



HARRISBURG

AREA LAND USE PLAN

Adopted: June 11, 2018; Revised November 12, 2019 (Town)
Adopted: July 17, 2018; Revised April 20, 2020 (County)



CABARRUS COUNTY
America Thrives Here



HarrisburgNC
The right side of opportunity



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.

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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 2001. 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.



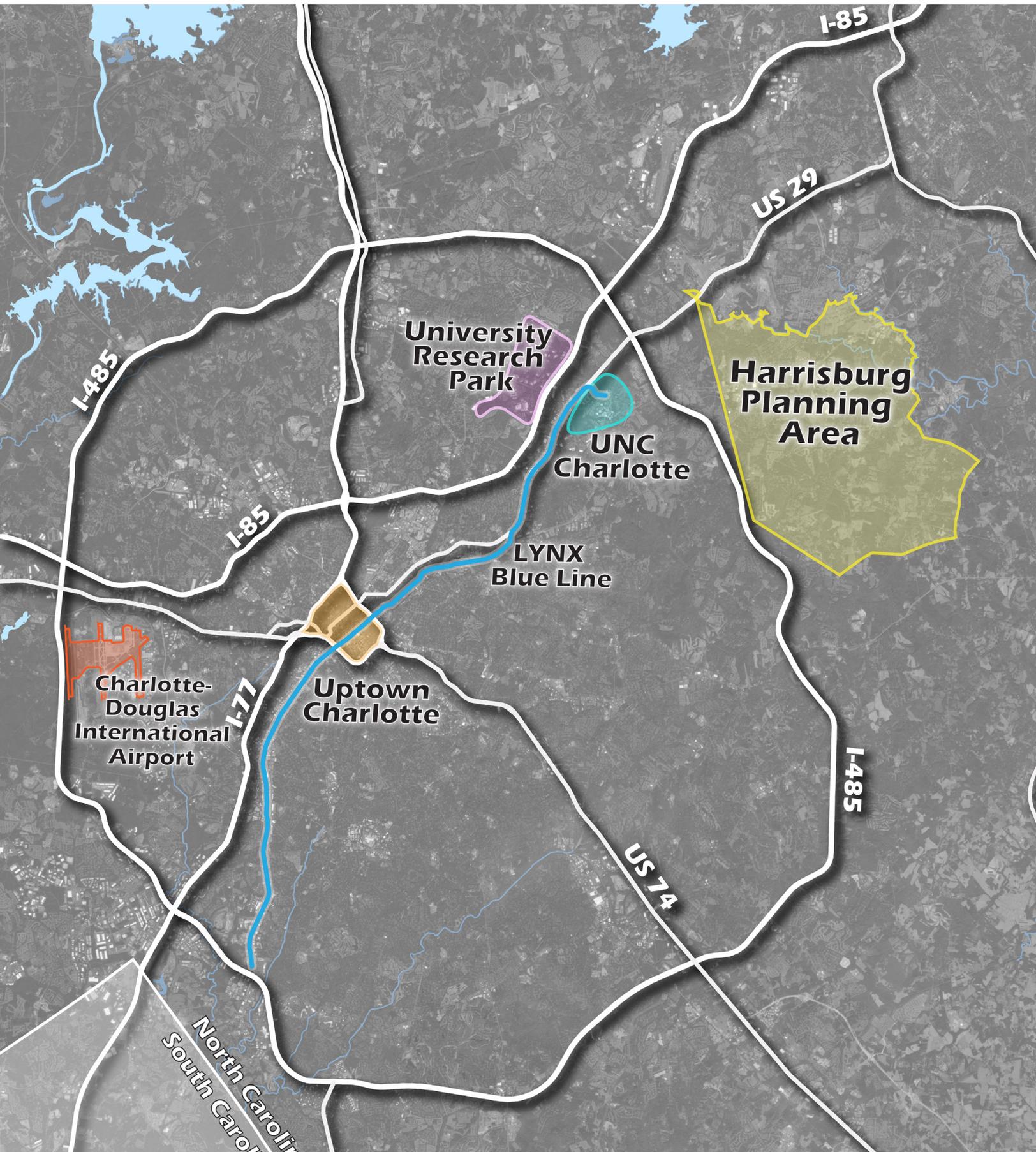
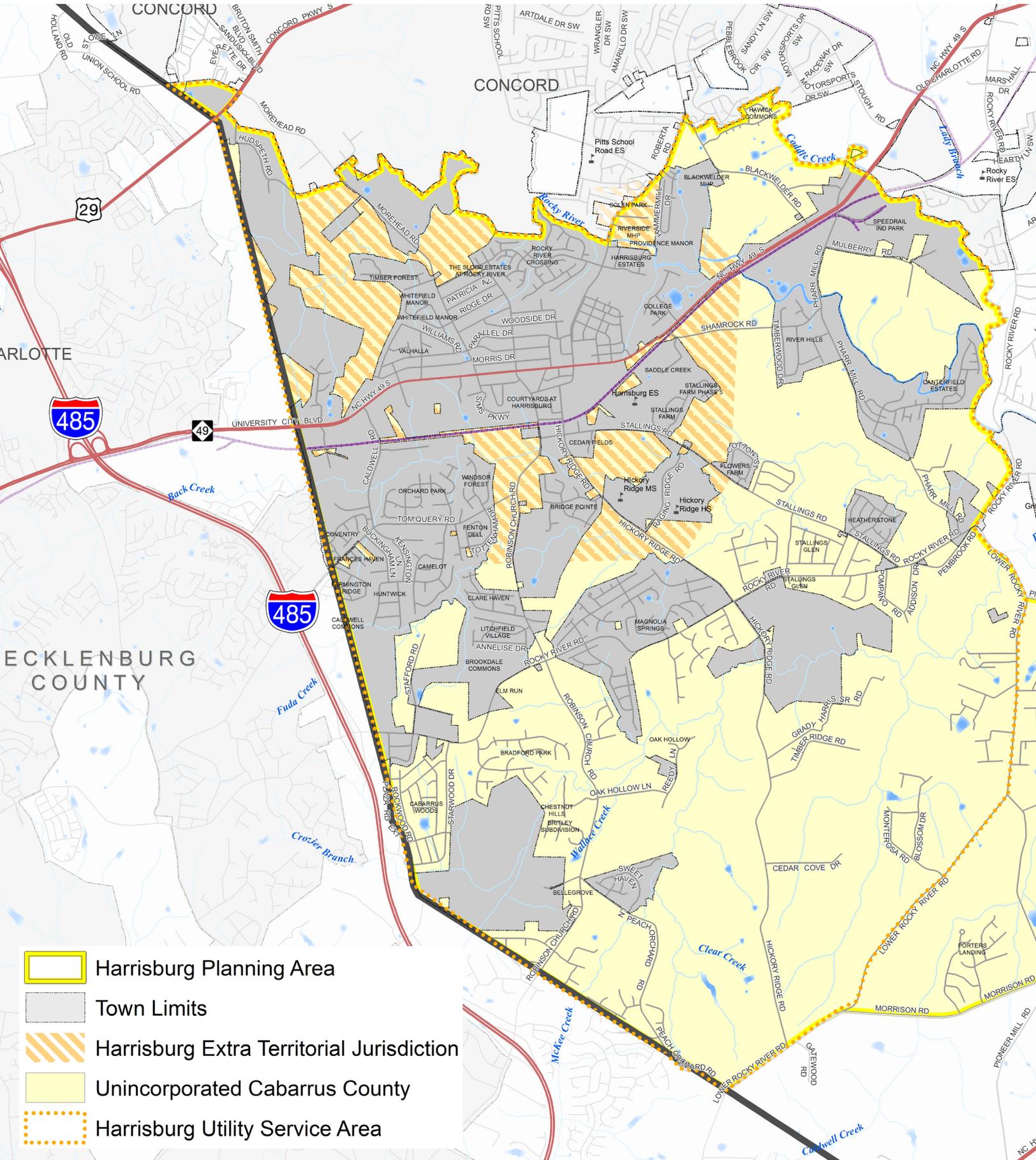


Figure 1: Regional Context Map



-  Harrisburg Planning Area
-  Town Limits
-  Harrisburg Extra Territorial Jurisdiction
-  Unincorporated Cabarrus County
-  Harrisburg Utility Service Area

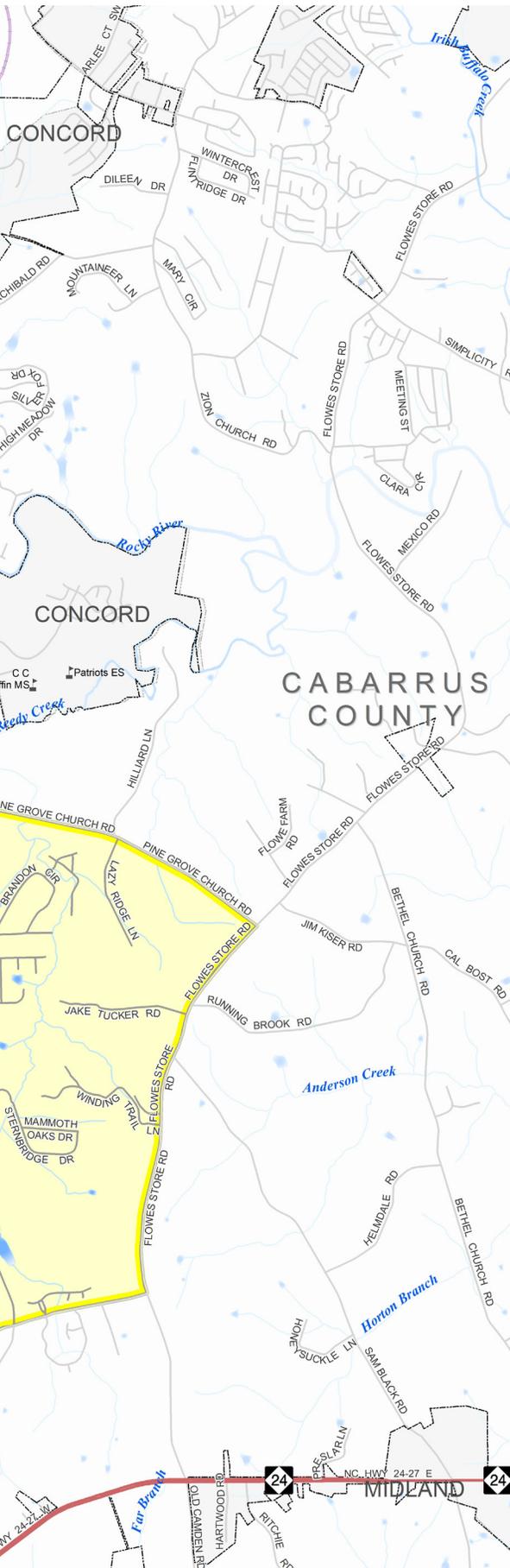
Figure 2. The Planning Area

ABOUT THE PLAN

THE PLANNING AREA

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.

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 the area offers and its position in the region are only a few 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, the area has been attracting mostly residential development. With the completion of I-485 beltway around Charlotte, it is becoming increasingly more appealing to businesses.





IN MY OPINION...
Buildings should include
sustainable features like
natural lighting, people x
new elementary
planning of students
More to Harrisburg
Schools

ABOUT THE PLAN

THE PLANNING PROCESS

This plan was created through community collaboration. The citizens of both incorporated and unincorporated areas worked 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 that included community meetings and other 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 Planning and Zoning Board or the County's Planning and Zoning Commission. 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 Appendices D, E, and F.



Meetings and surveys were the primary sources of input.

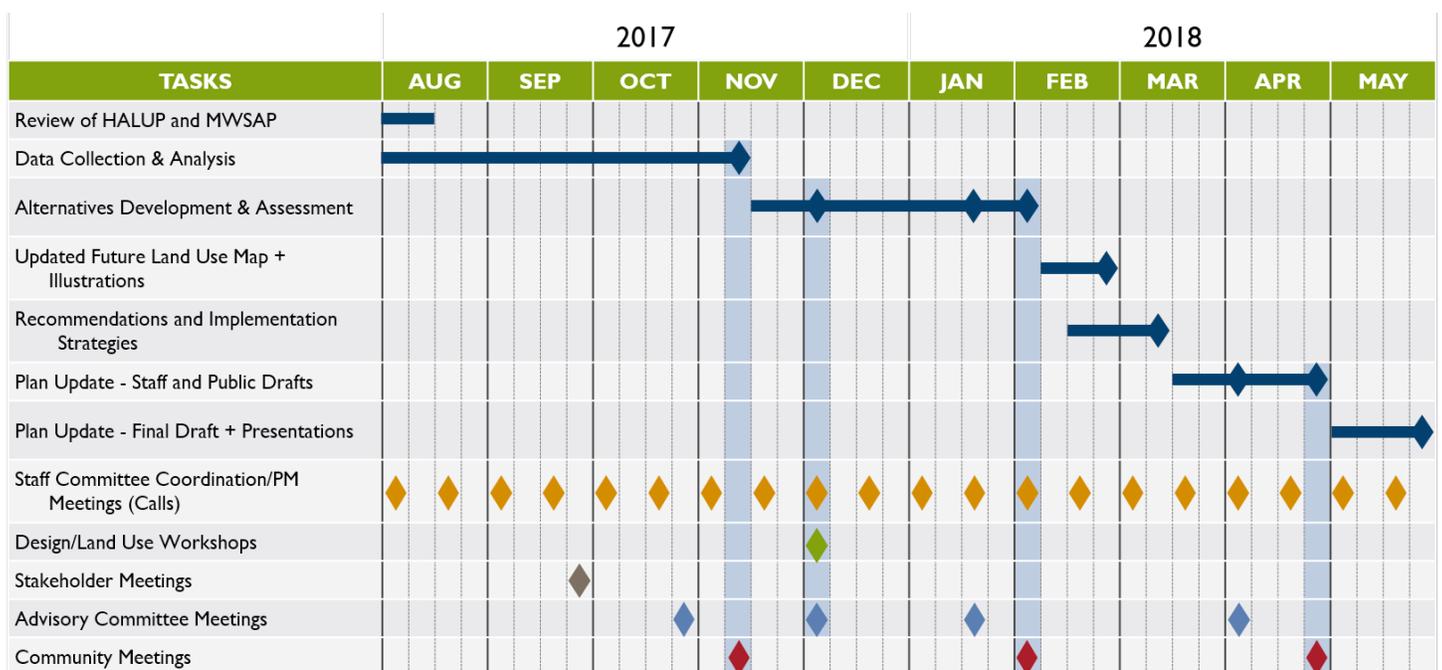
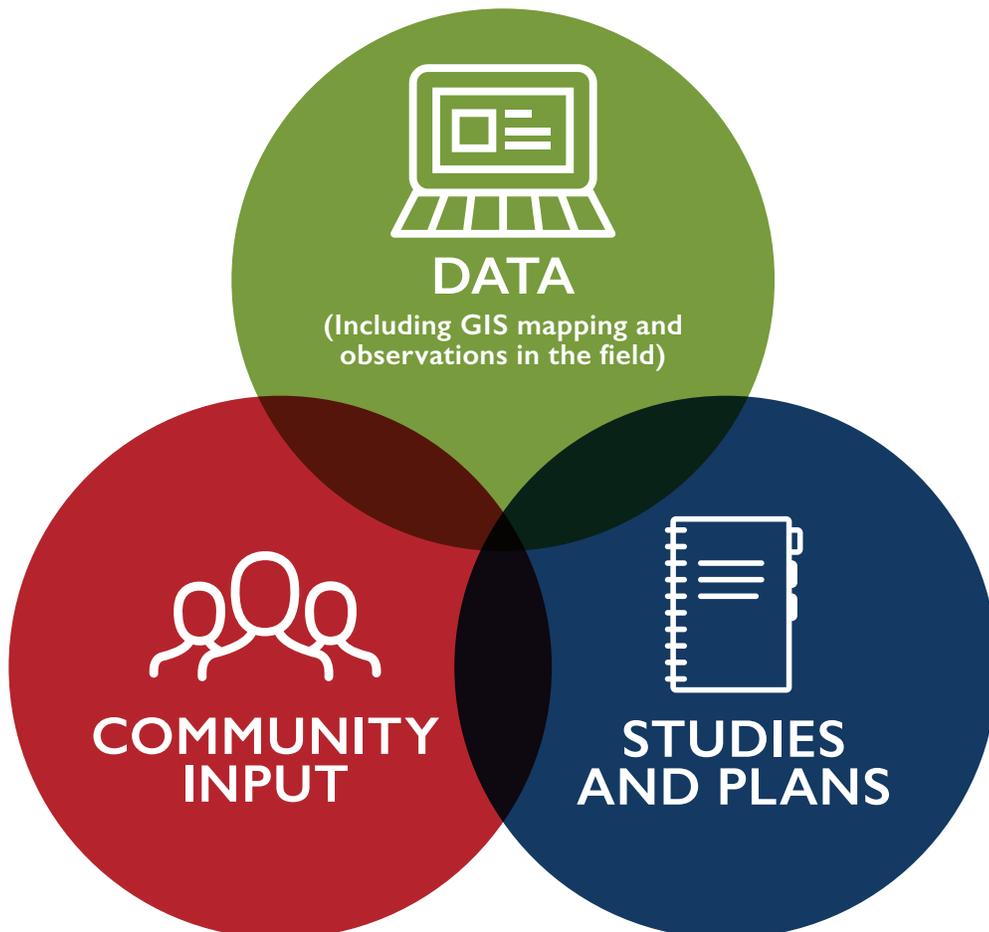


Figure 3. Project Schedule

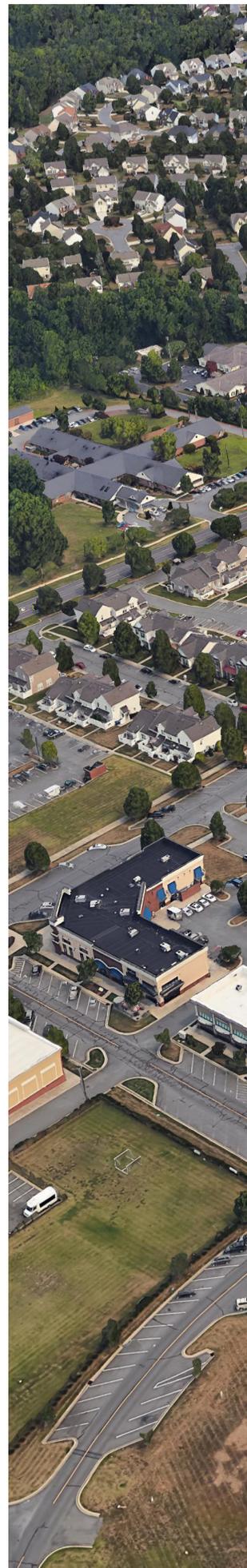
HARRISBURG AREA TODAY

This section provides a snapshot in time, documenting current circumstances and trends that influence choices 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 Appendix A.



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





Source: Google Earth

DEMOGRAPHICS

POPULATION CHARACTERISTICS

The Planning Area 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



1 icon = 1,000 People

The average household size: **3.75**
This is an indication that the community has a lot of families living in the Planning Area.

HOUSING

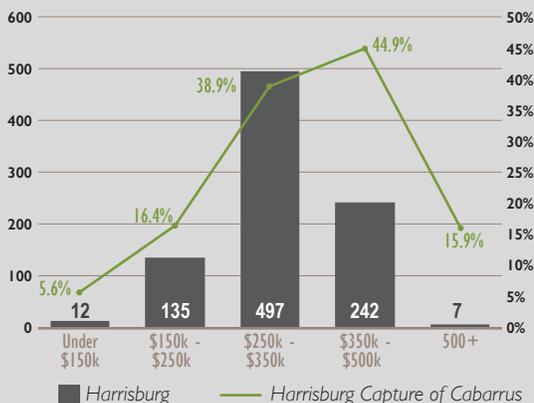


The Town of Harrisburg was voted Money Magazine's 2015 **Top 50** Places to Live

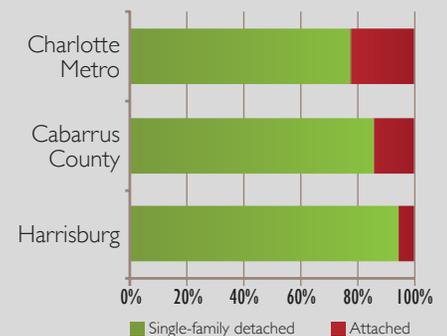
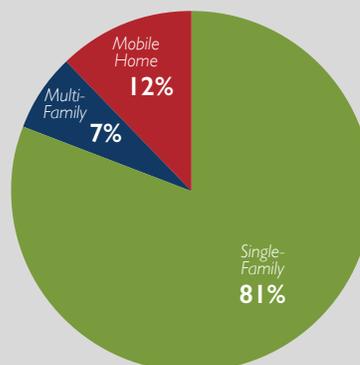
UNITS ADDED 2010 – 2015
\$227,965

HOMEOWNERSHIP RATE
90%

SINGLE-FAMILY SALES 2013 – 2015



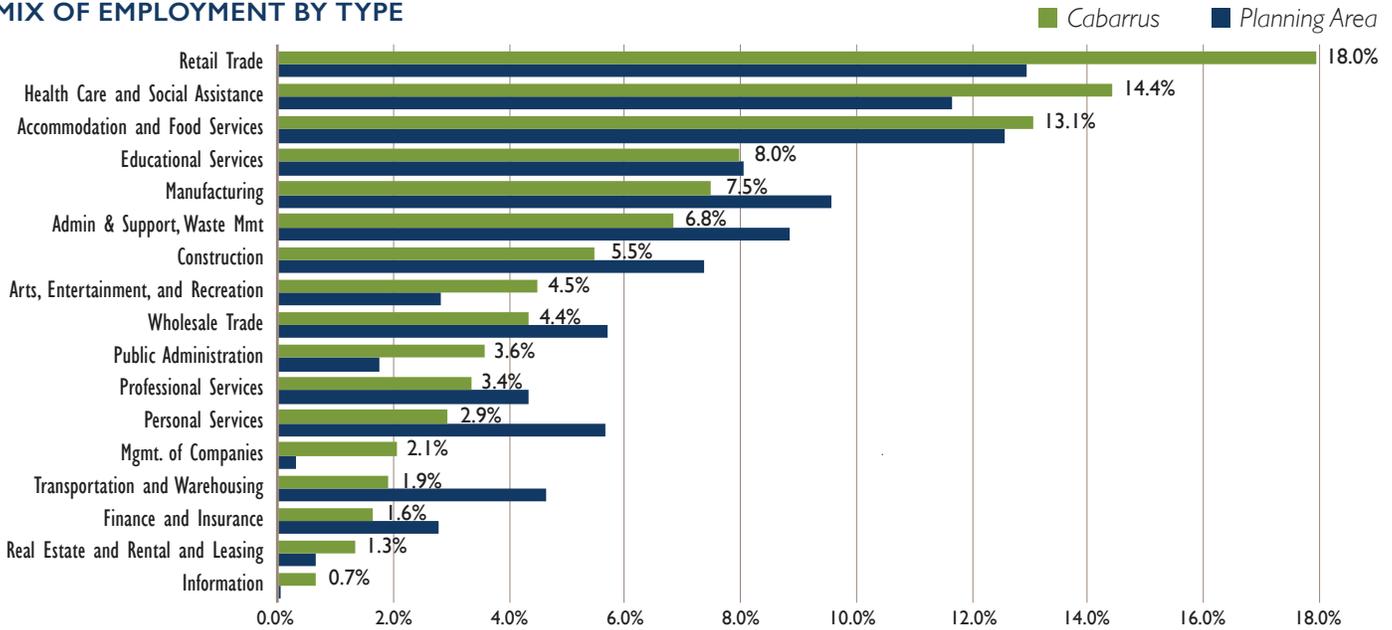
UNITS ADDED 2010 – 2015



MARKET/ECONOMIC DEVELOPMENT

EMPLOYMENT

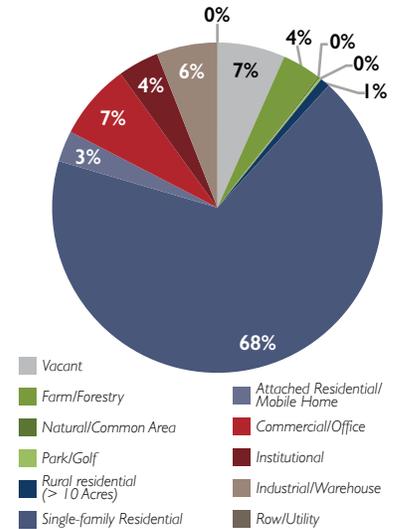
MIX OF EMPLOYMENT BY TYPE



KEY ISSUES + OPPORTUNITIES

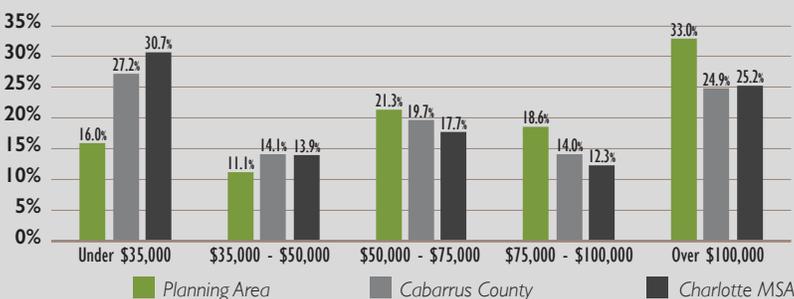
- The Planning Area has a growing mature population. More than 40% of heads of households over age 55.
- Harrisburg is not appealing to Millennials and younger market audiences who will drive housing demand in the coming decade.
- More lower-maintenance, walkable, and lifestyle-driven alternative housing products (townhouses, apartments, walkable single-family) in mixed-use locations to gain appeal to older and younger age groups are needed.
- Locations around parks, trail systems, and in or near town centers create value and allow more dense, alternative housing to function as a lifestyle product as opposed to just being a price-alternative.
- High housing costs, due primarily to regulations, are tempering availability of housing.
- Harrisburg's job growth has been modest. The lack of a diverse range of employment exacerbates existing issues of generating substantial tax base revenue. 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.

PERCENTAGE OF TAX BASE GENERATED BY LAND USE



INCOME

EXISTING HOUSING BY TYPE (%)



PER CAPITA INCOME

\$31,129

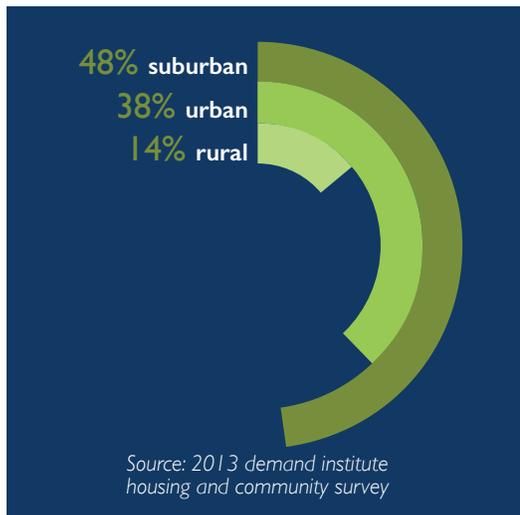
THE MEDIAN HOUSEHOLD INCOME

\$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 is 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 Additional 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.

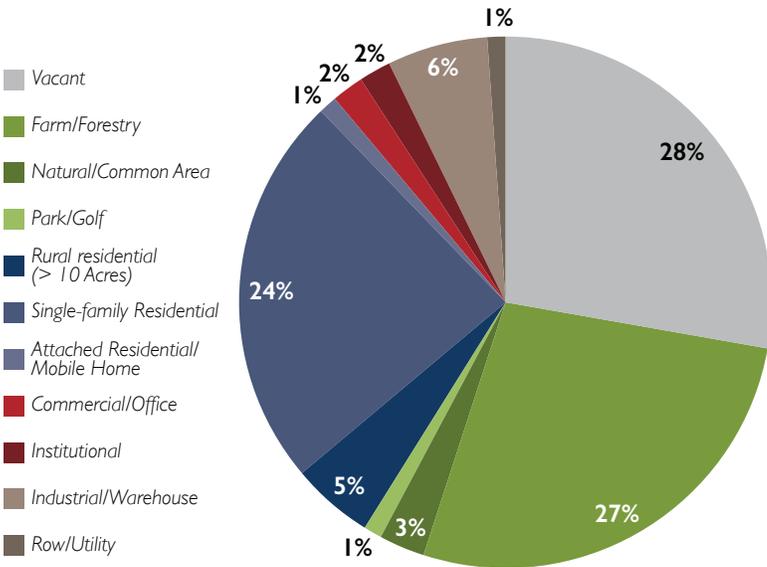
FOR-SALE HOUSING DEMAND 2015-2040

- The Planning Area 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

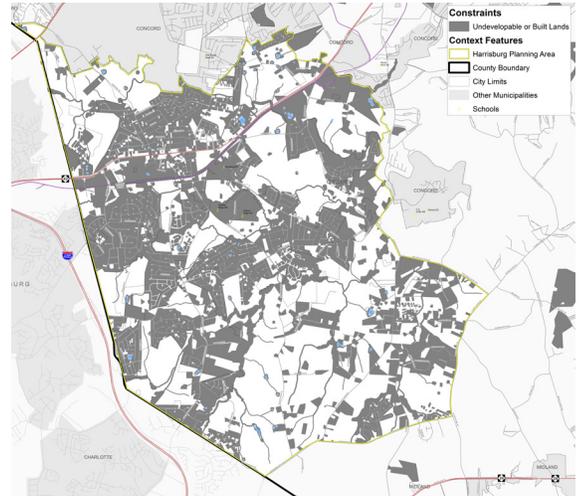
LAND USE

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.

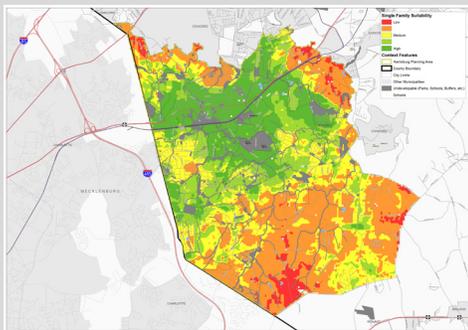
LAND SUPPLY



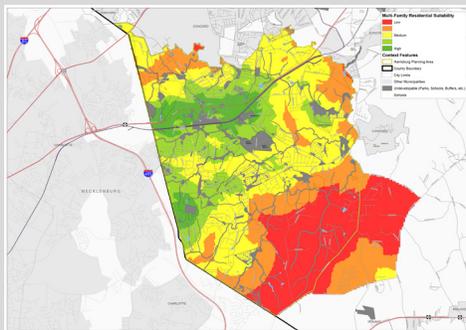
Approximately 40% of the land area in the study area is developed (gray on the map above). Vacant and underutilized areas make up the remainder of the areas (white areas on map).

FUTURE LAND USE

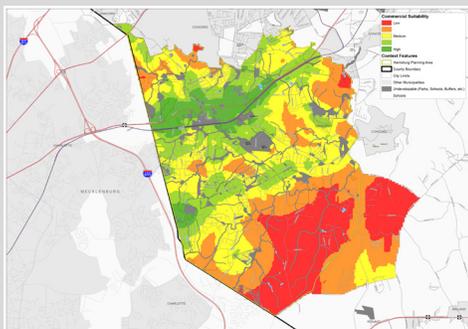
Future development in the planning area will be attracted to sites that are suitable based on land use.



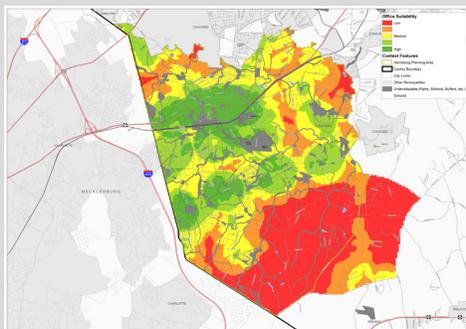
RESIDENTIAL SUITABILITY



MULTI-FAMILY SUITABILITY



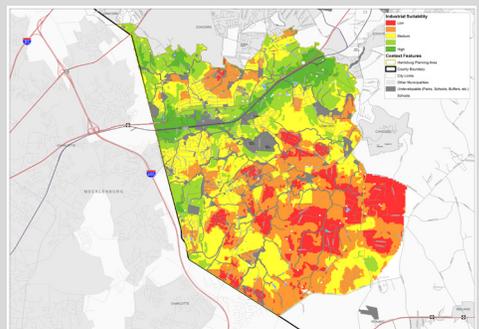
COMMERCIAL SUITABILITY



OFFICE 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.



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.

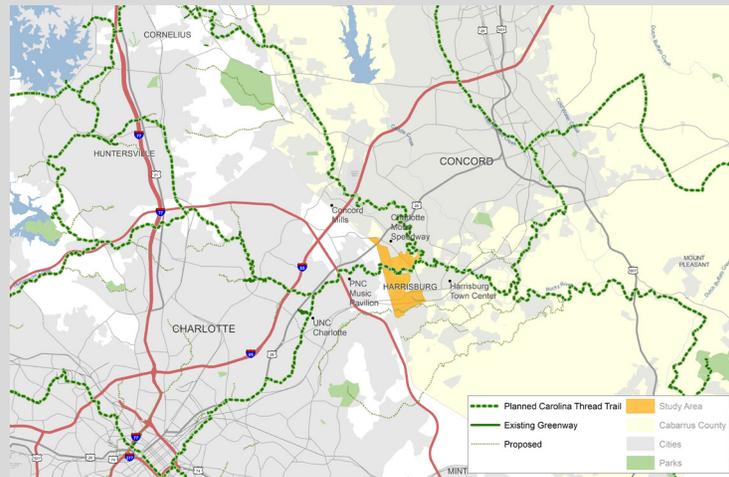


Walking trails and greenways were the top priority recreation facilities identified in the Harrisburg Parks Master Plan and the Cabarrus County Parks Comprehensive Master Plan.

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 identify 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.



NATURAL RESOURCES

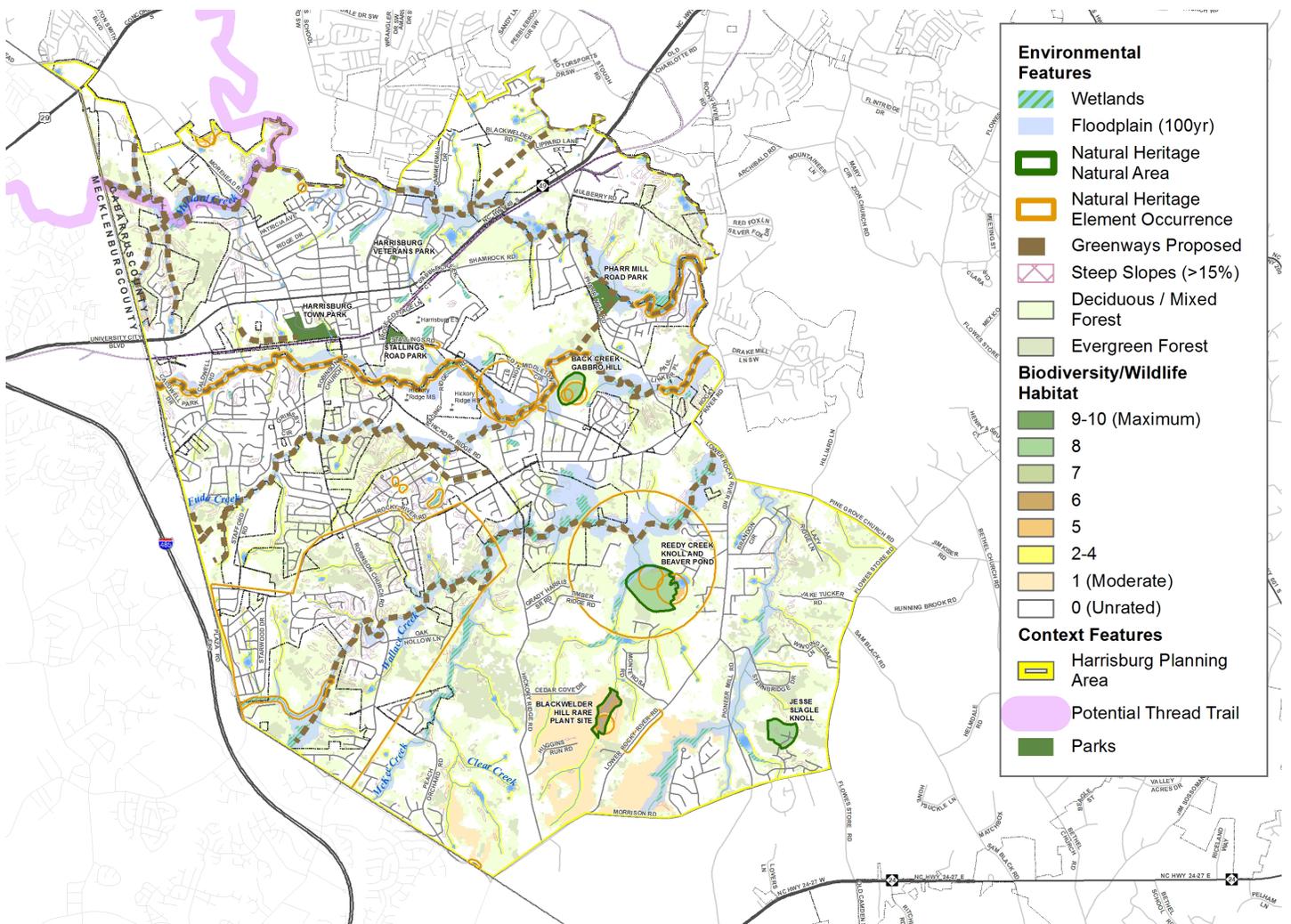
VALUABLE NATURAL RESOURCES

- Nearly all major tributaries have been considered impaired by North Carolina Department of Environmental Quality (NCDEQ) standards over the past two decades.
- Large forested floodplains 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 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 and 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.

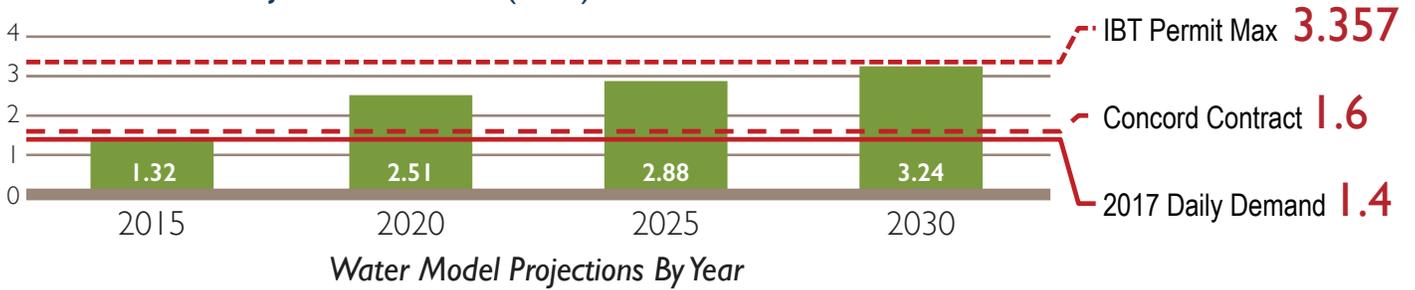
Demand – 2015 Projection: 3.24 MGD in 2030, which indicates a future deficit of 1.71 MGD.

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

Storage – An elevated tank is being considered to address the need for additional storage.



WATER MODEL - PROJECTED DEMAND (MGD)

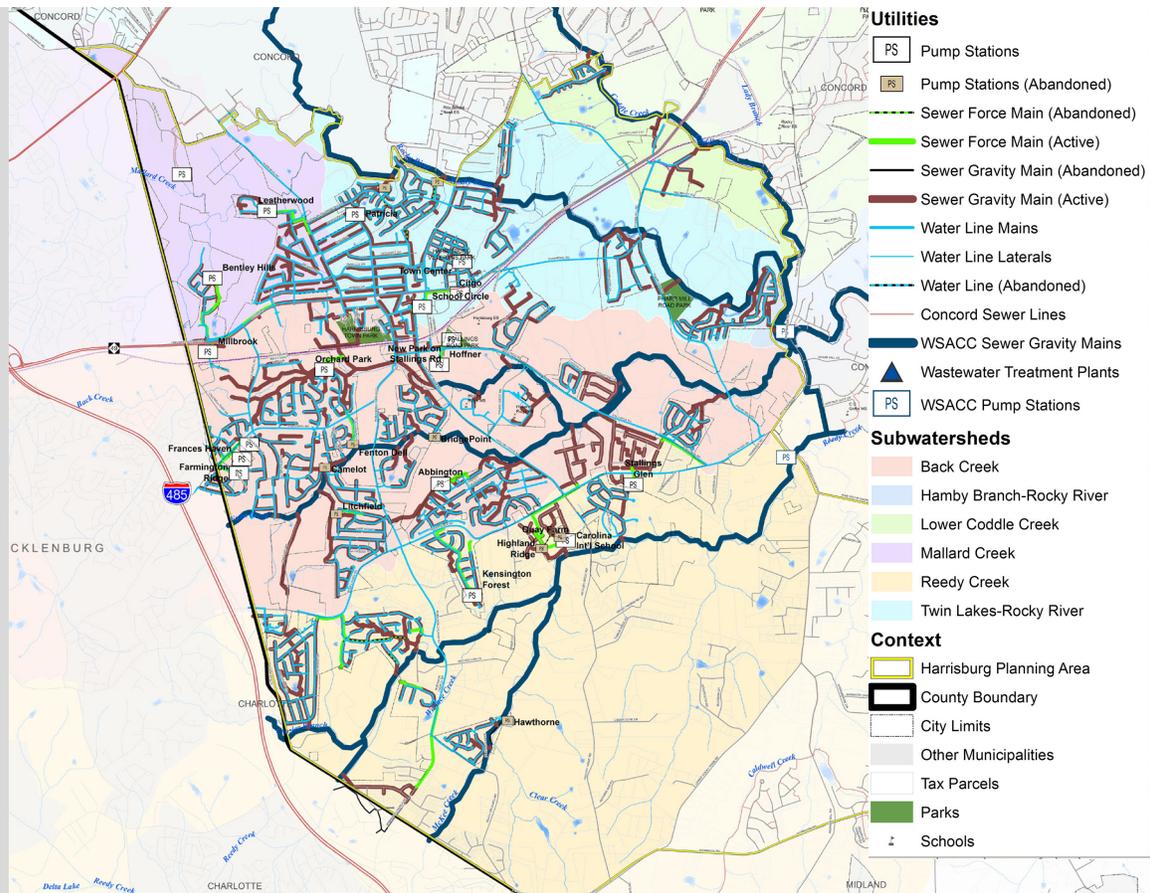


WASTEWATER

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

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

Historically, the southeastern portion of the Planning Area has not been served with public utilities. Since the adoption of the previous plan, the Water and Sewer Authority of Cabarrus County (WSACC) has constructed a sewer line along Reedy Creek, facilitating service provision.



TRANSPORTATION

ROADWAYS PROVIDING KEY CONNECTIVITY & MOBILITY

- Current major roadways in the Town of Harrisburg include: Roberta Road, Hickory Ridge Road, Rocky River Road, Morehead Road, Caldwell Road, and NC 49.
- Within the Town of Harrisburg roadway network, the current configuration, intersection locations, crossing of the railroad, and land development pattern place undue strain on the existing roadway network increasing congestion during the peak hours.



RAIL

- Rail line improvements have been made to accommodate high-speed rail between DC and Atlanta. A rail station 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
- Existing trails in the town satisfy some of the demand for such facilities. They include:
 - Town Hall Neighborhood Fitness Trail
 - Trails in town parks: Pharr Mill Park, Stallings Road Park, and Harrisburg 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 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 E). 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 to 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

ATTRACT GROWTH THAT MAINTAINS AND ENHANCES THE SMALL TOWN CHARACTER OF THE AREA

- To promote some of the attributes considered typical of small towns, including building scale and neighborhoods with a mix of uses.
- To foster a sense of community by offering options to walk and bike between neighborhoods, schools, public spaces/park, and nearby shops.

This map displays a conceptual future road network and will serve as input into the future Comprehensive Transportation Plan (CTP), maintained by Cabarrus-Rowan Metropolitan Planning Organization (MPO). The future road alignment will generally follow the concept, exact road alignments and designs are subject to future engineering studies, and final designs. Alternate alignments for Caldwell Road Extension, identified as "Alt. 1" and "Alt. 2" on the Future Transportation Network Concept map (see Appendix H), represents two options and are subject to future engineering studies to determine which option is the most feasible.

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

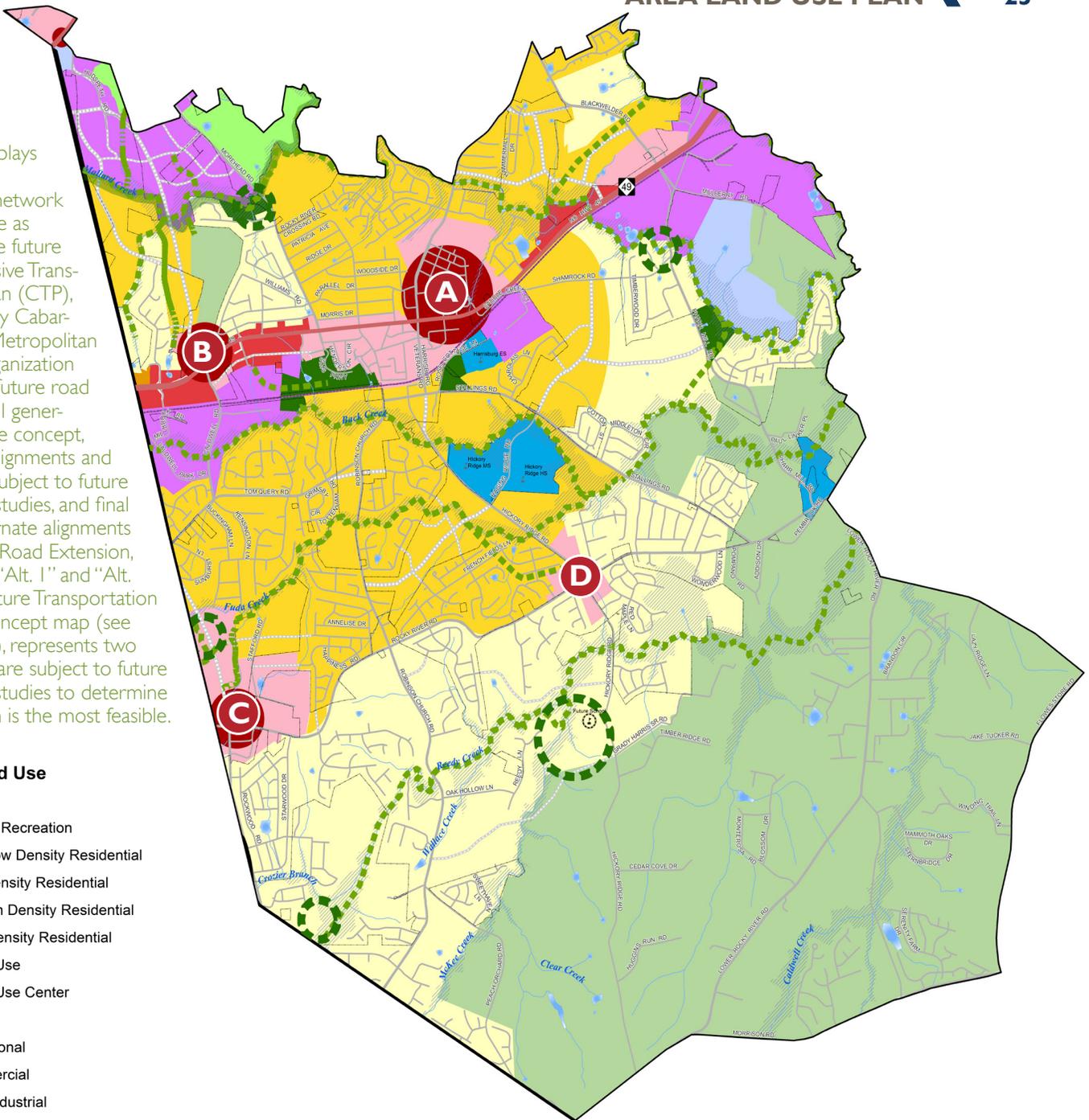
- Planned Greenways
- Potential Thread Trail
- Proposed Parks

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 easy walking 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 (1 to 2 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 2 to 3 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 3 to 10 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.

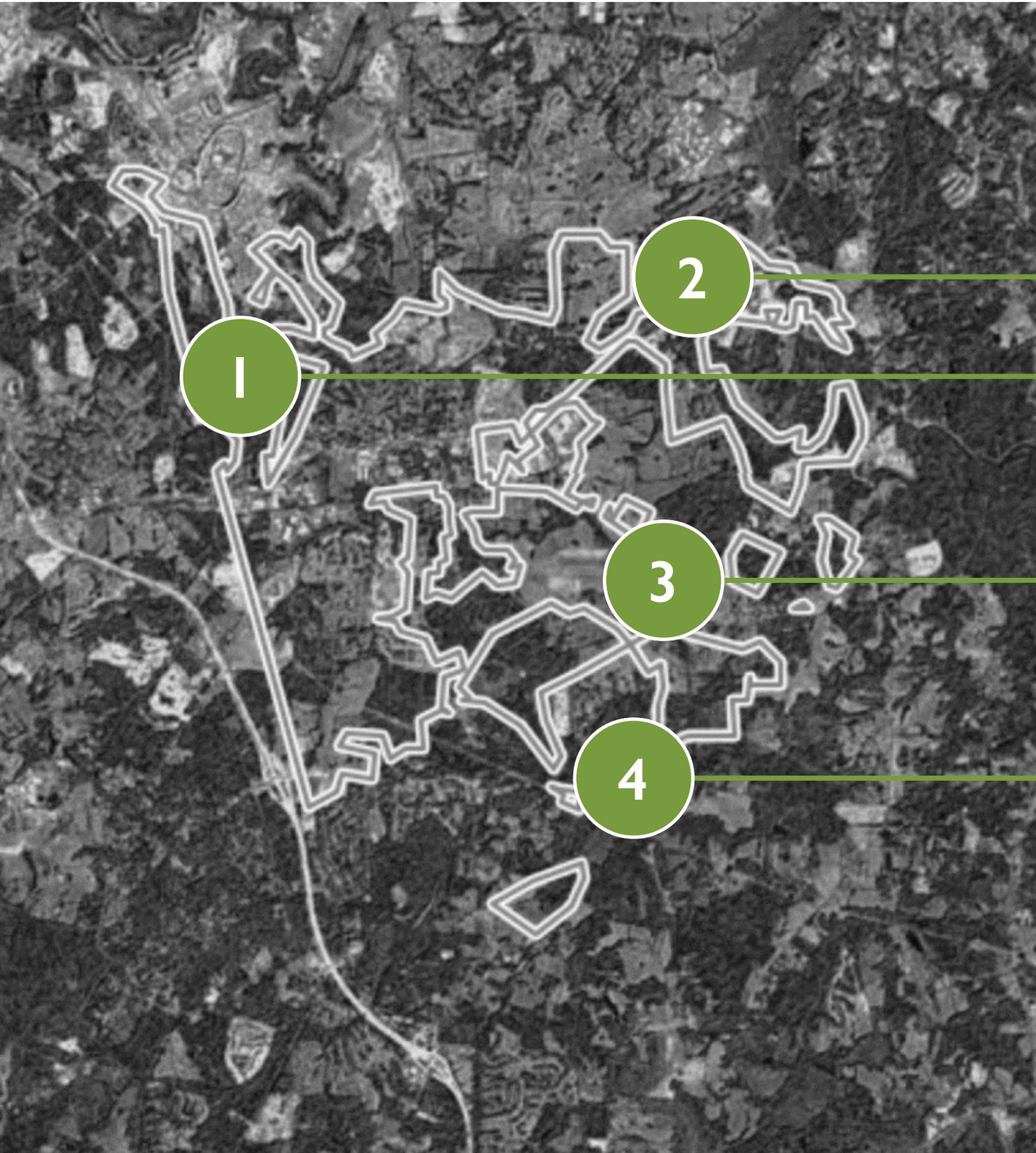


Figure 5. Focus Areas Map

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 future elementary school 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

Considered 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 within the 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 internal street 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 I





View looking north along proposed Caldwell Road Extension. This conceptual illustration is one of several possible development scenarios. Here, a mix of uses in 2- and 3- story buildings flank this intersection, creating a welcoming entrance into the town and the county. The combination of architectural design and streetscape convey the community's commitment to quality development.

FOCUS AREA 2: BLACKWELDER

An area of agriculture today, this area 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





View looking into potential commercial development on the north side of NC Highway 49 at Blackwelder Road. This conceptual illustration is one of several possible development scenarios. It suggests buildings with retail, office and other uses that are easily accessed from an NC Highway 49 exit ramp and positioned to create a pedestrian-scaled street.

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 and 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





View looking north along a proposed collector road through a multi-generational neighborhood with a mix of residential housing types. This conceptual illustration is one of several possible development scenarios. While residential lots at the edges (in this illustration) are equal to or larger than those in the adjacent existing neighborhoods, the product mix should vary greatly to appeal to many age groups.

FOCUS AREA 4: HICKORY RIDGE

The clustering of homes around the new elementary school creates a village setting and preserves 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





View looking south on Hickory Ridge Road. The conceptual illustration, which is one of several possible development scenarios, shows two types of conservation subdivisions around the future elementary school.



The combination of architecture and well-designed streetscape in downtown Gainesville, Florida creates an inviting place scaled for pedestrians.

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. 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 U-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. This 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 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 the Town Center.

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.

www.mansfieldct.gov/content/1914/6514/6528/default.aspx

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 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.

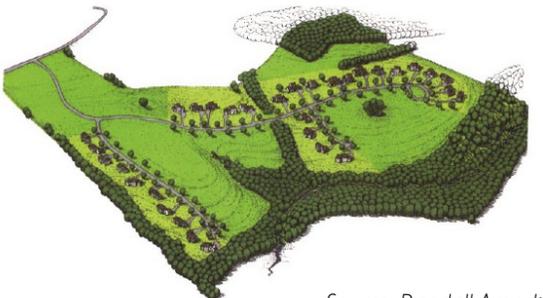
- A land conservation approach to the subdivision of land, as permissible in the County's Open Space Subdivision Option and the Town's Conservation District, should be encouraged to accomplish development in areas where the preservation of natural and cultural resources is imperative and where conventional 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 demonstrate 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 afford-ability, lifestyle preferences, and aging in place. The mix facilitates the multi-generational 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/need-ing 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 many of the products available 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.
 - Increase investors’ potential return on investment with smaller lots and/ or more density in exchange for the preservation of open space.

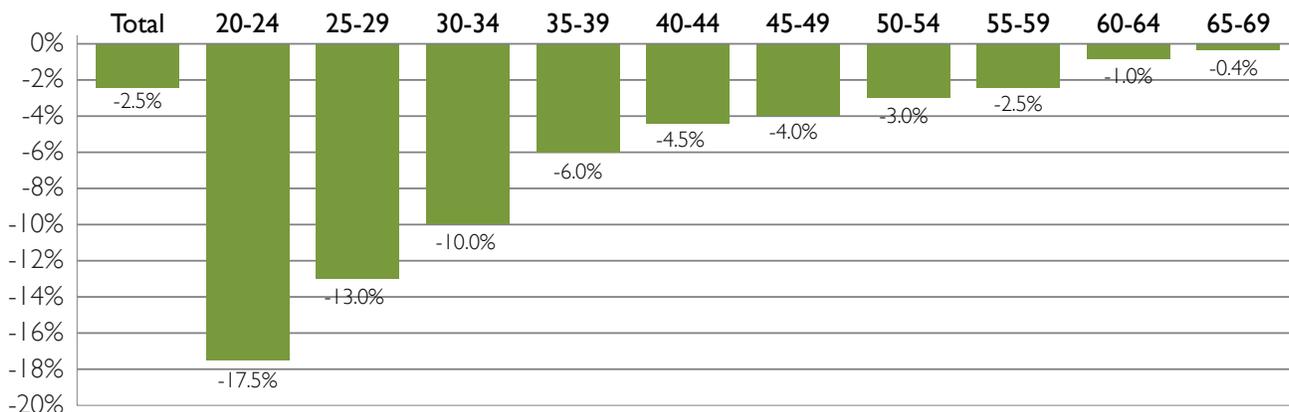


73.9% Number of people in a recent survey conduct-ed in NC’s Triangle that prefer to live where they could walk to stores or restaurants.

MAJOR RESIDENTIAL MARKET TRENDS:

- Boomers & Millennials will drive real estate preferences in the next de-cade. They are seeking lower-maintenance and lifestyle products in walk-able, 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



Source: Noell Consulting Group, US Census

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 for 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 will 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 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 utilize public art to tell 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.





Several century-old homes comprise the majority of historic properties in the planning area.

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 G)*

ED-2

CREATE GREATER OPPORTUNITIES FOR OFFICE DEVELOPMENT

While the Planning 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 employees.
- Encourage the development of vertically-integrated buildings (e.g., office above retail) and/or office and retail connected by sidewalks.
- 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 into 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.

Source: Cabarrus County

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-1

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.
- Obtain blanket easements from property owners when utilities are installed.
- Seek trail construction 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.



Potential trail-oriented development along Mallard Creek

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 HALUP planning process. 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).

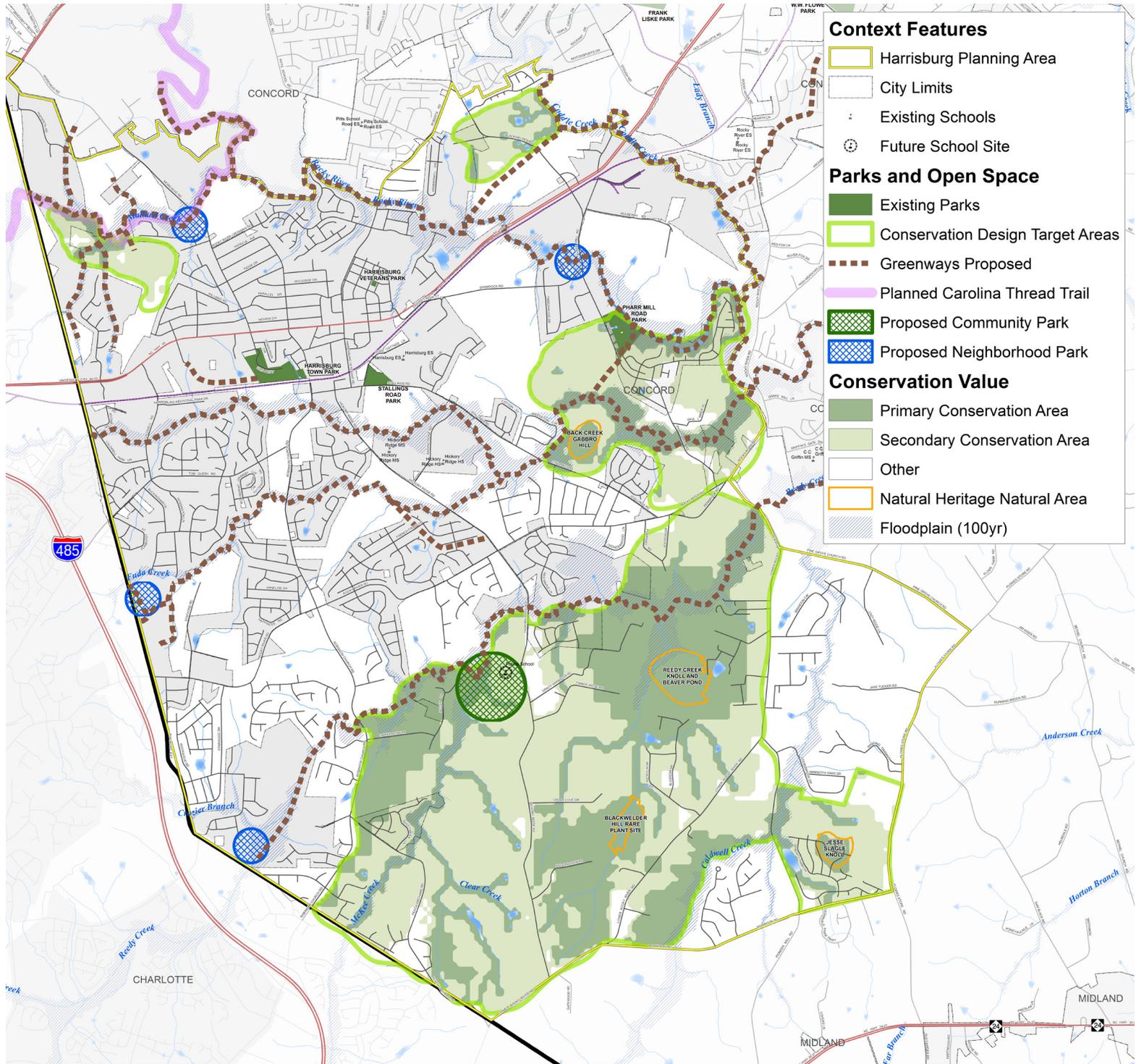


Figure 10. Parks and Open Space Concept Plan

ENVIRONMENT & NATURAL RESOURCES

ENR-1

PROTECT WATER QUALITY

Nearly all major tributaries in the Planning Area 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). Consider the recommendations of the Upper Rocky River Watershed Management Plan (Charlotte-Mecklenburg Storm Water Services, 2015).
 - 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**

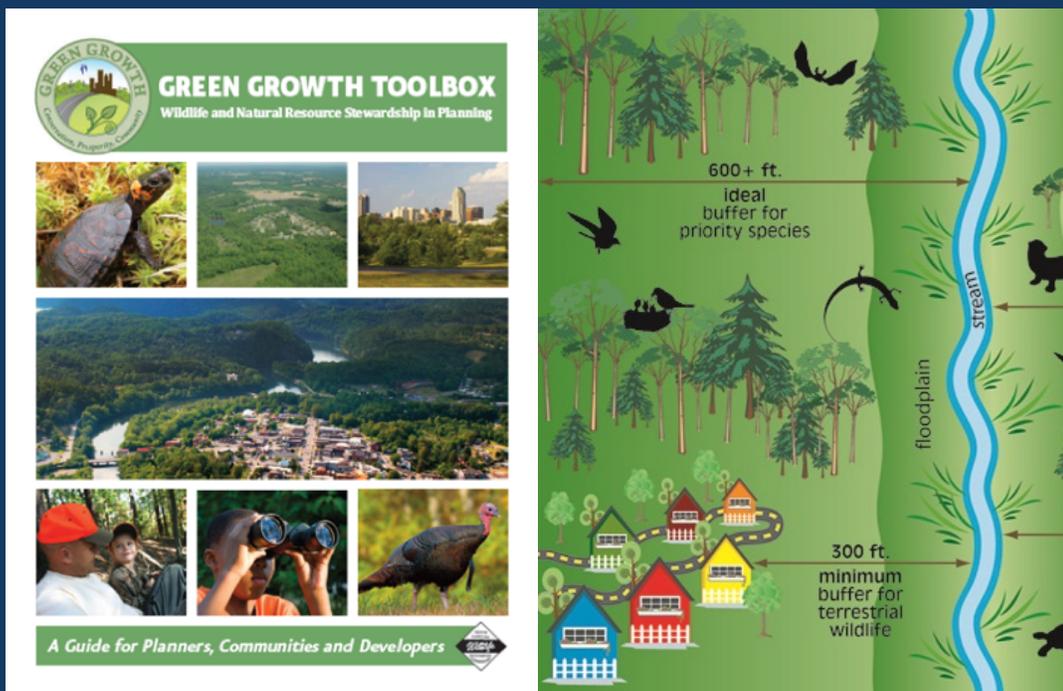


ENR-3

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 North Carolina Wildlife Resource Commission (NCWRC) 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

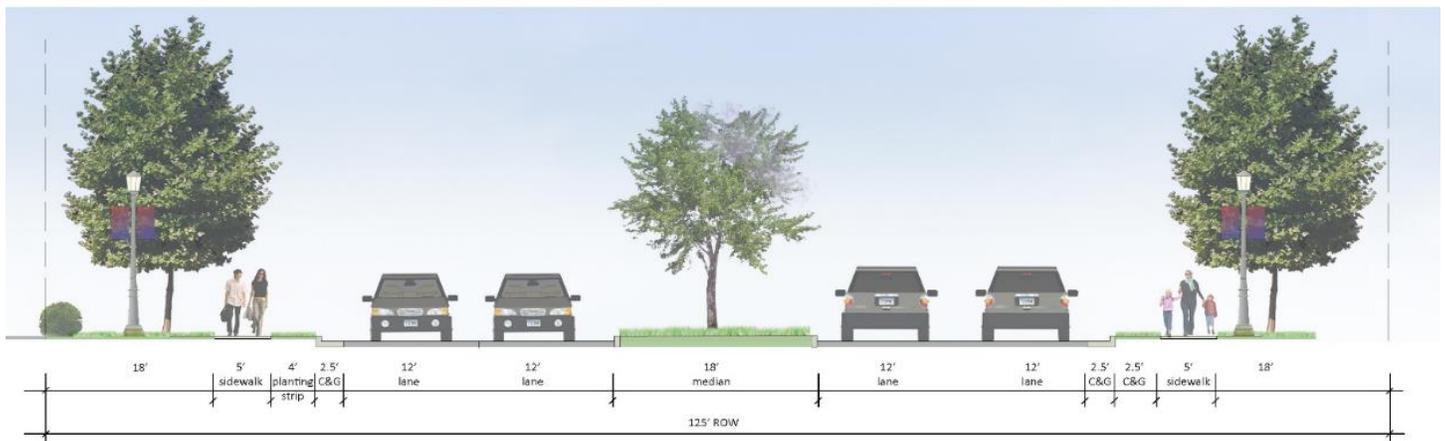
STRATEGIC MOBILITY PLAN

- 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 relate to the local and regional network and adjacent land uses.

TR-2

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 capital improvement plan (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 (Rider Transit) 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 Rider Transit 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 Rider Transit 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 G)

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.
 - Consider mechanisms to ensure extended lines are sufficiently upsized, including but not limited to reimbursing the difference in cost due to upsizing lines to serve future develop.
 - 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.

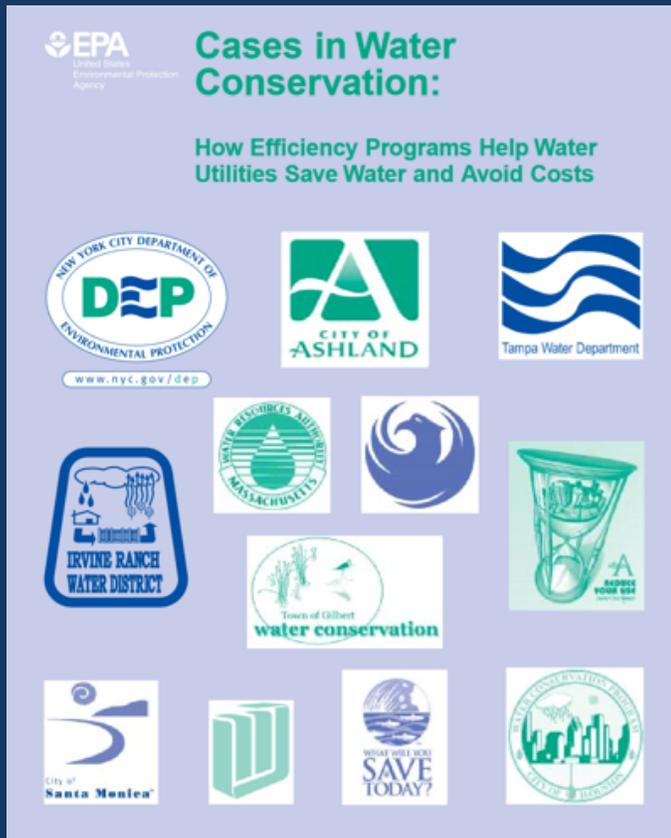
– Cases in Water Conservation

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 of water conservation.
 - 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.



ASHLAND, OREGON

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 and Board of Commissioners determine 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 seeking 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 Insurance Service Office (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.

- 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)



APPENDICES

A

HARRISBURG AREA EXISTING
CONDITIONS REPORT

B

HARRISBURG AREA LONG-RANGE
GROWTH FORECAST

C

HARRISBURG DEMAND SUMMARY

D

PUBLIC INPUT SUMMARY 1

E

PUBLIC INPUT SUMMARY 2

F

PUBLIC INPUT SUMMARY 3

G

MOREHEAD WEST AREA PLAN

H

PROJECT MAPS

