

Harrisburg Area Land Use Plan Stakeholder Interview Notes

INTRODUCTION

The following are notes taken during the stakeholder interview in October 2009. Stakeholders are individuals that represent a variety of backgrounds and areas of interest and they provide key insight into the issues identified during the planning process. The input gathered has an impact on the direction of the plan as it takes shape.

Of the many identified, the following participated:

Jim Amendum, Cabarrus Schools
Holly Blackwelder, Cabarrus Schools
Robert Kluttz, Cabarrus Schools
Len Witke, Cabarrus Schools
Terry Gross, City of Concord
Tom Bach, WSACC
Van Powell, WSACC
Todd Taylor, Town of Harrisburg
Derek Slocum, Town of Harrisburg
Louis Mitchell, NCDOT (Mecklenburg/Charlotte office)
Phil Conrad, CRMPO Director
Marc Morgan, NCDOT (Cabarrus/Albemarle office)
Leah Wagner, NCDOT (Cabarrus/Albemarle office)
Alan Kerley, Orleans Homebuilders
Ann Crenello, Cabarrus County BIA
Diane Honeycutt, Allen Tate Realtors
Bob Rourke, Alpha Commercial Real Estate
Mark Swartz, J & B Development and Management
Jay Howard, Jay Howard Productions
Dana Ritchie, Bank of NC
Lou Lagana, State Farm
Brian Dunn, Harrisburg Fire Chief
David Montague, Harrisburg Fire Marshall
Ray Gilleland, Cabarrus County Sheriff's Office
Paul Hunt, Cabarrus County Sheriff's Office

Dennis McClure, Cabarrus County Sheriff's Office
Michael Stafford, Cabarrus EMS
Tim Hagler, Mayor, Town of Harrisburg
Grace Mynatt, Cabarrus County BOC Vice Chair
Jay White, Cabarrus County BOC Chair
Ronda Poppin, Town of Harrisburg Mayor Pro Tem
Anna Lu Wilson, Cabarrus Economic Development
Michele Reapsmith, Town of Harrisburg Interim Manager
John Day, Cabarrus County Manager
Londa Strong, Cabarrus County Parks and Recreation
Foster Hughes, Harrisburg Parks & Recreation Director
Dennis Testerman, Cabarrus SWCD
Richard Burke, 600 Racing, Inc.

Their input, recorded herein, will be utilized to verify and supplement the data collected from other sources, and to create an initial inventory of issues and potential opportunities.

SCHOOLS

15-year facilities plan is a draft.

We want to be in top 10 districts of State.

Challenges involve rapid growth (has slowed) and construction, older schools need to be remodeled/replaced, limitation to projects that add seats, equity, sewer (Harrisburg elementary), railroad/access to schools, funding.

Railroad closing will exacerbate traffic on Robinson Church.

Want "pure feeder" zones. Elementary = 800-1000; Middle = 1200; High=1500.

Need a school site near intersection south of 49: Rocky River and Robinson Church.

Redistricting plan coming up. Affects Harrisburg, Rocky River, Bethel that are overcrowded. Some students sent to Pitt, but may come back if new school south of 49 gets in place because Pitt is overcrowded.

This is viewed as short slow down. Get pure feeder zones established, renovations done. Ignore slow down to get out in front of construction demand (pretend no slow down).

Planning challenges involve getting permit data (high – always 200+ more students than actual). County data used to find out the builders. Getting closing data from builders. A database is needed.

Staff involved in monthly plan review to determine school impact fee.

\$8,000 per single family lot to be paid upfront (in UDO). Paid at permit stage. Request for fee to be paid at time of closings.

Kannapolis is only municipality with city schools.

Need \$3.7 MIL to get equity issue resolved with upgrades. Strong PTAs get some schools over the funding hurdle for technology upgrades.

Harrisburg in good shape with quality of classrooms.

International school across from Blume property could be moved into Blume, if developed.

If you can landbank for schools you win. APFO ruled illegal and the town is appealing it now.

UTILITIES

WSACC provides centralized service at Rocky River Regional Waste Water Treatment Plant. The plant is 24 MGD and has excess capacity. Long range plans exist to expand the plant to 34 MGD.

Major trunk lines are in place and transmission line also has more capacity.

Reedy/McKee Creek Interceptor to be constructed next year, and is funded jointly with CMUD. CMUD is the major customer.

WSACC is a bulk provider.

WSACC provides only wastewater treatment services for the Town of Harrisburg. Town bills customers so that WSACC is paid.

Challenges involved with rapid growth. Interceptor is not built fast enough.

Existing gravity sewer in good shape.

Town maintains water system, but receives water from Concord.

Water system has pressure problems. Float in tank at the speedway. New modeling is underway to look at this. Fire flow and low pressure is an issue in certain areas. One problem is you can't fill the tank in the town from Concord tank.

Usage varies during the year. Adequate supply is available in the winter months. In the summer, over 1MGD in usage.

Town of Harrisburg has 10 year contract with Concord to have 1MGD in water. Concord involved in buying water from Albemarle. 10 MGD obtained going 18-19 miles with 30" main.

Concord has 5 pressure zones.

Whole county, including Town of Harrisburg, involved in Inter Basin Transfer.

Major issues for water involve time to complete Albemarle contract. Estimate for time includes pipeline. 3 years for construction. Total 4-4.5 year window. 10 MGD from Albemarle (Catawba).

Private systems have involved some developments installing wells.

Water and Sewer master plan underway with the town.

First draft of WS master plan received by town. Will develop a Capital Improvements Program for the town involving what the town needs to do and plan for the next 20 years.

Study area for WS master plan is the same as the land use plan.

WS master plan relies on transportation planning (TAZ) data for making forecasts.

In 2001, Black & Veatch studied growth and made projections. WSACC will have to revise numbers after this plan is developed for the Harrisburg area. The 2001 Black & Veatch projections are off. Consider 2,100 acres at Philip Morris.

How are different studies by multiple entities, projections to be reconciled?

WSACC has a good idea of what they will do. We have a 2 blocks of five years. We did a 50 year master plan. The Reedy Creek line should be finished by 2010. A lot of county area could be annexed. Fuda Creek line is a go from CMUD.

City of Concord is looking at George Liles Parkway. The whole western region pulls off that line. Low fire flow issue. Concord and the county just went through the roundabout by the school bus garage. Harrisburg has a master meter on 29.

Raw water is the limiting factor.

In the past difficulty with growth occurring during drought. Heatherstone subdivision was built on wells.

Discussed issues with securing capacity for wastewater, water. DWQ conducts flow tracking. Wastewater plant not exceeding permitted capacity. In terms of water, "platted" is committed.

TRANSPORTATION

Not a whole lot planned from state perspective. Harrisburg is growing. The main artery (49) is done.

Rocky River Road is not going to be widened.

What's the commuting pattern? Are they going out that way to the interstate and heading to Charlotte? 90% are commuters to Charlotte. Rocky River Road is pretty congested.

Hickory Ridge High and the elementary school are congested.

Philip Morris was a draw to live in Harrisburg.

Our TIP will look like the work plan. The draft is out on the Web site now.

A public hearing will be held in the Harrisburg area regarding the double track rail improvements and any impacts.

Hwy. 49 and Morehead Road is a location where many accidents occur. Another intersection is Hickory Ridge and Stallings Road. Right now, it is a four-way stop. This intersection needs signalization.

Bike and pedestrian problems have to do with the lack of sidewalks. We need sidewalks in place. One of the things holding that up is CMAC grant. The Town is waiting on a CMAC grant to finish the 2010 sidewalk projects listed as "high priority." Rigorous town agreements are likely to be needed.

2 new officers now to pull people over on Hwy. 49.

No access management study done on Hwy. 49.

The county provides rural transit and they will provide a connection to the mall which provides access to CATS. The county should have done that. Service started today. Midland, Mt. pleasant will be served also. Expect some backlash, from this town.

In terms of the rail corridor, the plan is to lead to high speed passenger rail. Right now, there is a piece that's getting the double track. Stops are not yet secured.

Stimulus grant will assist the high speed rail – double track project is happening. The double track project will be added to the TIP.

LandDesign.

90% of right-of-way needed for double track already acquired. Right-of-way issue in Harrisburg. The double track project begins just east of study area boundary and continues to Charlotte. Double track for freight and Amtrak.

Potential closure of Hickory Ridge, Shamrock. Grade separation at Pharr Mill Road planned – will extend across 49. Caldwell likely to go under the railroad tracks.

Speed transitions from 35/45 to 55 mph near Shamrock. Potential for local connection of Shamrock south to Stallings Rd.

Intersection at Hickory Ridge and Stallings is a 4-way stop. Traffic analysis underway to look at the area around this intersection. Ask Jason. Feasibility study underway.

Issues with environmental areas related to Ragin Ridge Rd extension.

The intersection of Stallings Rd and Rocky River Rd has issues and requires improvement.

Possible need to widen Robinson Church Rd between 49 to Tom Query.

Brookdale plans to connect the Plaza Rd extension through the site. Could become a major cut-through corridor.

West circumferential plan from Charlotte moves east to Pharr Mill Rd. This east-west connector would relieve pressure from 49.

Mandate to post the highest, safest speed. Issue with limiting speed on 49 to only 35 mph. Similar issue in Locust. Will cause congestion to occur among other backups. Causes individuals to excessively speed outside area.

2012 date to provide George Liles ext to Roberta. Effort to move this up sooner. Factor in trying to get Philip Morris to redevelop.

Create network on property across from Town Center.

Need to address traffic if Hickory Ridge intersection is closed.

Rocky River Rd on LRTP to be widened to 4 lanes divided. RRR 60,000 AADT+

NCDOT priority is to see how the double track affects traffic in the area. 49 has capacity to handle traffic that is associated with future schools. Discussion about keeping students/parents between the major arterials. Issue with schools is they only wish to build single ingress/egress. Key question with schools is "where are the schools feeding from?" Area has farm to market roads. Schools want to find areas that require the least amount of traffic mitigation.

NCDOT likes to partner with Schools on projects. Option to have Schools bring a few potential sites to NCDOT a year or 18 mos in advance. Could arrange quarterly meetings. Currently NCDOT has a good relationship working with Schools.

Greenway plan involves coordination between the county and Harrisburg.

There has been talk about for Rocky River Road doing a corridor study, there is also talk about paying for it. Lack of sidewalks is a concern. There is pressure for development from new sewer improvements. Concerns expressed have to do with aesthetics, access management.

County did a pretty good job of proposing interchanges. The County, working with the MPO, has identified potential thoroughfares. MPO has cross sections that differ from NCDOT sections that are applied to each segment countywide. A variety of cross sections exist.

Town has street agreements in its plan.

Interconnectivity: Neighborhoods are corrected with the new ordinances. Access to schools is street system to get to the schools. The biggest thing is the hospital on Rocky River Road.

Raging Ridge Road to Stalling Road, connectivity to the streets, but the town wants a water line. County wasn't that supportive of that at the time the high school was built.

REAL ESTATE

Homes in the \$100 - \$250 range, not enough built. New construction skipped Harrisburg because of lack of sewer. When new construction came, it skipped Harrisburg. Not a lot in the \$150-\$200 range. Rocky River Crossing sold quickly. The only thing in the price range is condos. It has held strong. Price has kept Harrisburg small. A lot of growth was driven by zoning and price. There were people that would buy in Harrisburg and all the multi-family kept in Charlotte. That keeps the first-time homebuyer out of the market.

Smaller lot sizes have been an issue. The town has said it does not want smaller lot sizes. They don't like clustering, or at least the name "clustering." Epic is approved for 2,000 houses and 1.7 million square feet of space. On the Mecklenburg County side there is multi-family. Two years for vesting.

The town thinks it has enough affordable housing.

You have to go back to the planning commission to tweak anything. At a minimum people are not secure in their jobs, Philip Morris, Wachovia. Much of the space is unavailable.

There is some smaller commercial space available. 18 acres are left in the Town Center. 262 acres built upon. There was no multi-family housing before Hwy. 49 was widened.

Developer of Town Center trying to attract retailers. Not enough people here to justify a Gap store. Not enough rooftops.

You have to have an anchor. Town does not want any jobs here, wants to be a bedroom community.

More than 25% CPI is common. There is not a person out there who is not subletting space.

Albemarle Road is going industrial.

Schools and low taxes brought people here.

Strengths of the area: Speedway helps. The mall's a big factor and speedway boulevard area, and the proximity to Charlotte. In 15 minutes you're downtown. Other than I-485, no infrastructure.

Philip Morris and Wachovia just stopped us.

You get the truth here in Harrisburg. I would rather deal with Harrisburg than Concord. The town took over P & Z from the county.

Caldwell is pushing hard. Blume property as well. It is a sewer issue.

Moss Creek is 1,500 homes and 1 million of commercial space. Developer more than willing to donate a school site than to pay APFO fee.

This is a geographically friendly area due to proximity to Charlotte. A lot of business grows from Harrisburg and Concord. Where are supporting industries? Most folks don't make that connection.

During race week, hotels are full and beer is stocked. People start rolling in here. There aren't enough restaurants here. It's more than a surgical strike. The market per cap is down 50% for racing.

Shopping and services in Harrisburg is not a business family experience. Most business representatives would rather be a business family. The big issue is we are trying to be more politically active. They missed the boat and the boat's not coming back.

There is not a chamber booth in Harrisburg. They were helpful to me when I relocated.

There is not a lot of crime here. Harrisburg First group was opposed to Lowe's. Harrisburg Now was more long-term Harrisburg folks. We would mind paying a higher rate to keep things the way they are. There wasn't a universal group and things got out of hand. Present council is still stacked against it. Even if they said "Yes," there is no one else to do it.

Recreation and the youth movement is very strong. You used to not have a house on the market very long, today it is sitting longer. A great deal is driven by the economy. I continued to be fascinated by this town center development. They drove the anchors away and the small players out.

The biggest thing we hear is the signage ordinance. We weren't allowed to put up a sign. We need to be on Hwy. 49 with a freestanding building.

A lot of commercial growth is going to Charlotte and Concord.

Let's look at what we can do. We have already identified the place for commercial. A discounted grocery is all they have gotten.

If the entire town center was built out, heaven help you getting out to Hwy. 49. You're not going to make that type of investment without access to a four-lane road.

We have to decide what we want to be. No one spending private dollars wants to be there.

It seems to me that when budget was generated, net tax dollar per square foot. It seems to me that there are more kids in Harrisburg than any place.

The fire department purchased land a few years ago. Concerns about safety having to do with emergency response.

EMERGENCY SERVICES

We have 2 fire stations. The town owns 8 acres with plans to rebuild that station. The fire department has also purchased land for station 3. We have identified the fourth station at Pharr Mill Road and Hwy. 49. Based on your plan and 20 years down the road, we could very well see a fifth station. We try to build the best we can but we have to allow the politicians their way. EMS is in station 2. We have one on Pitt School Road and Hwy. 29.

We pretty much deal with flooding as development has increased. If they are talking about building on the 100-year flood plain, we are involved in site plans. They have to have that to move forward. That's the biggest challenge with that development.

The closest water is where Magnolia Springs is located. The old county stuff is what we're using, old 12-inch lines. Too many dead-ends. The International Building code is required to have sprinklers. Hydrant systems in place.

Robinson Church Road needs to have water. Fire access roads are still required with 25 feet minimum. They haven't defined the taps yet.

Station 2 was built in 1978. EMS is behind the building in a trailer. It was designed for a volunteer fire department. You have people sleeping there.

Funding and infrastructure are the biggest hampering draws to these sites.

ISO: Everything else is 9. From a 5 to a 9 is always an exception to the rule. Council has heard the pleas to keep Heatherstone.

With the truck over there during races and it's the nature of the beast. Speedway is right there.

The town doesn't provide police services. We had already provided 2 officers, the town provides 8 officers. Right now, we got a grant to work traffic. Problem intersections are terrible. Average day there are 32,000 cars per day traveling through major accidents. Last year we had 4 fatalities in Harrisburg. Hwy. 49 is a problem with us. We need a lower speed limit. We again requested DOT lower that speed limit the entire length of the city to 35. They have agreed to high-density signs with the orange around it. Cabarrus County was 5th for citations in the state. 4th for DWIs. We pick up a lot of traffic on Hwy. 49. Here again, it resulted in trouble in the neighborhoods.

As far as the heavy duty stuff, crime happens in spurts. We have higher crimes from vehicles. Not a lot of heavy crimes. We get 5 dump and burns from Charlotte. Hwy. 49 has always been a problem. We have had 2 bank robberies this year. If we had more commercial out here, it would probably be worse.

Around the Brookdale area are problems with it being located in proximity to I-485 and Mecklenburg County making it an easy target.

Every officer has a laptop and is required to log their hours every day. One of our problem areas is low income, dope dealing going on. By the time we can get a car out there, they are gone. Brookdale.

I-485 is in Mecklenburg County so it is not a problem other than an escape route. The plan is to have officers in station 2.

As a county EMS, we cover the whole county. The rail project now is in the double track (2011) will be complete by 2013. The double track deal will handle the completion plan. We have an incident monthly. We had several fatalities in the last several years.

We do have an industrial area, which is small. Five million gallons within 2 miles of things. Hickory Ridge Road will close when the new middle school comes online.

There is a lot of open property out there. There is a chance we could need station 5 before we need station 4.

Future commercial growth is going to be retarded because of water.

ELECTED OFFICIALS

Not supporting big box (square ft limit). Small group would still be active but perhaps representing a small % of the population.

Density. Want minimum ½ acre lot size. Same group opposed.

¼ acre lots are too small – especially without sound planning. ½ acres after 08 election with better standards; not hearing from most people that ½ acre makes sense.

Tree clearing is a concern along with quality of development.

Discussed Fuda Creek sewer improvements and hospital. Concerns about what happens when Fuda Creek comes in, traffic and build out.

Town of Harrisburg now has legislative process (can talk to developers) instead of quasi-judicial. Negotiations take place.

Town center believed to be a failure.

Mayor is trying to get the EDC back together and work with the County EDC. Getting this right would add to quality of life in town.

LandDesign.

Entertainment is needed. In town, that means being able to take kids to park, library, movies, bowling.

Central business district forming 49; on 485 and Rocky River;
Commercial/retail/residential mix appropriate in that area.

New growth will be along Rocky River Rd.

Area along Reedy Creek and southward and what goes there is uncertain – potential for a third business district there?

Congestion and other issues in south Charlotte not wanted, although examples of mixing small commercial centers into high-end residential (Morrocroft image); this may be practical to consider in some areas.

Hospital district emerging out by I-485.

Commercial district somewhere out in the hinterlands.

Merrifield property should be successful; medical, active adult residential around commercial – quality 1/3 lots?

Rocky River could become a boulevard in the future. Traffic studies will need to show that but certainly it would provide relief for any growth.

Funds being sought through earmarks from reauthorized Safe-TEA-LU budget.

Monroe gas line goes through this area.

Look at possibility for future passenger rail stop as economic development. Consider a stop in the town for the future.

Get plans for George Liles Extension to 49. 1 MIL to get Raging Ridge Rd Extension. No one stepping up to foot the bill.

Opportunities for school-park connection. Greenway links? Co-location opportunities?

Hearing very little about green space (from the general public but thankfully yes, from PZ).

Connectivity is a subject that is heard about often; walkability, green; strong desire to connect Tom Query corridor to Stallings; bike trails/greenways – connecting recreational areas to where people live, parklike atmosphere along trails.

Back Creek greenway to connect to Mallard Creek; cycle to light rail stop near I-485. Possibilities along Fuda Creek.

Town has a resolution to support to Carolina Thread Trail; will take town effort to connect to main CTT connection that extends along Rocky River.

Hope for sidewalk to go along Tom Query to Robinson Church – the difficulty is the train track for walking.

Community food assessment about to be conducted for the county.

Incubator farm and programs nearby to the east of the study area.

Food co-op proposed on the Blume property which would have a community farm.

Blume an example of group of persons that want rapid growth and okay as long as quality vs. group that wants land to stay “cow pasture.”

Conservation subdivision concept has merits so long as amenities come with it.

Staying “cow pasture” unrealistic looking into the future.

Wal-mart not sensible as a long term partner. More about organization and their relationship to the town.

49 is looking better.

LandDesign.

Things town people are excited about: Potential for full-service YMCA, any new growth that would come to Town Center, the Middle School.

Options to place YMCA at Blume site, and other options; should be accessible to all socio-economic groups.

Prefer to see the EPIC property "work out" if developed well, great to have golf course, retail, residential; downside is the intersection at Caldwell and 49 would be strained.

Concerns about the rail once Hickory Ridge is closed, existing congestion.

ECONOMIC DEVELOPMENT MANAGERS

Discussed challenges to economic development.

Council now supports rooftops to the exclusion of non-residential. Perception of crime that retail brings.

Balance of small town and provision of services and access to basics (clothing).

Patterns of development not conducive to development.

Competition of retail in amount and location.

Town center space is expensive.

No certified site here in town.

County doesn't have class A and not sure there is potential here.

Town is trying to get a growth management plan going and has completed mapping.

Industrial draw is access to 485, speedway, industrial park sites (tend to be mid sized companies), highway 49, proximity to Charlotte, workforce housing available in Charlotte and Concord.

Industrial impediments are lack of corporate look (both industrial park and town overall), image, infrastructure to support.

Not aware of any expressed interest in medical office space in conjunction with arrival of hospital.

Opposition to housing is not about traffic and rural character preservation as much as it is about quality of product and price points. Previous developments with smaller product has brought in poorer quality construction/design and lower price points.

Tax rate is low. At 0.20 cent. Moratorium to keep it. Tax not generating enough to cover service and facility costs.

Hometown Wal-Mart that was turned down was a giant missed opportunity.

This process should support and reinforce other efforts such as growth management, transit, utilities.

Jobs generated by North Carolina Research Campus and Phillip Morris will create demand for housing and services in the town among other areas.

PARKS AND ENVIRONMENTAL

We run 4 parks with the county. We're in the process of building a park in Midland. Mt Pleasant is next.

We have 2 facilities. There is a 25 acre community park we have. No plans for the future. We're in the Comprehensive Master Plan in March of next year. We're going to look to the future.

The school parks are here. We were developing everything else. The town has 6 acres of land at Pharr Mill Road that will be a park.

There is an actual plan for the thread trail.

There were CIP priorities, but they are zero now. The plan is great but we're going to work where land is donated.

There has not been a survey for active vs. passive parks that we need.

There are no indoor facilities here.

Connectivity to schools is very important.

Overwhelmingly Harrisburg supports greenways.

We've got a ways to go seeing that we have 2 parks and all that ETJ.

Anything we can get we are happy with.

The attitude is that we don't have enough parks. Athletics is the king. Ball fields are needed badly.

There are 4 facilities for basketball. Considerable growth. 109,000 more participants than the year before. It helps that everybody loves parks.

Survey identifies the study area and different soils – wetland and hydric – worst for development purposes. Armenia and Iredell soils.

Historic aerials show many of these areas as undeveloped. Farmers had areas in pasture or trees.

Hard to site septic tanks in these areas. With utilities extension, people do not worry about septic.

S&W Cons District gets complaints about individuals building on these soils. Issues with pavement cracking due to high shrink-swell soils, standing water.

New Harrisburg Elementary School had to provide a large ditch to drain the site.

Flooding has worsened. Emergency services have issues once flooding occurs, individuals are trapped. Back Creek is the major area flooding. Opportunity to acquire sites may have passed. Now there is an expectation that property can be developed. Area unlike any part of the county. Bisected by stream corridors with large floodplain areas in between.

LandDesign.

Important to identify quality of development for a high quality of life in the county. Many developers are out of state. Come in and leave.

Average home tenure in area was probably 1-5 years. Area tends to be transient.

Water shortage a big issue. In terms of water quantity, not being sustainable in the long haul. Will be a major limiting factor.

County has several opportunities for stream restoration mitigation. Includes projects developed in Meck County.

Check with Mooresville Aquifer Protection – show recharge areas.

Larger sites in southern portion of the study area could work for agriculture. Too late for forestry. Intensive urban agriculture. Produce, community supported agriculture.

Open space amenity provision provides a good option in UDO.

Benefits of local food provision.

Local municipalities should have in their ordinances ways to address “farmland.” This includes land use regulations. If agriculture is only a county function in regulation, that is not good. May affect taxes, utilities. Certain exemptions would apply to these areas. Define as working land, part of the open space but different than parks. May be recognized as future development area.

Town of Wentworth has voluntary agricultural districts.

Concord a Phase II stormwater community. Doing a watershed assessment on certain streams. Starting with Coddle Creek. Completing study by end of year. Will assess conditions once area is built out, revised floodplain.

Discuss what the future will look like, what costs will be, floodplain mitigation, if we continue 50 years from now.

Watershed Improvement Commission. Found that Concord is most restrictive in terms of what is allowed and not allowed in floodplain.

RACING RELATED

Harrisburg and the track have a good relationship.

Anytime the track wants something, they get it.

600 Racing is located at Morehead Road and Hwy. 49. SMI Properties is there. The state has 6 other businesses. The rest of it is 600 Racing and SMI Properties. 600 Racing manufactures race cars. We hold events at the track.

For us, the more people that are here, the more cars we sell. We cater to 18 to 40-year olds. You're seeing consolidations among the other teams. We do 10% of our business here, the rest is elsewhere. We've been building Legends cars, more than 5000. We offer them a wide range of affordable cars.

2,000 races a year at 200 racetracks.

We're all about leveling the playing field. For some it's a stepping stone into professional racing. INEX is located at the race track. The cars cost \$13,000.

A lot of people work in the motor sports industry so I think people are proud of it. They are proud of having the speedway here.

Getting the Cup teams to relocate to Harrisburg will be a good thing because they hire people and bring fans. To get those shops located here would be good.

UNCC has motorsports program. Belmont Abbey has a program. NASCAR Tech.