



Proposed Text Amendment

Development Services
420 McKinney Pkwy.
P.O. Box 65, Lillington, NC 27546
Phone: (910) 893-7525 Fax: (910) 893-2793
Case: PLAN2610-0001

Staff: Sarah Arbour, Long Range Planner sarbour@harnett.org (910) 814-6414

Planning Board: November 2, 2026 County Commissioners: November 16, 2026

Applicant Information

Applicant:

Name: Harnett County Development Services
Address: 420 McKinney Pkwy.
City/State/Zip: Lillington, NC 27546
Phone: 910-893-7525, x2

Type of Change

☒ New Addition ☒ Revision

Unified Development Ordinance

Ordinance: <u>Ordinance</u>	Article: <u>I.</u> <u>III.</u>	Section: <u>10.</u> <u>3.3-3.3.5;</u> <u>4.1.4;5.3;7.1;</u> <u>7.3.1.B.1;</u> <u>7.3.2.D.2</u> <u>8.2.3;</u> <u>VII.</u> <u>XIV.</u>	<u>2.5.C;2.6.1;</u> <u>2.9;4.0;</u> <u>13.2.B;</u> <u>2.0</u>
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Proposed Text:

ARTICLE I. GENERAL PROVISIONS

SECTION 10.0 SEVERABILITY

If for any reason one or more sections, sentences, clauses, or parts of this Ordinance are held invalid, such judgment shall not affect, impair, or invalidate the remaining provisions of this Ordinance.

In adopting this UDO, it is the express intent of the Board of Commissioners that no provision of this UDO shall constitute or effectuate a “down-zoning” or create a nonconformity without the written consent of the affected property owner, as required by N.C.G.S. § 160D-601(d). To the extent that any provision of this UDO would constitute a “down-zoning” or create any such nonconformity without the written consent of the affected property owner, that provision shall be deemed inapplicable to the affected property. The remaining provisions of this UDO shall continue to apply and be enforced to the fullest extent possible. Should N.C.G.S. § 160D-601(d) be subsequently amended or repealed, this UDO shall be administered and enforced to the fullest extent permitted by law.

ARTICLE III. DEVELOPMENT & SUBDIVISION REVIEW, PERMITTING, & APPROVAL REQUIREMENTS

SECTION 3.0 GENERAL DEVELOPMENT REVIEW REQUIREMENTS

3.3 Traffic Impact Analysis

~~A traffic impact analysis shall be submitted to the Planning Department as part of the site plan submittal for all developments and subdivisions if required by NCDOT and/or with all regional site plans, as defined by this Ordinance.~~

3.3.1 Applicability

A Transportation Impact Analysis (TIA) shall be submitted to the Planning Department as part of the site plan submittal for all developments and subdivisions if:

- A. Required by the North Carolina Department of Transportation (NCDOT); or
- B. The development or subdivision is projected to generate 500 or more average daily trips, or 100 or more peak hour trips, as estimated using the latest edition of the Institute of Traffic Engineers (ITE) Trip Generation Manual; or
- C. The Administrator finds that the proposed development:
 - 1. May substantially affect transportation capacity, level of service, or safety conditions;
 - 2. Is in an area with a history of frequent crashes or other documented transportation safety concern;
 - 3. Is located within or adjacent to a congested corridor or intersection;
 - 4. May create or materially modify a leg of a signalized intersection; or
 - 5. May exacerbate existing operational or safety challenges, including but not limited to railroad crossings, emergency access points, school access points, inadequate sight distance, blind spots, or substandard roadway alignments.

Prior to the submission of a plan, the potential applicant should consult with the Administrator and NCDOT, as appropriate, at a predevelopment meeting to determine if the proposed development will require the preparation of a TIA. If a TIA is determined to be required, this predevelopment meeting should also be used to discuss known transportation safety and capacity concerns and the scope and requirements for the TIA pursuant to Section 3.3.2.

The requirement to submit a TIA may be waived by the Administrator if potential impacts have been adequately addressed by a prior analysis for the same site, provided that the proposed development, trip generation, and study assumptions have not materially changed.

3.3.2 Transportation Impact Analysis Types

When a TIA is required, the level of analysis shall be based on the Average Daily Trips (ADT) the proposed development is projected to generate, as estimated using the latest edition of the ITE Trip Generation Manual.

<u>Type of Analysis Required</u>	<u>Threshold</u>
<u>Level 1 – Trip Generation Memo</u>	<u>≥ 500 ADT to < 3,000 ADT; OR ≥100 peak hour trips</u>
<u>Level 2 – Transportation Impact Analysis</u>	<u>≥ 3,000 ADT</u>

All TIAs shall be prepared by a professional engineer licensed in the State of North Carolina with demonstrated experience in transportation analysis. The County may require the applicant to use a professional engineer from a pre-screened list of third-party experts. The applicant shall bear all costs associated with the preparation of a TIA.

A. Level 1 – Trip Generation Memo: A Level 1 analysis shall include, at a minimum:

1. Site location (address and/or parcel ID), acreage, and zoning;
2. Existing and proposed land uses;
3. Gross floor area of non-residential uses;
4. Number and type of dwelling units;
5. Land use history for the preceding five years;
6. Existing and projected trip generation;
7. Access locations, configurations, and anticipated impacts to the transportation network;
8. Sight distance assessment for existing and proposed intersections;
9. Identification of prior TIAs for the same site;
10. Identification of nearby proposed developments and TIAs;
11. Establishing a study area for analyzing nearby multimodal infrastructure, crash history, and programmed transportation improvements.
12. Summary of existing and planned multimodal infrastructure and access;
13. Crash data for the most recent five-year period, including severity and contributing factors, with fatalities documented separately;
14. Multimodal access analysis, including pedestrian, bicycle, and transit facilities, within a 1/4-mile pedestrian shed and 1-mile bicycle shed; and
15. Identification of relevant programmed transportation improvements.

B. Level 2 – Traffic Impact Analysis: A level 2 analysis shall include all required elements for a level 1 analysis and:

1. Quantify the impacts of the proposed development on the transportation network;
2. Evaluate roadway, intersection, and multimodal (pedestrian, bicycle, and transit) conditions;
3. Conform to applicable NCDOT standards and guidelines;
4. Be prepared in coordination with the NCDOT District Engineer, as applicable; and
5. Identify mitigation measures necessary to offset identified impacts.

3.3.3 Phased Development

Development shall not be phased or segmented for the purpose of avoiding TIA requirements. The trip generation thresholds specified in 3.3.2 shall be cumulative across all phases of a development.

A. A TIA shall be required for a phase when:

1. The phase independently meets the applicable threshold; or
2. The phase, when combined with prior phases, meets the applicable threshold.

Once a development meets the threshold, the applicable TIA requirement shall apply to the entire development. Subsequent phases shall require an updated analysis reflecting total build-out conditions.

B. The zoning administrator may determine that multiple applications constitute phases within a single development based on evidence including, but not limited to:

1. Common ownership or control;
2. Shared or coordinated infrastructure;
3. Timing and sequencing of development;
4. Coordinated marketing or development plans; or
5. Other indicators of a unified development.

C. Mitigation requirements for each phase shall be based on the incremental impacts of that phase in combination with previously approved phases.

3.3.4. Transportation Improvement Requirements

A. The TIA shall quantify the portion of impacts attributable to the proposed development and identify mitigation measures proportionate to those impacts. Any transportation improvement, dedication of right-of-way, or other mitigation required pursuant to this Section shall:

1. Have an essential nexus to the impacts of the proposed development; and
2. Be roughly proportional, both in nature and extent, to the impacts of the proposed development as demonstrated in the TIA.

B. Where a TIA identifies impacts, the applicant shall implement mitigation measures, which may include the following:

1. A left turn lane, right turn lane, and/or right turn taper improvements may be required pursuant to a turn lane warrant analysis and the requirements of the NCDOT Driveway Manual or other NCDOT standards.
2. If a subject development falls along a road projected to be widened by NCDOT or an adopted County plan, additional right-of-way along the development's road frontage shall be dedicated as deemed acceptable by NCDOT.
3. If a road segment or intersection approach is currently performing at Level of Service (LOS) D or better, and is projected to perform at LOS E or F at the time of build-out, improvements must be made to maintain the road segment or intersection approach at LOS D. This may include the need for a signal warrant analysis. LOS and delay metrics may be used to evaluate impacts; however, mitigation requirements shall be based on the extent to which the proposed development contributes to identified deficiencies.
4. If a road segment or intersection is expected to have a 25 percent (25%) or greater increase in average intersection delay at the time of build-out, improvements must be made to maintain the current average intersection delay of the road segment or intersection.
5. If contributing factors are identified for prevalent crash types, frequent crash locations, and/or serious injury or fatal crashes, recommendations to eliminate or mitigate these features shall be included. Such mitigation shall be described in the TIA.
6. Mitigation is required for high crash sites. This includes crash sites with a high severity index (>8.4) and/or locations with crash rates greater than the critical or statewide crash rates. Recommendations for safety mitigations shall be described in the TIA.
7. Where safety mitigations are identified and described in the TIA, they should include proven safety countermeasures, which may include, but are not limited to, the addition of dedicated turn lanes, traffic signals, pedestrian hybrid beacons, protected left turn phasing at existing or proposed traffic signals, roundabouts or other alternative intersections, corridor access management improvements, and/or chicanes or other traffic calming strategies.
8. The construction of pedestrian facilities may be required to provide safe pedestrian access to schools,

commercial and office uses, multifamily residential uses, single family residential subdivisions, planned unit developments, and other developments expected to generate or attract pedestrian trips. The construction of pedestrian facilities may also be required to provide safe connections to existing pedestrian facilities.

9. The construction of bicycle facilities may be required to provide safe cycling access to schools, commercial and office uses, multifamily residential uses, single family residential subdivisions, planned unit developments, and other developments expected to generate or attract bicyclist trips. The construction of bicycle facilities may also be required to provide safe connections to existing bicycle facilities.

10. The construction of transit facilities, such as bus stop boarding pads, bus stop signage/markers, bus stop shelters or benches, bus pull-outs, and/or improved pedestrian facilities near existing or proposed bus stops may be required to provide safe access to transit riders.

11. Additional improvements may be required based on the TIA recommendations related to topographic/environmental conditions; sight distance; street offsets; conflicting movements; existing crash data; circulation; pedestrian, bicyclist, and transit rider safety and mobility; and other potential traffic issues resulting from the proposed development. Additionally, the Administrator may require additional mitigation measures where supported by the TIA, provided such measures meet the nexus and proportionality requirements of this Section.

3.3.5 Failure to Meet Requirements

Failure to meet all requirements listed within this Section may constitute denial of the development application.

4.1.4 Site Plan Requirements

In order for a site plan to be considered complete, the applicant shall submit a site plan according to the table below. A professional survey drawn site plan shall be required for all multifamily residential, and neighborhood, community, and regional site plans. A survey drawn site plan shall be required for minor site plans if located in the Highway Corridor or Military Overlay Zoning District, or within the Airport Height Control, Water Supply Watershed, or Flood Plain regulations, or if the development is located on a nonconforming lot of record or structural nonconformity.

	SINGLE-FAMILY RESIDENTIAL	MULTI-FAMILY RESIDENTIAL	MINOR SITE PLAN	NEIGHBORHOOD SITE PLAN	COMMUNITY SITE PLAN	REGIONAL SITE PLAN
Traffic Impact Analysis			<i>Refer to Article III, Section 3.3</i>			✕

5.3 Manufactured Home Park Site Plan Requirements

In order for a site plan to be considered complete, the applicant shall submit a site plan according to the table below. A professional survey drawn site plan shall be required for all manufactured home park site plans.

	BOARD OF ADJUSTMENT SITE PLAN	DEVELOPMENT REVIEW BOARD SITE PLAN	PARK ALTERATION SITE PLAN	EXISTING, UNPERMITTED PARK SITE PLAN
Traffic Impact Analysis, If Completed	✕	✕		
Traffic Impact Analysis	<i>Refer to Article III, Section 3.3</i>			

SECTION 7.0 PLANNED UNIT DEVELOPMENT & OFFICE & INSTITUTIONAL DEVELOPMENT PLAN REVIEW REQUIREMENTS

7.1 Development Plan Requirements

In order for a site plan to be considered complete, the applicant shall submit a development plan according to the table below. The criteria listed below may be provided in either narrative or illustrative form, or both as applicable.

	PUD DEVELOPMENT PLAN	O&I DEVELOPMENT PLAN
Traffic Impact Analysis, If Completed	×	×
Traffic Impact Analysis	Refer to Article III, Section 3.3	

7.3 Office & Institutional Development Plan

7.3.1 Application Submittal Requirements

- A. Specific descriptions of proposed development with building locations, building sizes, parking arrangements, and description of building heights with consideration of impact on adjacent areas. See “Development Plan Requirements” below.
- B. Analysis of impacts resulting from proposed development, along with options to mitigate impacts relating to:
 1. Transportation management **including** traffic, parking, bikes, **and** pedestrians. **Refer to Article III, Section 3.3, “Transportation Impact Analysis”.**

7.3.2 Design Standards

D. Transportation

Development proposed in the development plan shall be accompanied by measures to mitigate transportation impacts that are caused by the development. **Refer to Article III, Section 3.3, “Transportation Impact Analysis”.**

8.2.3 Subdivision Plat/Plan Requirements

In order for a subdivision plat/plan, exempt map, or master sketch plan to be considered complete, the applicant shall submit a site plan according to the table below:

	EXEMPT PLAT	MINOR SUBDIVISION	PRELIMINARY SUBDIVISION	FINAL SUBDIVISION	MASTER SKETCH PLAN
Traffic Impact Analysis, If Completed			×		
		Refer to Article III, Section 3.3, “Transportation Impact Analysis”			

ARTICLE VII. DEVELOPMENT DESIGN GUIDELINES

SECTION 2.0 STREET & TRANSPORTATION STANDARDS

2.5 Subdivision Street Disclosure Statement

C. Recorded Ingress & Egress Easement Maintenance Agreement

Where easements provide required access, they shall meet all applicable standards. Ingress and Egress easements with more than two (2) lots will provide a continued maintenance agreement. ~~and shall be approved by the Planning Director or designee and recorded with the County Register of Deeds in a legally valid and binding instrument that describes the method of maintenance, who will be responsible for maintenance, and the properties which the easement access way serves.~~ **The agreement is required to include the method of maintenance, the responsible party or parties, all properties served by the easement (with new lots identified by lot number on the plat), and the width and type of easement (for example, a 50-foot-wide access and utility easement). The road maintenance agreement and the plat must be recorded simultaneously**

with the County Register of Deeds in a legally valid and binding instrument so that each document can reference the other's book and page number. See Subsection "Easements" below for further information.

2.9 Marginal Access Streets

It is the intent of this regulation, in accordance with NCDOT, to limit access onto principal arterial streets where appropriate, in order to maintain the traffic capacity and encourage smooth traffic flow. Where a tract of land to be subdivided adjoins a principal arterial street, the subdivider may be required to provide a marginal access street parallel to the arterial street or reverse frontage on a minor street for the lots to be developed adjacent to the arterial. Where reverse frontage is established, private driveways shall be prevented from having direct access to the principal arterial. Marginal access streets shall be ~~built to the minimum requirements as stated in "Street Design Standards on Existing Easements" of Subsection "Minor Subdivision Streets" of this Section.~~ **a minimum of 20 feet in width and paved in concrete.**

SECTION 4.0 SIDEWALK STANDARDS

Sidewalks shall be installed in accordance with the Compatibility Development Concept, as required by use regulations for specific uses, in nonresidential development located within the Employment Mixed Use and Compact Mixed Use Classifications identified by the Harnett County Land Use Plan, or as otherwise stated herein. Sidewalks required by this Ordinance shall be designed and constructed in accordance with the following standards:

A. Anywhere that a sidewalk or pedestrian pathway is required by this ordinance it shall be compliant with the Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way (PROWAG), as published by the U.S. Access Board (36 CFR Part 1190), as amended. All sidewalks and pedestrian pathways shall include a compliant pedestrian access route. All required sidewalks and pedestrian facilities shall be shown on applicable development plans and submitted in accordance with the requirements of the relevant development review process.

~~A.B.~~ The sidewalk shall be constructed of concrete material.

~~B.C.~~ The developer shall bear the costs of the installation of the sidewalks required for all new or existing streets with specifications of the County. In lieu of requiring the installation prior to approval the developer may enter into an agreement with the County in accordance with Section "Improvement Guarantees" of this Ordinance.

~~C.D.~~ Shoulders shall be sufficient to permit the adequate installation and maintenance of sidewalks and utilities, as well as provide sufficient clear zone, as defined by NCDOT, for safe use by errant vehicles.

~~D.E.~~ The minimum thickness of a sidewalk shall be four (4) inches and six (6) inches at driveways; and with a minimum width of five (5) feet. Sidewalks shall have a uniform slope toward the roadway of one-quarter ($\frac{1}{4}$) inch per foot. The utility strip between the sidewalk and the back of curb shall not be less than one-quarter ($\frac{1}{4}$) inch per foot nor greater than one-half ($\frac{1}{2}$) inch per foot toward the roadway.

~~E. Where sidewalks and/or greenways intersect any section of curb and gutter, a wheelchair ramp shall be installed. In all other instances, the regulations of the Americans with Disabilities Act shall be adhered to.~~

F. Grooved construction joints shall be cut to a depth equal to at least one-third ($\frac{1}{3}$) of the total slab thickness. The joint shall be no less than one-eighth ($\frac{1}{8}$) inch in width and cut at intervals equal to the width of the sidewalk. A one-half ($\frac{1}{2}$) inch expansion joint filled with joint filler shall be placed between all rigid objects and placed no farther than 50 feet apart for sidewalks and curb and gutter, extending the full depth of the concrete with top of the filler one-half ($\frac{1}{2}$) inch below the finished surface.

G. Maintenance of sidewalks will be the responsibility of the homeowners' association or comparable individual or group that has responsibility for other common areas. Maintenance of sidewalks shall be addressed in the organizational papers and by-laws.

H. Sidewalks shall be located within the dedicated, non-paved portion of the street right-of-way as follows unless otherwise noted.

STREET CLASSIFICATION	LOCATION	MINIMUM WIDTH	MINIMUM DISTANCE OFF BACK OF CURB
Major Thoroughfare	Both sides of street	5 feet	6.5 feet
Minor Thoroughfare	Both sides of street	5 feet	5.5 feet

Collector, Local or Cul-de-Sac Streets in any Nonresidential or Multifamily Development	Both sides of street	5 feet	3.5 feet
All streets in any Neo-Traditional Development	Both sides of street	5 feet	3.5 feet
Collector Street in any Residential Development	One side of street	4-5 feet	3.5 feet
Local Street or Cul-de-Sac Street in any residential Development	One side of street	4-5 feet	3.5 feet
Private Right-of-Way	Same standard as above for comparable Public Right-of-Way		

I. Pervious Greenways

Sidewalks to be located within watershed, flood areas, or designated wetlands may be substituted with pervious greenways, such as pervious pavers, as approved by the Administrator or Development Review Board upon site plan review. In no case shall sidewalks required by the Comprehensive Transportation Plan be substituted with pervious greenways.

13.2 Bicycle, Pedestrian, & Greenway Plan

A. Purpose & Applicability

The Harnett County Bicycle, Pedestrian, & Greenway Plan is an officially adopted plan addressing short and long range recreation and transportation needs linking quality of life with land use and development within Harnett County. For the purpose of this Ordinance, it shall be the responsibility of developer(s) of major subdivisions, multifamily developments, and nonresidential sites to comply with the Harnett County Bicycle, Pedestrian, & Greenway Plan.

B. Required Improvements

All such development located adjacent to a corridor that is included in the “Long Term Vision” from the County’s Bicycle, Pedestrian, & Greenway Plan, adopted January 19, 2021, or any other officially adopted Plan, shall comply with the prescribed improvements as indicated within said Plan. This may include the installation of the following types of pedestrian and bicycle facilities.

1. Shared-use paths or sidepaths with a minimum width of ten feet (10’) of asphalt with two-foot (2’) crushed gravel shoulders. The asphalt shall be paved with a two-inch (2”) minimum depth on top of a six inch (6”) minimum depth aggregate base.
2. A paved shoulder with a minimum width of four feet (4’) with a minimum eighteen-inch (18”) buffer from the adjacent travel lane. Intermittent rumble strips should be installed in the buffer.

ARTICLE XIV. DEFINITIONS & CERTIFICATIONS

SECTION 2.0 GENERAL DEFINITIONS

2.1 General Definitions

Shared-Use Path

A paved facility that is physically separated from automobile traffic and is intended for two-way travel by pedestrians, bicyclists, and other nonmotorized users. Shared-use paths may run along rivers or creeks, through parks, or parallel to a roadway.

Sidepath

A shared-use path that runs parallel to a roadway.

Street, Marginal Access

A shared access street used for the purpose of limiting the number of driveway connections to a major-thoroughfare (or higher order) or state-maintained road. Marginal access streets are also commonly referred to as “lateral access

driveways.” They typically serve three or more lots in a minor subdivision and have only one access point onto a parallel adjacent thoroughfare.

Reason for Requested Change:

To amend the Harnett County Unified Development Ordinance, Articles I, III, VII, and XIV. The proposed amendment aligns the transportation regulations in the Unified Development Ordinance best practices to promote a safe, efficient, and context sensitive transportation system. The text amendment is based on the findings and recommendations made by the consulting engineer following a review of the County’s Unified Development Ordinance.

Statement-of-Consistency

The requested Text Amendment aligns the transportation related regulations in the Unified Development Ordinance with best practices and promotes a safe, efficient, and context sensitive transportation system, and supports the following goals and strategies outlined in the Harnett Horizons 2040 Comprehensive Land Use Plan. Therefore, the Amendment to Article VII., Section 5.6 of the Unified Development Ordinance is **APPROVED**.

Harnett Horizons 2040 Comprehensive Land Use Plan

Transportation Recommendations:

Goal 2: Develop Improved base standards for developments.

Strategy 2A: Continue to enforce and refine tiered subdivision standards based on district and density.

A.1: Update requirements and standards in the Unified Development Ordinance related to:

- Collector streets
- Driveway spacing along arterials
- Connectivity requirements
- Sidewalks

Strategy 2B: Enhance transportation requirements for large commercial and residential development

B.1: Create multiple tiers of traffic impact analysis requirements based on daily trips required by new development projects.

B.2: Hire a consulting traffic engineer to advise the County on TIA requirements and reviews.

B.3: Require the addition of turn lanes (left turn and right deceleration lane) with appropriate stacking for subdivisions and development projects as needed.

B.4: Require the reservation of right-of-way for planned and necessary improvements during the development review process.