



**TOWN OF HARRISBURG, NORTH CAROLINA
HARRISBURG TOWN HALL
PLANNING AND ZONING BOARD MEETING**

**October 18, 2022
6:00 PM**

AGENDA

1. CALL TO ORDER

- A. Harrisburg Town Hall's Council Chambers will be open for the public to attend the meeting in person.

The public has the option to join the meeting virtually via the Zoom platform using the following link:

<https://us02web.zoom.us/j/82922934233?pwd=UUUVIbHIWeng1YStOUUVmVWdtZXllQT09>
Webinar ID: 829 2293 4233
Passcode: 249745

Or join by phone:
312.626.6799
301.715.8592

- B. AGENDA ADOPTION

- C. SPECIAL PRESENTATIONS

- D. PUBLIC COMMENT - Anyone wishing to address the Board may do so during the Public Comment section. Please state your name and address for the record, be courteous and do not repeat what has already been said. Please keep your comments about the subject and not personal in nature.

2. CONSENT AGENDA

- A. Minutes - September 20, 2022

3. OLD BUSINESS

4. NEW BUSINESS

- A. H-2022-13-R - 3087 Stallings Rd. Rezoning and Annexation

- B. H-2022-06-R Mulberry Industrial Site Rezoning and Annexation

5. STAFF UPDATES/INFORMATION

6. ADJOURNMENT

7. CALL TO ORDER FOR BOARD OF ADJUSTMENT

A. Planning Board to Convene as Board of Adjustment

Harrisburg Town Hall's Council Chambers will be open for the public to attend the meeting in person.

The public has the option to join the meeting virtually via the Zoom platform using the following link:

<https://us02web.zoom.us/j/82922934233?pwd=UUUVIbHlWenglYStOUUVmVWdtZXllQT09>

Webinar ID: 829 2293 4233

Passcode: 249745

Or join by phone:

312.626.6799

301.715.8592

8. **NEW BUSINESS**

A. Case #2022-01(V) - Request for Variance - 3875 Center Place Drive

9. **ADJOURNMENT**

Town of Harrisburg's Vision Statement

Harrisburg will be the best small town in North Carolina based on low density housing, excellent economic opportunities, a safe living environment, and efficient and effective municipal services. Amenities such as excellent recreational programs, adequate open space, attractive shopping opportunities, a diversity of restaurants, and a connected system of roadways, sidewalks, greenways, and bicycle lanes will continue to enhance the quality of life of the Town. These services and amenities will be provided while retaining reasonable tax rates and debt levels.



TOWN OF HARRISBURG

Agenda Item Details

Title:

Minutes - September 20, 2022

Presenting Personnel:

Suggested Motion or Action:

Description/Background:

Recommendation:

Fiscal Impact:

Attachments:

1. PZ MINS SEP 20 2022

**TOWN OF HARRISBURG, NORTH CAROLINA
PLANNING & ZONING ADVISORY BOARD MEETING
TUESDAY, SEPTEMBER 20, 2022**

MINUTES

1.

CALL TO ORDER

Andy Rathke called the meeting to order.

PRESENT: Thelma Thorne-Chapman, Kevin Schaffner, Jacob Carpenter, Andy Rathke, Kevin Hutchins, Rodney Garner

STAFF: Zac Gordon, Planning and Economic Development Director, Craig Thomas, Senior Planner, Carly Bedgood, Planning Technician

A.

AGENDA ADOPTION

MOTION

Jacob Carpenter made a motion to adopt the agenda as presented. Second was made by Thelma Thorne-Chapman.
The motion passed 6-0.

B.

SPECIAL PRESENTATIONS

None

C.

PUBLIC COMMENT

None

2.

CONSENT AGENDA

A. Planning Board meeting minutes of August 16, 2022, Planning and Zoning Board meeting.

MOTION

Jacob Carpenter made a motion to approve the Consent Agenda. Second was made by Kevin Hutchins. **The motion passed 6-0.**

3.

OLD BUSINESS

None

4.

NEW BUSINESS

A.

H2021-11-R Request to rezone approximately 62.08 acres located on the northern side of Stallings Road east of Stallings Road Park from Cabarrus County LDR (Low Density Residential) to CZ-RL (Conditional Zoning Residential Low Density)

Planning Director Zac Gordon presented the staff report for the proposed rezoning. Mr. Gordon noted that the applicant was proposing to develop a single-family subdivision off Stallings Road with 87 detached units. To achieve this, the applicant is requesting that the property be rezoned from LDR (Low Density Residential) to CZ-RL (Conditional Zoning Residential Low Density). The proposed density of the site is 1.40 dwelling units per acre. The proposed project

TOWN OF HARRISBURG, NORTH CAROLINA
PLANNING & ZONING ADVISORY BOARD MEETING MINUTES
Tuesday, September 20, 2022

is in a Low-Density Residential area per the Harrisburg Area Land Use Plan (HALUP), which calls for low to moderate density residential development of 1 to 2 units/acre. If the applicant's request for rezoning is approved, the maximum density will be capped at 1.40 units/acre and the site be developed in accordance with the plan submitted by the applicant. Per the Town subdivision regulations, the applicant is providing dedicated public open space. The applicant proposes the development of 19.01 acres of open space as part of the development along with 5.06 acres of active open space. Required common public open space calculation equates to 2.49 acres required. Applicant has provided 1.27 acres and will pay a fee-in-lieu for the remaining 1.22 acres in the amount of \$48,800 – based upon a fair market value of \$40,000/acre (see letter from Jordan Goare to Zac Gordon dated September 15, 2022). The applicant agrees to install road improvements per the Traffic Impact Analysis (TIA) completed for the project. These improvements consist of left-turn and right-turn lanes for both subdivision access points. The properties are currently within Cabarrus County zoning jurisdiction, so they will need to be annexed into the Town of Harrisburg. With the proposed site plan and conditions proposed, the rezoning request complies with the Harrisburg UDO and is consistent with the Harrisburg Area Land Use Plan.

Accordingly, Planning and Zoning Department staff supports approval of the rezoning request with conditions as noted below:

1. Applicant agrees to obtain any and all applicable local, state, and federal permits required for development before any development activity can take place.
2. Applicant agrees to restrict cladding materials for all residential buildings to masonry products; vinyl siding will not be used.
3. Applicant agrees that there will be no exposed concrete foundations and that siding must extend to the ground level on all sides of the homes.
4. Applicant agrees to install all required improvements as required by the final approved Traffic Impact Analysis.
5. Applicant agrees to the mitigation or replacement of heritage trees if damaged during construction, in accordance with the Town of Harrisburg Unified Development Ordinance.
6. Applicant agrees that all ponds shall be wet detention ponds with fountains. Ponds shall be designed such that there is a minimum depth of 10' over at least 25% of the permanent pool area.
7. Applicant agrees fence surrounding detention pond shall be vinyl 4-rail farm fence, preferably white.
8. Applicant agrees mailbox clusters shall meet ADA Standards at a minimum.
9. Mailbox clusters shall be located outside of the right-of-way with a minimum of 5 parking spaces (including 1 handicapped accessible space) provided for resident access.
10. Applicant agrees to pay a fee-in-lieu for 1.22 acres of required public open space not provided for on plans (as detailed in letter from J. Goare to Z. Gordon dated 9-15-22)
11. All streets should be to the Town of Harrisburg Engineering Design standards, alternate pavement schedule is not allowable. Roadways cross sections will be reviewed and approved at the construction document phase.
12. Applicant agrees to provide a minimum 8-foot landscape easement (4 feet on each side of the property line) for residential lots sharing a rear property line.
13. Applicant will provide a minimum 5.06 acres of active open space, as generally depicted on the rezoning plan, to include but not limited to the following amenities: trails, grills, seating areas, gazebo, benches, and/or enhanced landscaping.
14. Applicant increases the minimum front setback for all lots from 24.5' to 30'.

Public Comment

- **Spencer McNab, Charlotte, NC- BGE Landscape Architect, speaking in favor of this project.** Spencer gave another overview of the project that went along with what the Planning Director, Zac, also spoke about. He showed the site maps, rezoning plan, open space requirements, along with the community layout. A Board member asked if the sidewalks will be on both sides of Stallings Road, and he answered yes.
- **Jordan Goare, 1415 Iron Springs Dr, Denver, NC- Applicant for this project, speaking in favor of this project.** Jordan gave a background of Shea Homes history and provided information on who Shea Homes is. They have been in the Charlotte market for over 20 years. Jordan shared a couple of homes that are currently in the design phase and what they would look like. They have a 45' plan series that would be designed to accommodate the 70-foot lot, the 55' plan series would accommodate the 90-foot lot and the 65' plan series would accommodate the 105-foot lot. She also included pictures and designs of the proposed open space and

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Tuesday, September 20, 2022**

playgrounds. A Board member asked how many homes are being proposed, she answered they would only be single family homes and they are looking at 87 homes.

MOTION:

Thelma Thorne-Chapman made a motion to recommend approval of H2021-11-R and sent it on to the Town Council for their consideration with a second from Jacob Carpenter. The motion included a modification of condition # 14 to allow for a 24.5' setback for lots which will have a home with a side-loaded garage and to add a #15 condition stating that the sidewalk will be on Stallings Road and all the way from the bridge crossing connecting to the sidewalk along the frontage of the Flowers Farm neighborhood. **The motion passed 6-0.**

A second motion was then proposed that the Town Council should accept the fee in lieu amount of \$48,800. Jacob Carpenter made a motion to approve the fee in lieu amount with a second from Thelma Thorne-Chapman. **The motion passed 4-2 with Andy Rathke and Kevin Hutchins voting against.**

The following Consistency Statement was presented to the Board for its consideration:

CONSISTENCY STATEMENT:

1. Based on the staff report, staff presentation and with the conditions proposed, this rezoning request is consistent with the Harrisburg Area Land Use plan and with the conditions it is reasonable and in the public interest.

MOTION:

Kevin Hutchins made a motion to approve the proposed Consistency Statement with a second from Rodney Garner. **The motion passed 6-0.**

B.

H2022-10-R Request to rezone approximately 46.65 acres located off Wonderwood Lane from RE (Rural Estate) to AG (Agriculture)

The applicant proposes to rezone parcel PIN 5516-96-2556. The AG district has a maximum density of 0.30 dwelling unit per acre. The proposed density is 0.02 dwelling units per acre and the lot meets the AG dimensional requirements of the UDO. The applicant has indicated that the requested rezoning is to allow for a "Family Farm," with the intention of growing crops and harvesting honey. Discussion followed regarding what other uses would be allowed under the AG designation. There was concern that some of the uses allowed within the AG zoning district (e.g., keeping and raising of livestock) could potentially negatively impact neighboring properties, should the property owner want to change the proposed use of this property. Planning and Zoning Department staff indicated that they rezoning request was consistent with the Harrisburg Area Land Use Plan and is therefore recommending approval.

MOTION:

Kevin Hutchins made a motion to recommend approval of H2022-10-R and sent it on to the Town Council for their consideration with a second from Jacob Carpenter. **The motion passed 6-0.**

The following Consistency Statement was presented to the Board for its consideration:

CONSISTENCY STATEMENT:

1. Based on the staff report, staff presentation and with the conditions proposed, this rezoning request is consistent with the Harrisburg Area Land Use plan and with the conditions it is reasonable and in the public interest.

MOTION:

Rodney Garner made a motion to approve the proposed Consistency Statement with a second from Jacob Carpenter. **The motion passed 6-0.**

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5.

STAFF UPDATES/INFORMATION

- Town Council- Decision making Policy Change
- Extension of Member Terms
- Questions from 8-16 meeting
- Planning and Zoning Board Positions Interviews
- On-line Training Opportunity through UNC School of Government
- We are thinking of putting together a letter to mail out to our ETJ members only, seeing if we can get some interest for the open position on the Planning Board.

6.

ADJOURNMENT

MOTION:

There being no further business, Andy Rathke made a motion to adjourn, with a second from Jacob Carpenter. **The motion passed 6-0.**

Andy Rathke, Chairman

Carly Bedgood, Secretary



TOWN OF HARRISBURG

Agenda Item Details

Title:

A. H-2022-13-R - 3087 Stallings Rd. Rezoning and Annexation

Presenting Personnel:

Zac Gordon, Interim Planning & Economic Development Director

Suggested Motion or Action:

For a recommendation to the Town Council for approval, the following motion is suggested:

Motion for the Planning and Zoning Board to recommend approval by the Town Council of the applicant's request for rezoning and annexation of property located at 3087 Stallings Road - Case # H-2022-13-R.

Consistency Statement:

Based on the staff report, staff presentation and with the conditions proposed, the request for rezoning is consistent with the Harrisburg Area Land Use Plan, and it is reasonable and in the public interest.

For a recommendation of denial to the Town Council, the following motion is suggested:

Motion for the Planning and Zoning Board to recommend denial by the Town Council of the applicant's request for rezoning and annexation of property located at 3087 Stallings Road - Case # H-2022-13-R.

Description/Background:

- The applicant is requesting that the subject property be rezoned from County LDR (Low Density Residential) to RE (Rural Estate). This rezoning is being requested in order to annex one parcel into the Town of Harrisburg town limits to access sewer services.
- The RE district has a maximum density of 0.80 dwelling units per acre. The proposed lot density is 0.20 dwelling units per acre and therefore meets the RE dimensional requirements of the UDO
- The rezoning request is consistent with the Harrisburg Area Land Use Plan (HALUP), which locates the property in an area designated on the future land use map as Medium Density Residential, which recommends 2-3 dwelling units per acre.
- Along with this request for rezoning, the applicant has submitted a petition to be annexed into the Town of Harrisburg corporate limits.

Recommendation:

The rezoning request is consistent with the Harrisburg Area Land Use Plan (HALUP) and the Unified Development Ordinance (UDO). Planning and Zoning Department staff therefore recommends approval of the request for rezoning and annexation.

Fiscal Impact:

None

Attachments:

1. H2022-13 Application
2. H2022-13 Site Map
3. H2022-13 Survey
4. H2022-13-R Staff Report PB Velasquez

Legislative Approval Application

1. Application Type (select all that apply)

- ☐ UDO Text Amendment ☒ Zoning Map Amendment (rezoning) ☐ Conditional Zoning Approval
☐ Certificate of Appropriateness

2. Project Information

- a. Project Name: VELASQUEZ PROPERTY ANNEXATION
- b. Project Location/Address: 3067 STALLINGS RD. HARRISBURG, NC 28075
- c. Tax Map and Parcel Number (PIN): REAL ID: 01-017-0008.19 PIN: 5517-41-4403
- d. Zoning: Existing: LDR Proposed: RE
- e. Land Use: Existing: SINGLE FAM. - RESIDENTIAL Proposed: SINGLE FAMILY RESIDENTIAL
- g. Description of Request (attach separate sheet if needed):

ANNEX SUBJECT PROPERTY INTO THE TOWN OF HARRISBURG
AND REZONE TO "RE".

3. Contact Information

- a. Project Manager/Contact Person: DAVID MEDLIN
Company: MEDLIN SURVEYING CO.
Address: 2915 STALLINGS RD City, State, Zip: HARRISBURG, NC 28075
Phone Number: (704) 261-4332 Email Address: MEDLIN SURVEY @ YAHOO.COM
- b. Applicant Name (if different than above): OSCAR VELASQUEZ
Company: O+L CONCRETE, LLC
Address: 11641 NORRIS DR. City, State, Zip: CHARLOTTE, NC 28215
Phone Number: (704) 637-3217 Email Address: VELASQUEZ OSCAR 484 @ GMAIL.COM
- c. Owner Name: OSCAR VELASQUEZ
Company: _____
Address: 11641 NORRIS DR. City, State, Zip: CHARLOTTE NC 28215
Phone Number: (704) 637-3217 Email Address: VELASQUEZ OSCAR 484 @ GMAIL.COM

4. Owner's Consent

OSCAR VELASQUEZ ("Owner") certifies that it is the owner of the property located at 3087 STALLINGS RD. ("Subject Property") and expressly consents to the use of the Subject Property as described in this application and to all conditions that may be agreed to as a part of the approval of this application, which may be imposed by the decision making board.

Owner hereby authorizes, DAVID MEDLIN as agent, to file this application and represent Owner at any and all meetings and hearings required for the approval of this application.

Owner's Signature:

Oscar Velasquez

Date:

09-07-22

5. Affidavit of Completeness and Accuracy (to be completed by the individual submitting the application)

Project Name: VELASQUEZ PROPERTY ANNEXATION Submittal Date: SEPT. 7, 2022

STATEMENT OF COMPLETENESS AND ACCURACY:

I hereby certify all property owners have full knowledge the property they own is the subject of this application. I hereby certify the statements or information made in any paper or plans submitted herewith are true and correct to the best of my knowledge. I understand this application, related application material and all attachments become official records of the Planning and Zoning Department of Harrisburg, North Carolina, and will not be returned.

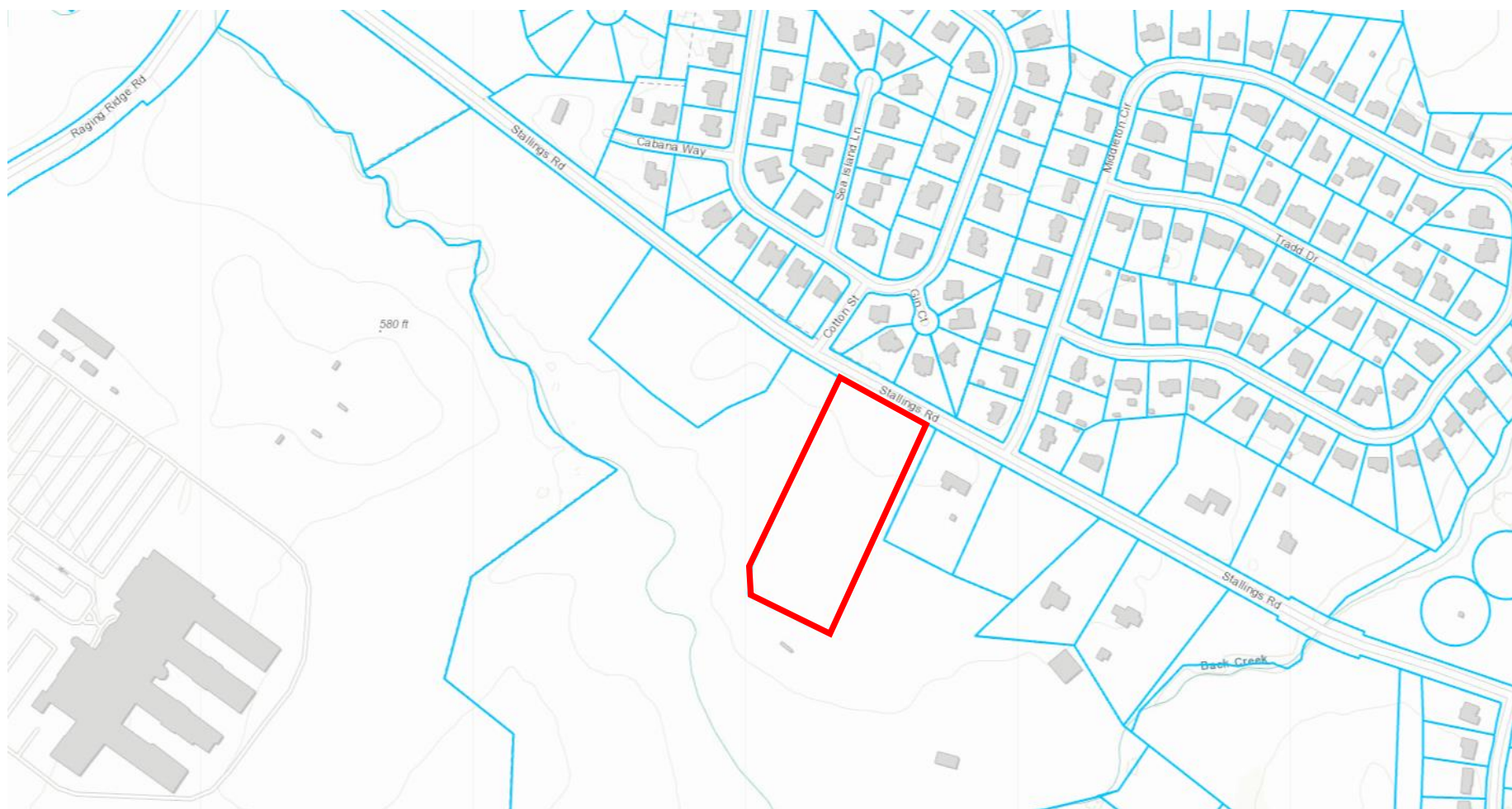
I understand that any knowingly false, inaccurate or incomplete information provided by me will result in the denial, revocation or administrative withdrawal of this application, request, approval or permit. I further acknowledge that additional information may be required to process this application. I further consent to the Town of Harrisburg to publish, copy or reproduce any copyrighted documents submitted as a part of this application for any third party. I further agree to all terms and conditions, which may be imposed as part of the approval of this application.

Applicant Name:

DAVID MEDLIN

Applicant Signature:

David M. Mullin



24529

Book 88 Page 62

CERTIFICATE OF OWNERSHIP

WE HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE PROPERTY SHOWN AND DESCRIBED HEREIN AND THAT WE HEREBY ADOPT THIS PLAN OF DIVISION OF OUR PROPERTY OF OUR FREE CONSENT, ESTABLISHING ANY LINES AND FEATURES SHOWN ON THIS PLAT

BY: Amelia F. Flowers 6-5-2021
OWNER DATE

BY: James R. Flowers Jr. 6-7-2021
OWNER DATE

BY: Virginia K. Flowers 6-7-2021
OWNER DATE

CERTIFICATE OF APPROVAL BY THE SUBDIVISION ADMINISTRATOR

I, June Moss, Subdivision Administrator of Cabarrus County hereby approve the final plat entitled "MINOR SUBDIVISION PLAT: THE PROPERTY OF JAMES R. FLOWERS, Jr. and wife, VIRGINIA KALE FLOWERS on the 6-5 day of June, 2021.

June Moss
Administrator

SOIL SUITABILITY ANALYSIS CERTIFICATE (NO EVALUATION PERFORMED)

I UNDERSTAND THAT ALL OF THE LOTS CREATED BY THIS PLAT MUST BE EVALUATED BY THE CABARRUS COUNTY HEALTH ALLIANCE FOR SOIL SUITABILITY. THE LOTS ON THIS PLAT HAVE NOT BEEN EVALUATED BY THE CABARRUS COUNTY HEALTH ALLIANCE FOR SUITABILITY AS PART OF THE SUBDIVISION REVIEW PROCESS.

PROPERTY OWNER DATE

PROPERTY OWNER DATE

PROPERTY OWNER DATE

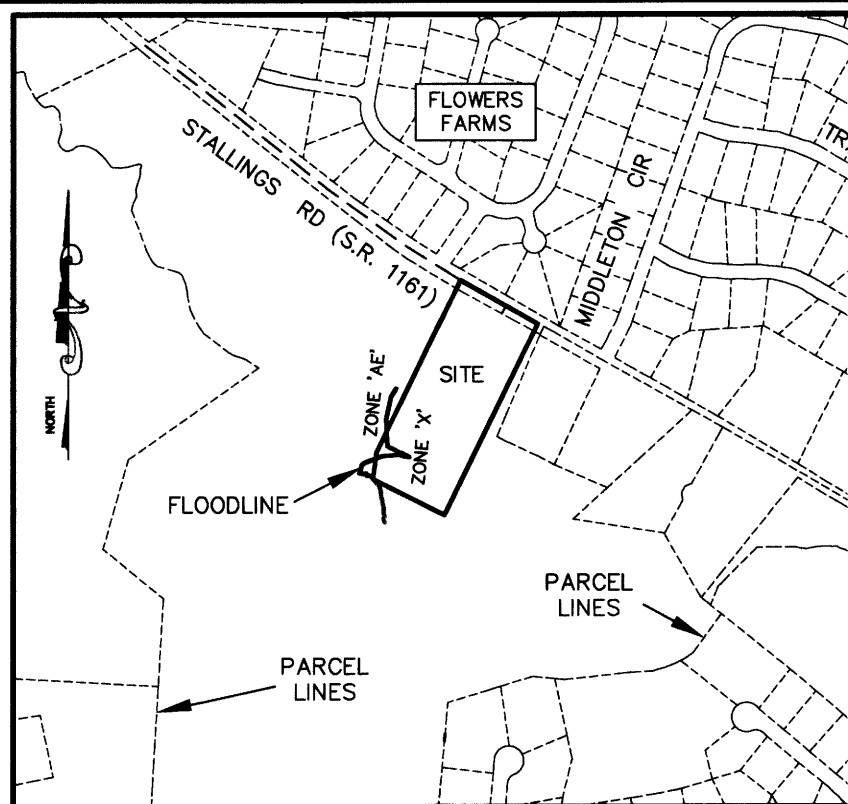
PLAT REVIEW OFFICER CERTIFICATE

STATE OF NORTH CAROLINA
COUNTY OF CABARRUS

I, Greg Bell, REVIEW OFFICER OF CABARRUS COUNTY, CERTIFY THAT THE MAP OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

Greg Bell
REVIEW OFFICER

6/7/21
DATE



NOTES:

1. - BOUNDARY SURVEY MADE USING:

DEED BOOK: PAGE:

12440 257

208 28

PLAT BOOK: PAGE:

78 79

AND OTHERS, AS SHOWN

AS RECORDED IN CABARRUS CO. REGISTER OF DEEDS

2. - TAX PARCEL : 5517-41-0025; REAL ID: 01-017-008.00

3. - IRON PINS ESTABLISHED AT ALL CORNERS (UNLESS OTHERWISE NOTED)

4. - TITLE SEARCH NOT DONE BY MEDLIN SURVEYING CO.

PROPERTY SUBJECT TO ANY RECORDED EASEMENTS NOT SHOWN ON THIS SURVEY

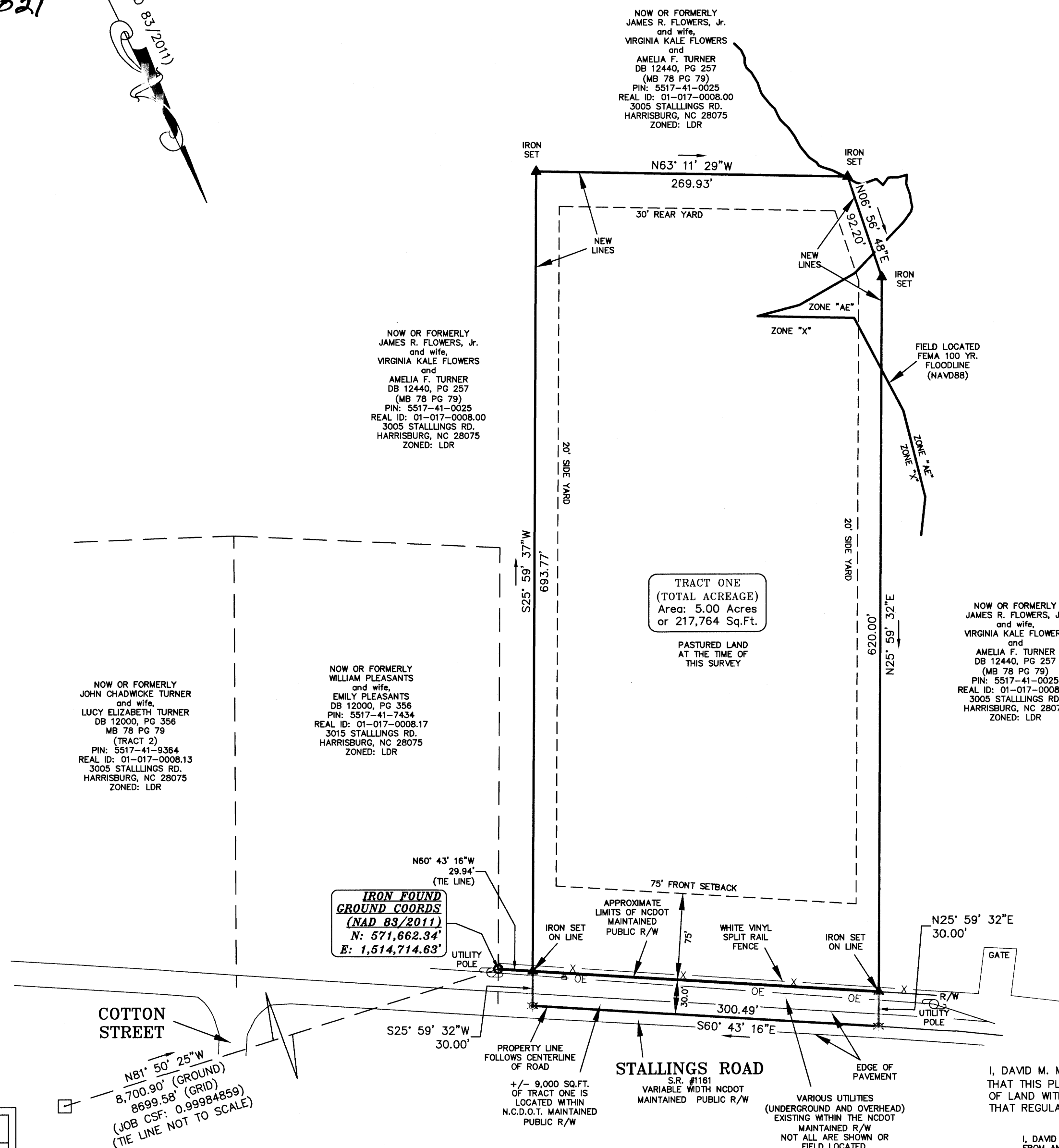
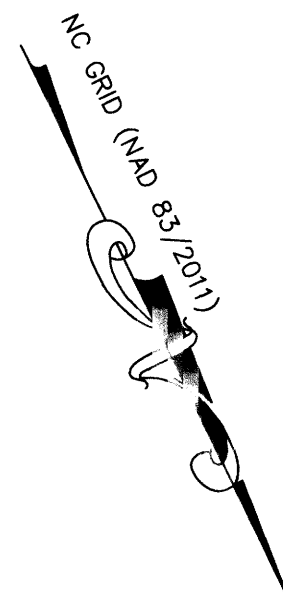
5. - SUBJECT PROPERTY LIES WITHIN FEMA AREAS "X" AND "AE".

(FEMA MAP # 3710551700K - EFFECTIVE DATE 8/30/2016).

6. - AREA BY COORDINATE GEOMETRY METHOD

7. - SUBJECT PROPERTY IS ZONED: LDR (CABARRUS COUNTY)

NCGS MONUMENT
"ROCKY"
NC NAD 83 (2011)
GRID COORDS:
N: 570,427.41
E: 1,523,327.41
CSF: 0.99984859



FILED Jun 07, 2021 03:16 pm
BOOK 00088
PAGE 0062 THRU 0062
INSTRUMENT # 24529
EXCISE TAX \$0.00

FILED
CABARRUS
COUNTY NC
WAYNE NIXON
REGISTER
OF DEEDS

I, DAVID M. MEDLIN A REGISTERED LAND SURVEYOR No. L-4286, CERTIFY THAT THIS PLAT IS OF A SURVEY THAT CREATES A SUBDIVISION OF LAND WITHIN A COUNTY OR MUNICIPALITY THAT HAS AN ORDINANCE THAT REGULATES PARCELS OF LAND.

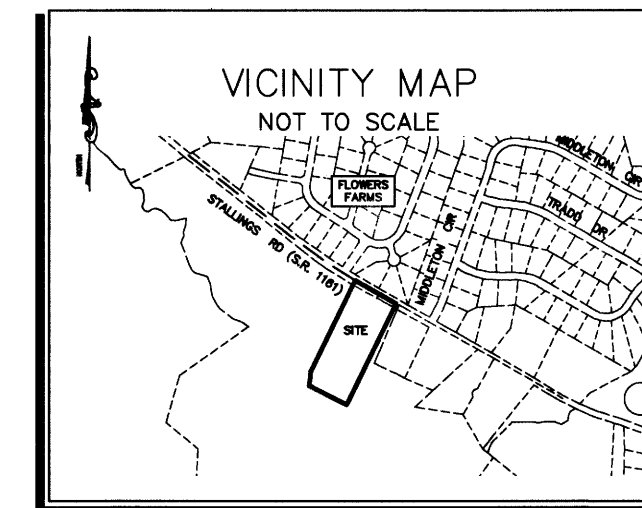
I, DAVID M. MEDLIN CERTIFY THAT THIS PLAT WAS DRAWN UNDER MY SUPERVISION FROM AN ACTUAL SURVEY MADE UNDER MY SUPERVISION. LEGAL DESCRIPTION RECORDED IN DEED BOOK AS SHOWN PAGE AS SHOWN; THAT THE BOUNDARIES NOT SURVEYED ARE CLEARLY INDICATED AS FROM INFORMATION FOUND IN DEED BOOK AS SHOWN PAGE AS SHOWN; THAT THE RATIO OF PRECISION AS CALCULATED IS 1:10,000+; WITNESS MY ORIGINAL SIGNATURE, REGISTRATION NUMBER AND SEAL THIS THE 10th DAY OF MAY, A.D., 2021.

David M. Medlin

GRAPHIC SCALE



(IN FEET)
1 inch = 80 ft.



LEGEND:

R/W : RIGHT OF WAY

EXISTING PROPERTY LINES

LINES NOT SURVEYED (OR AS NOTED)

EXISTING RIGHT OF WAY LINE

OE EXISTING OVERHEAD UTILITY LINES

EXISTING IRON FOUND

EXISTING PIPE FOUND

COMPUTED POINT (NO POINT SET)

NEW CORNER SET (AS SHOWN)

MINIMUM ZONING REQUIREMENTS (LDR)

MIN. FRONT SETBACK: 75 ft.
SIDE YARD (single): 20 ft.
SIDE YARD (total): 40 ft.
REAR YARD: 30 ft.

Revisions:

Scale: 1"=80'

Date: MAY 10, 2021

Drawn By: DMM

Surveyed By: DMM

Job No.: FLOWERS PROPERTY - 5 ACRES FOR OSCAR.DWG

MINOR SUBDIVISION OF A PORTION OF

THE PROPERTY OWNED BY:

JAMES R. FLOWERS, Jr. and wife, VIRGINIA KALE FLOWERS

AND AMELIA F. TURNER

3151 STALLINGS ROAD, HARRISBURG, NC. 28075 No. 1 TOWNSHIP OF CABARRUS COUNTY



Town of Harrisburg
Planning and Economic Development Department
Rezoning Staff Report

DATE: October 11, 2022

SUBJECT:

Request H-2022-13-(R): To rezone approximately 5.0 acres from County LDR (Low Density Residential) to RE (Rural Estate)

Location: The subject property is located on Stallings Road (PIN 5517-41-4403)

Applicant: Oscar Velasquez Sorto

Staff Report Prepared by: Craig Thomas, Senior Planner

Neighborhood Meeting: N/A

BACKGROUND:

Area: ±5.0 acres Total

Existing Land Use: Vacant/Single-Family Residential

Zoning within 500 feet: North - Medium Density Residential (RM), Town
South - Low Density Residential (LDR), Cabarrus County
East - Low Density Residential (LDR), Cabarrus County
West - Low Density Residential (LDR), Cabarrus County

Land Uses within 500 feet: North - Single-family Residential, Town
South - Vacant, County
East - Single-family Residential and Vacant, County
West - Vacant, County

APPLICATION SUMMARY:

- The applicant is requesting that the subject property be rezoned from County LDR (Low Density Residential) to RE (Rural Estate). This rezoning is being requested in order to annex one parcel into the Town of Harrisburg town limits to access sewer services.
- The RE district has a maximum density of 0.80 dwelling units per acre. The proposed lot density is 0.20 dwelling units per acre and therefore meets the RE dimensional requirements of the UDO.
- The rezoning request is consistent with the Harrisburg Area Land Use Plan (HALUP), which locates the property in an area designated on the future land use map as Medium Density Residential, which recommends 2-3 dwelling units per acre.
- Along with this request for rezoning, the applicant has submitted a petition to be annexed into the Town of Harrisburg corporate limits.

APPROVAL CRITERIA:

1. The size of the tract in question;

The subject property is approximately 5.0 acres in size.

2. Whether the proposal conforms with and is in furtherance of the implementation of the goals and policies of the Comprehensive Plan, other adopted plans, and the goals, objectives and policies of the Ordinance;

Per the Unified Development Ordinance, the intent of the proposed district:

RE: *The RE district is established to provide transition areas between low- and medium- or high-density residential land uses, designed as larger, estate-sized lots.*

Per the Harrisburg Area Land Use Plan, the subject property is located in an area designated on the future land use map as **Medium Density Residential**. The description of Medium Density Residential is as follows:

“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 acres. Improved open spaces are interspersed and the streetscape is more formal.”

Based on the description of the Medium Density Residential land use classification, the proposed density would meet the intent that has been set for this area in the Land Use Plan.

With regard to the overall goals of the Land Use Plan, **recommendation LU-5** states that the Town should “Expand Housing Options” to appeal to a broad range of audiences and products to those seeking Harrisburg’s high quality of life. The low-density nature of this area and the proposed zoning would allow the property owners to build a single-family home and maintain the rural character of the area.

Recommendation LU-7 of the Plan recommends consistency between the Town’s zoning regulations and the adopted Future Land Use Map. A table included as part of this goal establishes the “appropriate” zoning districts to use when making zoning decisions based on the Future Land Use Map. The map, as previously stated, designates this area as Medium Density Residential and the proposed density of 0.20 dwelling units per acre is compatible with the standards designated by the RE district.

3. The benefits or detriments for the owner, neighbors and surrounding community;

The benefits to the owners of the properties would be that single-family residential zoning at the proposed density of 0.20 dwelling units per acre could be achieved under the proposed zoning, and annexation allows access to town offered services.

The addition of one single-family detached home has no detrimental impact on the surrounding community. The construction of one new home would be allowed under current Cabarrus County zoning. The rezoning and annexation request is to convert to the Town’s low-density zoning and tap into the Town’s water and sewer availability.

4. Whether the proposed request is in compliance with the adequate public facilities criteria;

a. Utilities:

Utilities are available in this area and are sufficient to meet the needs of this property. Water is available along Stallings Road and sewer access is available to the south of the property and to the north on the other side of Stallings Road. Any utility line extensions or upgrades necessary to serve this development will be the responsibility of the developer.

b. Transportation:

A TIA was not required based on the lower amount of traffic generated by this rezoning, with only one (1) lot and one home involved. Driveway access will be reviewed and permitted by the Town and NCDOT during the permitting review.

c. Safety and Sanitation Services:

Adequate police, fire, and sanitation services are available for the proposed use, and will be provided upon annexation.

d. Schools:

The proposed development would generate no new students across all levels. Cabarrus County School did not offer an impact statement for this rezoning and single-family development as the impact is so minimal.

5. The relationship of the uses envisioned under the new zoning and the uses currently present in adjacent tracts. The Commission shall consider the following:

- a. Whether the proposed zoning is compatible with the surrounding area or whether there will be adverse impacts on the capacity or safety of the portion of street network influenced by the rezoning, parking problems, or environmental impacts that the new use will generate such as excessive storm water runoff, water, air or noise pollution, excessive nighttime lighting or other nuisances;**

The proposed single-family development and density of the proposed development (0.20 dwelling units per acre) is compatible with surrounding land uses.

- b. Any change of character in the area due to installation of public facilities, other zoning changes, new growth changes, deterioration, and development;**

Like all other development activity in this area, the development of this land would convert former vacant land into a residential lot, while preserving the rural character of the area.

- c. The zoning districts and existing land uses of the surrounding properties;**

The areas around this property are generally zoned for low to medium density residential use. Existing land use patterns in the area typically consist of low to medium density residential lots and vacant forested land.

- d. Whether the subject property is suitable for the uses to which it has been restricted under the existing zoning classification;**

The property is suitable for the uses which it has been restricted to under the existing zoning classification.

- e. Whether the rezoning is compatible with the adjacent neighborhood, especially concerning neighborhood stability and character;**

As previously mentioned, the specific use of the property, single family detached homes, is consistent with surrounding neighborhoods and aligns with Harrisburg Area Land Use Plan (HALUP).

- f. The length of time the subject property has remained vacant as zoned (if applicable);**

This property has been vacant.

- g. Whether there is an adequate supply of land available in the subject area and the surrounding community to accommodate the zoning and community needs;**

Land supply is not a direct issue in this area.

6. Whether the existing zoning was in error at the time of adoption.

The existing zoning was not in error at the time of adoption.

SUMMARY:

The applicant's request for rezoning to a Town of Harrisburg zoning classification of RE (Rural Estate) is necessary for the property to be annexed into the Town limits in order to provide the property owner with access to Town sewer service.

RECOMMENDATION:

The rezoning request is consistent with the Harrisburg Area Land Use Plan (HALUP) and the Unified Development Ordinance (UDO). Planning and Zoning Department staff therefore recommends approval of the request for rezoning and annexation.



TOWN OF HARRISBURG

Agenda Item Details

Title:

H-2022-06-R Mulberry Industrial Site Rezoning and Annexation

Presenting Personnel:

Zac Gordon, Interim Planning & Economic Development Director

Suggested Motion or Action:

For a recommendation to the Town Council for approval, the following motion is suggested:

Motion for the Planning and Zoning Board to recommend approval by the Town Council of the applicant's request for rezoning and annexation of property located at the southeast corner of the Mulberry Road and Pharr Mill Road intersection (PIN 5517-98-5443, 5517-79-9300, 5517-96-9945, and 5527-09-1740): Case # H-2022-06-R.

Consistency Statement:

Based on the staff report, staff presentation and with the conditions proposed, the request for rezoning is consistent with the Harrisburg Area Land Use Plan, and it is reasonable and in the public interest.

For a recommendation of denial to the Town Council, the following motion is suggested:

Motion for the Planning and Zoning Board to recommend denial by the Town Council of the applicant's request for rezoning and annexation of property located at the southeast corner of the Mulberry Road and Pharr Mill Road intersection (PIN 5517-98-5443, 5517-79-9300, 5517-96-9945, and 5527-09-1740): Case # H-2022-06-R.

Description/Background:

- The applicant proposes to develop an industrial complex consisting of three Class A Logistic buildings totaling up to 1,750,000 square feet for property located at the southeast corner of the Mulberry Road and Pharr Mill Road intersection (PIN 5517-98-5443, 5517-79-9300, 5517-96-9945, and 5527-09-1740).
- To achieve this, the applicant is requesting that the property be rezoned from Cabarrus County Office/Institutional (OI) and Cabarrus County Light Industrial (LI) to Town of Harrisburg CZ-EC (Conditional Zoning Employment Center) district for Development Area A and Town of Harrisburg AG (Agriculture) for Development Area B.
- The total area of the property to be rezoned and annexed is 234.30 acres.
- As a conditional zoning request, the applicant has submitted a site plan along with the request for rezoning, which is attached for your consideration.
- The properties are currently in Cabarrus County zoning jurisdiction and will require Annexation into the town limits of the Town of Harrisburg.
- The applicant agrees to install road improvements per the Traffic Impact Analysis (TIA) completed for the project. See attached staff report and TIA for specific improvements

Recommendation:

With the proposed site plan and conditions proposed, the rezoning request is consistent with the Harrisburg Area Land Use Plan (HALUP) and the Unified Development Ordinance (UDO). Planning and Zoning Department staff therefore supports approval of the rezoning request with conditions.

Fiscal Impact:

The proposed industrial development will provide a significant increase in the non-residential tax base for the Town of Harrisburg. As such, the request for rezoning will have a positive net fiscal impact.

Attachments:

1. H2022-06-R Staff Report PB Mulberry
2. H2022-06-R Application
3. H2022-06-R Neighborhood Meeting Summary
4. H2022-06-R Site Map
5. H2022-06-R Site Plan
6. 2022-08-10 Mulberry Road Logistics TIA REPORT SS
7. H2022-06-R Survey



Town of Harrisburg
Planning and Economic Development Department
Rezoning Staff Report

DATE: October 11, 2022

SUBJECT: Mulberry Industrial Site

Request H-2022-06-(R): To rezone approximately 234.3 acres from Cabarrus County LI (Light Industrial) and Cabarrus County OI (Office Institutional) to Town of Harrisburg CZ-EC (Employment Center) and AG (Agricultural)

Location: The subject property is located at the southeast corner of the Mulberry Road and Pharr Mill Road intersection (PIN 5517-98-5443, 5517-79-9300, 5517-96-9945, and 5527-09-1740)

Applicant: Property owners Potts & Burris, LLC, Arthur Lillian Frank Simpson Trust, Mulberry Holdings LLC, and Gordon Titcomb; represented by Moore & Van Allen, PLLC

Staff Report Prepared by: Craig Thomas, Senior Planner
Planning and Economic Development Department

Neighborhood Meeting: Held April 21, 2022

BACKGROUND:

Area: ±234.3 acres Total

Existing Land Use: Vacant

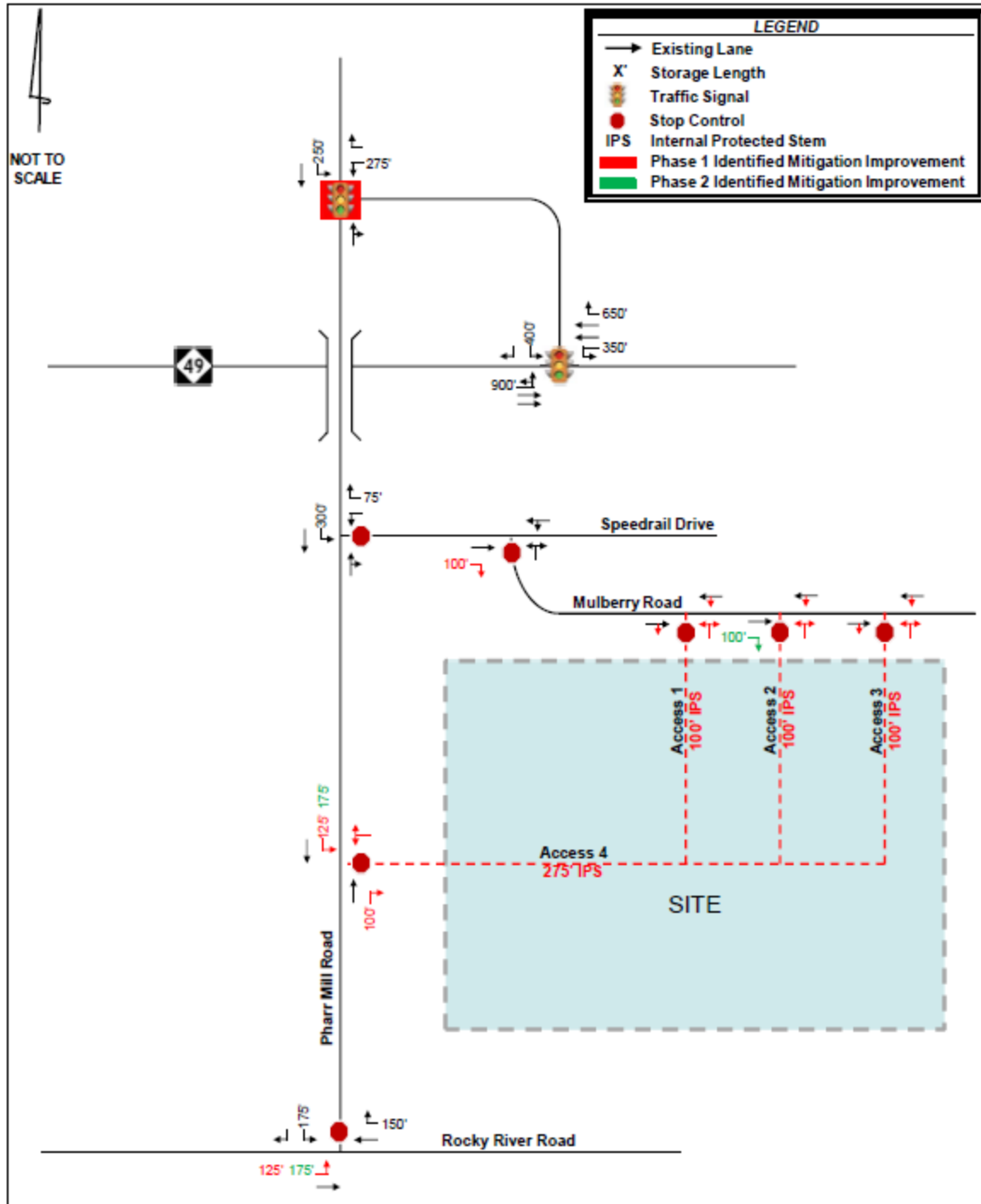
Zoning within 500 feet: North - General Industrial (GI), County and Employment Center (EC), Town
South - Office Institutional (OI) and Residential Low Density (RL), Town
East - Agriculture/Open Space (AO), County
West - Residential Low Density (RL) and Employment Center (EC), Town

Land Uses within 500 feet: North - Industrial, County and Town
South - Park and Residential, Town
East - Vacant, County
West - Residential and Industrial, Town

APPLICATION SUMMARY:

- The applicant proposes to develop an industrial complex consisting of three Class A Logistic buildings totaling up to 1,750,000 square feet.
- To achieve this, the applicant is requesting that the property be rezoned:
 - from Cabarrus County Office/Institutional (OI) and Cabarrus County Light Industrial (LI)
 - to Town of Harrisburg CZ-EC (Conditional Zoning Employment Center) district for Development Area A and Town of Harrisburg AG (Agriculture) for Development Area B.
- The property measures 234.30 acres of vacant land.
- As a conditional zoning request, the applicant has submitted a site plan along with the request for rezoning, which is attached for your consideration.
- The properties are currently in Cabarrus County zoning jurisdiction and will require Annexation into the town limits of the Town of Harrisburg.
- The applicant agrees to install the following road improvements per the Traffic Impact Analysis (TIA) completed for the project (see map below):
 - **Pharr Mill Road and NC 49 Ramp:**
 - **Phase 1**
 - Installation of a traffic signal (NCDOT may require a full signal warrant analysis).
 - **Mulberry Road and Speedrail Drive:**
 - **Phase 1**
 - Construction of an eastbound right-turn lane along Speedrail Drive with 100 feet of storage.
 - **Pharr Mill Road and Rocky River Road:**
 - **Phase 1**
 - Construction of an eastbound left-turn lane along Rocky River Road with 125 feet of storage.
 - **Phase 2**
 - Extension of the eastbound left-turn lane along Rocky River Road to provide 175 feet of storage.
 - **Mulberry Road and Access 1:**

- **Phase 1**
- Construction of the northbound approach with one ingress and one egress lane and an internal protected stem of 100 feet.
- **Mulberry Road and Access 2:**
 - **Phase 1**
 - Construction of the northbound approach with one ingress and one egress lane and an internal protected stem of 100 feet.
 - **Phase 2**
 - Construction of an eastbound right-turn lane along Mulberry Road with 100 feet of storage.
- **Mulberry Road and Access 3:**
 - **Phase 1**
 - Construction of the northbound approach with one ingress and one egress lane and an internal protected stem of 100 feet.
- **Mulberry Road and Access 4:**
 - **Phase 1**
 - Construction of the westbound approach with one ingress and one egress lane and an internal protected stem of 275 feet.
 - Construction of a northbound right-turn lane along Pharr Mill Road with 100 feet of storage.
 - Construction of a southbound left-turn along Pharr Mill Road with 125 feet of storage.
 - **Phase 2**
 - Extension of the southbound left-turn lane along Pharr Mill Road to provide 175 feet of storage.



APPROVAL CRITERIA:

1. The size of the tract in question;

The subject property is approximately 234.30 acres in size.

2. Whether the proposal conforms with and is in furtherance of the implementation of the goals and policies of the Comprehensive Plan, other adopted plans, and the goals, objectives and policies of the Ordinance;

Per the Unified Development Ordinance, the intent of the proposed district depicted on the submitted site plan is as follows:

Employment Center (EC): *The EC district is established to provide areas of light industrial, office, and multi-tenant flex space that are suitable based upon adjacent land uses, access to transportation, and the availability of public services and facilities. This district should be located so that it is unencumbered by nearby residential or mixed use development with direct access to or within proximity to a major or minor thoroughfare.*

Agricultural (AG): *The AG district is established to provide for low-intensity agricultural operations, agri-business, where appropriate, supportive rural business uses, protect and preserve valuable agricultural areas and pasturelands, and set very low residential densities.*

Per the Harrisburg Area Land Use Plan, the subject property is located in an area designated on the future land use map as **Office and Light Industrial**.

The description of **Office** is as follows:

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

The description of **Light Industrial** is as follows:

“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.”

Based on these two description of the land use classifications, proximity to similar uses, and connections to major thoroughfares, the rezoning would meet the intent that has been set for this area in the Land Use Plan.

With regard to the overall goals of the Land Use Plan, **recommendation LU-2** states that development should have access from local streets to minimize traffic volumes on key connectors and reduce turning movements. The proposed site access points and traffic improvements are intended to minimize traffic impacts in the immediate area.

Recommendation LU-6 of the Plan seeks improved appearance and a higher level of quality. The conditional rezoning process encourages a higher level of investment in façade treatments, buffering, preservation of natural areas and landscaping. The proposed buildings will be of a “Class A” design.

Recommendation LU-7 recommends consistency between the Town’s zoning regulations and the adopted Future Land Use Map. A table included as part of this goal establishes the “appropriate” zoning districts to use when making zoning decisions based on the Future Land Use Map. The map designates this area as Office and Light Industrial and the EC zoning classification is deemed a suitable district, with an enhanced buffer accomplished with the AG zoning.

3. The benefits or detriments for the owner, neighbors and surrounding community;

The benefits to the surrounding community would be the development of a large parcel of currently vacant land, providing both employment and additional tax revenue. As traffic mitigation measures recommended by the Traffic Impact Analysis, the applicant proposes to install a new traffic signal at the Parr Mill Road and NC 49 Ramp and new turn lanes for access points (with adequate vehicle storage) to the site from Mulberry Road and Pharr Mill Road.

4. Whether the proposed request is in compliance with the adequate public facilities criteria;

a. Utilities:

Utilities are available in this area and are sufficient to meet the needs of this property. Water lines exist along Pharr Mill Road and Mulberry Road. Sewer is available on the opposite side of these roads. Any utility line extensions or upgrades necessary to serve this development will be the responsibility of the developer.

b. Transportation:

A TIA was completed based on the size of the development and the anticipated amount of traffic generated by the project. All traffic improvements are detailed and depicted on a map in the Application Summary (above) and will be completed and delivered in conjunction with the proposed development, as recommended by the TIA.

c. Safety and Sanitation Services:

Adequate police, fire, and sanitation services are available for the proposed use, and will be provided upon annexation.

d. Schools:

The proposed industrial development will have no impact on Cabarrus County schools.

5. The relationship of the uses envisioned under the new zoning and the uses currently present in adjacent tracts. The Commission shall consider the following:

- a. Whether the proposed zoning is compatible with the surrounding area or whether there will be adverse impacts on the capacity or safety of the portion of street network influenced by the rezoning, parking problems, or environmental impacts that the new use will generate such as excessive storm water runoff, water, air or noise pollution, excessive nighttime lighting or other nuisances;**

The proposed zoning is compatible with existing zoning in the area. There are existing industrial properties along Mulberry Road. The site is designed to preserve ample natural areas and/or install buffers to minimize impacts to nearby residential properties. Stormwater runoff generated by the proposed development will be managed on site through the use of stormwater control measures. Lighting will be reviewed during the construction plan process to prevent excessive nighttime lighting or spillover to adjacent properties.

- b. Any change of character in the area due to installation of public facilities, other zoning changes, new growth changes, deterioration, and development;**

The development of this land would convert former vacant land into an industrial campus. The site has been designed to minimize any detrimental impact to the area or surrounding properties.

- c. The zoning districts and existing land uses of the surrounding properties;**

The area around this property are generally zoned residential and industrial. Existing land use patterns in the area largely consist of industrial uses.

- d. Whether the subject property is suitable for the uses to which it has been restricted under the existing zoning classification;**

The property is suitable for the uses which it has been restricted to under the existing zoning classification.

- e. Whether the rezoning is compatible with the adjacent neighborhood, especially concerning neighborhood stability and character;**

As previously mentioned, the specific use of the property, an industrial park, is consistent with surrounding land uses and aligns with Harrisburg Area Land Use Plan (HALUP) Mixed Use designation.

- f. The length of time the subject property has remained vacant as zoned (if applicable);**

This property has been vacant.

- g. Whether there is an adequate supply of land available in the subject area and the surrounding community to accommodate the zoning and community needs;**

Land supply is not a direct issue in this area.

- 6. Whether the existing zoning was in error at the time of adoption.**

The existing zoning was not in error at the time of adoption.

Furthermore, as a Conditional Zoning request, the Board must consider the following criteria:

- 7. The proposed Conditional Zoning (CZ) District use's appropriateness for its proposed location and consistency with the purposes, goals, objectives, and policies of the current Land Use Plan.**

The rezoning application of the property to the Employment Center (EC) zoning district is consistent with the development standards established for the base EC Zoning District in the Unified Development Ordinance and Office and Light Industrial designation in the Land Use Plan.

- 8. The use(s) requested are among those listed as an eligible permitted or conditional use in the general use district as included in the rezoning request.**

The applicant is seeking for the following uses to be allowed in this Conditional Zoning District:

- Industrial (CZ-EC)

- 9. The design of the proposed Conditional Zoning (CZ) District use's minimization of adverse effects, including visual impact of the proposed use on adjacent lands; and avoidance of significant adverse impacts on surrounding lands regarding trash, traffic, service delivery, parking and loading, odors, noise, glare and vibration and not create a nuisance.**

The applicant intends to work collaboratively with both Harrisburg town staff and the North Carolina Department of Transportation to ensure that the proposed rezoning meets the highest standards possible, consistent with the Harrisburg UDO and NCDOT design requirements and minimizes adverse impacts on the surrounding area.

Landscaping buffers shown are adequate to screen the proposed development from adjacent properties. In addition, the proposed buildings and site lighting have been designed to minimize the visual impacts from nearby residential properties.

- 10. The use limitations and conditions as proposed and/or imposed for the requested district can reasonably be implemented and enforced for the subject property.**

The conditions proposed and imposed for this district can be reasonably implemented on this site.

- 11. When implemented the proposed and/or imposed use limitations and conditions will mitigate specific land development issues that would likely result if the subject property were zoned to accommodate all the uses and the minimum standards of the corresponding general zoning district. If any standards are proposed that are different from the underlying zoning district, the applicant must clearly demonstrate that the overall resultant project is greater than that which is typically allowed by the general district.**

All proposed conditions recommended by staff are to bring the site into conformance with applicable local and state regulations.

- 12. The applicant has agreed to accept the use limitations and conditions as proposed and/or imposed for the requested district.**

The applicant will need to agree to all conditions listed in this staff report. Any additional conditions placed on this property will require the consent of the applicant as part of any approval granted for the proposed rezoning request.

- 13. For an approval, the Board must adopt a consistency statement that the amendment being considered is either consistent or inconsistent with the adopted land use plan and that the Board considers the action to be reasonable and in the public interest.**

The Planning Board will need to adopt a consistency statement when a recommendation or decision is made on this item.

APPROVAL WITH CONDITIONS:

The proposal is a conditional re-zoning request. Conditions may be imposed on the zoning action; staff recommends that the following conditions be placed on this project. Applicant agrees to the following:

1. Applicant agrees to obtain any and all applicable local, state, and federal permits required for development before any development activity can take place.
2. Applicant agrees to install all required improvements as required by the final approved Traffic Impact Analysis (TIA).
3. Applicant agrees that the permitted uses (P) outlined for this CZ-EC zoning in the Harrisburg Unified Development Ordinance be limited to industrial.
4. Applicant agrees that the attached site plan and architectural renderings be included in the conditional zoning request.

RECOMMENDATION:

With the proposed site plan and conditions proposed, the rezoning request is consistent with the Harrisburg Area Land Use Plan (HALUP) and the Unified Development Ordinance (UDO).

Planning and Zoning Department staff therefore supports approval of the rezoning request with conditions.



Owner Information

It is understood by all parties hereto that while this application will be carefully considered and reviewed, the burden of providing its need and providing all required evidence rests with the below named petitioner. In addition, it is understood and acknowledged that if the property is rezoned as requested, the property involved in this request will be perpetually bound by the use(s) authorized and subject to such conditions as imposed, unless subsequently changed or amended through the rezoning process. It is further understood and acknowledged that it is the responsibility of the petitioner to file the development plan in the Cabarrus County Register of Deeds Office as a deed restriction upon the subject property.

If, after two years from the date of approval substantial construction has not begun, the property in question may revert to its prior zoning designation after a public hearing is held in compliance with the required procedure for a zoning map amendment.

I do hereby certify that all information which I have provided for this application is, to the best of my/our knowledge, correct.

Property Owner (4)	<u>POTTS & BURRIS LLC</u>
Address	<u>143 LONG COVE NEW LONDON, NC 28127</u>
Phone	<u>704. 589. 5009</u>
Fax	
Signature	<u>James A. Potts for Potts & Burris, LLC</u>

NOTE: If multiple parcels are involved in a request, property owners must sign an application identifying the individual parcel(s) represented. Each parcel included in the request must be accounted for in the application process for the application to be considered complete.

OFFICIAL USE ONLY:
Petition Number: _____
Date Filed: _____
Received By: _____



Owner Information

It is understood by all parties hereto that while this application will be carefully considered and reviewed, the burden of providing its need and providing all required evidence rests with the below named petitioner. In addition, it is understood and acknowledged that if the property is rezoned as requested, the property involved in this request will be perpetually bound by the use(s) authorized and subject to such conditions as imposed, unless subsequently changed or amended through the rezoning process. It is further understood and acknowledged that it is the responsibility of the petitioner to file the development plan in the Cabarrus County Register of Deeds Office as a deed restriction upon the subject property.

If, after two years from the date of approval substantial construction has not begun, the property in question may revert to its prior zoning designation after a public hearing is held in compliance with the required procedure for a zoning map amendment.

I do hereby certify that all information which I have provided for this application is, to the best of my/our knowledge, correct.

Property Owner (3) Arthur Lillian Frank Simpson Trust
c/o Angela Lewis
Address 2173 Mulberry Road, Concord, NC 28025

Phone
Fax
Signature Angela Lewis Trust

NOTE: If multiple parcels are involved in a request, property owners must sign an application identifying the individual parcel(s) represented. Each parcel included in the request must be accounted for in the application process for the application to be considered complete.

OFFICIAL USE ONLY:

Petition Number: _____
Date Filed: _____
Received By: _____



Owner/Agent/Applicant Information

It is understood by all parties hereto that while this application will be carefully considered and reviewed, the burden of providing its need and providing all required evidence rests with the below named petitioner.

I do hereby certify that all information which I have provided for this application is, to the best of my/our knowledge, correct.

12. Property Owner (3) Arthur Lillian Frank Simpson Trust c/o Angela Lewis

Address 2173 Mulberry Road, Concord, NC 28025

Phone _____

Fax _____

Email: _____

Signature Angela Lewis Trustee

13. Agent (if any) SEE PREVIOUS PAGE

Address _____

Phone _____

Fax _____

Email _____

Signature _____

14. Applicant (if any) SEE PREVIOUS PAGE

Address _____

Phone _____

Fax _____

Email _____

Signature _____

NOTE: If multiple parcels are involved in a request, property owners must sign an application identifying the individual parcel(s) represented. Each parcel included in the request must be accounted for in the application process for the application to be considered complete.



APPLICATION FOR CONDITIONAL REZONING

Applications for a Conditional District must be accompanied by an application for a Zoning Map Amendment.

1. Please submit fifteen (15) copies of a complete development plan in conformance with Appendix B, Section B-4 of the UDO (all conditional rezoning applications shall include a site specific development plan which, if approved, shall be binding on the property in question). If approved, a zoning site plan review and approval will be required to receive a zoning compliance permit. For specific requirements, please see the form entitled "Site Plan Requirements".
2. Please list the specific permitted land use(s) that you are proposing. Land use(s) shall be chosen from Article 4.6 in the Harrisburg UDO titled "Use Regulations" and shall correspond to the Zoning District requested.

Industrial	
Equestrian	
Veterinarian	

3. Please list any specific conditions that you would be willing to impose as part of this application (example: no outside storage permitted on-site, increased buffer width, etc.).

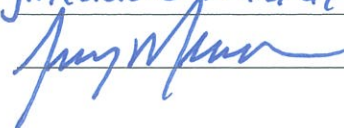
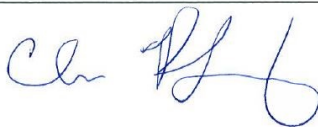
See Attached Rezoning Plan	



Owner/Agent/Applicant Information

It is understood by all parties hereto that while this application will be carefully considered and reviewed, the burden of providing its need and providing all required evidence rests with the below named petitioner.

I do hereby certify that all information which I have provided for this application is, to the best of my/our knowledge, correct.

12. Property Owner (1) Mulberry Holdings LLC
- Address PO Box 790, Cornelius, NC 28031
- Phone 859-537-5530
- Fax _____
- Email: jmeade@meadegunnell.com
- Signature 
13. Agent (if any) Moore & Van Allen (Attn: Bridget Grant)
- Address 100 N Tryon Street, Ste 4700
- Phone 704.331.2379 (BG)
- Fax 704.378.1925 (BG)
- Email bridgetgrant@mvalaw.com
- Signature Bridget Grant
14. Applicant (if any) TC MidAtlantic Development V, Inc.
- Address 888 16th Street, NW, Suite 555 | Washington, DC 20006
- Phone 202.295.3386 | C 203.767.9058
- Fax _____
- Email crodriguez@trammellcrow.com
- Signature 

NOTE: If multiple parcels are involved in a request, property owners must sign an application identifying the individual parcel(s) represented. Each parcel included in the request must be accounted for in the application process for the application to be considered complete.



It is understood by all parties hereto that while this application will be carefully considered and reviewed, the burden of providing its need and providing all required evidence rests with the below named petitioner. In addition, it is understood and acknowledged that if the property is rezoned as requested, the property involved in this request will be perpetually bound by the use(s) authorized and subject to such conditions as imposed, unless subsequently changed or amended through the rezoning process. It is further understood and acknowledged that it is the responsibility of the petitioner to file the development plan in the Cabarrus County Register of Deeds Office as a deed restriction upon the subject property.

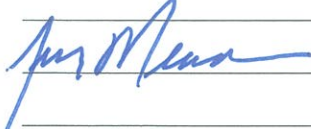
I do hereby certify that all information which I have provided for this application is, to the best of my/our knowledge, correct.

Property Owner (1) Mulberry Holdings LLC

Address PO Box 790
Cornelius, NC 28031

Phone 859-537-5530

Fax _____

Signature 

NOTE: If multiple parcels are involved in a request, property owners must sign an application identifying the individual parcel(s) represented. Each parcel included in the request must be accounted for in the application process for the application to be considered complete.



HarrisburgNC

The right side of opportunity

Owner Information

It is understood by all parties hereto that while this application will be carefully considered and reviewed, the burden of providing its need and providing all required evidence rests with the below named petitioner. In addition, it is understood and acknowledged that if the property is rezoned as requested, the property involved in this request will be perpetually bound by the use(s) authorized and subject to such conditions as imposed, unless subsequently changed or amended through the rezoning process. It is further understood and acknowledged that it is the responsibility of the petitioner to file the development plan in the Cabarrus County Register of Deeds Office as a deed restriction upon the subject property.

If, after two years from the date of approval substantial construction has not begun, the property in question may revert to its prior zoning designation after a public hearing is held in compliance with the required procedure for a zoning map amendment.

I do hereby certify that all information which I have provided for this application is, to the best of my/our knowledge, correct.

Property Owner(2) Gordon N Titcomb

Address 6016 Austin Grove Church Road

Marshville, NC 28103

Phone H. 704-629-9105 cell-704-309-0956

Fax

N/A

Signature

Gordon N. Titcomb

NOTE: If multiple parcels are involved in a request, property owners must sign an application identifying the individual parcel(s) represented. Each parcel included in the request must be accounted for in the application process for the application to be considered complete.

COMMUNITY MEETING REPORT FOR HARRISBURG ANNEXATION AND CONDITIONAL REZONING

Petitioner: Trammell Crow Company
Petition Number: H2022-06-R Mulberry Industrial Site Rezoning
Property: ±234.302 acres south of Mulberry Road, east of Pharr Mill Rd,
on the south side of NC Hwy 49 S. (the “Site”).

This Community Meeting Report is being filed with the Town of Harrisburg Planning Department.

PERSONS AND ORGANIZATIONS CONTACTED WITH DATES AND EXPLANATIONS OF HOW CONTACTED:

The required Community Meeting was held on Thursday, April 21, 2022, at 6:00 PM. The Town of Harrisburg mailed a written notice of the date, time and details of the Community Meeting to the individuals and organizations as required by Ordinance.

TIME AND DATE OF MEETING:

The Community Meeting required by the Ordinance was held on Thursday, April 21, 2022, at 6:00 PM at the Harrisburg Town Hall, 4100 Main Street, Harrisburg, NC, 28075, as well as virtual.

PERSONS IN ATTENDANCE AT MEETING:

The list of registered attendees from the required Community Meeting is attached as **Exhibit A**. The Petitioner representatives at the required Community Meeting were Woody Coley of Trammell Crow Company, and Jeff Orsborn and Lin Leslie of Orsborn Engineering, Also, in attendance was Keith MacVean with Moore & Van Allen, PLLC.

SUMMARY OF MEETING DISCUSSION:

I. Overview of Petitioner’s Presentation.

Introduction and Overview of Development Plan.

Sushil Nepal the Planning Director for the Town of Harrisburg opened the meeting, and welcomed everyone in attendance, and explained how the community meeting would be run. He then turned over the meeting to Keith MacVean who introduced the development team. Mr. MacVean then turned the presentation over to Mr. Coley who provided background information on Trammell Crow Company and its development experience.

Mr. MacVean then resumed the presentation and explained some of the potential benefits of the conditional plan process.

Mr. MacVean then described the Site’s location is a ±234.302 acres south of Mulberry Road, east of Pharr Mill Road, on the south side of NC Hwy 49 S. The Site is vacant. He explained that the parcels (four total) are zoned O-1 for industrial/office and light industrial. The petitioner proposes to rezone 162 acres to Employment Center (EC). This would allow 1.6M square feet of industrial uses. The remaining ±72 acres to proposed zoning of Agriculture (AG) which would limit allowed

uses to equestrian trails, facilities and associated veterinary services. The greenway trail along the Site's frontage on Rocky River would be phased. Access to the Site would be from Mulberry Road via a new public street and Pharr Mill Road. In addition, a Traffic Impact Study (TIS) would be done as part of the rezoning petition.

Mr. MacVean provided a visual of Harrisburg's Future Land Use which recommends office and light industrial. A Site plan was shared showing three (3) buildings with required parking. Representative façade image was provided as a visual with the following community benefits: immediate construction-related jobs, permanent logistics center operation jobs, increased tax base and further validation of the logic of doing business in Harrisburg.

Mr. MacVean then opened the meeting questions.

II. Summary of Questions/Comments and Responses:

Attendees asked about the flood zone impact, location of river in relation to buildings, where the tree buffers would be and the construction noise and lighting. There was also concern about the height of buildings in relation to single family homes.

There was great concern about the impact of traffic on Pharr Mill and Mulberry Road. It was explained that the TIS will provide good numbers and the impact both roads will have with the increase in construction and then working traffic. Safety issues are always a concern for the neighborhoods around developing land. Access road and drives were also questioned and if they would be paved. Some attendees felt the town should upgrade Mulberry Road and if the DOT would approve Pharr Mill access. A comment about trains blocking Mulberry Rd. when delivery goods to the existing uses was made. The attendees also suggested that access to all the buildings from Pharr Mill Rd. would be a preferable plan to the proposed access from Mulberry Rd. and Pharr Mill Rd. The Petitioners representatives explained that due to existing wetlands access to all the buildings via Pharr Mill Rd. did not appear to be possible but it would be studied further as the site plan is refined.

Further questions were about the type of tenants and businesses allowed in the buildings.

There being no further questions, Mr. MacVean thanked everyone for their attendance and the meeting was adjourned.

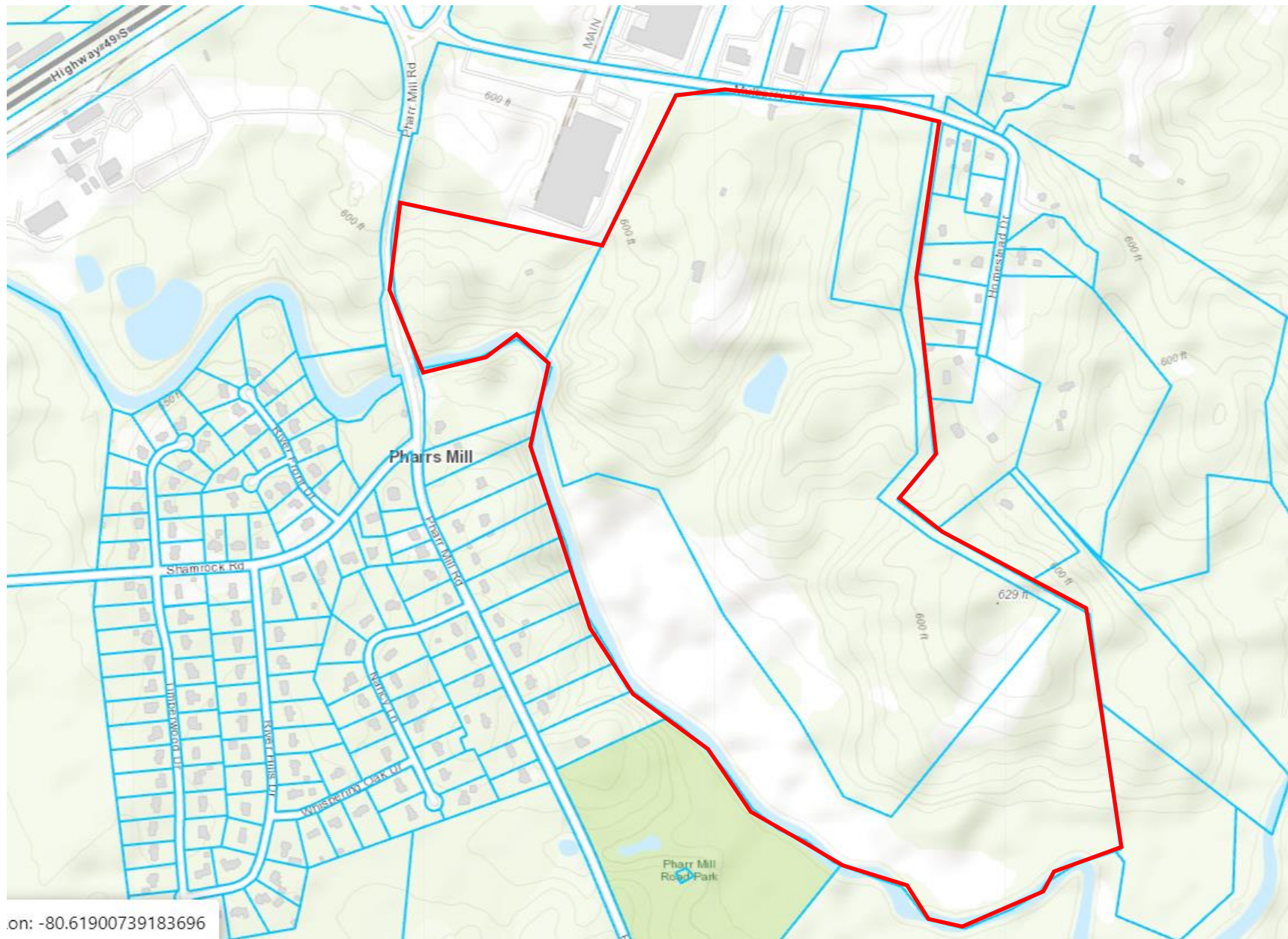
CHANGES MADE TO PETITION AS A RESULT OF THE MEETING:

The development team will continue to address staff comments as they arise.

cc: Sushil Nepal, Town of Harrisburg Planning & Economic Development Department
Craig Thomas, Town of Harrisburg Planning Department
Woody Coley, Trammell Crow Company
Jeff Brown, Moore & Van Allen, PLLC
Keith MacVean, Moore & Van Allen, PLLC

EXHIBIT A

Name
Doug and Patti Pribis
Jennifer Hill
Ian Patrick
Rodney Dellinger
Wendy Garofalo
William Welsch
David Casey
Jacob Danora
Linda Kelsey
Todd Run
Lindsay Abee
Jeff Abee
Rex & Molly Measmer
Patricia Smith
Jack & Karen Jaxman
Bobby & Sharon Measmer
Nick & Shelley Collins



on: -80.61900739183696



**Traffic Impact Analysis for
Mulberry Road Logistics
Harrisburg, North Carolina**

Prepared for:

**Town of Harrisburg
Harrisburg, North Carolina**

Prepared by:

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**August 2022
018536046**



Laura N Reid
8/10/22

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1.0 Executive Summary

The purpose of this Traffic Impact Analysis (TIA) is to evaluate the vehicular traffic impacts on the surrounding transportation infrastructure as a result of the proposed Mulberry Road Logistics development. The primary objectives of the study are:

- To estimate trip generation and distribution for the proposed development.
- To perform intersection capacity analyses for the identified study area.
- To determine the potential traffic impacts of the proposed development.
- To identify improvements to mitigate the proposed development's traffic impacts.

The proposed Mulberry Road Logistics development is located in the southeast quadrant of Mulberry Road and Pharr Mill Road in Harrisburg, North Carolina. Based on the site plan provided by the applicant, the proposed development is currently envisioned to consist of the following land uses and phases:

- Phase 1
 - 1,150,000 square foot (SF) Industrial Park
 - 13-acre Equestrian Center
- Phase 2
 - 450,000 SF Industrial Park

For the purposes of this TIA, a Phase 1 build-out year of 2024 and a Phase 2 build-out year of 2027 were considered. Based on the provided site plan and information provided by the applicant, the proposed development will be accessed via four external access points:

- Access 1 – an unsignalized, full-movement connection to Mulberry Road approximately 1,420 feet east of Speedrail Drive
- Access 2 – an unsignalized, full-movement connection to Mulberry Road approximately 60 feet east of Access 1
- Access 3 – an unsignalized, full-movement connection to Mulberry Road approximately 490 feet east of Access 2
- Access 4 – an unsignalized, full-movement connection to Pharr Mill Road approximately 550 feet north of Shamrock Road

A TIA scoping meeting was held with the Town of Harrisburg and representatives of the applicant virtually on May 9, 2022, to obtain background information and to ascertain the scope and parameters to be included in this TIA. A Memorandum of Understanding (MOU) was developed based on discussions from this meeting that documented all scoping parameters to be used for the TIA and was reviewed and agreed upon by the Town of Harrisburg and the applicant. Additionally, North Carolina Department of Transportation (NCDOT) reviewed and approved the MOU, which is included in the **Appendix**.

The following AM and PM peak-hour scenarios were analyzed to determine the proposed development's transportation impacts on the surrounding network:

- 2022 Existing Conditions
- 2024 Phase 1 Background Conditions
- 2024 Phase 1 Build-Out Conditions
- 2027 Phase 2 Background Conditions
- 2027 Phase 2 Build-Out Conditions

Based on coordination with the Town, NCDOT, and the Applicant, this TIA evaluated operations under each of the AM and PM peak-hour scenarios above for the following study area intersections:

1. Pharr Mill Road and NC 49 Ramp
2. NC 49 and NC 49 Ramp
3. Pharr Mill Road and Speedrail Drive
4. Speedrail Drive and Mulberry Road
5. Pharr Mill Road and Rocky River Road
6. Mulberry Road and Access 1
7. Mulberry Road and Access 2/Existing Driveway
8. Mulberry Road and Access 3
9. Pharr Mill Road and Access 4

Kimley-Horn was retained to determine the potential traffic impacts of this development (in accordance with the traffic study guidelines in the *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and set forth by the *Town of Harrisburg Unified Development Ordinance – Appendix F*), and to identify transportation improvements that may be required to mitigate these impacts. This report presents trip generation, distribution, capacity analyses, and identified transportation improvements required to mitigate anticipated traffic demands produced by the subject development.

Based on the capacity analyses performed at each of the identified study intersections, along with review of the auxiliary turn-lane warrants contained herein, the following improvements have been identified to mitigate the impact of the proposed development on the adjacent street network:

Pharr Mill Road and NC 49 Ramp

Phase 1

- Installation of a traffic signal (NCDOT may require a full signal warrant analysis).

Mulberry Road and Speedrail Drive

Phase 1

- Construction of an eastbound right-turn lane along Speedrail Drive with 100 feet of storage.

Pharr Mill Road and Rocky River Road

Phase 1

- Construction of an eastbound left-turn lane along Rocky River Road with 125 feet of storage.

Phase 2

- Extension of the eastbound left-turn lane along Rocky River Road to provide 175 feet of storage.

Mulberry Road and Access 1

Phase 1

- Construction of the northbound approach with one ingress and one egress lane and an internal protected stem of 100 feet.

Mulberry Road and Access 2

Phase 1

- Construction of the northbound approach with one ingress & one egress lane and an internal protected stem of 100 feet.

Phase 2

- Construction of an eastbound right-turn lane along Mulberry Road with 100 feet of storage.

Mulberry Road and Access 3

Phase 1

- Construction of the northbound approach with one ingress & one egress lane and an internal protected stem of 100 feet.

Pharr Mill Road and Access 4

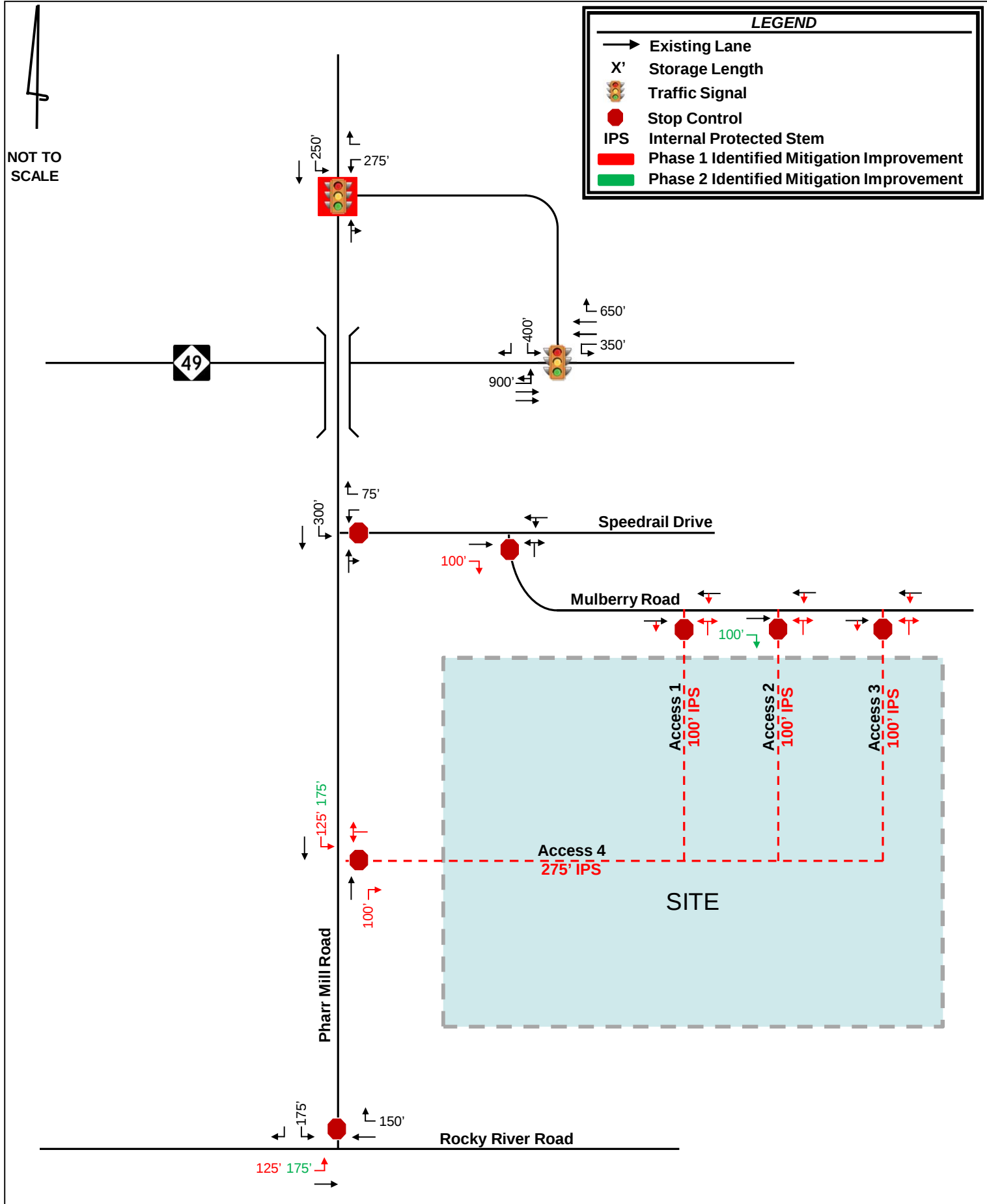
Phase 1

- Construction of the westbound approach with one ingress & one egress lane and an internal protected stem of 275 feet.
- Construction of a northbound right-turn lane along Pharr Mill Road with 100 feet of storage
- Construction of a southbound left-turn lane along Pharr Mill Road with 125 feet of storage.

Phase 2

- Extension of the southbound left-turn lane along Pharr Mill Road to provide 175 feet of storage.

The mitigation improvement identified within the study area are shown in **Figure 1.1**. The improvements shown on this figure are subject to approval by NCDOT and the Town of Harrisburg. All additions and attachments to the State and Town roadway system shall be properly permitted, designed, and constructed in conformance to standards maintained by the agencies.



2.0 Introduction

The proposed Mulberry Road Logistics development is located in the southeast quadrant of Mulberry Road and Pharr Mill Road in Harrisburg, North Carolina. Based on the site plan provided by the applicant, the proposed development is currently envisioned to consist of the following land uses and phases:

- Phase 1
 - 1,150,000 SF Industrial Park
 - 13-acre Equestrian Center
- Phase 2
 - 450,000 SF Industrial Park

For the purposes of this TIA, a Phase 1 build-out year of 2024 and a Phase 2 build-out year of 2027 were considered. Based on the provided site plan and information provided by the applicant, the proposed development will be accessed via four external access points:

- Access 1 – an unsignalized, full-movement connection to Mulberry Road approximately 1,420 feet east of Speedrail Drive
- Access 2 – an unsignalized, full-movement connection to Mulberry Road approximately 60 feet east of Access 1
- Access 3 – an unsignalized, full-movement connection to Mulberry Road approximately 490 feet east of Access 2
- Access 4 – an unsignalized, full-movement connection to Pharr Mill Road approximately 550 feet north of Shamrock Road

A TIA scoping meeting was held with the Town of Harrisburg and representatives of the applicant virtually on May 9, 2022, to obtain background information and to ascertain the scope and parameters to be included in this TIA. A Memorandum of Understanding (MOU) was developed based on discussions from this meeting that documented all scoping parameters to be used for the TIA and was reviewed and agreed upon by the Town of Harrisburg and the applicant. Additionally, North Carolina Department of Transportation (NCDOT) reviewed and approved the MOU, which is included in the **Appendix**.

Kimley-Horn was retained to determine the potential traffic impacts of this development (in accordance with the traffic study guidelines in the *NCDOT Policy on Street and Driveway Access to North Carolina Highways* and set forth by *Town of Harrisburg Unified Development Ordinance – Appendix F*), and to identify transportation improvements that may be required to mitigate these impacts. This report presents trip generation, distribution, capacity analyses, crash analyses and identified transportation improvements required to mitigate anticipated traffic demands produced by the subject development.

3.0 Existing Traffic Conditions

Existing traffic conditions were coordinated with Town of Harrisburg and NCDOT staff and collected through field observations and previously collected turning-movement counts to establish the existing conditions baseline analysis.

3.1 STUDY AREA

Based on coordination with the Town, NCDOT and the applicant, the study area for this TIA includes the following existing intersections:

1. Pharr Mill Road and NC 49 Ramp
2. NC 49 and NC 49 Ramp
3. Pharr Mill Road and Speedrail Drive
4. Speedrail Drive and Mulberry Road
5. Pharr Mill Road and Rocky River Road

Figure 3.1 shows the study area intersections and the site location, **Figure 3.2** shows the proposed site plan for the development as provided by the applicant and **Figure 3.3** shows the existing roadway geometry at the study intersections.

The primary roadways in the vicinity of the site are NC 49, Pharr Mill Road, and Rocky River Road.

NC 49 is currently a four-lane, divided principal arterial with a posted speed limit of 55 miles per hour (mph) in the vicinity of the proposed development. NC 49 carries an annual average daily traffic (AADT) volume of 29,500 vehicles per day (vpd) west of Pharr Mill Road and 26,500 vpd east of Pharr Mill Road based on 2018 NCDOT AADT data.

Pharr Mill Road is currently a two-lane, undivided local road with a posted speed limit of 45 mph in the vicinity of the proposed development. Pharr Mill Road carries an AADT volume of 2,800 vpd north of Speedrail Drive and 3,100 vpd north of Rocky River Road based on 2012 and 2016 AADT data, respectively.

Rocky River Road is currently a two-lane, undivided major collector west of the Lower Rocky River Road intersection with a posted speed limit of 45 mph in the vicinity of the proposed development. Rocky River Road carries an AADT volume of 11,000 vpd based on 2018 NCDOT AADT data west of Pharr Mill Road. To the east of Lower Rocky River Road, it is a two-lane, undivided minor arterial and carries a volume of 8,000 vpd based on 2018 NCDOT AADT data.

3.2 EXISTING TRAFFIC VOLUME DEVELOPMENT

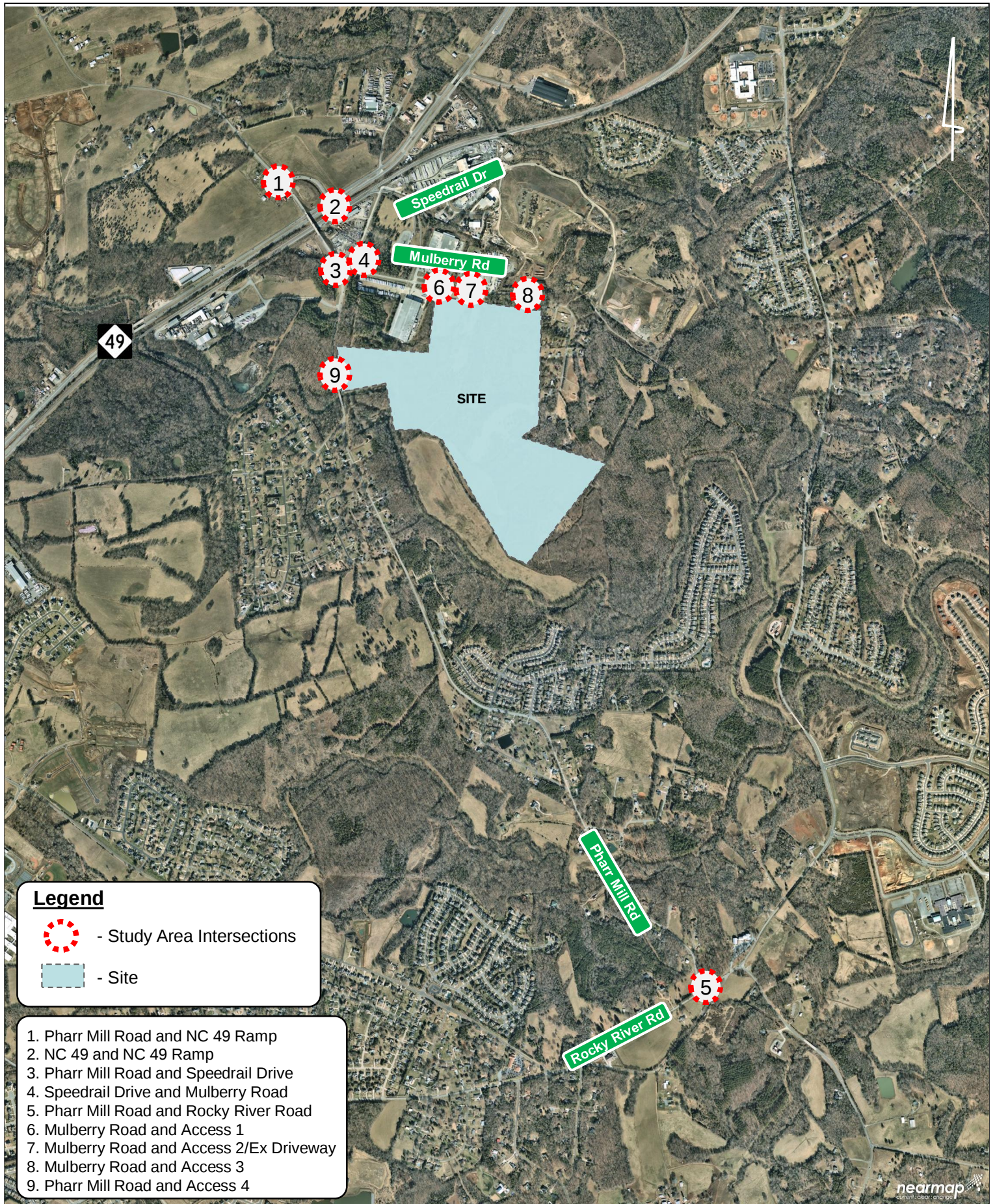
AM (7:00-9:00 AM) and PM (4:00-6:00 PM) intersection turning-movement, heavy-vehicle, pedestrian, and bicycle counts were collected by Quality Counts on Tuesday, May 24, 2022, at the following intersections:

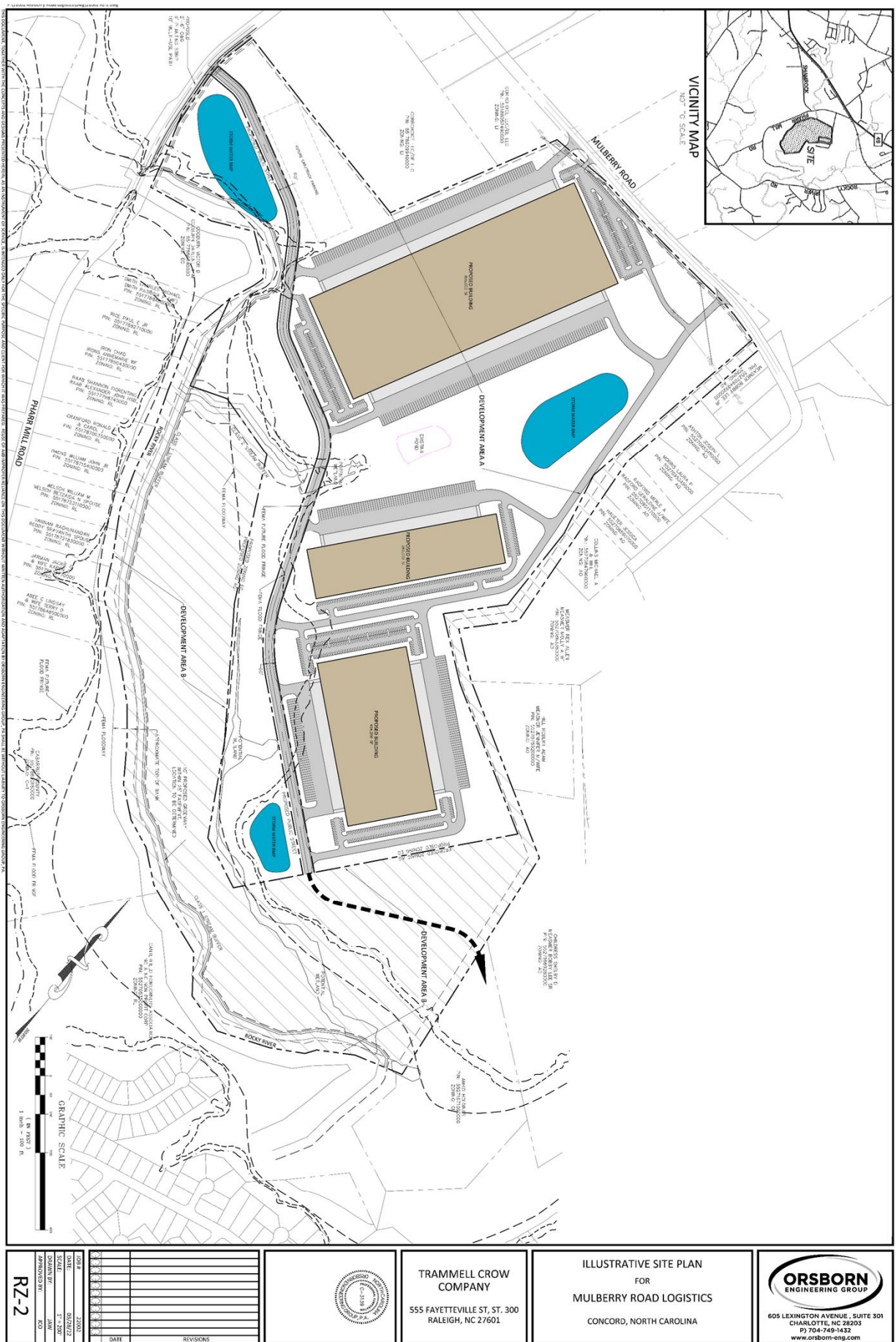
- Pharr Mill Road and NC 49 Ramp
- NC 49 and NC 49 Ramp
- Pharr Mill Road and Speedrail Drive
- Speedrail Drive and Mulberry Road
- Pharr Mill Road and Rocky River Road
- Mulberry Road and JB Hunt Driveway
- Mulberry Road and CorrChoice Driveway

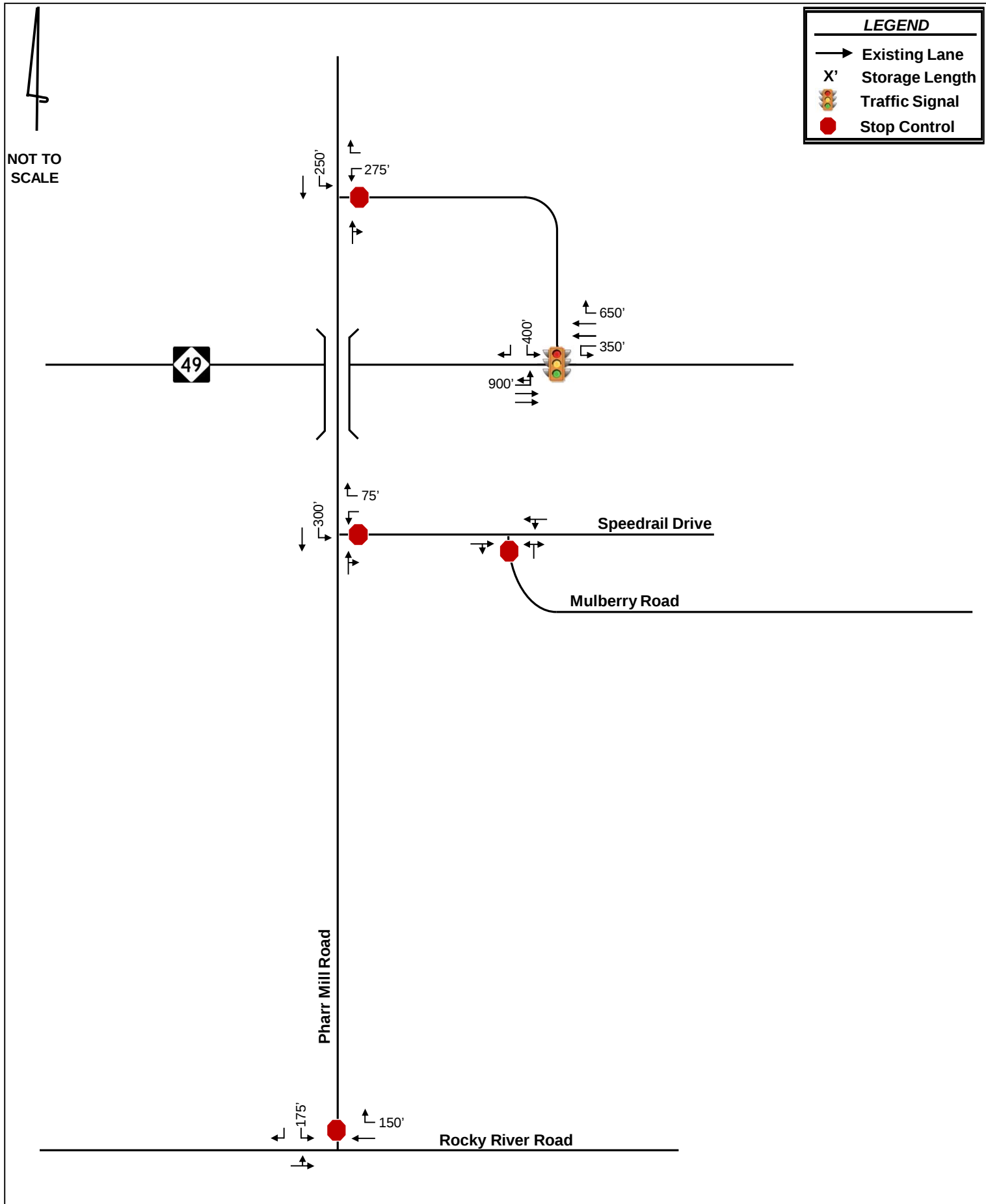
Turning-movement counts (TMCs) collected at JB Hunt Driveway and CorrChoice Driveway were used to develop the existing through traffic volumes at Accesses 1-3.

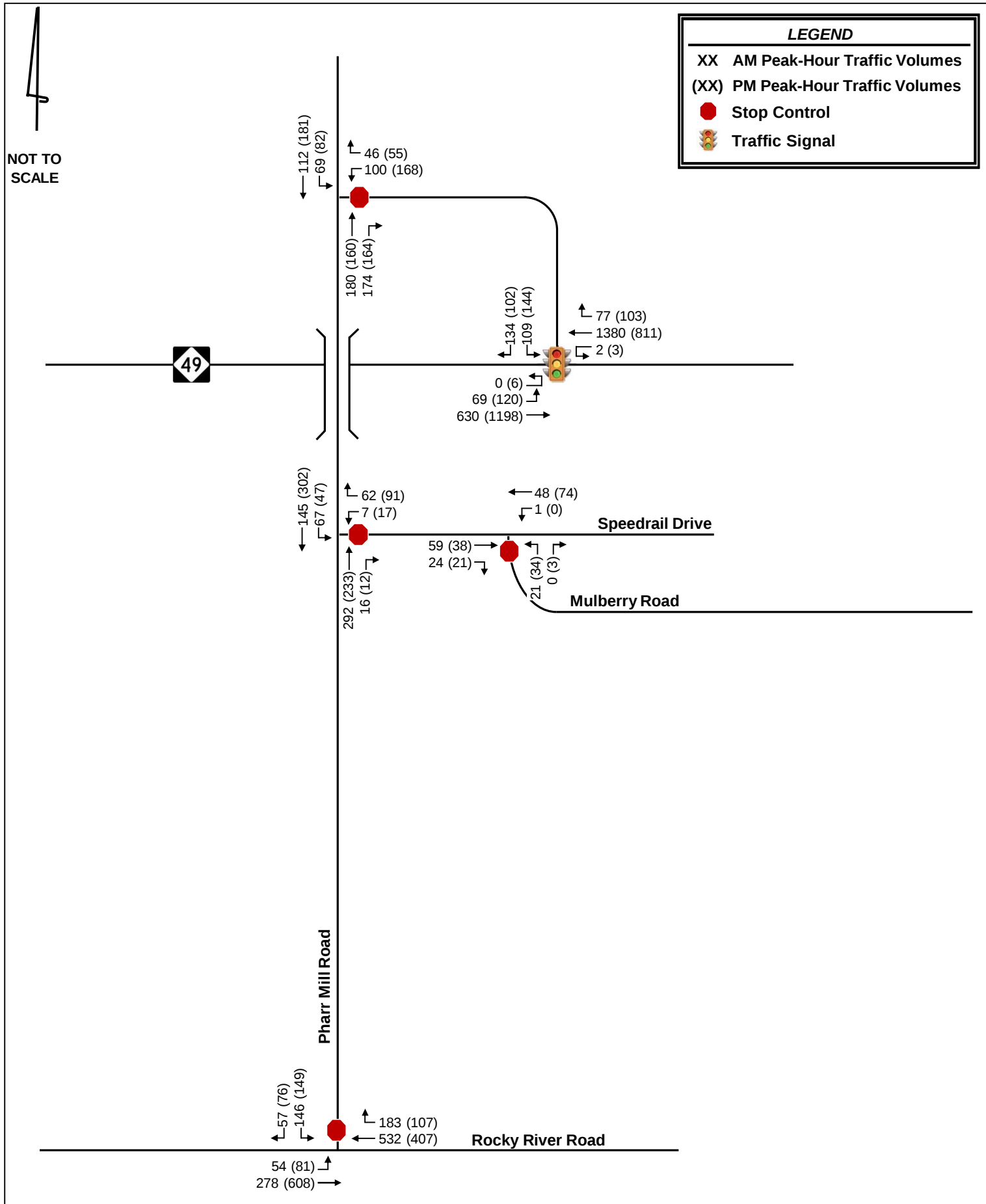
Volume balancing was performed along the NC 49 Ramp between NC 49 and Pharr Mill Road, along Pharr Mill Road between the NC 49 Ramp and Speedrail Drive, and along Mulberry Road between JB Hunt Driveway and CorrChoice Driveway. Volume balancing was not performed between the remaining study area intersections due to the presence of driveways and spacing between the intersections. Peak-hour intersection turning-movement count data is provided in the **Appendix**.

Figure 3.4 illustrates the 2022 existing AM and PM peak-hour traffic volumes.









4.0 Background Traffic Volume Development

Projected background (non-project) traffic is defined as the expected growth or change in traffic volumes on the surrounding roadway network between the year the existing counts were collected and the expected build-out year absent the construction and opening of the proposed project. This includes both non-specific general growth based on historical increase in local traffic volumes (historical background growth), along with specific growth and/or change in traffic volumes caused by either approved, but not yet fully-constructed, off-site developments and/or planned transportation projects specifically identified within the vicinity of the proposed development.

4.1 HISTORICAL BACKGROUND GROWTH TRAFFIC

Historical background growth is the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area, and accounts for growth that is independent of specific off-site developments or planned transportation projects. Historical background growth traffic is calculated using an annual growth rate, which is applied to the existing traffic volumes up to the future horizon years. For this analysis, an annual growth rate of 2% was applied to the 2022 existing peak-hour traffic volumes to calculate base 2024 and 2027 background traffic volumes. This methodology was determined based on coordination with Town of Harrisburg and NCDOT staff.

4.2 APPROVED DEVELOPMENTS

At the direction of the Town of Harrisburg and NCDOT staff, seven approved developments that are expected to impact traffic volumes within the study area were included in the background traffic volumes for this TIA, including:

- Camellia Gardens
- Harmony Subdivision (previously known as Stallings Road Subdivision)
- Allburn
- Orchid Ridge (previously known as Hickory Ridge Road Development)
- McKinley (previously known as Lower Rocky River Road Development)
- Oakview Estates
- Shoppes at Hickory Ridge

Per coordination with the Town, all developments were assumed to be 0% built-out at the time of the turning-movement counts. Furthermore, all approved developments were assumed to be 100% built-out by 2024 except Orchid Ridge, which is constructed in 3 phases (2023, 2025, and 2026). With the full build-out of Orchid Ridge by 2026, additional site access points for that development cause a redistribution of volumes at the intersection of Pharr Mill Road and Rocky River Road from Phase 1. The redistribution results in no volume from the Orchid Ridge Development travelling through the study area under 2027 background and build-out conditions.

Volumes for the approved developments were obtained from the following sources:

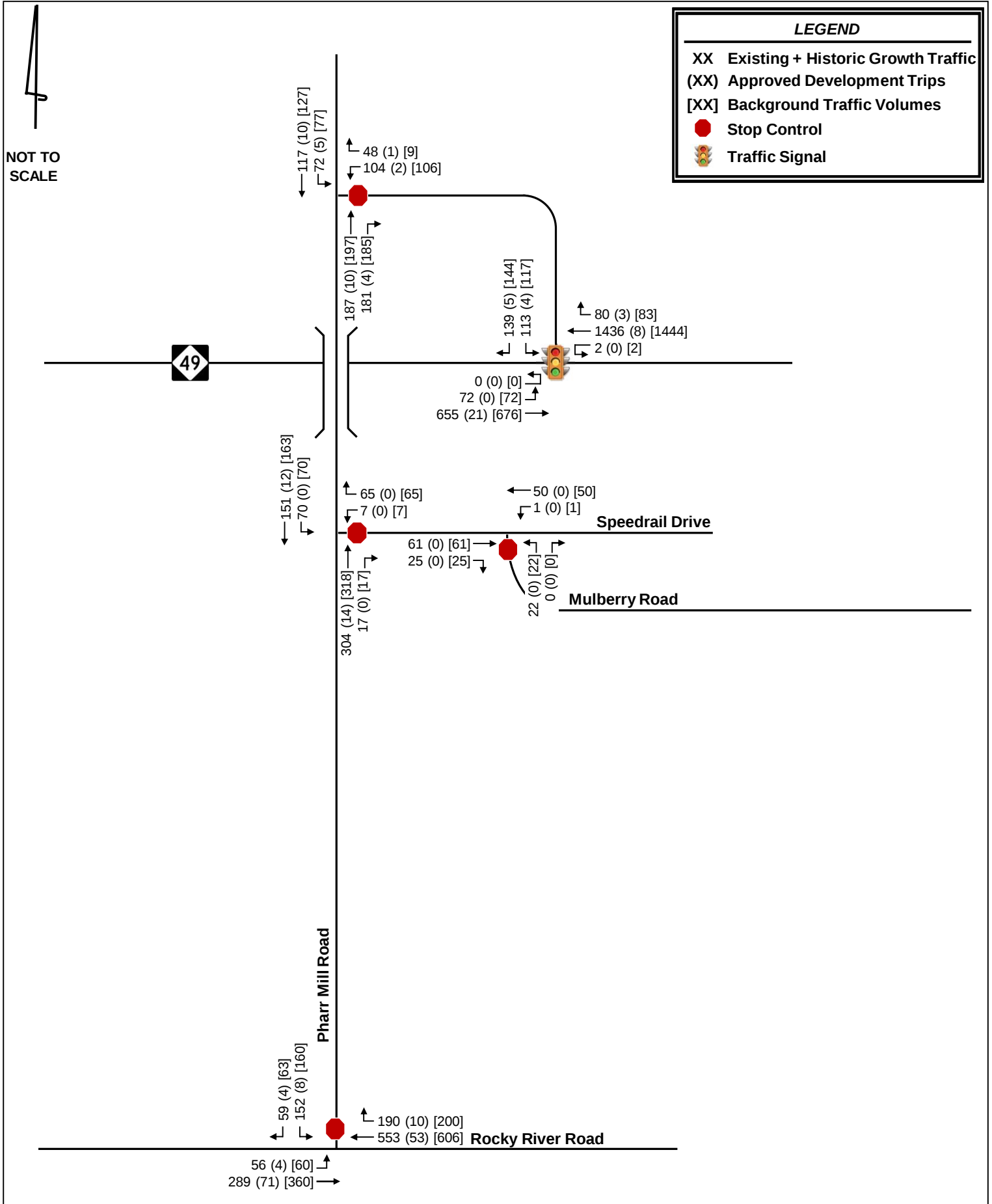
- Camellia Gardens TIA (Kimley-Horn, June 2019)
- Stallings Road Subdivision TIA (Kimley-Horn, October 2018)
- Hickory Ridge Road Development TIA (Kimley-Horn, February 2021)
- Lower Rocky River Road Development TIA (Kimley-Horn, July 2021)
- Shoppes at Hickory Ridge TIA (Kimley-Horn, July 2021)

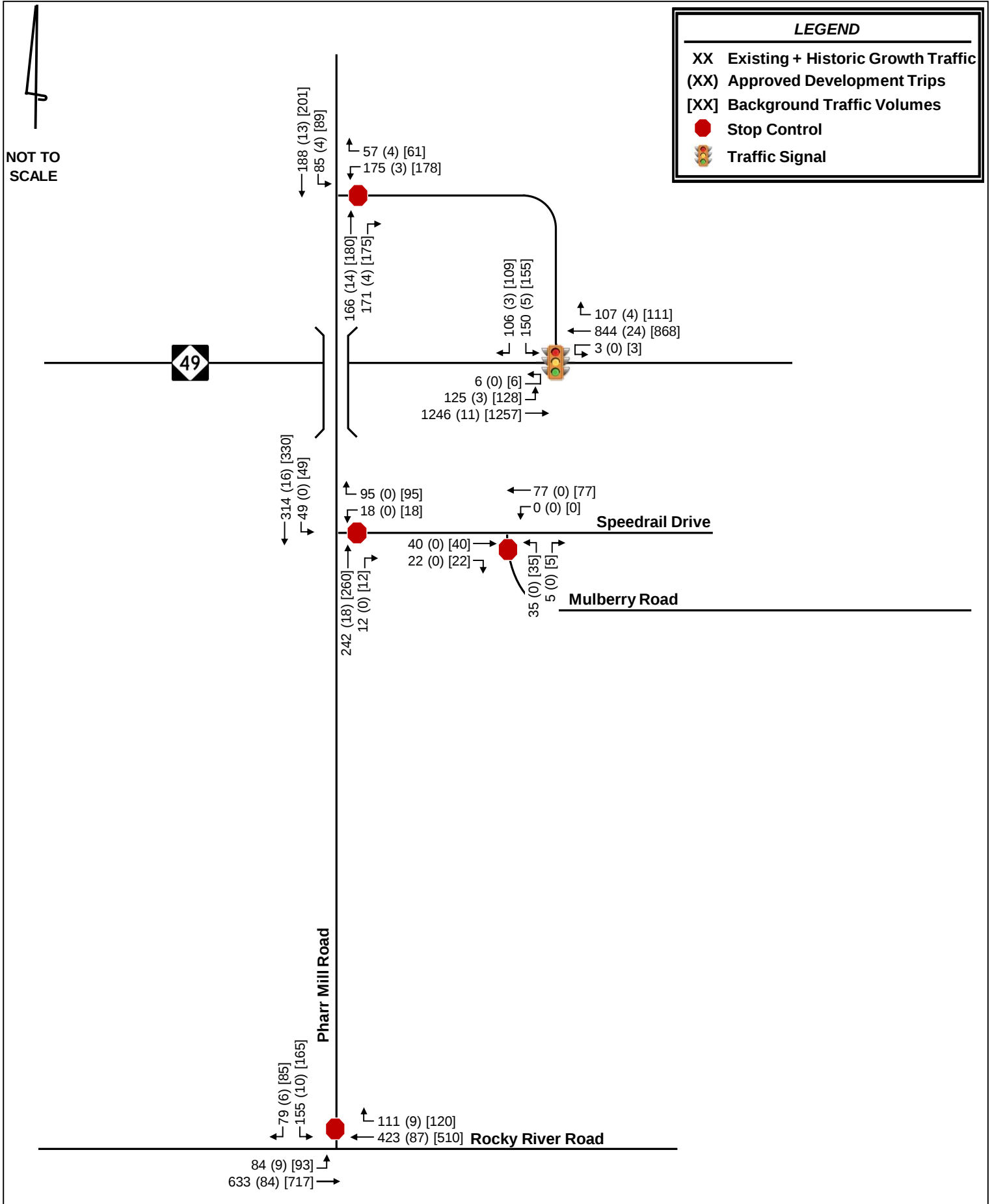
A TIA was not performed for Allburn or Oakview Estates. Therefore, trip generation was performed for these sites and project trips associated with these developments were distributed throughout the study area based on the existing turning movement counts.

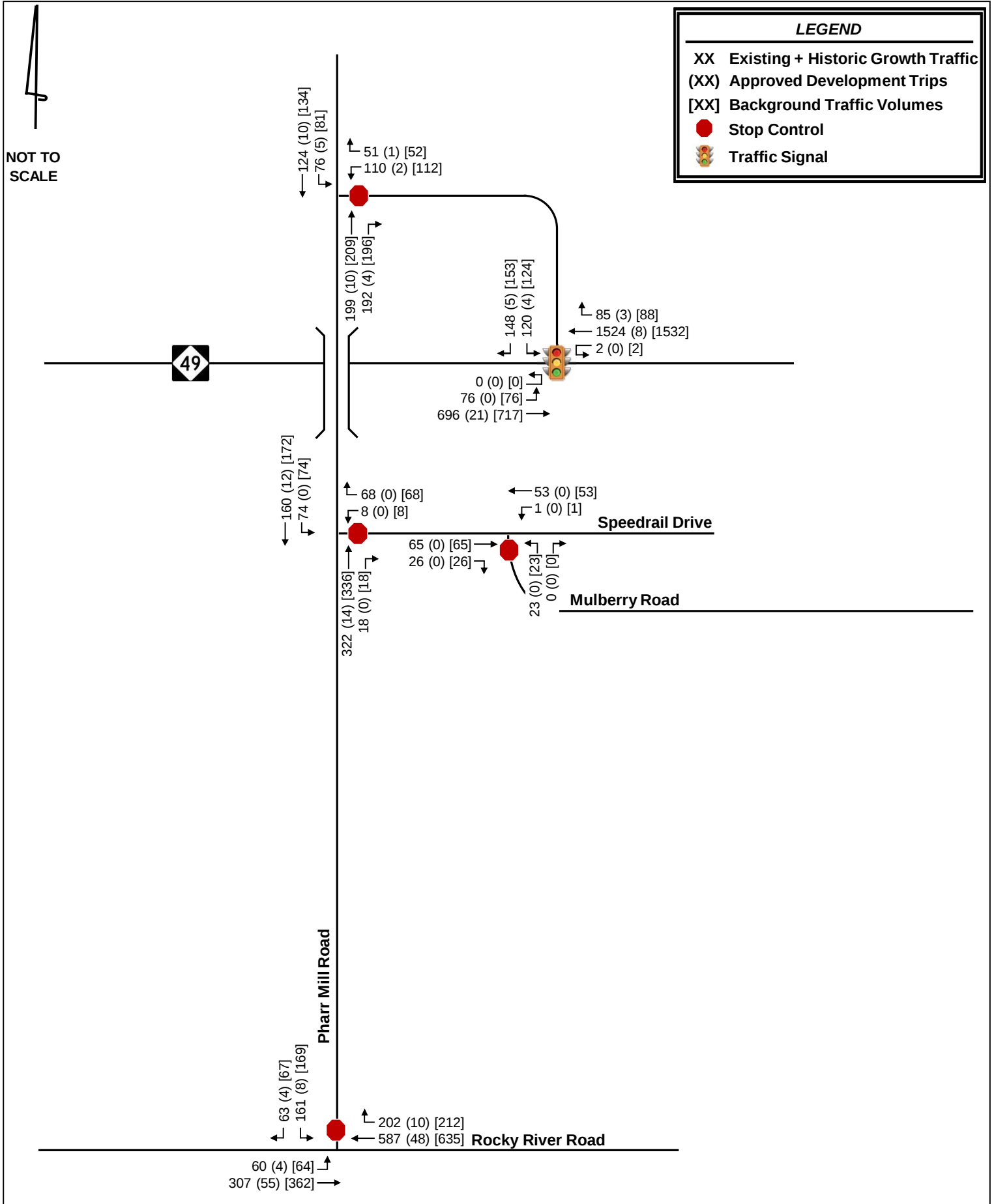
All approved development calculations are provided in the **Appendix**.

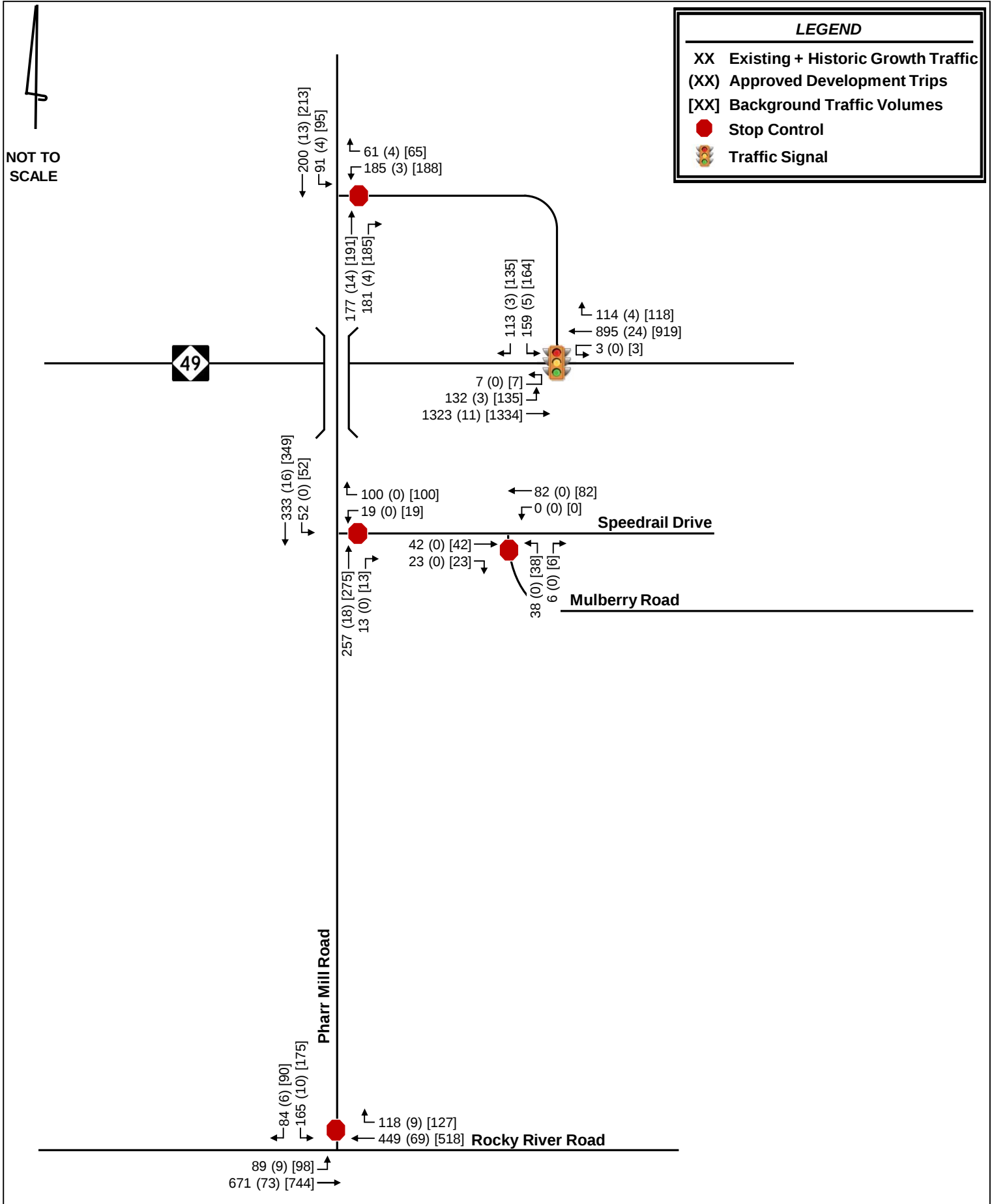
Background traffic volumes, that include the historical growth traffic and approved development trips, are shown in the following figures:

- Figure 4.1 - 2024 Phase 1 Background AM Peak-Hour Traffic Volumes
- Figure 4.2 - 2024 Phase 1 Background PM Peak-Hour Traffic Volumes
- Figure 4.3 - 2027 Phase 2 Background AM Peak-Hour Traffic Volumes
- Figure 4.4 - 2027 Phase 2 Background PM Peak-Hour Traffic Volumes









5.0 Site Traffic Volume Development

Site traffic developed for this TIA is defined as the vehicle trips expected to be generated and added to the study area by construction of the proposed development, and the distribution and assignment of that traffic throughout the surrounding network.

5.1 SITE ACCESS

For the purposes of this TIA, a Phase 1 build-out year of 2024 and a Phase 2 build-out year of 2027 were considered. Based on the provided site plan and information provided by the applicant, the proposed development will be accessed via four external access points:

- Access 1 – an unsignalized, full-movement connection to Mulberry Road approximately 1,420 feet east of Speedrail Drive
- Access 2 – an unsignalized, full-movement connection to Mulberry Road approximately 60 feet east of Access 1
- Access 3 – an unsignalized, full-movement connection to Mulberry Road approximately 490 feet east of Access 2
- Access 4 – an unsignalized, full-movement connection to Pharr Mill Road approximately 550 feet north of Shamrock Road

5.2 TRAFFIC GENERATION

The traffic generation potential of the proposed development was determined using the trip generation rates published in *Trip Generation* (Institute of Transportation Engineers, Eleventh Edition, 2021). Based on the site plan provided by the applicant, the proposed development is currently envisioned to consist of the following land uses and phases:

- Phase 1
 - 1,150,000 square foot (SF) Industrial Park
 - 13 acre Equestrian Center
- Phase 2
 - 450,000 SF Industrial Park

Heavy-vehicle percentages collected with the counts were used for the existing conditions analyses, subject to a two-percent minimum. A weighted heavy-vehicle percentage was calculated assuming field-observed heavy-vehicle percentages for existing traffic and two percent heavy-vehicles for approved development traffic. Individual truck trips were broken out per *Trip Generation* (Institute of Transportation Engineers, Eleventh Edition, 2021) for the Mulberry Road Logistics development, as shown in **Table 5.1**.

Table 5.1 summarizes the projected trip generation for the cumulative build conditions of each phase of the proposed development. During a typical weekday, upon full build-out of the proposed development, it has the potential to generate 557 and 391 net new external trips during the AM and PM peak hours, respectively.

Table 5.1 - Trip Generation											
ITE LUC	Land Use	Intensity		Daily	AM Peak Hour			PM Peak Hour			Peak Hour Type/Data Source
					Total	In	Out	Total	In	Out	
Phase 1 - 2024											
130	Industrial Park	1,150,000	SF	3,876	391	317	74	391	86	305	Adj Street/ITE Rate
411	Public Park	13	AC	97	13	8	5	15	6	9	Generator/ITE Equation
Phase 2 - 2027											
130	Industrial Park	450,000	SF	1,517	153	124	29	153	34	119	Adj Street/ITE Rate
Net New External Trips				5,490	557	449	108	559	126	433	
Passenger Car Trips				4,578	493	420	73	495	102	393	
Truck Trips (per ITE 11)				912	64	29	35	64	24	40	

5.3 SITE TRAFFIC DISTRIBUTION AND ASSIGNMENT

The proposed development's trips were assigned to the surrounding network based on existing peak-hour turning movements, surrounding land uses, locations of similar land use and population densities in the area. The following passenger car site traffic distribution was reviewed and approved as part of the MOU by the Town of Harrisburg, NCDOT and the applicant:

- 35% to/from the west along NC 49
- 10% to/from the north along Pharr Mill Road
- 30% to/from the east along NC 49
- 12% to/from the east along Rocky River Road
- 13% to/from the west along Rocky River Road

Additionally, the following truck site traffic distribution was reviewed and approved as part of the MOU by the Town of Harrisburg, NCDOT and the applicant:

- 55% to/from the west along NC 49
- 45% to/from the east along NC 49

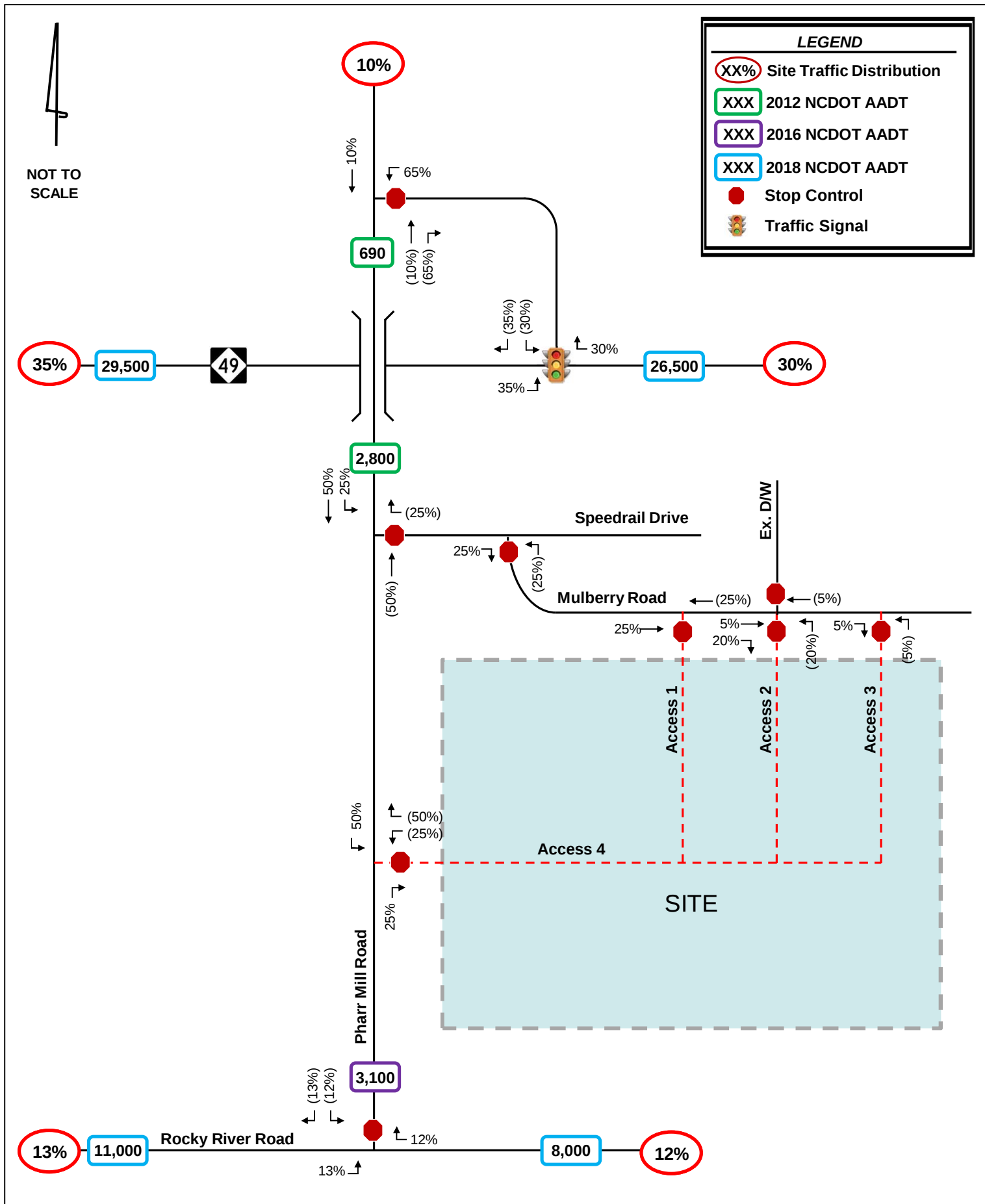
The overall site traffic distribution and assignment for passenger cars is shown in **Figure 5.1**. The overall site traffic distribution and assignment for trucks is shown in **Figure 5.2**.

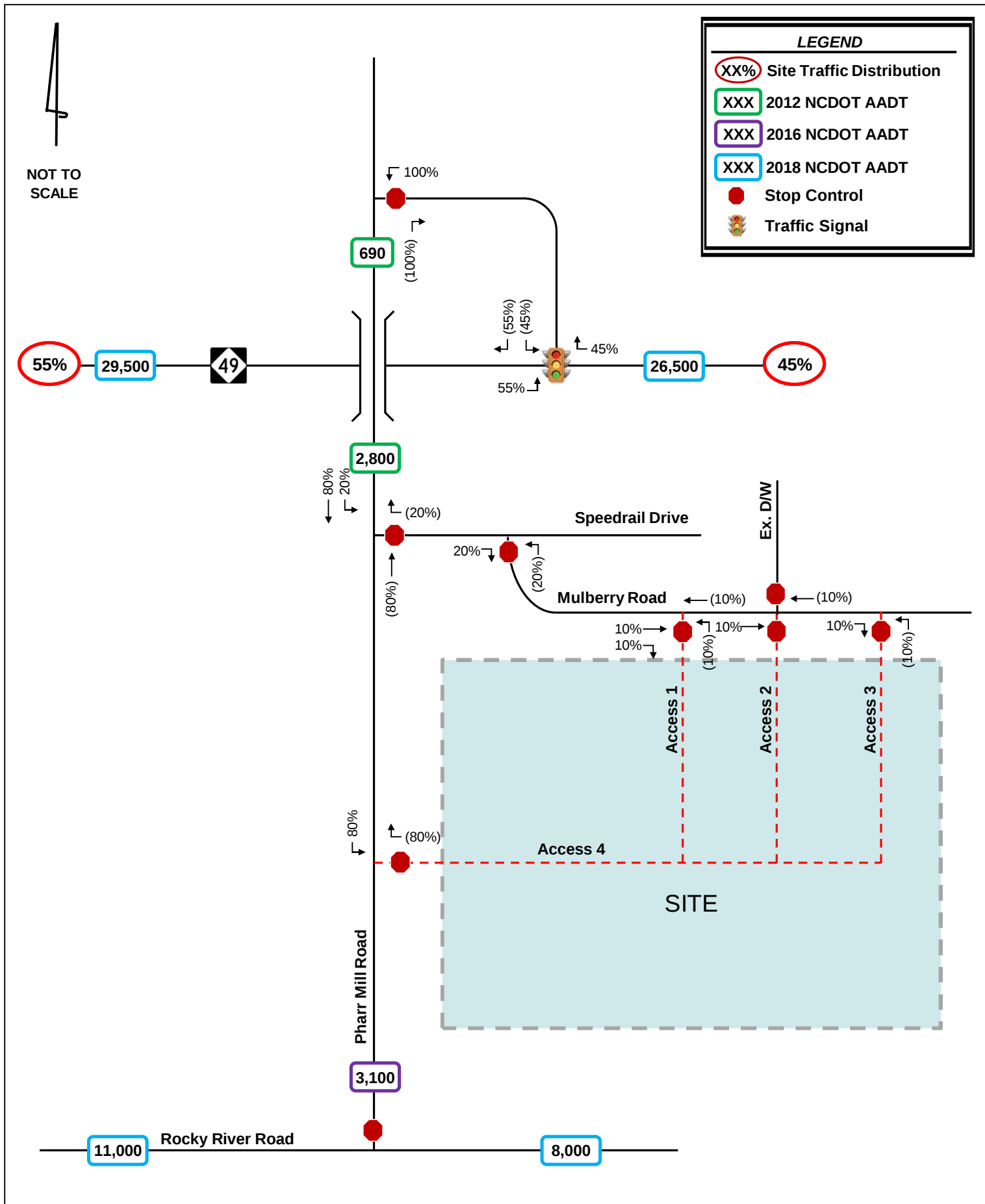
5.4 BUILD-OUT TRAFFIC VOLUMES

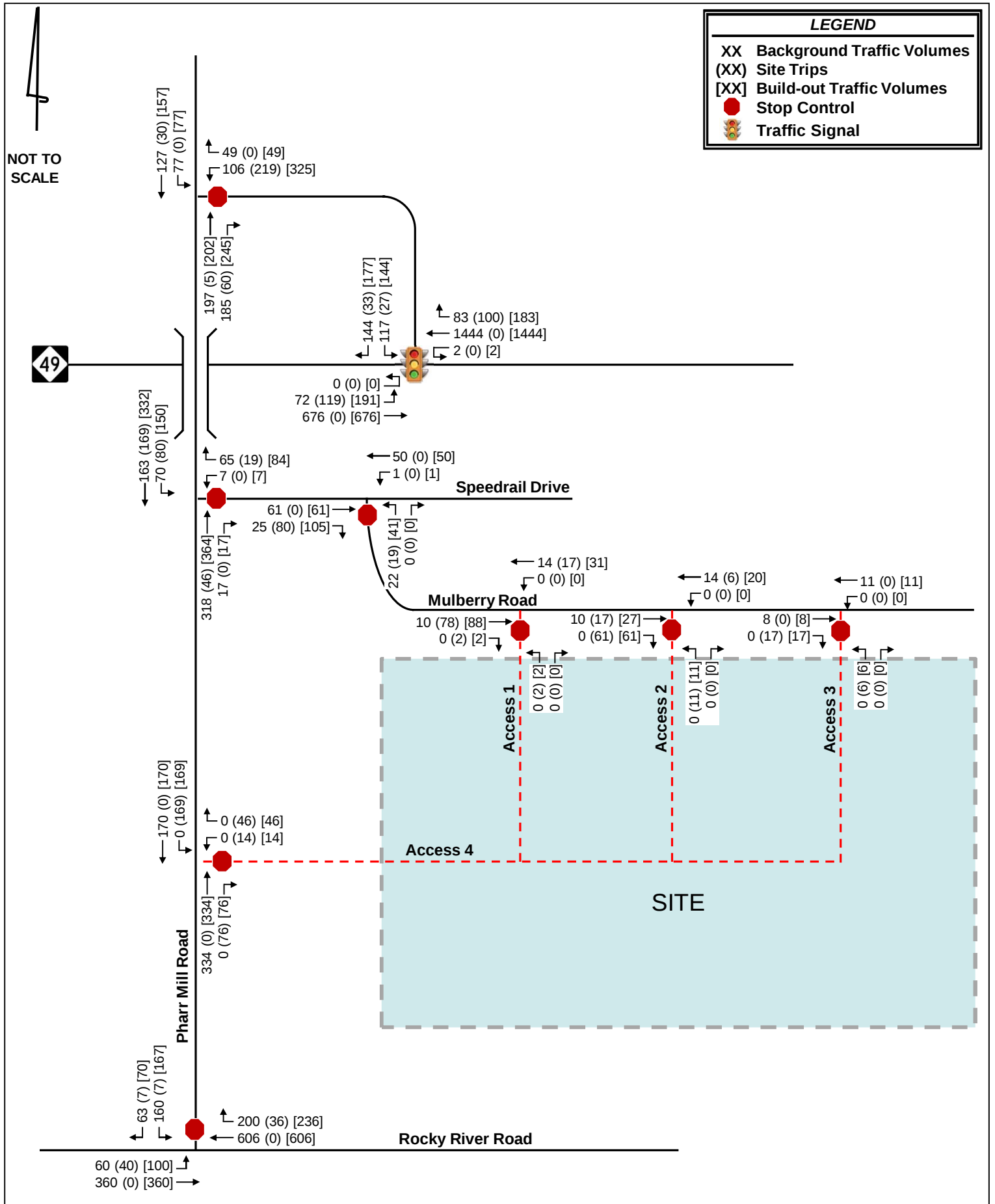
The build-out traffic volumes include the assignment of the projected site traffic generation added to the appropriate background traffic volumes. Build-out traffic volumes are shown in the following figures:

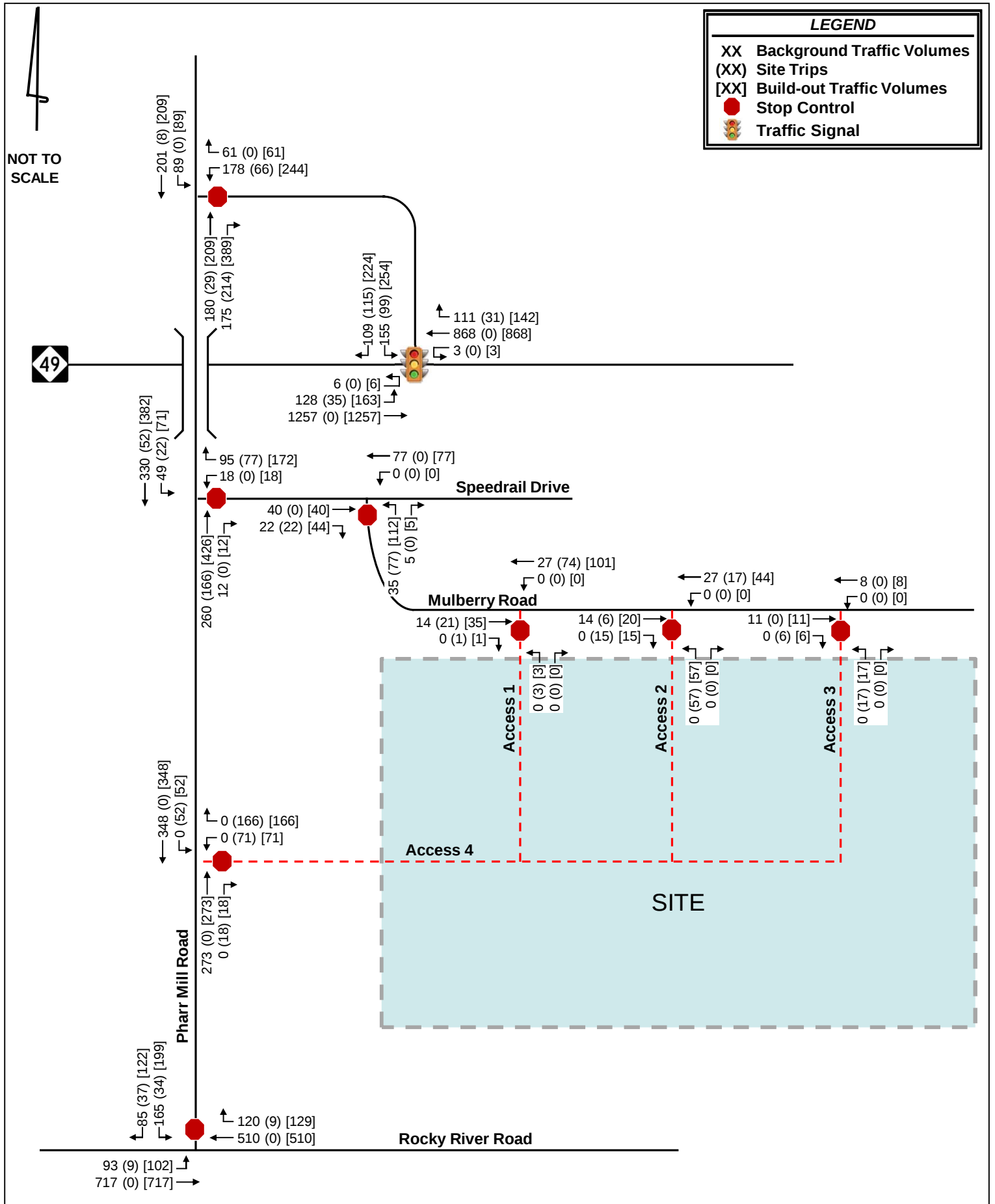
- Figure 5.3 - 2024 Phase 1 Build-out AM Peak-Hour Traffic Volumes
- Figure 5.4 - 2024 Phase 1 Build-out PM Peak-Hour Traffic Volumes
- Figure 5.5 - 2027 Phase 2 Build-out AM Peak-Hour Traffic Volumes
- Figure 5.6 - 2027 Phase 2 Build-out PM Peak-Hour Traffic Volumes

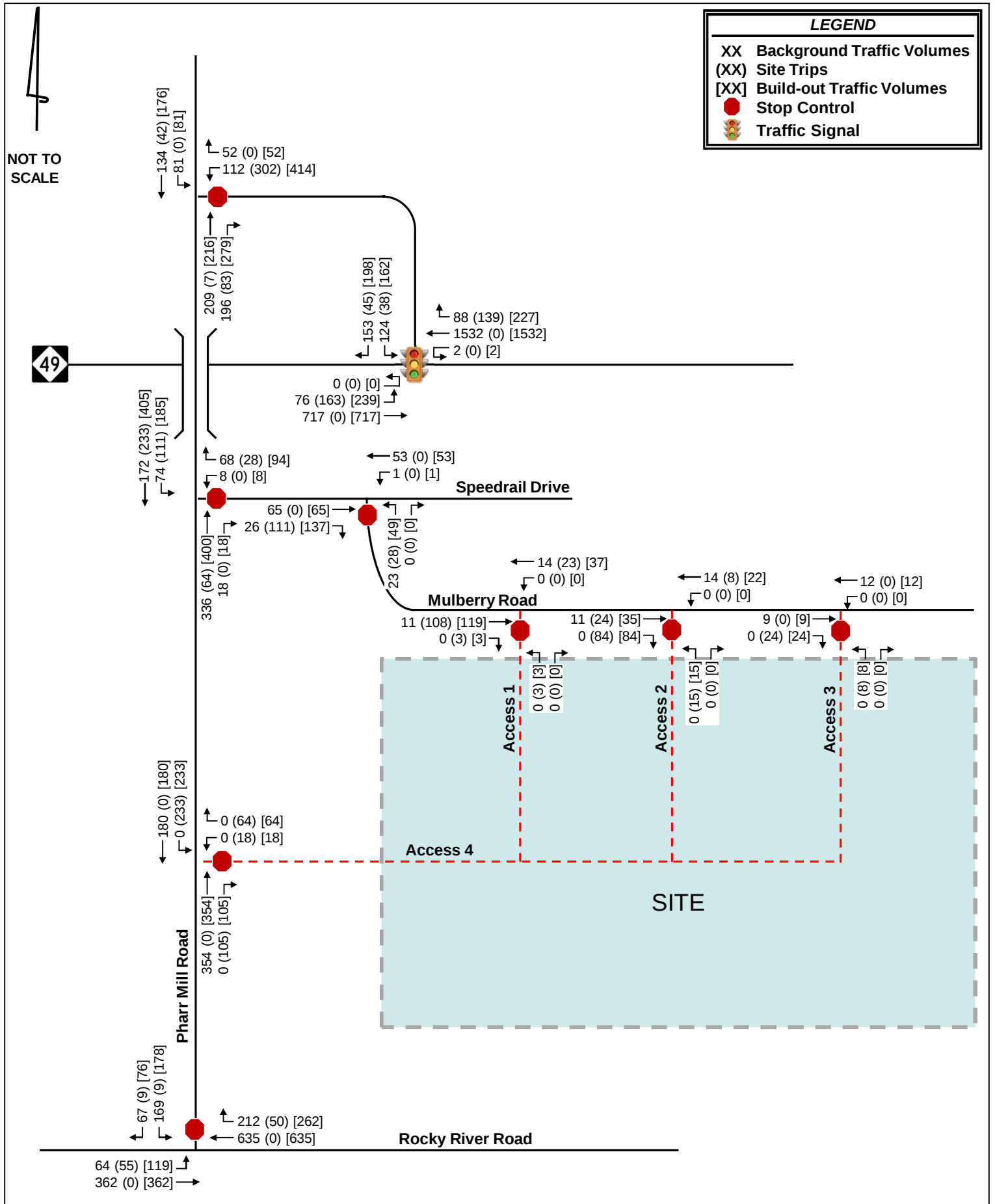
Intersection volume development worksheets for all intersections within the study network are provided in the **Appendix**.

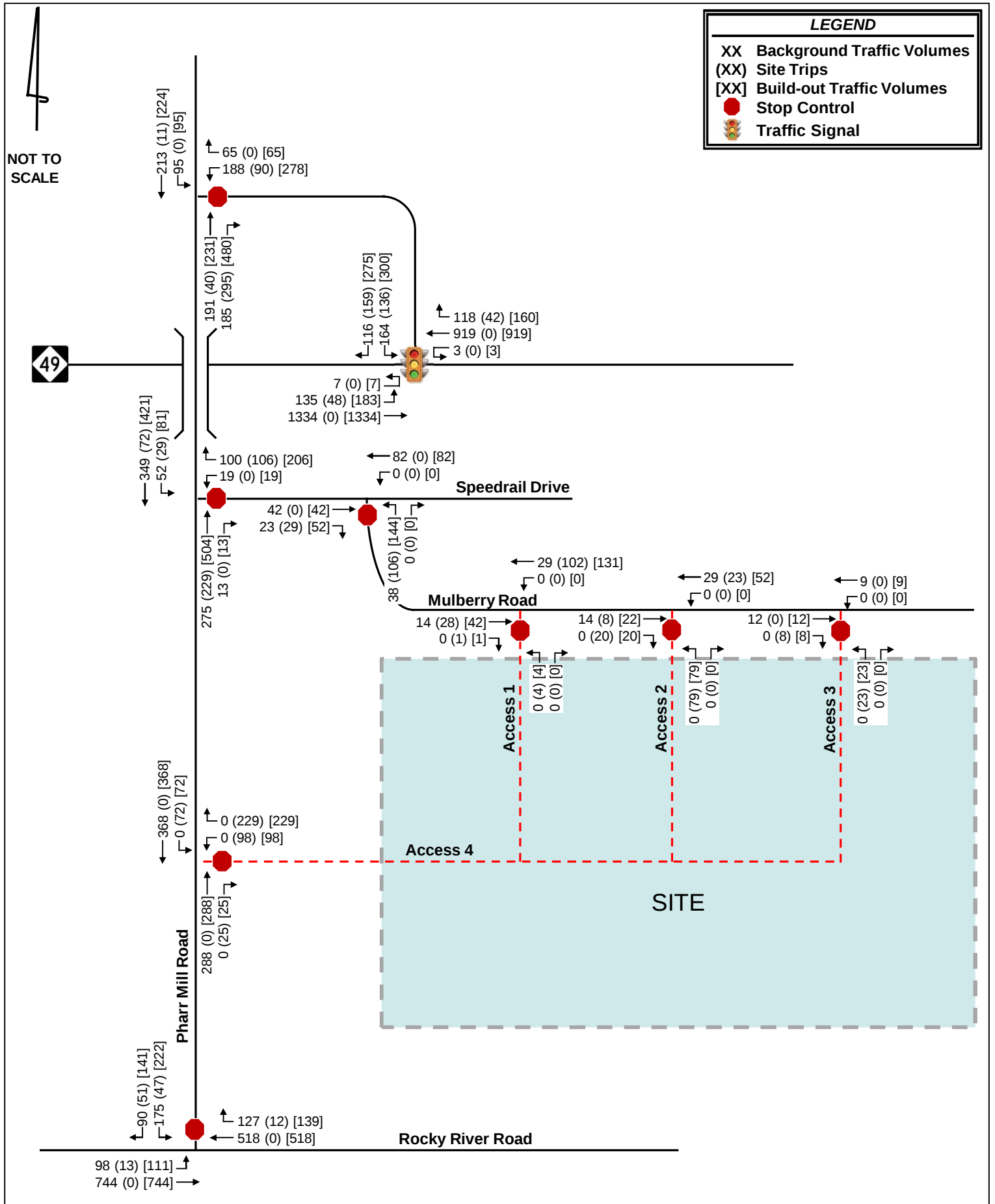












6.0 Capacity Analysis

Based on the requirements set forth by the *Town of Harrisburg Unified Development Ordinance – Appendix F* and in accordance with the traffic study guidelines in the *NCDOT Policy on Street and Driveway Access to North Carolina Highways*, capacity analyses were performed at the study area intersections for each of the following AM and PM peak-hour scenarios:

- 2022 Existing Conditions
- 2024 Phase 1 Background Conditions
- 2024 Phase 1 Build-Out Conditions
- 2027 Phase 2 Background Conditions
- 2027 Phase 2 Build-Out Conditions

Capacity analyses were performed for the AM and PM peak hours using Synchro Version 11 software to determine the operating characteristics at the study area intersections of the adjacent street network and to evaluate the impacts of the proposed development. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment, or through a particular intersection, within a specified period of time under prevailing operational, geometric and controlling conditions within a set time duration. This software program uses methodologies contained in the *Highway Capacity Manual* (HCM) to determine the operating characteristics of an intersection.

The *Highway Capacity Manual* (HCM) defines LOS as a “quantitative stratification of a performance measure or measures representing quality of service” and is used to “translate complex numerical performance results into a simple A-F system representative of travelers’ perceptions of the quality of service provided by a facility or service”. The HCM defines six levels of service, LOS A through LOS F, with A having the best operating conditions from the traveler’s perspective and F having the worst. However, it must be understood that “the LOS letter result hides much of the complexity of facility performance”, and that “the appropriate LOS for a given system element in the community is a decision for local policy makers”. According to the HCM, “for cost, environmental impact, and other reasons, roadways are typically designed not to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers’ desires against society’s desires and financial resources. Nevertheless, during low-volume periods of the day, a system element may operate at LOS A.”

LOS for a two-way stop-controlled (TWSC) intersection is determined by the control delay at the side-street approaches, typically during the highest volume periods of the day, the AM and PM peak periods. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. With respect to field measurements, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. It is typical for stop sign-controlled side streets and driveways intersecting major streets to experience long delays during peak hours, particularly for left-turn movements. The majority of the traffic moving through the intersection on the major street experiences little or no delay.

LOS for signalized intersections is reported for the intersection as a whole, and typically during the highest volume periods of the day, the AM and PM peak periods. One or more movements at an intersection may experience a low level-of-service, while the intersection as a whole may operate acceptably.

Table 6.0-A and **6.0-B** list the LOS control delay thresholds published in the HCM for unsignalized and signalized intersections, respectively, as well as the unsignalized operational descriptions assumed herein.

Table 6.0-A Vehicular LOS Control Delay Thresholds for Unsignalized Intersections		
Level-of-Service	Average Control Delay per Vehicle [sec/veh]	
A	≤ 10	Short Delays
B	> 10 – 15	
C	> 15 – 25	
D	> 25 – 35	Moderate Delays
E	> 35 – 50	
F	> 50	Long Delays

Table 6.0-B Vehicular LOS Control Delay Thresholds for Signalized Intersections	
Level-of-Service	Average Control Delay per Vehicle [sec/veh]
A	≤ 10
B	> 10 – 20
C	> 20 – 35
D	> 35 – 55
E	> 55 – 80
F	> 80

Using the signal timing plans provided by NCDOT, cycle lengths and splits were optimized for the existing conditions analysis. A Congestion Management minimum cycle length of 90 seconds based on the phasing of the signalized intersection was also utilized. Intersection cycle lengths and splits were optimized in 2024 and 2027 background conditions and maintained in 2024 and 2027 build-out conditions, respectively.

The following modifications from the background data collected were applied to the capacity analyses to meet NCDOT *Congestion Management Capacity Analysis Guidelines*:

- Right-turn-on-red (RTOR) operations were not allowed.
- Protected-only left-turn phasing was used for analysis of future operations where protected/permitted left-turn phasing and a dedicated left-turn lane exists.
- Lost time adjust was added to the yellow and all-red times provided in the existing signal plans to maintain at total lost time of 5 seconds for each movement.
- A minimum of 4 vehicles per hour were used for permissible movements, excluding movements into and out of the proposed site.

In the existing condition, the observed peak hour factor (PHF) was used in the analysis. A weighted PHF was used for all future year conditions, assuming existing peak hour factors for historic growth traffic and a 0.9 PHF for approved development trips and projected site trips.

Capacity analysis reports generated by Synchro Version 11 software are included in the **Appendix**.

6.1 PHARR MILL ROAD AND NC 49 RAMP

Table 6.1 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized, stop-controlled intersection of Pharr Mill Road and NC 49 Ramp.

Table 6.1 - Pharr Mill Road and NC 49 Ramp							
Condition	Measure	WB		NB	SB		Intersection
		WBL	WBR	NBTR	SBL*	SBT	LOS (Delay)
AM Peak Hour							
2022 Existing	LOS (Delay)	C (17.0)		A (0.0)	A (8.5)	A (0.0)	-
	Synchro 95th Q	35'	5'	0'	8'	0'	
2024 Background Phase 1	LOS (Delay)	C (18.9)		A (0.0)	A (8.6)	A (0.0)	-
	Synchro 95th Q	43'	5'	0'	8'	0'	
2024 Build-out Phase 1	LOS (Delay)	F (135.0)		A (0.0)	A (8.9)	A (0.0)	-
	Synchro 95th Q	400'	8'	0'	10'	0'	
2024 Build-out IMP Phase 1 - NBR	LOS (Delay)	F (67.0)		A (0.0)	A (8.9)	A (0.0)	-
	Synchro 95th Q	0'	0'	0'	0'	0'	
2024 Build-out IMP Phase 1 - Signal	LOS (Delay)	B (18.3)		B (14.3)	B (12.9)		B (15.3)
	Synchro 95th Q	187'	18'	183'	41'	66'	
2027 Background Phase 2	LOS (Delay)	C (20.8)		A (0.0)	A (8.7)	A (0.0)	-
	Synchro 95th Q	50'	8'	0'	10'	0'	
2027 Build-out Phase 2	LOS (Delay)	F (\$319.6)		A (0.0)	A (9.1)	A (0.0)	-
	Synchro 95th Q	735'	8'	0'	10'	0'	
2027 Build-out IMP Phase 2 - NBR	LOS (Delay)	F (182.6)		A (0.0)	A (9.1)	A (0.0)	-
	Synchro 95th Q	560'	0'	0'	0'	0'	
2027 Build-out IMP Phase 2 - Signal	LOS (Delay)	C (22.5)		C (20.6)	B (18.2)		C (20.8)
	Synchro 95th Q	#272'	18'	#286'	52'	79'	
PM Peak Hour							
2022 Existing	LOS (Delay)	D (25.0)		A (0.0)	A (8.4)	A (0.0)	-
	Synchro 95th Q	88'	8'	0'	8'	0'	
2024 Background Phase 1	LOS (Delay)	D (32.1)		A (0.0)	A (8.5)	A (0.0)	-
	Synchro 95th Q	118'	8'	0'	8'	0'	
2024 Build-out Phase 1	LOS (Delay)	F (142.5)		A (0.0)	A (9.6)	A (0.0)	-
	Synchro 95th Q	350'	10'	0'	10'	0'	
2024 Build-out IMP Phase 1 - NBR	LOS (Delay)	F (53.0)		A (0.0)	A (9.6)	A (0.0)	-
	Synchro 95th Q	210'	8'	0'	10'	0'	
2024 Build-out IMP Phase 1 - Signal	LOS (Delay)	B (19.1)		B (12.4)	B (12.1)		B (14.0)
	Synchro 95th Q	151'	21'	195'	51'	67'	
2027 Background Phase 2	LOS (Delay)	E (42.4)		A (0.0)	A (8.6)	A (0.0)	-
	Synchro 95th Q	155'	10'	0'	10'	0'	
2027 Build-out Phase 2	LOS (Delay)	F (\$300.6)		A (0.0)	B (10.2)	A (0.0)	-
	Synchro 95th Q	543'	13'	0'	13'	0'	
2027 Build-out IMP Phase 2 - NBR	LOS (Delay)	F (114.2)		A (0.0)	B (10.2)	A (0.0)	-
	Synchro 95th Q	345'	0'	0'	0'	0'	
2027 Build-out IMP Phase 2 - Signal	LOS (Delay)	C (25.5)		B (17.6)	C (24.4)		C (21.3)
	Synchro 95th Q	#208'	22'	#295'	#96'	69'	
Background Storage		275'			250'		

Exceeds storage

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

As shown in **Table 6.1**, under 2022 existing conditions, the minor street of NC 49 Ramp is expected to operate with short delays during the AM peak hour and moderate delays in the PM peak hours.

Phase 1

Under 2024 background conditions, the NC 49 Ramp minor street is expected to continue operating with short and moderate delays in the AM and PM peak hours, respectively. With the addition of site traffic, this approach is expected to operate with long delays in both peak hours.

To mitigate site impacts, a northbound right-turn lane was identified as potential mitigation. With this improvement in place, the westbound approach is expected to continue operating with long delays in both peak hours.

Therefore, a traffic signal with existing laneage was identified as mitigation. With a traffic signal, the overall intersection is expected to operate at LOS B during both peak hours. The peak hour signal warrants (Warrant 3) were reviewed at this intersection and indicated that a traffic signal is only warranted in the PM peak hour under 2024 background conditions and is warranted in both peak hours under 2024 build-out conditions. A full traffic signal warrant study may be required by NCDOT prior to installation of a signal at this location.

Phase 2

Under 2027 background conditions, the NC 49 Ramp minor street is expected to continue operating with short and moderate delays in the AM and PM peak hours, respectively. With the addition of site traffic, this approach is expected to operate with long delays in both peak hours.

With the implementation of the northbound right-turn improvement identified in Phase 1, site impacts are expected to cause the intersection to operate with long delays in both peak hours.

Therefore, the traffic signal with existing laneage was identified as mitigation for Phase 1 and was considered for Phase 2 mitigation. With this improvement in place, the intersection is expected to operate at LOS C during both peak hours. The peak hour signal warrants (Warrant 3) were reviewed at this intersection and indicated that the potential for meeting traffic signal warrants, which identified that a traffic signal is only warranted in the PM peak hour under 2027 background conditions and is warranted in both peak hours under 2027 build-out conditions. A full traffic signal warrant study may be required by NCDOT prior to installation of a signal at this location.

6.2 NC 49 AND NC 49 RAMP

Table 6.2 summarizes the LOS, control delay and 95th percentile queue lengths at the signalized, intersection of NC 49 and NC 49 Ramp.

Table 6.2 - NC 49 and NC 49 Ramp									
Condition	Measure	EB		WB			SB		Intersection
		EBUL	EBT	WBU	WBT	WBR	SBL	SBR	LOS (Delay)
AM Peak Hour									
2022 Existing	LOS (Delay)	A (5.2)		B (18.4)			C (32.2)		B (15.8)
	Synchro 95th Q	26'	68'	2'	407'	17'	121'	116'	
2024 Background Phase 1	LOS (Delay)	A (9.1)		C (20.8)			D (35.7)		B (18.7)
	Synchro 95th Q	85'	70'	2'	458'	21'	#142'	122'	
2024 Build-out Phase 1	LOS (Delay)	C (28.9)		C (20.9)			D (43.2)		C (26.0)
	Synchro 95th Q	#268'	70'	2'	458'	44'	#195'	153'	
2024 Build-out Phase 1 - Field Conditions	LOS (Delay)	B (12.3)		C (20.6)			D (42.8)		C (20.5)
	Synchro 95th Q	#166'	70'	2'	458'	44'	#195'	153'	
2027 Background Phase 2	LOS (Delay)	B (10.0)		C (21.8)			D (38.8)		B (20.0)
	Synchro 95th Q	90'	75'	2'	500'	21'	#154'	132'	
2027 Build-out Phase 2	LOS (Delay)	E (69.2)		C (21.2)			D (53.0)		D (40.4)
	Synchro 95th Q	#355'	75'	2'	500'	52'	#227'	176'	
2027 Build-out Phase 2 - Field Conditions	LOS (Delay)	C (26.8)		C (21.2)			D (53.0)		C (26.8)
	Synchro 95th Q	#261'	75'	2'	500'	52'	#227'	176'	
PM Peak Hour									
2022 Existing	LOS (Delay)	A (8.2)		B (15.7)			C (20.5)		B (12.2)
	Synchro 95th Q	43'	202'	4'	204'	25'	108'	5'	
2024 Background Phase 1	LOS (Delay)	B (11.2)		B (19.2)			C (24.1)		B (15.5)
	Synchro 95th Q	128'	237'	4'	274'	39'	141'	64'	
2024 Build-out Phase 1	LOS (Delay)	B (14.0)		C (21.9)			C (28.0)		B (19.1)
	Synchro 95th Q	161'	237'	4'	274'	50'	#255'	128'	
2024 Build-out Phase 1 - Field Conditions	LOS (Delay)	B (11.3)		B (19.4)			C (24.7)		B (16.4)
	Synchro 95th Q	70'	240'	4'	256'	42'	#223'	124'	
2027 Background Phase 2	LOS (Delay)	B (11.6)		B (19.8)			C (26.1)		B (16.1)
	Synchro 95th Q	137'	249'	4'	293'	43'	154'	70'	
2027 Build-out Phase 2	LOS (Delay)	B (15.4)		C (23.5)			C (34.0)		C (21.6)
	Synchro 95th Q	183'	249'	4'	293'	58'	#347'	168'	
2027 Build-out Phase 2 - Field Conditions	LOS (Delay)	B (13.1)		C (21.2)			C (29.2)		B (18.9)
	Synchro 95th Q	102'	251'	4'	284'	54'	#338'	168'	
Background Storage		900'		350'		650'	400'		

95th percentile volume exceeds capacity, queue may be longer

As shown in **Table 6.2**, under 2022 existing conditions, the overall intersection is expected to operate at LOS B during both peak hours.

Phase 1

Under 2024 background conditions, the overall intersection is expected to continue operating at LOS B in both peak hours. With the addition of site traffic, the intersection is expected to operate at LOS C during the AM peak hour and continue operating at LOS B during the PM peak hour. The LOS degradation during the AM peak hour is a primarily driven by site traffic on the eastbound approach making left-turns from NC 49 under protected-only conditions per NCDOT *Congestion Management Capacity Analysis Guidelines* as discussed in **Section 6.0**. Further, the drop in LOS in the AM peak hour is due to the background delay operating only 1.3 seconds below the LOS B/LOS C threshold.

This intersection was also analyzed under field conditions (Dallas Permitted + Protected with flashing yellow arrow). Under field conditions, the intersection is expected to operate at LOS C during the AM peak hour and LOS B during the PM peak hour. In the AM peak hour, the overall intersection delay just exceeds (0.5 seconds) the LOS C threshold.

Additional turn lanes were also considered at this intersection. However, all approaches are expected to operate at LOS D or better and additional eastbound left-turn lanes would require widening of the NC 49 Ramp.

Therefore, no improvements are recommended for capacity purposes.

Phase 2

Under 2027 background conditions, both peak hours are expected to operate at LOS B. With the addition of site traffic, the intersection is expected to operate at LOS D during the AM peak hour and LOS C in the PM peak hour. Additionally, the eastbound approach is expected to drop from LOS B to LOS E in the AM peak hour. Similar to the Phase 1 analysis, the LOS degradation during both peak hours is primarily driven by site traffic on the eastbound approach making left-turns from NC 49 under protected-only conditions per NCDOT *Congestion Management Capacity Analysis Guidelines* as discussed in **Section 6.0**.

This intersection was also analyzed under field conditions (Dallas Permitted + Protected with flashing yellow arrow). Under field conditions, the intersection is expected to operate at LOS C during the AM peak hour and LOS B during the PM peak hour. Because all approaches are expected to operate at LOS D or better under field conditions, no improvements are recommended for capacity purposes.

6.3 PHARR MILL ROAD AND SPEEDRAIL DRIVE

Table 6.3 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized, stop-controlled intersection of Pharr Mill Road and Speedrail Drive.

Table 6.3 - Pharr Mill Road and Speedrail Drive						
Condition	Measure	WB		NB	SB	
		WBL	WBR	NBTR	SBL*	SBT
AM Peak Hour						
2022 Existing	LOS (Delay)	B (12.9)		A (0.0)	A (9.0)	A (0.0)
	Synchro 95th Q	3'	15'	0'	5'	0'
2024 Background Phase 1	LOS (Delay)	B (13.4)		A (0.0)	A (9.1)	A (0.0)
	Synchro 95th Q	3'	15'	0'	8'	0'
2024 Build-out Phase 1	LOS (Delay)	C (15.0)		A (0.0)	A (9.3)	A (0.0)
	Synchro 95th Q	5'	20'	0'	15'	0'
2027 Background Phase 2	LOS (Delay)	B (13.8)		A (0.0)	A (9.3)	A (0.0)
	Synchro 95th Q	3'	18'	0'	8'	0'
2027 Build-out Phase 2	LOS (Delay)	C (16.9)		A (0.0)	A (9.6)	A (0.0)
	Synchro 95th Q	8'	25'	0'	20'	0'
PM Peak Hour						
2022 Existing	LOS (Delay)	B (11.9)		A (0.0)	A (8.8)	A (0.0)
	Synchro 95th Q	5'	13'	0'	5'	0'
2024 Background Phase 1	LOS (Delay)	B (12.4)		A (0.0)	A (9.0)	A (0.0)
	Synchro 95th Q	8'	15'	0'	5'	0'
2024 Build-out Phase 1	LOS (Delay)	C (16.2)		A (0.0)	A (9.6)	A (0.0)
	Synchro 95th Q	10'	40'	0'	10'	0'
2027 Background Phase 2	LOS (Delay)	B (12.8)		A (0.0)	A (9.1)	A (0.0)
	Synchro 95th Q	8'	15'	0'	5'	0'
2027 Build-out Phase 2	LOS (Delay)	C (19.9)		A (0.0)	B (10.0)	A (0.0)
	Synchro 95th Q	15'	63'	0'	10'	0'
Background Storage			75'		300'	

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

As shown in **Table 6.3**, in both peak hours, with and without site traffic, the stop-controlled westbound approach is expected to operate with short delays. In both peak hours and build-out phases, the LOS is expected to drop from LOS B to LOS C. However, this drop in LOS is due to increases in delay of only 1.6 – 7.1 seconds.

Therefore, no improvements are recommended for capacity purposes in any of the build-out phases.

6.4 MULBERRY ROAD AND SPEEDRAIL DRIVE

Table 6.4 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized, stop-controlled intersection of Mulberry Road and Speedrail Drive.

Table 6.4 - Mulberry Road and Speedrail Drive					
Condition	Measure	EB	WB		NB
		EBTR	WBL*	WBT	NBLR
AM Peak Hour					
2022 Existing	LOS (Delay)	A (0.0)	A (8.5)	A (0.0)	B (10.4)
	Synchro 95th Q	0'	0'	0'	5'
2024 Background Phase 1	LOS (Delay)	A (0.0)	A (8.6)	A (0.0)	B (10.5)
	Synchro 95th Q	0'	0'	0'	5'
2024 Build-out Phase 1	LOS (Delay)	A (0.0)	A (8.9)	A (0.0)	B (10.9)
	Synchro 95th Q	0'	3'	0'	8'
2027 Background Phase 2	LOS (Delay)	A (0.0)	A (8.6)	A (0.0)	B (10.6)
	Synchro 95th Q	0'	0'	0'	5'
2027 Build-out Phase 2	LOS (Delay)	A (0.0)	A (9.0)	A (0.0)	B (11.2)
	Synchro 95th Q	0'	3'	0'	8'
PM Peak Hour					
2022 Existing	LOS (Delay)	A (0.0)	A (7.4)	A (0.0)	B (10.1)
	Synchro 95th Q	0'	0'	0'	8'
2024 Background Phase 1	LOS (Delay)	A (0.0)	A (7.4)	A (0.0)	B (10.2)
	Synchro 95th Q	0'	0'	8'	0'
2024 Build-out Phase 1	LOS (Delay)	A (0.0)	A (7.5)	A (0.0)	B (10.8)
	Synchro 95th Q	0'	0'	18'	0'
2027 Background Phase 2	LOS (Delay)	A (0.0)	A (7.4)	A (0.0)	B (10.3)
	Synchro 95th Q	0'	0'	8'	0'
2027 Build-out Phase 2	LOS (Delay)	A (0.0)	A (7.5)	A (0.0)	B (11.3)
	Synchro 95th Q	0'	0'	25'	0'

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

As shown in **Table 6.4**, in both peak hours, with and without site traffic, the stop-controlled northbound approach is expected to operate with short delays. Therefore, no improvements are recommended for capacity purposes in any of the build-out phases.

6.5 PHARR MILL ROAD AND ROCKY RIVER ROAD

Table 6.5 summarizes the LOS, control delay and 95th percentile queue lengths at the unsignalized, stop-controlled intersection of Pharr Mill Road and Rocky River Road.

Table 6.5 - Pharr Mill Road and Rocky River Road								
Condition	Measure	EB		WB		SB		Intersection
		EBL*	EBT	WBT	WBR	SBL	SBR	LOS (Delay)
AM Peak Hour								
2022 Existing	LOS (Delay)	B (10.2)	A (0.0)	A (0.0)		D (33.5)		-
	Synchro 95th Q	8'	0'	0'	0'	100'	13'	
2024 Background Phase 1	LOS (Delay)	B (10.7)	A (0.0)	A (0.0)		F (72.9)		-
	Synchro 95th Q	8'	0'	0'	0'	185'	15'	
2024 Build-out Phase 1	LOS (Delay)	B (11.1)	A (0.0)	A (0.0)		F (139.4)		-
	Synchro 95th Q	15'	0'	0'	0'	265'	18'	
2024 Build-out IMP Phase 1 - EBL	LOS (Delay)	B (11.1)	A (0.0)	A (0.0)		F (122.6)		-
	Synchro 95th Q	15'	0'	0'	0'	250'	18'	
2024 Build-out IMP Phase 1 - Signal	LOS (Delay)	C (22.3)		A (8.4)		B (16.4)		B (13.7)
	Synchro 95th Q	#215'		194'	19'	112'	22'	
2027 Background Phase 2	LOS (Delay)	B (11.0)	A (0.0)	A (0.0)		F (102.4)		-
	Synchro 95th Q	10'	0'	0'	0'	230'	18'	
2027 Build-out Phase 2	LOS (Delay)	B (11.7)	A (0.0)	A (0.0)		F (232.2)		-
	Synchro 95th Q	20'	0'	0'	0'	348'	20'	
2027 Build-out IMP Phase 2 - EBL	LOS (Delay)	B (11.7)	A (0.0)	A (0.0)		F (201.3)		-
	Synchro 95th Q	20'	0'	0'	0'	328'	0'	
2027 Build-out IMP Phase 2 - Signal	LOS (Delay)	B (17.3)		A (6.6)		C (21.4)		B (12.1)
	Synchro 95th Q	201'		172'	16'	#151'	24'	
PM Peak Hour								
2022 Existing	LOS (Delay)	A (9.0)	A (0.0)	A (0.0)		F (118.0)		-
	Synchro 95th Q	8'	0'	0'	0'	238'	13'	
2024 Background Phase 1	LOS (Delay)	A (9.6)	A (0.0)	A (0.0)		F (\$351.0)		-
	Synchro 95th Q	10'	0'	0'	0'	405'	18'	
2024 Build-out Phase 1	LOS (Delay)	A (9.7)	A (0.0)	A (0.0)		F (\$459.7)		-
	Synchro 95th Q	10'	0'	0'	0'	525'	28'	
2024 Build-out IMP Phase 1 - EBL	LOS (Delay)	A (9.7)	A (0.0)	A (0.0)		F (\$387.2)		-
	Synchro 95th Q	10'	0'	0'	0'	498'	28'	
2024 Build-out IMP Phase 1 - Signal	LOS (Delay)	C (23.6)		A (6.4)		C (22.2)		B (16.9)
	Synchro 95th Q	#486'		149'	12'	#140'	34'	
2027 Background Phase 2	LOS (Delay)	A (9.8)	A (0.0)	A (0.0)		F (\$455.8)		-
	Synchro 95th Q	10'	0'	0'	0'	465'	20'	
2027 Build-out Phase 2	LOS (Delay)	A (9.9)	A (0.0)	A (0.0)		F (\$653.1)		-
	Synchro 95th Q	13'	0'	0'	0'	643'	35'	
2027 Build-out IMP Phase 2 - EBL	LOS (Delay)	A (9.9)	A (0.0)	A (0.0)		F (\$530.9)		-
	Synchro 95th Q	13'	0'	0'	0'	608'	35'	
2027 Build-out IMP Phase 2 - Signal	LOS (Delay)	C (23.3)		A (5.5)		C (32.6)		B (18.7)
	Synchro 95th Q	#501'		133'	11'	#195'	39'	
Background Storage					150'	175'		

Exceeds storage

95th percentile volume exceeds capacity, queue may be longer

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

As shown in **Table 6.5**, in both peak hours, the stop-controlled southbound approach currently operates with moderate delays in the AM peak hour and long delays in the PM peak hour.

Phase 1

Under 2024 background conditions, the Pharr Mill Road minor street is expected to operate with long delays in both peak hours. With the addition of site traffic, this approach is expected to continue to operate with long delays in both peak hours with increased control delay.

To mitigate site impacts, an eastbound left-turn lane was identified as potential mitigation. With this improvement in place, the southbound approach is expected to reduce in delay but continue operating with long delays in both peak hours. This improvement may be constrained by limited right-of-way due to the ditch section and cemetery along the south side of Rocky River Road.

Therefore, a traffic signal with existing laneage was also identified as potential mitigation. With a traffic signal, the overall intersection is expected to operate at LOS B during both peak hours. However, there is an existing traffic signal at Rocky River Road and Lower Rocky River Road, located about 500 feet east of this intersection; NCDOT typically requires 1,000 feet between adjacent traffic signals. The peak hour signal warrants (Warrant 3) were reviewed at this intersection and indicated that a traffic signal is warranted under both 2024 background conditions and 2024 build-out conditions, indicating the site is not exclusively responsible for meeting this warrant.

Therefore, due to the background needs at this intersection and the potential signal spacing, an eastbound left-turn lane with 125 feet of storage is identified as mitigation at this intersection. This storage length is based on the auxiliary turn lane warrants, as outlined in **Section 7.0**.

Phase 2

Under 2027 background conditions, the Pharr Mill Road minor street is expected to continue operating with long delays in both peak hours. With the addition of site traffic, this approach is expected to operate with long delays in both peak hours with increased control delay.

With the implementation of the eastbound left-turn improvement identified in Phase 1, the southbound approach is expected to reduce in delay but continue operating with long delays in both peak hours.

As noted in Phase 1, a traffic signal was also considered at this intersection in Phase 2 of the development. With this signal in place, the overall intersection is expected to operate at LOS B in both peak hours. However, based on the anticipated signal spacing and background signal warrants, this improvement was not identified as mitigation for this intersection.

Based on the auxiliary turn lane warrants outlined in **Section 7.0**, the eastbound left-turn lane should be extended to provided 175 feet of storage due to Phase 2 traffic.

6.6 MULBERRY ROAD AND ACCESS 1

Table 6.6 summarizes the LOS, control delay and 95th percentile queue lengths at the proposed unsignalized, stop-controlled intersection of Mulberry Road and Access 1.

Table 6.6 - Mulberry Road and Access 1					
Condition	Measure	EB	WB		NB
		EBTR	WBL*	WBT	NBLR
AM Peak Hour					
2024 Build-out Phase 1	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	B (10.4)
	Synchro 95th Q	0'	0'	0'	0'
2027 Build-out Phase 2	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	B (10.7)
	Synchro 95th Q	0'	0'	0'	0'
PM Peak Hour					
2024 Build-out Phase 1	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	B (10.6)
	Synchro 95th Q	0'	0'	0'	0'
2027 Build-out Phase 2	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	B (11.0)
	Synchro 95th Q	0'	0'	0'	0'

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

As shown in **Table 6.6**, the stop-controlled site access is expected to operate with short delays in both peak hours in both build-out phases. Therefore, no improvements are recommended for capacity purposes in either build-out phase.

Based on the anticipated queues, the NCDOT minimum internal protected stem of 100 feet is recommended.

6.7 MULBERRY ROAD AND ACCESS 2

Table 6.7 summarizes the LOS, control delay and 95th percentile queue lengths at the proposed unsignalized, stop-controlled intersection of Mulberry Road and Access 2.

Table 6.7 - Mulberry Road and Access 2					
Condition	Measure	EB	WB		NB
		EBTR	WBL*	WBT	NBLR
AM Peak Hour					
2024 Build-out Phase 1	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	A (9.0)
	Synchro 95th Q	0'	0'	0'	0'
2027 Build-out Phase 2	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	A (9.2)
	Synchro 95th Q	0'	0'	0'	0'
PM Peak Hour					
2024 Build-out Phase 1	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	A (9.3)
	Synchro 95th Q	0'	0'	0'	5'
2027 Build-out Phase 2	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	A (9.6)
	Synchro 95th Q	0'	0'	0'	8'

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

As shown in **Table 6.7**, the stop-controlled site access is expected to operate with short delays in both peak hours in both build-out phases. Therefore, no improvements are recommended for capacity purposes in either build-out phase.

Based on the anticipated queues, the NCDOT minimum internal protected stem of 100 feet is recommended.

6.8 MULBERRY ROAD AND ACCESS 3

Table 6.8 summarizes the LOS, control delay and 95th percentile queue lengths at the proposed unsignalized, stop-controlled intersection of Mulberry Road and Access 3.

Table 6.8 - Mulberry Road and Access 3					
Condition	Measure	EB	WB		NB
		EBTR	WBL*	WBT	NBLR
AM Peak Hour					
2024 Build-out Phase 1	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	A (9.2)
	Synchro 95th Q	0'	0'	0'	0'
2027 Build-out Phase 2	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	A (9.3)
	Synchro 95th Q	0'	0'	0'	0'
PM Peak Hour					
2024 Build-out Phase 1	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	A (8.9)
	Synchro 95th Q	0'	0'	0'	3'
2027 Build-out Phase 2	LOS (Delay)	A (0.0)	A (0.0)	A (0.0)	A (9.0)
	Synchro 95th Q	0'	0'	0'	3'

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

As shown in **Table 6.8**, the stop-controlled site access is expected to operate with short delays in both peak hours in both build-out phases. Therefore, no improvements are recommended for capacity purposes in either build-out phase.

Based on the anticipated queues, the NCDOT minimum internal protected stem of 100 feet is recommended .

6.9 PHARR MILL ROAD AND ACCESS 4

Table 6.9 summarizes the LOS, control delay and 95th percentile queue lengths at the proposed unsignalized, stop-controlled intersection of Pharr Mill Road and Access 4.

Table 6.9 - Pharr Mill Road and Access 4					
Condition	Measure	WB	NB	SB	
		WBLR	NBTR	SBL*	SBT
AM Peak Hour					
2024 Build-out Phase 1	LOS (Delay)	C (15.4)	A (0.0)	A (9.1)	A (0.0)
	Synchro 95th Q	15'	0'	15'	0'
2027 Build-out Phase 2	LOS (Delay)	C (19.4)	A (0.0)	A (9.8)	A (0.0)
	Synchro 95th Q	28'	0'	25'	0'
PM Peak Hour					
2024 Build-out Phase 1	LOS (Delay)	C (19.1)	A (0.0)	A (8.4)	A (0.0)
	Synchro 95th Q	73'	0'	5'	0'
2027 Build-out Phase 2	LOS (Delay)	D (34.2)	A (0.0)	A (8.4)	A (0.0)
	Synchro 95th Q	170'	0'	5'	0'

*Conflicting left-turn movements are broken out per NCDOT guidelines under unsignalized conditions

As shown in **Table 6.9**, the stop-controlled site access is expected to operate with short delays in both peak hours in all build-out phases. Therefore, no improvements are recommended for capacity purposes in any build-out phase.

Based on the anticipated queues, an internal protected stem of 275 feet is recommended.

7.0 Auxiliary Turn Lane Warrants

Warrants for additional turn-lane improvements for unsignalized intersection beyond those necessary for capacity were determined based on a review of the figure titled 'Warrant for Left and Right-Turn Lanes' found on page 80 in the *NCDOT Policy On Street And Driveway Access to North Carolina Highways*. The results of the warrants for left and right-turn lanes under background and build-out conditions are summarized by intersection below and included in the **Appendix**.

Pharr Mill Road and NC 49 Ramp

2024 Background Conditions

- Northbound right-turn lane along Pharr Mill Road with a minimum storage length of 100 feet
- Southbound left-turn lane along Pharr Mill Road with a minimum storage length of 75 feet

2024 Build-out Conditions

- Northbound right-turn lane along Pharr Mill Road with a minimum storage length of 200 feet
- Southbound left-turn lane along Pharr Mill Road with a minimum storage length of 75 feet

2027 Background Conditions

- Northbound right-turn lane along Pharr Mill Road with a minimum storage length of 100 feet
- Southbound left-turn lane along Pharr Mill Road with a minimum storage length of 75 feet

2027 Build-out Conditions

- Northbound right-turn lane along Pharr Mill Road with a minimum storage length of 300 feet
- Southbound left-turn lane along Pharr Mill Road with a minimum storage length of 100 feet

A southbound left-turn lane with 250 feet of storage is provided under existing conditions. A northbound right-turn lane is warranted under both background and build-out conditions, with a minimum of 100 feet under 2024 and 2027 background conditions, and up to 300 feet under 2027 build-out conditions. However, given the traffic signal identified as mitigation at this intersection, the northbound right-turn lane is not recommended. If the signal is not approved, this turn lane may be needed.

Pharr Mill Road and Speedrail Drive

2024 Background Conditions

- Southbound left-turn lane along Pharr Mill Road with a minimum storage length of 50 feet

2024 Build-out Conditions

- Southbound left-turn lane along Pharr Mill Road with a minimum storage length of 100 feet

2027 Background Conditions

- Southbound left-turn lane along Pharr Mill Road with a minimum storage length of 50 feet

2027 Build-out Conditions

- Southbound left-turn lane along Pharr Mill Road with a minimum storage length of 125 feet

A southbound left-turn lane with 300 feet of storage is provided under existing conditions. Since the southbound left-turn lane is warranted in both background and build-out conditions and the existing southbound left-turn lane storage is anticipated to accommodate future queues, no auxiliary turn lanes are recommended to be constructed by the proposed development.

Mulberry Road and Speedrail Drive

2024 Build-out Conditions

- Eastbound right-turn lane along Speedrail Drive with a minimum storage length of 50 feet

2027 Build-out Conditions

- Eastbound right-turn lane along Speedrail Drive with a minimum storage length of 75 feet

A minimum storage length of 100 feet is typically required for auxiliary turn lanes by NCDOT.

Pharr Mill Road and Rocky River Road

2024 Background Conditions

- Westbound right-turn lane along Rocky River Road with a minimum storage length of 100 feet
- Eastbound left-turn lane along Rocky River Road with a minimum storage length of 100 feet

2024 Build-out Conditions

- Westbound right-turn lane along Rocky River Road with a minimum storage length of 125 feet
- Eastbound left-turn lane along Rocky River Road with a minimum storage length of 125 feet

2027 Background Conditions

- Westbound right-turn lane along Rocky River Road with a minimum storage length of 100 feet
- Eastbound left-turn lane along Rocky River Road with a minimum storage length of 100 feet

2027 Build-out Conditions

- Westbound right-turn lane along Rocky River Road with a minimum storage length of 125 feet
- Eastbound left-turn lane along Rocky River Road with a minimum storage length of 175 feet

As outlined in **Section 6.5**, an eastbound left-turn lane was identified at this intersection for capacity purposes. Based on the auxiliary turn-lane warrants, this turn lane should be constructed to provide 125 feet of storage in Phase 1 and 175 feet of storage in Phase 2.

Mulberry Road and Access 2

2027 Build-out Conditions

- Eastbound right-turn lane along Mulberry Road with a minimum storage length of 50 feet

A minimum storage length of 100 feet is typically required for auxiliary turn lanes by NCDOT.

Pharr Mill Road and Access 4

2024 Build-out Conditions

- Northbound right-turn lane along Pharr Mill Road with a minimum storage length of 50 feet
- Southbound left-turn lane along Pharr Mill Road with a minimum storage length of 125 feet

2027 Build-out Conditions

- Northbound right-turn lane along Pharr Mill Road with a minimum storage length of 50 feet

- Southbound left-turn lane along Pharr Mill Road with a minimum storage length of 175 feet

A minimum storage length of 100 feet is typically required for auxiliary turn lanes by NCDOT. Based on the different warrant in Phase 1 and Phase 2 for the southbound left-turn lane, 125 feet of storage should be provided in Phase 1 and should be extended to provide 175 feet of storage in Phase 2 of the development.

8.0 Crash Data Analysis

Crash data was obtained at study intersections for crashes that occurred between May 1, 2019 and April 30, 2022. Over this three-year period, 25 total crashes were reported at the five existing study intersections. The breakdown of crashes at these intersections by severity, frequency, and accident type can be seen the tables below.

Table 8.1 – Crash Severity Summary

Crash Type	Number of Crashes
Fatal Crashes	0
Class A	0
Class B	1
Class C	4
Property Damage Only	20
Total	25

Table 8.1 above displays the total number of crashes by severity type from most to least severe. There were no fatal or Class A crashes reported in the study area intersections over the past three years. One Class B crash, four Class C crashes, and 20 property damage only (PDO) crashes were reported at the study area intersections.

'Class A' crashes are crashes in which serious injury is suspected, which can include significant loss of blood or broken bones. 'Class B' crashes are crashes in which minor injury is suspected, such as bruises or minor cuts. 'Class C' crashes are defined as crashes wherein possible injuries occur. Possible injuries are injuries reported by the person or indicated by his/her behavior, but no wounds or injuries are physically present, such as limping or complaint of neck pain. PDO crashes indicate no injury was reported at the time of crash.

Table 8.2 – Accident Frequency Summary

Location	Crashes/100 MEV
1. Pharr Mill Road and NC 49 Ramp	22.52
2. NC 49 and NC 49 Ramp	42.44
3. Pharr Mill Road and Speedrail Drive	10.26
4. Speedrail Drive and Mulberry Road	0.00
5. Pharr Mill Road and Rocky River Road	54.05
Average	34.61

Shown in **Table 8.2** are the accident frequency rates for each study intersection, reported in crashes per 100 million entering vehicles (MEV). Their rates resulted in a weighted average crash rate of 34.61 crashes per 100 MEV, with the above-average crash rates identified at the intersections of NC 49 and NC 49 Ramp and Pharr Mill Road and Rocky River Road.

Table 8.3 – Accident Type Summary

Crash Type	1. Pharr Mill Road and NC 49 Ramp	2. NC 49 and NC 49 Ramp	3. Pharr Mill Road and Speedrail Drive	4. Speedrail Drive and Mulberry Road	5. Pharr Mill Road and Rocky River Road
Angle	0	0	0	0	1
Backing Up	0	1	0	0	1
Fixed Object	0	1	0	0	0
Left-Turn, Different Roadways	0	1	1	0	2
Left-Turn, Same Roadway	0	1	0	0	0
Ran off Road - Left	0	0	0	0	1
Ran off Road - Right	0	0	0	0	1
Rear End, Slow or Stop	1	6	0	0	2
Right-Turn, Same Roadway	0	1	0	0	0
Sideswipe, Same Direction	1	3	0	0	0
Total	2	14	1	0	8

As seen in **Table 8.3**, the most common crash type was a rear end crash caused by slowing or stopping, which constitutes 36% of the crashes. 56% of all crashes reported were located at NC 49 and NC 49 Ramp. The rear end crashes may be attributed to congestion at signalized intersections and/or high travel speeds. With a posted speed limit of 55 miles per hour along NC 49 at this intersection and based on review of the crashes reported at this intersection, speeds greater than 50 miles per hour were reported in nearly 30% of crashes.

9.0 Identified Mitigation Improvements

Based on the capacity analyses performed at each of the identified study intersections, the following improvements have been identified to mitigate the impact of the proposed development on the adjacent street network:

Pharr Mill Road and NC 49 Ramp

Phase 1

- Installation of a traffic signal (NCDOT may require a full signal warrant analysis).

Mulberry Road and Speedrail Drive

Phase 1

- Construction of an eastbound right-turn lane along Speedrail Drive with 100 feet of storage.

Pharr Mill Road and Rocky River Road

Phase 1

- Construction of an eastbound left-turn lane along Rocky River Road with 125 feet of storage.

Phase 2

- Extension of the eastbound left-turn lane along Rocky River Road to provide 175 feet of storage.

Mulberry Road and Access 1

Phase 1

- Construction of the northbound approach with one ingress and one egress lane and an internal protected stem of 100 feet.

Mulberry Road and Access 2

Phase 1

- Construction of the northbound approach with one ingress & one egress lane and an internal protected stem of 100 feet.

Phase 2

- Construction of an eastbound right-turn lane along Mulberry Road with 100 feet of storage.

Mulberry Road and Access 3

Phase 1

- Construction of the northbound approach with one ingress & one egress lane and an internal protected stem of 100 feet.

Pharr Mill Road and Access 4

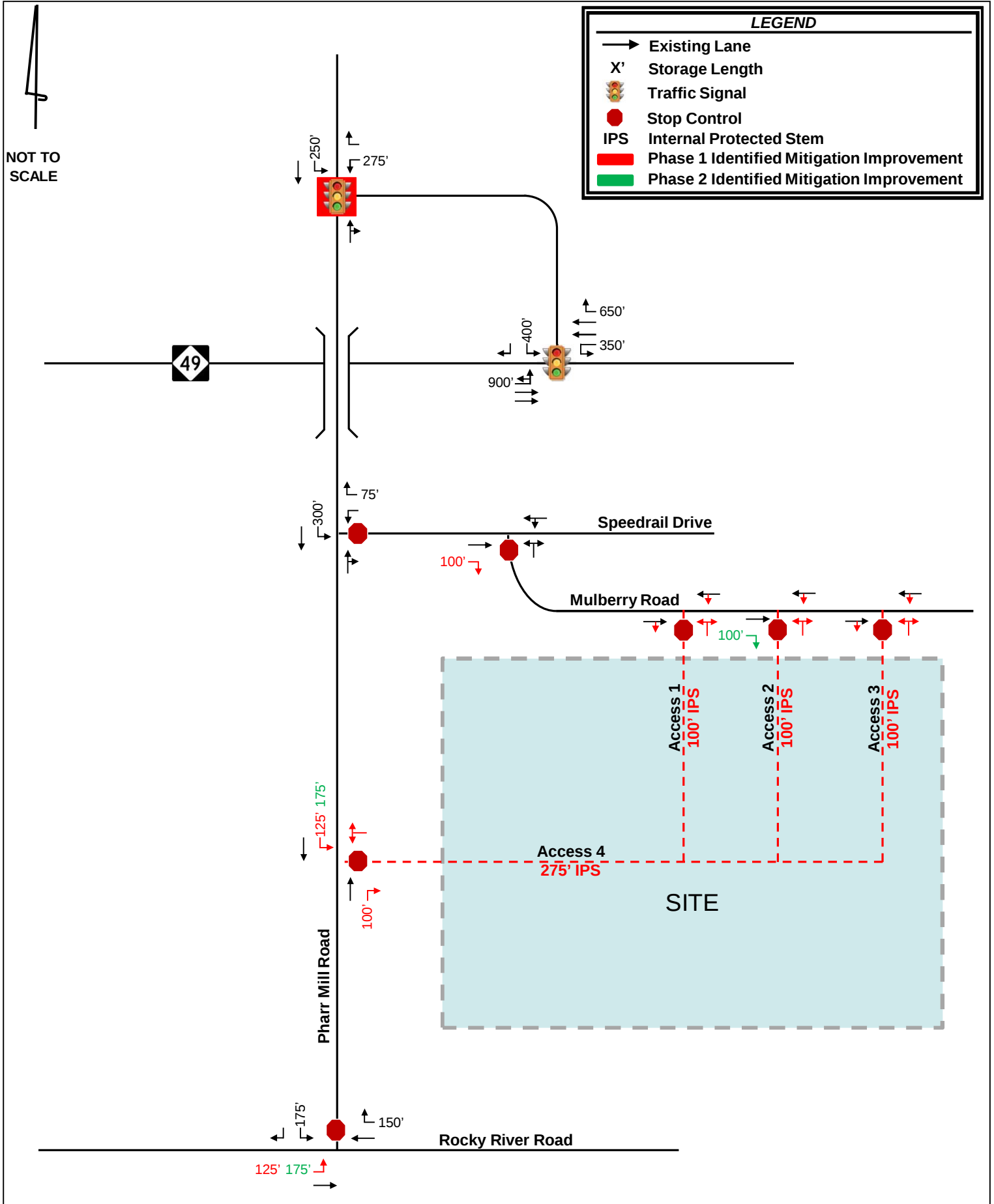
Phase 1

- Construction of the westbound approach with one ingress & one egress lane and an internal protected stem of 275 feet.
- Construction of a northbound right-turn lane along Pharr Mill Road with 100 feet of storage
- Construction of a southbound left-turn lane along Pharr Mill Road with 125 feet of storage.

Phase 2

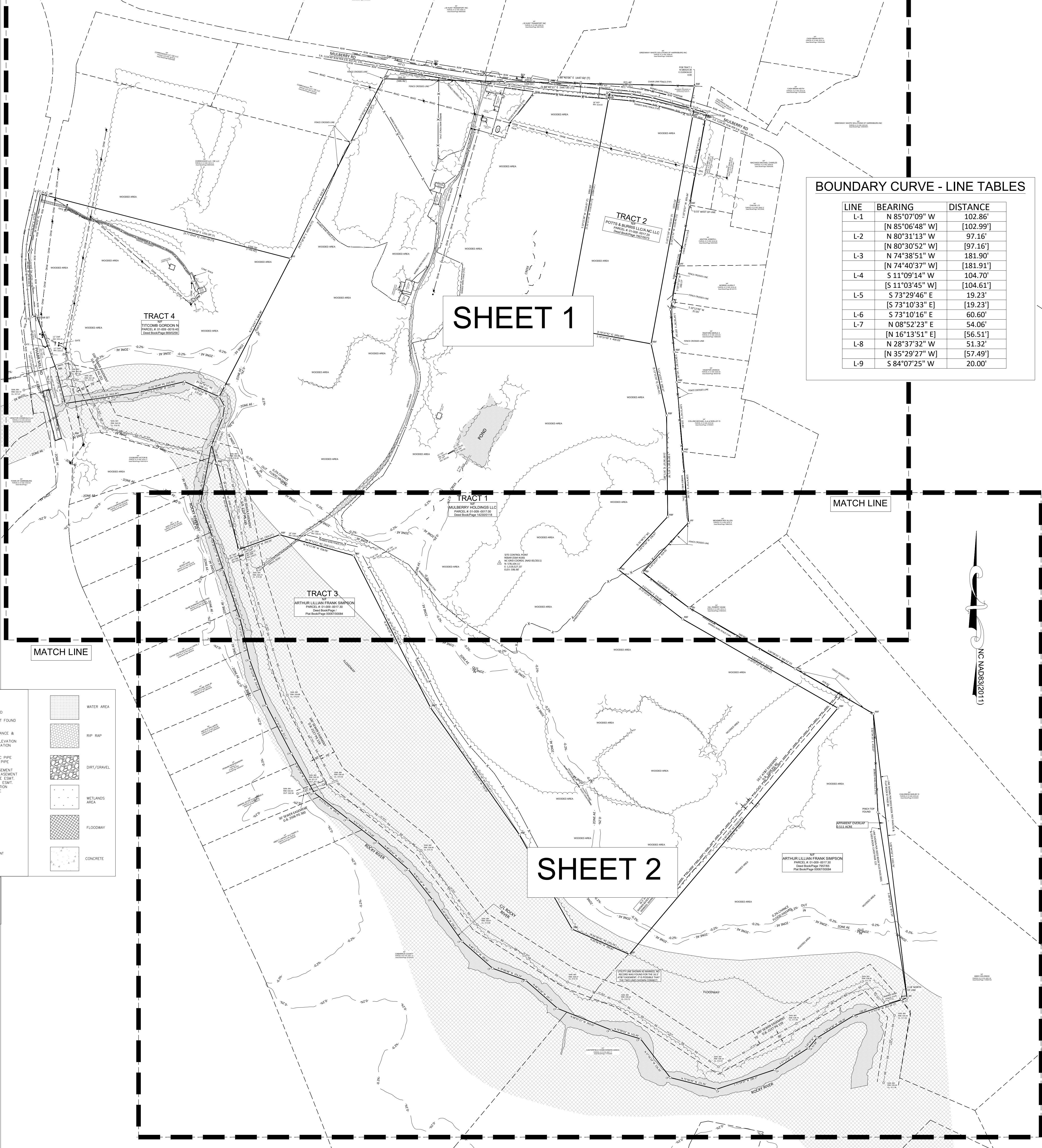
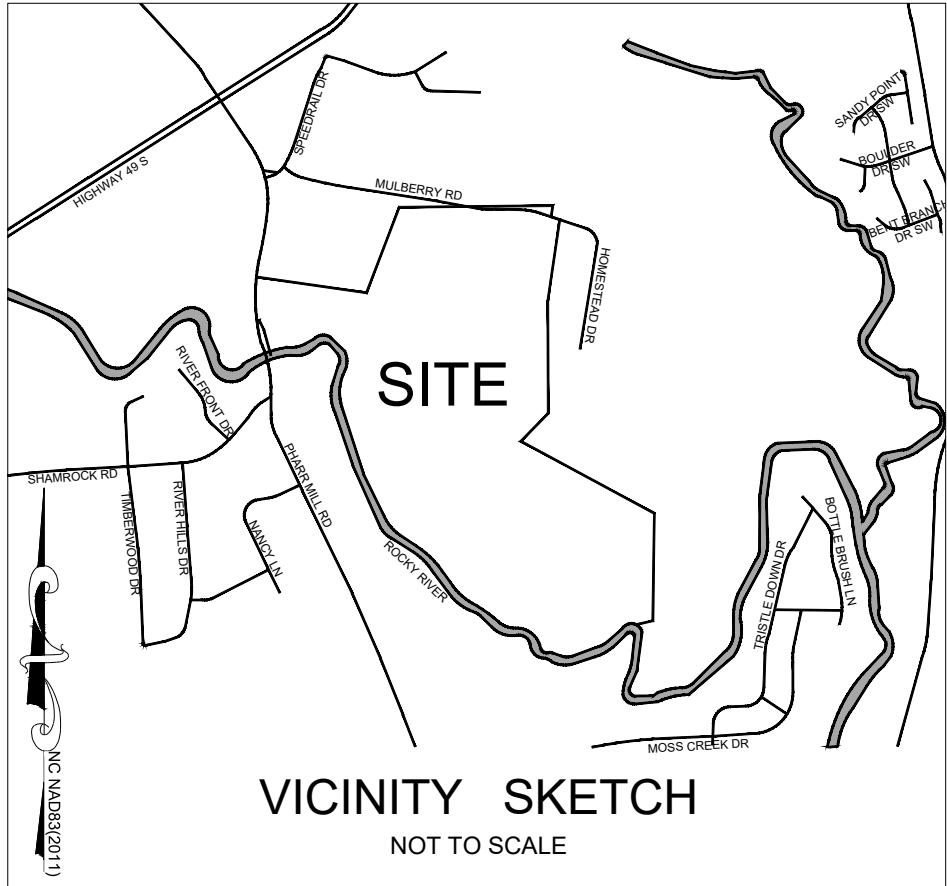
- Extension of the southbound left-turn lane along Pharr Mill Road to provide 175 feet of storage.

The mitigation improvement identified within the study area are shown in **Figure 9.1**. The improvements shown on this figure are subject to approval by NCDOT and the Town of Harrisburg. All additions and attachments to the State and Town roadway system shall be properly permitted, designed and constructed in conformance to standards maintained by the agencies.



APPENDIX

INDEX:	
1	TITLE PAGE, TITLE NOTES, SURVEY NOTES, PARCEL DESCRIPTION
2-3	DETAIL SHEETS



BOUNDARY CURVE - LINE TABLES

LINE	BEARING	DISTANCE
L-1	N 85°07'09" W	102.86'
	[N 85°06'48" W]	[102.99']
L-2	N 80°31'13" W	97.16'
	[N 80°30'52" W]	[97.16']
L-3	N 74°38'51" W	181.90'
	[N 74°40'37" W]	[181.91']
L-4	S 11°09'14" W	104.70'
	[S 11°03'45" W]	[104.61']
L-5	S 73°29'46" E	19.23'
	[S 73°10'33" E]	[19.23']
L-6	S 73°10'16" E	60.60'
L-7	N 08°52'23" E	54.06'
	[N 16°13'51" E]	[56.51']
L-8	N 28°37'32" W	51.32'
	[N 35°29'27" W]	[57.49']
L-9	S 84°07'25" W	20.00'

LEGEND OF STANDARD SYMBOLS	
	UTILITY POLE
	LIGHT POLE
	ELECTRIC MANHOLE
	ELEC. SERVICE/MANHOLE
	ELECTRIC CABINET
	HEATING/AIR UNIT
	TELEPHONE PEDESTAL
	TELEPHONE MANHOLE
	TELEPHONE VAULT
	TRAFFIC CONTROL VAULT
	CITY VAULT
	GAS VALVE
	GAS METER
	GAS WARNING POST
	WATER VALVE
	WATER METER
	IRRIGATION CONTROL VALVE
	BACKFLOW PREVENTOR
	WATER VALVE MANHOLE
	FIRE HYDRANT
	POST INDICATOR VALVE
	FIRE DEPT. CONNECTION
	STREAM MANHOLE
	SPRINKLER HEAD
	WELL
	SANITARY MANHOLE
	SANITARY CLEANOUT
	STORM WATER LINE
	SANITARY SEWER LINE
	SEWER CLEANOUT LINE
	OVERHEAD WIRES
	BURIED ELECTRIC LINE
	BURIED GAS LINE
	BURIED TELECOM LINE
	BURIED WATER LINE
	BURIED STEAM LINE
	METAL FENCE LINE
	WOODEN FENCE LINE
	TREE LINE
	ORNAMENTAL TREE OR BUSH
	PINE TREE (CIRCLE NOTED)
	HARDWOOD (CIRCLE AND TYPE NOTED)
	CAST IRON CATCH BASIN
	DROP INLET w/ GATE
	CONCRETE YARD DRAIN
	STORM MANHOLE
	SIGN
	MONITORING WELL
	MAIL BOX
	BOLLARD
	RIGHT-OF-WAY MONUMENT
	NON-TANGENT CURVE
	CHORD
	TYPICAL
	TOP OF CURVE
	EDGE OF PAVEMENT
	TOP OF WALL
	BOTTOM OF WALL
	TOP OF STEPS
	BOTTOM OF STEPS
	INVERT ELEVATION
	CENTERLINE
	TEMP. BENCH MARK
	SURVEY CONTROL PT.

COURSES AND DISTANCES AS MEASURED BY THIS SURVEYOR
S04°03'34"W 768.25'
"RECORD" COURSES AND DISTANCES
[S 04°04'20" W] [768.25']

SURVEY NOTES:

TRACT 1: 2061 MULBERRY RD, CONCORD NC, TAX PCL # 01-009-0017.00, MULBERRY HOLDINGS LLC, APPARENT SOURCE OF TITLE DB 14230 PG 118
TRACT 2: 1967 MULBERRY RD, CONCORD NC, TAX PCL # 01-009-0017.20, POTTS & BURRIS LLC/CA NC LLC, APPARENT SOURCE OF TITLE DB 7957 PG 73
TRACT 3: TAX PCL # 01-009-0017.30, ARTHUR LILLIAN FRANK SIMPSON, APPARENT SOURCE OF TITLE PB 67 PG 84
TRACT 4: 6205 PHARR MILL RD, HARRISBURG NC, TAX PCL # 01-009-0019.40, TITCOMB GORDON N, APPARENT SOURCE OF TITLE DB 669 PG 256

ALL DEEDS AND PLATS SHOWN HEREON SHOWN AS REFERENCES.

TRACT 1 AREA:	5783289.89 SQ. FT. +/-	132.77 ac. +/-
TRACT 2 AREA:	448728.74 SQ. FT. +/-	10.30 ac. +/-
TRACT 3 AREA:	3156291.79 SQ. FT. +/-	72.46 ac. +/-
TRACT 4 AREA:	805967.46 SQ. FT. +/-	18.50 ac. +/-

TOTAL AREA UNDER HEAVY LINE: **234.03 ac. +/-**
10,194,277.87 SQ. FT. +/-

RECORD BEARINGS AND DISTANCES ARE SHOWN IN BRACKETS WHERE THEY DIFFER FROM BEARINGS AND DISTANCES MEASURED IN THE COURSE OF THIS SURVEY.

THIS SURVEY WAS PREPARED WITHOUT A REFERENCE TO A TITLE COMMITMENT FOR TRACT 3 (TAX PCL # 01-009-0017.30). BOUNDARY WAS SURVEYED TO NC CLASS A STANDARDS AND IS SHOWN AS SURVEYED.

PROPERTY ZONED OI (TRACTS 1, 2 AND 3), AND LI (TRACT 4) ZONING SOURCE-CABARRUS COUNTY GIS WEBSITE (ZONING REPORT WAS NOT PROVIDED)

N.C. GRID COORDINATES AND ELEVATIONS SHOWN HEREON WERE ESTABLISHED BY RAPID STATIC (VRS) GPS METHODS USING SPECTRA PRECISION SP-80 GPS EQUIPMENT, HOLDING RECOVERED SITE CONTROL AS AS A FIXED HORIZONTAL AND VERTICAL REFERENCE. A WEIGHTED AVERAGE OF THREE INDEPENDENT GPS OBSERVATIONS WERE USED TO YIELD A LEAST-SQUARES ADJUSTMENT OF THE NAD 83 POSITIONS.

Class of Survey: A
Type of GPS field procedure: Rapid Static (RTK)
Date of Survey: 21 APRIL, 2022
Datum/Epoch: NAD 83 (2011)
Geoid Model: Geoid 12b
Combined grid factor: 1.0001503
Units: US Survey Feet
Positional Accuracy: 0.001' Horiz / 0.018' Vert.
Published/fixed-control used: SSM BASE 100

ALL DISTANCES ARE HORIZONTAL GROUND MEASUREMENTS UNLESS NOTED.

SITE IMPROVEMENTS SHOWN ON THIS SURVEY WERE SURVEYED USING A COMBINATION OF CONVENTIONAL GROUND METHODS AND AERIAL DATA [UNADJUSTED LIDAR POSITION UNCERTAINTY N = 0.003', E = 0.025', AND Z = 0.036'; [RMSE = 0.061'] [STD DEVIATION = 0.0161]]

ACCORDING TO FEMA FLOOD INSURANCE RATE MAP COMMUNITY PANEL #3710-5517-00-K, EFFECTIVE 16 NOVEMBER, 2018, AND #3710-5527-00-K, EFFECTIVE 16 NOVEMBER, 2018, PORTIONS OF THIS SITE LIE WITHIN THE 100-YEAR OR OTHER SPECIAL HAZARD FLOOD ZONE SHOWN HEREON

ANY UNDERGROUND IMPROVEMENTS ARE SHOWN HEREON BASED ON SURFACE EVIDENCE ONLY. THIS SURVEYOR CANNOT CERTIFY TO NOR ACCEPT LIABILITY FOR THE PRESENCE AND/OR LOCATION OF BURIED OR OTHERWISE NON-VISIBLE IMPROVEMENTS.

THERE MAY IMPROVEMENTS TO THIS PROPERTY WHICH ARE NOT SHOWN HEREON.

SCHEDULE B EXCEPTIONS:

TRACT 1

THIS SURVEY WAS PREPARED WITH REFERENCE TO FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT NUMBER GB22007167, DATED MARCH 23, 2022. THE FOLLOWING EXCEPTIONS ARE NOTED IN SCHEDULE B PART II

- 1) REFERS TO MATTERS APPEARING IN THE PUBLIC RECORD SUBSEQUENT TO THE EFFECTIVE DATE OF THE TITLE POLICY. THIS SURVEYOR IS UNAWARE OF ANY SUCH MATTERS.
- 2) REFERS TO TAXES, NOT A MATTER OF SURVEY.
- 3) REFERS TO BUILDING LINES, EASEMENTS AND OTHER MATTERS AS SHOWN ON MAP RECORDED IN PB 67 PG 84, ALL SUCH PLOTTABLE MATTERS ARE SHOWN HEREON.
- 4) REFERS TO EASEMENTS FOR ROADS AND PUBLIC UTILITIES. MULBERRY ROAD HAS A SIXTY FOOT WIDE PUBLIC R/W, SHOWN HEREON. UTILITY LINES ARE SHOWN HEREON AS LOCATED.
- 5) INTENTIONALLY DELETED
- 6) REFERS TO A LEASE FOR A QUARRY UPON THE PREMISES PER DB 11112 PG 30 AS AFFECTED BY AMENDMENT RECORDED IN DB 11483 PG 127. NOT A MATTER OF SURVEY.
- 7) INTENTIONALLY DELETED.
- 8) EASEMENT IN FAVOR OF DUKE POWER COMPANY, DB 194 PG 536, THIS EASEMENT IS FOR CONSTRUCTING AND MAINTAINING POWER LINES ON THE PROPERTY. THIS EASEMENT HAS NO DEFINED WIDTH AND IS NOT DIMENSIONED SUFFICIENTLY TO BE PLOTTED. BLANKET / GENERAL SERVICE EASEMENT.
- 9) INTENTIONALLY DELETED
- 10) INTENTIONALLY DELETED
- 11) REFERS TO A RIGHT-OF-WAY EASEMENT IN FAVOR OF THE NC DOT PER DB 432 PG 170, WHICH DEFINES THE R/W OF STATE ROAD 1159 (MULBERRY ROAD) AS BEING A SIXTY FOOT RIGHT OF WAY CENTERED ON THE EXISTING CENTERLINE. SAID R/W IS SHOWN HEREON.
- 12) REFERS TO A PERPETUAL RIGHT OF WAY AND EASEMENT IN FAVOR OF AT&T BEING SIXTEEN AND ONE HALF FEET WIDE. IT IS FURTHER STIPULATED THAT AN ADDITIONAL THIRTY THREE FOOT STRIP ADJACENT TO THE EASEMENT MAY BE UTILIZED AS TEMPORARY WORK SPACE. THE WESTERLY BOUNDARY OF THE EASEMENT IS DESCRIBED AS BEING FIVE FEET WEST OF THE FIRST CABLE LAID. THE EASEMENT HAS NO FURTHER DIMENSIONS. THE EASEMENT IS SHOWN BASED ON THE LOCATION OF THE LINE AS MARKED.
- 13) REFERS TO EASEMENTS IN FAVOR OF WATER AND SEWER AUTHORITY OF CABARRUS COUNTY PER DB 2227 PG 159, SAID EASEMENT IS ONE HUNDRED FEET WIDE AND IS PLOTTED HEREON.
- 14) REFERS TO AN EASEMENT IN FAVOR OF THE TOWN OF HARRISBURG PER DB 2506 PG 300 SAID EASEMENT IS PLOTTED HEREON.
- 15) REFERS TO RIGHTS OF TENANTS (NOT A MATTER OF SURVEY).
- 16) REFERS TO DISCREPANCIES, VARIANCES IN AREA OF THE LAND, THE AREA OF THE TRACT IS SHOWN HEREON.
- 17) REFERS TO THOSE MATTERS THAT WOULD BE DISCLOSED BY A CURRENT INSPECTION, ACCURATE AND COMPLETE SURVEY OF THE LAND (SEE ATTACHED SURVEY).
- 18) REFERS TO LIENS, NOT A MATTER OF SURVEY.

TRACT 2

THIS SURVEY WAS PREPARED WITH REFERENCE TO FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT NUMBER GB22007258, DATED APRIL 20, 2022. THE FOLLOWING EXCEPTIONS ARE NOTED IN SCHEDULE B PART II

- 1) REFERS TO MATTERS APPEARING IN THE PUBLIC RECORD SUBSEQUENT TO THE EFFECTIVE DATE OF THE TITLE POLICY. THIS SURVEYOR IS UNAWARE OF ANY SUCH MATTERS.
- 2) REFERS TO TAXES, NOT A MATTER OF SURVEY.
- 3) REFERS TO EASEMENTS FOR ROADS AND PUBLIC UTILITIES. MULBERRY ROAD HAS A 60' R/W (SHOWN HEREON). EVIDENCE OF UTILITY LINES IS SHOWN HEREON.
- 4) REFERS TO THAT PORTION OF THE LAND WITHIN THE R/W OF MULBERRY ROAD (SR 1159). THE R/W IS SHOWN HEREON.
- 5) REFERS TO RIGHTS OF TENANTS (NOT A MATTER OF SURVEY).
- 6) REFERS TO DISCREPANCIES, VARIANCES IN AREA OF THE LAND, THE AREA OF THE TRACT IS SHOWN HEREON.
- 7) REFERS TO THOSE MATTERS THAT WOULD BE DISCLOSED BY A CURRENT INSPECTION, ACCURATE AND COMPLETE SURVEY OF THE LAND (SEE ATTACHED SURVEY).
- 8) REFERS TO LIENS, NOT A MATTER OF SURVEY.

SCHEDULE B EXCEPTIONS:

TRACT 4

THIS SURVEY WAS PREPARED WITH REFERENCE TO FIDELITY NATIONAL TITLE INSURANCE COMPANY COMMITMENT NUMBER GB22007264, DATED APRIL 18, 2022. THE FOLLOWING EXCEPTIONS ARE NOTED IN SCHEDULE B PART II

- 1) REFERS TO MATTERS APPEARING IN THE PUBLIC RECORD SUBSEQUENT TO THE EFFECTIVE DATE OF THE TITLE POLICY. THIS SURVEYOR IS UNAWARE OF ANY SUCH MATTERS.
- 2) REFERS TO TAXES, NOT A MATTER OF SURVEY.
- 3) REFERS TO EASEMENTS FOR ROADS AND PUBLIC UTILITIES. PHARR MILL ROAD HAS A VARIABLE WIDTH R/W (SHOWN HEREON). EVIDENCE OF UTILITY LINES IS SHOWN HEREON.
- 4) REFERS TO EASEMENTS AND RIGHTS OF WAYS IN FAVOR OF THE NC DOT PER DB 2076 PG 284 (A FEE SIMPLE CONVEYANCE), SHOWN HEREON.
- 5) REFERS TO EASEMENTS IN FAVOR OF WATER AND SEWER AUTHORITY OF CABARRUS COUNTY PER DB 2301 PG 232. SAID EASEMENT IS PLOTTED HEREON.
- 6) REFERS TO THAT PORTION OF THE LAND WITHIN THE BOUNDS OF PHARR MILL ROAD, (SHOWN HEREON).
- 7) REFERS TO ACCRETION, EROSION, RELICTION AND AVULSION ASSOCIATED WITH AND THE RIPARIAN RIGHTS OF OTHERS INCIDENTAL TO CREEKS, STREAMS OR RIVERS FORMING ANY BOUNDARY OF THE LAND. ROCKY RIVER FORMS THE SOUTHERN BOUNDARY OF THIS LOT AND IS SHOWN HEREON.
- 8) REFERS TO TITLE OF THAT LAND BELOW THE NORMAL BOUNDS OF ROCKY RIVER (NOT A SURVEY MATTER).
- 9) REFERS TO RIGHTS OF TENANTS (NOT A MATTER OF SURVEY).
- 10) REFERS TO DISCREPANCIES, VARIANCES IN AREA OF THE LAND, THE AREA OF THE TRACT IS SHOWN HEREON.
- 11) REFERS TO THOSE MATTERS THAT WOULD BE DISCLOSED BY A CURRENT INSPECTION, ACCURATE AND COMPLETE SURVEY OF THE LAND (SEE ATTACHED SURVEY).
- 12) REFERS TO LIENS, NOT A MATTER OF SURVEY.

TRACT 3

THIS TRACT WAS SURVEYED WITHOUT THE BENEFIT OF A TITLE REPORT. IT SHOULD NOT BE CONSIDERED PART OF THE ALTA/NSPS LAND TITLE SURVEY

ZONING INFORMATION

ZONING REPORT WAS NOT PROVIDED.

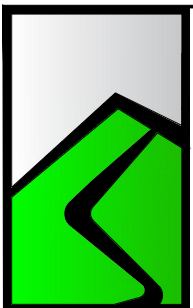
CERTIFICATION

TO: TRAMMELL CROW COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 5, 6(a), 6(b), 7(a), 7(b), 8, 9, 10, 11(a), 11(b), 12, 13, 14, 15, 16, 17, 18 and 19 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON June 2, 2022.

I HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREON WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN NORTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS FOR A CLASS "A" SURVEY AS SPECIFIED THEREIN.

UNLESS SIGNED, SEALED AND DATED, THIS IS A PRELIMINARY PLAT NOT FOR RECORDING, SALES OR CONVEYANCES.



SSM
SACKS SURVEYING & MAPPING, P.C.

Land Surveyors

3308-B Edgefield Road
Greensboro, NC 27409
(336) 931-0566
FAX 931-0558
WWW.SSMLAND
FIRM LIC #C-2741

ALTA/NSPS LAND TITLE SURVEY

2061 MULBERRY RD

—prepared for—
MULBERRY HOLDINGS, LLC

NUMBER ONE TWP., CONCORD, CABARRUS COUNTY, NC

DATE OF LAST FIELD INSPECTION: 27 MAY, 2022

SCALE 1 INCH = 100 FEET

CONTOUR INTERVAL = ONE FOOT (NAVD 88)


100 0 50 100 200 400

8267 PHARMILL MULBERRY\PHARMILL MULBERRY.dwg

LEGEND OF STANDARD SYMBOLS

- UTILITY POLE
- GUY ANCHOR
- LIGHT POLE
- RUNWAY LIGHT
- ELECTRIC MANHOLE
- ELEC. SERVICE/VAULT
- ELECTRICAL CABINET
- HEATING/AIR UNIT
- HVAC
- TELEPHONE PRESTAL
- TELEPHONE MANHOLE
- TELEPHONE VAULT
- TRAFFIC CONTROL VAULT
- CATV VAULT
- FIBER OPTIC WARNING POST
- GAS VALVE
- GAS METER
- GAS WARNING POST
- WATER VALVE
- WATER METER
- IRRIGATION CONTROL VALVE
- BACKFLOW PREVENTOR
- WATER VALVE MANHOLE
- FIRE HYDRANT
- POST INDICATOR VALVE
- FIRE DEPT. CONNECTION
- STEAM MANHOLE
- SPRINKLER HEAD
- SANITARY MANHOLE
- SANITARY CLEANSOUT

- STORM WATER LINE
- SANITARY SEWER LINE
- SEWER CLEANSOUT LINE
- OVERHEAD WIRES
- BURIED ELECTRIC LINE
- BURIED GAS LINE
- BURIED TELECOM. LINE
- BURIED WATER LINE
- BURIED STEAM LINE
- METAL FENCE LINE
- WOODEN FENCE LINE
- TREE LINE
- ORNAMENTAL TREE OR BUSH
- PINE TREE (SIZE NOTED)
- HARDWOOD (SIZE AND TYPE NOTED)
- CONCRETE CATCH BASIN
- CAST IRON CATCH BASIN
- DROP INLET w/ GRADE
- CONCRETE YARD DRAIN
- STORM MANHOLE
- SIGN
- MONITORING WELL
- MAIL BOX
- ISOLAND

- IRON PIPE FOUND
- IRON REBAR FOUND
- MAGNETIC NAIL FOUND
- CHISELED "X" FOUND
- CONCRETE MONUMENT FOUND
- RIGHT OF WAY
- NOW OR FORMERLY
- DRAINAGE MAINTENANCE & UTILITY EASEMENT
- TERMINAL BASE FLOOD ELEVATION
- FINISHED FLOOR ELEVATION
- EXITING ANGLE IRON
- CONC. STORM PIPE
- CORRUGATED PLASTIC PIPE
- CORRUGATED METAL PIPE
- WYRTED CLAY PIPE
- PERM. DRAINAGE EASEMENT
- PERM. SAN. SEWER EASEMENT
- TEMPORARY DRAINAGE ESMT.
- TEMP. CONSTRUCTION ESMT.
- WOOD ROADWAY STATION
- NON-TANGENT CURVE
- CHORD
- TYPICAL
- TOP OF CURB
- EDGE OF PAVEMENT
- TOP OF WALL
- BOTTOM OF WALL
- TOP OF STEPS
- BOTTOM OF STEPS
- INVERT ELEVATION
- CENTERLINE
- TEMP. BENCH MARK
- SURVEY CONTROL PL.
- RIGHT-OF-WAY MONUMENT

- WATER AREA
- RIP RAP
- DIRT/GRAVEL
- WETLANDS AREA
- FLOODWAY
- CONCRETE

THERE MAY BE UTILITY LINES ON THIS SITE THAT ARE NOT SHOWN.
ANY UNDERGROUND IMPROVEMENTS ARE BASED ON SURFACE EVIDENCE ONLY. THE SURVEYOR CANNOT CERTIFY TO THE ACCURACY OF THE PRESENCE AND/OR LOCATION OF BURIED UTILITIES OR OTHER NON-VISIBLE IMPROVEMENTS. IF THE LOCATION OF SAID IMPROVEMENTS IS CRITICAL, THEY SHOULD BE EXCAVATED AND FIELD LOCATED.



BOUNDARY CURVE - LINE TABLES

LINE	BEARING	DISTANCE
L-1	N 85°07'09" W	102.86'
	[N 85°06'48" W]	[102.99']
L-2	N 80°31'13" W	97.16'
	[N 80°30'52" W]	[97.16']
L-3	N 74°38'51" W	181.90'
	[N 74°40'37" W]	[181.91']
L-4	S 11°09'14" W	104.70'
	[S 11°03'45" W]	[104.61']
L-5	S 73°29'46" E	19.23'
	[S 73°10'33" E]	[19.23']
L-6	S 73°10'16" E	60.60'
L-7	N 08°52'23" E	54.06'
	[N 16°13'51" E]	[56.51']
L-8	N 28°37'32" W	51.32'
	[N 35°29'27" W]	[57.49']
L-9	S 84°07'25" W	20.00'

COURSES AND DISTANCES AS MEASURED BY THIS SURVEYOR
S 04°03'34" W 768.25'
"RECORD" COURSES AND DISTANCES
[S 04°04'20" W] [768.25']

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WWW.SSMLAND
FIRM LIC #C-2741

TRACT 3
NIF
ARTHUR LILLIAN FRANK SIMPSON
PARCEL #: 01-009-0017.30
Deed Book/Page 00067/00084

TRACT 1
NIF
MULBERRY HOLDINGS LLC
PARCEL #: 01-009-0017.00
Deed Book/Page 14230/0118

TRACT 2
NIF
POTTS & BURRIS LLC/A NC LLC
PARCEL #: 01-009-0017.20
Deed Book/Page 7957/0073

TRACT 4
NIF
TITCOMB GORDON N
PARCEL #: 01-009-0019.40
Deed Book/Page 669/0296

ALTA/NSPS LAND TITLE SURVEY

2061 MULBERRY RD

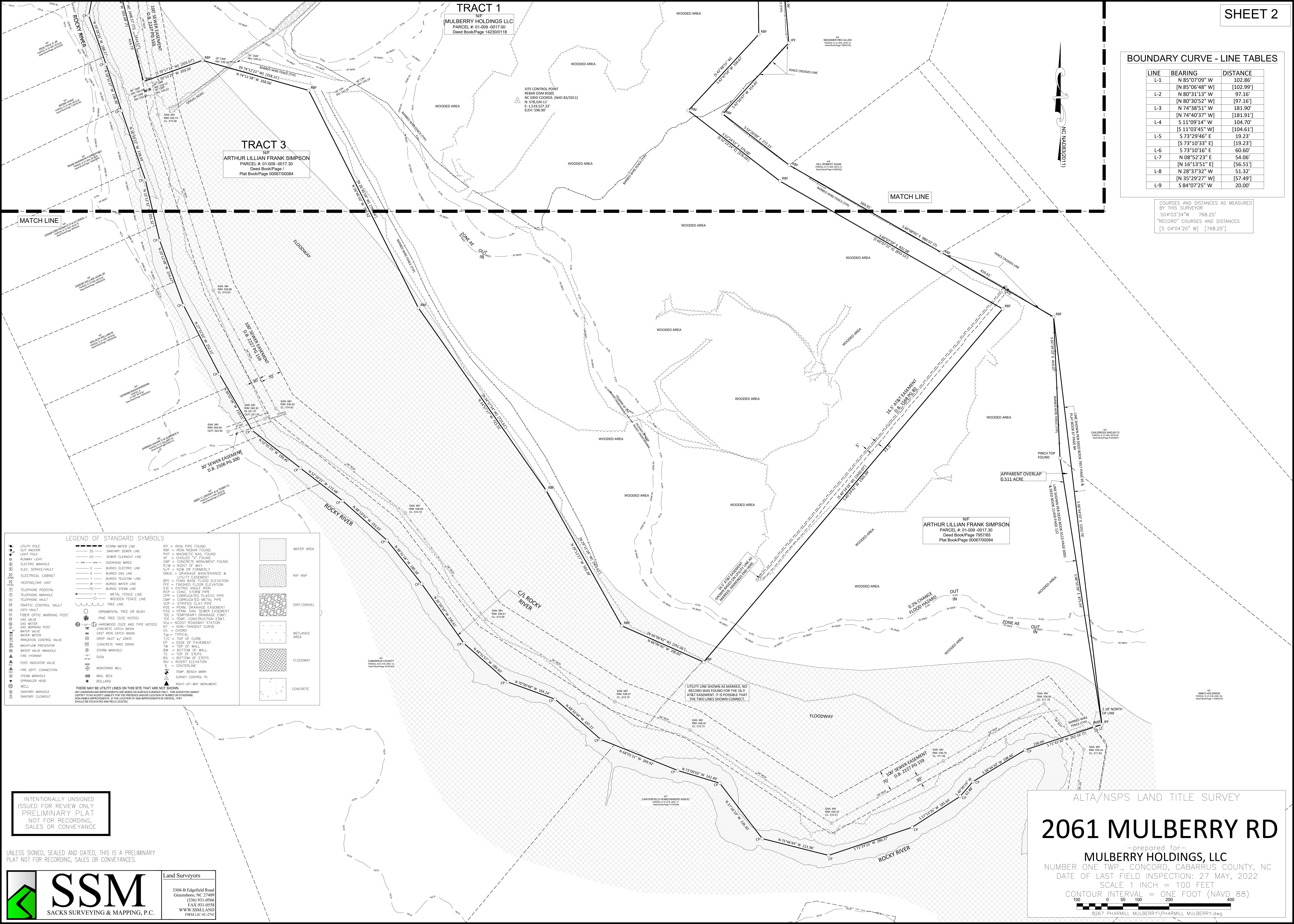
—prepared for—
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NUMBER ONE TWP., CONCORD, CABARRUS COUNTY, NC
DATE OF LAST FIELD INSPECTION: 27 MAY, 2022
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8267 PHARMILL MULBERRY/PHARMILL MULBERRY.dwg

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BY THIS SURVEYOR
S04°03'34"W 768.25'
"RECORD" COURSES AND DISTANCES
[S 04°04'20" W] [768.25']



MATCH LINE

MATCH LINE

APPARENT OVERLAP
0.511 ACRE

UTILITY LINE SHOWN AS MARKED, NO
RECORD WAS FOUND FOR THE 16.5'
AT&T EASEMENT. IT IS POSSIBLE THAT
THE TWO LINES SHOWN CONNECT.

LEGEND OF STANDARD SYMBOLS

- UTILITY POLE
- GUY AND/OR LIGHT POLE
- RUNWAY LIGHT
- ELECTRIC MANHOLE
- ELEC. SERVICE/VAULT
- ELECTRICAL CABINET
- HEATING/AIR UNIT
- TELEPHONE FEDESTAL
- TELEPHONE MANHOLE
- TELEPHONE VAULT
- TRAFFIC CONTROL VAULT
- CONV. VAULT
- FIBER OPTIC WARNING POST
- GAS VALVE
- GAS METER
- GAS WARNING POST
- WATER VALVE
- WATER METER
- IRRIGATION CONTROL VALVE
- BACKFLOW PREVENTOR
- WATER VALVE MANHOLE
- FIRE HYDRANT
- POST INDICATOR VALVE
- FIRE DEPT. CONNECTION
- STEAM MANHOLE
- SPRINKLER HEAD
- WELL
- SANITARY MANHOLE
- SANITARY CLEANOUT

- SS - SANITARY SEWER LINE
- CD - SEWER CLEANOUT LINE
- OW - OVERHEAD WIRES
- E - BURIED ELECTRIC LINE
- D - BURIED GAS LINE
- T - BURIED TELECOM. LINE
- W - BURIED WATER LINE
- 70 - BURIED STEAM LINE
- M - METAL FENCE LINE
- W - WOODEN FENCE LINE
- OR - ORNAMENTAL TREE OR BUSH
- PT - PINE TREE (SIZE NOTED)
- CH - CONCRETE CATCH BASIN
- CI - CAST IRON CATCH BASIN
- DI - DROP INLET w/ GRATE
- YD - CONCRETE YARD DRAIN
- SM - STORM MANHOLE
- SG - SIGN
- MW - MONITORING WELL
- MB - MAIL BOX
- B - BOLLARD

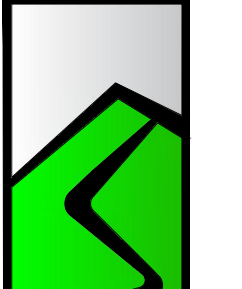
- IPF - IRON PIPE FOUND
- RBF - IRON REBAR FOUND
- PHF - MAGNETIC NAIL FOUND
- XT - CHISEL "X" FOUND
- CMF - CONCRETE MONUMENT FOUND
- R/W - RIGHT OF WAY
- N/F - NOW OR FORMERLY
- DMUE - DRAINAGE MAINTENANCE & UTILITY EASEMENT
- BFE - FEMA BASE FLOOD ELEVATION
- FTE - FINISHED FLOOR ELEVATION
- EAI - EXISTING ANGLE IRON
- RCP - CONC. STORM PIPE
- CMP - CORRUGATED PLASTIC PIPE
- VCP - VITRIFIED CLAY PIPE
- PDE - PERM. DRAINAGE EASEMENT
- PSE - PERM. SAN. SEWER EASEMENT
- TDE - TEMP. DRAINAGE ESMT.
- TCE - TEMP. CONSTRUCTION ESMT.
- SIS - NCDOT ROADWAY STATION
- NT - NON-TANGENT CURVE
- CH - CHORD
- TYP - TYPICAL
- T/C - TOP OF CURB
- E - EDGE OF PAVEMENT
- TW - TOP OF WALL
- B - BOTTOM OF WALL
- TS - TOP OF STEPS
- BIS - BOTTOM OF STEPS
- INV - INVERT ELEVATION
- C - CENTERLINE
- TM - TEMP. BENCH MARK
- SP - SURVEY CONTROL PT.
- RT - RIGHT-OF-WAY MONUMENT

- WATER AREA
- RIP RAP
- DIRT/GRAVEL
- WETLANDS AREA
- FLOODWAY
- CONCRETE

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ALTA/NSPS LAND TITLE SURVEY

2061 MULBERRY RD

—prepared for—
MULBERRY HOLDINGS, LLC
NUMBER ONE TWP., CONCORD, CABARRUS COUNTY, NC
DATE OF LAST FIELD INSPECTION: 27 MAY, 2022
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8267 PHARMILL MULBERRY/PHARMILL MULBERRY.dwg



Application for Variance
Case #2022-01(V)
October 11, 2022

Applicant: Eastover Land Surveying Company, PA
10430 Park Road, Suite 300
Charlotte, NC 28210

Property Owner: Eastwood Construction Partners, LLC
2857 Westport Road
Charlotte, NC 28208

Property Location: 3875 Center Place Drive
PIN 5517-08-6503

Property Zoning: CZ-RV Conditional Zoning Residential Village

Property Size: Approximately 0.129 acres

Staff Report By: Planning and Zoning Department

Request:

Eastover Land Surveying, as applicant for the property owner, is requesting a variance from Table 4.7-1 of the Unified Development Ordinance which reads:

- Minimum required side setback for principal structures shall be seven (7) feet.

The applicant is requesting that a 1.6' encroachment be allowed into the required 7-foot side setback. The applicant has submitted several exhibits to illustrate this point:

- **Exhibit A** – Survey with original approval.
- **Exhibit B** – Survey and as-built drawing showing 1.6' encroachment
- **Exhibit C – Explanation:** The original plot plan did not include the 4' garage extension and was centered on the lot giving 9.5' setback clearance as shown on the attached pdf. That placement was staked in the field. Afterwards a 4' garage storage extension was added to the layout, resulting in a shift to accommodate this extension -giving 7.5' of side yard clearance. A request was made by the builder to re-stake the new layout in the field; however, instead of shifting the form to the revised location, the subsequent contractor just added the option resulting in the 1.6' encroachment.

Harrisburg Board of Adjustment

Case #2022-01(V)

October 11, 2022

Criteria for Granting Variance:

In determining whether to approve, approve with conditions, or deny a Variance, the Board of Adjustment shall consider the provisions of Section 145.01.07, Common Decision Criteria, together with the following:

1. **Unnecessary Hardship.** Unnecessary hardship would result from the strict application of the regulation. It is not necessary to demonstrate that, in the absence of the Variance, no reasonable use can be made of the property.
2. **Conditions Peculiar to the Property.** The hardship results from conditions that are peculiar to the property, such as location, size, or topography. Hardships resulting from personal circumstances, as well as hardships resulting from conditions that are common to the neighborhood or the public, may not be the basis for granting a Variance.
3. **Actions Taken by the Applicant or the Property Owner.** The hardship did not result from actions taken by the applicant or the property owner. The act of purchasing property with knowledge that circumstances exist that may justify the granting of a Variance is not a self-created hardship.
4. **Spirit, Purpose, and Intent.** The requested Variance is consistent with the spirit, purpose, and intent of the regulation, such that public safety is secured and substantial justice is achieved.

Decision:

To grant the requested variance, the Board of Adjustment will need to make a positive “Finding of Fact (FOF)” for each of the four (4) criteria above. If any of the four (4) criteria do not receive a positive FOF, the Variance must be denied. Per NCGS 160D-406 (i), approval of the variance requires a 4/5 vote (80%).

Additional Information:

- A. If granted, a final site plan must be submitted to the Planning and Zoning Department for review to ensure that all other regulations are met per the Harrisburg UDO, as well as any approved variations from the ordinance granted by the Board of Adjustment.
- B. The applicant has submitted a complete application and has complied with the process of review per Section 145.04.01 of the Harrisburg UDO.
- C. The public hearing notice has been published as required by the Harrisburg UDO.
- D. The adjacent property owners have been notified by US Mail as required by the Harrisburg UDO.
- E. A sign has been placed on the property stating the time, date, and location of the public hearing.
- F. If approved, a variance granting order must be notarized and filed at the Cabarrus County Register Deeds.

Final Decision

Motion: For Approval____ or Denial ____

Vote: For _____ Against _____



Harrisburg NC

The right side of opportunity

Planning & Zoning Department

4100 Main Street Ste 102, Harrisburg, NC 28075

(704) 455-5614

Quasi-Judicial Approval Application

1. Application Type (select all that apply)

☒ Variance ☐ Floodplain Variance ☐ Special Use Permit ☐ Appeal of Administrative Decision

2. Project Information

- a. Project Name: LOT 39 HARRISBURG VILLAGE PHASE 1 MAP 2
- b. Project Location/Address: 3875 CENTER PLACE DRIVE
- c. Tax Map and Parcel Number (PIN): 01-0101-0039.00 55170865030000
- d. Zoning: Existing: RV-CZ Proposed: _____
- e. Land Use: Existing: SINGLE FAMILY RESIDENTIAL Proposed: _____
- f. Description of Request (attach separate sheet if needed):

REDUCTION OF 7' MIN. SIDEYARD BY 1.6'.
OPTIONAL 1 STORY GARAGE STORAGE CONSTRUCTED BEYOND
RIGHT SIDE YARD SETBACK.

3. Contact Information

- a. Project Manager/Contact Person: JAMES LOSEE
Company: EASTWOOD CONSTRUCTION PARTNERS, LLC
Address: 2857 WESTPORT RD. City, State, Zip: CHARLOTTE, NC 28208
Phone Number: 704 201 4394 Email Address: jlosee@eastwoodhomes.com
- b. Applicant Name (if different than above): WILLIAM BUI
Company: EASTOVER LAND SURVEYING COMPANY, PA
Address: 10430 PARK RD. SUITE 300 City, State, Zip: CHARLOTTE, NC 28210
Phone Number: 704-927-8083 Email Address: wbui@eastoversurvey.com
- c. Owner Name: MARC BATTISTE - AGENT
Company: EASTWOOD CONSTRUCTION PARTNERS, LLC
Address: 2857 WESTPORT RD. City, State, Zip: CHARLOTTE, NC 28208
Phone Number: 704 507 7033 Email Address: mbattiste@eastwoodhomes.com

4. Owner's Consent

EASTWOOD CONSTRUCTION PARTNERS, LLC ("Owner") certifies that it is the owner of the property located at 3875 CENTER PLACE DRIVE ("Subject Property") and expressly consents to the use of the Subject Property as described in this application and to all conditions that may be agreed to as a part of the approval of this application, which may be imposed by the decision making board.

Owner hereby authorizes, EASTOVER LAND SURVEY COMPANY as agent, to file this application and represent Owner at any and all meetings and hearings required for the approval of this application.

Owner's Signature: Marc Battiste Date: 9.23.2022

5. Affidavit of Completeness and Accuracy (to be completed by the individual submitting the application)

Project Name: LOT 39 HARRISBURG VILLAGE PH1 MP2 Submittal Date: 9-23-2022

STATEMENT OF COMPLETENESS AND ACCURACY:

I hereby certify all property owners have full knowledge the property they own is the subject of this application. I hereby certify the statements or information made in any paper or plans submitted herewith are true and correct to the best of my knowledge. I understand this application, related application material and all attachments become official records of the Planning and Zoning Department of Harrisburg, North Carolina, and will not be returned.

I understand that any knowingly false, inaccurate or incomplete information provided by me will result in the denial, revocation or administrative withdrawal of this application, request, approval or permit. I further acknowledge that additional information may be required to process this application. I further consent to the Town of Harrisburg to publish, copy or reproduce any copyrighted documents submitted as a part of this application for any third party. I further agree to all terms and conditions, which may be imposed as part of the approval of this application.

Applicant Name: EASTOVER LAND SURVEY COMPANY, PA

Applicant Signature: [Signature]

6. Staff Use Only:

Record of Process

Date Received: _____

Application Number: _____

Is Application Complete?

☐

Yes

☐

No

Public Hearing Date(s): _____

Published Notice Date: _____

Mailed Notice Date: _____

Posted Notice Date: _____

Final Action Applicant Notification Mailed Date: _____

Town Staff Signature: _____

Record of Decision

Reviewed By: _____

Recommendation:

☐

Approve

☐

Deny

Final Action:

☐

Approve

☐

Deny

7. Required Attachments

All development application submittals must be accompanied by:

- Applicable fee(s) (see Master Fee Schedule in Appendix B of the Development Guidebook);
- Attachments listed in under the pertinent application;
- Case numbers of other related development applications; and
- Any additional information or attachments required by the Town Attorney, Director or other Town staff, Historic Preservation Commission, Planning and Zoning Board, Board of Adjustment, or Town Council.

Consult staff during pre-application meeting for any required paper copies consult staff during pre-application meeting for any required paper copies.

Variance

1. List of all abutting property owners' name, mailing address, and PINs
2. Sketch plan showing:
 - a. Boundaries of property
 - b. Size and location of all existing building(s)
 - c. Size and location of all proposed buildings, parking facilities, and accessory structures
 - d. Number, location, and type of any proposed screening or buffering
3. List of the UDO section(s) seeking relief from
4. Provide reasons for seeking variance
5. Explanation of how request meets the specific review criteria in UDO Section 145.04.01, *Variance*

Special Use Permit

1. List of all abutting property owners' name, mailing address, and PINs
2. Land use of all abutting properties
3. Explanation of how request meets the specific review criteria in UDO Section 145.04.03, *Special Use Permit*
4. Sketch Plan, Traffic Impact Study, etc. if determined necessary

Floodplain Variance

1. List of all abutting property owners' name, mailing address, and PINs
2. Sketch plan showing:
 - a. Boundaries of property
 - b. Size and location of all existing building(s)
 - c. Size and location of all proposed buildings, parking facilities, and accessory structures
 - d. Number, location, and type of any proposed screening or buffering
3. List of the specific section(s) in UDO Chapter 143 seeking relief from
4. Provide reasons for seeking variance
5. Explanation of how request meets the specific review criteria in UDO Section 145.04.02, *Variance, Floodplain*

Appeal of Administrative Decision

1. A written letter describing the request including applicant's interpretation of the provision(s) in question and reasons for that interpretation. Applicant may be required to prove any facts included in letter to the BOA

FINDING OF FACT CHECKLIST

Please provide an explanation to each point in the space provided.

1. Unnecessary hardship would result from the strict application of the ordinance. It shall not be necessary to demonstrate that, in the absence of the variance, no reasonable use can be made of the property

CURRENT ZONING OF PROPERTY REQUIRES MIN. 7 SIDEYARD.
1.6' X 14' OF CONSTRUCTED GARAGE STORAGE DOES NOT
MEET REQUIREMENT. REQUESTING 1.6' REDUCTION
OF REQUIRED SIDEYARD.

2. The hardship results from conditions that are peculiar to the property, such as location, size, or topography. Hardships resulting from personal circumstances, as well as hardships resulting from conditions that are common to the neighborhood or the general public, may not be the basis for granting a variance.

1.6' X 14' PORTION OF GARAGE STORAGE IN SIDEYARD.
CIRCUMSTANCE IS NOT A HARDSHIP RESULTING FROM.
PROPERTY LOCATION, SIZE, OR TOPOGRAPHY.

3. The hardship did not result from actions taken by the applicant or the property owner. The act of purchasing property with knowledge that circumstances exist that may justify the granting of a variance shall not be regarded as a self-created hardship.

ORIGINAL PROPOSED HOUSE W/O GAR. OPT. MET SIDEYARD REQUIREMENT,
AND WAS STAKED IN THE FIELD. REVISED HOUSE W/GAR OPT. WAS
ISSUED AND LOCATION WAS SHIFTED LEFT. REVISED LOCATION WAS RESTAKED
IN THE FIELD. SUBSEQUENT CONTRACTOR CONSTRUCTED USING INITIAL
HOUSE LOCATION AND NOT NEW REVISED HOUSE LOCATION.

4. The requested variance is consistent with the spirit, purpose, and intent of the ordinance, such that public safety is secured, and substantial justice is achieved.

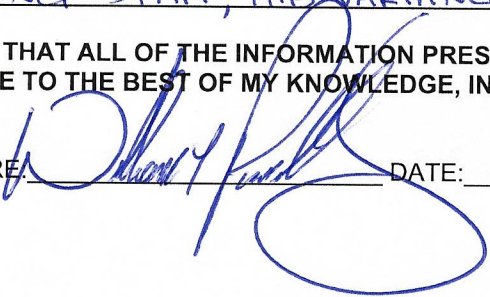
OUR SPIRIT, PURPOSE, AND INTENT IS TO ADHERE TO THE
REQUIREMENTS OF THE ORDINANCE, DUE TO FACTORS AND
DECISIONS OF OUTSIDE CONTRACTORS THAT FALL BEYOND
OUR CONTROL, THE ORDINANCE VIOLATION WAS DISCOVERED,
AND EXISTS.

Possible Conditions, suggested by the applicant

If the Board of Adjustment finds that a variance may be in order but the Board still has concerns in granting the variance, reasonable conditions can be imposed to assure that any of the five points will continue to be met and not violated. In your review of the five points, are there any conditions that you believe would clarify the justification of a variance? If so, suggest these conditions in the space below.

WITH THE PRELIMINARY REVIEW, & SUPPORT OF THE
PLANNING STAFF; THIS VARIANCE HAS BEEN APPLIED FOR.

I CERTIFY THAT ALL OF THE INFORMATION PRESENTED BY ME IN THIS APPLICATION IS ACCURATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.

SIGNATURE: 

DATE: 9/27/22



1. BUILDER ASSUMES RESPONSIBILITY FOR GRADING LOT AND/OR DESIGNING STEPS, PORCHES, DECKS, ETC. AS NECESSARY TO PREVENT ENCROACHMENT INTO SETBACKS.
2. HOUSE DIMENSIONS AND OPTIONS SHOULD BE VERIFIED WITH CONTRACTOR PRIOR TO CONSTRUCTION.
3. SETBACKS/ EASEMENTS SHOULD BE VERIFIED WITH DEVELOPER AND LOCAL OFFICIALS PRIOR TO CONSTRUCTION.
4. THIS IS A CONCEPTUAL DRAWING AND CONTENTS SHOWN HEREON ARE SUBJECT TO CHANGE UPON FINAL CONSTRUCTION.

MB. 89 PGS. 109-110
MB. 90 PGS. 1-3



DATE: DECEMBER 14, 2021



October 6, 2022

Notice of Variance Hearing H-2022-01(V)

To Whom It May Concern;

This letter is to inform you that Eastwood Land Surveying Company, PA, acting as applicant for property owner Eastwood Construction Partners, LLC, has petitioned the Town of Harrisburg Board of Adjustment for a Variance from the terms of the Harrisburg Unified Development Ordinance, Section 140.02.01(D). The request involves parcel PIN 5517-08-6503, addressed as 3875 Center Place Drive. The request to be considered at this hearing is as follows:

A. Variance to allow a 1.6' encroachment into the required 7' side yard setback.

A Public Hearing will be held October 18th, 2022, at 6:00 PM. The Harrisburg Board of Adjustment will hear the proposed Variance and render a decision. There will be a sign posted on the property prior to the hearing. The application is on file in the Harrisburg Planning and Zoning Department for review and at the following link. You have the option to either attend the meeting in person or join virtually. To provide testimony, you will need to be present and sworn in by Town Attorney. For further information please contact the Planning and Zoning Department at 704-455-5614.

Virtual Meeting Information:

Please click this URL to join:

<https://us02web.zoom.us/j/82922934233?pwd=UUUVIbHIWeng1YStOUUVmVWdtZXIIQT09>

Passcode: 249745

Or join by phone: (929) 205 6099

Dial: (929) 205 6099

Webinar ID: 829 2293 4233

Variance H-2022-01(V) Public Hearing

Date: Tuesday, October 18th, 2022

Time: 6:00 PM

Location: Harrisburg Town Hall
4100 Main Street
Harrisburg, NC 28075

Sincerely,


Craig Thomas, Senior Planner
Town of Harrisburg

Variance – Parcel Map (3875 Center Place Drive)

