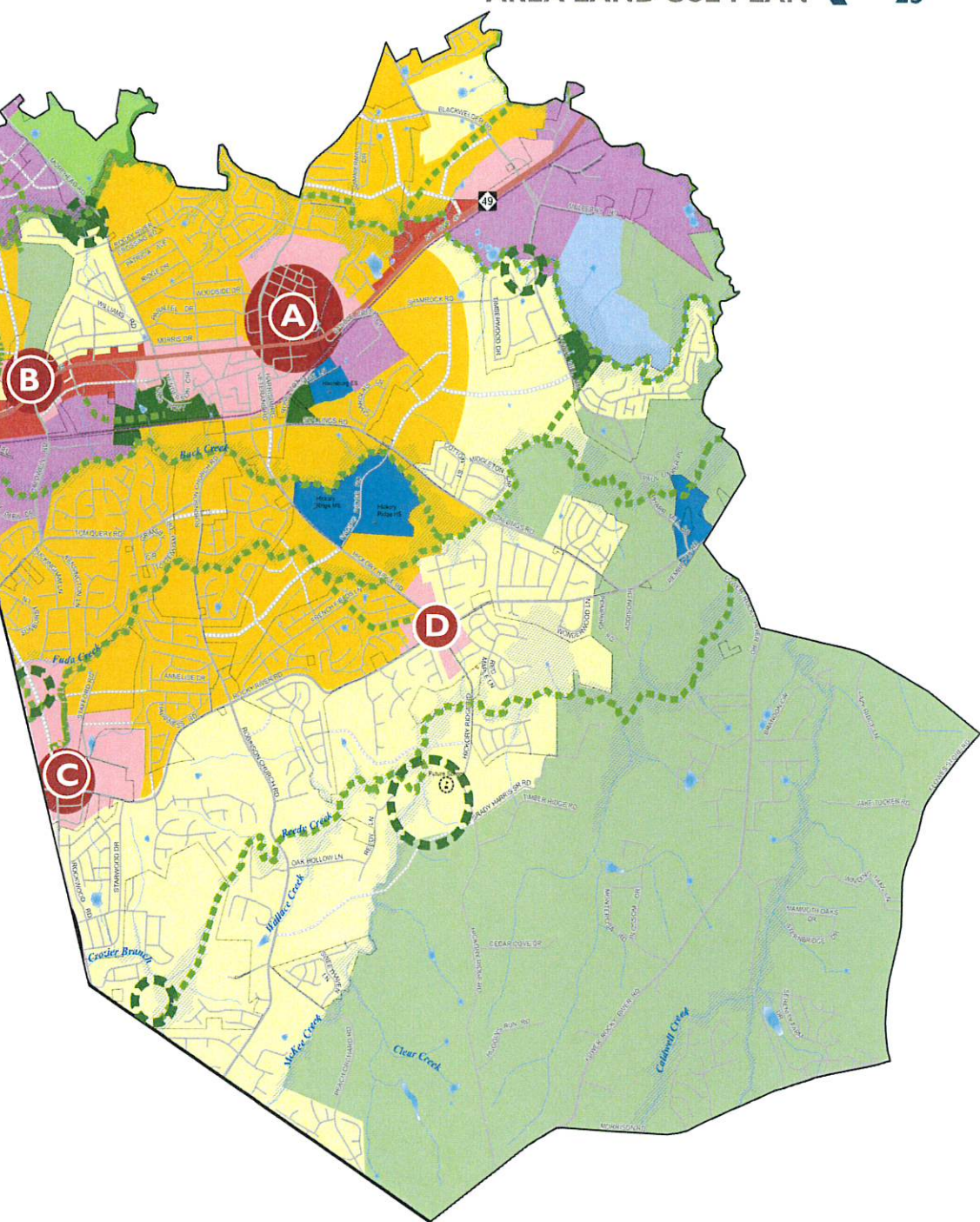


This map displays a conceptual future road network and will serve as input into the future Comprehensive Transportation Plan (CTP), maintained by Cabarrus-Rowan Metropolitan Planning Organization (MPO). The future road alignment will generally follow the concept, exact road alignments and designs are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

- Future Land Use**
- Park
  - Private Recreation
  - Very Low Density Residential
  - Low Density Residential
  - Medium Density Residential
  - High Density Residential
  - Mixed Use
  - Mixed Use Center
  - Office
  - Institutional
  - Commercial
  - Light Industrial
- Parks and Recreation**
- Planned Greenways
  - Potential Thread Trail
  - Proposed Parks
- Roadways**
- Existing Thoroughfare
  - Proposed Arterial
  - Proposed Collector/Local
- Context**
- City Limits
  - County Boundary
  - Existing Schools
  - Future School Site
  - Floodplain (100yr)



- A** This area will be the center of activity in Harrisburg. The core will have multi-story buildings with a mix of uses and active street fronts. This node will have the largest footprint of commercial and office of all the mixed-use nodes. It will also include a mix of housing including condominiums and townhomes.
- B** As described in the Morehead West Area Plan, this area will include 2-3 story buildings and commercial (local-serving retail and office) center. Land use will transition to mixed residential development away from NC-49 but "within easy walking distance."
- C** This node will include a small neighborhood- and employment-serving commercial center (retail and offices uses) with 2-3 story buildings, complementing a range of institutional uses.
- D** This node will have a smaller non-residential component comprised primarily of neighborhood-serving uses (convenience retail, small restaurants, and service uses). Adjoining townhome and small-lot single family home developments will be designed with pedestrian connections to the center.

Figure 4. Future Land Use Map