pulling out where ever. If they had the opportunity to come in and make some of those upgrades to that facility, she thinks that probably would be a little bit more controlled and there would be better traffic flow. But they would have to work with NCDOT on that and it would probably be a major project. With the budget last night she wants to say there was maybe \$400,000 of transportation improvements in there. But they did not get into details as far as what that was. Her guess is it is probably a lot of making the connections for sidewalks.

Mr. Jeff Corley thinks it is a good plan. Being on the advisory committee was an interesting process. He said to watch those really vague public comments at the beginning, kind of transform into actual things that could become a plan. He is glad there is the mention of the water issue in there. It is an issue that is near and dear to his heart. It is good to have a whole page included on the challenges there. He is ready to support the plan.

There being no further discussion Mr. James Litaker, **MOTIONED, SECONDED** by Mr. Stephen Wise to recommend consideration of the Harrisburg Area Land Use Plan update to the Board of Commissioners. The vote was 8 to 1 to recommend consideration with Mr. Jerry Wood voting against.

Ms. Morris said the motion does carry because it was a simple majority. So, we will be taking it to the Board of Commissioners. The vote will be duly noted in the memo that goes to the Commissioners.

New Business Board of Adjustment Function:

Wallace Park VARN2016-00003 Guidance/Interpretation (Withdrawn)

The Chair said VARN2016-00003 Guidance/Interpretation has been withdrawn by staff.

There being no further discussion Mr. Jeff Corley, **MOTIONED, SECONDED** by Mr. James Litaker to remove VARN2016-00003 Guidance/Interpretation from the agenda. The vote was unanimous.

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McBride Solar Farm CUSE2017-00001- Guidance/Interpretation (Withdrawn)

The Chair said CUSE2017-00001 has been withdrawn by staff.

There being no further discussion Mr. Jeff Corley, **MOTIONED, SECONDED** by Mr. Brent Rockett to remove CUSE2017-00001 Guidance/Interpretation from the agenda. The vote was unanimous.

Directors Report

Ms. Morris said those two items were removed from the agenda. You will probably see both of them back in a different fashion at some point in the near future.

She said the Board of Adjustment no longer has the authority to be an advising board. There was some litigation that happened along the way. This is not something that we typically do; so you cannot do it anymore. The Board has to have an active case or a plan in front of you; something that you are making that decision on. An appeal of a staff decision has to go down that path. Ms. Morris thanked the members that had been on the advisory committee and those who came to the different meetings and attended the joint meeting.

She thinks it was helpful and hopefully you were able to put some names and faces together with your counter parts in Harrisburg. They actually have two boards down there; one that functions as Planning and Zoning and one that functions separately as the Board of Adjustment. The Board that was as the joint meeting was the Planning and Zoning Board.

Ms. Morris said Charlotte is going to be the host city in April of next year for the State MPO conference. If anyone has an interest in transportation and there is a day option we may be able to send you if that is something you are interested in.

We hired a new Planner and he will be on board by the end of the month.

Legal Update

Ms. Morris said we were schedule to go to court on the Philip Little, Contempt of Court case. We requested that that be postponed and it will be re-calendared.

The NOV's on the solar farm that we talked about, you will probably see that back in some form or fashion for them to try to handle that and work through those NOV's. Some of the terms of their conditional use permit at this point can no longer be met.

They missed the deadline for today, so you will probably see it back in August or September. That would be an amendment to their conditional use permit. It will be a completely new hearing.

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There being no further business, Mr. James Litaker, **MOTIONED, SECONDED** by Ms. Holly Grimsley to Adjourn the meeting. The vote was unanimous. Meeting adjourn at 7:45 p.m.

APPROVED BY:

Mr. Chris Pinto, Chair

SUBMITTED BY:


Arlen B. Roberts


Arlen B. Roberts

ATTEST BY:


Susie Morris, Planning and Zoning Manager

Memo

To: Cabarrus County Planning and Zoning Commission
From: Susie Morris, AICP, CZO, Planning and Zoning Manager
CC: File
Date: 6/4/2018
Re: Proposed Adoption of the Harrisburg Area Land Use Plan Update (PLOTHER2018-00001)

- Cabarrus County and the Town of Harrisburg have partnered to plan the Harrisburg Planning area of the county for several years. The plan was last updated in 2010.
- The County and Town partnered in 2017 to review and update the existing Harrisburg Area Land Use Plan to better reflect current market conditions and land supply.
- As part of the update process, an Advisory Committee was formed to oversee the process and to provide input and direction to Staff and the consultants working on the project. Cabarrus County had three representatives on the Committee with two alternate members filling in as needed. Cabarrus County was fully represented at all four of the Advisory Committee meetings. Commissioner Kiger also participated in the process as the Planning and Zoning Commission liaison.
- The project included multiple opportunities for public input, including in person engagement sessions (4) and on-line survey opportunities (2). Town and County Staff used social media (Twitter, Facebook, County newsletter and Channel 22 programming) to solicit input from citizens for the proposed plan and to encourage participation in the planning process.
- As a result of the efforts by the town and the county to encourage public engagement, there were more than 200 in person contacts at the public meetings and over 450 on-line survey responses.
- Using citizen input and area analysis, the Advisory Committee, Consultants and Staff formulated a draft plan that recognizes existing land use patterns as well as future opportunities for new or expanded land use.
- The final draft plan was presented at a joint meeting of the Cabarrus County Planning and Zoning Commission and the Town of Harrisburg Planning and Zoning Board on May 16, 2018.
- The Town of Harrisburg Planning and Zoning Board voted on May 16th to make a recommendation to their elected officials for approval of the draft plan.
- The draft Harrisburg Area Land Use Plan document is included for reference. The current land use plan document is located at <https://www.cabarruscounty.us/resources/harrisburg-area-land-use-plan>.

- The current adopted and proposed land use maps are included separately for ease of comparison.
- Please read through the document and be ready to discuss the proposed updates to the plan.
- Following the discussion, the Commission will be asked to make a recommendation to the Board of Commissioners regarding the updated document.

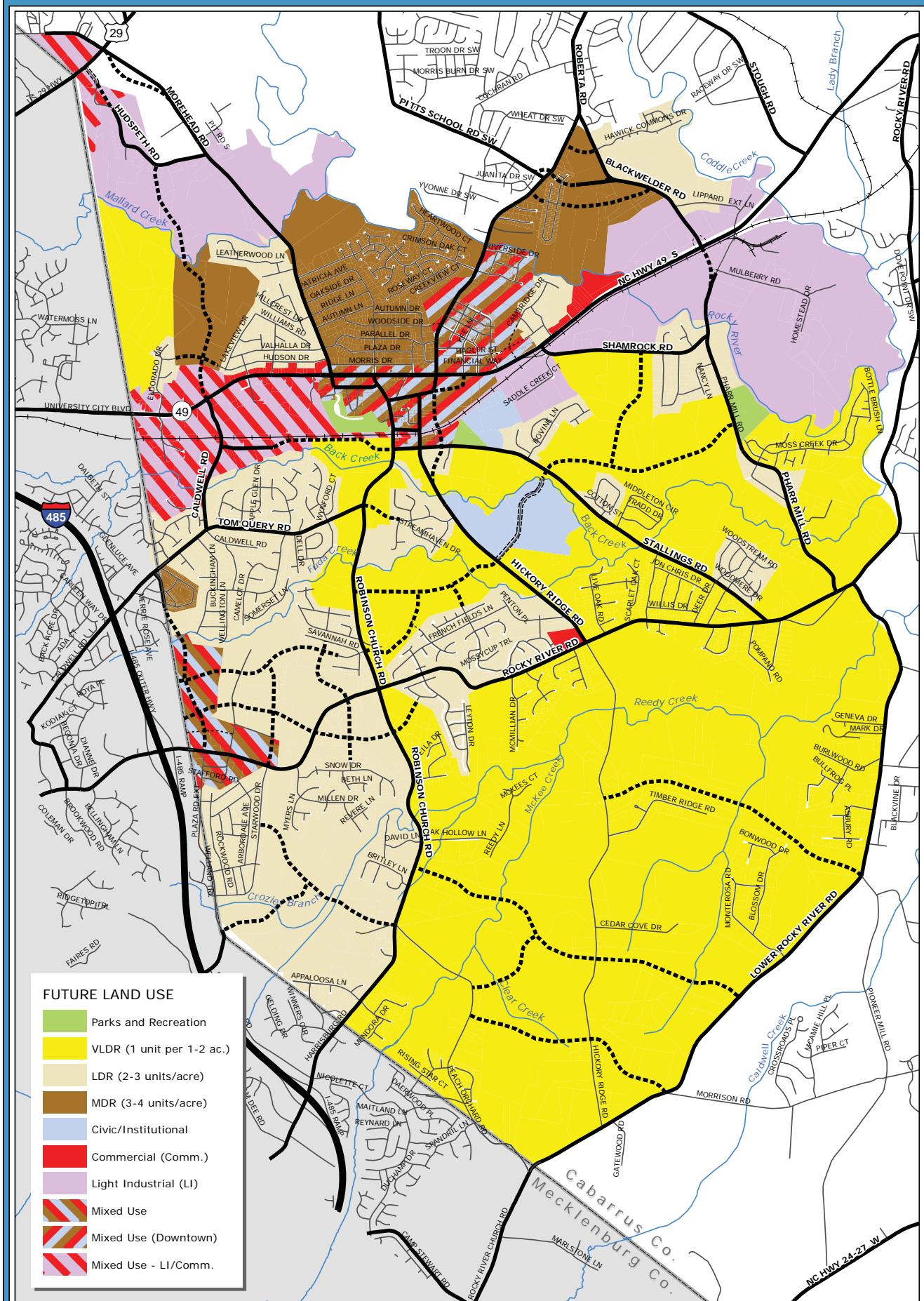
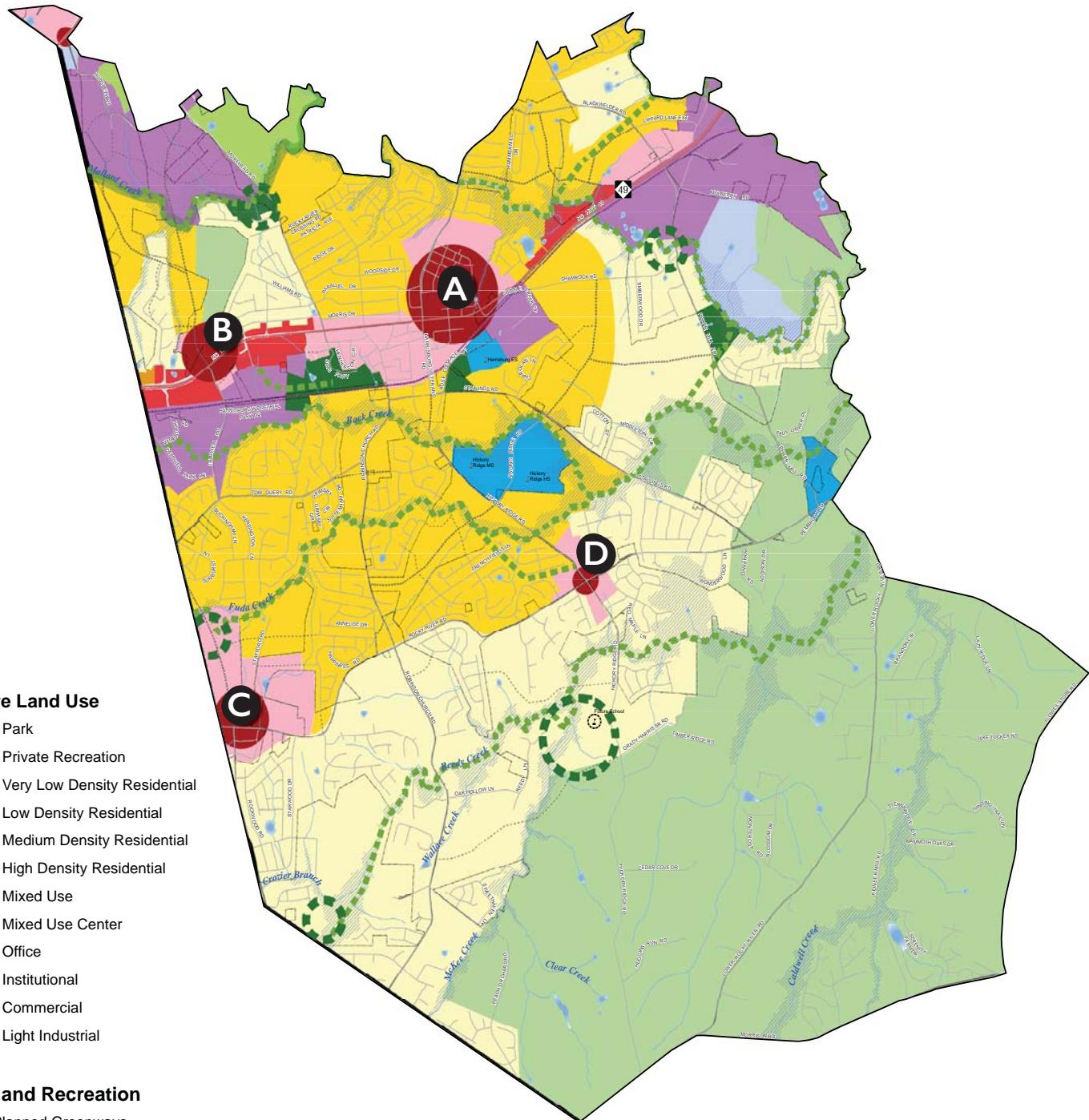


FIGURE 9: HARRISBURG
AREA FUTURE LAND USE MAP
HARRISBURG AREA LAND USE PLAN

August 2010



A This area will be the center of activity in Harrisburg. The core will have multi-story buildings with a mix of uses and active street fronts. This node will have the largest footprint of commercial and office of all the mixed-use nodes. It will also include a mix of housing including condominiums and townhomes.

B As described in the Morehead West Area Plan, this area will include 2-3 story buildings and commercial (local-serving retail and office) center. Land use will transition to mixed residential development away from NC-49 but within an easy walk distance.

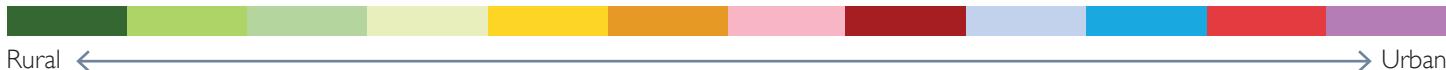
C This node will include a small neighborhood- and employment-serving commercial center (retail and offices uses) with 2-3 story buildings, complementing a range of institutional uses.

D This node will have a smaller non-residential component comprised primarily of neighborhood-serving uses (convenience retail, small restaurants, and service uses). Adjoining townhome and small-lot single family home developments will be designed with pedestrian connections to the center.

Figure 4. Future Land Use Map

FUTURE LAND USE

The following descriptions are descriptive, not prescriptive, and indicate the general types of land uses desired in each category on the future land use map.



PARKS

Various types of passive and active parks and other recreation facilities may be accommodated in all land use categories. Where depicted on the Future Land Use Map, Park areas may be developed as community-serving facilities, such as public greenways, neighborhood or community parks.



PRIVATE RECREATION

This area is intended to include indoor and outdoor recreation facilities that are suited to sites with adequate road infrastructure. Indoor sports arenas, family-oriented entertainment, and special-use outdoor venues are examples of the types of uses that may comprise these areas.



VERY LOW DENSITY RESIDENTIAL

This area is intended to remain predominantly rural while allowing residential uses at very low densities. Conservation design is a common subdivision approach if utilities are available, allowing smaller lots in exchange for more open space. Architecture is sensitively integrated, avoiding valuable natural features. Gross densities are less than one unit per acre for conventional subdivisions, and up to two if conservation design standards are met. Some business uses typically located in rural areas, such as small engine repair, may be appropriate provided such uses adhere to performance standards to minimize potential impacts to surrounding uses.



LOW DENSITY RESIDENTIAL

This area is characterized by low- to moderate-density residential development (up to 3 dwelling units per acre). Single-family detached homes are complemented by natural areas as well as formal and informal open space amenities. Conservation design, which includes more open space in exchange for smaller minimum lot sizes, may be recommended in locations with sensitive natural resources.



MEDIUM DENSITY RESIDENTIAL

This area is comprised of predominantly single-family detached homes but may include attached single family units, such as townhomes and duplexes. The mix of housing types are intended to create neighborhoods with a density range of 3 to 4 dwelling units per acre. Improved open spaces are interspersed and the streetscape is more formal.



HIGH DENSITY RESIDENTIAL

This area is intended to accommodate a variety of age groups and lifestyle preferences. Attached single family and multi-family units are intended for areas where access to the transportation network is high. Density ranges from 4 to 15 dwelling units per acre.



MIXED USE

This area encourages the blending of complementary commercial, office and a mix of residential housing types. These areas typically offer a horizontal mix of uses where changes in use occur between adjacent buildings. Buildings are typically one and two stories. Designed to facilitate access via walking and biking, mixed-use areas should be located near potential commercial and mixed use nodes where access via the road network, sidewalks, greenways, and/or future transit is feasible.



MIXED USE NODE

These areas are intended to be centers of activity that include a mix of retail, restaurant, service, and office uses in addition to a variety of residential housing types. The mix of uses can be horizontal as well as vertical where a change in use can occur between floors of the same building. Buildings of two stories and above are common, and connected streets include short block lengths and pedestrian facilities. Open space is integrated in the form of plazas and greens.



OFFICE

These areas include a mix of professional offices, flex space and supporting commercial uses.



INSTITUTIONAL

These areas include schools, churches, hospitals, campus style development and government uses.



COMMERCIAL

These areas are comprised of local-serving retailers, restaurants, professional offices, and service uses. Such uses may be vertically mixed in multi-story buildings. All such uses should be located along major corridors and concentrated at key intersections.



LIGHT INDUSTRIAL

These areas are intended to be light industrial, office, and multi-tenant flex space. This area promotes the concentration of employment-generating uses in an area with desirable access to highways (I-485 via NC-49). Limitations on use should serve to mitigate negative impacts on residential development, such as traffic congestion, noise, and light pollution.



HARRISBURG

AREA LAND USE PLAN

May 31, 2018

ACKNOWLEDGEMENTS

Thank you to everyone who has taken part in this process. A special thanks to the people with asterisks next to their names, who served on the Advisory Committee that oversaw this project.

HARRISBURG TOWN COUNCIL

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John Booth, Mayor Pro Tem
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Rick Russo
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ABOUT THE PLAN

PROJECT OVERVIEW

As development pressure increases with regional growth, the Town of Harrisburg and Cabarrus County receive increasingly frequent requests for development approvals and face important decisions regarding public investments in infrastructure and services. To inform those critical decisions, Town and County leaders chose to engage in a joint planning process to establish a vision for the future of the Harrisburg Area (Planning Area) along with a policy guide.

The Harrisburg Area Land Use Plan (HALUP) was originally adopted in 2010. Since then, the US has emerged from the Great Recession. Economic recovery coupled with the completion of I-485 and the high speed rail corridor improvements has put the Planning Area on the radar of both investors and conservationists. An update to the original plan, this plan

acknowledges more current circumstances. It defines a direction for future growth and development in and around Harrisburg. It is a policy document that conveys a future vision and the steps to achieve that vision. The plan is intended to clearly reflect the community's expectations and desires, and to guide decisions of Cabarrus County staff, Harrisburg town staff, appointed and elected officials, developers, and others involved in local development-related activities and conservation efforts. More importantly, the plan is intended to facilitate consistency in the decision-making that affects this area, which is governed by the two jurisdictions. Such decisions include those related to development proposals for properties within the study area, regulatory changes, and public infrastructure investments. All such decisions should support the implementation of the plan.



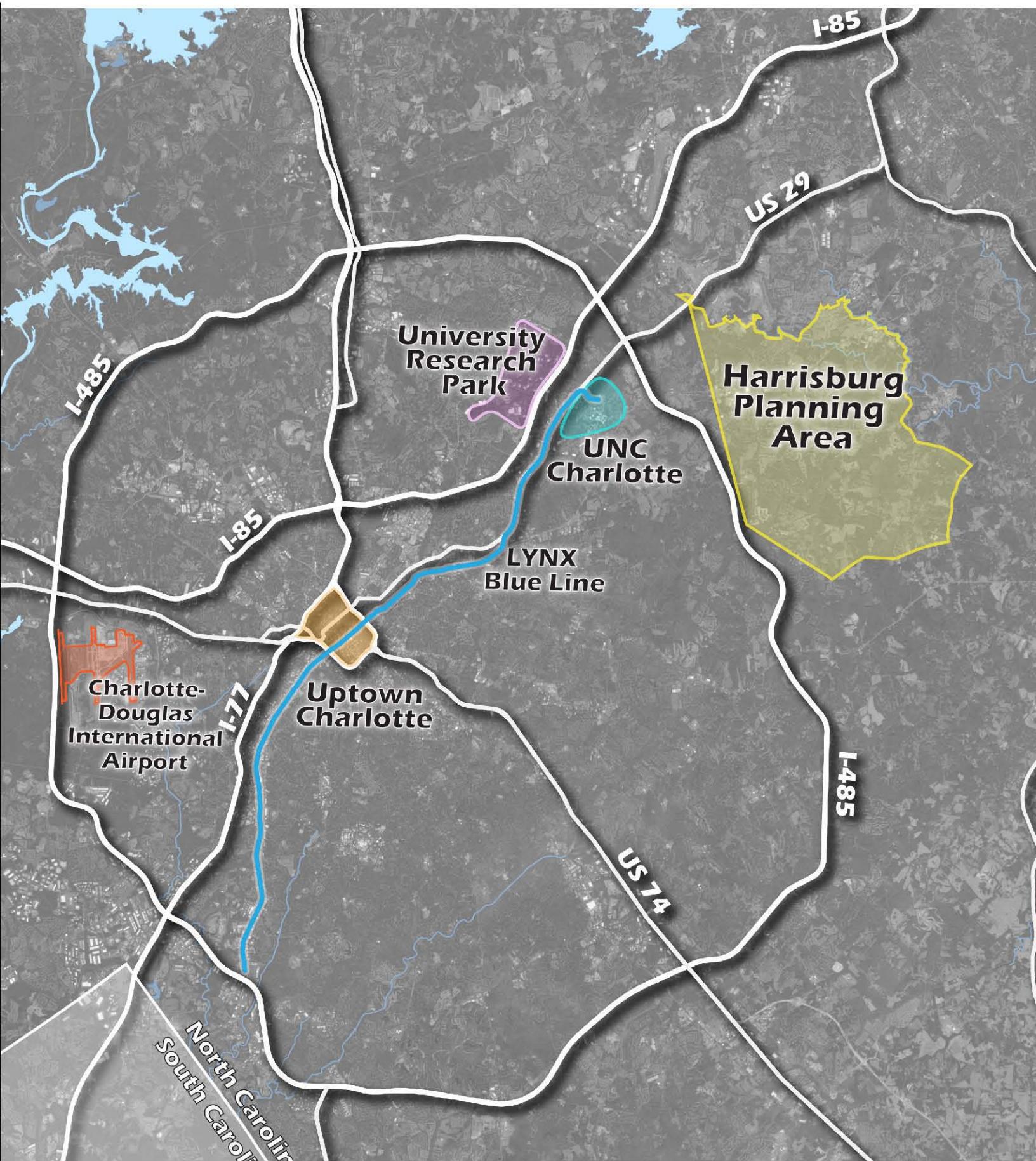


Figure 1: Regional Context Map

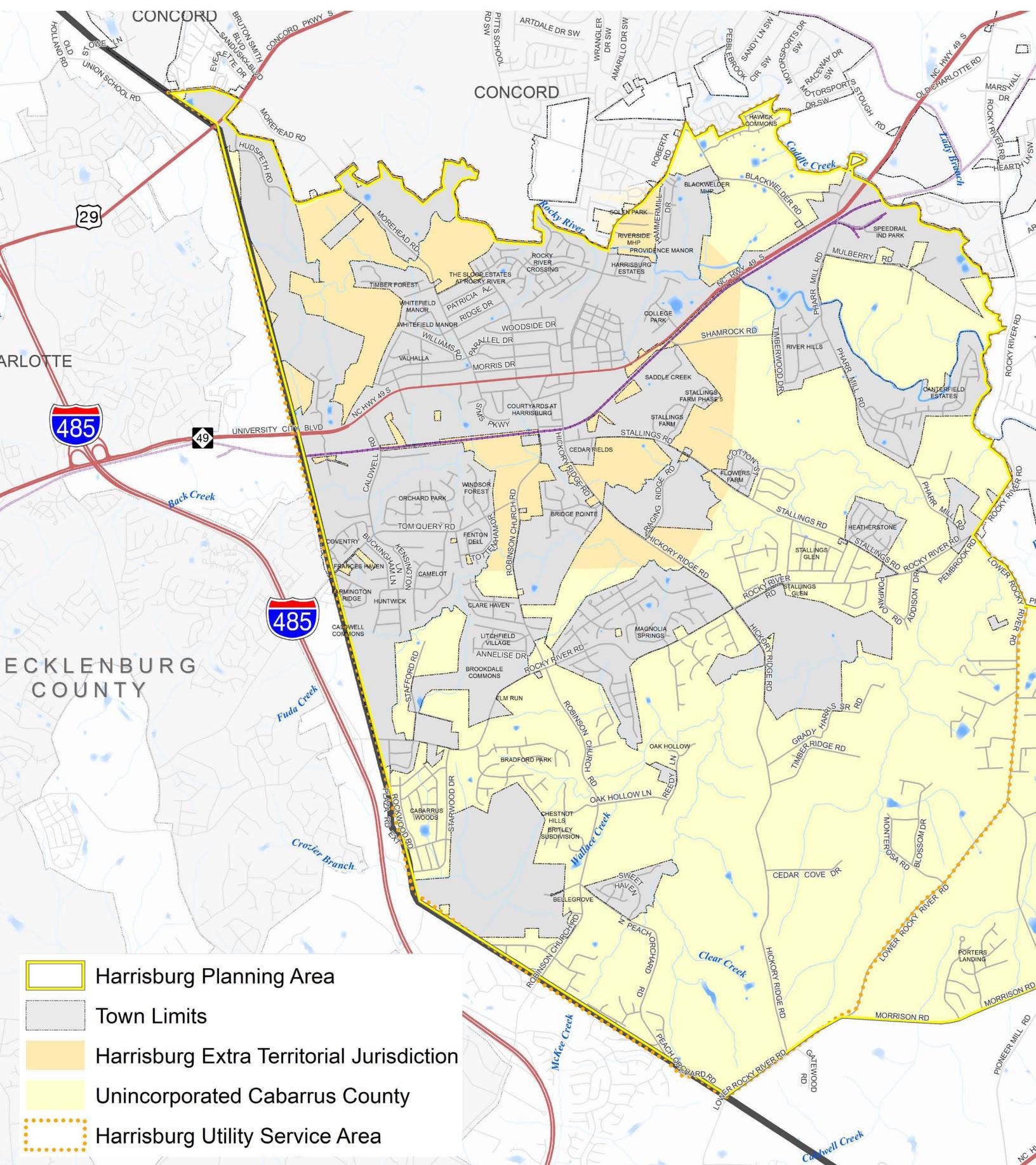
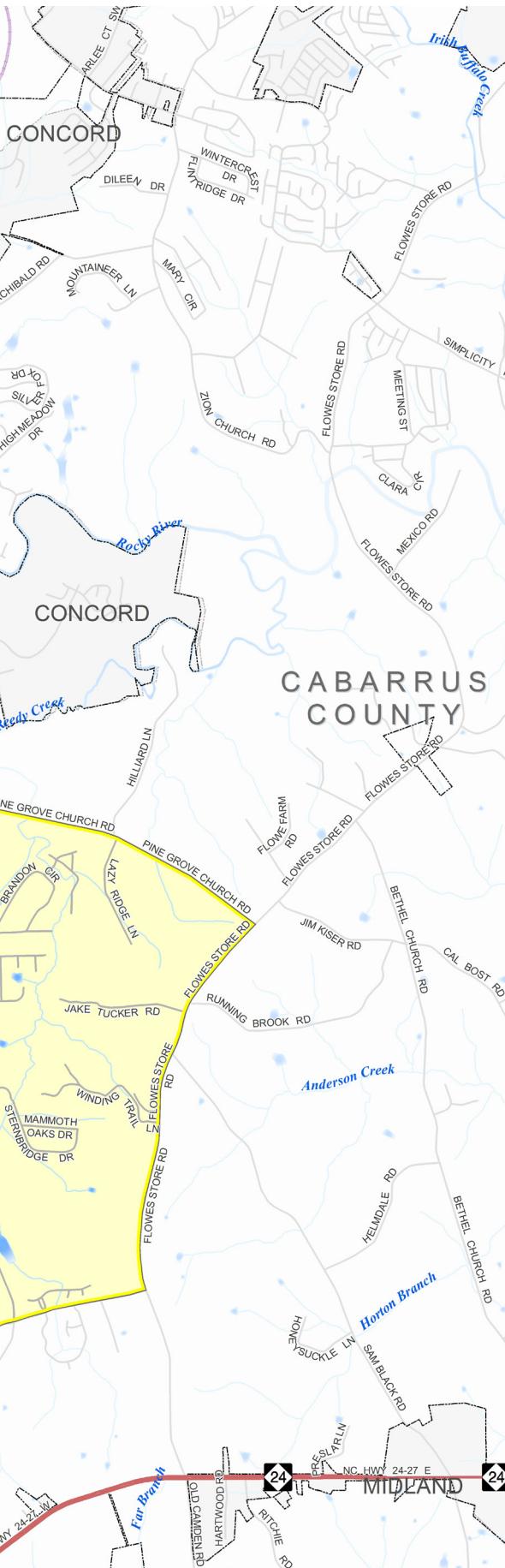


Figure 2. The Planning Area



ABOUT THE PLAN

THE PLANNING AREA

Incorporated in 1973, the town of Harrisburg is located in Cabarrus County adjacent to Mecklenburg County. Harrisburg is a growing suburban community that sits directly in the path of future metropolitan growth. It is known regionally as a great place to live and raise a family. It is in close proximity to the University of North Carolina at Charlotte and the Charlotte Motor Speedway (CMS). Also, it is a 30-minute drive from Uptown Charlotte and is within five miles of I-485, which connects to I-85 and I-77. The quality of life it offers and its position in the region are a couple of the many attributes that make this area an ideal location for people of all ages and a wide variety of businesses. In recent years, it has been attracting mostly residential development. With the completion of I-485 beltway around Charlotte, it is becoming increasingly more appealing to businesses.

Encompassing 17,000 acres, the Harrisburg Planning Area includes incorporated and unincorporated areas. Cabarrus County uses the small area plan concept for long range planning. The Harrisburg Planning Area is one of seven currently designated planning areas. These planning areas typically encompass municipalities and areas outside the municipalities, like Extra Territorial Jurisdiction (ETJ) areas, future annexation areas or utility service areas. Using the small area concept allows for a more detailed study of the area.



ABOUT THE PLAN

THE PLANNING PROCESS

This plan was created through community collaboration. The citizens of both incorporated and unincorporated areas were able to work together to create a coordinated plan that takes into consideration the impacts of anticipated growth and development in the area. It is the result of a ten-month process with meetings and other community input opportunities offered over the course of this period. Three community meetings, complemented by online surveys, occurred at key points to give community members a chance to have their voices heard. Stakeholder interviews, another type of meeting held in the initial phase of the project, augmented the information gleaned from the analysis of existing conditions, as people with direct knowledge of crucial data shared insights and clarified the relevance of specific

circumstances to the planning process. Advisory Committee meetings were also conducted during this process. The committee was made up of six members, each representing either the Town's or the County's Planning and Zoning Board. This committee helped guide the process by deciphering input, sharing background information, offering ideas for policy changes, and evaluating products of the process prior to completion.

The seven steps of the process, as depicted in Figure 3, began with a detailed examination of existing conditions and culminated in preparation of this document and companion summary documents.

Summaries of public input are provided in the Appendix.

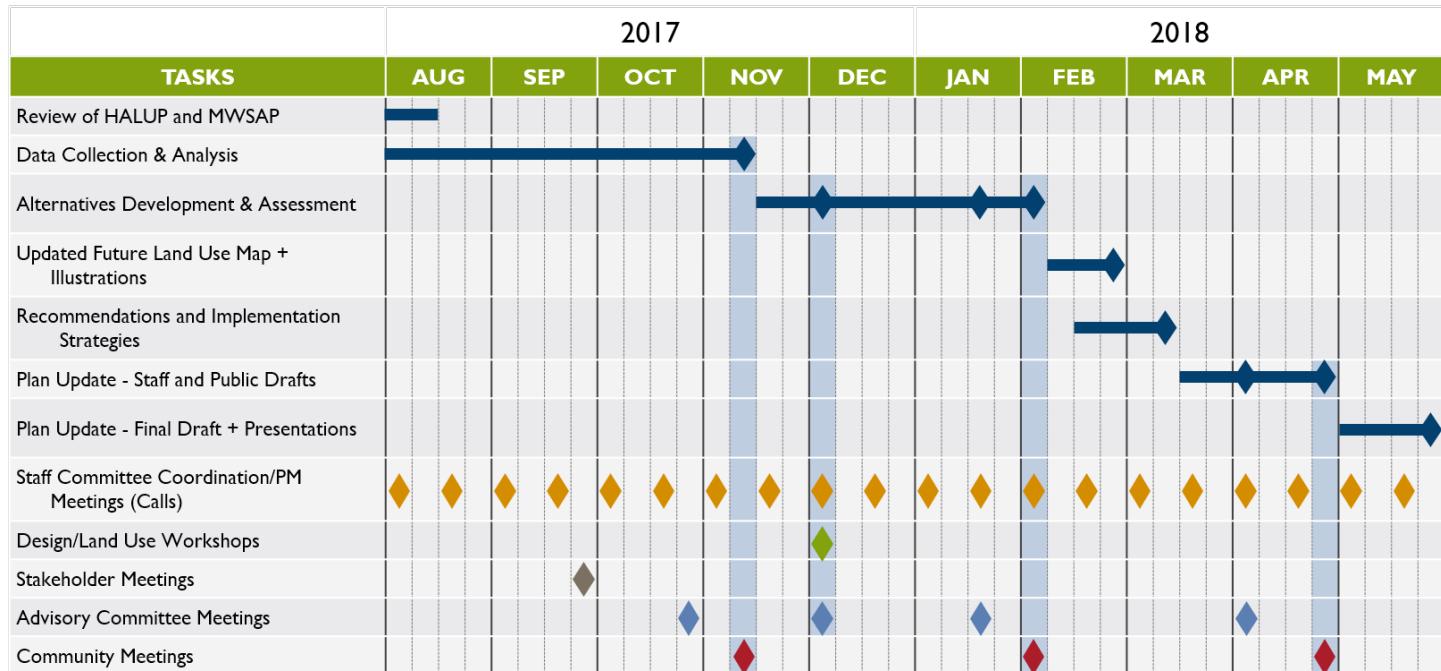
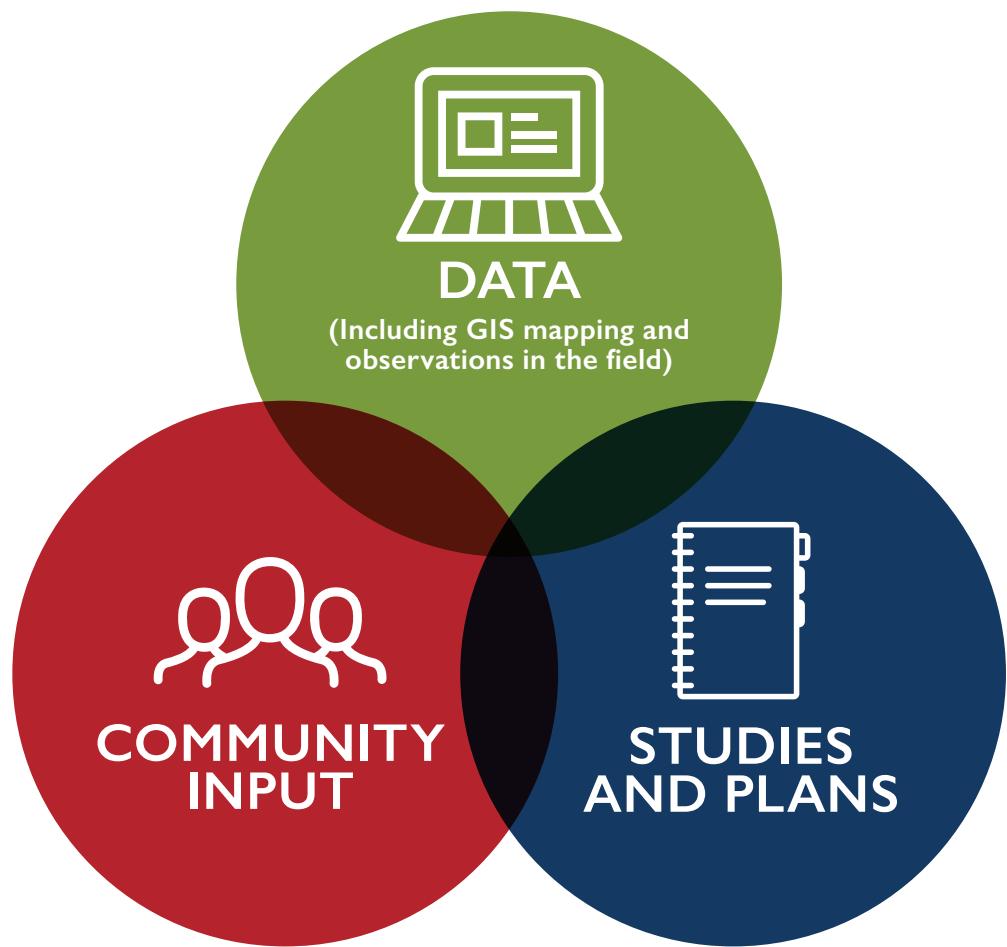


Figure 3. Project Schedule

HARRISBURG AREA TODAY

This section provides a snapshot in time, documenting current circumstances and trends that should influence any choices made and drive the development of a plan for the future. The primary purpose of a detailed examination of the existing conditions of the Planning Area is to gain a deep understanding of the potential impacts of various factors on future economic, environmental, and social conditions of the Planning Area. Taking such impacts into account, we identify the assets to protect over time, issues to overcome, and opportunities to seize in order to

realize a better future. Everything we understand about the Planning Area today is the result of analysis of a combination of inputs: data from various sources, GIS mapping, and field observations; completed studies and adopted plans; and information gathered from stakeholders through in-person meetings and surveys. The information on the following pages highlights the key findings of the existing conditions assessment. A more detailed report of the existing conditions is provided in the Appendix.



Three primary sources of information are relied upon in the early stages of the process.





Source: Google Earth

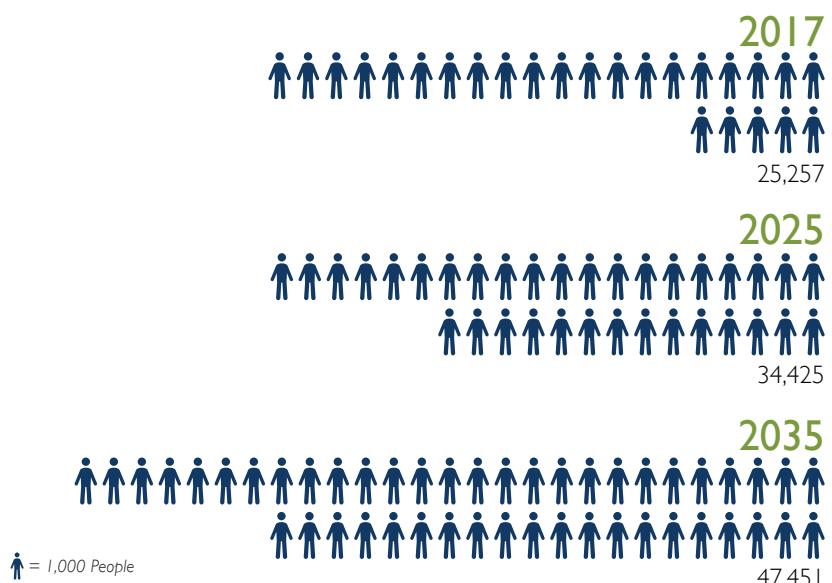
DEMOGRAPHICS

POPULATION CHARACTERISTICS

Harrisburg has a growing mature population, with more than 40% of households being over the age of 55.

“Millennials are much more likely to choose to locate in close in, urban neighborhoods... and they currently live in urban areas at a higher rate than any other generation... millennials value walkable, urban neighborhoods so highly that location has become a major factor in their job considerations”

— Core Values: Why American Companies Are Moving Downtown, Smart Growth/america/cushman & Wakefield



The average household size:
This is an indication that the community has a lot of families living in the Planning Area.

3.75

HOUSING



Voted Money Magazine's 2015 Top 50 Places to Live

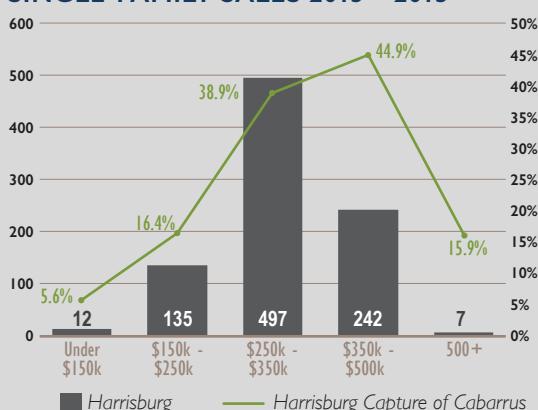
UNITS ADDED 2010 – 2015

HOMEOWNERSHIP RATE

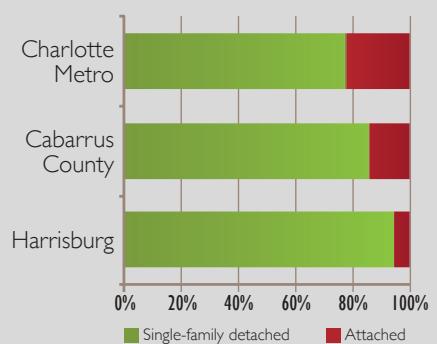
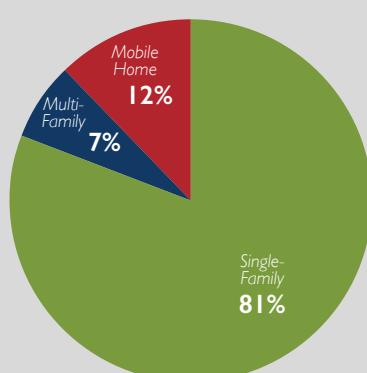
90%

\$227,965

SINGLE-FAMILY SALES 2013 – 2015



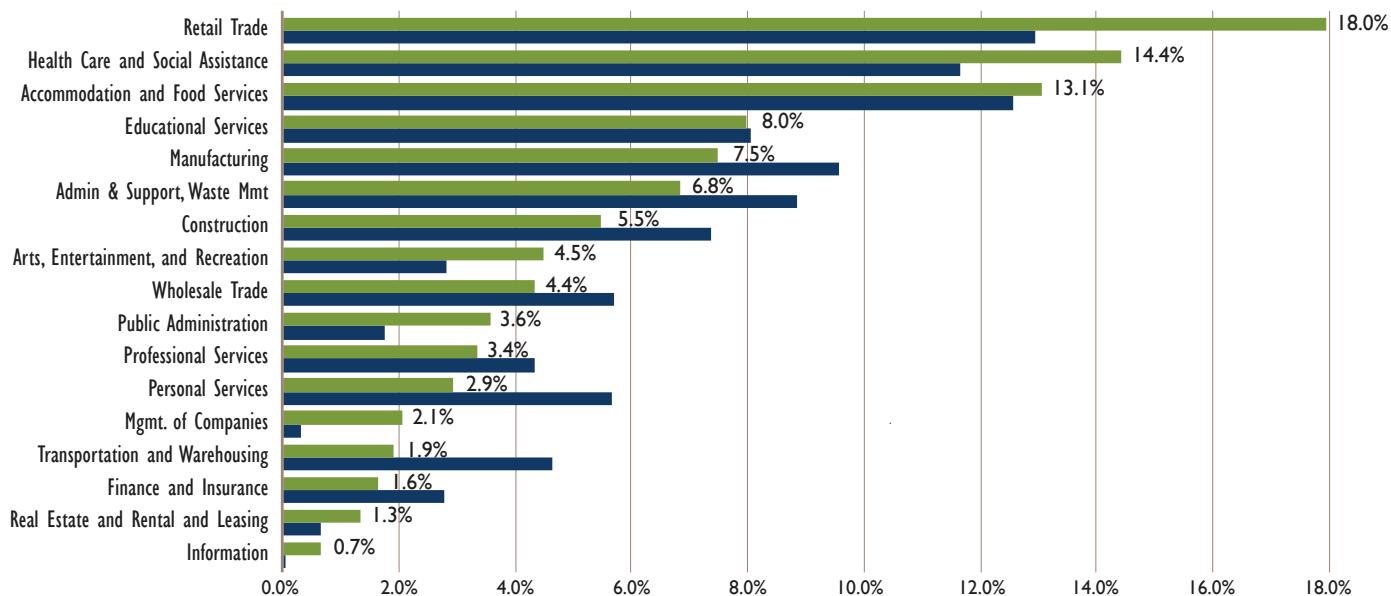
UNITS ADDED 2010 – 2015



MARKET/ECONOMIC DEVELOPMENT

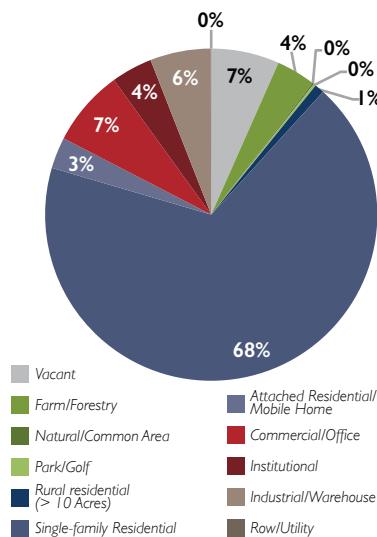
EMPLOYMENT

MIX OF EMPLOYMENT BY TYPE



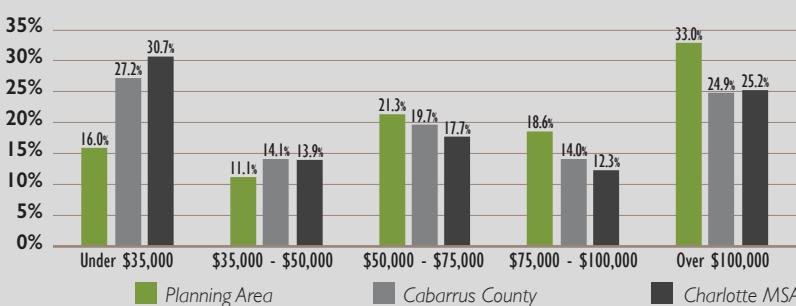
KEY ISSUES + OPPORTUNITIES

- Harrisburg has a growing mature population. More than 40% of heads of households over age 55.
- Harrisburg is not appealing to Millennials and younger market audiences who will drive housing demand in the coming decade.
- More lower-maintenance, walkable, and lifestyle-driven alternative housing products (townhouses, apartments, walkable single-family) in mixed-use locations to gain appeal to older and younger age groups.
- Locations around parks, trail systems, and in or near town centers create value and allow more dense, alternative housing to function as a lifestyle products as opposed to just being a price-alternative.
- High housing costs, due primarily to regulations, are tempering availability.
- Harrisburg's job growth has been modest. The lack of a diverse range of employment exacerbates existing issues of generating substantial tax base revenue. Also, residents commuting to higher-wage jobs elsewhere in the region leads to increased traffic as well as retail leakage (spending money closer to places of employment instead of Harrisburg).
- Local-serving employment core at the Rocky River/ I-485 intersection can potentially attract local-serving professional services, medical and other office users.
- Industrial users can be attracted to areas along NC-49 and to the north toward Charlotte Motor Speedway where uses are more compatible with the noise generation by the speedway and value the proximity to I-85.



INCOME

EXISTING HOUSING BY TYPE (%)



PER CAPITA INCOME

\$31,129

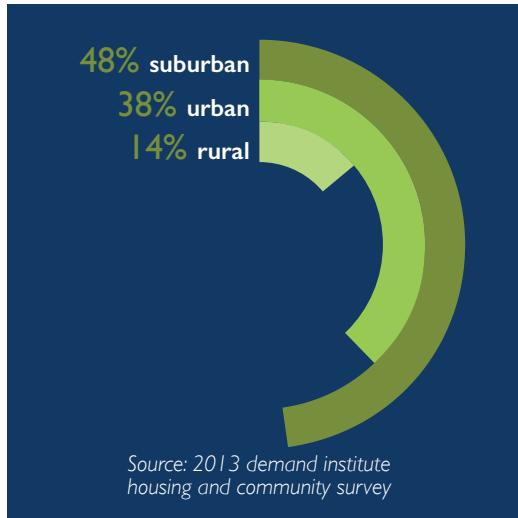
THE MEDIAN HOUSEHOLD INCOME

\$75,762

MARKET CONDITIONS PROJECTIONS

DEMAND/OPPORTUNITY SUMMARY

	Units/SF Demanded	Notes
For-Sale Residential	4,715 total units	Close to half could be for smaller lot, townhouse, or villa product—creating lifestyle the key
Rental Residential	1,180 units	Opportunities to serve older adults in Harrisburg, provide wider array of options for Millennials and others
Office	131,000 local Add'l demand potential beyond study area	Mostly local-serving, smaller uses—requires placemaking/lifestyle
Retail	730,000 SF (net after Farmington)	Creating mixed-use, walkable areas key to capturing demand
Industrial	700,000 SF	Situated (and connected) for more opportunity for distribution to Charlotte region



RESIDENTIAL MARKET TRENDS MAJOR GENERATIONAL SHIFTS

GREATER INTEREST IN MORE WALKABLE/URBAN LOCATIONS:

- 47% say it's very important to live and work without relying on a car
- Car ownership actually decreasing from 73% in 2007 to 66% in 2011
- 64% prefer/require walkable locations
- 62% want to live in mixed-use communities in close proximity to shopping, dining, and work.
- Half want to live in Suburban locations (shown at right) vs. Urban ones—an opportunity for Harrisburg.

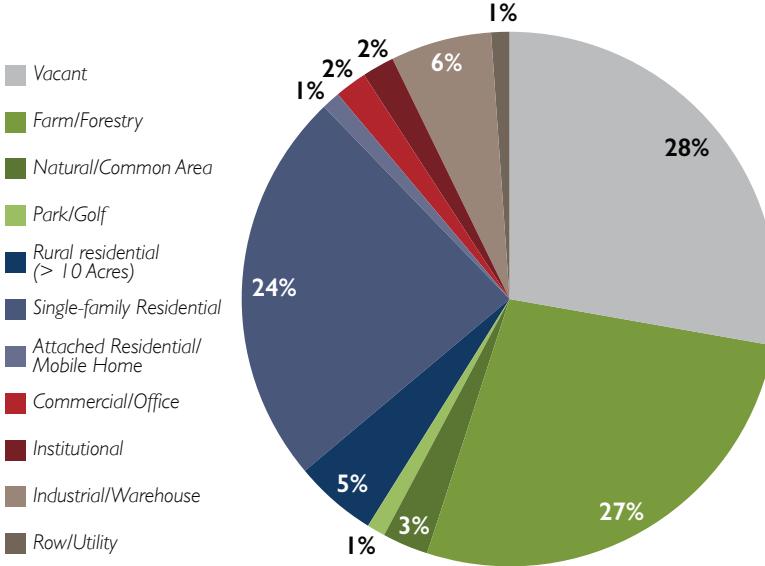
FOR-SALE HOUSING DEMAND 2015-2040

- Harrisburg has potential to support around 4,715 new owner households between 2015 and 2040
- 87% or so of this demand can be for detached products, nearly half of which could be for smaller-lot single-family or villa/patio homes
- Smaller offerings of townhouses and condos are supportable.

	2015-2020	2020-2025	2025-2030	2030-2035	2035-2040	Total
Small-Lot SDF	254	151	169	189	212	974
Average/Large Lot SDF	579	344	386	432	484	2,225
Villa/Patio Home	242	144	161	181	203	931
Townhouse	121	72	81	90	101	466
Condo	31	19	21	23	26	120
Total	1,228	729	817	916	1,026	4,715

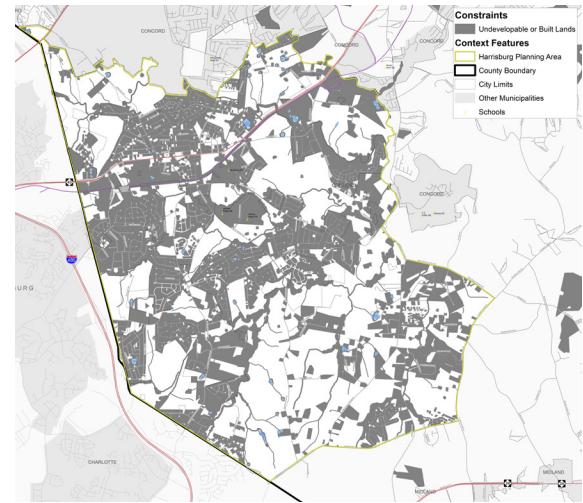
LAND USE

EXISTING LAND USE



Commercial, office and industrial uses make up only 8% of the land area. Residential uses make up 30% of the land area but comprise 70% of the tax base.

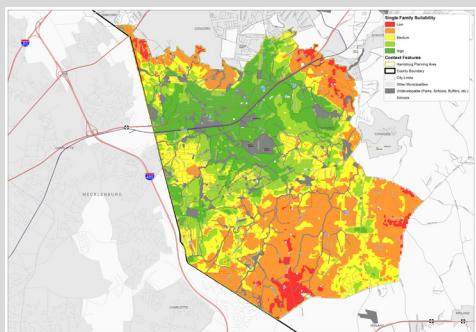
LAND SUPPLY



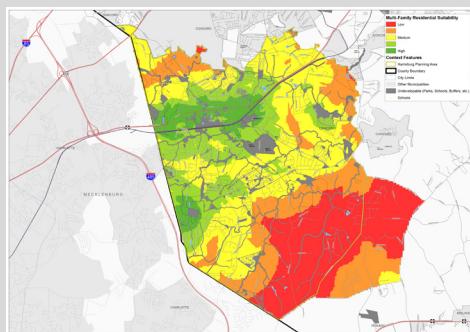
Approximately 40% of the land area in the study area is developed (gray on the map above). Vacant and underutilized areas make up the remainder of the areas (white areas on map)

FUTURE LAND USE

Future development in the planning area will be attracted to sites that are suitable based on land use.



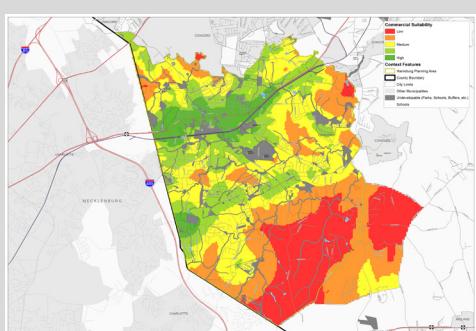
RESIDENTIAL SUITABILITY



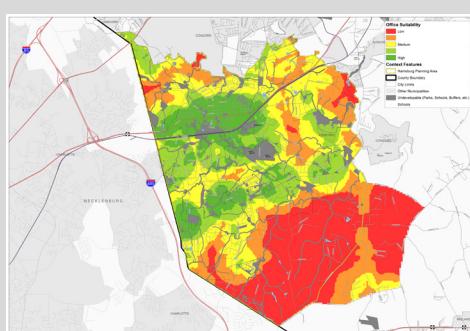
MULTI-FAMILY SUITABILITY

SUITABILITY

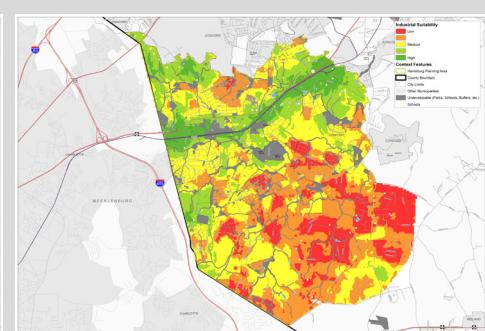
The suitability of land refers to the capacity of land to support a type of land use as well as the attributes that make the area or parcel more or less attractive for future growth. Suitability analysis is based on the factors that typically influence site selection. Green areas are more suitable and red areas are generally less suitable.



COMMERCIAL SUITABILITY



OFFICE SUITABILITY



INDUSTRIAL SUITABILITY

PARKS AND RECREATION

PARKS, RECREATION, GREENWAY, AND OPEN SPACE

There are 40 miles of greenways planned for the Harrisburg Area.

Priority Connections: Connections to the Carolina Thread Trail via Mallard Creek and the planned Cross Charlotte Trail, along Rocky River to the growing network of trails in Cabarrus County, and Concord, along Back Creek, and along Fuda Creek



Plazas and village greens can create central organizing spaces in new mixed use areas and can act as a draw for businesses and an amenity for local residents.



Nature parks and preservation of streams and water quality and native forests were among the parks, recreation and open space priorities identified at the first public meeting.

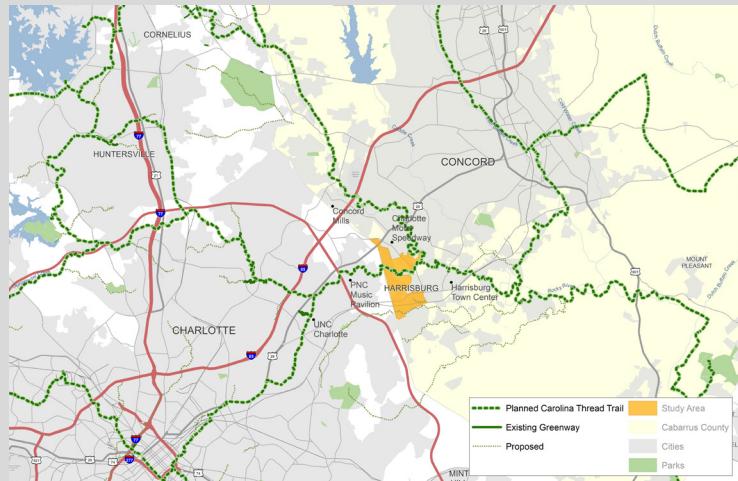


Walking trails and greenways were the top priority recreation facilities identified in the Harrisburg Parks Master Plan and the Cabarrus County Parks Comprehensive Master Plan.

FACILITIES AND PROGRAMS

The Town currently has two park facilities, the Harrisburg Park on Sims Parkway and the Stallings Road Park, adjacent to Harrisburg Elementary. The Town maintains Pharr Mill Road Park in partnership with Cabarrus County. The 2010 Parks and Recreation Master Plan called for key updates to the parks system. Harrisburg's Comprehensive Bicycle, Pedestrian and Greenway Master Plan and

the Carolina Thread Trail Master Plan for Cabarrus County identifies greenway linkages, primarily located along major tributaries, that will be part of the 15-county Carolina Thread Trail, a regional network of greenways, trails and conserved land. This Plan will identify parks and greenway priorities for the Town based on adopted plans and feedback received during the process.



NATURAL RESOURCES

VALUABLE NATURAL RESOURCES

Nearly all major tributaries have been considered impaired by NC DEQ standards over the past two decades. Large forested flood plains and four designated Natural Heritage Natural Areas are unique features in the area.

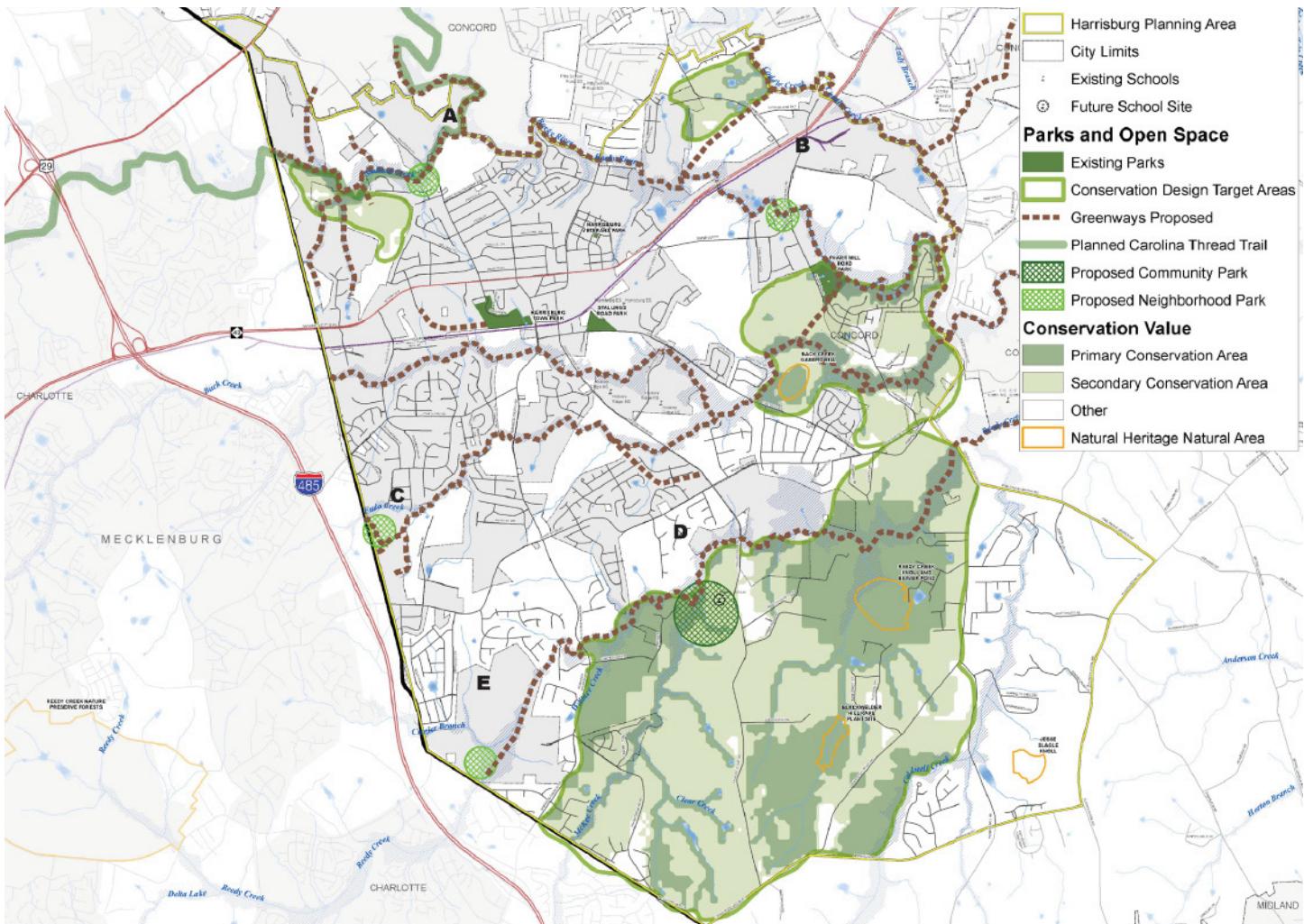
Some areas adjacent to streams have slopes that exceed 15%, which are challenging for development.

Land fragmentation from dispersed low density residential development threatens habitat and farmland in the Reedy Creek subwatershed (southern part of Planning Area).



Conservation Subdivisions or Open Space Subdivisions are a design strategy that places development on the most suitable areas while conserving large portions of properties (typically 40%+) as common open space. This design strategy preserves property rights, allows flexibility in design while also encouraging the preservation of unique natural features as amenities.

Source: LandDesign



UTILITIES

WATER

The city of Concord serves as the water source for the Town of Harrisburg and the surrounding area. Harrisburg has a contractual agreement to purchase water from Concord. The current contract expires in June of 2018.

Demand – 2015 Projection: 1.32 MGD in 2030, which indicates a future deficit of 1.71 MGD.

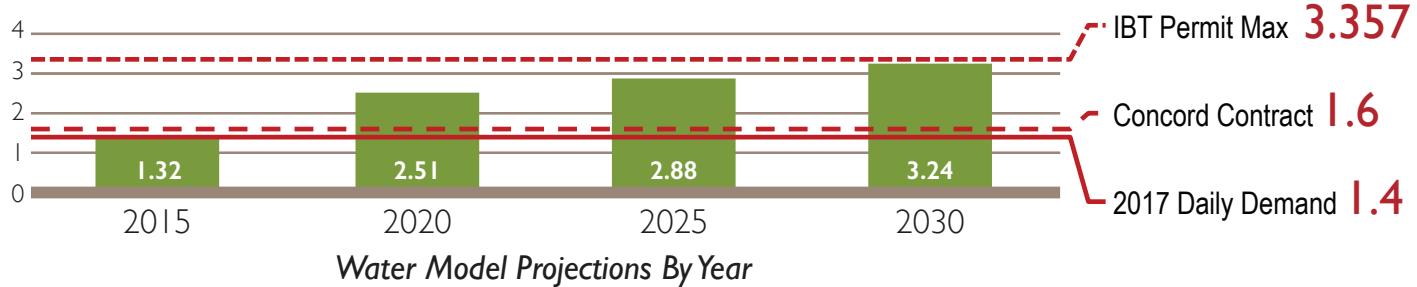
Irrigation – Use of water for irrigation, especially on residential lots (lawns), is exacerbating water demand issues.

Need for additional storage –

An elevated tank is being considered



WATER MODEL - PROJECTED DEMAND (MGD)

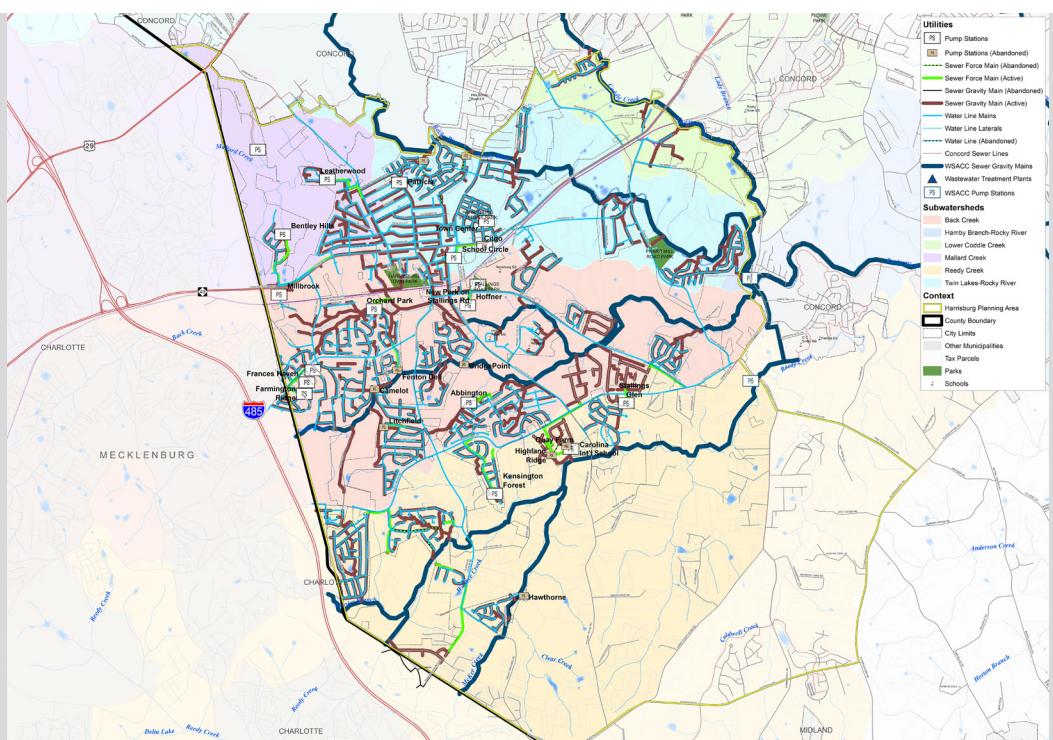


WASTEWATER

Sewer lines are needed in key areas where development is desired.

Soil in areas not served by sewer have a “very limited” classification for septic tanks, making development challenging.

The south eastern portion of the Planning Area has not been served due to an agreement to phase extensions in support of the 2010 plan. It expired in 2015.



TRANSPORTATION

ROADWAYS PROVIDING KEY CONNECTIVITY & MOBILITY

Roberta Road, Hickory Ridge Road, Rocky River Road, Morehead Road, Caldwell Road, NC-49

The existing roadway network's degree of connectivity limits local and regional mobility to a series of key streets or crossings, causing undue congestion during the peak hour periods.



RAIL

Rail line improvements have been made to accommodate high-speed rail between DC and Atlanta. A stop is being contemplated in Harrisburg.



TRANSIT

Charlotte Area Transit System (CATS) provides Express Bus service via 46x to Harrisburg Road at I-485.

The LYNX Blue Line Extension will have a park-and-ride stop on US-29 at UNC Charlotte.



BIKE / PED

State bicycle routes 1 and 6 (Piedmont Spur) traverse through Harrisburg

Town Hall Neighborhood Fitness Trail

Town Park trails (Pharr Mill, Stallings Road, Community Park)





HARRISBURG AREA 2040 VISION

Planning for the future involves the creation of a vision for the future and setting a course toward that desired future condition. A plan enables the community to manage change with intention. By looking ahead 20 or more years, we can anticipate changes, be deliberate about the choices we make, and create the future we wish to see. During the planning process, goals and objectives are determined, and they serve as the “framework” for developing land use and growth management solutions. The existing conditions assessment, in addition to the direct feedback from the Advisory Committee, stakeholders and community, informed the the following goals, which were established with the intent of realizing the most successful future possible. The

goals of the Harrisburg Area Land Use Plan guided the creation and evaluation of three land use scenarios. The final Harrisburg Area Land Use Plan, complete with the Harrisburg Area Future Land Use Map, is a direct outcome of feedback in response to the three scenarios. In addition, four subareas were identified with the intention of focusing on areas that are subject to the greatest amount of development pressure in the near future. The conceptual illustrations were created for these focus areas to determine what types of development are appropriate and that these areas would be able to support. The conceptual illustrations, most importantly, communicate the intent of the Future Land Use Map in these areas.

GOALS AND OBJECTIVES

The goals and objectives, which guided the development of the Harrisburg Area Land Use Plan and shaped the Future Land Use Map, were developed with thoughtful input from the community and refined with feedback on specific

development scenarios (refer to Appendix). They will continue to provide direction for the future of the Planning Area, informing decisions of town and county leaders as they manage change over the next two decades.

MAINTAIN OPEN SPACE

- To support recreation
- To support agriculture
- To support natural resource protection
- To maintain existing neighborhoods
- To maintain property values

IMPROVE CIRCULATION & SUPPLY TRANSPORTATION OPTIONS

- To reduce congestion
- To ensure easy access within the community
- To ensure easy access with other places

EXPAND RECREATIONAL OPPORTUNITIES

- To help people lead healthier lives
- To enhance quality of life
- To give all residents more things to do in town
- To support sports for our youth

PROMOTE HIGH QUALITY DEVELOPMENT

- To maintain property values and protect property owner's investments
- To improve the look and image of the town
- To make the area more attractive to potential residents, employers and other investors

ENCOURAGE A MIXTURE OF LAND USES AND HOUSING OPPORTUNITIES

- To expand tax base
- To support local retail

FOSTER ECONOMIC DEVELOPMENT

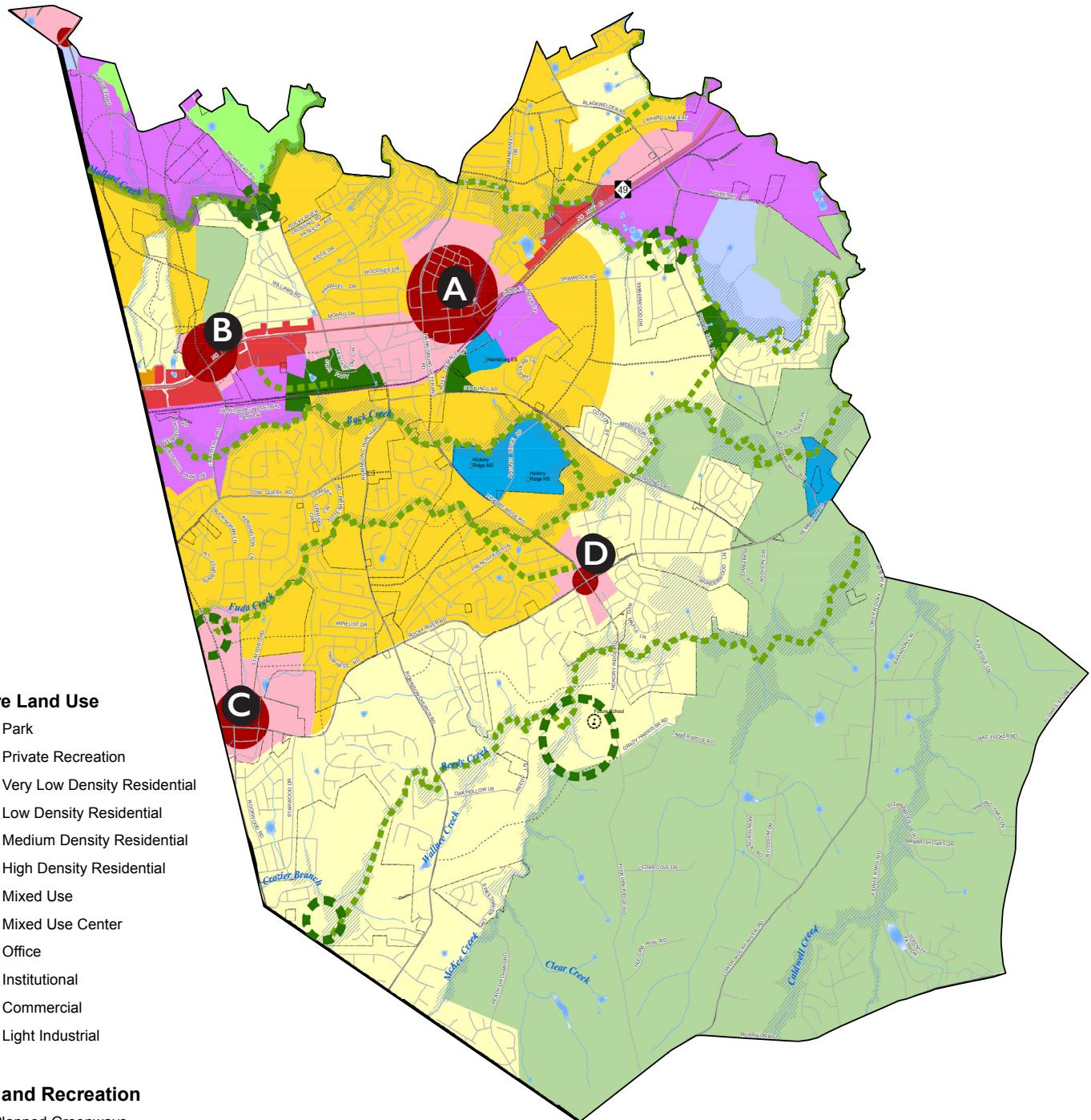
- To support local businesses
- To create jobs and diversify industries
- To attract investments

SUPPORT EXISTING AGRICULTURE

- To protect wildlife habitats and important plant communities
- To protect the viability of existing agricultural operations
- To maintain scenic views

ENSURE THE SCALE OF GROWTH FITS THE SMALL TOWN CHARACTER OF HARRISBURG

- To be sure the residents of the planning area get the kind of growth they want



Future Land Use

- Park
- Private Recreation
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Mixed Use
- Mixed Use Center
- Office
- Institutional
- Commercial
- Light Industrial

Parks and Recreation

- Planned Greenways
- Potential Thread Trail
- Proposed Parks

Roadways

- Existing Thoroughfare
- Proposed Arterial
- Proposed Collector/Local

Context

- City Limits
- County Boundary
- Existing Schools
- Future School Site
- Floodplain (100yr)

A This area will be the center of activity in Harrisburg. The core will have multi-story buildings with a mix of uses and active street fronts. This node will have the largest footprint of commercial and office of all the mixed-use nodes. It will also include a mix of housing including condominiums and townhomes.

B As described in the Morehead West Area Plan, this area will include 2-3 story buildings and commercial (local-serving retail and office) center. Land use will transition to mixed residential development away from NC-49 but within an easy walk distance.

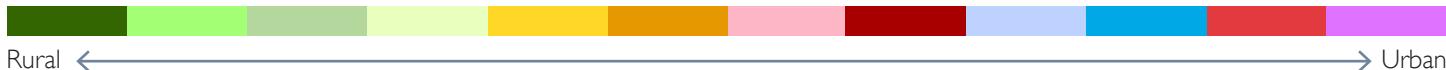
C This node will include a small neighborhood- and employment-serving commercial center (retail and offices uses) with 2-3 story buildings, complementing a range of institutional uses.

D This node will have a smaller non-residential component comprised primarily of neighborhood-serving uses (convenience retail, small restaurants, and service uses). Adjoining townhome and small-lot single family home developments will be designed with pedestrian connections to the center.

Figure 4. Future Land Use Map

FUTURE LAND USE

The following descriptions are descriptive, not prescriptive, and indicate the general types of land uses desired in each category on the future land use map.



PARKS

Various types of passive and active parks and other recreation facilities may be accommodated in all land use categories. Where depicted on the Future Land Use Map, Park areas may be developed as community-serving facilities, such as public greenways, neighborhood or community parks.



PRIVATE RECREATION

This area is intended to include indoor and outdoor recreation facilities that are suited to sites with adequate road infrastructure. Indoor sports arenas, family-oriented entertainment, and special-use outdoor venues are examples of the types of uses that may comprise these areas.



VERY LOW DENSITY RESIDENTIAL

This area is intended to remain predominantly rural while allowing residential uses at very low densities. Conservation design is a common subdivision approach if utilities are available, allowing smaller lots in exchange for more open space. Architecture is sensitively integrated, avoiding valuable natural features. Gross densities are less than one unit per acre for conventional subdivisions, and up to two if conservation design standards are met. Some business uses typically located in rural areas, such as small engine repair, may be appropriate provided such uses adhere to performance standards to minimize potential impacts to surrounding uses.



LOW DENSITY RESIDENTIAL

This area is characterized by low- to moderate-density residential development (up to 3 dwelling units per acre). Single-family detached homes are complemented by natural areas as well as formal and informal open space amenities. Conservation design, which includes more open space in exchange for smaller minimum lot sizes, may be recommended in locations with sensitive natural resources.



MEDIUM DENSITY RESIDENTIAL

This area is comprised of predominantly single-family detached homes but may include attached single family units, such as townhomes and duplexes. The mix of housing types are intended to create neighborhoods with a density range of 3 to 4 dwelling units per acre. Improved open spaces are interspersed and the streetscape is more formal.



HIGH DENSITY RESIDENTIAL

This area is intended to accommodate a variety of age groups and lifestyle preferences. Attached single family and multi-family units are intended for areas where access to the transportation network is high. Density ranges from 4 to 15 dwelling units per acre.



MIXED USE

This area encourages the blending of complementary commercial, office and a mix of residential housing types. These areas typically offer a horizontal mix of uses where changes in use occur between adjacent buildings. Buildings are typically one and two stories. Designed to facilitate access via walking and biking, mixed-use areas should be located near potential commercial and mixed use nodes where access via the road network, sidewalks, greenways, and/or future transit is feasible.



MIXED USE NODE

These areas are intended to be centers of activity that include a mix of retail, restaurant, service, and office uses in addition to a variety of residential housing types. The mix of uses can be horizontal as well as vertical where a change in use can occur between floors of the same building. Buildings of two stories and above are common, and connected streets include short block lengths and pedestrian facilities. Open space is integrated in the form of plazas and greens.



OFFICE

These areas include a mix of professional offices, flex space and supporting commercial uses.



INSTITUTIONAL

These areas include schools, churches, hospitals, campus style development and government uses.



COMMERCIAL

These areas are comprised of local-serving retailers, restaurants, professional offices, and service uses. Such uses may be vertically mixed in multi-story buildings. All such uses should be located along major corridors and concentrated at key intersections.



LIGHT INDUSTRIAL

These areas are intended to be light industrial, office, and multi-tenant flex space. This area promotes the concentration of employment-generating uses in an area with desirable access to highways (I-485 via NC-49). Limitations on use should serve to mitigate negative impacts on residential development, such as traffic congestion, noise, and light pollution.



Figure 5. Focus Areas Map

FOCUS AREAS

● BLACKWELDER

An area of agriculture today, it is also the ideal location for future residential development as well as a compatible mix of nonresidential uses adjacent to NC-49.

● MOREHEAD WEST

The western gateway into Harrisburg, this area was the subject of the Morehead West Area Plan (2017). This area offers Harrisburg the best opportunity for job growth.

● SHAMROCK

Positioned between existing neighborhoods, this area is a draw for residential development with easy access to nearby schools and parks.

● HICKORY RIDGE

This area encompasses the site of the new elementary school (opening Fall 2019) and a potential future park, which will attract residential development.

The evolution of the Planning Area will occur over a period of years. However, some areas will be subject to development pressures in the near future. Each focus area named above has been studied as part of the planning process to better understand development potential consistent with the future land use vision. Each set of conceptual illustrations on the pages that follow convey one of several possibilities. Considering the potential use of parcels collectively, decisions about future development on individual parcels can be made in a manner that optimizes the utilization of land while adhering to the community's objectives.

FOCUS AREA I: MOREHEAD WEST

The western gateway into Harrisburg, this area was the subject of the Morehead West Area Plan (2017). It offers Harrisburg the best opportunity for job growth, particularly in this mixed-use node at Caldwell Road extension. It offers current and future residents more housing choices within walking distance of local-serving retail, dining, services, and small-scale professional offices.

FEATURES

- A mix of uses and quality development offer a new shopping and dining destination within walking distance of surrounding neighborhoods.
- Future commercial uses organized around an internal network of local streets and private drives.
- Businesses benefit from the synergy created by close proximity to one another.
- A mix of housing types could be accommodated to meet the increasing demand for “empty nester” housing units, which include patio homes, townhomes, condominiums, and other multi-family products.
- Traffic is improved by local trips diverting to the local network, thereby reducing turning movements along NC-49.
- The positioning of 2- and 3-story buildings, flanked by a well-designed streetscape, can create a center of activity that is both functional and welcoming.
- The streetscape frames views and incorporates furnishings, signs and lighting to create a sense of arrival into Harrisburg.





Figure 6. Focus Area 1





FOCUS AREA 2: BLACKWELDER

An area of agriculture today can become a central greenspace amidst future neighborhoods that include an array of housing types. Higher densities here provide opportunities to walk and bike to the Town Center and justify investments in desired commercial development as well as transit access.

FEATURES

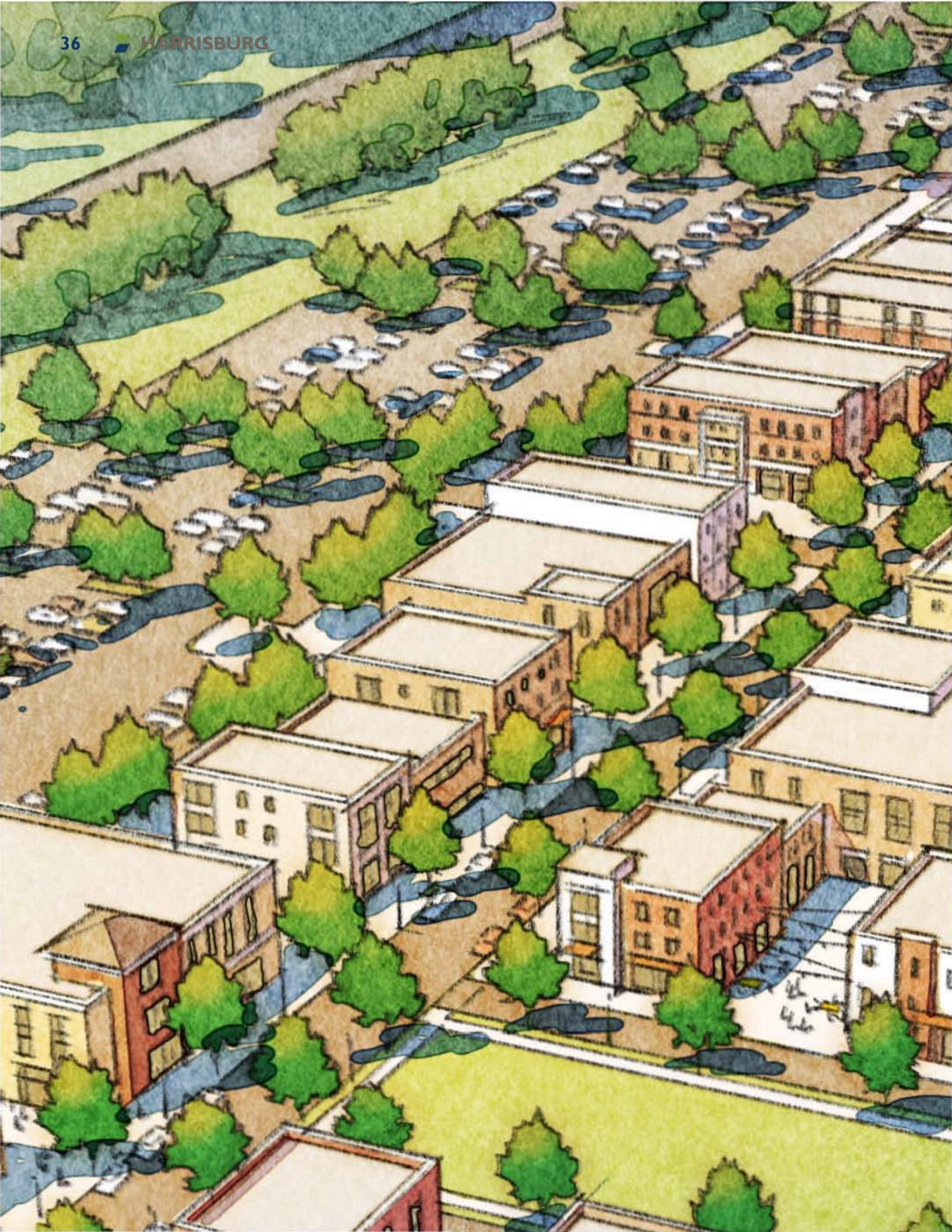
- Existing agriculture remains in operation as development in close proximity to the town center takes shape.
- Town houses and live/work units are among the buildings that flank the commercial development.
- Small scale commercial uses along NC-49.
- A variety of green spaces and trail connections are part of the amenities.

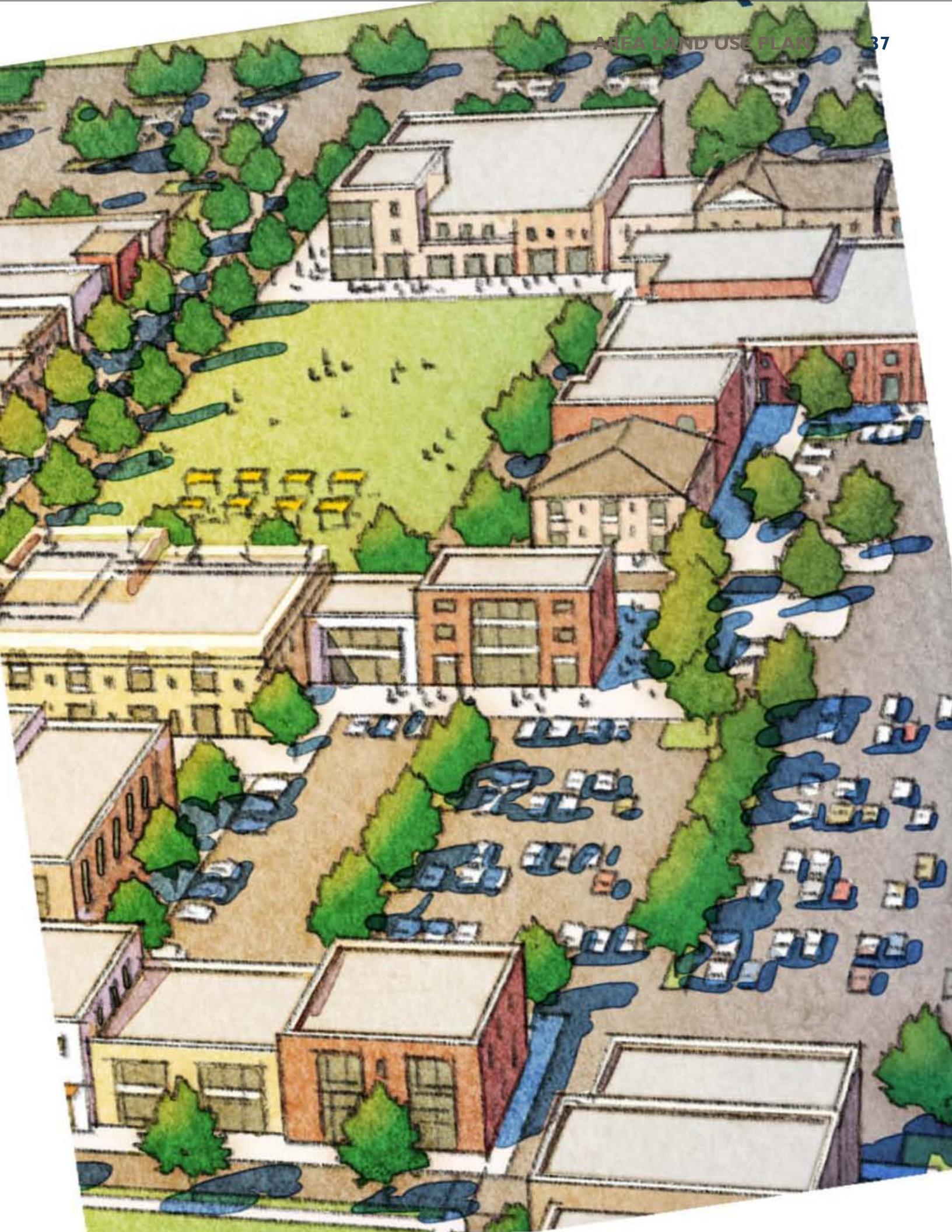


2



Figure 7. Focus Area 2





FOCUS AREA 3: SHAMROCK

A mixed-residential development area where new homes, varying in size and appealing to diverse age groups, can coexist. Complemented by a variety of open spaces, the neighborhoods within this area have access to passive and active recreation, including a greenway planned for the Back Creek corridor. Densities transition to match adjacent neighborhoods. Natural resources such as the mature forest near Back Creek, steep slopes along Pharr Mill Road and pastoral features such as existing fencerows are preserved.

FEATURES

- Single-family homes and lots are comparable to adjoining neighborhoods.
- Compact residential mix can accommodate senior living community or simply create a multi-generational neighborhood.
- Attached units near Pharr Mill Park help increase safety.
- Open space is integrated.
- Greenway connections are possible.



3



Figure 8. Focus Area 3





FOCUS AREA 4: HICKORY RIDGE

The clustering of homes around the new elementary school creates a village setting and preserve natural areas along tributaries. Densities begin to taper off as distance from the school increases. The overall density of development is the lowest in the Planning Area. The residents can enjoy ample open space afforded by conservation design while having easy access to the school and potential adjoining park via sidewalks, greenway trails, and bike routes.

FEATURES

- Development is integrated into the landscape. Lots are clustered to avoid important natural resources.
- The school is the focal point and an amenity for adjacent neighborhoods.
- Green space is an important feature at the "front door".
- Lot sizes vary to respond to market demand.
- A parallel road network lessens congestion on Hickory Ridge Road.



4



Figure 9. Focus Area 4







REALIZING THE VISION

The following recommendations along with specific strategies, or action steps, will aid efforts to achieve the goals and realize the vision reflected in the Future Land Use Map. The recommendations and strategies are in no particular order. They are presented to enable those

involved in implementation to effectively evaluate and determine priorities, and identify short-, mid-, and long-term tasks. However, the project team, working with the Advisory Committee, has identified five priority actions steps to be considered immediately following plan adoption.

TOP 6 PRIORITY ACTION STEPS

FACILITATE COMPLETION OF HARRISBURG TOWN CENTER

Refer to LU-1

CREATE VALUE IN KEY AREAS TO ATTRACT INVESTMENT: AMENITIZED, MIXED-USE NODES WITH EMPLOYMENT

Refer to LU-6 and ED-3

AMEND THE UDO

Refer to LU-7

DEVELOP THE GREENWAY SYSTEM THROUGH PUBLIC AND PRIVATE PARTNERSHIPS

Refer to PR-1

RENEGOTIATE WATER AGREEMENT WITH CITY OF CONCORD

Refer to LU-3

DEVELOP A STRATEGIC MOBILITY PLAN

Refer to TR-1

LAND USE & DEVELOPMENT DESIGN

LU-1

CONTINUE EFFORTS TO CREATE A TRUE “DOWNTOWN” FOR HARRISBURG

The Town Center should function as the heart of the community—a central gathering place for residents, a viable business location, and a memorable destination for visitors. Its role in economic development cannot be underestimated. A recent issue of Southern Business & Development encouraged companies in search of a place to invest to “check out the community’s downtown,” as the quality of the downtown is evidence of the community’s stability and commitment. Survey respondents indicated strong support for the completion of Town Center.

- Maintain the location of Town Hall, and incorporate other civic uses that, like Town Hall, function as key anchors and attract visitors on a regular basis, which is critical for the long-term viability of the businesses that have located—or will locate—in this area.
- In the short term, continue to implement the master plan for Town Center, approving development that is consistent with the plan.
- Over the long term, expedite the completion of the Town Center:
 - Work with the current owner(s) to devise a strategy to move the Town Center development forward in a manner that serves the interests of the Town as well as the owner(s). Consider the following as part of the strategy:
 - Remove regulatory barriers. Evaluate and amend the Planned Unit Development (PUD) district zoning. Alternatively, rezone the PUD to a special design district that facilitates the completion. Consider the creation of a form-based district with a corresponding regulating plan. Land use conditions may be applied vertically (by building floor) as well as horizontally to ensure first floor uses activate the street level, where appropriate.
 - Create a development agreement. Components of the agreement may include conditions for Town participation in funding infrastructure and amenities to catalyze private investment.
 - Consider the establishment of an independent, non-profit organization comprised of representatives of the Town of Harrisburg, business owners, and residents to oversee development.
 - Identify catalyst sites and, with Town participation, facilitate key development projects in partnership with private developers that are in alignment with the Town Center Master Plan (or subsequent regulating plan, if one is adopted by the Town) and spur more development that is in keeping with the vision.
- Consider the creation of a special tax district to fund improvements to and maintenance of the public spaces within.



LU-2

LINK LAND USE WITH TRANSPORTATION IMPROVEMENTS

Transportation, like other forms of infrastructure, should support the desired development pattern. However, development design and intensity can have an impact on the capacity of the existing and future network. Decisions about development should minimize congestions while supporting alternative modes in specified areas.

- Reduce traffic congestion through development orientation and access. Development along major roads should have access from local and internal street systems to minimize traffic volumes on key connectors and reduce turning movements.
- Consider the impacts and opportunities of the High Speed Rail corridor. Discourage incompatible uses and mitigate impacts with setbacks and noise attenuation requirements.
- Consider the possibility of transit connections that utilize CK Rider, CATS, a village circulator, or link to Blue Line LYNX to leverage concentrated development in Harrisburg Town Center.
- Establish design standards that create a compatible relationship between development and future greenways. This may be accomplished with an overlay district for development standards to be applied within a specified distance of the greenway corridor.

DOWNTOWN MANSFIELD

Mansfield, Connecticut had no downtown until recently. The community’s desire for a vibrant, mixed-use, pedestrian-oriented downtown for Mansfield was realized in 2017 after many years of collaboration between the public and private sectors. The Mansfield Downtown Partnership is an independent, non-profit organization formed to oversee the effort. Since 2001, the Partnership has worked to create a master plan, establish the regulatory framework, attract tenants, and program the public spaces with events. Today, “Downtown Storrs” is the heart of the community enjoyed by residents, visitors and students.

LU-3

BALANCE DEVELOPMENT AND CONSERVATION INTERESTS

Concern was expressed by some residents about the loss of open space and the need to manage growth to protect trees, farms, and open space. Rural land owners also conveyed a desire to retain the right to sell or develop their land. Balancing these demands can be done through policies and design criteria that specify the role of open space in future development while providing flexibility to meet market demands. Survey respondents preferred conservation design over large lot conventional subdivisions more than 2 to 1.

- A land conservation approach to the subdivision of land, as permissible in the County's Open Space Subdivision Option and the Town's Conservation District, should be encouraged to accomplish development in areas where the preservation of natural and cultural resources is imperative and where conventional development would have a negative impact on the protection of such resources.
 - Improve regulations for increased development design flexibility, provided higher standards for conservation of valuable natural and cultural assets in the Harrisburg Planning Area are met. For example, smaller lots may be permitted if open space area requirements are exceeded and the land set aside encompasses the "primary" resource types. (Note: A public process should be conducted to define the "primary" open space types that the Harrisburg community values.)
- Build on the recent efforts of the Cabarrus County Soil and Water Conservation District (CCSWCD) and NC Wildlife Resources Commission (NCWRC) to identify and conserve important natural resources in the Harrisburg Planning Area. Utilize input gained through the HALUP planning process to improve conservation of natural assets that are valued by the residents of the Planning Area. Based on public input natural resource priorities included streams, buffers and wetlands that contribute to water quality, mature forests, and important wildlife habitats and corridors.
- Consider amendments to the Town's UDO. Specifically, modify the Town's Conservation District requirements to incentivize conservation design in target areas (e.g., Reedy Creek Watershed).
 - Allow by-right conservation design for subdivisions that do not exceed the maximum gross density of the zoning district, as a review and permitting process that is no more onerous than that associated with conventional subdivision design approval will help make conservation design an easy choice. The density bonus is built in. In other words, 100% of the total number of lots allowed could be accomplished. [Note: Conventional design typically cannot achieve 100% of the allowed lots once land area for infrastructure, floodplains, and other features are subtracted and the minimum lot dimensions (area and width) are met.]
 - Evaluate the current standards with a specific assessment of the following:
 - The feasibility of open space provision and resulting lot sizes. With a range of open space percentages (minimum and maximum), continue to relate density bonuses to the amount of open space set aside. Reward those who choose to exceed the minimum open space requirements when using a conservation design approach. Reductions in dimensional requirements should help achieve lot sizes that are marketable. Consider standards that address both average lot sizes and minimum lots sizes.
 - Potential impacts to adjacent neighborhoods. Assess buffer yard requirements to ensure a positive transition from existing development to new development and establish project boundary standards that require new lots to be equal to or greater than the size of the lots abutting that project boundary in an existing subdivision.

Analyses of recent major conservation subdivisions demonstrates an overall savings of 36 percent on construction costs when compared to conventional subdivisions.

CONVENTIONAL SUBDIVISION DESIGN



CONSERVATION SUBDIVISION DESIGN



Source: Randall Arendt

IDEA:



Reward developers who exceed open space standards with a density bonus.

LAND USE & DEVELOPMENT DESIGN

LU-4

RECOGNIZE THE VALUE OF AND PROTECT EXISTING AGRICULTURAL OPERATIONS

Appreciated for their role in preserving the character and scenic quality of the area, some of the existing agricultural operations are still viable. Contributing to the local economy, these farms represent 27% of the Planning Area and contribute more in taxes than they consume in services. These farms should be protected from encroachment by new development.

- Require working agricultural lands (PUV) parcels to be shown on preliminary plans.
- Keep residential density very low where agricultural land use is predominant to reduce conflicts between neighborhood residents and common agricultural practices.
- Increase awareness of voluntary agricultural districts (VAD) and their benefits as a means to increase the number of properties and geographic area in agricultural use in the VAD program.
- Consider critical mass necessary for viable agriculture in conservation programs and future planning efforts.
- Encourage new developments near working agriculture to be designed in a way that reduces conflict between future residents and existing agricultural operations.
- In subdivisions employing a conservation design approach, cluster development away from working agriculture.
- Establish building setbacks and preserve mature forest buffers between new homes and existing operations.

Homes within walking distance of natural parks sell for up to 20 percent more.

~ Economic Research Associates



BUCKS COUNTY, PA

Voters in Bucks County, PA, overwhelmingly approved a \$59 million bond referendum to fund a ten-year program dedicated to the permanent preservation of farmland, parkland, and natural areas.

Since 1997, the Bucks County Open Space Program has been a success in both the quantity and quality of land protected. The County's investment of \$59 million leveraged approximately \$80 million in additional funding (primarily through state and local municipal matches) resulting in the preservation of more than 15,000 acres.

LU-5

EXPAND HOUSING OPTIONS

Housing choices address affordability, lifestyle preferences, and aging in place. The mix facilitates the multigenerational aspect of the community.

- Diversify the offerings to appeal to a broad range of audiences, from younger singles and couples just starting out, to matures seeking/ needing to move-down from detached single-family ownership to an array of products to those seeking Harrisburg's high quality of life but unable to afford much of its product today. Support development of:
 - for-sale products, including townhouses, villa/patio home product and smaller-lot detached product (Active Adult Community)
 - rental apartments targeting matures, independent and/or assisted living.
- Create value for property owners.
 - Create open space and amenities in mixed-use nodes and require open space in new development that enhance property values, making such areas more attractive for investment.
 - Through what is given back (smaller lot product and/or more density in exchange for preservation of open space), increase investors' potential return on investment.

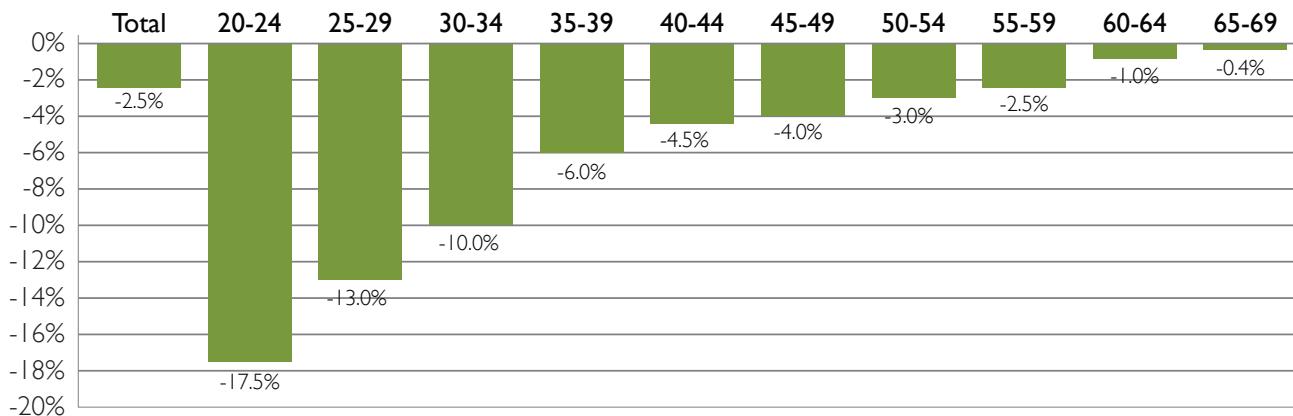


73.9%

Number of people in a recent survey conducted in NC's Triangle that prefer to live where they could walk to stores or restaurants.

MAJOR RESIDENTIAL MARKET TRENDS:

- Boomers & Millennials will drive real estate preferences in the next decade. They are seeking lower-maintenance and lifestyle products in walkable, mixed-use settings.
- Significant interest in making trade-offs for walkability, park proximity/ access, and nicer finishes (less size).
- Homeownership is down significantly from 2006.

CHANGE IN HOME OWNERSHIP BY AGE COHORT 2006-2013

LAND USE & DEVELOPMENT DESIGN

LU-6

FOCUS ON QUALITY

By seeking opportunities to improve the overall appearance of Harrisburg and the surrounding area, particularly at its gateways, the community can present a positive image, reinforce its identity to distinguish itself in the region, and build investor confidence. Communities across the US that are enjoying success with economic development cite quality of place and quality of life as major factors influencing location decisions. Investors are drawn to communities that demonstrate a commitment to quality.

- Ensure a higher level of quality in all future development.
 - Review and amend the Town's Unified Development Ordinance and other applicable development codes as necessary to maintain or improve the quality of architecture, landscaping, and other details in new development, expansions, and redevelopment.
 - Through the conditional rezoning process, encourage a higher level of investment in façade treatments (articulation, fenestration, materials, finishes, etc.), landscaping, site furnishings (benches, lighting, etc.), and other elements that are visible from public streets or other public vantage points, than applicable codes require.
 - Lead by example. Examine the Town's policies, procedures, and practices in terms of the design and maintenance of public facilities and spaces. Prepare a set of design guidelines to describe specifically a set of standards for the Town to follow to ensure the consistent application of agreed upon standards to all public spaces as they are developed and/or improved.
- Focus on placemaking.
 - Prepare design guidelines for public and private use. Design standards should take into consideration the function and intended experience of each place. Goals of the design guidelines go beyond aesthetics and address safety, community image, community identity (brand and history/heritage), and quality of the experience.
 - Apply Crime Prevention Through Environmental Design (CPTED) principles to public space design and maintenance.
 - Improve the appearance of the NC-49 corridor, Harrisburg's main street.
 - In connection with a detailed study of the NC-49 corridor to address access management and safety, prepare a streetscape design concept to introduce more landscaping along NC-49, such as street trees along the edges and trees or shrubs in new medians.
 - Prepare Streetscape Design Guidelines to guide publicly- and privately-funded aesthetic enhancements to the road corridor and encourage improvements beyond the right-of-way.
 - Prepare a Public Realm Master Plan that addresses the types, locations, and opportunities with a wide variety of public and publicly-accessible spaces.



LU-7

ENSURE ZONING IN THE PLANNING AREA (TOWN AND COUNTY) IS CONSISTENT WITH FUTURE LAND USE PLAN MAP

Local land development regulations are one of the most effective tools for accomplishing the vision for future development and conservation in the Planning Area.

- Revise the Town's Unified Development Ordinance (UDO) to address gaps, and streamline for ease of use.
- Amend the Town's UDO to facilitate future development and redevelopment as described in this plan.
- Conduct an assessment of the existing UDO. At a minimum, the assessment should:
 - Identify barriers to achieving the goals, objectives and policies outlined in this plan as well as solutions for overcoming those barriers.
 - Define new zoning districts or modify existing districts to accommodate development that is consistent with the community's vision for the area, as reflected in the Future Land Use Map. For example:
 1. Assess the need for a mixed-use district (MU) that can be utilized in key locations throughout Harrisburg. This district should enable a mix of compatible uses on large and small sites where adequate infrastructure is available or can be extended. The mix of uses can vary and may be all nonresidential uses. Provisions to consider include but are not limited to the following:
 - Minimum development site area: 5 acres
 - Mix of uses shall contain some nonresidential uses. Development shall not consist exclusively of residential uses.
 - Orientation of, and relationships between, buildings should eliminate need for buffers within development, particularly to separate residential and nonresidential uses.
 2. Limit uses in Light Industrial district to industrial and other employment uses to avoid encroachment of institutional, residential, and other uses on existing businesses. This would also preserve the Town's ability to attract and accommodate new—or expand existing—job-generating uses in locations where such businesses prefer to locate. Limit permitted commercial uses to existing uses and those that support the industrial uses.
- Revise the UDO based on the recommendations of the UDO assessment.
- Support rezoning applications for changes in zoning that demonstrate the intent to implement the the plan. To ensure future agreement on development proposals within the study area, the Town and the County should continue a coordinated process for rezoning application review.
- In Harrisburg's jurisdiction, support the creation of other PID districts. The emphasis of any new PID district should be on flexibility in use provided specific performance standards set forth for the district are met. Such standards shall address the potential negative impacts of each permitted use on adjacent development (existing or future) or on the community as a whole to ensure such impacts (i.e., noise, light, and traffic) are avoided or sufficiently mitigated.

PROPOSED FUTURE LAND USE	APPROPRIATE ZONING DISTRICT(S) – TOWN	APPROPRIATE ZONING DISTRICT(S) – COUNTY
Mixed Use	MU (new), C-1, B-1, O-1, PUD, TND	
Commercial	C-2, C-1, B-1 (along NC-49), O-1	LC, GC, OI
Office	O-1, PID	OI, LI, GI, GC
Light Industrial	I-1, PID, and I-2 (for existing General Industrial)	LI
HDR	RC, RV, C-2 (if existing and/or abutting NC-49)	HDR
MDR	RV, RM-1, PID	MDR, HDR
LDR	RL, RM-1, PID	LDR, MDR
VLDR	RE, RL	AO, CR, LDR
Recreation, Public	All Districts	All Districts
Recreation, Private	C-2, C-1, PID	LI, OI, LC, GC
Commercial, Entertainment, Hospitality/Lodging (Refer to Morehead West Area Plan)	C-2, C-1, B-1, CD, PID, MU (new)	LI, OI, LC, GC

Table 1. Recommended Application of Zoning Districts

CULTURAL & HISTORIC RESOURCES

CHR-I

CONSERVE HISTORIC AND CULTURAL RESOURCES THAT CONTRIBUTE TO THE CHARACTER OF THE AREA

Cultural and historic assets, as vestiges of the past, help tell the story of a place and its evolution. They help differentiate a town from surrounding areas and contribute to the character and authenticity. People can more easily attach to a place when the story of its past resonates with them.

- Update/Consider conducting a formal survey of existing structures and properties that, locally, have historic value to create an inventory of such assets.
- Raise awareness of existing historic and cultural resources through educational programs and events, and public art that tells the story of the history of the area.
- Encourage the preservation of such resources, making them focal points within the development pattern through sensitive integration, employing conservation design principles. Open space surrounding such assets as well as appropriate orientation of new structures should respect the value of cultural resources.





ECONOMIC DEVELOPMENT

ED-1

IDENTIFY AND PROTECT KEY EMPLOYMENT AND INDUSTRIAL LOCATIONS FROM OTHER DEVELOPMENT

Maximize potential industrial development opportunities in targeted areas along NC-49 and closer to Charlotte Motor Speedway (CMS).

- Identify infrastructure needs in targeted business and industrial locations to ensure maximum site availability and attractiveness to the market;
- Identify key areas and targeted properties for industrial or office development and identify the means by which these properties can be protected from development as other land uses;
- Provide easy access online and to key economic entities in the county and region to maximize knowledge & visibility of these sites to the market;
- Where possible, amenitize these targeted locations via access to trail systems (including the Carolina Thread Trail, where applicable), parks, retail cores, and other quality-of-life amenities typical stand-alone sites don't offer;
- In areas closest to CMS, consider tie-ins to the Speedway, UNC-Charlotte, etc. to target auto-related industries to the area.

NOTE: Refer to Morehead West Area Plan for more specific strategies (see Appendix)

ED-2

CREATE GREATER OPPORTUNITIES FOR OFFICE DEVELOPMENT

While the Harrisburg area is not likely to attract large-scale national or regional-serving office uses, its affluence and strong residential base should prove attractive for local, neighborhood- and area-serving office uses such as Realtors, insurance agents, law firms, accountants, home-builders, medical office uses, and others.

- Focus on creation of lifestyle-driven employment locations; those that are located in more walkable, mixed-use areas or projects;
- Encourage mixed-use walkable development in projects that are located in key employment and residential cores.
- Facilitate the creation of parks and greenways in mixed-use locations to provide walking, running, and/or biking opportunities for businesses.
- Encourage the development of vertically-integrated and or sidewalk-connected office and retail opportunities in the market.
- Enhance walkability, aesthetics and character of the NC-49 corridor to further its attractiveness for office uses.
- Consider extension of bike lanes and sidewalks to foster connections within higher-intensity residential and commercial cores.

Commercial, office and industrial uses make up only 8% of the land in the Harrisburg Area, but these properties make up over 13% of the tax base.

ED-3

ENCOURAGE RETAIL DEVELOPMENT IN MIXED-USE, WALKABLE LOCATIONS

Almost 30% of those surveyed expressed support for mixed-use development. Shopping, dining and entertainment uses were the most popular types of uses survey respondents wanted to see in the Harrisburg Area.

Demand exists for about 730,000 square feet of retail between 2015 and 2040. Given shifting retail dynamics favoring more experiential or lifestyle-driven locations, development of retail in mixed-use, more dense residential cores should be encouraged.

- Focus demand on more local, neighborhood-serving retail uses as opposed to more regional-serving, "big box" retail.
- Encourage retail development in cores or nodes as opposed to strip development along major thoroughfares.
- Where possible, deliver retail in more walkable, street-oriented format with strong connectivity to residential areas, parks, greenways, bike lanes, etc.



BAXTER VILLAGE

A good example for Harrisburg to look to is Baxter Village in Fort Mill, SC, which incorporates retail and office uses in a walkable town center environment. Office tenants are found on the 2nd or 3rd floor of mixed-use buildings, or on all levels of freestanding office buildings. Tenants include local investment offices, insurance brokers, architects, chiropractors and other medical professionals, Realtors, and similar local-serving office uses. Office space in Baxter is more than 90% occupied, with retail access, parks/ walkability, and strong design being big attractions. Fort Mill's demographics are not unlike Harrisburg's and, thus, Baxter provides a potential road map for lifestyle-driven office locations.

PARKS, RECREATION, & OPEN SPACE

PR-I

CREATE A CONNECTED SYSTEM OF GREENWAYS

Greenways ranked as the #1 priority during the first HALUP public meeting. Recreation was voted the #2 priority in the survey. Internal greenway connections appeal to all ages and can help create a healthy community.

- Continue to require new development to reserve land for and to construct greenways that are in the adopted Harrisburg Comprehensive Bicycle, Pedestrian and Greenway Plan.
- Coordinate with the City of Charlotte and Mecklenburg County to connect to the Cross-Charlotte Trail.
- Get blanket easements from property owners when utilities are installed.
- Seek funding from the North Carolina Department of Transportation (NCDOT), the Parks and Recreation Trust Fund, the Carolina Thread Trail, and other sources.
- Encourage the other TOD: Trail-Oriented Development. Adjacent to greenways, development should be oriented toward the greenway, much like a positive relationship of buildings to a street. Create a positive edge, as development “embraces” the corridor and the greenway and connecting trails provide access to points of interest or destinations along the route.



PR-2

IMPROVE EXISTING PARKS AND DEVELOP ADDITIONAL PARKS

Recreation including nature parks, trails and greenways was a high priority for participants. Significant disparity exists between access to parks in different parts of the planning area.

Harrisburg Park: Make incremental improvements to Harrisburg Park

Future Trailhead / Nature Park: The Town of Harrisburg and the Catawba Lands Conservancy own land adjacent to Morehead Road that could serve as a future trailhead and nature park.

Pharr Mill Historic Park: The historic site of Pharr Mill could be utilized as a historic park with interpretive signage and neighborhood amenities (i.e. a picnic shelter and/or playground).

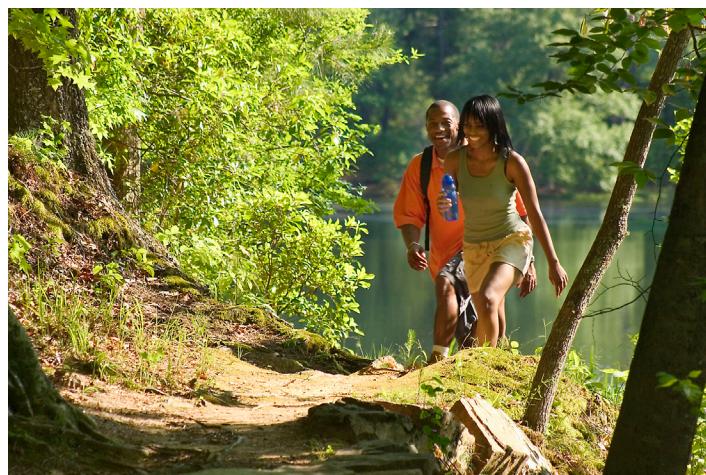
Fuda Creek Park: Coordinate with the future mixed-use development of Farmington to include a park along the banks of Fuda Creek.

Hickory Ridge Park: Coordinate with landowners adjacent to the planned school to determine feasibility of a park that is connected to the school grounds and can be utilized by students and residents.

Holcombe Woods Park: The planned development of Holcombe Woods will include land dedicated to a public park.

In Apex, North Carolina, homes in the Shepherd's Vineyard development adjacent to the American Tobacco Trail sold for \$5,000 more than other homes in the neighborhood.

– Rails to Trails Magazine



IDEA:

Design and build 10 miles of greenways over the next 10 years

PARKS, RECREATION, & OPEN SPACE

PR-3

INTEGRATE OPEN SPACE AND AMENITIES IN NEW DEVELOPMENT

Maintaining open space was ranked as the most important goal during the first HALUP (Harrisburg Area Land Use Plan) public meeting and the survey. Open space preservation has many health and economic benefits. Access to open space and parks is a determinant of physical health and has shown to improve mental health. Studies have shown that integrating open space, parks and trails into new development can lead to higher property values and reduced time on the market.

- Encourage open space/conservation subdivisions in Conservation Design Target Areas (see map to right) that accommodates development while protecting sensitive natural resources.
- Locate a portion of open space in new developments at the “front door” within development, affording the occupants direct physical and visual access to it for recreation, socializing, and communing with nature.
- Utilize input gained through the HALUP planning process to increase access to open space and amenities in new development. Based on public input open space priorities included nature parks, greenways and parks and amenities that can be used by all ages.
- Modify open space standards in the UDO to clarify type and location of required open space.
- Maintaining large tracts of connected open space should be a priority in the Reedy Creek watershed. Framing open space with new development should be a secondary goal.



Homes that have access to parks and other forms of open space can yield a higher return and sell faster than conventional lots (Source: Green Growth Toolbox, Location: Chatham County, NC).

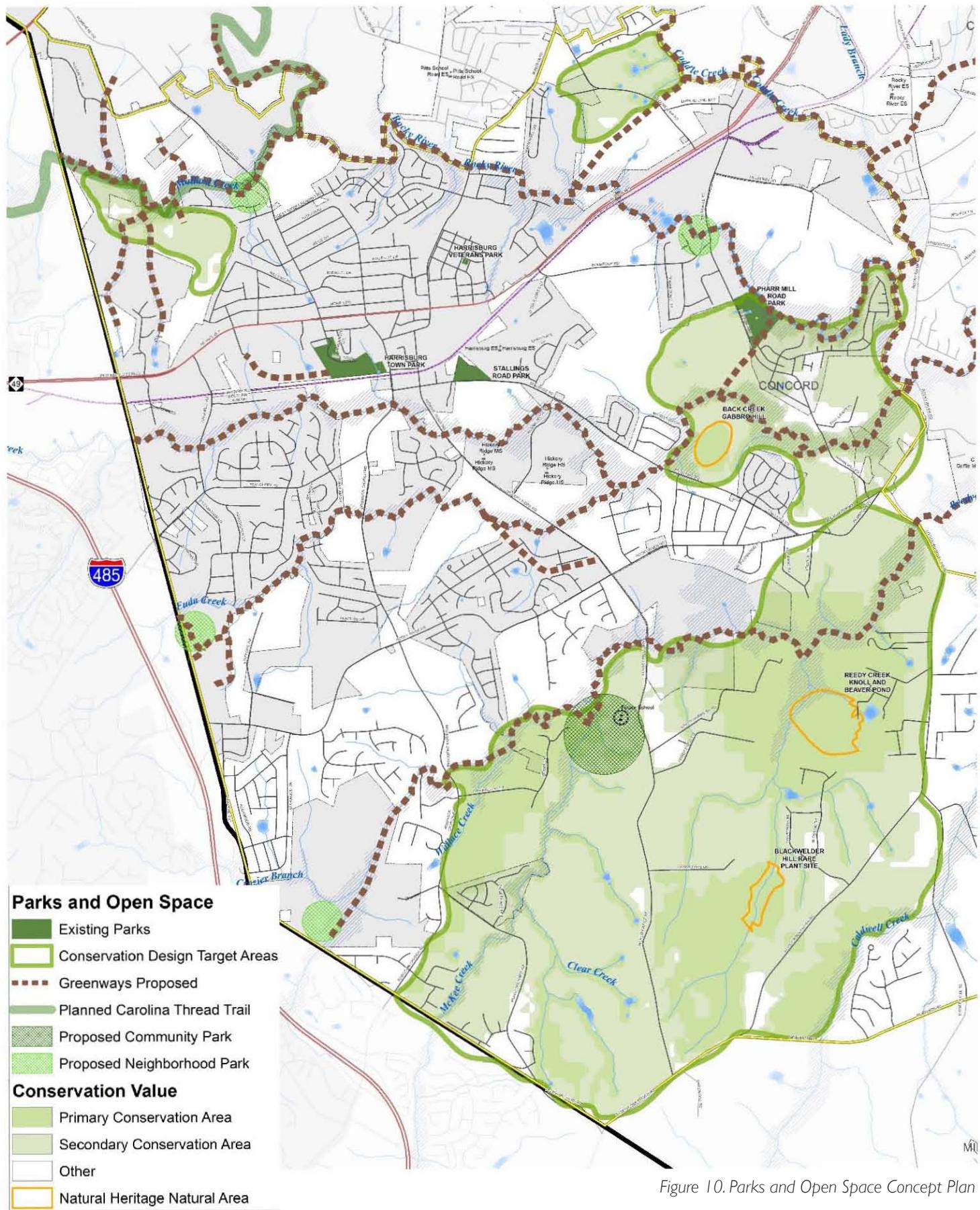


Figure 10. Parks and Open Space Concept Plan

ENVIRONMENT & NATURAL RESOURCES

ENR-1

PROTECT WATER QUALITY

Nearly all major tributaries have been considered impaired by North Carolina Department of Environmental Quality standards over the past two decades. Current impaired streams include Back Creek, Caldwell Creek, Mallard Creek, McKee Creek, Reedy Creek, and the Rocky River. Protecting streams and water quality were voted the highest priority preservation activities at the first community meeting.

- Improve stormwater management.
 - Encourage low-impact design (LID) as recommended in the Upper Rocky River Watershed Management Plan.
 - Consider the creation of a low-impact design (LID) option for new development that reduces infrastructure requirements if design criteria is met (i.e. reductions in impervious surface, use of pervious pavements, infiltration trenches, bioswales, etc.)
- Partner with local and state agencies and private landowners to preserve and restore areas that are critical to water quality, including streams, riparian areas, mature forests and wetlands.
 - Continue to preserve vegetative buffers and steep slopes adjacent to streams.
 - Promote wetland conservation. In addition to US Army Corps of Engineers requirements, encourage the preservation of vernal pools and small wetlands as well as upland habitat adjacent to wetlands.
 - Encourage stream restoration and enhancement projects, and incentivize landowner participation.

ENR-2

PRESERVE THE EXISTING TREE CANOPY TO THE EXTENT PRACTICABLE

Protecting native, mature forests were voted the second highest priority preservation activity at the first community meeting.

- Continue to designate and protect heritage trees
- Encourage the preservation of mature, native forest.
- Require the delineation of mature hardwood forest stands over a certain size threshold on preliminary plats, provided such information is maintained in the County's database.
- Work with Cabarrus County to create an inventory of large mature forest tracts. This data can be used to prioritize open space design in new development and limit habitat fragmentation.
- Encourage site design to respect agricultural relics such as trees along fence lines

**Less
fragmented**



**More
fragmented**

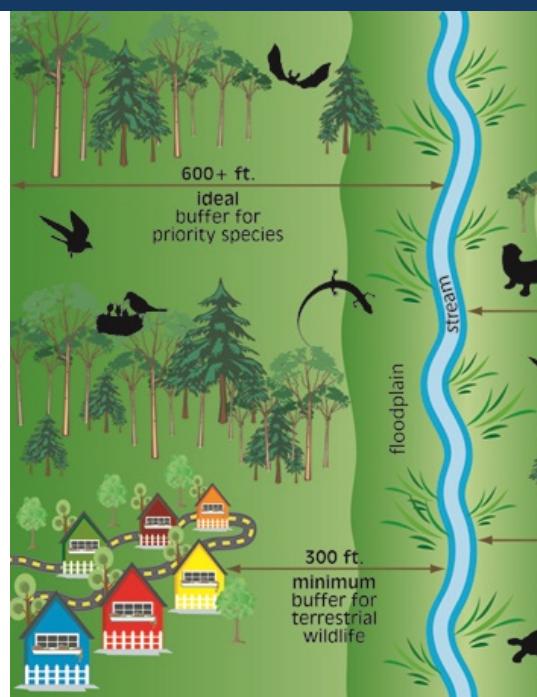
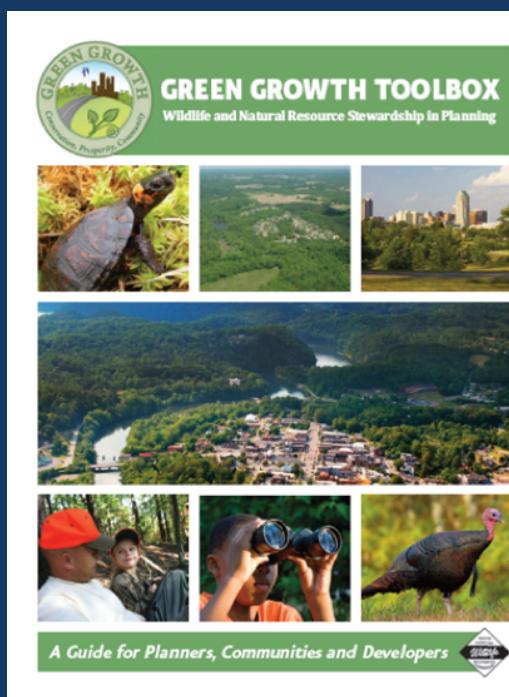


ENR-3

PROTECT IMPORTANT PLANT AND ANIMAL HABITATS

There are four designated Natural Heritage Natural Areas located within the Planning Area. These sites and other habitats are home to unique natural communities and rare plant and animal species. Protecting these resources, and the open spaces, through site design techniques can help maintain small town feel and rural character that can distinguish parts of the planning area from more urbanized areas.

- Increase awareness of the presence and importance of such habitats and corridors that connect them, thereby increasing the sensitivity of development in protecting such assets.
- Utilize the natural resource database and maps maintained by the State to educate developers and inform them of opportunities to conserve the natural assets valued by the community and mitigate or minimize the impacts of development on the protected areas.
- Create/improve incentives for protecting key habitat hubs and corridors.
 - Encourage the conservation of Natural Heritage Natural Areas in the Reedy Creek watershed through voluntary preservation efforts and site design.
 - Encourage the preservation of habitat corridors along major tributaries. The NCWRC recommends wildlife corridors need to be a minimum of width of 300ft to allow for priority species to travel across sites.
- Regularly evaluate the plan review process to ensure the preservation of documented habitats of important plant and animal species.
- Study funding mechanisms to fund voluntary open space acquisition.
- Work with Cabarrus County Soil and Water Conservation District (SWCD) to obtain easements, as necessary.



The Green Growth Toolbox (GGT) and the Cabarrus County Natural Resource Conservation Design Guide (NR-COD) provide information on benefits of conservation design. They also provide guidance on priority conservation areas and how to update local ordinances to protect open space.

TRANSPORTATION

TR-1

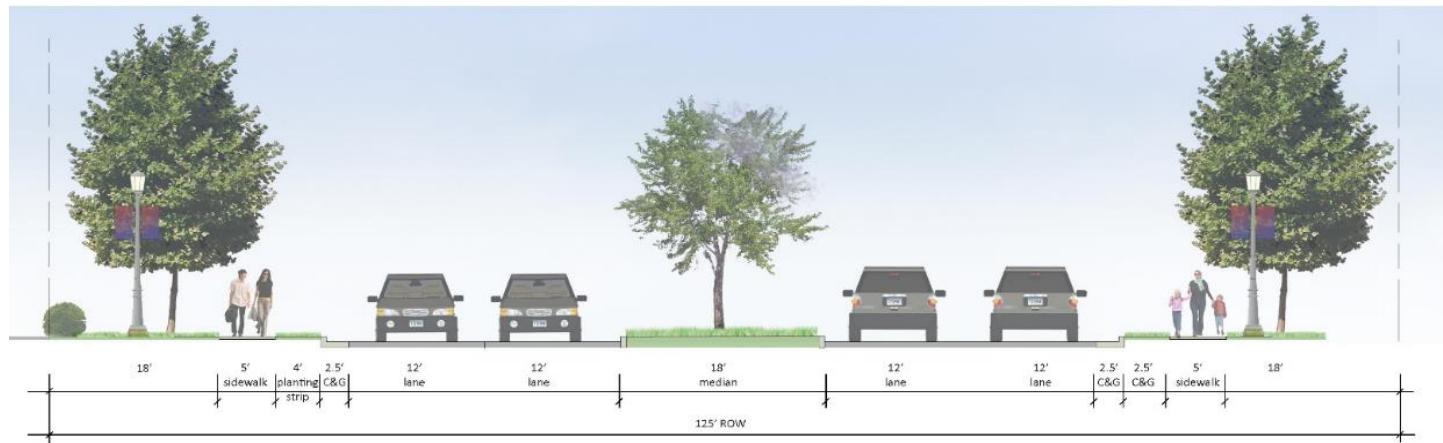
TR-2

STRATEGIC MOBILITY PLAN

- Develop a strategic mobility plan for the Town to guide decisions for all modes of transportation.
- A town wide, long-term traffic improvement options guide that supports the growth outlined in the land use plan.
- Options need to include regional influences, potential costs, all users, and incorporate alternative transportation choices.
- The plan serves as the foundation to develop a roadway systems that includes multiple routes to ensure mobility in the event of emergencies and other blockages.
- The plan should include a street typology framework and roadway design priority matrix to reflect how streets relates to the local and regional network and adjacent land uses.

COMPLETE STREETS POLICY

- Develop a policy of how the Town envisions the community providing roadways that safely accommodate all users.
- The development of this policy promotes health, livability, and placemaking.
- The Town should develop a process to determine the components of each transportation capital improvements project.
- The process should utilize context-sensitive solutions to balance the needs of all users, making accommodations for pedestrians, bicyclists, trucks, and transit riders.
- The criteria should consider the project context including factors such as topography, scenery, history, values of residents, and businesses.
- The Town should partner with North Carolina Department of Transportation (NCDOT), Cabarrus-Rowan Metropolitan Planning Organization (CRMPO), and Charlotte Regional Transportation Planning Area (CRTPA), as applicable, to connect the roadway, bicycle, and transit systems and to collectively solve larger mobility issues.



TR-3**BICYCLE AND PEDESTRIAN**

- Create a bicycle and pedestrian system which is accessible, safe, convenient, and links priority destinations.
 - Robinson Church Road
 - Connections to Town Center
 - Hickory Ridge Road (from middle school north)
 - Stallings Road (missing links)
 - East/West along Rocky River Road
- The Town should develop a long term funding strategy for facility design and construction.
- Develop a pedestrian and bicycle CIP that is updated yearly.
- Develop a flexible implementation tool to leverage available funding sources from NCDOT, Congestion Mitigation and Air Quality (CMAQ), and private sources to maximize available funding.
- Take differences in age and physical ability into consideration in the design of bicycle and pedestrian facilities to ensure they enhance mobility for all residents.

**TR-4****TOWN CIRCULATOR**

- Work with the Concord-Kannapolis Area Transit Service (CK Rider) and the Charlotte Area Transit System (CATS) to develop a Town Circulator for Harrisburg.
- Connect Town Center in Harrisburg to the CK Rider Red Line along Bruton Smith Boulevard/Concord Mills Boulevard
- Work with CKAT and CATS to develop an express bus connection from Town Center to the CATS Blue Line station at JW Clay Blvd/UNC Charlotte station on US-29.
- Work with CKAT to develop the stop locations and hours of operation for the Town Circulator.
- One implementation strategy for consideration would be the extension of the Red Line from Bruton Smith Boulevard to Town Center.
- The Town should conduct a ridership survey of the citizens to determine ridership volume, destinations, and service hour needs.
- The Town should partner with North Carolina Department of Transportation (NCDOT), Cabarrus-Rowan Metropolitan Planning Organization (CRMPO), and Charlotte Regional Transportation Planning Area (CRTPA) as applicable to connect the roadway, bicycle, and transit systems, and to collectively solve larger mobility issues.



UTILITIES

U-1

FACILITATE DESIRED DEVELOPMENT WITH THE UTILITY INFRASTRUCTURE REQUIRED

Strategic investments in public utilities is one of the most effective ways to attract development to areas where such development is desired. From an economic development standpoint, it is a means of being more competitive as the Town recruits development that will bolster the tax base and create jobs.

- Address water pressure issues by creating water loops in conjunction with planned infrastructure improvements (i.e., with the construction of Caldwell Road Extension).
- Coordinate with Concord to ensure adequate storage capacity exists in elevated tanks.
- Extend sewer along Mallard Creek in phases (refer to Morehead West Area Plan).
- Coordinate with Mecklenburg County/Charlotte Water.

NOTE: Refer to *Morehead West Area Plan* for more specific strategies (see Appendix)

U-2

DEVELOP A UTILITY SYSTEM EXTENSION POLICY

Public investments in utility extensions should reinforce the community's decisions about where to support growth. Such investments are the "carrots" that attract desired development, rewarding those who make the private investment.

- Phase extensions to follow a logical progression of development, particularly into areas delineated for Very Low Density Residential (VLDR) development, where conservation design is encouraged and public utilities will be required to support this choice.
- Support extensions through private development.
 - Continue to accept privately developed systems provided system design standards for equipment and line sizing are adhered to.
 - Continue to reimburse the difference in cost due to upsizing lines to serve future development and waive tap fees.
 - Develop incentives and policies related to water reuse.

Water utilities across the United States and elsewhere in North America are saving substantial amounts of water through strategic water-efficiency programs. These savings often translate into capital and operating savings, which allow systems to defer or avoid significant expenditures for water supply facilities and wastewater facilities.

– Cases in Water Conservation

U-3

SECURE THE WATER SUPPLY

Other municipalities in the US are already facing the issue of running out of water. Demand for water is increasing, but supply is not.

- Renew the agreement with the City of Concord for water supply.
- Renegotiate the agreement with the City of Concord for an increase in allocation. Seek an increase equal to or greater than the current interbasin transfer (IBT) permit maximum. Increases should be based on the results of a water model that takes into account projected growth reflected in the Future Land Use Map.
- Work with the City of Concord to seek a long-term water supply solution to address future demand beyond 2040.
- Consider water conservation policies, and establish a related conservation initiative that may include one or more of the following:
 - An educational program promoting the benefits. Encourage xeriscaping and/or native vegetation to meet landscaping requirements.
 - Increased fees for irrigation. A sliding scale based on amount used and time of day, as well as separate metering of irrigation systems, should be considered.
 - Landscaping standards that emphasize xeriscaping (landscape design requiring little or no irrigation) and promotes the use of native vegetation.
 - Promotion of the use of low-flow fixtures, particularly in new construction.
 - Water re-use.

 **Cases in Water Conservation:**

How Efficiency Programs Help Water Utilities Save Water and Avoid Costs



NEW YORK CITY DEPARTMENT OF
ENVIRONMENTAL PROTECTION
www.nyc.gov/dep



CITY OF ASHLAND



Tampa Water Department



IRVINE RANCH
WATER DISTRICT



DEPARTMENT OF
ENVIRONMENTAL PROTECTION
MASSACHUSETTS



Town of Gilbert
water conservation



WATER CONSERVATION



City of
Santa Monica



WHAT WILL YOU
SAVE
TODAY?



CITY OF GLENDALE
WATER CONSERVATION

The City of Ashland, Oregon is one of several communities highlighted in this EPA report, which describes several approaches to water conservation.

According to the report, “Ashland’s 1991 water efficiency program Ashland’s conservation efforts consisted of four major components: system leak detection and repair, conservation-based water rates, a showerhead replacement program, and toilet retrofits and replacement. Ashland’s conservation efforts have resulted in water savings of approximately 395,000 gallons per day (16% of winter usage) as well as a reduction in wastewater volume.”

The report features 17 communities that have had success with such initiatives.

<https://www.epa.gov/sites/production/files/2017-03/documents/ws-cases-in-water-conservation.pdf>

COMMUNITY FACILITIES

CF-1

INTEGRATE PUBLIC BUILDINGS SEAMLESSLY INTO THE COMMUNITY

Public buildings can serve as organizing elements in the built environment and anchors in areas where the collection of uses would benefit from high levels of daily foot traffic. Schools are magnets for residential development. Therefore, careful consideration of each site before selection is necessary to fully understand the potential impacts and benefits of new school locations.

- Meet with the Cabarrus County School Board representatives to discuss the Harrisburg Area Land Use Plan, once adopted, so that this plan may serve as input into the next school facilities plan update(s).
- Continue to promote the Cabarrus County School Site Guidelines as the School Board determines future school locations in the Planning Area.
- Locate community buildings in prominent locations. Sites should be highly visible from several vantage points. The structures should be oriented to be the terminus of views down key corridors, and flanked by civic open space to give the structure the prominence it deserves. Examples of such buildings include Town Hall, a post office, a library, a school.
 - Assess potential sites based on the above criteria.
 - Work with the County and regional agencies seeing locations for comparable buildings in the Planning area to accomplish these results.

CF-2

PUBLIC SAFETY

Through the design of private development, transportation facilities, and parks and other public spaces, and through the delivery of adequate community services, the residents and property owners in the study area want to be assured that their safety is a priority.

- In public safety (i.e., police, fire and emergency medical service), maintaining or improving the response times (particularly for ISO ratings) is critical as growth continues. Update the service areas and facilities plans for public safety to ensure level of service needs are met



GENERAL

G-1

BEGIN IMPLEMENTATION OF THE PLAN IMMEDIATELY FOLLOWING ADOPTION

Successful implementation efforts, especially tangible changes, demonstrate commitment, and instill resident and investor confidence of this plan is achieved.

- Following adoption of the plan by both the Town and the County, embark on implementation efforts immediately, focusing first on the six priority action steps (refer to page 47).
- Establish an implementation program that enables the Town and the County to work separately and jointly.
 - Evaluate and prioritize implementation strategies outlined in this Harrisburg Area Land Use Plan.
 - Develop an implementation guide that reflects the prioritization by identifying short-, mid-, and long-term activities.
 - Establish metrics to be used in monitoring progress.
 - Form a committee to oversee and measure progress on implementation activities, particularly those identified as short-term or first-year tasks
- Update the plan at least every 5-7 years.
- For consistency, update the adopted plans of the Town and the County by incorporating the recommendations of this plan. Consider the following as priorities:
 - Parks and Recreation Master Plan
- Implement the Morehead West Area Plan.

G-2

PARTICIPATE IN REGIONAL COORDINATION

Cooperating and communicating with the other units of government, area agencies, and local organizations facilitates the creation of partnerships, advancement towards common goals, and better utilization of resources.

- Work in partnership with each other and with neighboring jurisdictions
 - Concord
 - Midland
 - Charlotte-Mecklenburg
- Coordinate with local and regional and state agencies
 - Metropolitan Planning Organization (MPO)
 - Charlotte Regional Transportation Planning Organization (CRTPO)
 - Water and Sewer Authority of Cabarrus County (WSACC)
 - North Carolina Department of Transportation (NCDOT)



APPENDIX

**HARRISBURG AREA EXISTING
CONDITIONS REPORT**

**HARRISBURG LONG-RANGE GROWTH
FORECAST**

HARRISBURG DEMAND SUMMARY

PUBLIC INPUT SUMMARY 1

PUBLIC INPUT SUMMARY 2

PUBLIC INPUT SUMMARY 3

MOREHEAD WEST AREA PLAN

