



DOWNTOWN NEIGHBORHOODS PLAN

ADOPTED : JULY 8, 2014





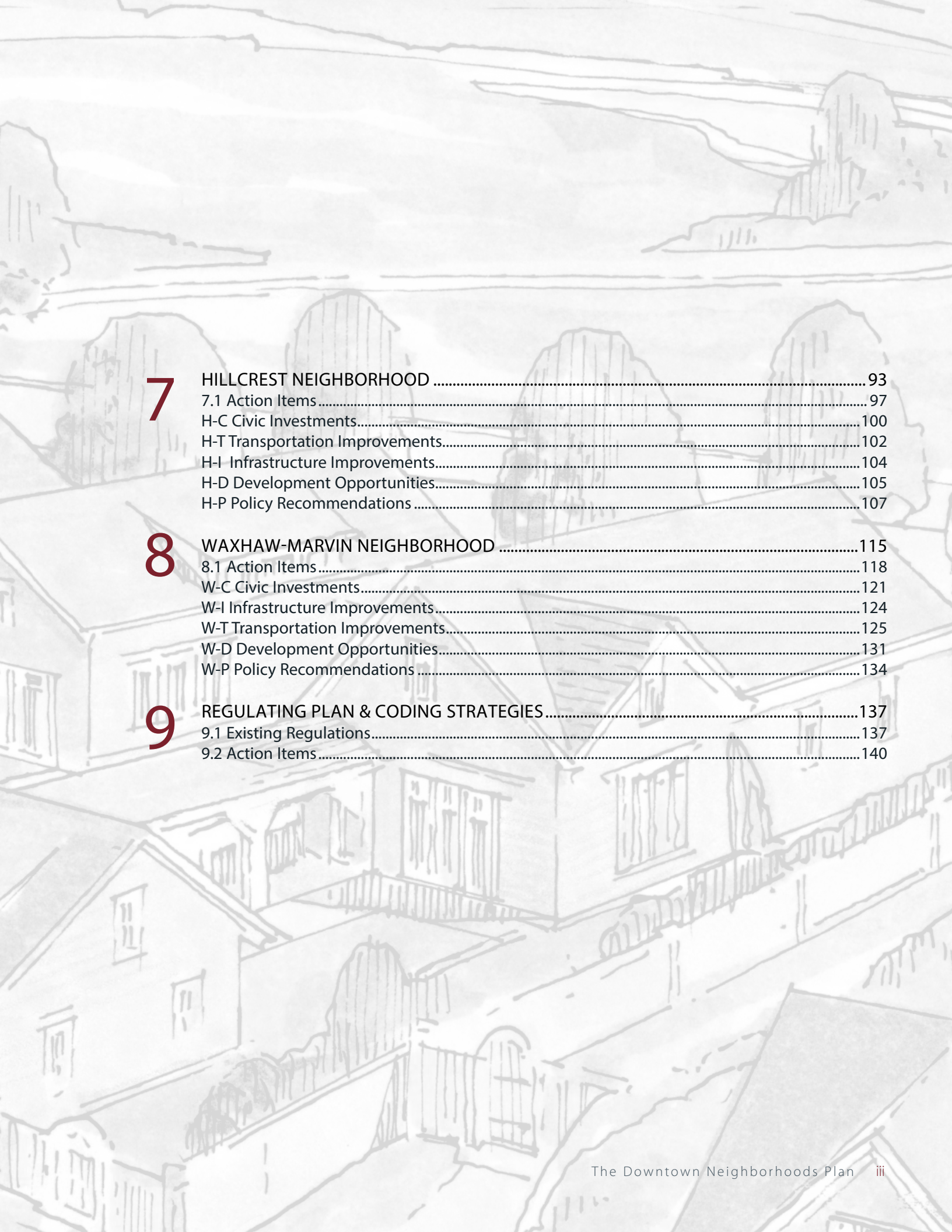
The Downtown Neighborhoods Plan was prepared for
WAXHAW, NORTH CAROLINA

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ADOPTED 7.8.2014

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EXECUTIVE SUMMARY

The downtown neighborhoods in Waxhaw are ripe for civic investment, renewed interest and new opportunities.

This report examines issues and opportunities in Waxhaw's three "in-town" neighborhoods – Eastside, Hillcrest and Waxhaw-Marvin – and documents a wide range of suggested improvements and community-focused projects that were developed as a result of the weeklong community design charrette in May, 2013. This charrette follows the Waxhaw Downtown Master Plan charrette in 2012 as a logical extension from the downtown core to the three neighborhoods that together largely define the edges of downtown.

These three neighborhoods encircle the downtown core, and are intimately linked with the historic center by geography and history. All three neighborhoods support downtown and each provides a range of opportunities for consolidation of character and identity and for the enhancement of their histories by careful, selective new development and infill. These plans provide opportunities for appropriate growth and a "road map" for future development and public and private investment.

From the intimate scale of a small town like Waxhaw to the metropolitan scale of a great city like New York, neighborhoods have always been the basic building blocks of great communities. This is a major reason why these plans for Waxhaw's in-town neighborhoods are so important and relevant to the community's future prosperity.

It is important to stress, very clearly, that any such development as illustrated in these plans and summarized in this document, would only take place if the property owner so desired. Outside of necessary public infrastructure, development of private property is a function of market forces, not government action. At the same time, these illustrative designs do illustrate to the community's leaders the kind of future developments that can be in the best interests of the town in terms of helping to ensure future economic prosperity and resilience. They may also alert private property owners to some previously unconsidered potential opportunities for their own property and be used as a tool by the BOC in considering future development proposals.

The main character of all three neighborhoods has been residential, and this should remain the focus of new development, with some limited opportunity, particularly in the Waxhaw-Marvin Road corridor, for some additional uses such as recreation, senior housing, and smaller-scale commercial development for local businesses. The potential totals for all types of new residential and non-residential development are as follows:

- > Approximately 1,340 new homes of various types
- > Approximately 21,600 sq. ft of new civic space
- > A new Elementary/Middle School site
- > A little under 400,000 sq. ft. of mixed commercial space (Waxhaw-Marvin)
- > Up to 123,000 sq. ft of "flex" space (Waxhaw-Marvin)

REPORT STRUCTURE

For easy reference, this report is divided into five main sections:

1. **Executive Summary:** This provides a quick overview of the main conclusions, concepts and potential project data, together with a prioritized Implementation Matrix
2. **Local and Regional Context, Connectivity and Mobility:** This section deals with Waxhaw's population, relationships of the neighborhoods to the downtown core, and issues of connectivity and mobility
3. **Infrastructure Improvements:** This highlights suggestions for new street connections, infrastructure improvements for pedestrian safety and community amenity
4. **Detailed Suggestions and Projects for Each Neighborhood:** This section illustrates and explains the potential development projects and scenarios that apply to each of the three neighborhoods.
 - Eastside
 - Hillcrest
 - Waxhaw-Marvin
5. **Regulatory Reform that Responds to Demand:** This final section describes the kinds of regulations that can best facilitate the appropriate types of growth and development in Waxhaw to meet future demands and opportunities.

DID YOU KNOW?

The Highway 16 Corridor Plan included a market study which took a look at the development potential in Waxhaw and the Highway 16 Corridor. While completed after the Neighborhoods Plan Charrette, the expected demand for housing, office and commercial can be compared to the designs for each neighborhood.

DEMAND FOR RETAIL AND OFFICE IN HIGHWAY 16 CORRIDOR

- > Retail: 1,300,000 sf (not including existing approved centers)
- > Office: 221,000 sf

DEMAND FOR HOUSING IN WAXHAW

- > Patio Homes: 2,080 units
- > Small Lot Houses: 2,321 units
- > Average Lot Houses: 5,477 units
- > Townhouses: 1,016 units
- > Condominiums: 477 units
- > Rental Apartments: 1,334 units



▲ VIEW OF PROPOSED NEW HOUSING IN HILLCREST OVERLOOKING HORTON PARK

The executive summary highlights the specific sets of action items and synthesizes all proposals into a prioritized Implementation Matrix that focuses on housing, commercial development, connectivity and mobility, transportation and infrastructure improvements and detailed suggestions for each neighborhood.

HOUSING

The major issue with new housing in these three neighborhoods can be summarized as finding the right balance between respecting the history of each neighborhood while looking to the future for community improvements and ways of capitalizing on their own unique potential for development. Each neighborhood offers different kinds of flexibility that allow them to respond to changing market demands, brought about by major shifts in preferences and lifestyles of the two dominant “taste-making” populations, the Baby Boomers and the Millennials (or Generation Y). This shift in the housing market is discussed in more detail below, but, in summary, the results of extensive surveys and detailed data analysis by realtors and developers in the homebuilding industry shows the housing market becoming much more diverse in terms of consumer desires for different kinds of

housing. These new homes are expected often to be smaller, more compact types of housing set in walkable, mixed-use neighborhoods.

This provides a suggested a conceptual opportunity for approximately 1,362 homes of different types that can be accommodated within reasonable future development of the three neighborhoods during the next twenty to thirty years.

A proportion of these new types of housing would be for smaller households, typical of anticipated residential markets over the next two or three decades. Calculating an average of 3 persons per household, this means that nearly 4,000 new residents could live in close, walkable and bikeable proximity to downtown. In no way does this plan mandate this development; it does however clearly illustrate that such development, if well designed, is quite feasible, even desirable from the perspective of the community as a whole. This increased residential population close to the heart of the community can stabilize and enhance the three neighborhoods and at the same time provide a more secure commercial future for a wide variety of downtown businesses.

DEVELOPMENT DATA				
Development Type	Eastside	Hillcrest	Waxhaw-Marvin	
			Low Intensity Option with School	High Intensity Option
Housing	Total: 215 Units	Total: 208 Units	Total: 180 Units	Total: 939 Units
SINGLE FAMILY	57 UNITS	89 UNITS	40 UNITS	126 UNITS
ACCESSORY DWELLING UNITS	21 UNITS	25 UNITS	--	100 UNITS
DUPLEX	38 UNITS (19 BUILDINGS)	16 UNITS	8 UNITS (4 BUILDINGS)	12 UNITS (6 BUILDINGS)
MULTIFAMILY	92 UNITS (23 QUADS)	78 UNITS	--	646 UNITS (INCLUDING SENIOR LIVING)
LIVE-WORK	7 UNITS (5 BUILDINGS)	--	--	--
RESIDENTIAL COMPOUNDS**	--	--	66 UNITS	--
Non-Residential Square Footage	Total: 10,990 square feet	Total: 18,000 square feet	Total: 180,200 square feet	Total: 421,200 square feet
CIVIC BUILDINGS	2,640 SQUARE FEET COMMUNITY CENTER	9,000 SQUARE FEET LIBRARY 2,000 SQUARE FEET COMMUNITY PAVILION	86,700 SQUARE FEET SCHOOL	66,220 SQUARE FEET SCHOOL 8,000 SQUARE FEET COMMUNITY CENTER
COMMERCIAL DEVELOPMENT	8,350 SQUARE FEET	7,000 SQUARE FEET	--	271,000 SQUARE FEET
FLEX DEVELOPMENT	--	--	93,500 SQUARE FEET	76,000 SQUARE FEET
Parking				
OFF-STREET PARKING SPACES*	57 SPACES	--	739 SPACES	1,498 SPACES

*On street parking is not accounted for in the development data.

**See explanation on Page 12 for details of a residential compound.

▲ FUTURE DEVELOPMENT POTENTIAL FOR WAXHAW-MARVIN, EASTSIDE, AND HILLCREST



Highway 16

Waxhaw-Martin Road

Hwy 75

New Connection

New Southern Connection

Rehobeth Road

▲ DIAGRAM SHOWING NEIGHBORHOOD CENTERS WITH A 5 MINUTE WALKING RADIUS (1/4 MILE)



Waxhaw Parkway

Waxhaw Parkway extension

Highway 75

Old Waxhaw Monroe Rd

New Southern Connection

COMMERCIAL, CIVIC AND FLEX

In addition to residential development, each neighborhood offers individual opportunities for various non-residential amenities and developments, for both civic and commercial purposes. These are discussed and illustrated in detail in the sections of the report dealing specifically with each neighborhood, but the potential totals are summarized below.

Civic and Recreational Amenities

Great neighborhoods often include a variety of civic and recreational uses, and here again, the Hillcrest and Eastside neighborhoods in particular offer distinct possibilities. In this regard, Hillcrest and Eastside are different from Waxhaw-Marvin as they have more established histories as neighborhoods and as such provide a context for civic improvements that enhance and repair/restore community amenities. Waxhaw-Marvin, because of some larger landholdings invites more extensive development initiatives, and new community facilities can arise there as the neighborhood expands to a more cohesive level with new blocks and large development.

Commercial Development

Commercial development is mainly limited to the Waxhaw-Marvin neighborhood due to the availability of larger, undeveloped land areas close to downtown. Development options for this area include both low and high intensity options. These options primarily hinge on the development on the north side of Waxhaw-Marvin Road directly adjacent to downtown.

Connectivity

In addition to housing diversity that responds to market forces, another key ingredient of successful communities is efficient connectivity within neighborhoods and between the neighborhoods and other parts of town. This provides choices of routes and different modes of travel to residents and reduces congestion. Such connectivity applies most obviously to town streets, but a related system of trails, sidewalks and multi-use paths for cycling and walking also provides valuable amenities.

Only the most significant projects are listed in this summary in four phases; the full list of suggested improvements is itemized in the Implementation Matrix and the Transportation and Infrastructure Chapter. However, in addition to these phased improvements across the three neighborhoods, one short street connection between Eutaw Drive and Waxhaw Parkway needs to be made immediately, on an “fire or ems emergency” basis:

Phase 1 Improvements

- > The creation of a street connection from the western end of Waxhaw Parkway onto Eutaw Drive through a private lot that backs up to the Parkway and fronts onto Eutaw Street
- > Extension of Waxhaw Parkway to Waxhaw-Marvin Road to the west (with construction of a 4-way roundabout at that junction with Helms Road) and to Waxhaw-Indian Trail Road to the east
- > Construction of a 5-way roundabout at a realigned junction of Waxhaw-Marvin Road, Pine Oak Road, Sunbonnett Lane and a future street connection to currently undeveloped land to the west of Waxhaw-Marvin Road
- > Multi-use path and bike lanes along Waxhaw-Marvin Road and NC 16 to the Waxhaw Parkway

Phase 2 Improvements

- > Construction of “Southern Connector” downtown by-pass parallel with NC 75 south of the Hillcrest neighborhood, with roundabouts at the connections with NC 75
- > Multi-use path and bike lanes on Waxhaw-Marvin Road as far as Kensington Drive

Phase 3 Improvements

- > Pedestrian and bicycle connections and some limited new street connections within Hillcrest, Waxhaw-Marvin and Eastside -- usually in collaboration with new development opportunities

Phase 4 Improvements.

- > Extension of Waxhaw Parkway to NC 75 at intersections with the “Southern Connector”

- > In addition to these major street and pedestrian projects, there are several short-term improvements to infrastructure that are recommended

Short-term Infrastructure Improvement Projects:

Each neighborhood has its own list of short-term improvement projects, particularly having to do with:

- > Sidewalk improvements for safety and easier pedestrian connectivity within each neighborhood
- > Stormwater and drainage improvements for public health and public safety. In some instances this work involves new sewer or water connections
- > Streetlights for public safety and neighborhood character
- > Street naming conventions for a disjointed road network

These projects for each neighborhood are described in the implementation matrix and in the neighborhood chapters that follow.

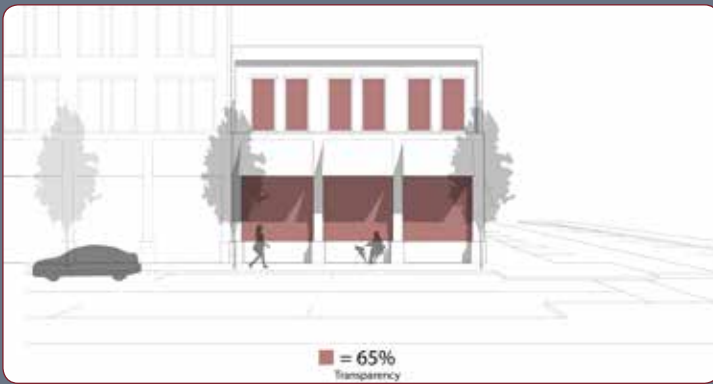


▲ **MASONIC LODGE - BEFORE AND AFTER**



▲ **NEIGHBORHOOD RENDERING SHOWING DIVERSE HOUSING CHOICES**

CODE DIAGRAM EXAMPLES



REGULATORY REFORM TO FACILITATE COMMUNITY DEVELOPMENT

Any plan without an appropriate structure of regulations to guide development according to the plan goals and objectives is doomed to failure. Accordingly there are some changes and evolutions proposed to the existing zoning provisions. These are illustrated in more detail in the focus neighborhood chapters of this report, but essentially the codes should:

- > Allow a variety of uses in areas targeted for growth and development
- > Change existing regulations so that the plan is legal to execute
- > Allow flexibility for areas to transition from current conditions to the future vision
- > Build off current code changes – allow by-right development with predictable results
- > Create a simplified range of districts to harmonize with proposed development patterns
- > Introduce new zoning districts that address the community vision

RESIDENTIAL COMPOUND

A residential compound consists of separate houses, either on their own lots, next to each other, or all on the same lot. This allows families to live close to each other while still having separate areas. The houses are treated as a group, so while they may be on different lots, they appear as one unified property.

Multigenerational families grow up together, families can save money, and utilities and infrastructure costs are shared.

Source: "Aiming to Create Family compounds," New York Times, Real Estate. 12 June 2005.



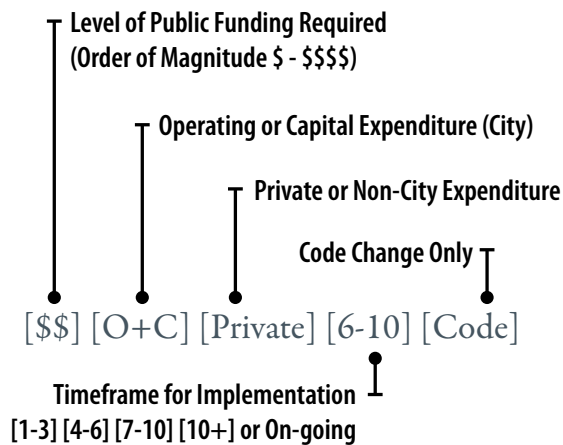
Richard Renner Architects. Image source: www.houzz.com



Ellis+Ellis Architecture. Image source: www.houzz.com



Hooten Land Design, Inc. Image source: www.houzz.com

Key to Action Items

Order of Magnitude	Estimated Cost Range
\$	\$1 - \$50,000
\$\$	\$50,000 - \$250,000
\$\$\$	\$250,000 - \$1 million
\$\$\$\$	\$1 million+

1.1 PRIORITIES FOR IMPLEMENTATION

In order for the vision and recommendations expressed by this Plan to be realized, specific action items will need to be implemented by the Town of Waxhaw. Many of the action items seek to provide the conditions under which the vision can be achieved, by way of providing sensible land use regulation, necessary public investments, the development of appropriate programs and policies, encouraging catalyst projects and other actions. The list of high priority items, organized by major topic area, are shown on the next few pages.

The action items in the Implementation Summary Chart below are coded based on the legend noted at the left. The estimated funding levels are listed according to order of magnitude in order to evaluate the relative costs of one action over another. The operating and capital expenditures are items that outline how an improvement is paid for by Waxhaw. Operating expenditures are taken from the yearly operating budget. Capital expenditures are from a Capital Improvement Plan and are one time expenditures.

****On-going:** Initiatives that involve various phases of projects that can be implemented over time. Typically these are operating budget projects or policies and programs.

IMPLEMENTATION SUMMARY CHART

Reference Number	Type	Project/Task	Page #	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-3	Year 4-6	Year 7-10	Year 10+	Code/Policy
CHAPTER FOUR: LOCAL AND REGIONAL CONNECTIVITY AND MOBILITY												
M-1	Transportation	Build a street connection from the western end of the existing Waxhaw Parkway to Eutaw Drive through a private lot that fronts both of these streets	48	\$	C	Public/ Private		X				
M-2	Transportation	Extend Waxhaw Parkway to Waxhaw-Marvin Road to the west (with the construction of a 4-way roundabout at the junction with Helms Road) and to Waxhaw-Indian Trail Road to the east	49	\$\$\$\$	C	Public/ Private				X		

Reference Number	Type	Project/Task	Page #	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-3	Year 4-6	Year 7-10	Year 10+	Code /Policy
M-3	Transportation	Construct a multi-use path and bike lanes along Waxhaw-Marvin Road and NC 16 to the intersections with Waxhaw Parkway	50	\$\$\$	C				X			
M-4	Transportation	Construct a southern connector downtown by-pass parallel with NC-75 south of the Hillcrest Neighborhood, with roundabouts at the connections with NC-75	50	\$\$\$\$	C					X		
M-5	Transportation	Build a multi-use path and bike lanes on Waxhaw-Marvin Road to Kensington Drive	52	\$\$\$	C					X		
M-6	Transportation	Extend Waxhaw Parkway to NC-75 at intersections to connect to the southern connector	52	\$\$\$\$	C						X	
M-7	Policy	Collaborate with new development opportunities to build new pedestrian and bicycle connections and limited new street connections within Hillcrest, Waxhaw-Marvin and Eastside	54	\$\$		Public/ Private	X					X
CHAPTER FIVE: INFRASTRUCTURE IMPROVEMENTS THAT MAKE A DIFFERENCE												
I-1	Infrastructure	Work with Union County Public Works to upgrade lift stations and access to water and sewer for new development	59	\$\$\$	0		X					
I-2	Infrastructure	Improve stormwater and drainage facilities for public health and safety	59	\$\$\$	0		X					
I-3	Policy	Implement a stormwater fee	60					X				X
I-4	Policy	Create a rebate and mini-grant program that rewards home owners that improve drainage and filtration on their own lots	61						X			X

Reference Number	Type	Project/Task	Page #	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-3	Year 4-6	Year 7-10	Year 10+	Code /Policy
I-5	Infrastructure	Provide access to fire hydrants in new and existing developments that do not have hydrant access more frequently than every 500 ft.	64	\$\$	0		X					
I-6	Infrastructure	Work with Duke Energy and Union Power to incrementally add street lights for public safety and neighborhood character	64	\$	0		X					
I-7	Infrastructure	Evaluate staffing needs to accommodate increasing services and amenities	65	\$\$	0		X					
I-8	Policy	Evaluate school district boundaries and their impact on development	66	\$	0		X					
CHAPTER SIX: STRENGTHENING THE EASTSIDE												
E-C1	Civic	Create an eastern gateway for Waxhaw that includes landscaping, signage and an appropriate entrance feature	75	\$\$	C	Public/Private				X		
E-C2	Civic	Build new recreation facilities including a basketball court and playground in the Eastside neighborhood	76	\$\$	C			X				
E-C3	Civic	Rebuild the historic Rosenwald School as a community center and focal point for the Eastside	78	\$\$\$		Public/Private					X	
E-T1	Transportation	Create pedestrian connections to downtown adjacent to the existing railroad	79	\$\$	0			X				
E-T2	Transportation	Create pedestrian connections to future development to the north with walking trails	79	\$		Public/Private	X					
E-T3	Transportation	Rebuild and expand sidewalks to create a safer, more pedestrian friendly network	80	\$\$\$	0+C		X					
E-I1	Infrastructure	Identify locations for sustainable stormwater management	82	\$\$	0		X					X
E-I2	Infrastructure	Upgrade lift stations	83	\$\$\$	0			X				

Reference Number	Type	Project/Task	Page #	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-3	Year 4-6	Year 7-10	Year 10+	Code /Policy
E-D1	Development	Build a neighborhood center with a variety of uses (including civic, recreation, residential and commercial uses) that will become the heart of the Eastside neighborhood	84	\$\$		Public/ Private					X	
E-D2	Development	Expand incentives for land owners to upfit existing structures with the façade improvement grant program	86	\$\$	O+C		X					X
E-P1	Policy	Preserve the historic character of the neighborhood by allowing for appropriate infill development, while supporting the current residents	88				X					X
E-P2	Policy	Encourage a diversity of housing types to meet a changing market including townhouses, cottages, single family homes and multifamily buildings	89	\$	O	Public/ Private	X					X
CHAPTER SEVEN: SUPPORTING HILLCREST												
H-C1	Civic	Build a community/civic building at the Horton Park site	100	\$\$\$\$	C					X		
H-T1	Transportation	Complete the sidewalk network in phases over 15 years	102	\$\$\$\$	O+C	Public/ Private	X					
H-T2	Transportation	Build a new road connection from Givens Street to Rehobeth Road to connect Horton Park to downtown	103	\$\$\$	C						X	
H-T3	Transportation	Build a new road connection through Horton Park that connects Lynn Street to Brevard Street and Jerry Lane	103	\$\$\$	C	Public/ Private		X				
H-I1	Infrastructure	Identify locations for neighborhood-scaled sustainable stormwater management	104	\$\$	O		X					X
H-D1	Development	Leverage the proposed Horton Park to stitch downtown and Hillcrest together through new housing development along proposed street connections	105	\$\$\$\$	O+C			X				

Reference Number	Type	Project/Task	Page #	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-3	Year 4-6	Year 7-10	Year 10+	Code /Policy
H-D2	Development	Create an action plan for the South Providence School if the school moves or decides to relocate	106	\$	C				X			X
H-P1	Policy	Allow for new infill housing to occur incrementally through regulatory changes that permit a diversity of housing types including duplexes, triplexes, and accessory dwelling units	107			Public/ Private	X					X
H-P2	Policy	Work with Union County to reexamine the school district boundaries within Waxhaw	111				X					X
H-P3	Policy	Expand incentives for land owners to improve existing historic structures and property with the facade grant improvement program	112	\$\$	0	Public/ Private	X					X
H-P4	Policy	Encourage land owners to improve non-historic structures with Community Development Block Grant funds	113	\$\$	0	Public/ Private	X					X
CHAPTER EIGHT: OPPORTUNITIES FOR GROWTH IN WAXHAW-MARVIN												
W-C1	Civic	Create a gateway to downtown at the future intersection of Waxhaw Parkway and Waxhaw Marvin Road to include landscaping, intersection enhancements, and signage	121	\$\$	C	Public/ Private				X		
W-C2	Civic	Build a small park to serve Waxhaw-Marvin Road residents	122	\$\$\$	C				X			
W-C3	Civic	Identify and preserve a walkable school site to serve the new residential development in the Waxhaw-Marvin neighborhood	123	\$\$\$		Public/ Private	X					X
W-I1	Infrastructure	Identify locations for neighborhood-scaled sustainable stormwater management to address flooding issues	124	\$\$	0		X					X

Reference Number	Type	Project/Task	Page #	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-3	Year 4-6	Year 7-10	Year 10+	Code /Policy
W-T1	Transportation	Connect old and new neighborhoods with walking trails that tie into the Carolina Thread Trail regional trail network	125	\$\$\$	C		X					
W-T2	Transportation	Connect the street network to immediately decrease emergency response time	127	\$	C	Public/ Private		X				X
W-T3	Transportation	Build a multi-use path along Waxhaw-Marvin Road to connect to the neighborhoods to the north	128	\$\$\$	C				X			
W-T4	Transportation	Realign the intersection of Pine Oak Road and Waxhaw-Marvin Road with a roundabout	130	\$\$\$\$	C	Public/ Private				X		
W-D1	Development	Provide opportunities for neighborhood commercial uses on Waxhaw-Marvin Road at the entrance to Millbridge	132			Private	X					X
W-D2	Development	Encourage a mixed-use/ employment center development immediately outside of downtown on Waxhaw-Marvin Road and adjacent to the railroad	132			Private					X	
W-P1	Policy	Encourage a diversity of housing types including townhouses, cottages, single family homes, multifamily buildings, and residential compounds	134			Public/ Private	X					X
CHAPTER NINE: REGULATING PLAN AND CODING STRATEGIES FOR NEIGHBORHOOD GROWTH												
R-1	Policy	Expand the Downtown Code to regulate the downtown neighborhoods	140					X				X
R-2	Policy	Allow multiple houses on a site through “residential compound” zoning	146					X				X
R-3	Policy	Transition from urban neighborhoods to rural areas through “Urban Edge” zoning	147					X				X

Reference Number	Type	Project/Task	Page #	Level of Public Funding Required	Operating or Capital Expenditure	Private or Non-City Expenditure	On-going	Year 1-3	Year 4-6	Year 7-10	Year 10+	Code /Policy
R-4	Policy	Investigate strategies for preventing stormwater overflow	147				X					X
R-5	Policy	Incentivize the production of affordable housing options	147				X					X



INTRODUCTION & ANALYSIS



Each Neighborhood Plan presents an opportunity for Waxhaw to prioritize investment and projects, creating a comprehensive planning strategy for each neighborhood.

The plan examines issues and opportunities in Waxhaw's three downtown neighborhoods – Eastside, Hillcrest and Waxhaw-Marvin -- and documents a wide range of suggested improvements and community-focused projects, developed as a result of the weeklong community design charrette in May, 2013. This latest charrette built on the Waxhaw Downtown Master Plan charrette (conducted in 2012) as a logical extension from the downtown core to the three neighborhoods that largely define the edges of downtown.

Eastside, Hillcrest and Waxhaw-Marvin encircle the downtown core, and are intimately linked with the geography and history of Waxhaw's downtown. All three neighborhoods support downtown and each provides a range of opportunities to establish a unique character and build on their histories through selective new development and infill.

The planning process for the neighborhoods grew out of a need to:

- Identify specific small improvement projects that would make an immediate difference in a neighborhood;
- Respond to continued growth pressure in the Town of Waxhaw by identifying strategic

sites in each neighborhood for growth and development;

- Create a regulatory framework that responds to the vision of Eastside, Hillcrest and Waxhaw-Marvin; and
- Explore a diversity of uses and building types that are complementary to existing development in each neighborhood.

The first step in any successful planning process is to define the preferred vision for a neighborhood. That preferred vision is built through consensus, based on conversations, public meetings, stakeholder interviews and the collaborative charrette process.

A multi-disciplinary team of designers, planners, real estate professionals, graphic designers, architects and engineers were present throughout the downtown neighborhoods charrette, drawing various plans and strategies in concert with stakeholders. The inclusion of many technical disciplines permits the team to be very thorough in its assumptions and outcomes, and results in a plan that is feasible, realistic, and encourages investment by both the public and private sectors.

2.1 CONTEXT

Waxhaw - 2013: As the Charlotte regional economy continues to rebound, growth in the suburbs and in Waxhaw continues to rebound as well. 2009 through 2011 were slow years for Waxhaw in terms of development and permitting, while 2013 is on track to be one of the busiest years on record. During the economic downturn numerous projects fell into foreclosure and became bank-owned. Within the last 12-24 months solvent builders and developers have purchased previously failed projects and are quickly resuming construction.

To address the rapid turnaround, the Waxhaw Town Board of Commissioners realized that a sustainable plan for growth must be adopted for the neighborhoods connected to downtown.

Physical Context: Bordered to the north by Weddington and to the east by Monroe, Waxhaw is located in one of the highest growth regions in the country. The growth in the region has largely been in greenfield development - both residential and commercial. The neighborhoods in the study area have not seen the impact of this development pressure, partially due to the type of housing in the neighborhoods and partially due to the complexities of building in existing neighborhoods and on smaller tracts of land.

Eastside: Eastside is bound by Blythe Mill Road on the north side of downtown, Armfield Street on the east, North Providence Street on the west, and the railroad on the south. The approximately 125-acre, historically African-American neighborhood is scattered with a mix of small cottages, newer housing and disjointed infrastructure.

Hillcrest: Hillcrest is directly south of downtown. The approximately 160-acre neighborhood includes South Providence School, the proposed Horton Park, and the residential area bound by Sharon Drive, Givens Street, Arbor Drive and Rehobeth Road. Hillcrest is a middle class, single-family home neighborhood built in the 1970s and 1980s.

Waxhaw-Marvin: The neighborhood referred to as Waxhaw-Marvin in this report includes development near Waxhaw-Marvin Road, which is not in a residential subdivision, from downtown to the intersection of Waxhaw-Marvin Road and Pine Oak Road. Waxhaw-Marvin is the largest neighborhood in the study area at approximately 300 acres. The character of Waxhaw-Marvin ranges from mobile homes on larger lots to older cottages in small groupings. Many families in the Waxhaw-Marvin neighborhood have lived in the area for generations.

2.2 PREVIOUS PLANNING EFFORTS

Comprehensive Plan (2009): The adopted Comprehensive Plan encompasses key initiatives regarding economic development; transportation; infrastructure; environmental sustainability; arts & culture; recreation & leisure; housing; education; and city services.

The Comprehensive Plan gave general guidelines and recommendations that are pertinent to the downtown neighborhoods. Specifically, the following recommendations are described in greater detail within each neighborhood plan:

- **Growth and Infrastructure Strategy 1.1.3:** To direct growth to targeted areas that will improve the mix of uses, explore offering expedited development review procedures or other incentives to developments that include land uses that are lacking in these areas.
- **Growth and Infrastructure Policy 1.2:** Increase densities in already developed areas and places identified as activity centers, thereby focusing new development around existing infrastructure and preserving undeveloped areas.
- **Growth and Infrastructure Policy 3.1.3:** Amend the zoning ordinance to require new developments to connect local streets and reduce the traffic load on arterial and collector streets, to include new access management standards, and to incorporate other recommendations made in the 2009 Western Union County Local Area Regional Transportation Plan. Special attention should be made when crafting these provisions



Image Source: www.bing.com

▲ **EASTSIDE**



Image Source: www.bing.com

▲ **HILLCREST**



Image Source: www.bing.com

▲ **WAXHAW-MARVIN**

to ensure that the character of existing neighborhoods is maintained.

- > **Improving Design Policy 1.2:** Improve the design of Waxhaw's community gateways.
- > **Improving Design Strategy 2.5.1:** New multi-family residential developments will be encouraged to be designed to incorporate the following design principles: design buildings at a pedestrian-scale, provide a variety of home styles and models, avoid designs that are visually monotonous, include inter-connected grid streets that connect to adjacent developments, provide pedestrian and bicycle amenities, incorporate community art and public gathering/green spaces, provide a range of home styles and prices, place parking behind buildings, and ensure that access to buildings provide adequate light and safety features.
- > **Improving Design Policy 2.7:** Improve stormwater management. Waxhaw will encourage the use of stormwater best management practices within all new developments.

- > **Improving Design Strategy 2.7.1:** Encourage the use of stormwater best management practices (BMPs), including low-impact development design techniques such as rain gardens and water harvesting facilities, within new developments. Explore providing incentives to developers that use these design techniques. (See I-4 for examples.)
- > **Sense of Community Policy 1.1:** Provide additional public facilities to house educational and cultural events. Waxhaw will work to provide additional sites for public gatherings and special events to encourage community interaction and to provide opportunities for more cultural events.

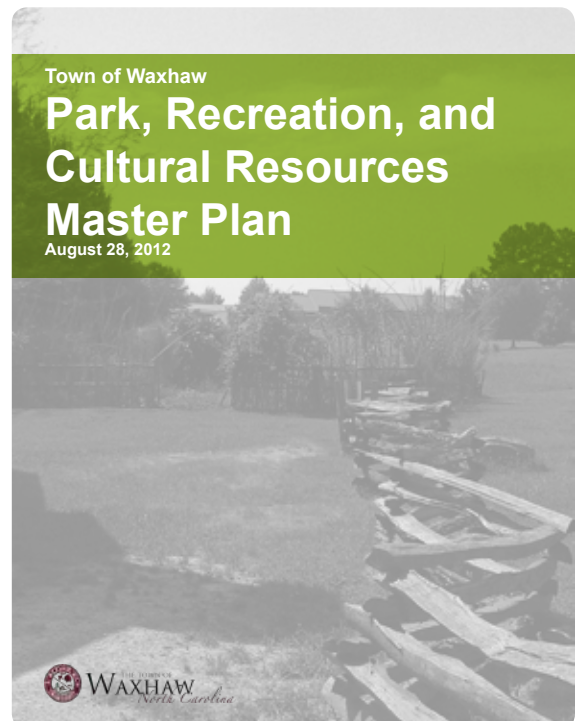
The neighborhood plans build on these recommendations with neighborhood and site specific recommendations. These general principles and policy guidelines are further described within each neighborhood plan chapter.

Western Union County Local Area Regional Transportation Plan (2009): The plan completed



Waxhaw, North Carolina
2030 Comprehensive Plan
ADOPTED APRIL 14, 2009
AMENDED SEPTEMBER 1, 2009

▲ 2030 COMPREHENSIVE PLAN



▲ PARK, RECREATION, AND CULTURAL RESOURCES MASTER PLAN

by Martin/Alexiou/Bryson (MAB) in 2010 outlines the transportation growth priorities in this region of Union County. Road improvement projects that have a direct effect on the study areas are included in the adopted plan as follows:

- > **Eastside:** Specific recommendations include the extension of Blythe Mill Road from the end of the current facility to the north to connect with Grover Roger Road. Widening Waxhaw-Indian Trail Road (Howie Mine Road) to the north from two lanes to three lanes. The final recommendation that directly affects the Eastside is the proposed connection of the Waxhaw Parkway to the east from Providence Road/Broome Street to Waxhaw-Indian Trail Road, eventually continuing to NC-75.
- > **Hillcrest:** No specific improvements in the plan directly affect the Hillcrest neighborhood. However the routing of Waxhaw Parkway, if reexamined to take a southern route, would have a direct effect on

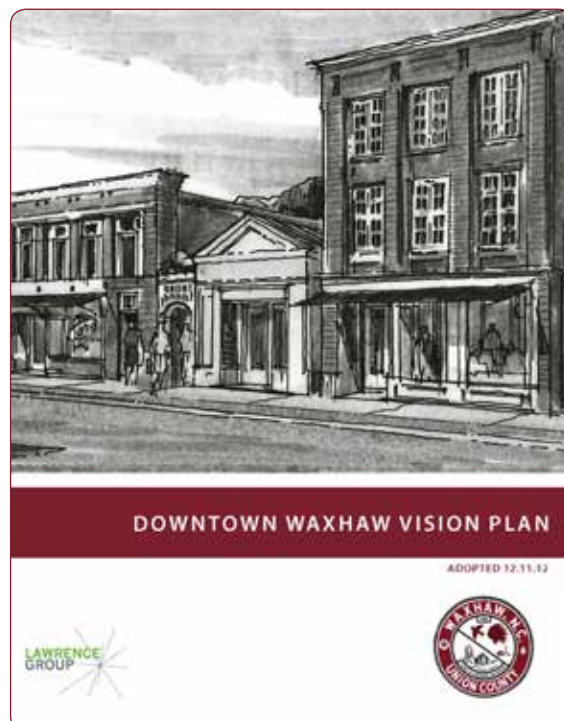
the Hillcrest neighborhood depending on the exact route location.

- > **Waxhaw-Marvin:** Improvements to Helms Road are included to widen the road to four lanes and accommodate a connection to Waxhaw Parkway. Waxhaw-Marvin Road to the north of the intersection with Helms Road is recommended to be widened to three lanes and include bike lanes. The widened section would be implemented from Waxhaw Parkway (Helms Road) to Kensington Drive. No recommendations or improvements were proposed to Pine Oak Road or the intersection of Pine Oak Road and Waxhaw-Marvin Road.

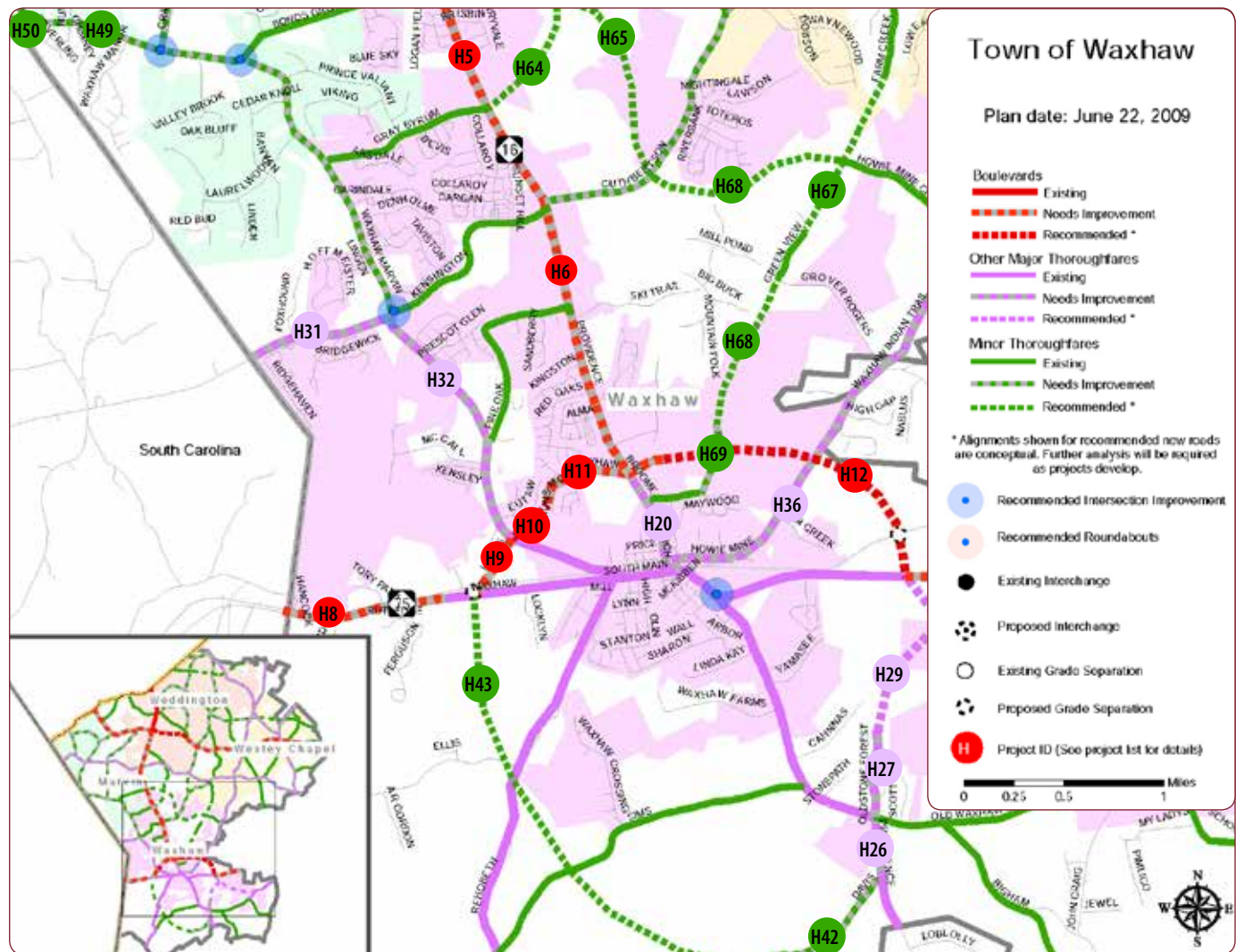
Carolina Thread Trail Master Plan (2011): Key trail corridors in the Thread Trail include an on-street connection on Waxhaw-Marvin Road to Helms Road. The trail then follows Twelve Mile Creek through the Millbridge development to the north and east to connect to Highway 16 immediately south of Cureton.



▲ CAROLINA THREAD TRAIL MASTER PLAN



▲ DOWNTOWN VISION PLAN



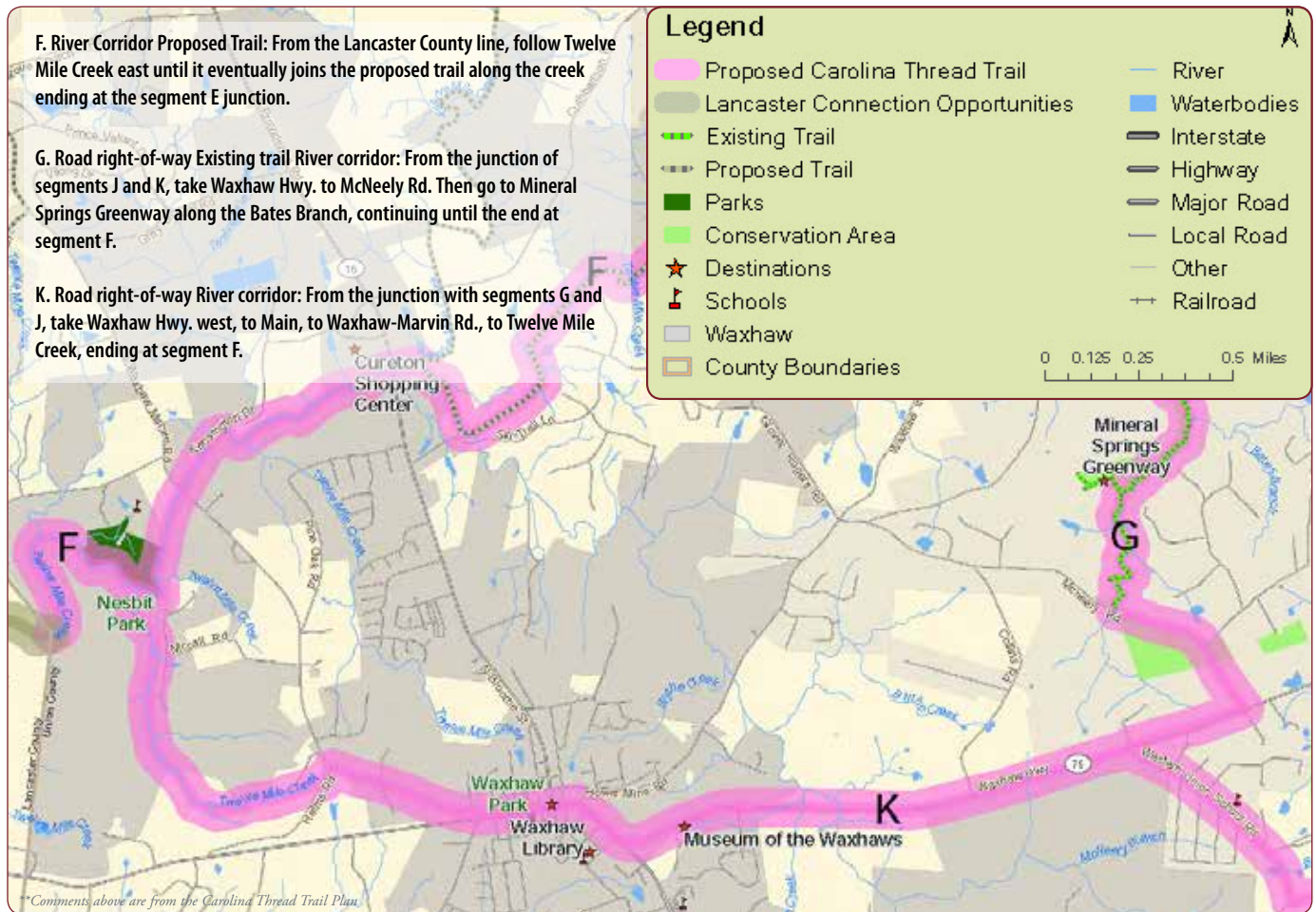
▲ L RTP PLAN PROPOSED IMPROVEMENT MAP OF WAXHAW

Town of Waxhaw Pedestrian Plan (2012): The Pedestrian Plan, completed in 2012, includes implementation recommendations, cost, and prioritization for pedestrian projects in Waxhaw. This study included the entire town, focusing on priority destinations, gaps in linkages and growth in the network. The framework set forth in the plan includes trail improvements, sidewalks, crosswalk and intersection improvements. Specific recommendations for each neighborhood are as follows:

- > **Eastside:** The Pedestrian Plan includes accommodations for pedestrians in the town right of way that is not currently being used in the Eastside. This network would link to the

downtown sidewalk network and would be a part of the trail network in Waxhaw.

- > **Hillcrest:** New sidewalks are proposed to link Hillcrest with downtown, South Providence School and Waxhaw Elementary School. Trails are also included through the Proposed Horton Park property. Sidewalks would also link Stanton Drive from Rehobeth Road to the sidewalk network in Hillcrest.
- > **Waxhaw-Marvin:** New sidewalk improvements are proposed on Waxhaw-Marvin Road to expand the sidewalk network from Eutaw Drive to the entrance at Prescott. The sidewalk is proposed to continue farther to the north in an additional phase that would connect the Prescott neighborhood



▲ CAROLINA THREAD TRAIL MAP

with Kensington Drive. This was listed as one of the top ten priority sidewalks in town. Additionally, the Carolina Thread Trail is proposed to connect east-to-west through the Prescott neighborhood, crossing Waxhaw-Marvin Road just north of the intersection at Pine Oak Road.

Park, Recreation, and Cultural Resources Master Plan (2012): Completed in 2012, the Park, Recreation, and Cultural Resources Master Plan focuses on the future green infrastructure needs for the Town of Waxhaw. The plan highlights the gap between needs and current facilities and includes major recommendations as follows:

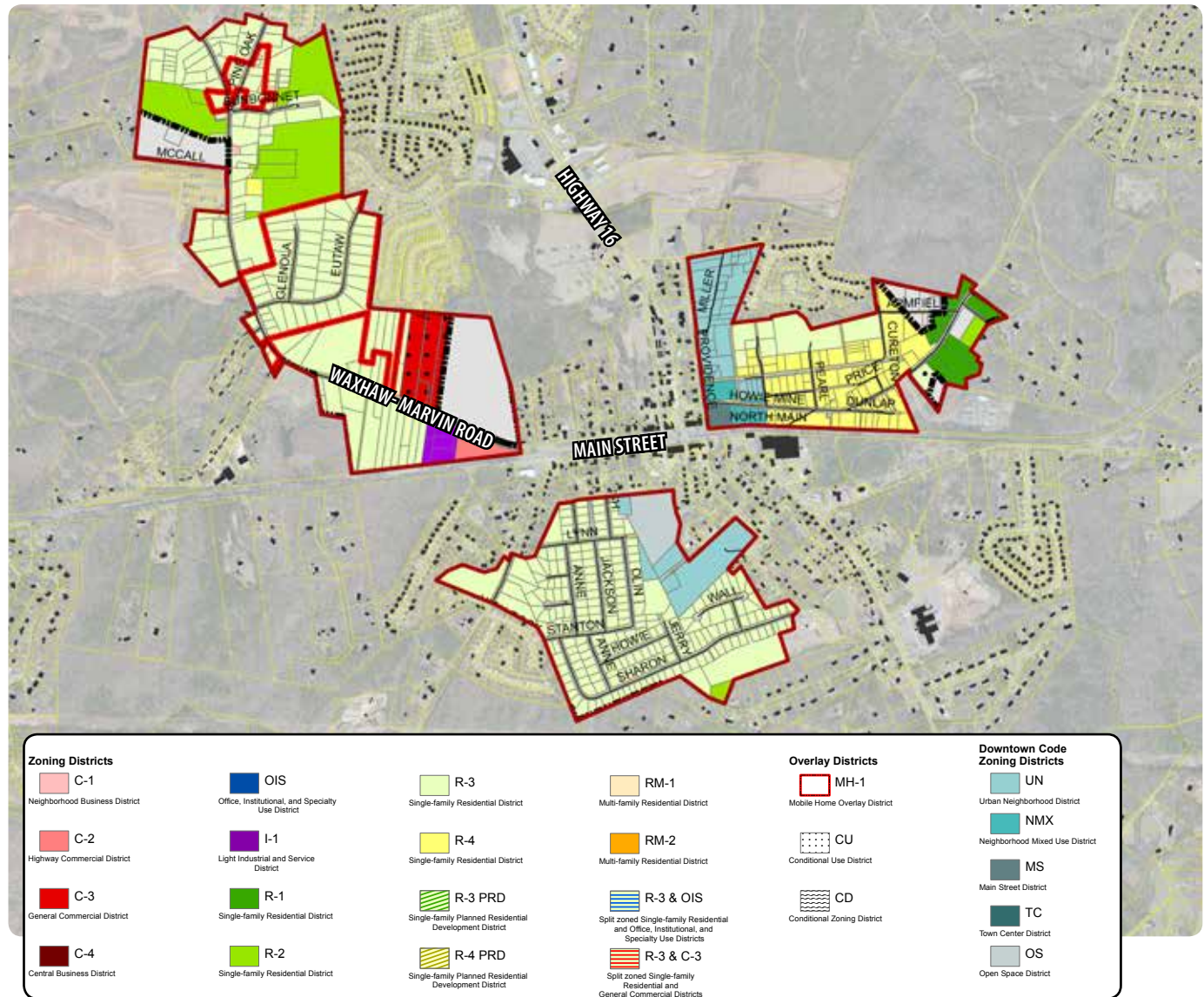
- > The current gap between existing facilities and population needs should be addressed through the planning, design and acquisition of neighborhood parks located strategically around Waxhaw to serve a 1/2 mile radius.

These parks can include both formal and informal recreation space.

- > A future community center that is based in the downtown park could potentially include a senior center, aquatics center, and a community gathering space.
- > The plan recognizes the importance of organized spaces, noting that even a 1/4 acre park can be well used and fill a need if programmed correctly.

Downtown Vision Plan (2012): The Downtown Vision Plan examines issues related to transportation, market strategies, coding, infill and redevelopment, and civic infrastructure. The following action items from the plan are pertinent to the downtown neighborhoods:

- > Facilitate the construction and development of the Waxhaw Parkway to increase transportation network options.



▲ EXISTING ZONING

The existing zoning in the downtown neighborhoods is primarily residential. The residential development is diverse, ranging from small cottages on small lots to manufactured homes on several acres in Waxhaw-Marvin.

- > Develop and install a signage and wayfinding system that identifies parking areas, attractions and other key destinations.
- > Expand David G. Barnes Park to connect South Providence School to downtown.
- > Build a Community Center and Senior Center near downtown and connect them to the larger parks and trails system.
- > Add more residents to downtown through diversified yet appropriately scaled residential

development.

- > Permit a diversity of housing options.
- > Use regulations that are context sensitive.

Existing Zoning: Each of the three downtown neighborhoods is primarily residential with, several parcels that are occupied by office or institutional uses. Current zoning mandates residential development at a low density, with most areas only allowed to build three units per acre.

Along Waxhaw-Marvin Road, many of the parcels proximate to downtown are zoned for commercial or industrial use in anticipation of growth. The Waxhaw-Marvin neighborhood includes two manufactured home overlay districts; around the intersection with Pine Oak Road and the Eutaw Road area.

2.3 WHY PLAN? WHY NOW?

The Downtown Neighborhoods Plan will serve as a road map for investments and improvements. As Waxhaw continues to grow, it is important that these neighborhoods grow

with it while maintaining their identity. Until recently new investment in Waxhaw has come in the form of large tract subdivisions and single-use developments on greenfield sites. Residents outside of these developments have not reaped the benefits of the infrastructure improvements. Now is the time to change this paradigm. The Downtown Neighborhoods Plan is the first step in a reinvestment strategy that aims to differentiate Waxhaw's downtown neighborhoods from the conventional pattern of sprawling development and provide a greater diversity of housing choices near downtown.

SMART GROWTH PRINCIPLES

1 Create a Range of Housing Opportunities and Choices

Providing quality housing for people of all income levels and at all stages of life is an integral component in any smart growth strategy.

2 Create Walkable Neighborhoods

Walkable communities are desirable places to live, work, learn, worship and play, and therefore a key component of smart growth.

3 Encourage Community and Stakeholder Collaboration

Growth can create great places if it responds to a community's shared sense of how and where it wants to grow.

4 Foster Distinctive, Attractive Communities with a Strong Sense of Place

Smart growth encourages communities to craft a vision and set standards for development and construction which respond to community values of architectural beauty and distinctiveness, as well as expanded choices in housing and transportation.

5 Make Development Decisions Predictable, Fair and Cost Effective

For a community to be successful in implementing smart growth, it must be embraced by investors and developers.

6 Mix Land Uses

Smart growth supports the integration of mixed land uses into communities as a critical component of achieving better places to live.

7 Preserve Open Space, Farmland, Natural Beauty and Critical Environmental Areas

Open space preservation supports smart growth goals by bolstering local economies, preserving critical environmental areas, improving quality of life, and guiding new growth into existing communities.

8 Provide Transportation Choices

Provide people with more alternatives for access to housing, shopping and jobs.

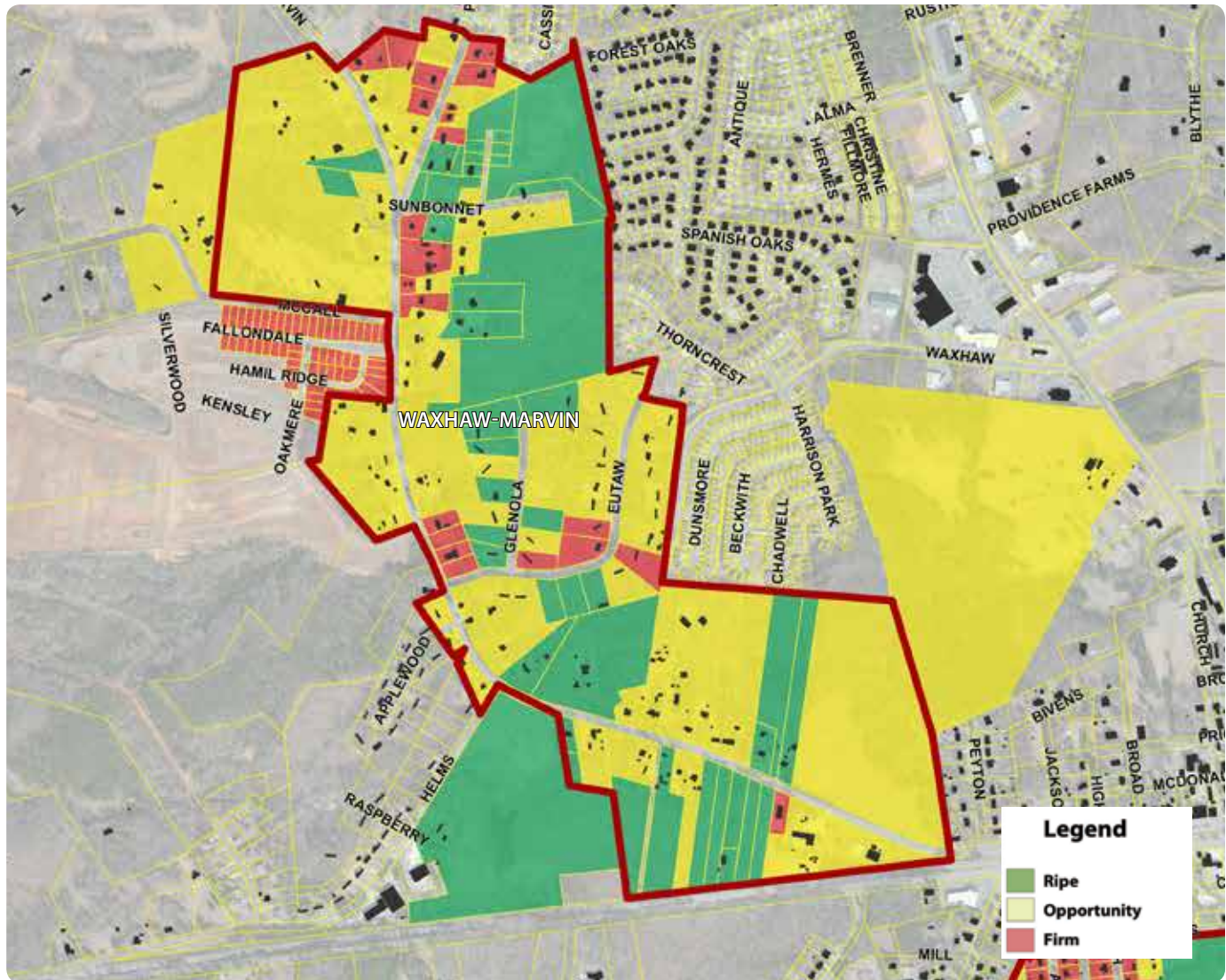
9 Strengthen and Direct Development Towards Existing Communities

Smart growth directs development towards existing communities already served by infrastructure, seeking to utilize the resources that existing neighborhoods offer, and thereby conserving open space and irreplaceable natural resources outside of developed areas.

10 Take Advantage of Compact Building Design

Smart growth provides a means for communities to incorporate more compact building design as an alternative to conventional, land consumptive development.

Adapted from www.smartgrowth.org



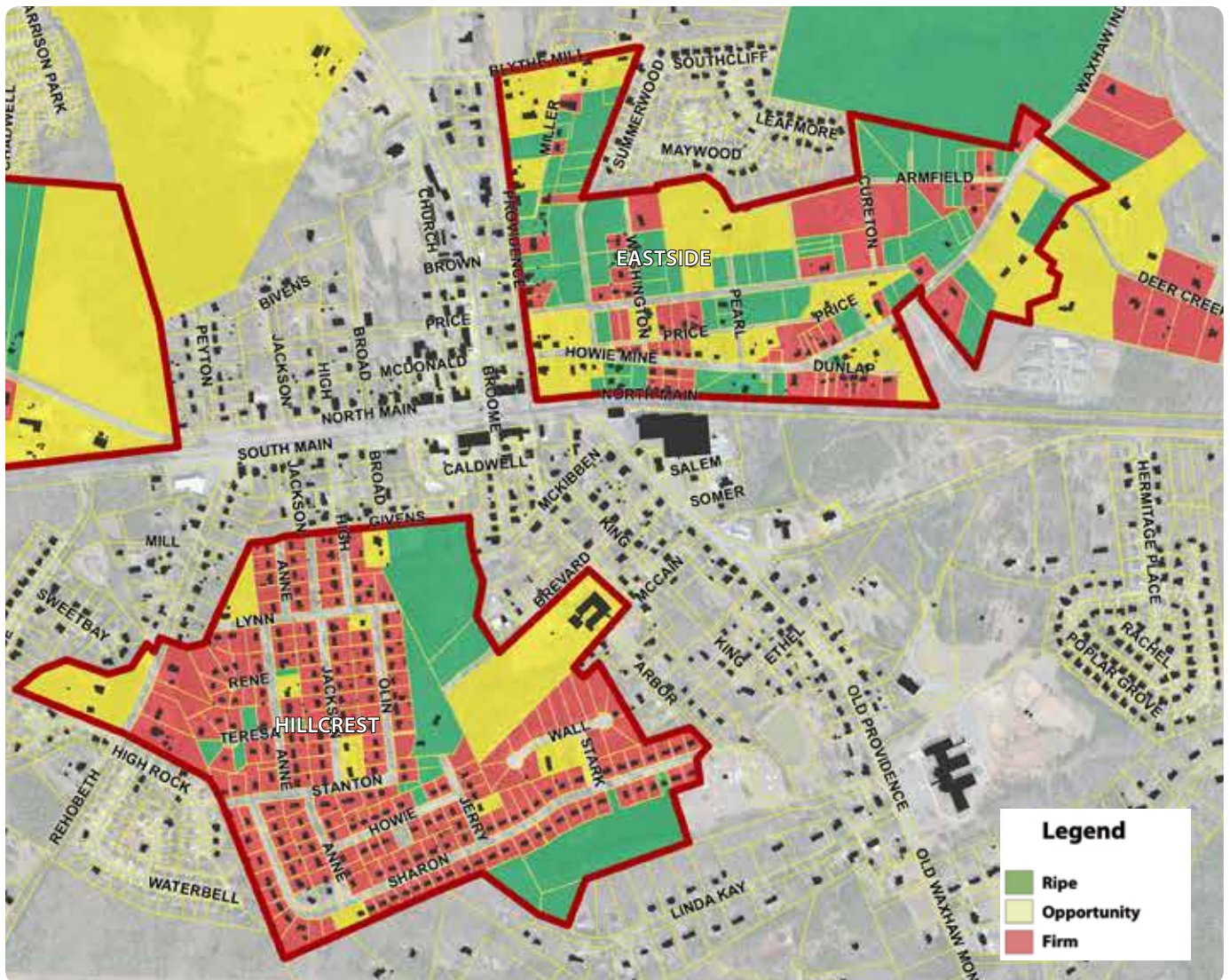
▲ RIPE/FIRM ANALYSIS

A ripe and firm analysis illustrates an outsider's perspective of the properties within a study area. The red parcels identified above are not likely to change over time while the green properties will likely change because they are vacant, for sale or of poor development quality in terms of use or structure. The yellow areas represent opportunities and may currently have an appropriate use or a worthy structure; however, as redevelopment in the area occurs, these parcels may evolve and change in use or physical configuration.

2.4 KEY TASKS

The planning process set out to accomplish the following tasks:

- > Include diverse stakeholder groups to reach consensus resulting in feasible, realistic preservation/development/redevelopment plans.
 - > Analyze the area's existing conditions
 - > Create a conceptual design plan using exemplary traditional planning and urban design principles.
 - > Identify small improvements that can be made
- in the short term in each neighborhood.
- > Identify areas for potential rezonings and an outline of a proposed design guidelines that meet the needs of the neighborhood today and in the future.
- > Recommend possible long term infrastructure improvements that incentivize new private development.
- > Suggest gateway entrances.
- > Recommend policies to stabilize the neighborhoods for owners and renters.
- > Provide implementation and phasing strategies for proposed projects.



▲ RIPE/FIRM ANALYSIS

The ripe and firm analysis was prepared prior to the Downtown Neighborhoods Charrette and was used to help guide decisions about neighborhood development during the charrette and identify key redevelopment and infill opportunities.

2.5 GENERAL NEIGHBORHOOD PLAN PRINCIPLES

The following statement of key principles summarize the goals of the Downtown Neighborhoods Plan:

- › Increase connectivity and transportation choices for residents and visitors.
- › Include a diversity of housing types that attract residents of all age groups, family types and socioeconomic statuses.
- › Identify opportunities for small infrastructure interventions that improve the existing services in each neighborhood.

- › Create an identity for each neighborhood that builds on its history and vision.
- › Protect and improve the safety and public health of residents in each neighborhood through recommendations for recreation, open space and the local transportation network.
- › Encourage quality development through coding.



THE PLANNING PROCESS

A charrette is an intense workshop that gives the design team an opportunity to meet with interested citizens and produce a detailed series of recommendations, high quality plans and renderings that accurately reflect the vision of the community.

The keys to a successful plan include a balanced mix of careful analysis of the existing conditions; extensive and meaningful public engagement; visionary, but practical planning and design; and financially and politically feasible implementation strategies. It is imperative for projects at every scale – from the redevelopment of a block in downtown to a county-wide comprehensive plan – to maintain this balance. To best facilitate the small area neighborhood planning process and achieve this important balance, the Town of Waxhaw used an intensive planning and design workshop, called a charrette. Charrette processes:


- › Engage the entire community from the beginning;
- › Encourage a diversity of ideas and thinking “outside of the box” to solve neighborhood issues;
- › Produce actionable plans within an efficient, focused time-frame; and
- › Create a shared vision that guides growth over the long term.

A typical charrette is a four-day, community-driven design exercise that establishes expectations and builds enthusiasm for new investment and development. A successful charrette is predicated on the direct involvement of those who will implement the recommendations and proposals that result from the process.

The charrette process requires an investment of resources and trust by the community to assemble a team of experts to work intensely for several days with elected officials, key decision-makers, staff and the general public. These stakeholders are engaged through direct interviews, open discussions and collaborative design sessions that allow an incredible amount of planning work to be accomplished in a relatively short period of time. The efficiency of charrettes can pay great dividends, not only in terms of time and money saved, but in the pleasure of partnering with an entire community on a project everyone can be proud of.

A kickoff public workshop for the Downtown Neighborhoods Plan for Waxhaw occurred on the evening of May 2, 2013, to give the general public an opportunity to hear more about the plan and help generate some ideas to manage and encourage growth in this area. The public workshop was followed by a four day charrette from May 6-9. The charrette consisted of numerous public meetings, stakeholder and design sessions, evening pin-up sessions, and a closing presentation on Monday, May 13. The design team worked on-site at the Waxhaw Woman’s Club with an open invitation for the community to offer continual input and monitor the work in progress.

WAXHAW MARVIN *Neighborhood Plan*



Waxhaw is investing in its future by creating small area infrastructure and community plans for several of the neighborhoods surrounding downtown. Neighborhood participation is critical to the success of the plan! Please come and join us for the workshops and meetings.

SCHEDULE
Below are meetings that will be held during the design charrette that examine specific topics and include experts and invited local decision and policy makers. The public is invited to engage in these meetings as participants.

Monday, May 6th	
11:00 am	Utilities and Infrastructure
1:00 pm	Streets and Circulation
2:30 pm	Sidewalks, Greenways, Pedestrians and Bicycles
4:00 pm	Parks and Open Space
Tuesday, May 7th	
9:00 am	Housing Strategies - New and Old
11:00 am	Churches and Civic Buildings
1:00 pm	Codes and Regulations
Afternoon	Open Design Studio
6:30 pm	Daily Pin-Up Session
Wednesday, May 8th	
9:00 am	Waxhaw Marvin Check-In
Afternoon	Open Design Studio
6:30 pm	Daily Pin-Up Session
Thursday, May 9th	
9:00 am-Noon	Open Design Studio
6:30 pm	Daily Pin-Up Session
Monday, May 13th	
6:30 pm	Closing Presentation

YOU ARE INVITED!
FREE FOOD! Neighborhood Pizza Party and Workshop
 The event brings together residents for a free pizza dinner from Fox's Pizza Den. Participants are encouraged to share ideas, problems and possible solutions in their neighborhood with the team.
 Thursday, May 2nd at 6:30pm
 Location: Waxhaw Woman's Club, 200 East South Main St

GOT IDEAS? Public Planning and Design Charrette
 The design team will work on-site creating the plan and invite the community to offer continual input and monitor the work-in-progress. Members of the community and all those interested in the future of Waxhaw are invited to stop-by the design studio throughout the week.
 May 6th - May 9th
 Location: Waxhaw Woman's Club, 200 East South Main St

WHAT'S NEXT?! Closing Presentation
 The design team will present its set of preliminary recommendations for guiding growth, development and redevelopment over the next twenty years.
 May 13th at 6:30 pm
 Location: Museum of the Waxhaws, 8215 Waxhaw Highway

One of the Charrette Schedules

3.1 PUBLIC INPUT AND COMMUNITY PRIORITIES

The town sought to insure that public input on the plan was garnered from as wide a spectrum of community members and stakeholders as possible. To that end, public participation in the plan included several key elements:

1. An Advisory Committee Meeting to kick-off the effort;
2. A public kick-off meeting that included a series of group discussions;
3. The centerpiece public involvement event - a four-day public planning and design workshop (also known as a "charrette"); and
4. A follow-up Advisory Committee Meeting to review the charrette results.

The public's participation in each of the public input venues and events shaped the plan's final recommendations. The public comments, along with information gained from stakeholders, public officials and other representatives, guided the consultant team in their work and were key determinants of the plan's outcomes.

Community Priorities

- Find projects with short term results such as stormwater improvements, sidewalks and street lights.
- Preserve and encourage housing diversity in each neighborhood.
- Invest in long-term projects that maintain Waxhaw's historic character and create sustainability for the next generation

PUBLIC MEETINGS

34 Town of Waxhaw, NC



PUBLIC PARTICIPATION SESSIONS ▲

3.2 PRE-CHARRETTE RECONNAISSANCE

Kickoff Presentation & Public Workshop

The kickoff presentation included a short discussion with residents about the process and examples of specific issues the planning team would investigate. Following the presentation, attendees were invited to participate in three information gathering stations, as follows:

- > Thought Bubbles
- > Visual Preference Survey
- > Idea Maps

Public Input Received During Kickoff Meeting

The design team utilized a combination of “thought bubbles”, visual preference surveys and maps to solicit feedback from participants during the kickoff meeting.

The thought bubbles prompted participants to fill in the blank to the following statements:

- I want_____in my neighborhood.
- I wish my neighborhood _____.
- My favorite thing about my neighborhood is_____.

The combined results are seen in the word clouds on these pages.

WAXHAW MARVIN



HILLCREST



EASTSIDE



Visual Preference Survey Results

Participants voted on their preference for images in the following categories to represent the types of amenities they would like to see in their neighborhood:

- Parks and Civic Space
- Housing Types
- Streets and Infrastructure

The top results for each neighborhood are shown in the table below. Voting was close, and results showed similar interests in each neighborhood.

Positive votes corresponded to each neighborhood according to the following colors. Participants were also permitted to submit negative votes through a “dislike” option. A plus sign (+) represents votes for the image and a (-) sign represents a dislike vote.



Waxhaw- Marvin Eastside Hillcrest Dislike

▼ MOST LIKED CHOICES BY NEIGHBORHOOD

	Waxhaw-Marvin	Hillcrest	Eastside
Parks and Civic Space			
Housing Types			
Streets and Infrastructure			

VOTING ON THE VISUAL PREFERENCE SURVEY ►



Parks and Civic Space



Stormwater Park



Community Garden



Passive Open Space



Pocket Passive Open Space



Community Garden Building



Plaza and Outdoor Dining



Basketball Court



Playground



Picnic Shelter



Sprayground



Sandbox



Active Water Feature



Park Bench



Tennis Courts



Recreation Building

+1 Waxhaw-Marvin

+1 Eastside

+1 Hillcrest

-1 Dislike

▲ PARKS AND CIVIC SPACE VOTING RESULTS

three: **the planning process**

Housing Types



Cottages



Urban Houses



Single family house - small lot



Manufactured Home



Multi-family building



Single family house - average lot



Triplex



Assisted living - multi-family



Manufactured home



Single family house - large lot



Single family house - average lot



Single family house - average lot



Townhouse



Duplex



Single family house - small lot

 Waxhaw-Marvin

 Eastside

 Hillcrest

 Dislike

▲ **HOUSING TYPES VOTING RESULTS**

Streets and Infrastructure



Street light



Roundabout



Flat curb and bollard



Reverse angle parking



Arterial with parking and median



Arterial - no median



Street lights



Dedicated bike lane



Local street with parking



Traffic circle



Crosswalk



Rural walking trails



Gateway signage

+1 Waxhaw-Marvin



Hiking trails

+1 Eastside

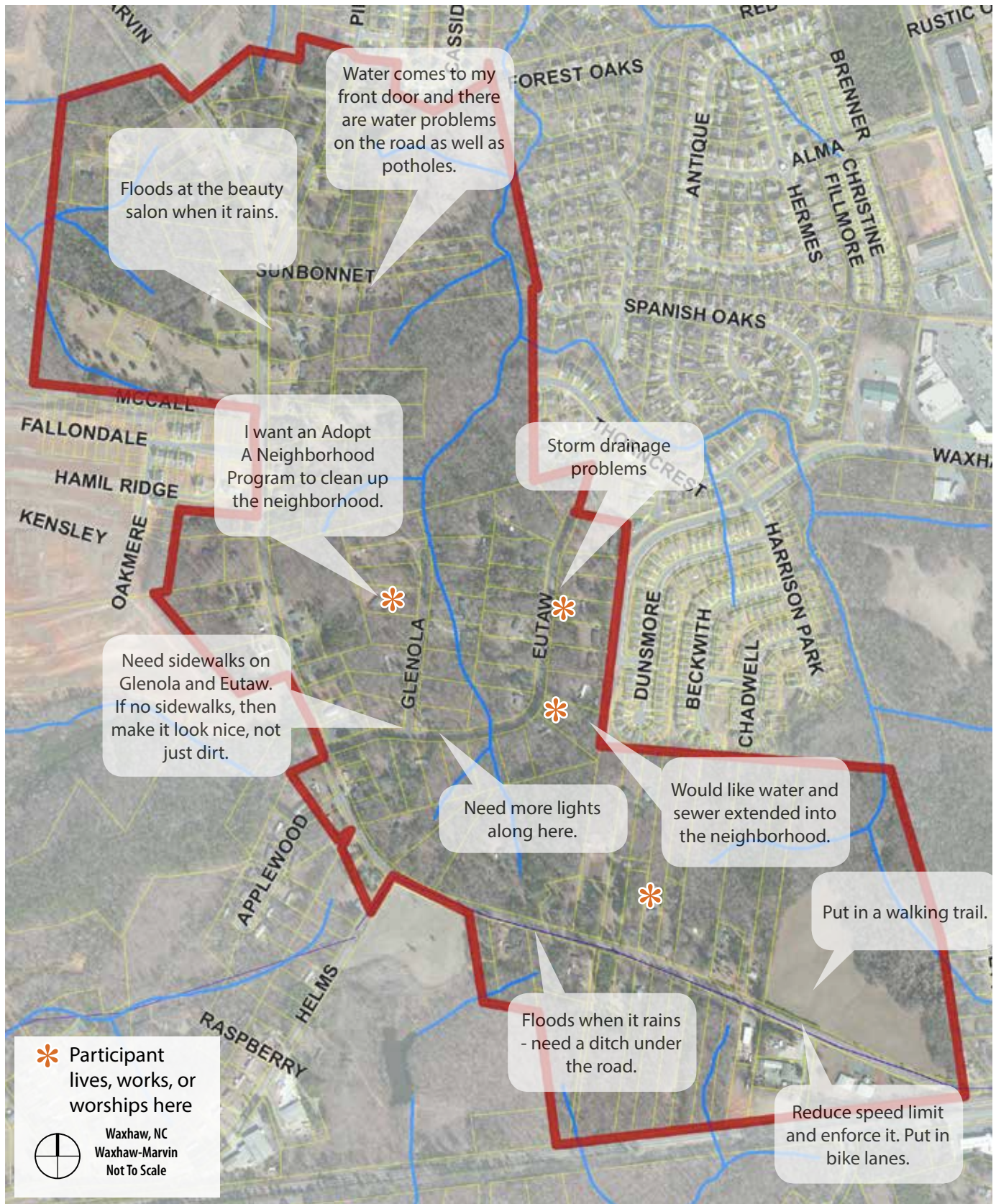


Commercial arterial

+1 Hillcrest

-1 Dislike

▲ STREETS AND INFRASTRUCTURE VOTING RESULTS



▲ PARTICIPANTS LABEL ISSUES IN THE WAXHAW-MARVIN NEIGHBORHOOD

Idea Maps

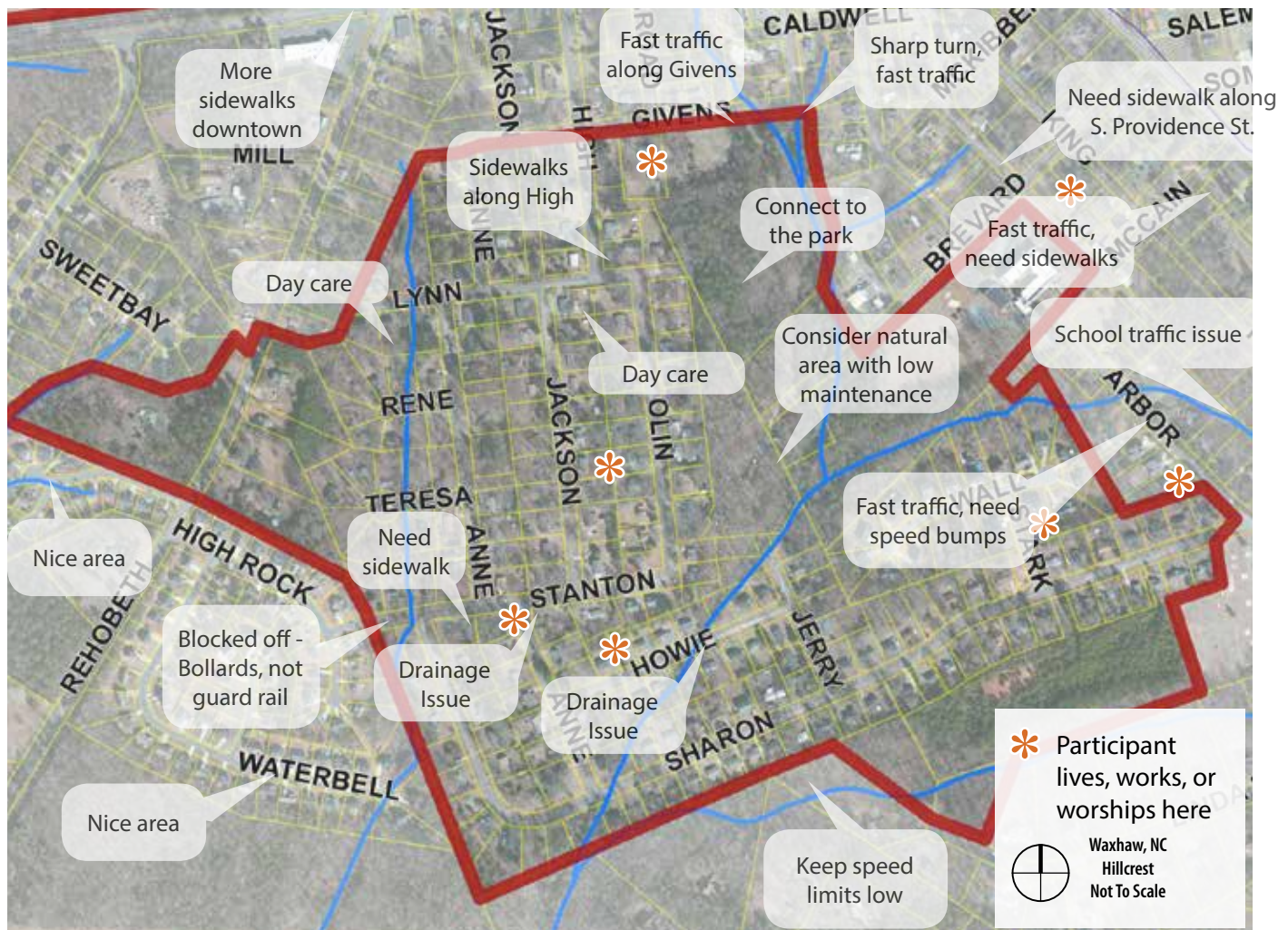
Large aerial maps were provided for participants to write comments and point out challenges and opportunities in their neighborhood. The comments are seen here on the maps.

3.3 THE CHARRETTE

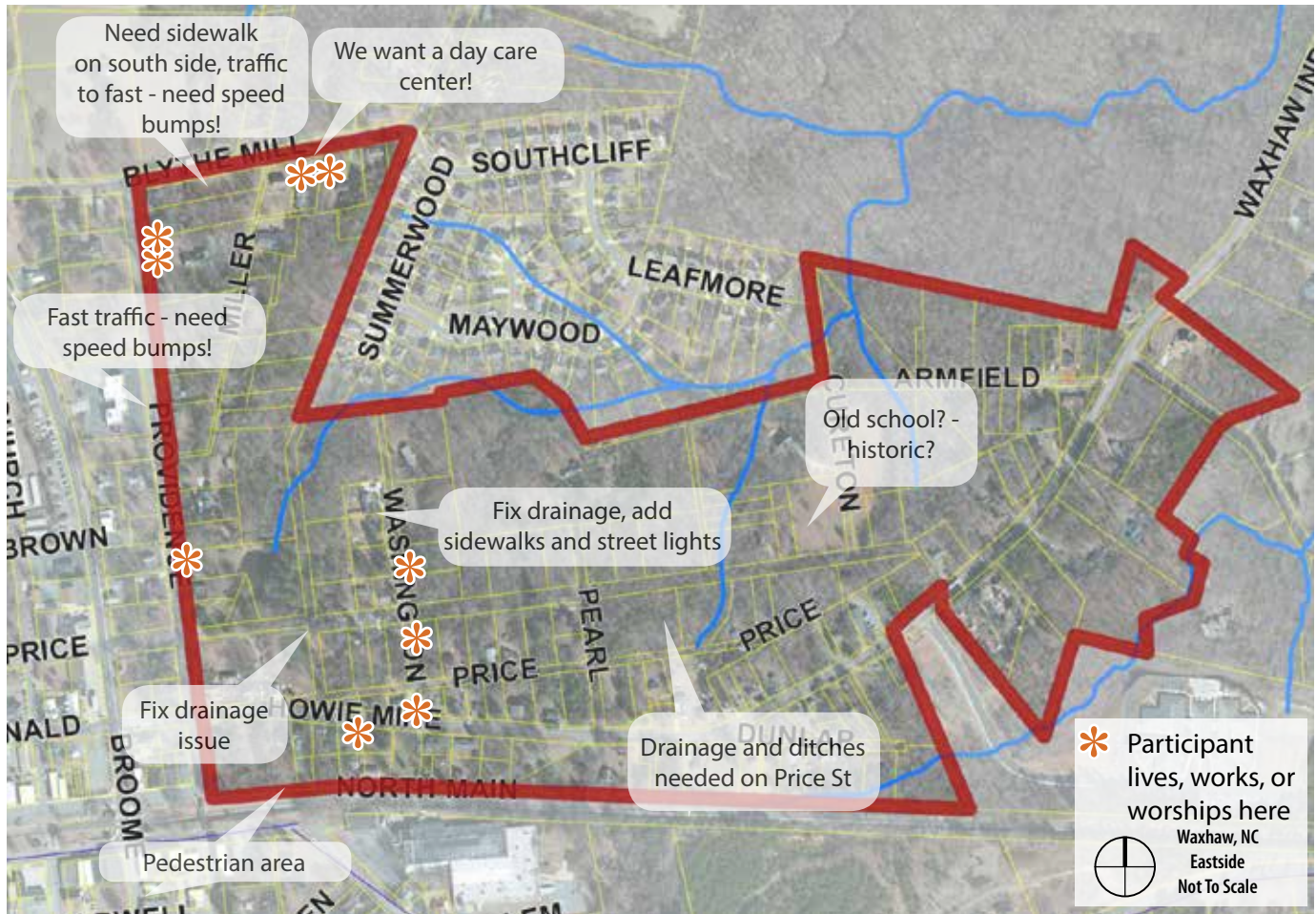
On Monday, May 6, the consultant team set up a temporary design studio in the Waxhaw Woman's Club. The space served as the design team's "home base" for the charrette's duration, May 6-9. The studio, complete with design tables, maps, pin-up boards and computer work stations, provided an open space in which both formal and

informal meetings occurred, as well as room for designers to craft the plan's details with the public's help.

The charrette featured formal public meetings, led by the consultant, as well as informal sessions that emerged out of these meetings and other design-related activities. Topics discussed included utilities, housing strategies, stormwater, public space, neighborhood connectivity, and greenways and sidewalks, among many other issues. At the end of each day, the design team facilitated an informal review and public critique of the day's progress for interested citizens.



▲ PARTICIPANTS LABEL ISSUES IN THE HILLCREST NEIGHBORHOOD

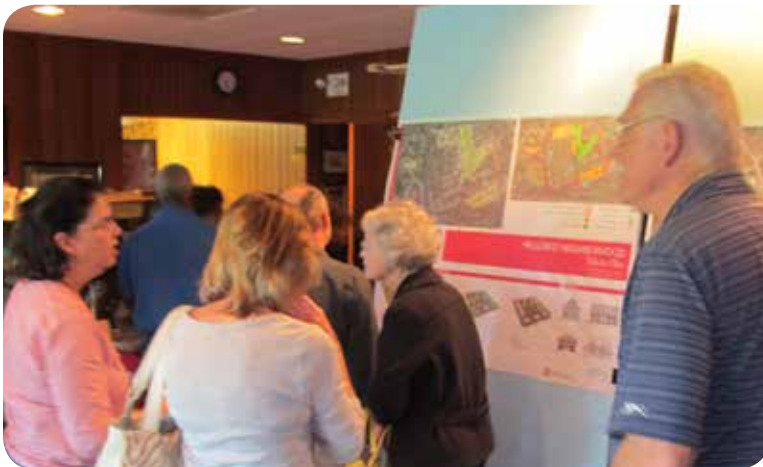


▲ PARTICIPANTS LABEL ISSUES IN THE EASTSIDE NEIGHBORHOOD

On Monday, May 13th, 2013, the charrette closed with a final presentation highlighting the week's results and the plan's preliminary recommendations. Nearly 25 people were in attendance for the presentation of the plan that represents the consensus opinion gained through a week of collaboration between the public, Town staff, and the design team.



THE TEAM PRESENTING AND DRAWING DURING THE CHARRETTE ►



SCHEDULE

Below are meetings that were held during the design charrette to examine specific topics. Issue experts and local policymakers were invited to participate with the general public in these meetings as appropriate.

Monday, May 6th

11:00 am	Utilities and Infrastructure
1:00 pm	Streets and Circulation
2:30 pm	Sidewalks, Greenways, Pedestrians and Bicycles
4:00 pm	Parks and Open Space

Tuesday, May 7th

9:00 am	Housing Strategies - New and Old
11:00 am	Churches and Civic Buildings
1:00 pm	Codes and Regulations
Afternoon	Open Design Studio
6:30 pm	Daily Pin-Up Session

Wednesday, May 8th

9:00 am	Waxhaw Marvin Check-In
Afternoon	Open Design Studio
6:30 pm	Daily Pin-Up Session

Thursday, May 9th

9:00 am-Noon	Open Design Studio
6:30 pm	Daily Pin-Up Session

Monday, May 13th

6:30 pm	Closing Presentation
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▲ CHARRETTE SCHEDULE

▲ IMAGES FROM PUBLIC PARTICIPATION AT THE CHARRETTE AND THE CLOSING PRESENTATION



CONNECTIVITY & MOBILITY



As Waxhaw continues to grow, its transportation infrastructure must adapt to meet the needs of pedestrians, cyclists and automobiles.

No analysis of the local and regional context would be complete without an evaluation of community improvements regarding connectivity. This section highlights ways and means to repair existing deficiencies and to accommodate carefully identified growth opportunities through infill development in each of the three downtown neighborhoods. This chapter specifically examines:

- › Local and regional connectivity for residents and visitors; and
- › The timing of suggested network improvements in each downtown neighborhood.

Connectivity for Residents and Visitors

A key ingredient of successful communities is efficient connectivity within and between downtown neighborhoods and other parts of town. Connectivity provides residents with choices of routes and opportunities for different modes of travel. A comprehensive network of town streets, sidewalks and multi-use paths for cycling and walking is essential to accommodate a variety of users – including cyclists, casual users and families.

Connectivity operates on two scales: larger, cross-town linkages that provide safe and efficient circulation around the whole community and between neighborhoods; and smaller scale interventions that improve connectivity within each neighborhood.

The overall need for better connectivity and accessibility within the community brings to light one issue that stands out as an urgent priority – improving access for fire trucks to the western parts of town from the fire station on Waxhaw Parkway. Creating a street connection from the western end of Waxhaw Parkway to Eutaw Drive through a private lot that fronts both of these streets would immediately solve the problem.

Beyond the immediate new connection on Eutaw Drive, cross-town connectivity improvements should focus on new north-south and east-west connections around the downtown core, so that local residents are not forced to use existing major thoroughfares for all of their daily trips. Improvements in connectivity will improve safety, accessibility and provide a framework for new investment and development.

Prioritizing and phasing the connectivity improvements will help to time expenditures with new development and demand. Several other important infrastructure improvements that affect adjacent areas were developed during the neighborhood charrette. Improvements that are outlying to the downtown neighborhoods are detailed in the NC 16 Corridor Plan.

A brief assessment of traffic volumes on key roads in the downtown neighborhoods was conducted to provide context for suggested infrastructure improvements in each neighborhood. The figures below list the average daily traffic (ADT) or

number of cars per day, based on data from 2012:

> Waxhaw-Marvin Road	2,000
> Cuthbertson Road	5,800
> Pine Oak Road	1,310
> Bond's Grove Church Road	2,400
> Howie Mine Road	3,300
> Rehobeth Road	1,400

These 2012 traffic counts show that there is currently an adequate level of service for automobile traffic based on the existing number of lanes. With new development these traffic volumes are expected to grow. It should not be necessary however, to widen any of these roads until the ADT exceeds 12,000. With the addition of turn lanes, volumes up to 17,000 ADT can be handled without adding capacity through expensive road-widening projects. Even more traffic could be safely handled on through the existing road network if a greater degree of neighborhood connectivity is established through the provision of new connections. Waxhaw-Marvin Road is the most likely to be proposed for widening due to the growth on the corridor. However such widening will not be necessary for several years given the current traffic volumes.

The following transportation improvements provide an outline to preserve and improve the levels of service within each neighborhood for cars, pedestrians and cyclists.



▲ **PROPOSED CONNECTION - WAXHAW PARKWAY TO EUTAW DRIVE**

M-1 Build a street connection from the western end of the existing Waxhaw Parkway to Eutaw Drive through a private lot that fronts both of these streets.

This connection will allow the fire station on Waxhaw Parkway to quickly access the western part of town and provide a major improvement in fire service to thousands of residents. Timed tests by the fire department (carried out with the approval of the property owner) showed a marked improvement in response times to subdivisions, including Millbridge and Prescott, through the proposed connection to Eutaw Drive. Emergency units arrived at their destinations as much as five minutes faster with the connection in place.

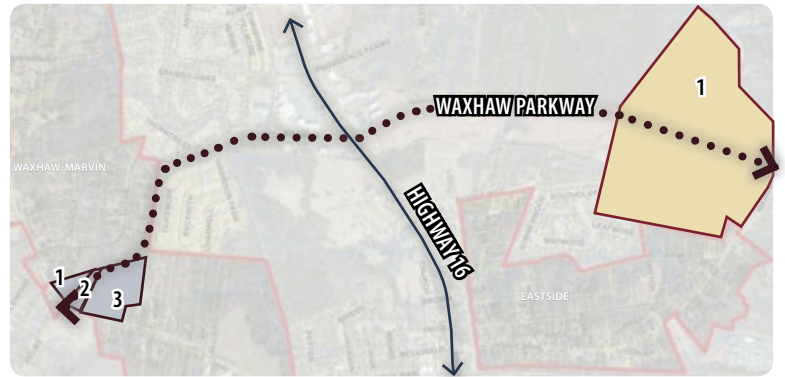
The fire access connection is a matter of urgency that should be formalized by a legal agreement with the property owner and a temporary road surface established between the two streets. As the Waxhaw-Marvin neighborhood continues to develop, this connection should become a permanent town street.

The new connection between Waxhaw Parkway and Eutaw Drive will increase automobile traffic on both roads, however the expected impact is minimal. The design of the connection should resemble a residential street with stop signs at each end to maintain the slow speeds and residential character of the area.

Currently Pine Oak Road is an additional connection between Highway 16 and Waxhaw-Marvin Road. Through interviews with fire and EMS, fire response does not currently use this road due to the bridge conditions and the sharp curve in the road. These conditions are scheduled to be improved and if completed in a timely manner could also improve the emergency response times. Prescott Glen Parkway is another connection that is planned that would connect the development on Highway 16 and Waxhaw-Marvin Road. Working with the Bank of North Carolina (the property owners) to finish construction would also improve emergency response times. Given the new location of the Police Department and current location of Fire and EMS it is recommended that all three connections be built. This recommendation is further discussed in Chapter 4. [\$\$\$] [C] [1-3]

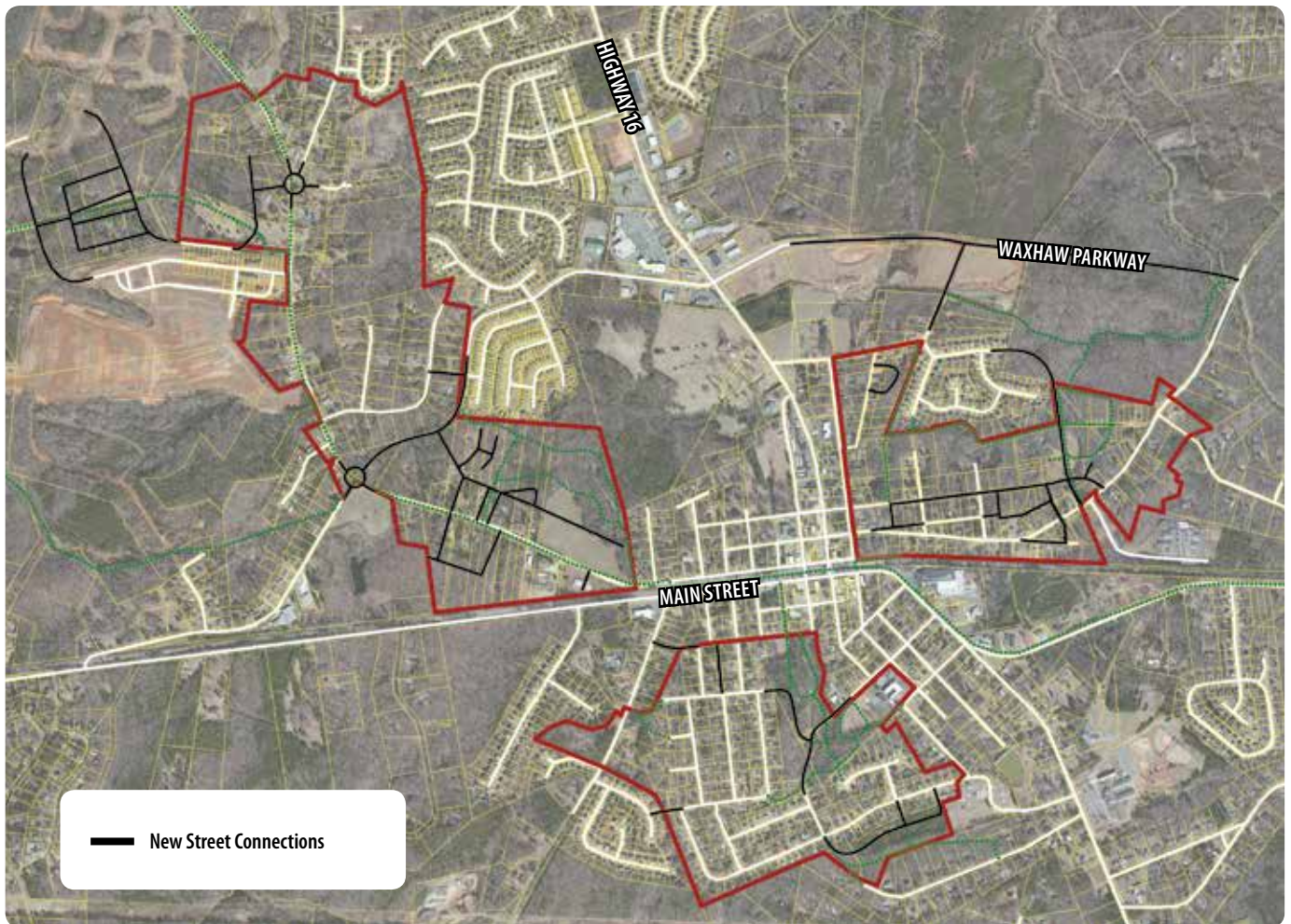
M-2 **Extend Waxhaw Parkway to Waxhaw-Marvin Road to the west (with the construction of a 4-way roundabout at the junction with Helms Road) and to Waxhaw-Indian Trail Road to the east.** The lack of east-west connectivity in Waxhaw creates circulation and traffic issues for existing and proposed neighborhoods north of downtown Waxhaw. Completing the Waxhaw Parkway connection to the east and west without crossing the railroad tracks adjacent to Main Street provides connectivity options without taking traffic away from downtown businesses, unlike a downtown bypass. [\$\$\$\$] [C] [Public/Private] [7-10]

Give current land ownership, it is preferred to build the eastern portion of the Waxhaw Parkway to connect to Waxhaw-Indian Trail Road as a first phase. Completing the western portion will be more difficult, requiring multiple land acquisitions in an area with established single family homes.



▲ DIAGRAM OF WAXHAW PARKWAY - PHASE 1 ROUTE

The numbers above represent the number of parcels affected by the Waxhaw Parkway extension on both the west and east.



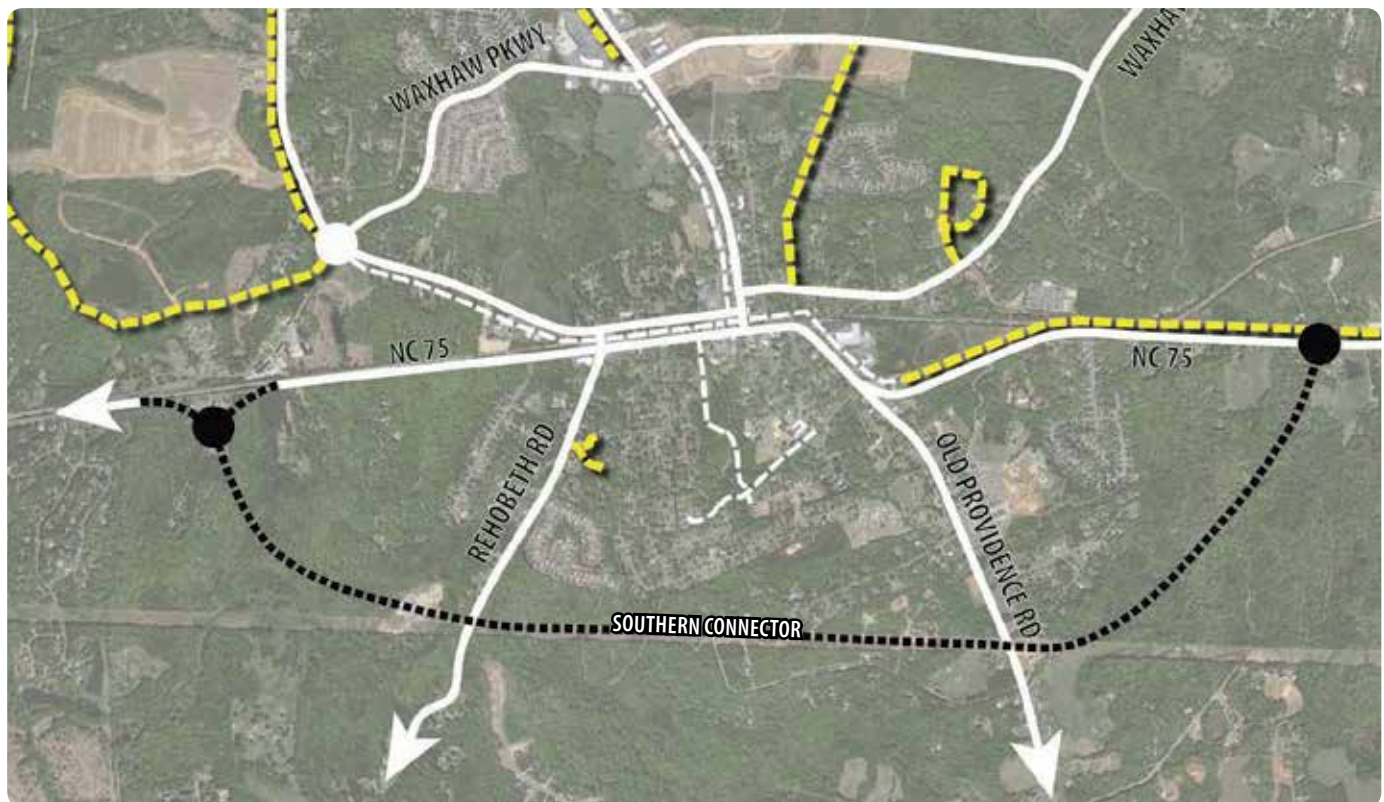
▲ PROPOSED NEW STREET CONNECTIONS

M-3 Construct a multi-use path and bike lanes along Waxhaw-Marvin Road and along NC 16 to the Waxhaw Parkway. Waxhaw-Marvin Road is a popular route for road cyclists who come to Waxhaw from miles around to participate in organized group rides. Bike lanes on Waxhaw-Marvin Road to Waxhaw Parkway would provide a connection to bike routes to the north. A multi-use path serves different users than bike lanes, providing access to those who are not comfortable cycling on the road with automobile traffic.

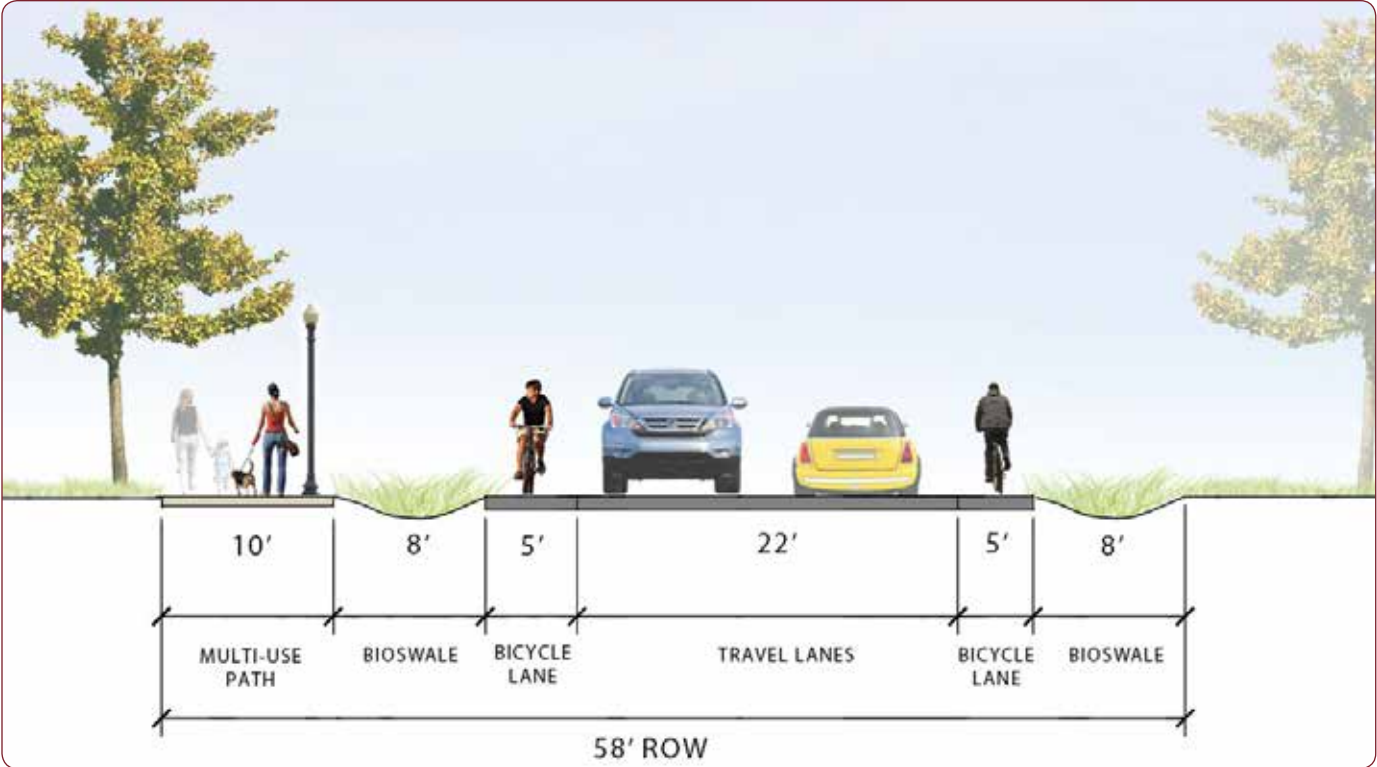
Bike lanes and a multi-use path can be implemented along Waxhaw-Marvin Road in several ways, as described in the street sections, opposite. A variety of funding options should be considered, focusing on a combination of funding sources to build the facilities. The half-mile segment from North Main Street to Waxhaw Parkway is the first step in linking neighborhoods adjacent to Waxhaw-Marvin Road with downtown Waxhaw. [\$\$\$] [C] [4-6]

M-4 Construct a southern connector downtown by-pass parallel with NC-75 south of the Hillcrest Neighborhood, with roundabouts at the connections with NC-75. The intersection of Main Street and Broome Street is not only the center of Waxhaw, but also a critical link in connecting the north-south route of NC Highway 16 and the east-west route of NC Highway 75. For over 20 years, residents and policy makers in Waxhaw have discussed the merits of the Waxhaw Parkway to reduce the congestion of the intersection on Main Street, eliminate truck traffic and provide an alternate route for emergency providers by constructing a northern bypass of downtown.

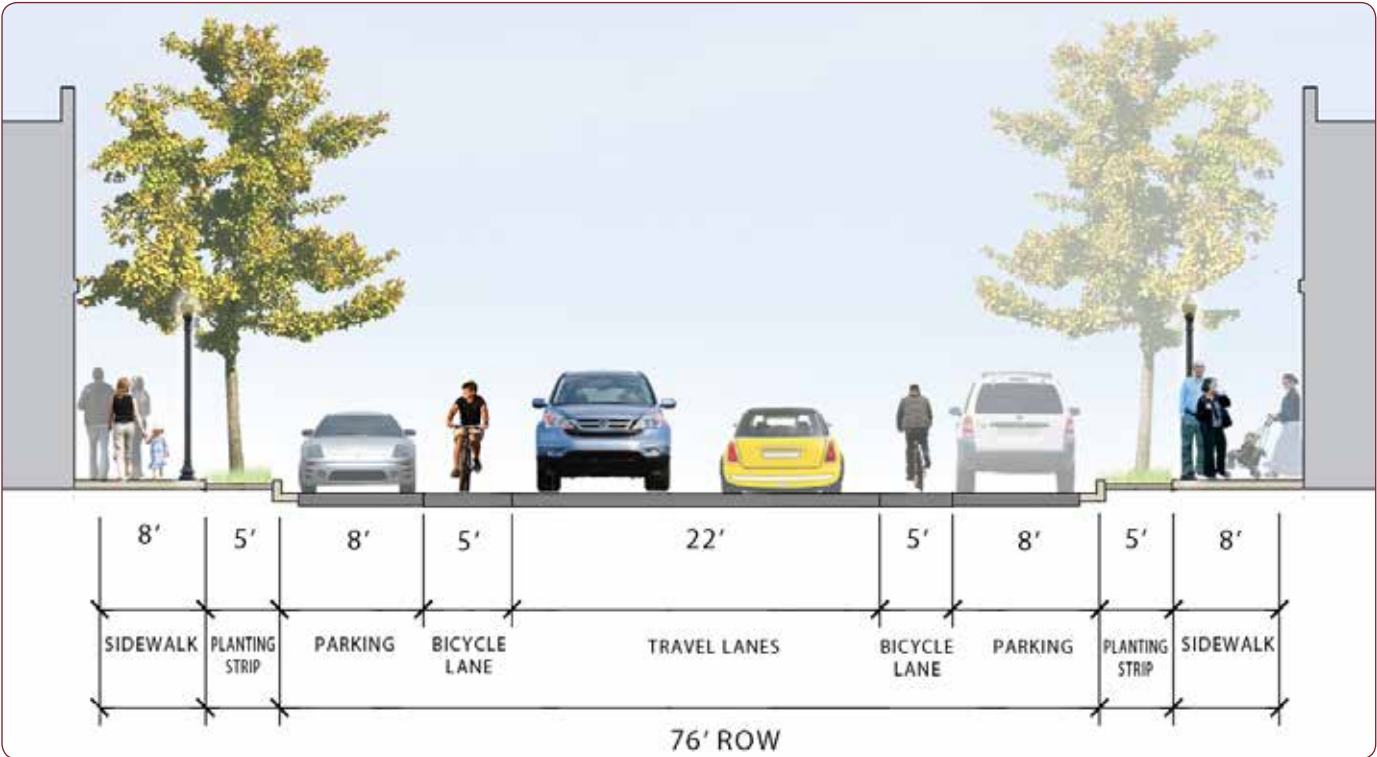
Recent analysis of the proposed Waxhaw Parkway route reveals the immediate need to only eliminate the east-west truck traffic on Highway 75. Truck traffic can be rerouted on Highway 75 by building a southern connector without building the northern portions of the Waxhaw Parkway. [\$\$\$\$] [C] [7-10]



▲ **PROPOSED NC-75 SOUTHERN CONNECTOR ROUTE**



▲ **WAXHAW-MARVIN ROAD - RURAL ROAD SECTION** (NORTH OF PROPOSED WAXHAW PARKWAY CONNECTION)



▲ **WAXHAW-MARVIN ROAD - URBAN ROAD SECTION** (SOUTH OF PROPOSED WAXHAW PARKWAY CONNECTION)

M-5 Build a multi-use path and bike lanes on Waxhaw-Marvin Road to Kensington Drive

Drive. The connection of the bike lane and multi-use path from the intersection of Waxhaw Parkway to Kensington Drive completes a bike and pedestrian network that connects over 10,000 existing and future Waxhaw residents to downtown Waxhaw through safe, non-vehicular routes. This is a future phase of the M-3 Action Item.

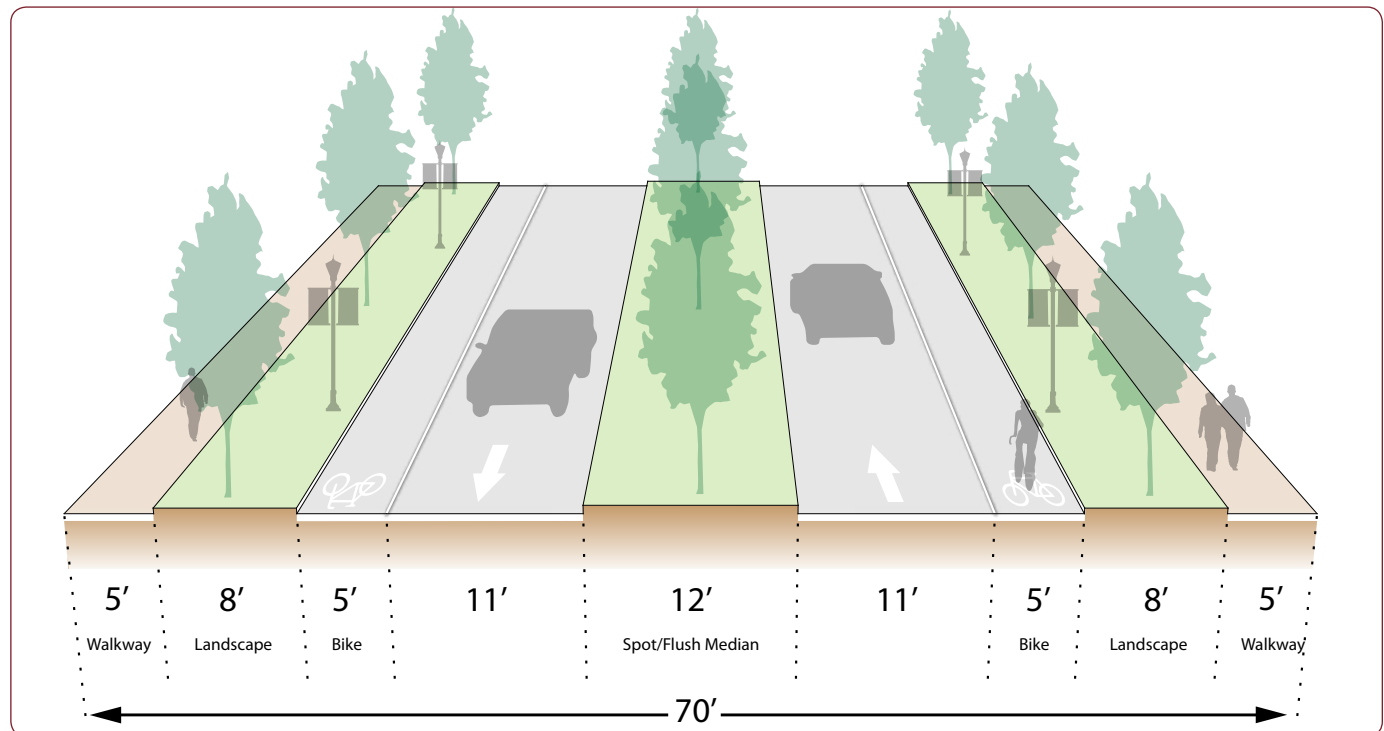
The 10' multi-use path is adequate for families that live in Millbridge, Prescot and Cureton to ride bikes, casually stroll or jog to downtown with ample separation from moving traffic.

The bike lanes on Waxhaw-Marvin Road would also provide better accommodation for on-road cyclists, adding an additional 1 ½ miles of bike lanes to connect to popular cycling routes to the north. [\$\$\$] [C] [7-10]

M-6 Extend Waxhaw Parkway to NC-75 at intersections to connect to the southern connector.

The final phase of the Waxhaw Parkway includes two complicated railroad crossings. The western crossing would tunnel under the railroad and meet the southern connector at a roundabout on the current Highway 75 west of the intersection with Rehobeth Road. On the east side, the final phase would connect Waxhaw Parkway to the eastern side of Highway 75. This segment is a difficult segment to complete because it includes bridging the railroad and navigating fairly difficult topography.

The completion of the Waxhaw Parkway will take many years to complete. It is recommended that the final phase and connections not be made until all other segments are complete and can be evaluated for their effect on downtown Waxhaw and local development. [\$] [C] [10+]



▲ **WAXHAW PARKWAY - NEW CONSTRUCTION STREET SECTION**



▲ **DIAGRAM SHOWING FINAL PHASE OF WAXHAW PARKWAY CONNECTING TO THE SOUTHERN CONNECTOR**



▲ **RURAL BYPASS ROUNDABOUT EXAMPLE - GREENBELT, MD**



▲ **MULTI-USE PATH EXAMPLE**

Photo Credit: Michael Ronkin



▲ **CONNECTED NEIGHBORHOOD EXAMPLE**

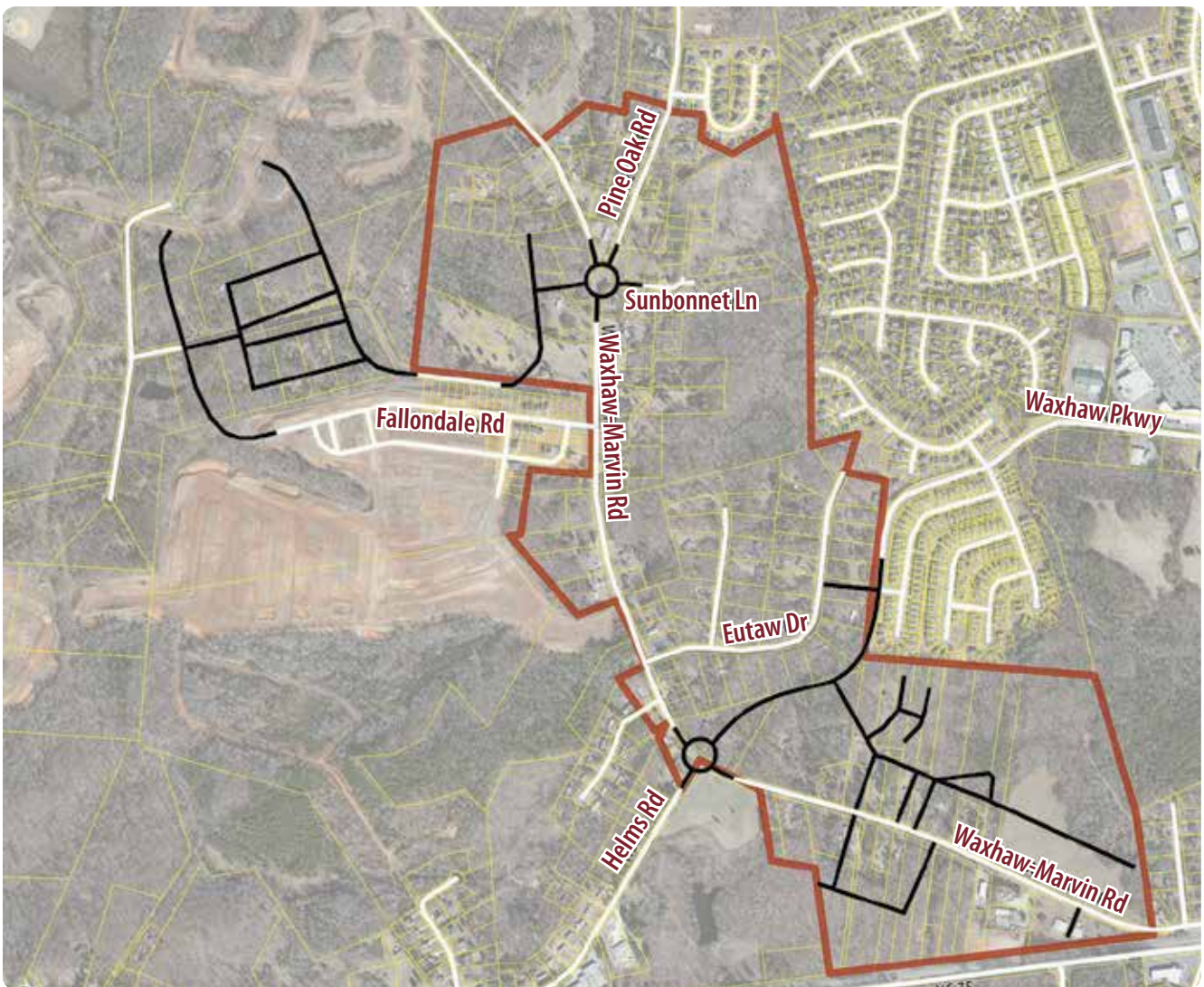
M-7 Collaborate with new development opportunities to build new pedestrian and bicycle connections and limited new street connections within Hillcrest, Waxhaw-Marvin and Eastside. New street connections within each neighborhood will create a network of options for all users, tying together the neighborhoods, downtown and surrounding development, and adding value to each in the process. The proposed connections also provide opportunities for new housing and development. The diagrams below and opposite illustrate the proposed connections in black. It is important to note that all of the proposed street connections are proposed to be provided through public-private partnerships that would occur in conjunction with new development. [\$\$] [Public/Private] [On-going]



▲ **HILLCREST - PROPOSED STREET CONNECTIONS (IN BLACK)**



▲ **EASTSIDE - PROPOSED STREET CONNECTIONS (IN BLACK)**



▲ **WAXHAW-MARVIN - PROPOSED STREET CONNECTIONS (IN BLACK)**



INFRASTRUCTURE



Infrastructure is the often unseen network of support that provides essential services to offer a high quality of life for neighborhood residents.

Infrastructure improvements are vital elements to neighborhood development. Water, sewer, waste services, stormwater and other services often go unnoticed until they are inadequate to serve the needs of residents.

Newly constructed residential neighborhoods in Waxhaw are required to provide sidewalks, street trees, curb and gutter, water, sewer, street lights and proper stormwater management. These requirements did not exist when the Eastside, Hillcrest and Waxhaw-Marvin neighborhoods were originally developed. As part of the Neighborhood Plan a thorough evaluation of infrastructure gaps was completed based on information from Union County Public Works, Duke Energy, Piedmont Natural Gas, the Waxhaw Volunteer Fire Department, the Town of Waxhaw Public Works Department, and the Town of Waxhaw Planning Department. The recommendations and summaries that follow are representative of the information and data collected from meetings held with these organizations.

5.1 INTRODUCTION

The need for reinvestment in infrastructure was a consistently voiced concern throughout the charrette from residents of all

three neighborhoods. Common infrastructure needs are further investigated in the action items found in this chapter, while more detailed descriptions of specific issues in each neighborhood are highlighted in the specific neighborhood chapters. General feedback regarding infrastructure in the neighborhoods included the following observations:

- > **Stormwater:** Neighbors report localized flooding and drainage in all three neighborhoods. A key initiative from the neighborhood plan is to address these issues with a variety of solutions, on the lot, block and neighborhood scale. This includes policy recommendations and a stormwater toolbox.
- > **Water and Sewer:** The Eastside neighborhood has Union County water and sewer, but is serviced from several localized grinder pumps. This is sufficient, but limits new development. Hillcrest is well served by Union County Public Works and has limited issues with their water and sewer. Waxhaw-Marvin is not on Union County water/sewer. Most residents are supplied from well water and septic tanks. This is sufficient under current conditions, but if development pressures continue developers will have to extend the water and sewer lines to upgrade service to the area.

> **Emergency Services:** Access to fire and EMS is currently adequate in all three neighborhoods. Response times to each neighborhood are less than 10 minutes. As development continues however, this level of service will be difficult to maintain without improvements to neighborhood connectivity. An increasingly problematic issue for development in the Waxhaw-Marvin neighborhood is the distance and routing from the Waxhaw Fire Department. The action item in M-1 recommends an immediate solution to that problem, while M-7 describes new street connections that will help to

maintain a consistent level of emergency services in the future.

- > **Street Lights:** There are street lights in all three neighborhoods. They are currently installed at the request of the property owner and are standard Duke Energy pole lights.
- > **Sidewalks:** There is a limited sidewalk network in each of the three neighborhoods. The recently adopted Pedestrian Plan provides guidance for prioritizing sidewalk improvements as funding becomes available. Residents in each neighborhood are eager to improve pedestrian connectivity within the current network.



▲ OPPORTUNITIES FOR NEIGHBORHOOD-SCALE STORMWATER MANAGEMENT AREAS

- **Street naming:** Several streets in the neighborhoods lack an organized naming structure. For example, in the Eastside neighborhood there are several segments of Price Street. It is recommended that as part of any redevelopment there is a conventional naming process that is used.

I-1 Work with Union County Public Works to upgrade lift stations and access to water and sewer for new development. The study area currently has a combination of water and sewer service from Union County and private septic tanks. In the Eastside neighborhood, wastewater is currently managed through a system of grinder pump stations. Each of these stations are clearly marked and equipped with an alarm system.

The Union County Public Works Department plans to decommission the existing grinder pumps and upgrade the neighborhood to a lift station sometime in the summer of 2014. While the current system provides adequate service, the upgrades will provide more dependable, higher quality wastewater service. The improvements will help to encourage new development in the Eastside and ensure adequate capacity and service for future development.

There are no improvements currently scheduled for the Waxhaw-Marvin or Hillcrest neighborhoods in regards to water and sewer. Our recommendation is to extend the sewer line with development to encourage new development and investment in the Waxhaw-Marvin neighborhood. [\$\$\$] [O] [On-going]

I-2 Improve stormwater and drainage facilities for public health and safety. Each neighborhood currently has curbless streets with intermittent swales to deal with stormwater runoff. The swales regularly fill with soil runoff and trash, creating flooding issues. While current Town requirements include curb and gutter for new development, there are other stormwater design solutions that can be integrated to maintain a rural character and prevent flooding.

The diagram opposite identifies areas for stormwater improvements on a neighborhood scale. These block level improvements, combined with properly planted swales and the installation of curb and gutter where appropriate, can resolve flooding and drainage issues in each neighborhood. [\$\$\$] [O] [On-going]



▲ GRINDER PUMP CURRENTLY LOCATED IN THE EASTSIDE



▲ STORMWATER PARK EXAMPLE

I-3 Implement a stormwater fee. While new development in Waxhaw is required to incorporate proper stormwater management at the design phase, the downtown neighborhoods are older and were not developed with the necessary tools to address flooding and drainage problems. The Waxhaw Public Works Department works with a constrained budget to upgrade stormwater infrastructure in existing neighborhoods, but the funding to carry out these improvements is simply not adequate to address the problem.

In order to address the stormwater problems in historic downtown Waxhaw and in the downtown neighborhoods, a stormwater fee based on impervious coverage per lot is recommended. This fee would provide a dedicated funding stream to implement stormwater improvement projects, and also incentivize property owners to reduce the amount of impervious surface on their properties. The revenue stream could also provide the capital for stormwater improvement grant programs (see

details in PW-4) to be administered by the town and matched with funding from property owners.

A stormwater fee is a long term solution to a long term problem. Management of a stormwater fee program requires the following;

- > A staff person dedicated to the maintenance of the program;
- > An established fee structure for residential and non-residential properties; and
- > If the fee has a weighted structure, mapping solutions to calculate the impervious coverage for each lot.

A stormwater fee should be established following the implementation of other short term stormwater management tools. [1-3] [Policy]



▲ **STORMWATER PARK WITH PERVIOUS PATHS**

I-4 Create a rebate and mini-grant program that rewards home owners that improve drainage and filtration on their own lots. In each neighborhood residents were very interested to discuss potential funding to address stormwater and drainage problems. While the magnitude of some problems may require significant infrastructure investments to resolve, there are many smaller-scale “soft” solutions that can greatly reduce the rate of water flowing into stormwater systems.

Programs can be employed to encourage creative, neighborhood-level solutions to stormwater overflow. For example, James City County in Virginia provides “mini-grants” to neighborhoods or community groups to complete small projects focused on water quality improvement and stormwater best management practices (BMP) through their JCC PRIDE program (Protecting Resources in Delicate Environments - <http://www.jamescitycountyva.gov/generalservices/grants.html>). This incentive allows residents to take ownership of functional, beautifying facilities like tree wetlands and rain gardens, and also contributes to community building in the neighborhood. For Waxhaw, this type of grant program may range from \$500 to \$2,000 per project, and could encourage solutions that include public art that cleans stormwater, planting bioswales in medians, and the use of pervious pavement in parking lots and community spaces.

In conjunction with the stormwater fee suggested in Action Item PW-3, a second program could reward those property owners who not only reduce impervious area on their properties, but go a step further by creating rain gardens. The town offers a free residential raingarden design service. James City County provides another model program, “Turf Love,” which gives rebates to property owners who construct rain gardens at a rate of \$8 per square foot (<http://www.jamescitycountyva.gov/generalservices/grants.html>). Adding a rain garden to an existing lawn helps to manage runoff at the point closest to where the rain falls and slows the rate of water flowing into stormwater drain facilities, thereby preventing flooding. [4-6] [Policy]



▲ STORMWATER TOOL - FORMAL RAIN GARDEN



▲ STORMWATER TOOL - LIVING FENCE

STORMWATER MANAGEMENT TOOLS: WHAT CAN A PROPERTY OWNER DO TO MANAGE THEIR RUNOFF?

Here are a few ideas for slowing down and reducing stormwater runoff:

- > Be aware of how and where water moves on your property.
- > Treat water as a resource, not as a waste product.
- > Minimize impervious surfaces on your property.
- > Line impervious surfaces with gravel trenches, this will slow the water and allow it to seep into the soil.
- > Use the water runoff from your roof. A 1,000 square foot roof can produce about 623 gallons of water from a 1 inch rainfall. Direct the downspout to a vegetated area (making sure the water comes out at least 5 feet from your foundation), or install cisterns or rain barrels to catch the water.
- > Replace lawn areas with native plants. Native plants have more extensive root systems that capture water more effectively. Native plants also require less irrigation and maintenance.
- > Add organic matter to your soil. Compost or mulch can reduce runoff while making your plants happier. Spread 2-4 inches of mulch once a year.
- > Plant trees and preserve existing vegetation.
- > Create a rain garden. Rain gardens are planted in a slight depression that collects water and allows it to slowly permeate into the soil. Use plants that like water and permeable soil to absorb large amounts of water.

FOR MORE INFORMATION:

- > **Low Impact Development:**
http://www.lid-stormwater.net/lid_techniques.htm
- > **Water Environment Research Foundation:**
<http://www.werf.org/liveablecommunities/index.htm>



Information Sources:

<http://www.wikihow.com/Reduce-Stormwater-Runoff-at-Your-Home>
http://www.werf.org/liveablecommunities/tool_sbmps.htm



Image Source: http://water.epa.gov/infrastructure/greeninfrastructure/images/DownspoutDisconnect_StormwaterPlanter.jpg



Image Source: http://civnet.unh.edu/unh_stormwater_report_2007/treatment/tree_box/index.php



Image Source: Ehan Trimm - How to Build a Rain Garden



Image Source: City of Pinkerington, OH

Type of BMP	Downspout disconnection	Porous Pavement	Rain Barrels / Cisterns	Rain Gardens	Tree Box Filters	Vegetated Roofs
Details	Disconnect from the sewer system to reduce Combined Sewer Overflows (CSO); Must discharge into a suitable receiving area, away from building foundations.	Four basic material types: porous asphalt, porous concrete, interlocking paver blocks, plastic grid; Exfiltration depends on the underlying soil	Collect water and save it for a non-potable use later, like irrigation	These are vegetated depressions that store and infiltrate runoff; Designed to clear standing water within 24 hours	In-ground containers typically containing street trees; Runoff is directed to the tree box, then filtered by vegetation and soil before entering a catch basin	Intensive: soil layers greater than 4" depth; includes trees and a variety of plants; more maintenance; Extensive: less than 4" of subsoil; herbs, grasses, drought tolerant plants and sedum; minimal maintenance; not usually open to public.
Context	Residential, Commercial, Streetscape	Residential, Commercial, Streetscape	Residential, Commercial	Residential, Streetscape, Commercial	Streetscapes, Urban Sites	Residential, Commercial
Volume / Retention	Volume reductions occur in infiltration in the receiving area	Potentially 70-80% of annual rainfall can be returned to groundwater	Depends on the container, 50-1000s of gallons	High infiltration, provides storage and exfiltration to surrounding soils	Individual tree box filters hold 100-300 gallons	Can retain 60-100% of stormwater
Peak Discharge	Reduces the volume entering the sewer and slows the water down	Depends on the permeability of the underlying soil	Peak discharge is minimally impacted	Effectively reduces stormwater volume	By detaining storm water, they slow down water flow	Retention better in summer than winter due to evaporation
Maintenance	Depends on the reception area - rock, grass, or vegetated material	Annual vacuuming to preserve permeability required	Minimal. Routine inspection of the unit. [1]	More tending until plants establish their roots (first 1-2 years)	Includes the removal of trash, adding mulch, care of plants. [2]	Depends on Intensive or Extensive design and plant choices
Water Quality	Roof runoff contains deposited atmospheric pollutants, particles of roofing material, and bird droppings; These will be reduced when water is taken up into plant roots.	In a study, copper concentrations were 83-89% lower than surface runoff, zinc was reduced 39-69%, motor oil was reduced below detection limits	Moderate improvement	Bioretention has been shown to remove 90% of bacteria, 90% of suspended solids, and 90% of organics	High removal rate of pollutants, similar to vegetated roofs and rain gardens; Aesthetically pleasing and functional	The soil material selected will have an impact on the quality; Greatest impact occurs when vegetated roofs slow water down at peak flow rates, reducing CSO events

Information adapted from The Water Environment Research Foundation: http://www.werf.org/liveablecommunities/tool_sbmps.htm

[1] http://www.lid-stormwater.net/raincist_maintain.htm

[2] http://www.lid-stormwater.net/treeboxfilter_maintain.htm

I-5 Provide access to fire hydrants in new and existing developments that do not have hydrant access more frequently than every 500 ft.

The Waxhaw UDO requires new development to install fire hydrants a minimum of every 500 feet to provide adequate coverage and pressure to each residence during emergency fire situations. Older development in Waxhaw was not required to provide the same spacing of fire hydrants. Fire hydrants tap into the municipal water system and can reduce home owner's insurance costs.

Adequate coverage of fire hydrants would provide a greater level of emergency services in the downtown neighborhoods and provide a more accommodating environment for future development. New hydrants can be installed through capital expenditures in older neighborhoods or by requiring developers of infill projects to install new hydrants if there are available water lines. The area with the greatest need for better fire hydrant coverage is Waxhaw-Marvin neighborhood, as the water line only services hydrants directly on Waxhaw-Marvin Road. [\$] [O] [Ongoing]

I-6 Work with Duke Energy to incrementally add street lights for public safety and neighborhood character.

Each neighborhood currently has standard street lights constructed and maintained by Duke Energy. Duke Energy's current protocol requires that home owners request street lights before they will install any in an existing neighborhood.

For minimal additional cost the town can request Duke Energy to install street lights that are of higher quality and more appropriate for pedestrian-scaled neighborhoods. The matrix at right shows the selection of lighting available through Duke Energy and the appropriate context for each light. As a general rule of thumb, in more rural conditions street lights are taller and spaced with greater distance between lights. In a Main Street condition, appropriate street lights include more ornate detailing, multiple functions (e.g., hanging baskets, banners and stop signs) and are located at a more frequent interval.

[\$] [O] [Ongoing]



▲ MILLBRIDGE STREET LIGHTING AND FIRE HYDRANT



▲ EXISTING STREET LIGHT - EASTSIDE

I-7 Evaluate staffing needs to accommodate increasing services and amenities. As the Town of Waxhaw continues to grow and amenities, including new expanded greenways and recreational facilities, are added staffing needs must be continually addressed to make sure the amenities are properly maintained, safe and not a nuisance for residents of Waxhaw.

Examples of new staffing include expanding the capabilities of Waxhaw Police by training and adding officers by bicycle, enforcing traffic laws at key trail crossings, adding to the Public Works staff to maintain the street and sidewalk network, and establishing a Parks and Recreation Department to program and plan new recreation facilities. [\$\$] [O] [Ongoing]

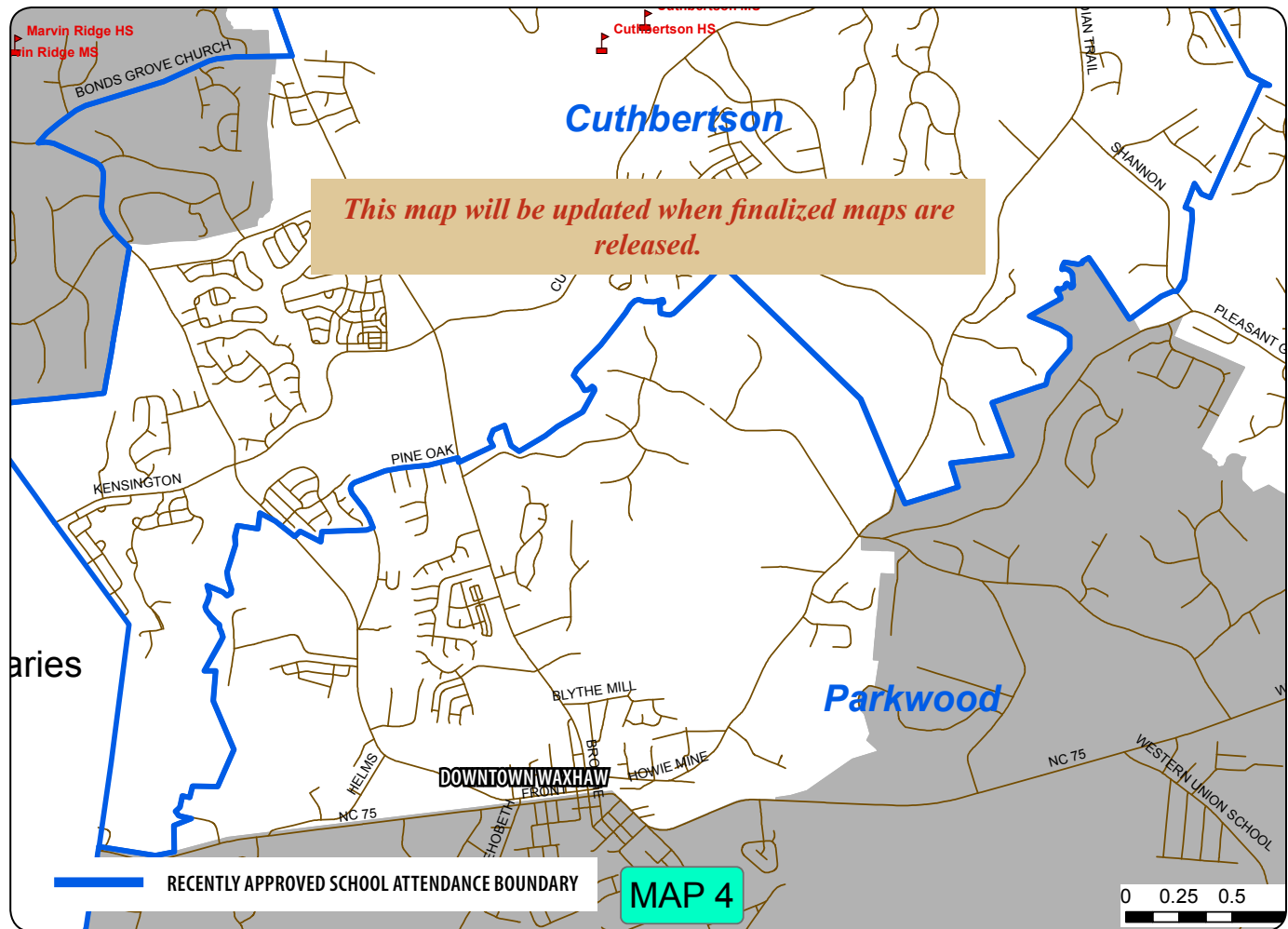


▲ DUKE ENERGY STREET LIGHT PREFERRED SELECTION

The notations in the upper left corner of the street light images correspond to zoning districts established in the Waxhaw Downtown Code. Action item R-1 discusses how these districts might be expanded and applied within the downtown neighborhoods.



▲ EXAMPLE OF AN APPROPRIATE STREET LIGHT IN AN URBAN NEIGHBORHOOD



▲ SCHOOL ATTENDANCE AREAS MAP

I-8 Evaluate school district boundaries and their impact on development. The school districts in Union County are not under the control of the Town Board in Waxhaw. However, the town is greatly affected by the decisions that the school board makes in school district boundaries and new school locations. Without additional intervention, the downtown neighborhoods in Waxhaw will either grow in value or decline in value partially based on the quality of the public schools.

As future changes in the Union County School system occur, the Town of Waxhaw should evaluate the school boundary and future school location decisions, advocating for residents

based on what is best for the long term vision of the town. For example, it is critical to consider new school locations that will not add to the traffic congestion and further burden the town transportation network, but add value to the town.

The greater quality of life issue, also includes reserving future school sites within walking distance of neighborhoods and the children attending the school. An additional resource for the town is also the ability to have shared facilities with schools, providing active open spaces for recreation. [\$] [O] [Ongoing]

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EASTSIDE

Eastside is one of Waxhaw's greatest cultural assets. The plan for this area celebrates the rich history of the families that have made Eastside their home. With strategic infrastructure investments to bring the street network and utility systems up to the standard of newer areas of Waxhaw, Eastside is poised to be a thriving, urban neighborhood.

The transition from downtown at Providence Street along Howie Mine Road is somewhat jarring; the neighborhood has a distinctly more rural and less polished character than downtown Waxhaw. This is especially true in the areas north of Howie Mine Road. The houses there often hide behind thick foliage that crowds the narrow pavement. Apart from Howie Mine Road, there are no sidewalks in the neighborhood, and residents walk along the sides of the streets.

While Eastside is adjacent to downtown Waxhaw, the neighborhood extends a half mile along Howie Mine Road to the east. For residents, this means that those who live closer to Providence Road benefit from the amenities of downtown, but those located further east are isolated by distance, a fragmented street network, and the railroad line that creates an insurmountable barrier on the southern edge of the neighborhood. Apart from the pedestrian bridge at Providence Street, there is no other access point for residents to cross to the south side of the tracks.

In the past, Eastside was developed as Waxhaw's predominantly African-American neighborhood, which imbued the community with a unique local

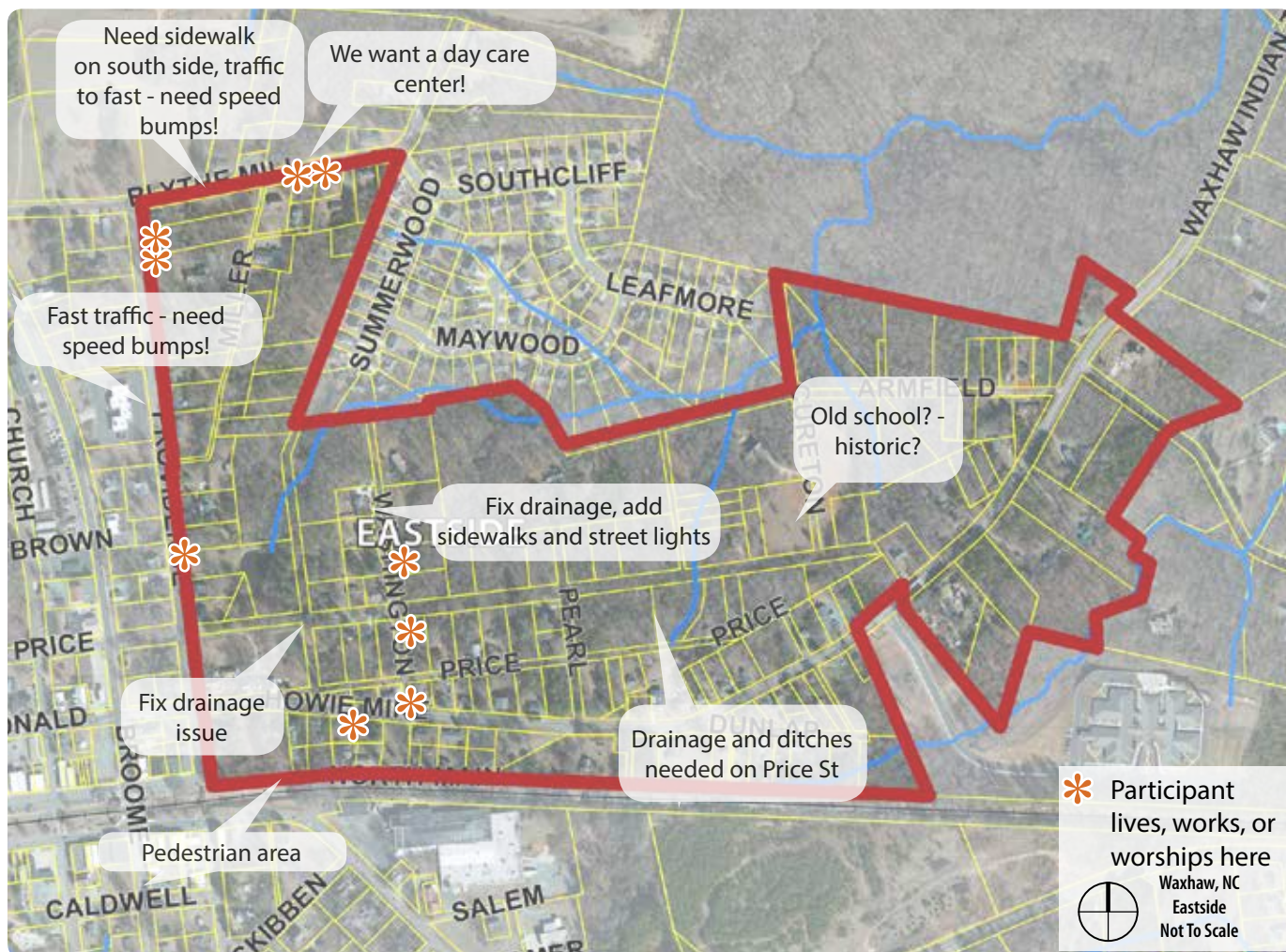
culture within Waxhaw. Several of the houses and other structures in the neighborhood were built in the 1930's or earlier, but many were built in the last few years as well. There are three churches in the neighborhood, and residents indicate that these are strong centers within the community. The Masonic Lodge, located on Price Street, continues the neighborhood's strong history of masons. Another neighborhood landmark is the Eastside Community Cemetery, located at the northeast edge of the neighborhood at the end of Cureton Street. Residents and town officials note the presence of unmarked graves between the cemetery edge and the end of Armfield Street, but the history of these graves is unclear.

At the beginning of the planning process, residents indicated a strong need for infrastructure investment in the neighborhood, especially in lighting, street and sidewalk improvements, and to address flooding problems. Residents were also very interested in park and recreation facilities, especially basketball courts and playgrounds, to serve children within the neighborhood. Residents also cited a need for a daycare center, contributing to the overall notion that more facilities for young families are needed.



I wish/want _____ in the Eastside neighborhood.
My favorite thing in the Eastside is _____.

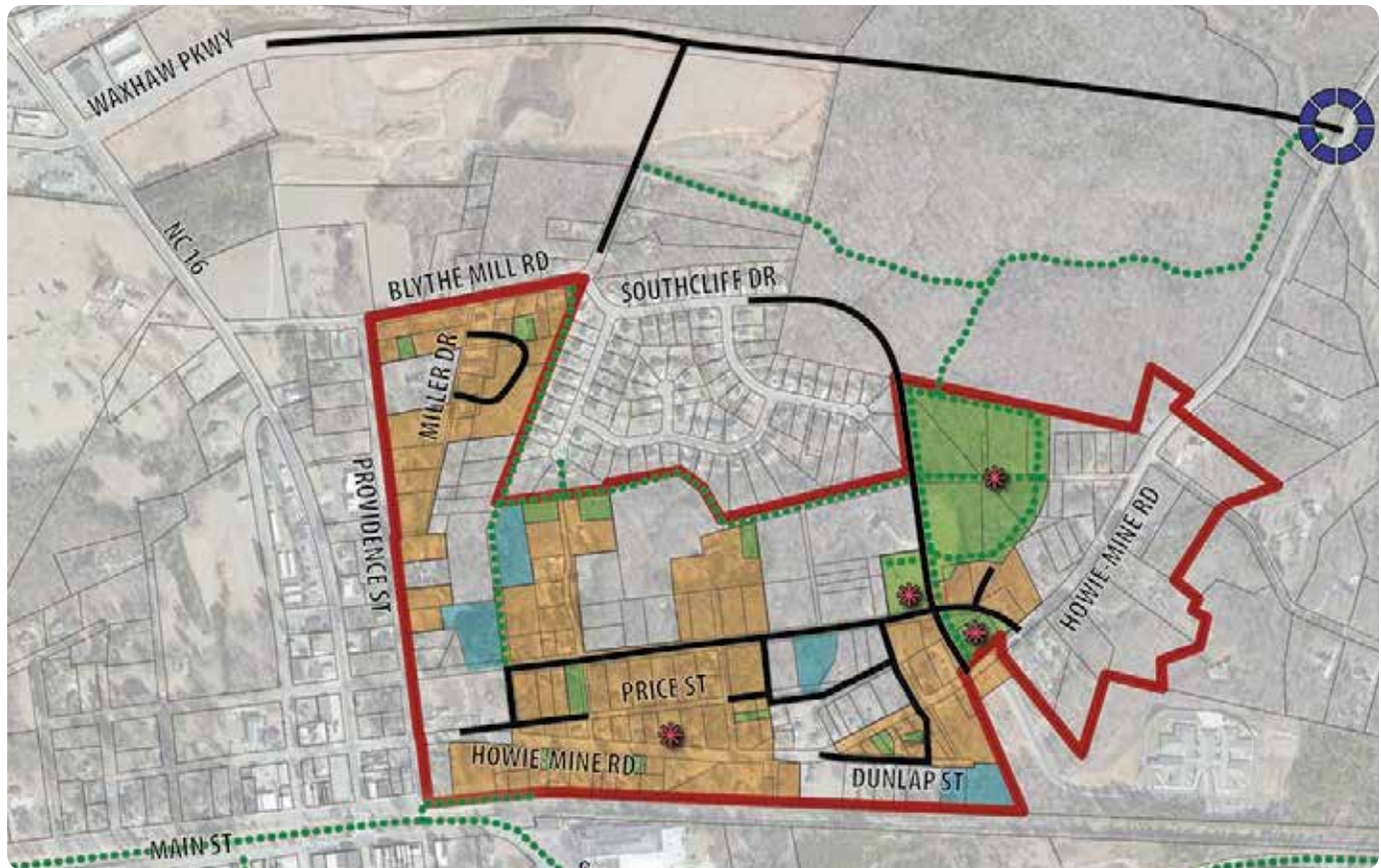




▲ **EASTSIDE NEIGHBORHOOD IDEA MAP**



▲ **EASTSIDE NEIGHBORHOOD VISUAL PREFERENCE SURVEY**



▲ EASTSIDE NEIGHBORHOOD STRATEGY

6.1 ACTION ITEMS

This chapter outlines a number of key action items intended to strengthen the Eastside neighborhood by focusing private development around a new neighborhood center and providing an array of infill housing opportunities throughout the neighborhood.

In terms of public investment, the plan recommends investments that will upgrade service and circulation in order to bring this neighborhood's infrastructure up to the caliber of Waxhaw's newer neighborhoods. All of the recommendations for the Eastside neighborhood are mindful of its current residents, are intended to be sensitive to their needs, and make efforts to celebrate the rich cultural history of the Eastside neighborhood.

LEGEND

- Downtown Neighborhood Study Areas 
- Potential Development/Redevelopment Areas 
- Civic Sites 
- Parks & Open Space 
- Stormwater Management Areas 
- New Street Connections 
- Neighborhood Gateways 
- Pedestrian Connections & Trails 

DEVELOPMENT DATA

Development Type	Neighborhood Center	Neighborhood Infill
<i>Residential Units</i>	<i>Total: 33 units</i>	<i>Total: 81 units</i>
SINGLE FAMILY	8 UNITS	49 UNITS (INCLUDING 24 COTTAGES)
ACCESSORY DWELLING UNITS	--	21 UNITS
DUPLEX	18 UNITS (9 BUILDINGS)	20 UNITS (10 BUILDINGS)
MULTIFAMILY	--	92 UNITS (23 QUADPLEX BUILDINGS)
LIVE-WORK	7 UNITS (5 BUILDINGS)	--
RESIDENTIAL COMPOUNDS	--	--
<i>Non-Residential Square Footage</i>	<i>Total: 7,390 square feet</i>	<i>Total: 3,600 square feet</i>
CIVIC BUILDINGS	2,640 SQUARE FEET	--
COMMERCIAL DEVELOPMENT	4,750 SQUARE FEET	3,600 SQUARE FEET (DAYCARE CENTER)
INDUSTRIAL DEVELOPMENT	--	--
<i>Parking</i>		
OFF-STREET PARKING SPACES	57 SPACES	--

▲ EASTSIDE NEIGHBORHOOD DEVELOPMENT POTENTIAL



▲ EASTSIDE NEIGHBORHOOD ILLUSTRATIVE PLAN

REGULATING PLAN VS. VISION PLAN

The Regulating Plan is the regulatory tool that implements the neighborhood vision. Coded from the vision plan drawing, the regulating plan is the first step in determining appropriate land uses and scales of development. The majority of the Eastside neighborhood is single family, small detached homes. The regulating plan aspires to keep this quality of housing, while allowing for small lot infill houses and

appropriately scaled multifamily buildings. The darker color blue represents areas for mixed use development, including urban mansion apartments and small commercial buildings. The light green represents an edge condition of lower density single family residences, meant to transition to a more rural character east of Waxhaw. The regulating plan is further discussed in Chapter 9 - Coding Strategies.



E-C1 Create an eastern gateway for Waxhaw that includes landscaping, signage, and an appropriate entrance feature. Approaching Waxhaw from the northeast, the landscape transitions fairly quickly from rural estates and farmland to the center of town. A visitor might not even recognize that they are in Waxhaw until they arrive at the intersection of North Broome Street and Howie Mine Road.

The Eastside neighborhood is a rich cultural asset for Waxhaw that should be marked and celebrated with appropriate signage so as not to be overlooked. Such signage should include an entrance feature that marks the gateway to downtown Waxhaw, while also acknowledging the history of the Eastside. Given the historical significance of the masonry profession in Eastside, this plan recommends that the signage and entrance feature incorporate brick structures or the Masonic (lodges) members' tradition in its materials and construction. The wayfinding sign should also relate to other signage in town and be part of the comprehensive wayfinding system.[\$\$]
[C] [Public/Private] [7-10]



▲ EXAMPLES OF NEIGHBORHOOD GATEWAYS



Clemson Avenue Park, Charlotte, NC

E-C2 Build new recreation facilities including a basketball court and playground in the Eastside neighborhood.

Throughout the charrette process, residents spoke often about the lack of recreation facilities on the Eastside. The closest facilities are located on West South Main Street at David G. Barnes Park or South Providence School. This deficiency is visible when visiting the neighborhood, as children have assembled ad hoc basketball courts on the streets.

One opportunity to fill this need would be to create a pocket park on under-utilized land within the neighborhood. A new pocket park of less than half an acre can accommodate a basketball court and a playground, as shown in the photograph at left. One potential location is the property on the north side of Price Street east of Washington Street, which has been identified as an heirs parcel and is currently maintained by the town. Erection of the park could be funded through a public-private partnership with local non-profits and/or sponsored by local businesses.

POCKET PARKS

"A 'pocket park' is a small, outdoor park usually developed on an otherwise forgotten space in a 'pocket' surrounded by other buildings. Growing in popularity, pocket parks can bring shade, quiet, and enhanced property values to urban areas. Parks have been shown to increase the overall well-being in neighborhoods and provide greater physical and mental health to its residents.

Pocket parks are modest, without all of the big amenities that city parks offer, and are generally used

only by neighbors. Pocket parks generally serve as gathering spaces for neighborhood residents and can provide quiet, reflective space.

Pocket parks vary widely in appearance and character. However, some elements of a pocket park are essential. To discourage illegal activity, most of the park should be highly visible from the street. The community should provide regular maintenance and trash cans that are emptied frequently. It should also have at least one shade tree."



A pocket park can be a series of play toys next to housing, like this Copenhagen street.



This is a more formalized park in Chicago.

Source: <http://www.historicmeridianpark.org/for-residents/pocket-park-faqs/>



Image Source: Reid Park, Charlotte, Charlotte Action Research Project, UNCC

KABOOM! PLAYGROUNDS

A community playground, potentially facilitated by the KaBOOM! playground program, and community garden are proposed at a site off Howie Mine Road, as illustrated in the drawing below.

KaBOOM! is a national non-profit dedicated to saving play for America's children.

KaBOOM!'s mission is to create great play spaces through the participation and leadership of communities. "Ultimately, we envision a place to play within walking distance of every child in America." [1]

Communities apply for grants and organize volunteers to help build the playground. Build days are usually day-long efforts to start and finish the playground. A potential partnership with KaBOOM! should be explored by the Town of Waxhaw, the Eastside neighborhood and a potential private sector sponsor. In recent KaBOOM! builds, partnerships have been formed with local health insurance and healthcare providers.

[1] kaboom.org

Ideally, neighborhoods should have a playground every $\frac{1}{8}$ to $\frac{1}{4}$ of a mile. The plan created for Eastside includes a total of three playground and recreation areas. While small in size, these playgrounds and courts would serve the existing residents and encourage new investment in the neighborhood. [\$\$] [C] [4-6]



▲ POCKET PARK AND PLAYGROUND OPPORTUNITIES



A three-teacher Rosenwald School was built in the Eastside neighborhood in Waxhaw in the mid-1920's. The school no longer stands, but the drawing above and photo below show how it looked.

Image source: Community School Plans, Bulletin No.3 Issued by The Julius Rosenwald Fund, Nashville, Tennessee, 1924.



A photo of the Waxhaw Rosenwald School. Image source: Town of Waxhaw.



Waxhaw's Rosenwald School stood near the intersection of Price Street and Cureton Street, and was a three teacher school. Above is an example of a renovated historic Rosenwald School in Walnut Cove, NC which was recently converted to a Senior Center.

Image source: Piedmont Triad Regional Council of Governments -Walnut Cove Senior Center, Stokes County, NC.

Rosenwald School

In 1912, Booker T. Washington approached philanthropist Julius Rosenwald about his concept to build rural schools for African American children across the segregated south. That partnership sparked an initiative that eventually created more than 5,300 desperately needed schools, vocational shops, and teacher's homes across 15 states in the South and Southwest from 1912-1932.

The plan for the Eastside neighborhood proposes the development of a community building near the site of Waxhaw's (demolished) historic Rosenwald School. This community building will serve as a neighborhood anchor at the intersection of Price Street and Howie Mine Road.

E-C3 Rebuild the historic Rosenwald School as a community center and focal point for

the Eastside. The Rosenwald School in Waxhaw was torn down in the 1950's. For several decades it was the heart of the Eastside neighborhood, serving children from kindergarten through high school. The school's original location was at the corner of Price Street and the entrance to the cemetery. The Eastside neighborhood plan proposes a new neighborhood community center very close to the site of the original building. This community center will include a display that actively commemorates this historic Rosenwald School building and initiative.

The new community center can be funded through a combination of sources including private donations, national grants and local government organizations. The Walnut Grove Senior Center shown in the image at left is an example of a partnership to preserve and reuse a Rosenwald School. The Waxhaw Historic Preservation Commission is already researching and investigating options to rebuild the school. Moving forward, this committee should work with local agencies to pursue funding. [\$\$\$] [Public/Private] [10+]



▲ PROPOSED ROSENWALD SCHOOL COMMUNITY CENTER

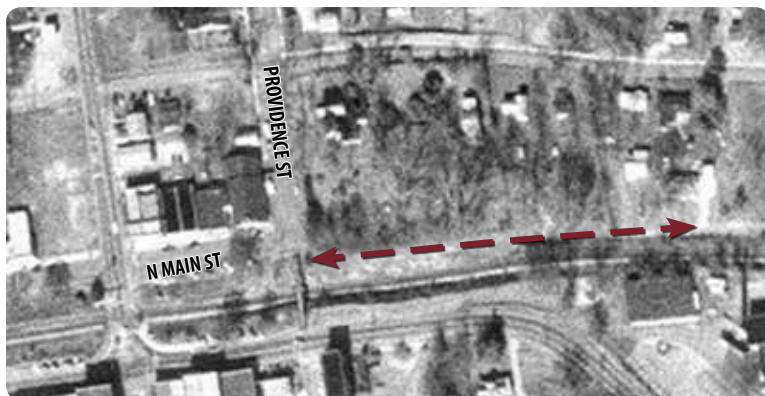
E-T1 Create pedestrian connections to downtown adjacent to the existing railroad.

Until a few years ago, Main Street extended east of the intersection with Providence Street along the rail line to Pearl Street. The physical connection of Main Street to the Eastside provided access to emergency services and a direct connection for residents to Main Street businesses. When this connection was severed, it further isolated the Eastside neighborhood, which is already barricaded by the railroad tracks along its southern edge. Reconnecting North Main Street to the east through a walking/biking trail will help to weave downtown Waxhaw and the Eastside neighborhood back together. The Town should also approach the railroad about restoring a vehicular connection in this location. If this is not feasible in the current right of way, it is strongly advised that the road connection be reestablished in conjunction with any eventual redevelopment of the connecting parcel. [\$\$] [O] [1-3]

E-T2 Create pedestrian connections to future development to the north with walking trails.

In addition to the barrier that the railroad creates on the southern edge of the Eastside neighborhood, the late 1990's era Southbrook subdivision to the north has no physical or visual connections to Eastside.

As new development occurs to the north, there is potential to connect Eastside and downtown to the existing street network along and beyond Blythe Mill Road through a trail system. In many instances these trails could be built using existing unimproved rights-of way. This would provide residents and visitors safe walking routes to access destinations connected to future corridors along Waxhaw Parkway. New trails could also potentially tie into the regional Carolina Thread Trail network along the rail line and into the new paths recommended in Waxhaw's adopted Pedestrian Plan (2012). The Pedestrian Plan specifically recommends the addition of trails along several of the unbuilt rights-of-way in Eastside, including the continuation of Price Street east from Washington Street to Cureton Street and several north-south connections. [\$] [Public/Private][On-going]



▲ NORTH MAIN STREET CONNECTION - EST. 1993



Fred, Meijer Flat River Trail, Greenville, MI



▲ A TRAIL ALONG THE RAILROAD BRINGS WALKING CONNECTIVITY INTO DOWNTOWN



▲ HOWIE MINE ROAD TODAY



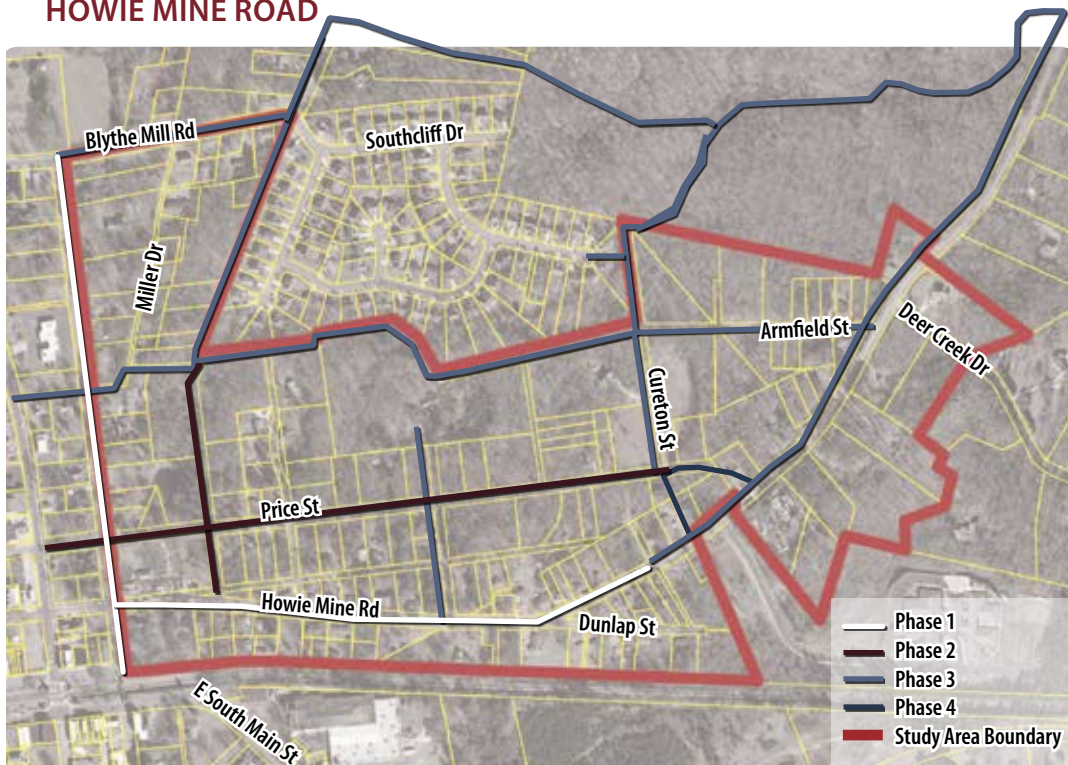
▲ PROPOSED IMPROVEMENTS TO HOWIE MINE ROAD

E-T3 Rebuild and expand sidewalks to create a safer, more pedestrian friendly network.

Howie Mine Road is the main thoroughfare through the Eastside neighborhood. It currently has a sidewalk on only one side of the road that provides no buffer from traffic. Many pedestrians use this sidewalk, despite the high traffic speeds and lack of lighting that can make it feel very dangerous.

The right-of-way on Howie Mine Road is wide enough to accommodate a planting strip between the travel lanes and the sidewalk and, in some locations, could also fit on-street parking. Completing a streetscape project along Howie Mine Road would improve safety, and encourage new investment by adjoining landowners to contribute to a newly manicured corridor.

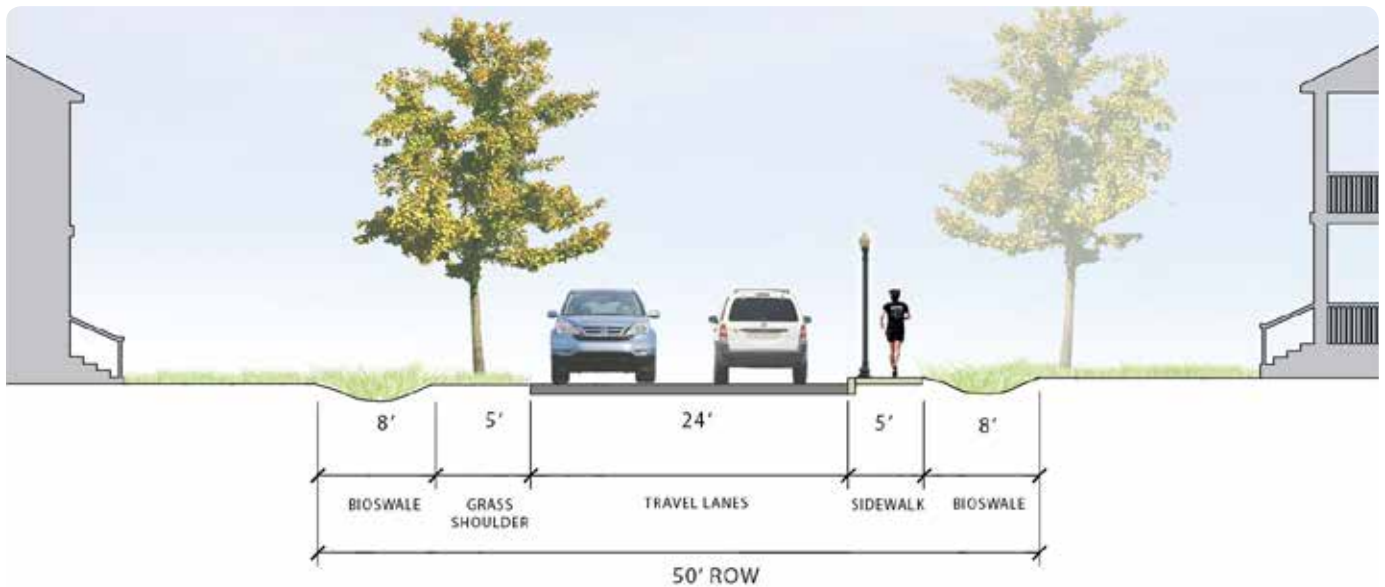
The town's adopted Pedestrian Plan also calls for sidewalks to be built along the section of Price Street that extends east of Providence Street, and the portion of Howie Mine Road east of Cureton Street, where the sidewalk currently ends. [\$\$\$] [O+C] [On-going]



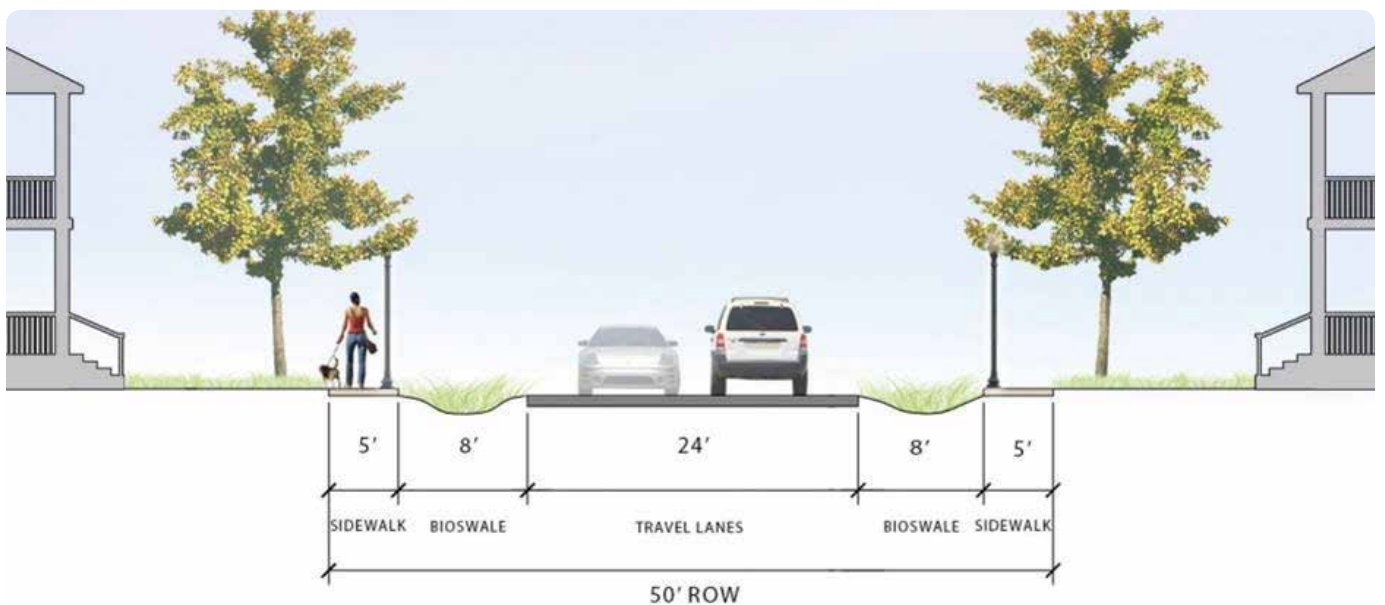
▲ PHASED SIDEWALK IMPROVEMENTS



▲ **WASHINGTON STREET TODAY**



▲ **PROPOSED NEIGHBORHOOD STREET DESIGN WITH SIDEWALK ON ONE SIDE**

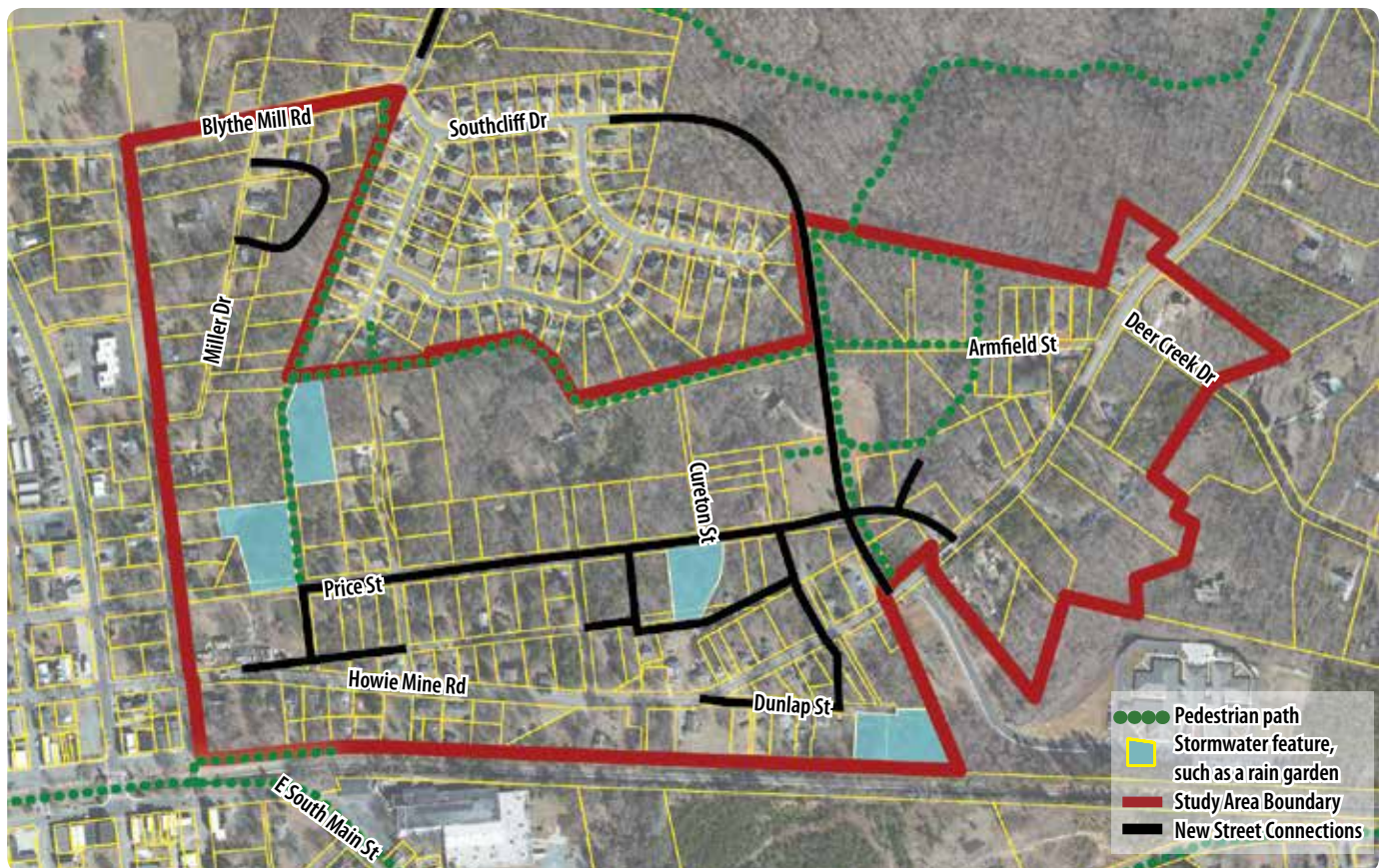


▲ **PROPOSED HOWIE MINE ROAD SECTION**



▲ EXAMPLE OF A RAIN GARDEN

E-I1 Identify locations for sustainable stormwater management. Residents of the Eastside neighborhood explained during the charrette that many areas of the neighborhood become flooded following persistent rainy weather. As detailed in Chapter 5 (Infrastructure), a range of stormwater programs and tools should be employed to address the problem at several levels. Specifically, Action Items I-3 and I-4 suggest incentives which are particularly applicable to the Eastside neighborhood, by encouraging both individual property owners and community groups to contribute to stormwater solutions. Small-scale interventions, such as creating rain gardens and designating bioretention areas, can have a significant impact in slowing the rate that stormwater flows into drains, thereby preventing flooding. [\$\$] [O] [On-going] [Code/Policy]



▲ NEIGHBORHOOD-SCALED STORMWATER IMPROVEMENT OPPORTUNITIES

E-12 Upgrade lift stations.

As detailed in Chapter 5 under Action Item I-1, wastewater in the Eastside is currently managed through a system of grinder pump stations. Each of these stations are clearly marked and equipped with an alarm system.

The Union County Public Works Department plans to decommission the existing grinder pumps and upgrade the neighborhood to a lift station in the summer of 2014. These upgrades will provide more dependable, higher quality wastewater service. The improvements will provide increased capacity and service in the Eastside neighborhood, and thereby, help to encourage future development. [\$\$\$] [O] [1-3]



▲ GRINDER PUMP CURRENTLY LOCATED IN THE EASTSIDE



▲ GREEN STREET EXAMPLE SHOWING BIORETENTION AREAS AS A PART OF THE STREETSCAPE



▲ CONCEPTUAL NEIGHBORHOOD CENTER



▲ MULTIFAMILY BUILDING

E-D1 Build a neighborhood center with a variety of uses (including civic, recreation, residential and commercial uses) that will become the heart of the Eastside neighborhood.

A new neighborhood center on Howie Mine Road, just east of the intersection with Cureton Street, will become the focus for new development in the Eastside neighborhood. This location, approximately half a mile from downtown, would concentrate neighborhood amenities in a centrally-accessible location for Eastside residents.

The conceptual plan for this new neighborhood center is to build around the existing Faith Community Church and create a new community center building surrounded by a public green and community gardens. New street connections around the community center building would provide a pedestrian-scaled grouping of blocks that serve as a welcoming transition into the neighborhood from Howie Mine Road. Around the edge of the community center and public green, neighborhood commercial buildings, live-work buildings, and apartments provide a mix of users to enliven the area and bring new housing and business opportunities to the neighborhood.

The new neighborhood center will also serve as an entrance to important histories in the Eastside. For example, the new street configuration and public space provide an opportunity to highlight the proposed Rosenwald School community center, discussed in Action Item EC-3 above. New street connections also improve access to the Eastside Community Cemetery, a place of importance and remembrance for many residents. Tapping into the history of brick masons in the neighborhood, the neighborhood center area should include brick elements in the architecture and paving treatments to serve as a unique unifying characteristic for the area.

There are a variety of options for funding the recommended improvements, including partnerships with local churches to build support and leveraging existing development to make public space and infrastructure improvements. [\$\$] [Public/Private] [10+]



▲ CONCEPTUAL NEIGHBORHOOD CENTER ILLUSTRATION



▲ NEIGHBORHOOD RETAIL EXAMPLE



▲ CENTRAL GREEN EXAMPLE

E-D2 Expand incentives for land owners to upfit existing structures with the façade improvement grant program. In order to facilitate improvements throughout the Eastside neighborhood, the town's existing Façade Improvement Program should be expanded geographically to include the entire historic Eastside neighborhood. This is especially critical to incentivize improvements along Howie Mine Road that will support the neighborhood center proposed in Action Item E-D1.

While the town must prioritize improvements in order to successfully fund the grant program, the Eastside's historic contributions to the town should be considered in a re-examination of the program boundary.

As shown at right, the Masonic Lodge on Price Street is one of many opportunities for Eastside structures to benefit from the town's Façade Improvement Program. The grant program should also be expanded to include residential structures in the improvement areas. [\$\$] [O+C] [On-going] [Code/Policy]



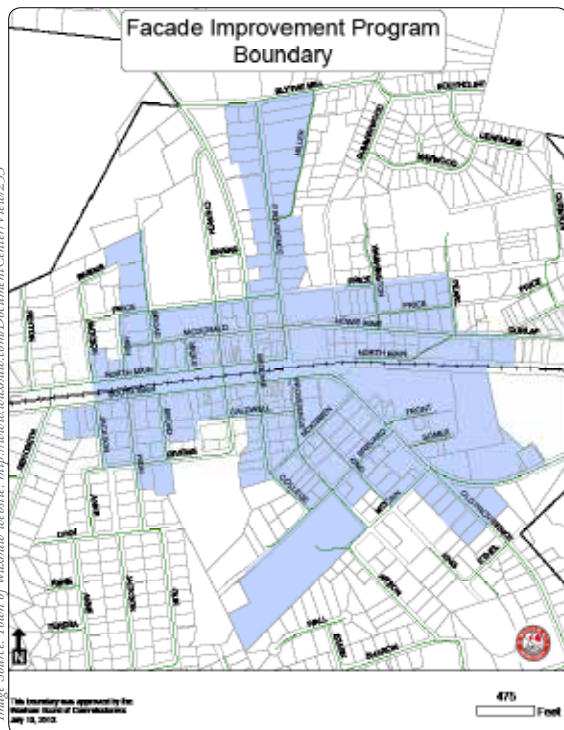
▲ **MASONIC LODGE - EXISTING CONDITIONS**



▲ **MASONIC LODGE - SHORT-TERM IMPROVEMENTS**
STEP 1: ADD DOUBLE FRONT PORCH, SIGNAGE AND LIGHTING



▲ **MASONIC LODGE - LONG-TERM IMPROVEMENTS**
STEP 2: ADD FRENCH DOORS AT WINDOW OPENINGS

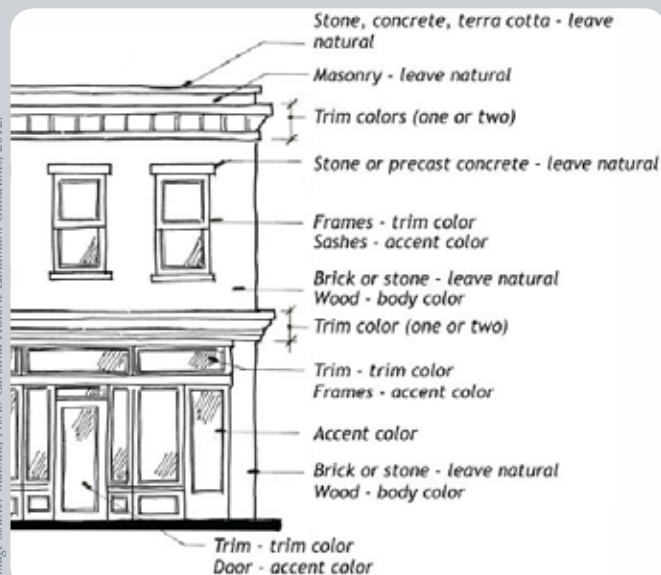


▲ **EXISTING FAÇADE IMPROVEMENT PROGRAM BOUNDARY**

FAÇADE IMPROVEMENT GRANTS IN WAXHAW

The Town of Waxhaw's Façade Improvement Program is administered by the town's Historic Preservation Committee and provides reimbursement for applicable façade upgrades. All project proposals must be located within the Façade Improvement Program Boundary and follow the Waxhaw Historic Landmark Guidelines.

Image Source: Waxhaw, North Carolina Historic Landmark Guidelines, 2012.



▲ HISTORIC LANDMARK GUIDELINE EXAMPLE



▲ BEFORE

Examples of Eligible Improvements

- > Removal of false fronts, metal canopies and additions that detract from a building's architectural or historical character;
- > Safe cleaning of brick storefronts – chemical stripping, scraping and water wash. Power washing is not recommended. Sand blasting is prohibited;
- > Exterior painting/repainting;
- > Historic reconstruction – storefront, door or window repair or replacement, masonry repainting, etc.;
- > Approved awning installation;
- > Structural repairs – except roofs;
- > Approved sign and/or exterior lighting installation. Simple sign changes are eligible but by themselves are given low priority.

More Information

- > Waxhaw Historic Preservation Commission
<http://www.waxhaw.com/index.aspx?NID=100>
- > Waxhaw Façade Improvement Program
<http://nc-waxhaw.civicplus.com/DocumentCenter/View/249>
- > Waxhaw, North Carolina Historic Landmark Guidelines
<http://www.waxhaw.com/documentcenter/view/252>



▲ AFTER

E-P1 Preserve the historic character of the neighborhood by allowing for appropriate infill development, while supporting the current residents. Most of the recent residential growth in Waxhaw has been in the form of large tract subdivisions along the NC-16 corridor. The Eastside neighborhood has been left out of that development activity, but planned investments in the neighborhood's wastewater infrastructure and the recommendations for street improvements in this plan have the potential to attract new investment to the area. Growth pressures may not be readily apparent, but, in combination with infrastructure improvements, low housing prices, the presence of historic structures, access to downtown amenities, and proximity to NC-16, the Eastside is likely to become an attractive neighborhood for new residents to Waxhaw. New growth is necessary to bring many of the

proposed facilities and amenities to Eastside, but this growth must be balanced with policies that allow existing residents to stay in their homes. Many Eastside residents have lived in the neighborhood for decades, and may be living on fixed incomes. The influx of new residents and the escalation of property values has the potential to raise property taxes beyond an affordable level for existing residents. To prevent the displacement of current residents, the town should act (while property prices are low) to implement property tax assistance programs for longtime homeowners in the neighborhood. These programs have been successful in neighboring jurisdictions where programs like the low income homestead exclusion and the disabled veteran's homestead exclusion encourage property owners to keep their homes. [On-going] [Code/Policy]



▲ NEIGHBORHOOD INFILL ILLUSTRATION

E-P2 Encourage a diversity of housing types to meet a changing market including townhouses, cottages, single family homes and multifamily buildings. Within the Eastside neighborhood there are scattered opportunities for new infill housing on vacant and under-utilized lots. As discussed in Chapter 9 (Regulating Plan and Coding Strategies), new development codes must address the multigenerational nature of the households in the neighborhoods by allowing a range of housing types, from small accessory units and apartments to larger-lot single family homes.

As shown in the illustrative plan below, the proposed infill strategy for the Eastside focuses cottages, quadraplexes or four-unit attached buildings and duplexes on North Providence

Street and Howie Mine Road, and proposes single family detached housing deeper within the neighborhood. To address some of the unconventional lot sizes and shapes and best utilize existing land, the illustrative plan also shows several pocket neighborhoods and courtyard housing opportunities. Excluding the development opportunities within the proposed neighborhood center, the Eastside neighborhood could support more than 180 new housing units through a combination of single family homes, accessory dwelling units, duplexes, and quadraplexes on infill lots.

This infill strategy is designed to meet the multigenerational needs of both existing and future Eastside residents, without detracting from the traditionally single-family detached character



▲ INFILL HOUSING OPPORTUNITIES OUTSIDE PROPOSED NEIGHBORHOOD CENTER

HOUSING TYPES

COTTAGE

A small house surrounded by yard, a cottage can be found in both urban and rural neighborhoods.



COTTAGE

HOUSE

A single family detached house that is appropriate in both urban and rural historic neighborhoods.



SINGLE-FAMILY HOUSE

URBAN MANSION

A detached building that resembles a large house in scale and appearance, but can have multiple units within the one structure.



DUPLEX

TOWNHOUSE

An attached house with shared walls, likely to be in an urban or mixed use neighborhood.



TOWNHOUSE

LIVE-WORK

A live-work unit allows for the owner to live in the upper stories and use the first floor for a business or office in a mixed use neighborhood.



LIVE-WORK UNIT

MIXED USE

A multistory building that allows for residential or office in upper stories and retail or other commercial on the ground floor.



MIXED USE BUILDING

of the neighborhood. For example, quadraplexes, which are designed to look like a large single-family house, fit in with the historic homes along Providence Street and provide four apartment or condo units in close proximity to downtown. Additionally, a variety of small lot single family housing designs provide opportunities for homeownership at a lower entry price and add an appropriate level of density to the neighborhood. In the context of the current market within Waxhaw and nearby towns, there are very few multifamily or smaller lot urban housing opportunities, despite the growing evidence that these are growing segments of the housing market. [\$] [O] [Public/Private] [On-going] [Code/Policy]



▲ NEIGHBORHOOD INFILL - BLOCK STUDY



▲ HOUSING TYPE EXAMPLES





HILLCREST

Hillcrest is a friendly, evolving neighborhood at the southern edge of Downtown Waxhaw.

With the potential for a new park that can knit Hillcrest into the downtown fabric, Hillcrest could quickly become an integral part of the Waxhaw core. A proactive plan to capitalize on historic structures within the neighborhood and encourage incremental housing infill are key to securing a vibrant future for Hillcrest.

Located on the south side of Givens Street, just a few blocks south of downtown, Hillcrest is a stable middle-class neighborhood with a varied housing stock that accommodates a range of residents, from young families to seniors. The neighborhood terrain varies significantly in elevation, creating roads that dip into thickly treed gullies and rooftops that rise above the street. Entering the neighborhood from the north along Givens Street, there are a few notable historic homes from the early twentieth century that provide a transition from the historic railroad town atmosphere of downtown to the more suburban development pattern of Hillcrest.

The Hillcrest neighborhood is composed entirely of single-family detached houses on lots that are generally at least 70 feet wide, though most are closer to 90 feet wide. While housing types within the neighborhood are fairly homogenous, housing styles are more varied. The houses were primarily built in the 1960's, 1970's, and 1980's, with the exception of the Jackson Ridge subdivision, which was completed within the last five years. As a result, the neighborhood provides examples of suburban architectural trends over the last

half century, including mid-century brick ranch houses, a variety of split-level houses, and newer multi-gabled forms.

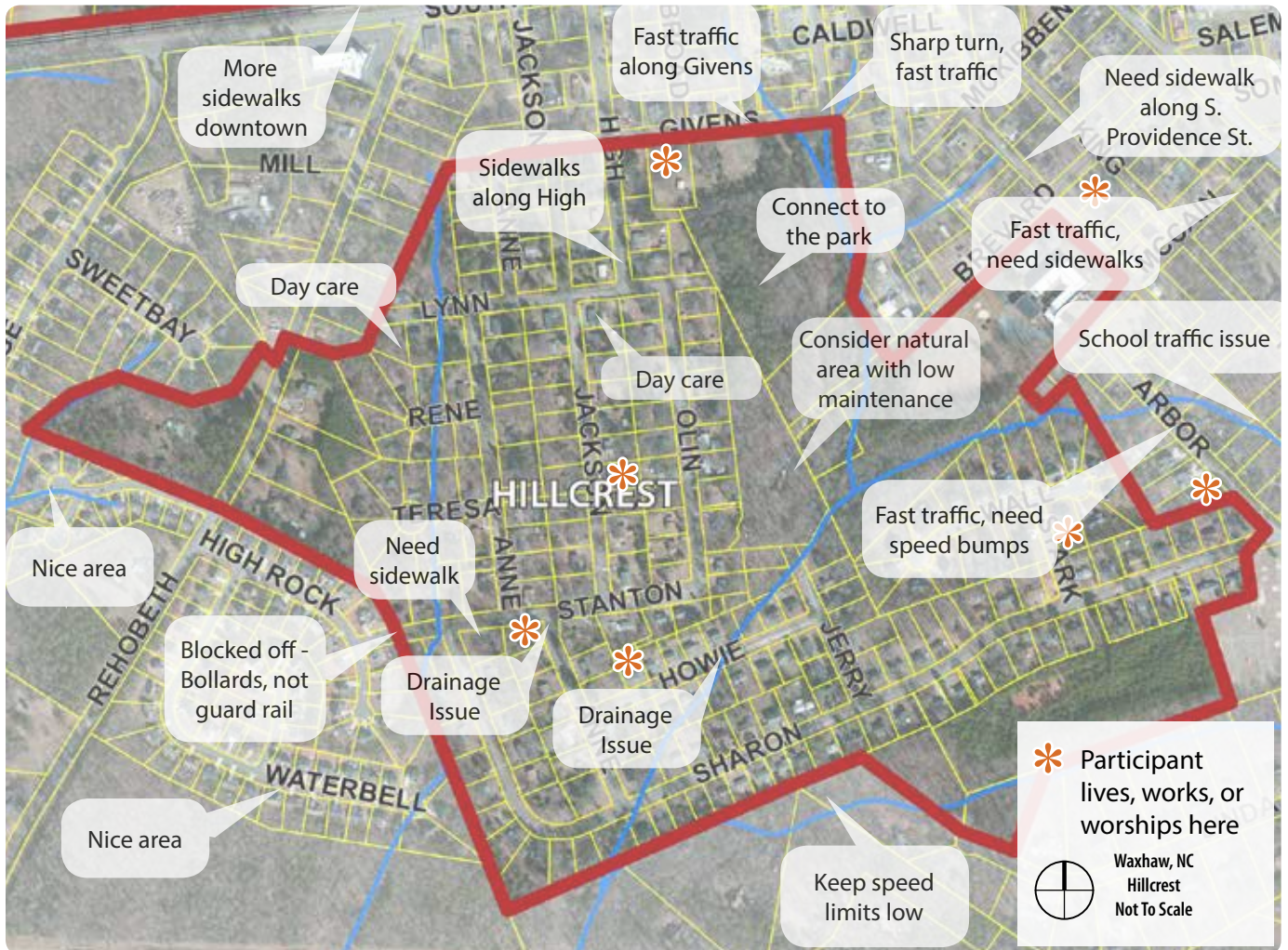
Within the neighborhood, the blocks are fairly small with a well-connected street network, but accessing this network from outside the neighborhood can be challenging. There are several streets that dead-end in cul-de-sacs at the edges of Hillcrest, and there are currently no connections into the neighborhood from the west or south.

South Providence School, a stately 1940's brick building facing South Providence Street, anchors the east side of the Hillcrest neighborhood. Also, at the northeast edge where the neighborhood meets downtown, the town has recently purchased a largely-forested, undeveloped property that could potentially become a park in the future. Both of these properties provide opportunities to better connect Hillcrest to downtown so that it might become a walkable, urban neighborhood only a short walk away from the restaurants and culture of downtown Waxhaw.



**I wish/want___in the Hillcrest neighborhood.
My favorite thing in Hillcrest is _____.**

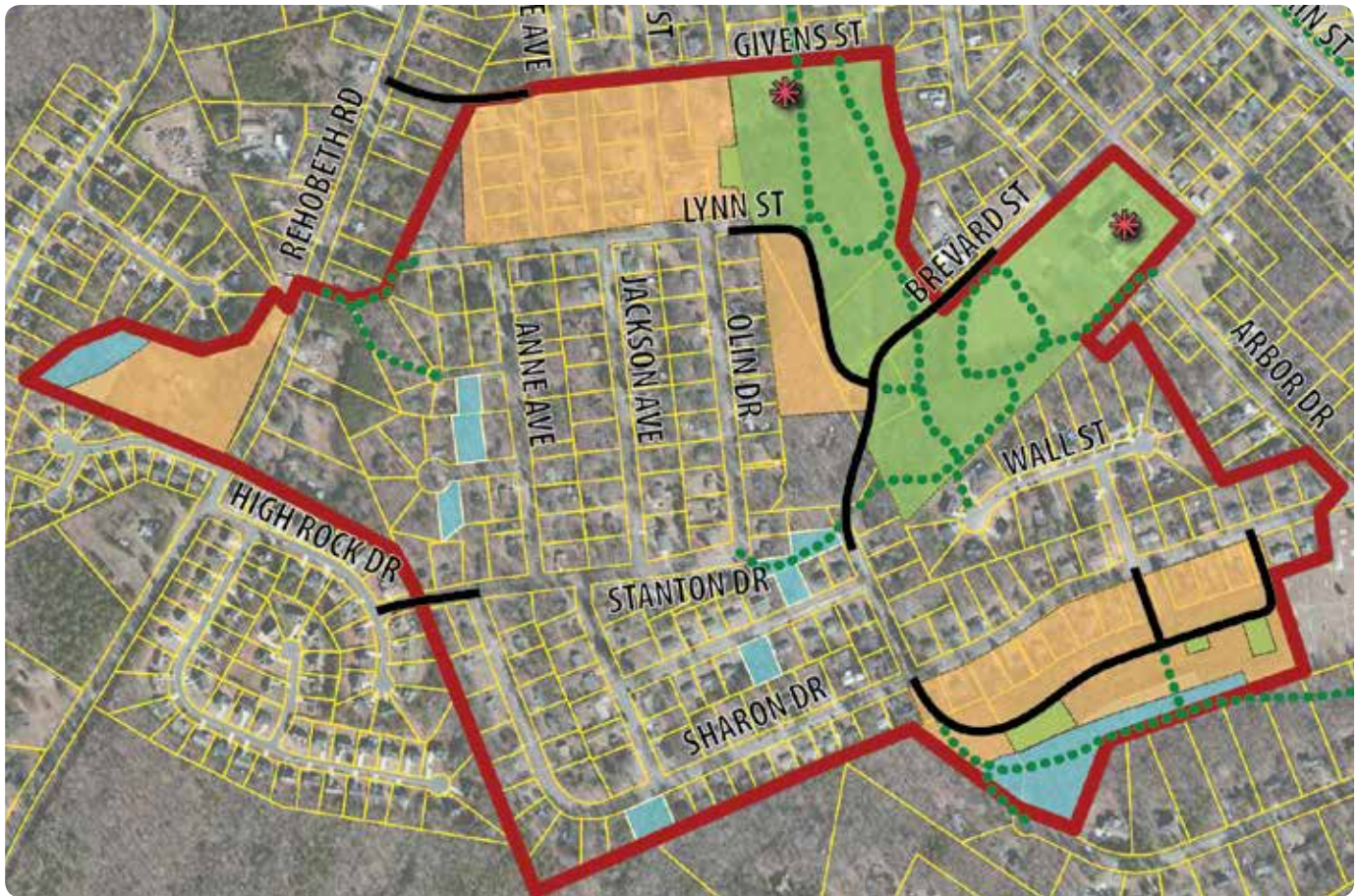




▲ HILLCREST NEIGHBORHOOD IDEA MAP



▲ HILLCREST NEIGHBORHOOD VISUAL PREFERENCE SURVEY



▲ **HILLCREST NEIGHBORHOOD STRATEGY**

LEGEND

Downtown Neighborhood Study Areas	
Potential Development/Redevelopment Areas	
Civic Sites	
Parks & Open Space	
Stormwater Management Areas	
New Street Connections	
Neighborhood Gateways	
Pedestrian Connections & Trails	

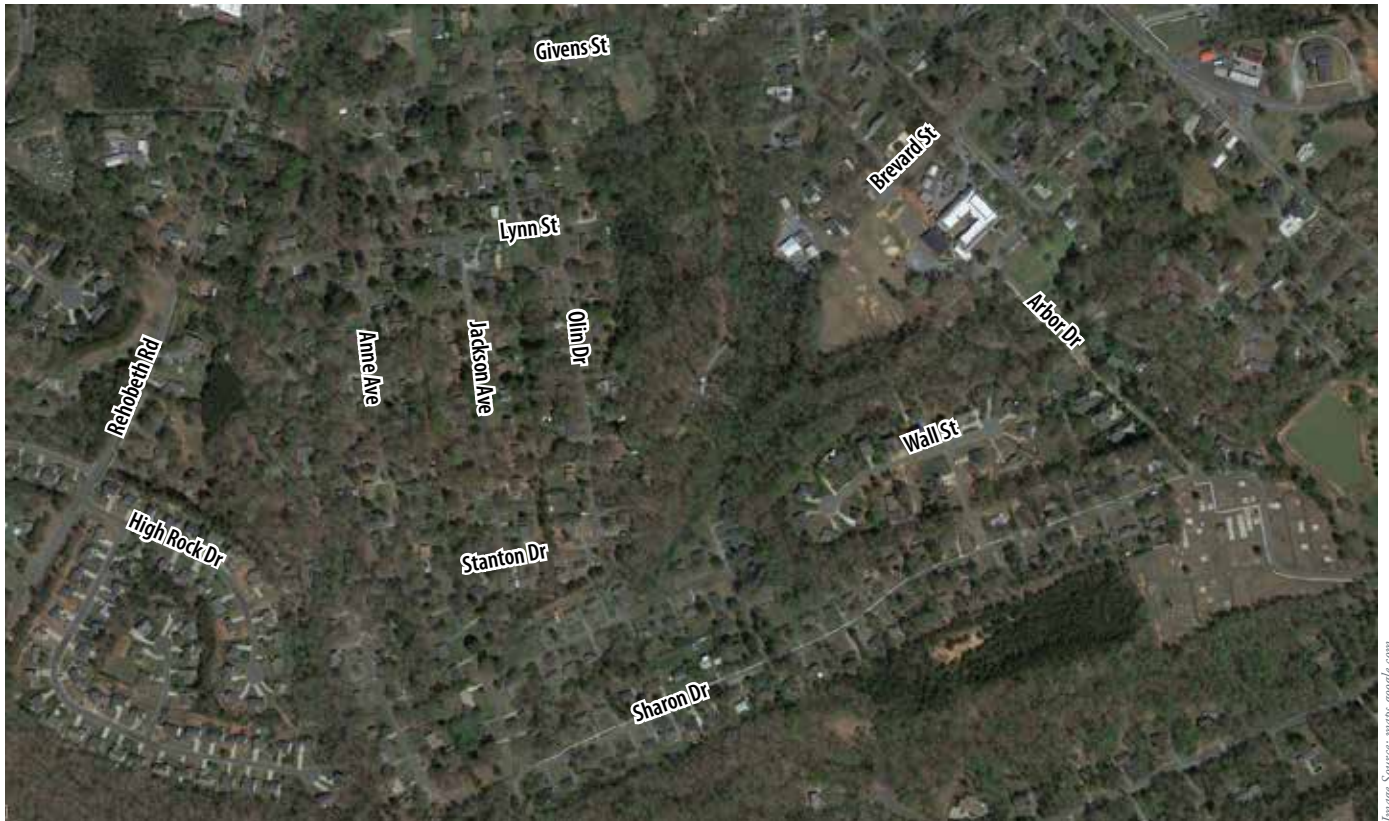


Image Source: maps.google.com

▲ HILLCREST AERIAL

7.1 ACTION ITEMS

As Hillcrest continues to evolve over the next several decades, this plan envisions opportunities for infill housing and increased density to support downtown. While there are very few areas that are currently ripe for development, it is important to put a framework in place now that will allow the neighborhood to continue to grow over time and provide a range of housing options.

In addition to residential opportunities, this plan recommends a few key street connections and infrastructure investments in conjunction with green space development and civic anchors to introduce a stronger connection to downtown. Given the large size of a potential park on the south side of Givens Street – especially when combined with the South Providence School recreational facilities – strategic space programming and new housing development will be necessary to ensure that the park is an active, vibrant space.

DEVELOPMENT DATA

Development Type

<i>Residential Units</i>	<i>Total: 187 units</i>
SINGLE FAMILY	89 UNITS
ACCESSORY DWELLING UNITS	4 UNITS
DUPLEX	16 UNITS (8 BUILDINGS)
MULTIFAMILY	78 UNITS (17 BUILDINGS)
LIVE-WORK	--
RESIDENTIAL COMPOUNDS	--
<i>Non-Residential Square Footage</i>	<i>Total: 18,000 square feet</i>
CIVIC BUILDINGS	9,000 SQUARE FEET (COMMUNITY CENTER OR LIBRARY) 2,000 SQUARE FEET (COMMUNITY PAVILION & SPLASH PAD OR DOG PARK) "ASHTON MANOR" BED & BREAKFAST 14 GUEST ROOMS
COMMERCIAL DEVELOPMENT	2,000 SQUARE FEET (EVENTS BARN) 5,000 SQUARE FEET (RESTAURANT/CATERING FACILITY & OFFICE)
<i>Parking</i>	
OFF-STREET PARKING SPACES	370 SPACES

▲ HILLCREST NEIGHBORHOOD DEVELOPMENT POTENTIAL



▲ HILLCREST NEIGHBORHOOD ILLUSTRATIVE PLAN

REGULATING PLAN VS. VISION PLAN

The Regulating Plan is the regulatory tool that implements the neighborhood vision. Coded from the vision plan drawing, the regulating plan is the first step in determining appropriate land uses and scales of development. The majority of the Hillcrest neighborhood is single family, small detached homes.

The regulating plan aspires to keep this quality of housing, while allowing for small lot infill houses and appropriately scaled multifamily buildings. The regulating plan is further discussed in Chapter 9 - Coding Strategies.



Urban Neighborhood



Open Space





Street Entry to Library on Givens St



Library - Theater Side Elevation Facing West

▲ CONCEPTUAL ILLUSTRATION OF LIBRARY FACADES



▲ CIVIC BUILDING OPTION WITH GIVENS STREET ENHANCED



▲ LIBRARY OPTION WITH AMPHITHEATER AND GIVENS STREET IN SQUARE



▲ DAVIDSON PUBLIC LIBRARY, DAVIDSON, NORTH CAROLINA

H-C1 Build a community/civic building at the Horton Park Site: The town's recent purchase of the Horton Property provides an opportunity to build a major park with a civic building between downtown and the Hillcrest neighborhood. Several different types of facilities could provide a valuable amenity to both neighborhood residents and the larger Waxhaw community, including a library or a swimming and recreation center.

As first explored through the Downtown Vision Plan, park elements could tie into the South Providence School's recreational areas, creating an expansive green space programmed with several different amenities. Some of these elements could include trails, a dog park, picnic pavilions, passive recreation space, and possibly a small train loop. Ultimately, the chosen program will depend on the town's capability to invest in and maintain the facilities.[\$\$\$\$] [C] [7-10]

HORTON PARK OPTIONS

The Downtown Vision Plan, completed before the town purchased the Horton Property, proposed a vision for a park that would function mainly to serve downtown. By revisiting the opportunities for this site through the lens of the Hillcrest neighborhood plan, the vision shifted slightly to emphasize the connection between Downtown and Waxhaw's southern neighborhoods.

While both plans propose the construction of a civic anchor building and similar types of facilities (Action Item H-C1), the Hillcrest plan has one

major distinction: it proposes a new street connection through the park property (Action Item H-T2), and the introduction of new housing development along this street connection (H-D1). Also included in the new design are public amenities such as a dog park, community pavilion and splash pad. The dog park would serve Waxhaw residents as a place for their dogs to play and get exercise. The splash pad is an amenity for children and families to enjoy during the warmer months, spraying water up into the air. The community pavilion would serve as a gathering place for concerts and small events. Each attraction is a different amenity for users to enjoy.



▲ DOWNTOWN NEIGHBORHOODS PARK CONCEPT



▲ DOWNTOWN PARK CONCEPT- OPTION B FROM DOWNTOWN VISION PLAN



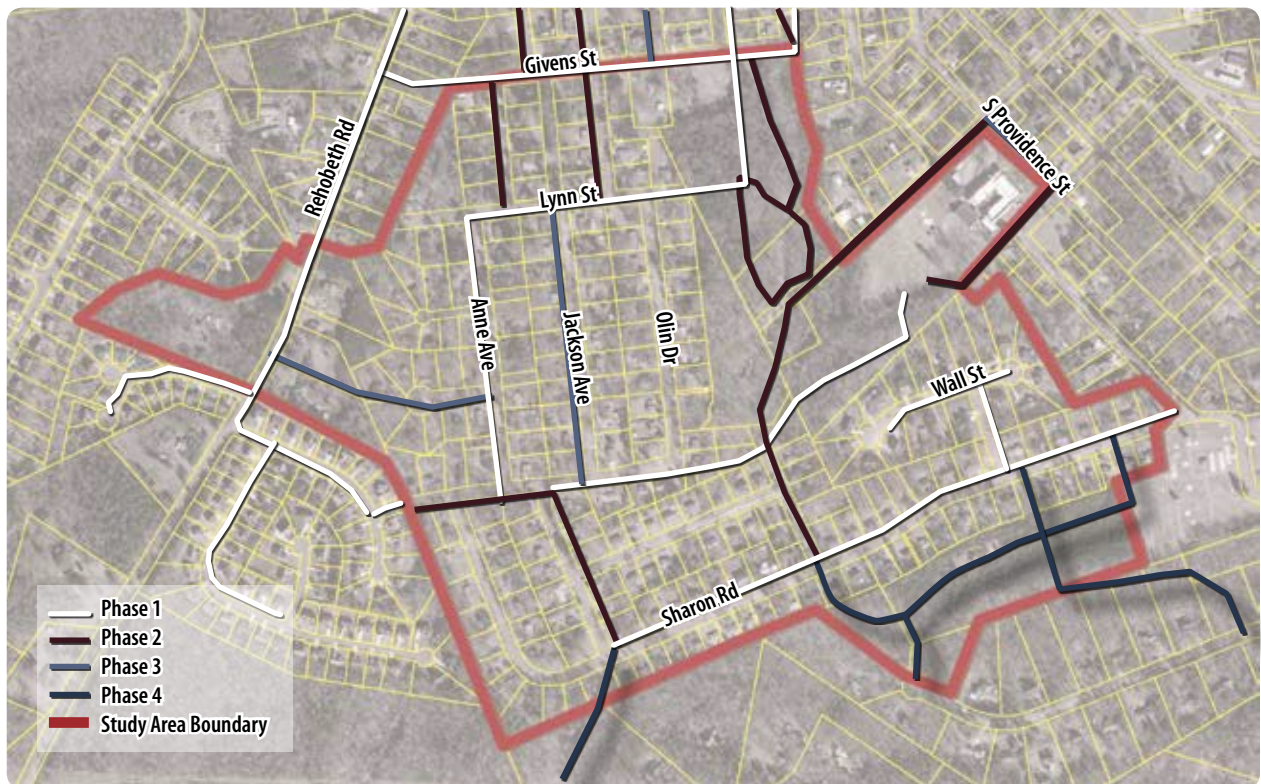
▲ HOMES FRONTING ON A PARK, CHESHIRE, NORTH CAROLINA



▲ **SIDEWALK EXAMPLE**

H-T1 Complete the sidewalk network in phases over 15 years: Proposed sidewalks are prioritized in conjunction with the Pedestrian Plan and the ideas generated at the Neighborhood Planning Charrette. Beyond this, the streets that connect directly to Main Street were also given high priority in order to provide safe routes for residents to access Main Street businesses.

In addition to the sidewalk network, this plan proposes a trail network that should be constructed as part of the proposed Horton Park on the south side of Givens Street. Connections that help tie Hillcrest residents to downtown amenities should be prioritized, but phasing will necessarily depend on the construction timeline for the park. [\$\$\$\$] [O+C] [Public/Private] [Ongoing]



▲ **PROPOSED SIDEWALK PHASING**

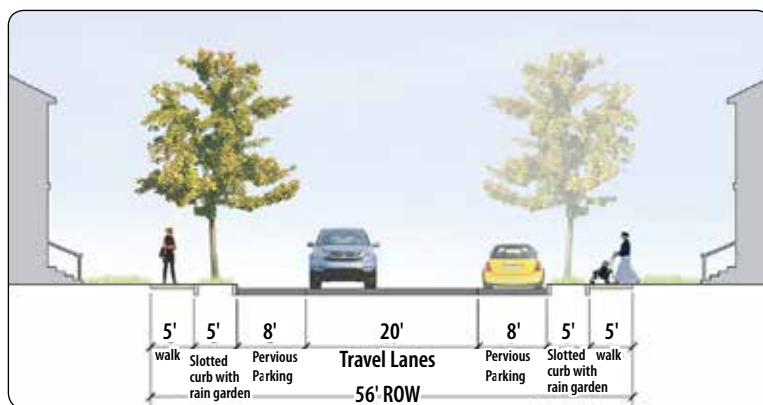
H-T2 Build a new road connection from Givens Street to Rehobeth Road to

connect Horton Park to downtown: Rehobeth Road has the potential to be one of Hillcrest's primary connections to Main Street, but it currently has no direct road connection into the neighborhood. Extending Givens Street west to Rehobeth Road will significantly improve access to the proposed Horton Park and will also help disperse traffic from Rehobeth Road into Downtown Waxhaw by extending the block network. Because of the topography and parcelization of land along the east side of Rehobeth Road, this particular alignment was deemed to be the only feasible connection point from the Hillcrest neighborhood to Rehobeth Road.

The proposed connection should be designed as a residential street, similar in character to the other neighborhood connections. It should function as a local neighborhood street, and not as a high-traffic thoroughfare. [\$\$\$] [C] [10+]

H-T3 Build a new road connection through Horton Park that connects Lynn Street

to Brevard Street and Jerry Lane: The potential Horton Park site on the south side of Givens Street at Church Street is a nearly 10-acre property that is about a quarter-mile across from east to west in some sections. Building a connection through the park connects a key gap in the Downtown/Hillcrest block structure, will help to activate this expansive park area, and will improve safety in otherwise isolated area of the neighborhood. Additionally, creating these connections adds value to both the park and the potentially developable land. [\$\$\$] [C] [Public/Private] [1-3]



▲ **NEIGHBORHOOD CONNECTION SECTION**



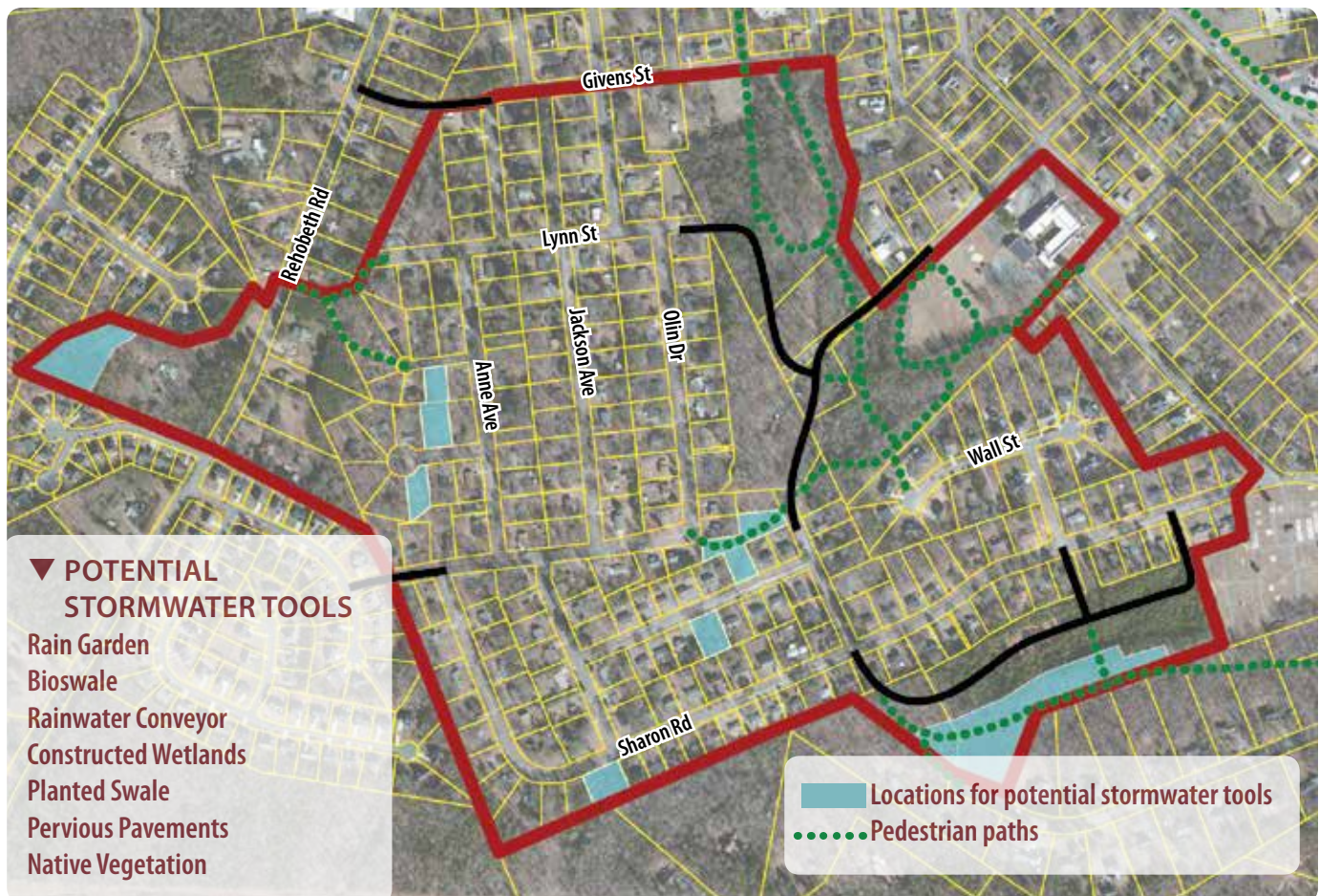
▲ **PROPOSED STREET CONNECTIONS**



▲ **EXAMPLE OF A RAINWATER CONVEYOR**

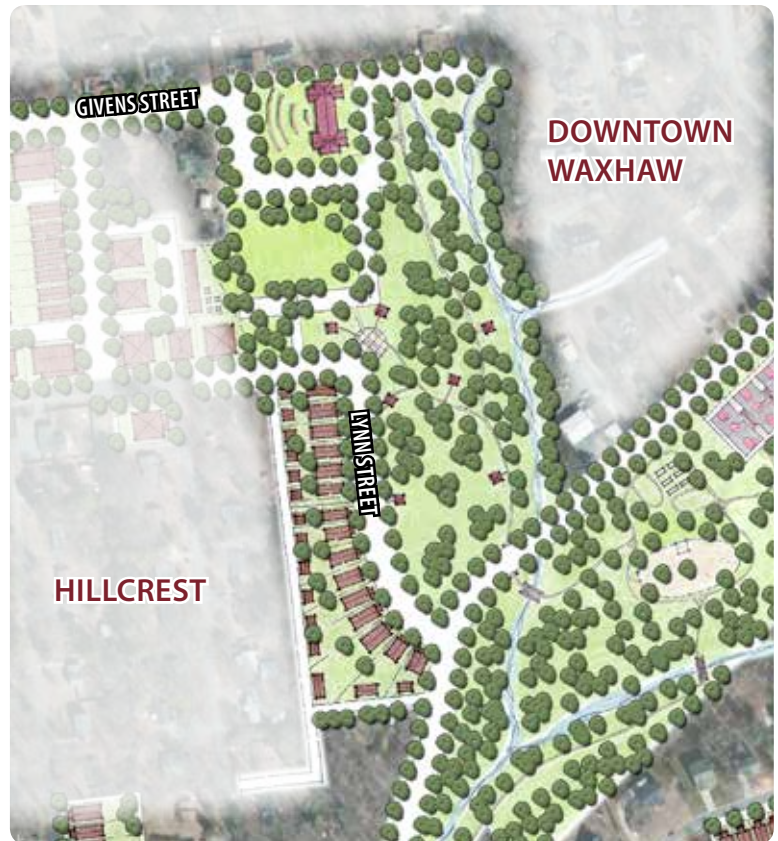
H-I1 Identify locations for neighborhood scaled sustainable stormwater

management: Residents of Hillcrest explained during the charrette that many areas of the neighborhood become flooded following persistent rainy weather. As detailed in Chapter 5 (Infrastructure), a range of stormwater programs and tools should be employed to address the problem at several levels. Specifically, Action Items I-3 and I-4 suggest incentives which are particularly applicable to the Hillcrest neighborhood, by encouraging both individual property owners and community groups to contribute to stormwater solutions. Small-scale interventions, such as creating rain gardens, designating bioswales, and constructing wetlands, can have a significant impact in slowing the rate of stormwater runoff, thereby preventing flooding. [\$\$] [O] [On-going] [Code/Policy]



▲ **NEIGHBORHOOD-SCALED STORMWATER IMPROVEMENT OPPORTUNITIES**

H-D1 Leverage the proposed Horton Park to stitch downtown and Hillcrest together through new housing development along proposed street connections: The street connections detailed in Action Item HT-3 will serve not only as a connection between Downtown and Hillcrest, but also to partition the nearly 10-acre property into more pedestrian-scale blocks of land that will create new development opportunities. Given the size of the site, careful programming and circulation will be necessary to ensure that the park is safe. Housing that faces the park will provide natural surveillance of the area by keeping 24-hour users nearby. Cottage-style single-family houses overlooking the park – as shown in the plan at right – will create an area of new investment connecting historic downtown Waxhaw to the mid-century Hillcrest neighborhood. The property tax revenue from these highly desirable parcels will also provide an important source of funding for the implementation of some of the Horton Park improvements. See Action Item HC-1 for details about park programming and proposed activities. [\$\$\$\$] [O+C] [1-3]



▲ CONCEPTUAL IMAGE OVERLOOKING HORTON PARK



▲ **SOUTH PROVIDENCE SCHOOL - EXISTING**



▲ **ELEMENTARY SCHOOL IN PORTLAND, OREGON
RETROFIT AS A SPA AND GARDEN**

H-D2 Create an action plan for the South Providence School if the school decides to relocate.

South Providence School, located along South Providence Street at the east edge of the neighborhood, is part of the Union County Public School district and serves students from 6th to 12th grade who require an alternative learning environment. While this is an essential facility for any school district, the unique purpose of the program means that the school does not serve the Hillcrest neighborhood directly, as students travel from all over Union County to attend the school. The program leases the building from the school district, and currently does not have plans to move.

The school building was originally erected in 1942, and has the potential to be a strong neighborhood anchor in the future if the current program should make the decision to lease space elsewhere. It would be in the best interests of the Hillcrest neighborhood – as well as the larger Waxhaw population – to utilize this facility as a community school that not only serves local children, but can also host community events and activities.

The town should prepare for future scenarios now by putting an action plan in place for how the school could best serve Waxhaw if the opportunity arises to repurpose the building. [\$] [C] [4-6]
[Code/Policy]

H-P1 Allow for new infill housing to occur incrementally through regulatory changes that permit a diversity of housing types including duplexes, triplexes, and accessory dwelling units:

As Downtown Waxhaw continues to grow over the next few decades, it is reasonable to expect that there will be some growth pressure to support higher residential density near downtown. This growth will be further encouraged by town investment in a park and civic building on the Horton property, as proposed in Action Item HC-1, and strengthened connections to downtown, as

proposed in Action Items HT-2, HT-3, and HD-1. As shown in the block study below, housing could begin to incrementally infill the current single-family detached housing pattern. With the right development code in place, the Hillcrest neighborhood could accommodate four to seven times the number of households it has now in an environment that has a similar residential character to the existing neighborhood. The regulatory strategy to allow this development is detailed in Chapter 9. [Public/Private] [On-Going] [Code/Policy]



EXISTING:

10 SINGLE-FAMILY HOUSES

TOTAL HOUSING UNITS: 10



OPTION 1:

10 SINGLE-FAMILY HOUSES

5 CARRIAGE HOUSES

TOTAL HOUSING UNITS: 15



OPTION 2:

8 SINGLE-FAMILY HOUSES

6 DUPLEXES

16 MULTIFAMILY UNITS (WITH ZONING CHANGE)

8 CARRIAGE HOUSES

TOTAL HOUSING UNITS: 44



OPTION 3:

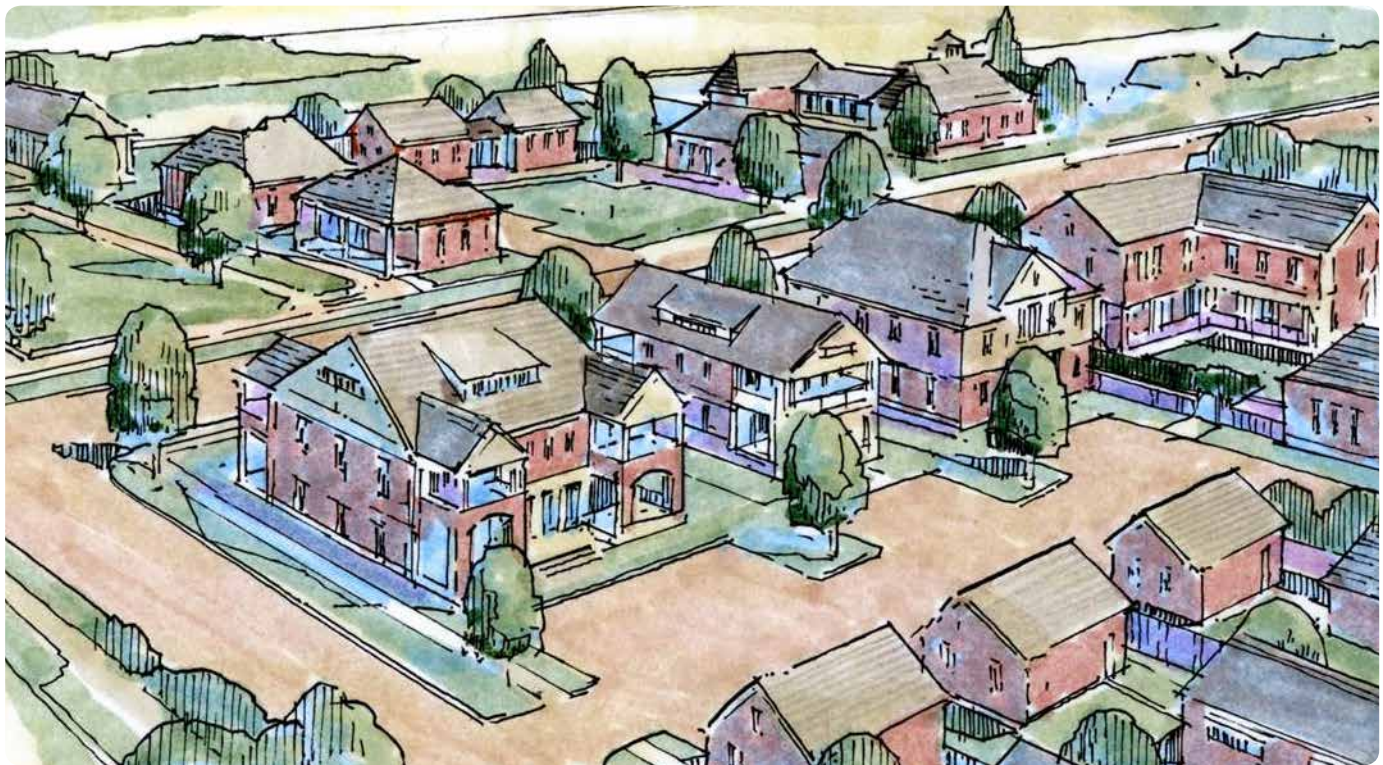
12 SINGLE-FAMILY HOUSES

12 CARRIAGE HOUSES

44 MULTIFAMILY UNITS (WITH ZONING CHANGE)

TOTAL HOUSING UNITS: 68

▼ **HOUSING TYPE EXAMPLES**



▲ **INFILL HOUSING IN HILLCREST - SHARON ROAD (SINGLE FAMILY, ATTACHED UNITS, DUPLEXES, AND COURTYARD HOUSES)**

Ashton Manor

One non-residential opportunity for infill in the Hillcrest neighborhood is on the west side of Rehobeth Road at the end of Ashton Manor Way. Tucked between subdivisions, a restored 1904 Craftsman house and barn sits on three acres of land buffered from the nearby tract houses by layers of mature trees.

Located just minutes from downtown, this property has the potential to be converted to a bed and breakfast and event venue that could help support the draw of historic Waxhaw. As shown in the illustrative plan below, the historic home should remain as a critical, authentic component of any future plans. The barn could be upgraded to host events, and cottages could be added to support at least 14 guest rooms on the grounds. Additionally, a restaurant, catering facility, and office could be constructed to face Rehobeth Road and serve as an entry to the facility. [Public/Private] [On-Going] [Code/Policy]



▲ ILLUSTRATIVE PLAN -
ASHTON MANOR



▲ ASHTON MANOR HISTORIC HOME



▲ ASHTON MANOR HISTORIC HOME -
POTENTIAL EVENT SPACE



▲ **MURRAY PROPERTY LOW-DENSITY OPTION
(CURRENT ZONING)**



▲ **MURRAY PROPERTY MID-DENSITY OPTION**



▲ **MURRAY PROPERTY HIGH-DENSITY OPTION**

Murray Property

Located behind the current edge of development on the south side of Sharon Drive, the Murray property provides the largest and most immediate new housing development opportunity in Hillcrest. As shown at left, three different options for this property were developed as part of the charrette process to demonstrate the range of density that could be accommodated on the site.

The first option shows the constraints of development under the current zoning allowances: 13 single-family detached housing units on a double cul-de-sac.

The second option introduces duplexes and quadplexes, and uses alleys and an internal circulation network based on extending Stark Lane to the south in order to develop a block structure. This option nearly quadruples the number of housing units permitted under the current zoning, with a total of 51 units, and improves neighborhood connectivity. Where the elevation of the land drops on the southern edge of the property, this second option introduces a trail connection to neighborhoods beyond Hillcrest.

Finally, the high-density option reclaims the first layer of properties along the south side of Sharon Drive to introduce a full block of small-lot, alley-loaded, single family homes. The corners are capped with townhouses and duplexes to introduce multi-unit buildings that fit contextually into the neighborhood. On the south side of the new street, the plan illustrates an array of cottages and a small cottage court that transitions to a passive green recreation space. This option provides the greatest development potential and also the greatest overall connectivity of the three options for the Murray property.

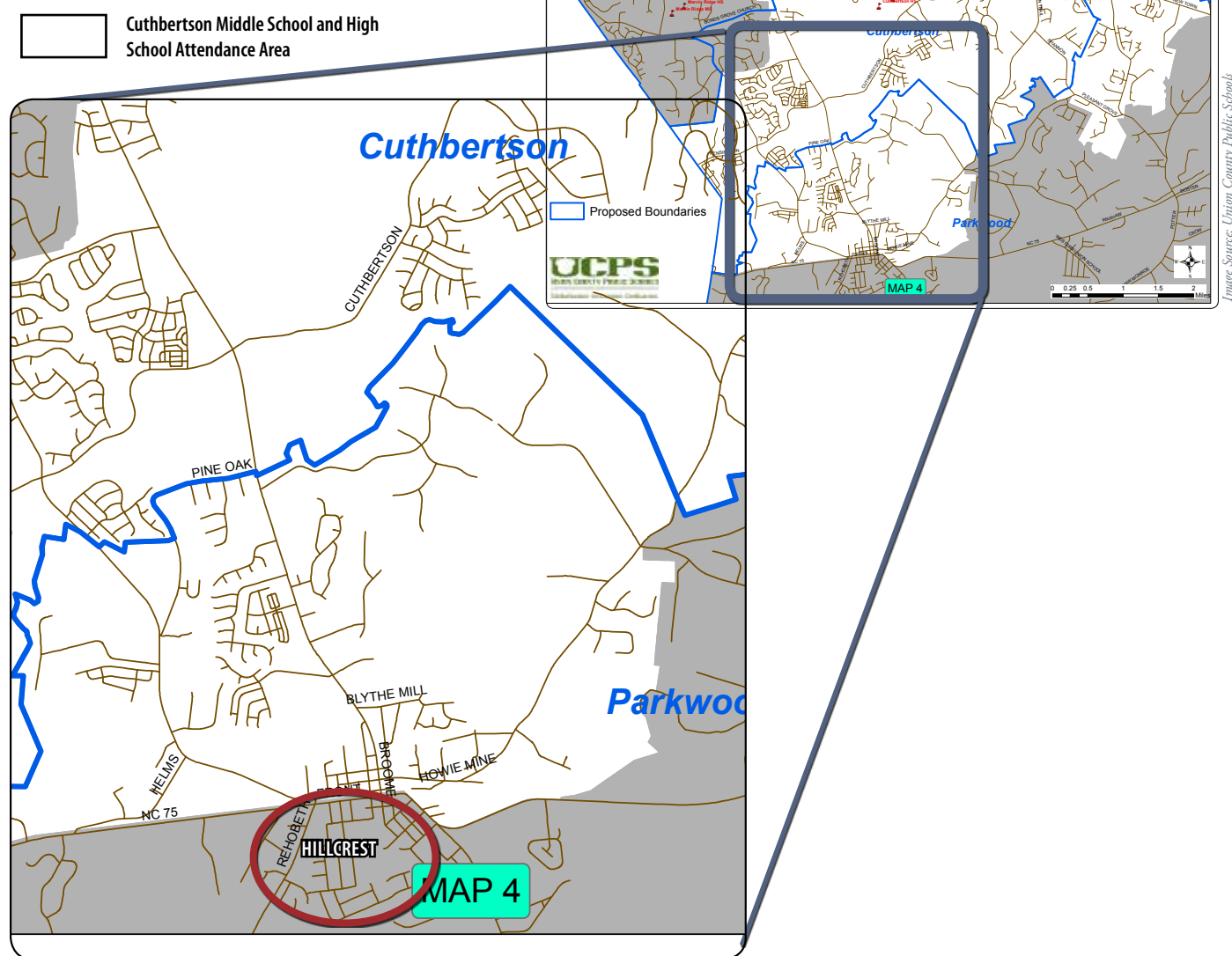
[Public/Private] [On-Going] [Code/Policy]

H-P2 Work with Union County to reexamine the school district boundaries

within Waxhaw: Many residents of the Hillcrest neighborhood raised concerns about the school district boundaries that require neighborhood children to attend a different school than those children living on the north side of the train tracks, which currently serves as the dividing line. Schools are one of the many amenities that households consider when moving and investing in a neighborhood, and there is potential for

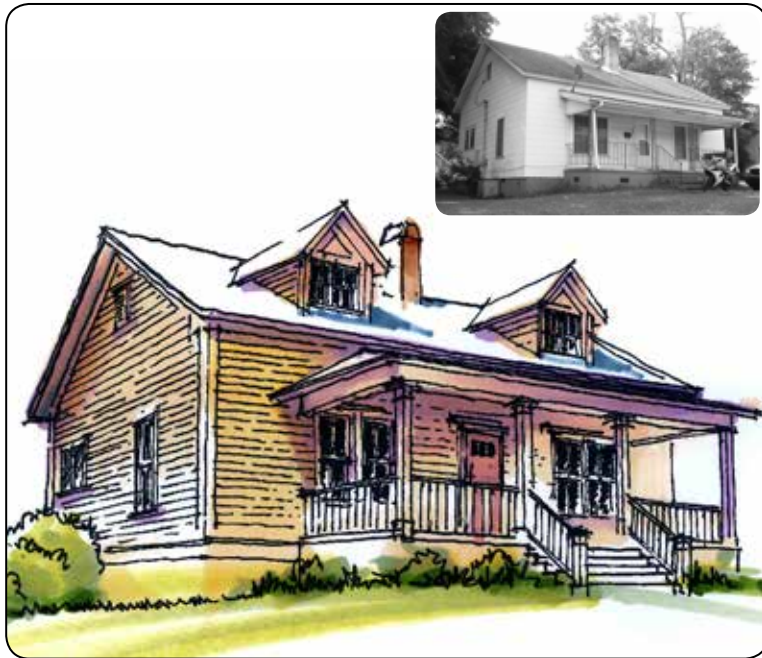
the current attendance boundary to exacerbate inequalities between Waxhaw's neighborhoods. Currently, Hillcrest is one of the few communities in town that offers unsubsidized rental housing that is affordable to working class households. In order to continue to support these families, the educational opportunities available to children in Hillcrest should be comparable to those which are available to their counterparts living in the newer subdivisions. [On-going] [Code/Policy]

The map shown below and at right is the Union County Attendance Zone map for both Cuthbertson Middle School and Cuthbertson High School as of 2012. All Waxhaw residents south of the railroad tracks attend Parkwood High School.



▲ **SCHOOL ATTENDANCE AREAS MAP**

▼ EXAMPLE OF A RESIDENTIAL FACADE UPGRADE



H-P3 Expand incentives for land owners to improve existing historic structures and property with the facade grant improvement program:

Two changes to the town's Facade Improvement Program would encourage homeowners in Hillcrest to upgrade the frontage of their home. The first is to expand the program boundary to include the Hillcrest neighborhood; the second is to modify the program to include additional improvements outside of the ones currently listed. These may include landscaping or drainage improvements that help to protect the structure. These two current limitations should be re-examined in the future as the program matures. [\$\$] [O] [Public/Private] [On-going] [Code/Policy]

FAÇADE IMPROVEMENT GRANTS IN WAXHAW

The Town of Waxhaw's Façade Improvement Program is administered by the town's Historic Preservation Committee and provides reimbursement for applicable façade upgrades. All project proposals must be located within the Façade Improvement Program Boundary and follow the Waxhaw Historic Landmark Guidelines.

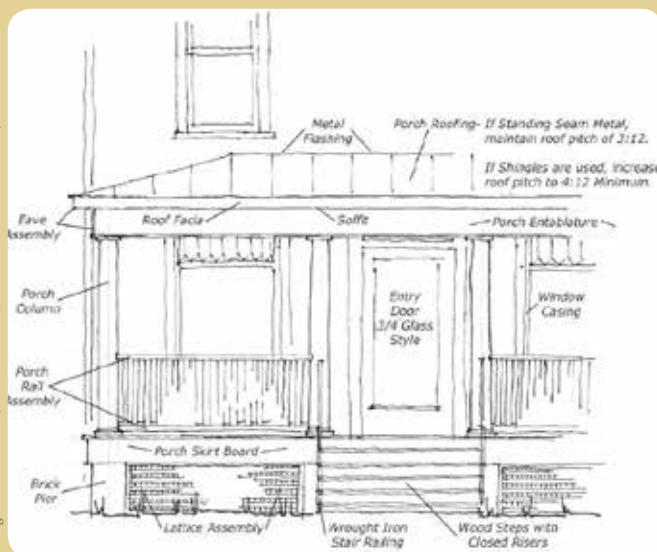


Image Source: Waxhaw, North Carolina Historic Landmark Guidelines, 2012.

Examples of Eligible Improvements

- > Removal of false fronts, metal canopies and additions that detract from a building's architectural or historical character;
- > Safe cleaning of brick storefronts – chemical stripping, scraping and water wash. Power washing is not recommended. Sand blasting is prohibited;
- > Exterior painting/repainting;
- > Historic reconstruction – storefront, door or window repair or replacement, masonry repainting, etc.;
- > Approved awning installation;
- > Structural repairs – except roofs;
- > Approved sign and/or exterior lighting installation. Simple sign changes are eligible but by themselves are given low priority.

More Information

- > Waxhaw Historic Preservation Commission
<http://www.waxhaw.com/index.aspx?NID=100>
- > Waxhaw Façade Improvement Program
<http://nc-waxhaw.civicplus.com/DocumentCenter/View/249>
- > Waxhaw, North Carolina Historic Landmark Guidelines
<http://www.waxhaw.com/documentcenter/view/252>

▲ HISTORIC LANDMARK GUIDELINE EXAMPLE

▼ HOUSING TYPOLOGIES



SINGLE-FAMILY HOUSE



DUPLEX



QUADPLEX



COTTAGE

H-P4

Encourage land owners to improve non-historic structures with Community Development Block Grant funds.

Community Development Block Grant (CDBG) funds are allocated annually to states by the federal government for a range of community improvement activities. Waxhaw has the opportunity to apply directly to the North Carolina Division of Commerce for grants of up to \$500,000 through the NC Catalyst Program. This money could be used to assist low- and moderate-income homeowners in housing rehabilitation efforts. (Source: <http://www.nccommerce.com/communitydevelopment/investment-assistance/grant-categories/nc-catalyst>) [\$\$] [O] [Public/Private] [On-going] [Code/Policy]

▼ EXAMPLE OF A RESIDENTIAL FACADE UPGRADE





WAXHAW - MARVIN

The Waxhaw-Marvin neighborhood is a representative corridor of the town's rural past wedged within its suburban present. Settled along a winding road with steep topography and numerous creeks, the area's natural features provide a stark contrast to the graded, polished subdivisions that surround it. Capturing the authenticity of this area in the vernacular of future development has the potential to set it apart as a distinct corridor.

The geography of the Waxhaw-Marvin neighborhood in recent years has been defined by the approval and construction of large residential subdivisions on all sides: Harrison Park and The Oaks on the east side, Prescott on the north side, and Millbridge on the west side. The crescent of homesteads along the rural corridor that runs between these housing developments constitutes the Waxhaw-Marvin neighborhood.

Entering the neighborhood from downtown, North Main Street veers away from the railroad and turns into Waxhaw-Marvin Road. Large rural properties are interspersed with low-intensity industrial uses. Where the road curves north, Eutaw Drive branches to the east toward a small enclave of large-lot residences and one of the only two areas within the Town of Waxhaw where manufactured homes are permitted.

Continuing north on Waxhaw-Marvin Road, the Millbridge subdivision – which will contain more than 2,000 single-family houses and extend

into South Carolina when completed – extends to the west. North of Millbridge, Pine Oak Road peels off of Waxhaw-Marvin Road toward the northeast and makes a severe turn around the Prescott subdivision to connect to Highway 16, the main artery into town. Keeping left at the fork and heading north on Waxhaw-Marvin Road, the new Kensington Elementary school is located a mile up at the second entrance to the Millbridge subdivision.

As discussed in detail in Chapter 4 (Connectivity), the provision of improvements to Waxhaw-Marvin Road and the completion of Waxhaw Parkway are critical to the future of this neighborhood and the whole northwest quadrant of the town. Residents rely on Waxhaw-Marvin Road to get to school, downtown, NC-16, and ultimately, to reach the interstate and other greater-Charlotte destinations.

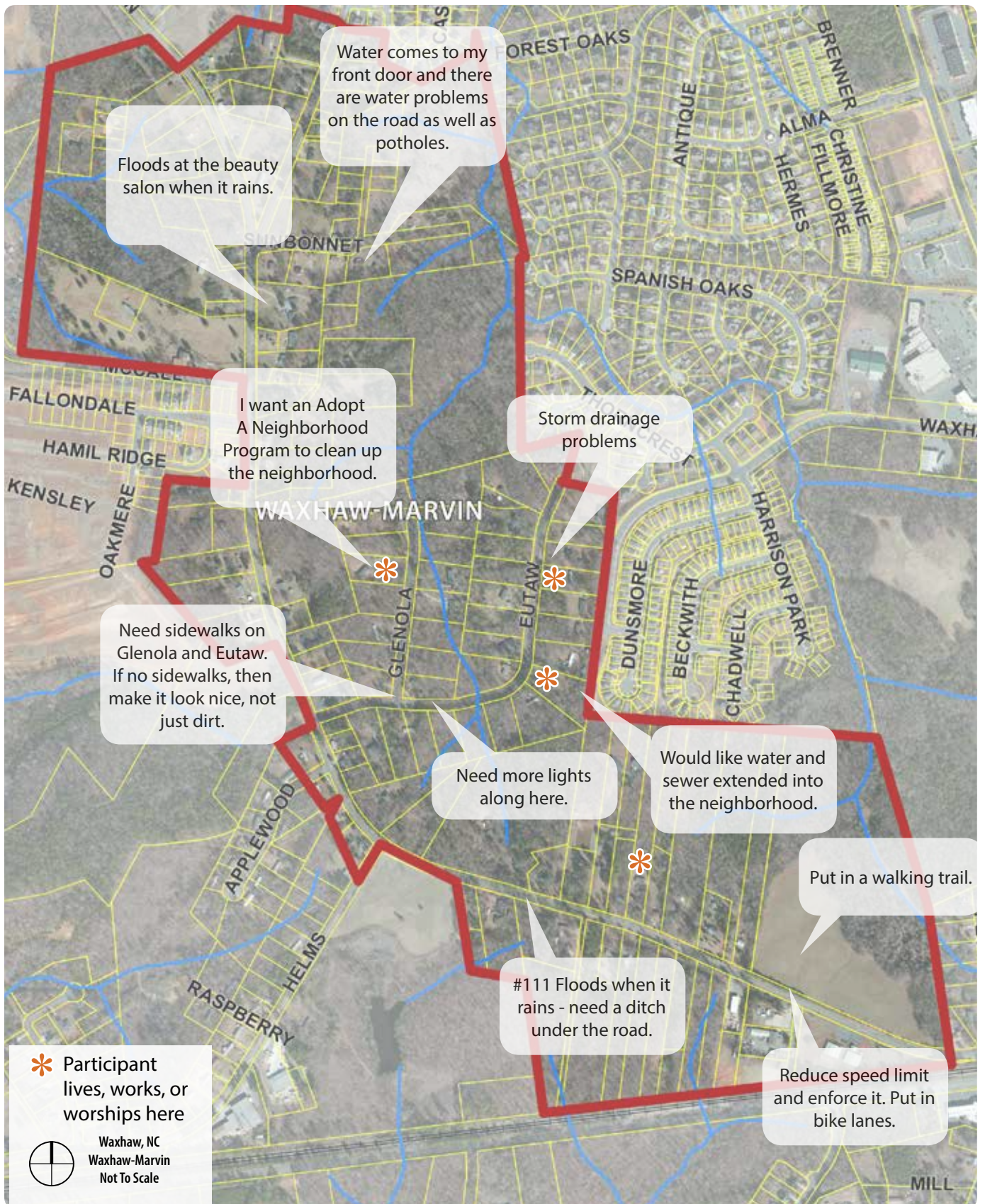


▲ WAXHAW-MARVIN NEIGHBORHOOD EXISTING CONTEXT

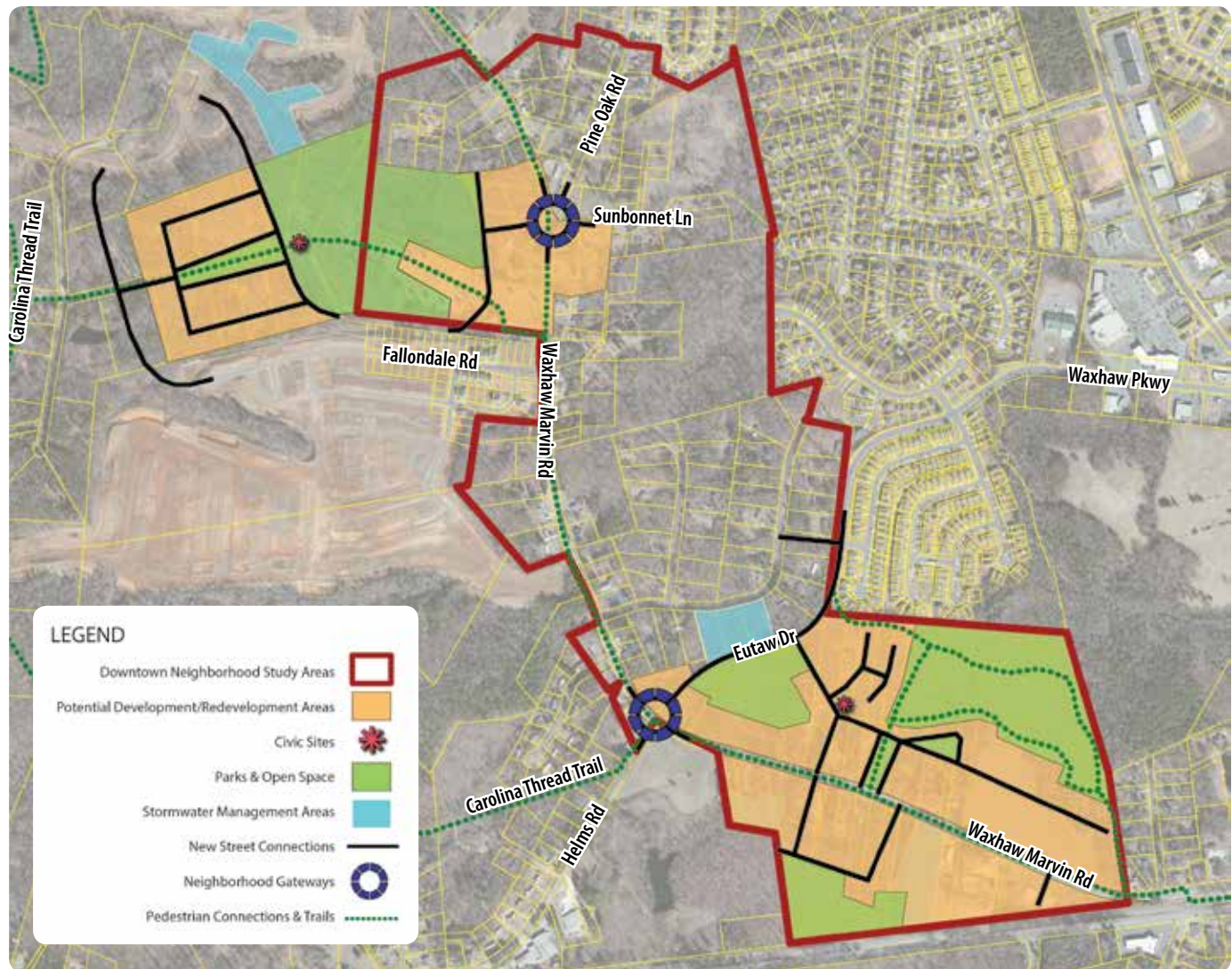
I wish/want _____ in the Waxhaw-Marvin neighborhood.
My favorite thing about my neighborhood is _____.



▲ WAXHAW-MARVIN NEIGHBORHOOD THOUGHT BUBBLES



▲ **WAXHAW-MARVIN NEIGHBORHOOD IDEA MAP**



▲ **WAXHAW-MARVIN NEIGHBORHOOD STRATEGY MAP**

8.1 ACTION ITEMS

The Waxhaw-Marvin neighborhood strategy includes a combination of infrastructure improvements to better tie the area into the surrounding network and regulatory changes to encourage increased intensity of land use over time. Two major development nodes are proposed – a neighborhood center at a proposed roundabout where Pine Oak Road meets Waxhaw Marvin Road (Action Item W-D1), and a mixed-use employment center at the entrance from downtown alongside the railroad (W-D2). This commercial development is complemented by a long-term regulatory framework intended

to diversify the neighborhood housing stock (W-D3). Additionally, the plan balances future private development with the necessity for future investment in a neighborhood school (W-C3).

Natural amenities are also woven into the plan in the form of a gateway park at the future intersection of Waxhaw Parkway and Waxhaw-Marvin Road (W-C1 and W-C2), and a greenway system that will link green spaces within the neighborhood and connect to the regional trail network (W-T1). These larger-scale improvements are balanced with smaller, incremental strategies to improve stormwater management (W-I1) and infrastructure.

DEVELOPMENT DATA

Development Type	Low-Intensity Option	Low-Intensity with School Option	High-Intensity Option	School Neighborhood Option
<i>Residential Units</i>	<i>Total: 114 units</i>		<i>Total: 939</i>	
SINGLE FAMILY	40 UNITS	40 UNITS	126 UNITS	40 UNITS
ACCESSORY DWELLING UNITS	--	--	100 UNITS	--
DUPLEX	8 UNITS (4 BUILDINGS)	8 UNITS (4 BUILDINGS)	12 UNITS (6 BUILDINGS)	--
MULTIFAMILY	--	--	646 UNITS (INCLUDING SENIOR LIVING)	--
TOWN HOUSES	--	--	--	69 UNITS
LIVE-WORK	--	--	24 UNITS	--
RESIDENTIAL COMPOUNDS	66 UNITS (33 COMPOUNDS)	66 UNITS (33 COMPOUNDS)	31 UNITS (25 BUILDINGS)	--
<i>Non-Residential Square Footage</i>	<i>Total: 93,500</i>	<i>Total: 159,720</i>	<i>Total: 510,000</i>	<i>Total: 162,700</i>
SCHOOL	--	86,700 SQUARE FEET	--	66,220 SQUARE FEET
CIVIC BUILDINGS	--	--	8,000 SQUARE FEET	--
COMMERCIAL DEVELOPMENT	--	--	379,000 SQUARE FEET	--
FLEX DEVELOPMENT	93,500 SQUARE FEET	93,500 SQUARE FEET	123,000 SQUARE FEET	76,000 SQUARE FEET
<i>Parking</i>				
OFF-STREET PARKING SPACES	634 SPACES	105 SPACES	1,864 SPACES	200 SPACES

▲ WAXHAW-MARVIN NEIGHBORHOOD DEVELOPMENT POTENTIAL



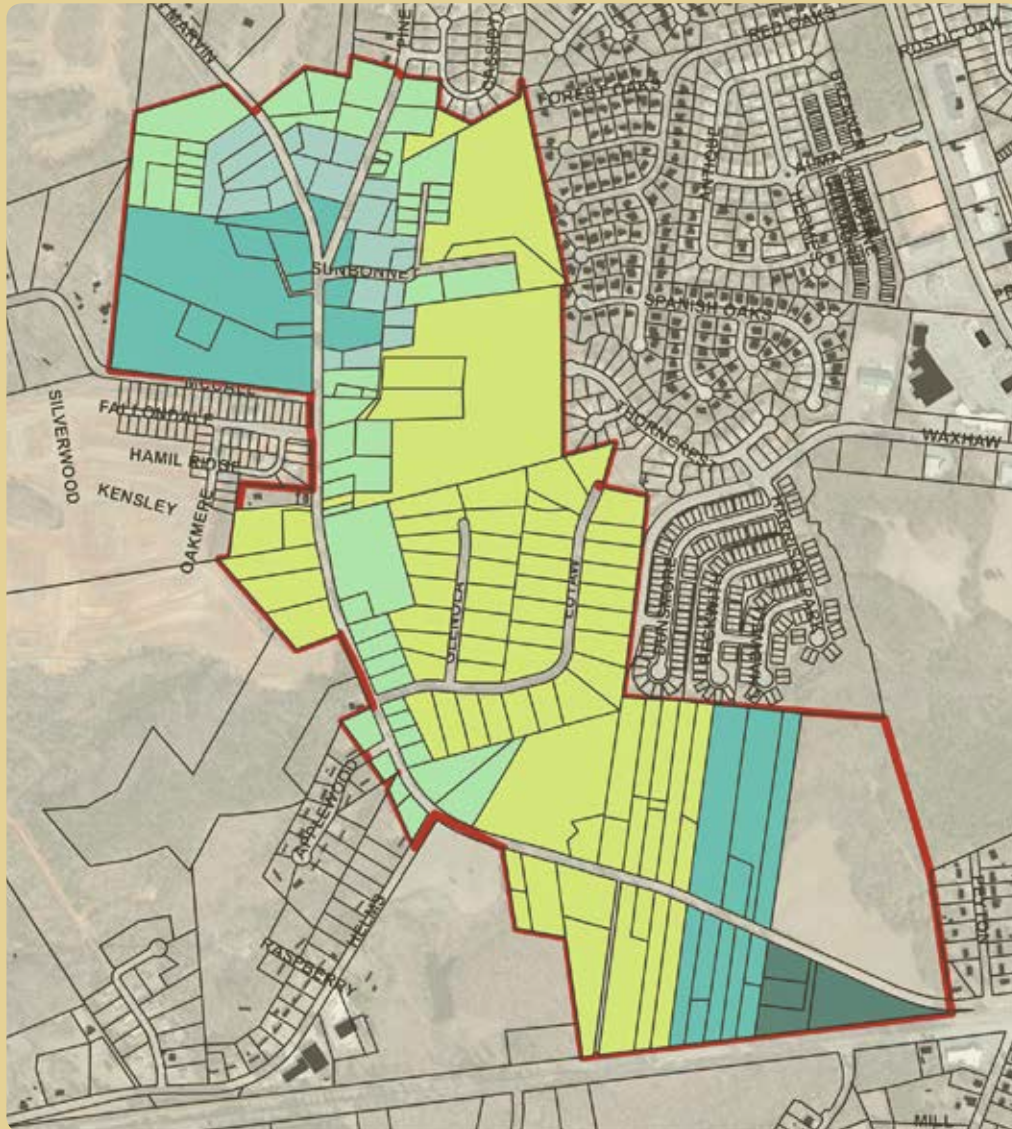
▲ HIGH-INTENSITY OPTION WITH SCHOOL NEIGHBORHOOD OPTION SHOWN IN BOX

REGULATING PLAN VS. VISION PLAN

The Regulating Plan is the regulatory tool to enact the vision and plan. Coded from the vision plan drawing, the regulating plan is the first step in determining appropriate land uses and scales of development.

The designations for "Town Center" and "Neighborhood Mixed Use" in the regulating plan reflect the recommendations for an employment center

near downtown, and a neighborhood commercial node at the intersection of Waxhaw-Marvin Road and Pine Oak Road. The "Urban Neighborhood" district would provide a more diverse array of housing types along the Waxhaw-Marvin corridor, which also serves as a transition zone to large portions of the neighborhood that are shown as "Residential compounds." The plans are further discussed in Chapter 9 - Coding Strategies.



	Town Center		Urban Neighborhood		Residential Compound
	Neighborhood Mixed Use		Urban Edge		

W-C1 Create a gateway to downtown at the future intersection of Waxhaw Parkway and Waxhaw-Marvin Road to include landscaping, intersection enhancements and signage. When the planned extension of Waxhaw Parkway is constructed to connect to Waxhaw-Marvin Road, it will create a new entrance into Downtown Waxhaw from the west. In order to capitalize on this infrastructure investment and formalize the entry into the Waxhaw-Marvin neighborhood and downtown, the town should create a gateway that both signals to visitors that they have arrived in Waxhaw, and provides an amenity to the neighborhood. Other neighborhood entrances along Waxhaw-Marvin Road mark entrances to subdivision, but have little cue that they mark an entrance to the town. The new gateway signage at the parkway would differentiate from the subdivision entrances in that they would include town logos and signage. This gateway should also include landscaping, signage, and sculptural elements that tie to other town gateways, as well as the character of downtown. Changes in paving and lighting will also help to define an inviting gateway into town. Examples of gateway treatments are shown at right. [\$\$] [C] [Public/Private] [7-10]



▲ **CHARLOTTE, NORTH CAROLINA**



▲ **CHESHIRE, NORTH CAROLINA**



▲ **NEW TOWN, ST. CHARLES, MISSOURI**



W-C2 Build a small park to serve Waxhaw-Marvin Road residents. In addition to serving as a gateway to Waxhaw, the future intersection at Waxhaw Parkway and Waxhaw-Marvin Road could also accommodate a park at the southwest corner. Residents of the neighborhood indicated that there is a need for recreation space for children within walking distance to residents, and this location would provide a prominent site and – in conjunction with a multiuse path along Waxhaw-Marvin Road as proposed in W-T3 – easy access for households located along Waxhaw-Marvin Road. The park should include a playground, flexible open space, and passive stormwater treatment features, such as rain gardens. The small neighborhood serving park would supplement other park efforts in town including the Horton/David G. Barnes Park and Harvey C. Nesbit Park. [\$\$\$] [C] [4-6]



▲ HIGH DEVELOPMENT OPTION WITH NEIGHBORHOOD SCHOOL OPTION

W-C3 Identify and preserve a walkable school site to serve the new residential development in the Waxhaw-Marvin neighborhood.

The school attendance area for the Waxhaw-Marvin neighborhood currently sends elementary school children to Kensington Elementary School, located at the north end of the neighborhood at Waxhaw-Marvin Road and Kensington Drive. As the approved housing in Millbridge and surrounding developments is constructed, it is likely that another elementary school will be required to serve the influx of households.

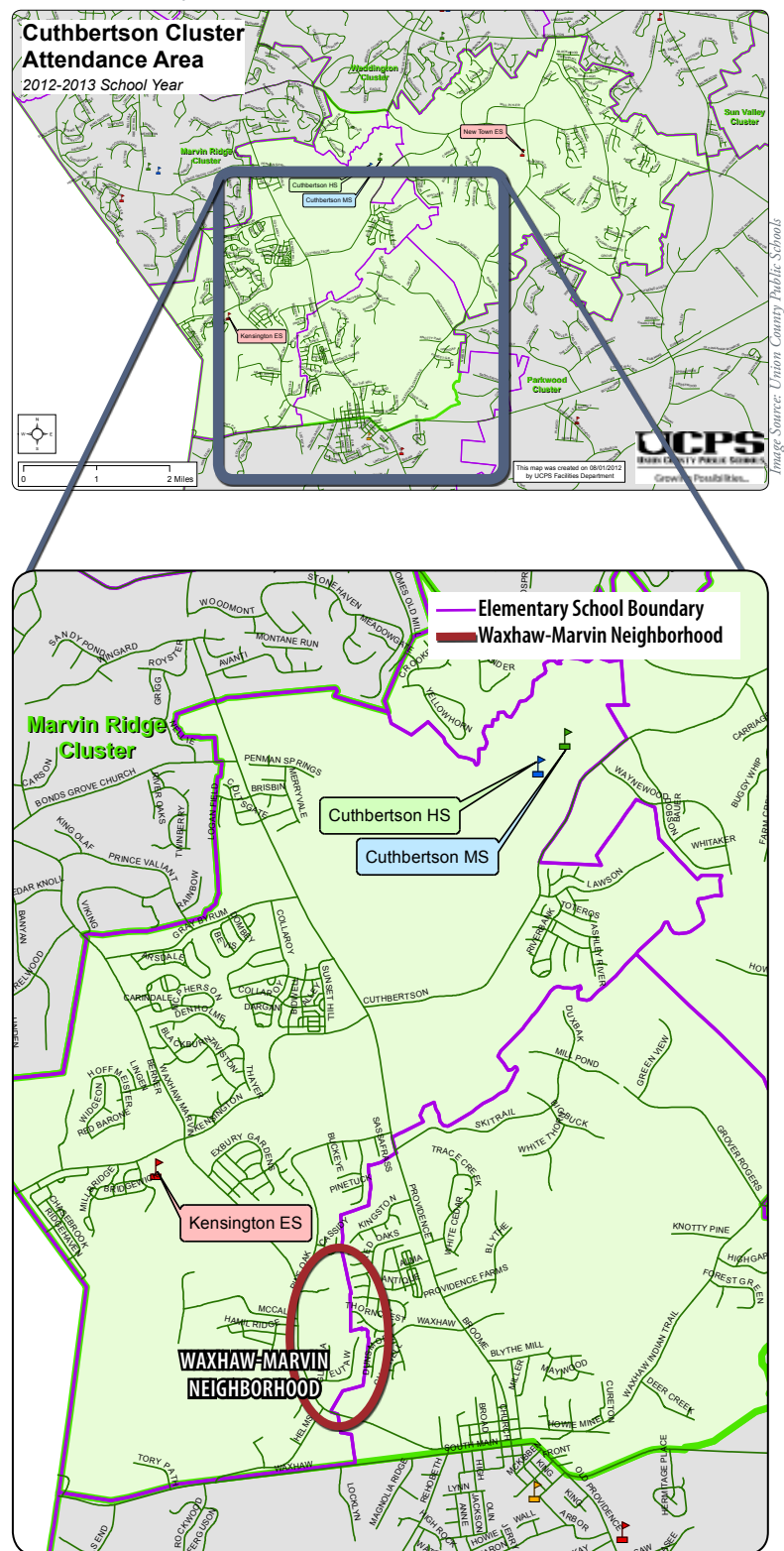
The town should adopt an action plan now that identifies a future neighborhood school site in close proximity to downtown and the Waxhaw-Marvin neighborhood. One potential school site is on the north side of the railroad line where Main Street turns into Waxhaw-Marvin Road. This recommendation should be balanced with Action Item W-D2 to encourage an employment center in the same area. While employment opportunities would be an immense benefit for the town as a whole, this effort should not eclipse the need to reserve a future school site.

[\$\$\$] [Public/Private][On-going] [Code/Policy]



▲ NEIGHBORHOOD SCHOOL EXAMPLE

The map below provided by Union County Schools shows the different Elementary School attendance boundaries. The residents west of the purple line attend Kensington Elementary School. The residents to the east and south of the purple line attend Waxhaw Elementary School.



▲ SCHOOL ATTENDANCE AREAS MAP



▲ **EXAMPLE OF A RAIN GARDEN**



▲ **EXAMPLE OF FORMALIZED STORMWATER POND**



▲ **EXAMPLE OF INFORMAL STORMWATER POND**

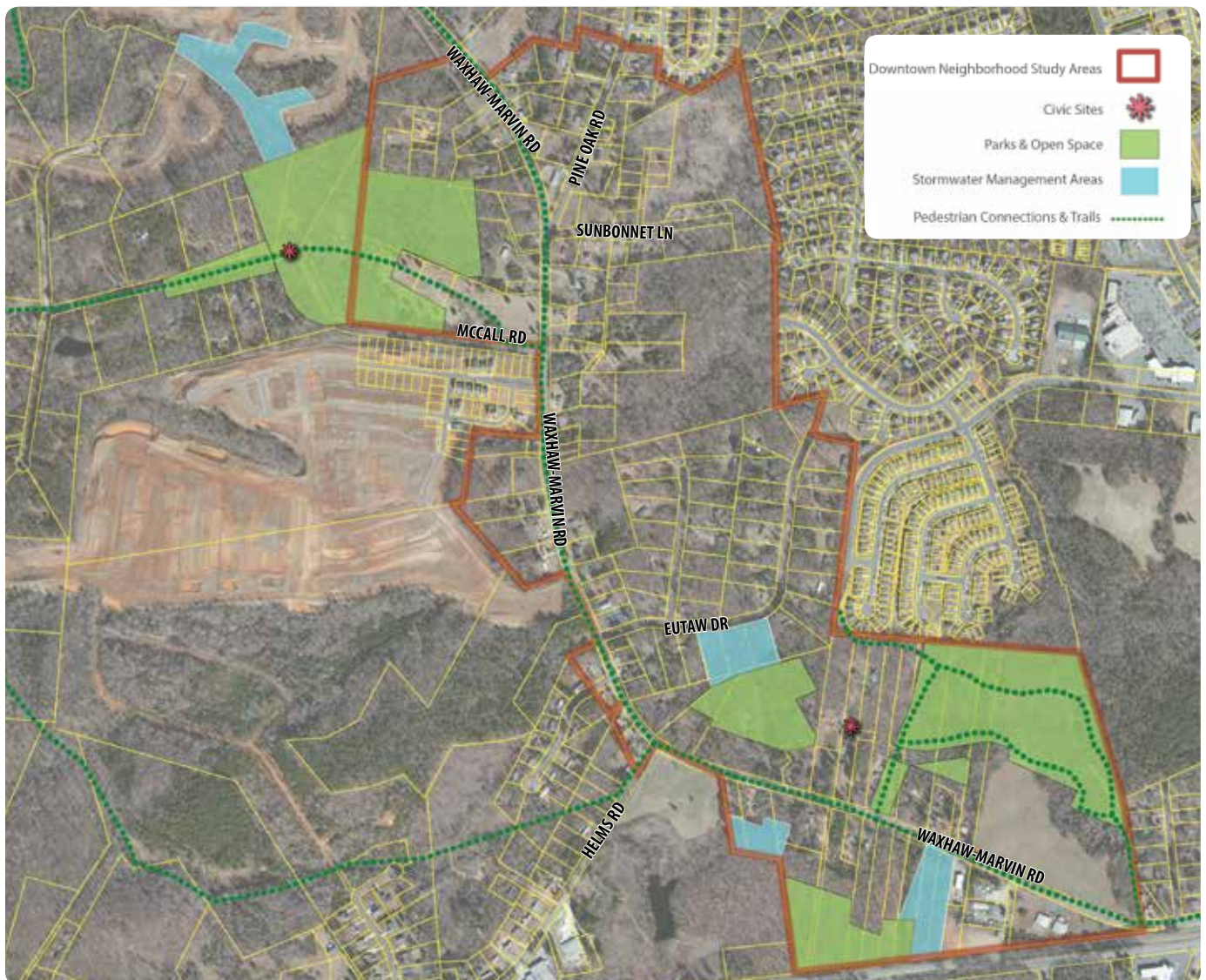
W-I-1 Identify locations for neighborhood scaled sustainable stormwater management to address flooding issues. Residents of Waxhaw-Marvin explained during the charrette that many areas of the neighborhood become flooded following persistent rainy weather. As detailed in Chapter 5 (Infrastructure), a range of stormwater programs and tools should be employed to address the problem at several levels. Specifically, Action Items I-3 and I-4 suggest incentives which are particularly applicable to the Waxhaw-Marvin neighborhood, by encouraging individual property owners, residential compounds, and community groups to contribute to stormwater solutions. Small-scale interventions, such as creating rain gardens, designating bioswales, and constructing wetlands, can have a significant impact in slowing stormwater runoff, thereby preventing flooding. The town should also consider incremental improvements in conjunction with development or as needed by the the Public Works Department or Parks Department.[\$\$] [O] [On-going] [Code/Policy]



▲ **NEIGHBORHOOD TRAIL EXAMPLE**

W-T1 Connect old and new neighborhoods with walking trails that tie into the Carolina Thread Trail regional network. One strategy to address the absence of a cohesive pedestrian network in the Waxhaw-Marvin neighborhood is to construct walking trails that take advantage of the scenic woods that wrap around Waxhaw. The combination of severe topography and the web of creeks and floodplains that characterize the neighborhood make the cost of an extensive street network in Waxhaw-Marvin cost-prohibitive. Additionally, trails that wind through the woods help to preserve green corridors that attract many residents to the rural edges of the Charlotte metropolitan area.

This trail network can serve as both a recreational amenity and an everyday mode of transportation for residents, connecting households to downtown. A potential pathway for the trail would connect the parks in Millbridge to the proposed gateway park at the future intersection of Waxhaw Parkway and Waxhaw-Marvin Road (see W-C2), as well as tying directly into the proposed multiuse trail along Waxhaw-Marvin Road (W-T3). In addition to creating a local system, these trails can also be aligned to connect with the regional Carolina Thread Trail network. Greenways and trails provide the additional benefit of increasing property values and attracting tourism. [\$\$\$][C][On-going]



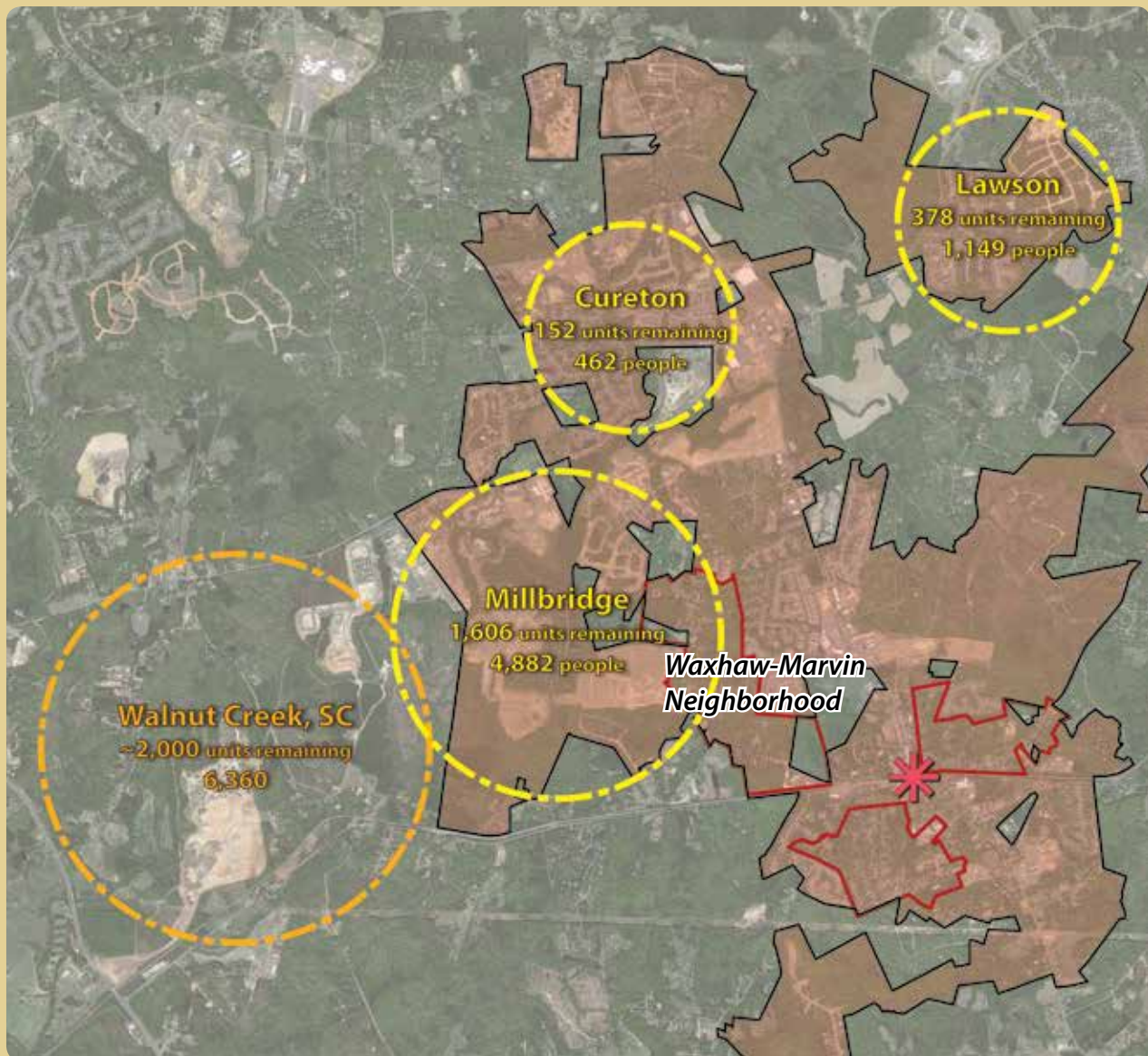
▲ PROPOSED STORMWATER MANAGEMENT AREAS, TRAILS, AND OPEN SPACE

APPROVED RESIDENTIAL SUBDIVISIONS

As shown below, the approved Millbridge and Cureton subdivisions will both bring a significant number of new households very close to the Waxhaw-Marvin neighborhood. These households will increase the burden to infrastructure, including emergency services and schools, in and around the neighborhood, and drastically change the long-term development climate along the Waxhaw-Marvin corridor. The character of these new subdivisions is very different from both the historic Waxhaw core and the housing currently in the neighborhood. Finding an identity that fits between downtown Waxhaw and these new subdivisions, and provides an effective transition between the two, will be a challenge for the Waxhaw-Marvin neighborhood.

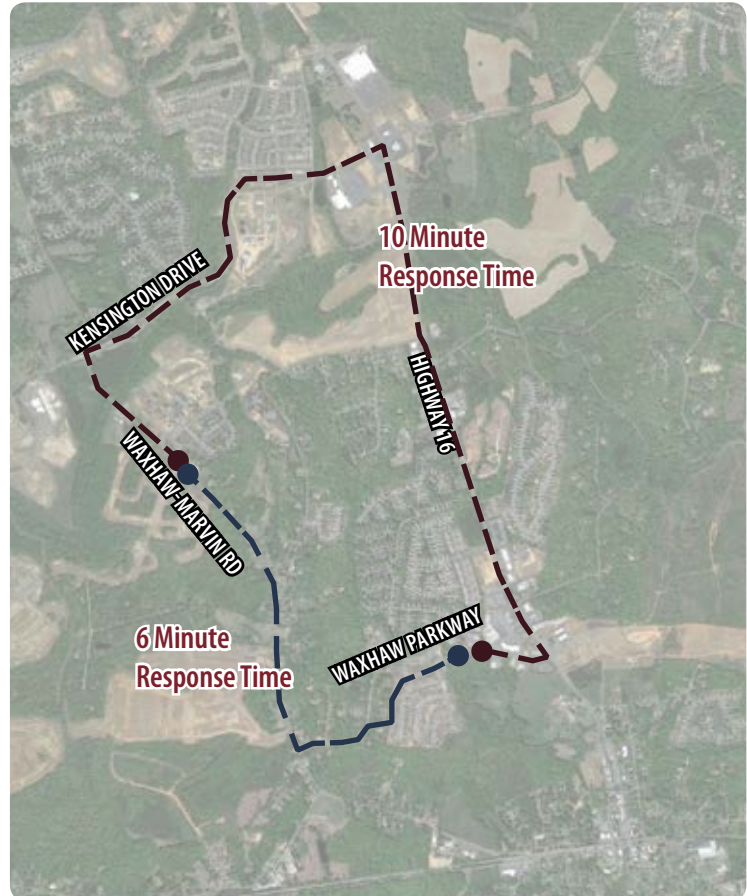


▲ A MILLBRIDGE HOME



W-T2 Connect the street network to immediately decrease emergency response time. Waxhaw's fire department is located on Waxhaw Parkway, just west of Highway 16. The fragmentation of the road network in Waxhaw-Marvin means that the current response time to Millbridge – a growing residential population center in the town – is about ten minutes. Providing a connection from Waxhaw Parkway to Eutaw Drive reduces the response time to Millbridge by four minutes, which is a significant improvement in an emergency situation.

Pine Oak Road and Prescott Glen Parkway could provide further connections if completed and upgraded. Pine Oak Road is currently not used by all emergency responders due to the condition of the bridge. Prescott Glen Parkway, when complete, will provide an additional connection, but may only be used occasionally by emergency services due to the design speed and type of development on the parkway. Currently Pine Oak Road is an additional connection between Highway 16 and Waxhaw-Marvin Road. Having multiple options will drop response time overall by expanding access to more households. This issue is further discussed in Chapter - 4 - M-1. [\$] [C] [Public/Private] [1-3] [Code/Policy]



▲ EMERGENCY ROUTES AND ACCESS

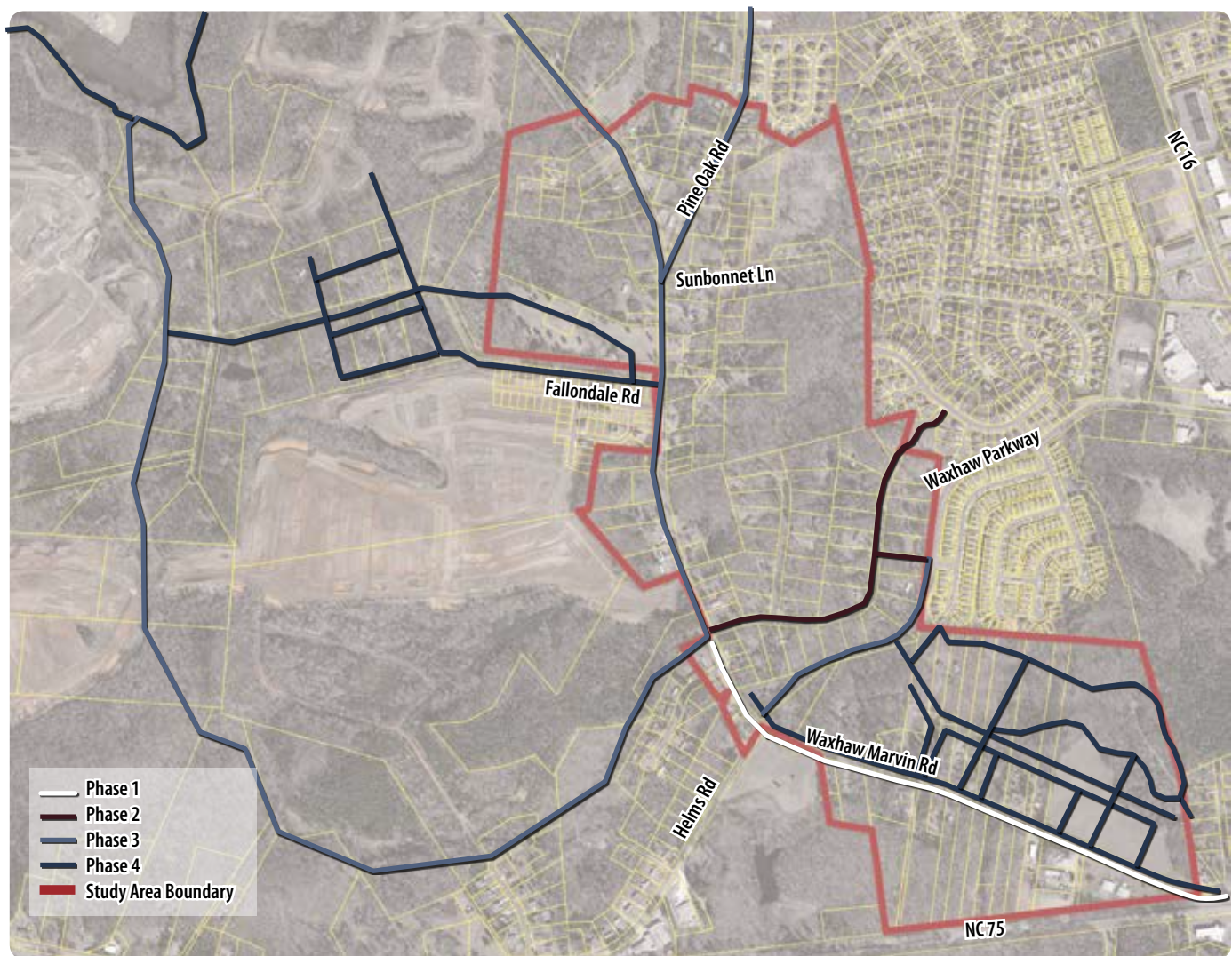


▲ WAXHAW PARKWAY TO EUTAW DRIVE

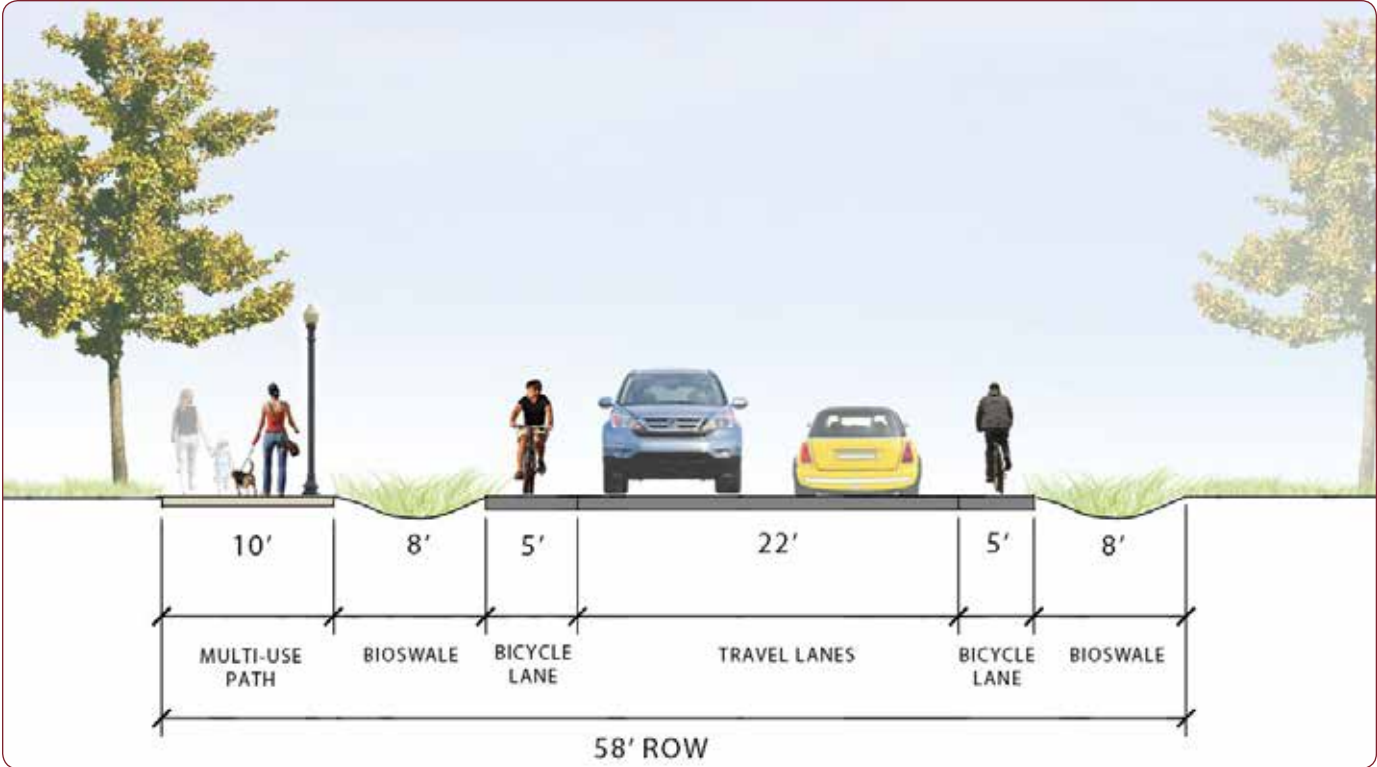
W-T3 Build a multi-use path along Waxhaw-Marvin Road to connect to the neighborhoods to the north.

Based on the number of approved housing units in the Millbridge and Cureton subdivisions and the average household size of Waxhaw, the population in the Waxhaw-Marvin neighborhood is expected to increase by at least 6,000 people over the next 30 years. Connecting these residents to downtown is imperative to supporting the businesses that will continue to attract people to Waxhaw (see Chapter 4, Connectivity for more information).

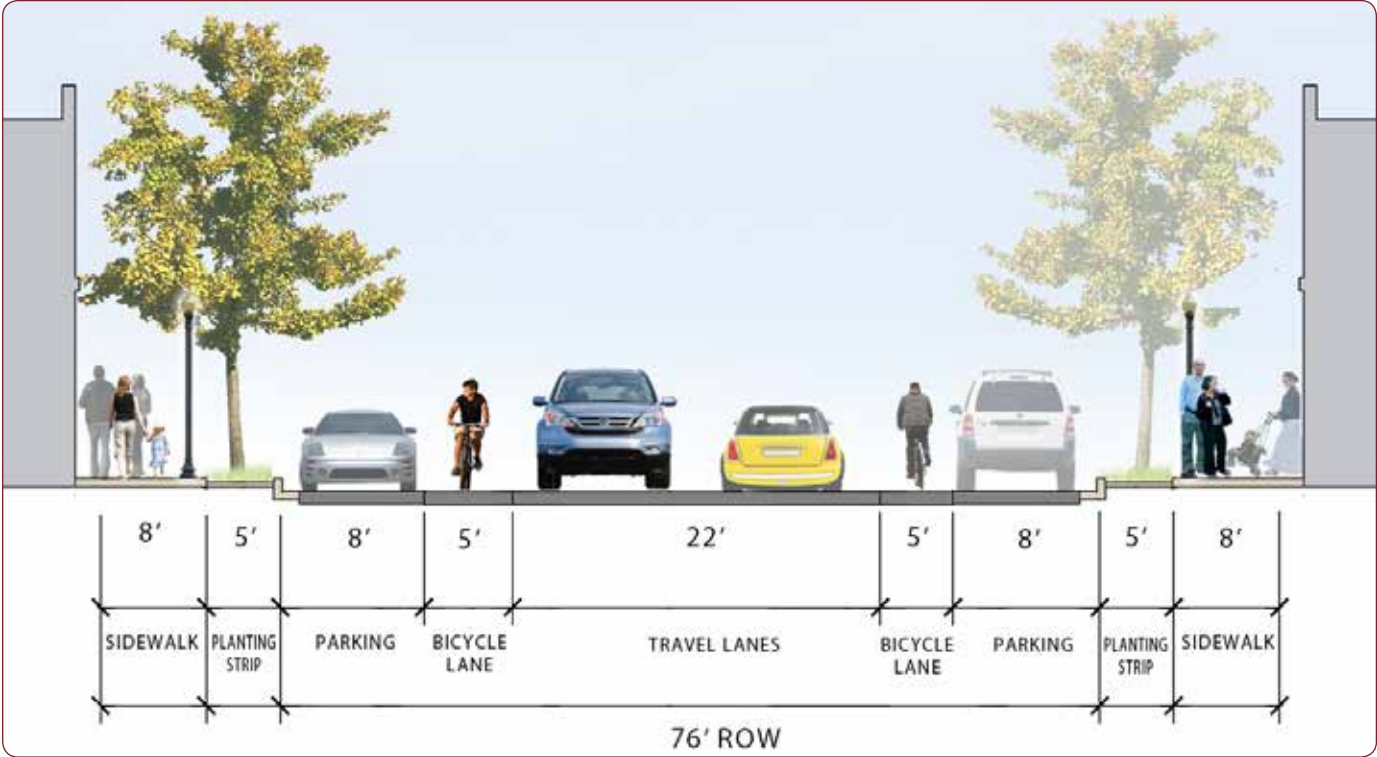
In order to improve pedestrian and cyclist connectivity and reduce traffic congestion, a multi-use path should be constructed along Waxhaw-Marvin Road. This path would be built in phases over the next 10 years. The first phase will connect the west end of North Main Street to the southern entrance of Millbridge and Prescott. The second phase will continue the multi-use path to the intersection of Kensington Drive and Cuthbertson Road. [\$\$\$] [C] [4-6]



▲ PRIORITY SIDEWALKS



▲ WAXHAW-MARVIN ROAD - RURAL ROAD SECTION (NORTH OF PROPOSED WAXHAW PARKWAY CONNECTION)



▲ WAXHAW-MARVIN ROAD - URBAN ROAD SECTION (SOUTH OF PROPOSED WAXHAW PARKWAY CONNECTION)



▲ **EXAMPLES OF A ROUNDABOUTS**

W-T4 **Realign the intersection of Pine Oak Road and Waxhaw-Marvin Road with a roundabout.** The three-way intersection of Waxhaw-Marvin Road, Pine Oak Road, and Sun Bonnet Lane creates several awkward angles, a confusing traffic pattern, limited sight distance and unsafe turning movements. Currently, because of the severe angles at this intersection and the weight limit on the bridge on Pine Oak Road, emergency response vehicles do not use Pine Oak Road. In order to resolve these geometries and create a gateway to the Millbridge and Prescott communities, this intersection should be converted to a roundabout. This will slow traffic at this intersection while permitting consistent movement. The roundabout will also provide a valuable placemaking opportunity that can contribute to the character of the Waxhaw-Marvin neighborhood and create a transition to the new subdivisions.

If a roundabout is not feasible due to cost or traffic volumes, other options should be explored that provide a more effective connection between NC-16 and Waxhaw-Marvin Road. [\$\$\$\$] [C] [Public/Private] [7-10]



▲ **NEIGHBORHOOD COMMERCIAL AT MILLBRIDGE AND A ROUNDABOUT**

W-D1 Provide opportunities for neighborhood commercial uses on Waxhaw-Marvin Road near the entrance to Millbridge. As new households continue to move into Millbridge and Prescot, Waxhaw-Marvin Road will be able to support small-scale neighborhood commercial development. By focusing such development around the proposed roundabout at Pine Oak Road (W-T4), a small neighborhood center will serve residents of the Waxhaw-Marvin neighborhood, Millbridge, and Prescot, allowing them to easily walk to a corner store or restaurant. This development must be appropriately scaled and detailed to establish a destination without overwhelming the surrounding residences.[Private] [On-going] [Code/Policy]



▲ **WAXHAW-MARVIN NORTH**



▲ **NEIGHBORHOOD COMMERCIAL EXAMPLE**

W-D2 Encourage a mixed-use / employment center immediately outside

downtown on Waxhaw-Marvin Road and adjacent

to the railroad. As the Waxhaw-Marvin corridor continues to evolve, there is an opportunity just west of downtown to encourage a mixed-use employment center that would extend the vibrancy of the historic downtown core. This location is within walking distance to downtown, and new commercial development here would create a transitional node between the proposed neighborhood center at the Pine Oak Road roundabout and downtown.

Possible uses could include a sustainability research campus, an eco-industrial park, or a business incubator with office and flex space to support local entrepreneurship. Other complementary building types included as part of this mixed-use center should include townhouses, senior living and a school. While this location may not be close enough to major highways to attract a large regional office employer, there is a possibility of attracting a clean industrial employer that could capitalize on the proximity to the railroad. As Downtown Waxhaw continues to develop as a unique regional destination, the possibility of attracting employers looking to associate

themselves with a friendly, historic, vibrant community will increase.

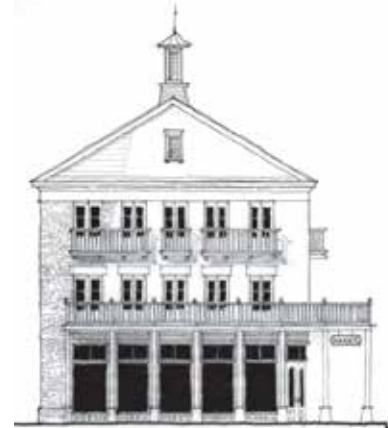
In the short term, development pressure is most likely to occur on the south side of Waxhaw-Marvin road because of the adjacency of this site to the railroad, and it may be more feasible to market this site to possible employers. The investment to connect Waxhaw Parkway to Waxhaw-Marvin Road is likely to raise surrounding property values and encourage redevelopment.

As proposed in W-C3, the town should consider a site near downtown along Waxhaw-Marvin Road for a future neighborhood school site. Any infrastructure investments or regulatory changes made to create an employment center should be made with full consideration of how a school could be incorporated. All of the uses proposed as part of an employment center would be compatible – and possibly synergistic – with a new school. For example, some industries provide experiential learning opportunities, mentorships, or apprenticeships to students. The town may also be able to forge a public-private partnership to leverage new development in helping to complete a new school. [Private] [10+]



▲ **CONCEPTUAL ILLUSTRATION OF PROPOSED EMPLOYMENT CENTER**

▼ MIXED USE BUILDINGS EXAMPLES



▲ SOUTHERN AREA LOW-INTENSITY OPTION WITH SCHOOL

W-P1 Encourage a diversity of housing types including townhouses, cottages, single family homes, multifamily buildings, and residential compounds. Currently, all of the approved buildings in the subdivisions surrounding the Waxhaw-Marvin neighborhood are low- to medium-density single-family detached houses. Mentioned in some of the unfinished developments master plans is multifamily and attached housing, but none has been built in the Waxhaw-Marvin neighborhood. The Highway 16 Corridor Plan will evaluate most of these projects, including Prescott and Cureton. The larger planned developments should be more diverse in housing choices and include specific architectural standards that work within the existing and desired Waxhaw community.

In order to provide more housing choices to Waxhaw residents, including a growing senior population, future development in this neighborhood should include medium- to high-density housing options such as small-lot single family houses, pocket neighborhoods composed of cottages and bungalows, and townhouses and apartments facing major corridors. Duplexes and quadraplexes should also be encouraged, as they can provide contextually-appropriate housing intensity within single-family neighborhoods while adding to the range of sizes and rents available in the neighborhood.

Large properties are most likely to redevelop first because they will provide the economy of scale that permits developers to expect a reasonable return on investment. Parts of the neighborhood with smaller parcels and many different owners



▲ **SENIOR HOUSING ILLUSTRATION**

will be more costly to assemble and redevelop, and are expected to be longer-term opportunities. This long-term housing strategy should be considered alongside the proposed short-term strategy of streamlining the formation of residential compounds. While this plan recognizes that it is in the best interest of the town to focus on medium- to high-density infill strategies within Waxhaw's developed boundaries, it also sympathizes with the legacy of family land ownership in the Waxhaw-Marvin neighborhood. To this end, a regulatory change should be made that enables the construction of residential compounds through a streamlined, by-right process that does not require subdivision of land. As detailed in Chapter 9 (Regulating Plan & Coding Strategies) under Action Item R-2, this new regulatory mechanism would include requirements related to overall site density, building siting, internal circulation and family relationship.

Permitting a variety of higher-intensity housing options, including the growth of residential compounds, will allow flexibility in the way that the neighborhood redevelops over time. As shown in the illustrative plan at right, and in the development data at the beginning of this chapter,

a low-intensity development scenario would add about 114 housing units to the neighborhood, while a high-intensity scenario would add about 1,000 new units. Realistically, the number of units will fall somewhere toward the middle of this range, depending on how that public investments are prioritized, zoning is revised, and market pressure evolves. [Public/Private] [On-going] [Code/Policy]



▲ **LOW-INTENSITY OPTION**

RESIDENTIAL COMPOUND

A residential compound consists of separate houses, either on their own lots, next to each other, or all on the same lot. This allows families to live close to each other while still having separate areas. The houses are treated as a group, so while they may be on different lots, they appear as one unified property.

Multigenerational families grow up together, families can save money, and utilities and infrastructure costs are shared.

Source: "Aiming to Create Residential compounds," New York Times, Real Estate. 12 June 2005.



Richard Renner Architects. Image source: www.bouze.com



Elliot & Elliot Architecture. Image source: www.bouze.com



Hooten Land Design, Inc. Image source: www.bouze.com



REGULATING PLAN & CODING STRATEGIES

The zoning districts that regulate the Eastside, Hillcrest, and Waxhaw-Marvin neighborhoods

should implement the town's shared vision of desired development outcomes, just as recommended by the Downtown Vision Plan and implemented through the Downtown Code.

9.1 EXISTING REGULATIONS

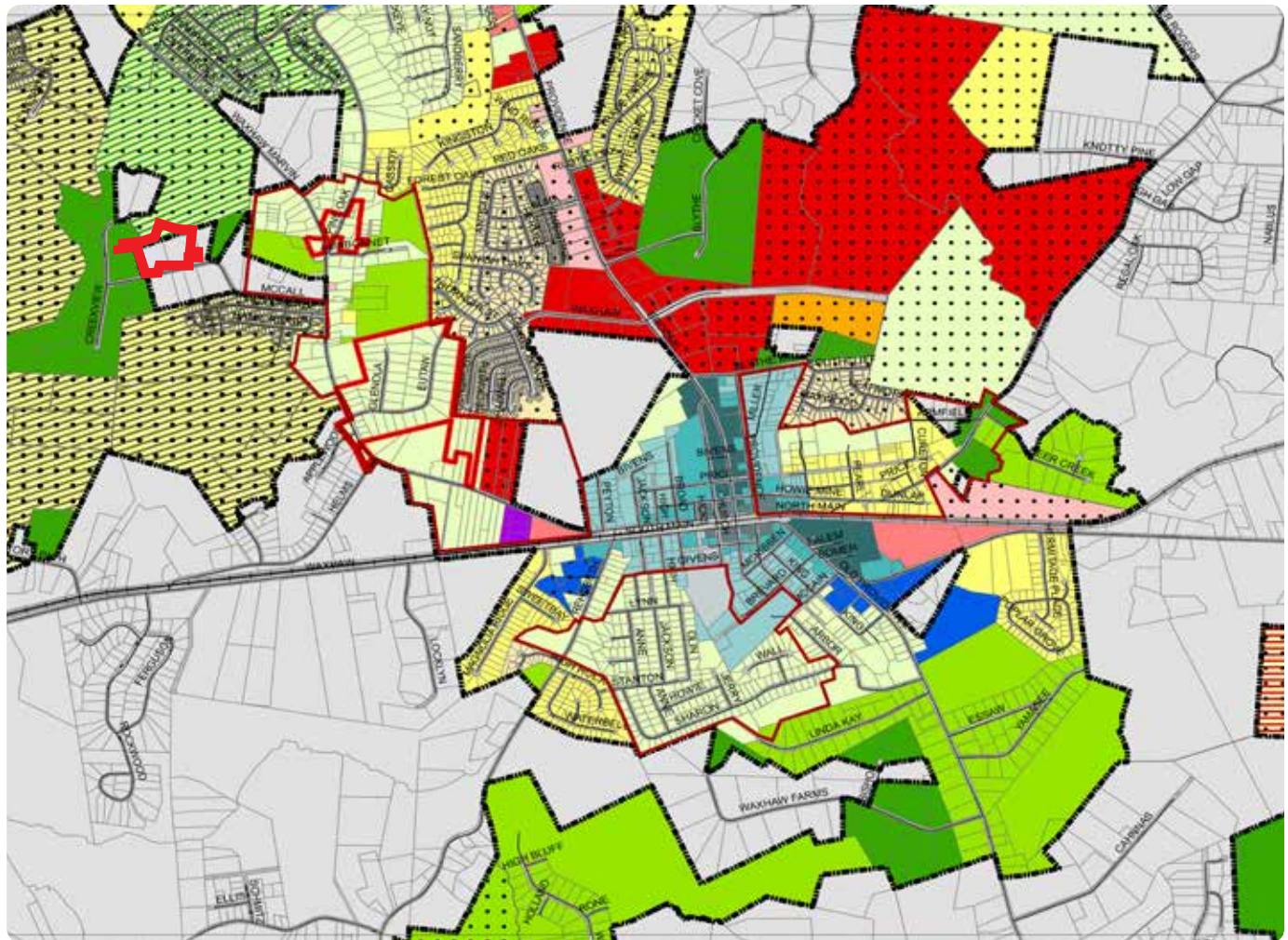
The form-based Downtown Code adopted for downtown Waxhaw will support development that continues the traditional patterns established in the town's historic core. This plan proposes extending the principles – and a few of the districts – from the Downtown Code to the Eastside, Hillcrest, and Waxhaw-Marvin neighborhoods in order to create a natural transition from urban core to urban neighborhood to rural neighborhood. Building on the approach of the downtown code, the districts that regulate the downtown neighborhoods should allow a variety of housing options and mixed-use development by-right through regulations that are sensitive to the existing neighborhood patterns. These districts will provide more flexibility for development than the existing zoning in these neighborhoods by focusing on form, rather than use, and by modulating density to allow walkability.

Current Districts

The existing zoning of the downtown neighborhoods is primarily Single-Family Residential – including variations of R-3 and R-4 – with a few areas that allow commercial and

institutional development at the edges of each neighborhood:

- > **Eastside:** A portion of the Eastside neighborhood to the east of Providence Street was studied as part of the Downtown Plan. Recommendations for zoning in this plan are compatible with the Downtown Plan and subsequent rezoning under the adopted Downtown Code. All remaining properties within the Eastside neighborhood are zoned to permit only single-family detached housing on large lots through the four variations of the Single-Family Residential zoning (R-1, R-2, R-3, and R-4).
- > **Hillcrest:** Similar to Eastside, a few properties in the Hillcrest neighborhood were studied during the Downtown Plan process. These parcels include the large property at the southwest corner of Church Street and Givens Street and the South Providence School property. Both have been rezoned under the Downtown Code. All remaining properties within the Hillcrest neighborhood are zoned as the R-3 version of the Single-Family Residential zone, with the exception of two R-2 properties at the end of the Linda Kay Drive cul-de-sac.



Zoning Districts

- C-1
Neighborhood Business District
- C-2
Highway Commercial District
- C-3
General Commercial District
- C-4
Central Business District

- OIS
Office, Institutional, and Specialty Use District
- I-1
Light Industrial and Service District
- R-1
Single-family Residential District
- R-2
Single-family Residential District

- R-3
Single-family Residential District
- R-4
Single-family Residential District
- R-3 PRD
Single-family Planned Residential Development District
- R-4 PRD
Single-family Planned Residential Development District

- RM-1
Multi-family Residential District
- RM-2
Multi-family Residential District
- R-3 & OIS
Split zoned Single-family Residential and Office, Institutional, and Specialty Use Districts
- R-3 & C-3
Split zoned Single-family Residential and General Commercial Districts

Overlay Districts

- MH-1
Mobile Home Overlay District
- CU
Conditional Use District
- CD
Conditional Zoning District

Downtown Code Zoning Districts

- UN
Urban Neighborhood District
- NM
Neighborhood Mixed Use District
- MS
Main Street District
- TC
Town Center District
- OS
Open Space District

- Roads
- Rail
- Town Limits
- County
- Parcels



Data Source & Disclaimer
Data provided by Union County GIS and Town of Waxhaw GIS. The Town of Waxhaw does not warrant the accuracy of the information displayed. Map created December 2013.

Study Area Boundary

▲ EXISTING ZONING MAP (DECEMBER 2013)

- > Waxhaw-Marvin: The majority of properties within the neighborhood are Single-Family Residential districts, composed mostly of the R-3 zone, with a patchwork of R-4 and R-2 properties north of Eutaw Drive. At the eastern end of the neighborhood there are several properties along the railroad that are zoned as Light Industrial and Service District (I-1) and Highway Commercial and General Commercial District (C-2 and C-3) where North Main Street transitions to Waxhaw-Marvin Road.

Brief evaluations of each existing zoning district in relation to the recommendations of this plan are below.

Single Family Residential (R-1) - Within the study area, there are only a few properties in the Eastside neighborhood that have this zoning designation. R-1 is an extremely low-density zone that permits only very large lot single-family detached houses, with a required minimum lot area of at least 100,000 square feet. While this level of development may be appropriate in some of Waxhaw's most rural areas, it does not fit the character of a walkable Eastside as envisioned in this plan.

Single Family Residential (R-2) - There are edges of all three of the downtown neighborhoods that are classified as the R-2 district. The minimum lot size in this district is 40,000 square feet, which is almost an acre in size and not generally compatible with a walkable community pattern without requirements for an internal mobility network. While some areas at the edges of Eastside and Waxhaw-Marvin may accommodate lots of this size, they would most likely include more structures than one single-family house.

Single Family Residential (R-3) - A majority of the properties within the three downtown neighborhoods are zoned R-3. The minimum lot size for this district is 20,000 square feet or approximately 2 lots per acre. This is a rural residential lot size that does not support the characteristics of successful urban neighborhoods as described in this plan - specifically, a tight

network of walkable blocks and a variety of attached and detached housing forms.

Single Family Residential (R-4) - A number of lots within Eastside are classified as the R-4 District. The result of this district's 12,000 square foot minimum lot size and 20 foot minimum setback requirements is conventional suburban development. While this type of development may be appropriate for some of the neighborhood edges, it does not match the historic pattern of small-lot residential development in Waxhaw, nor does it provide for a diversity of housing options as proposed in this plan.

Light Industrial and Service District (I-1) - At the southeast end of the Waxhaw-Marvin neighborhood there is a cluster of parcels designated as Light Industrial and Service District (I-1). The I-1 district provides for industrial and service uses which are an appropriate element of a new employment hub adjacent to the railroad and downtown (as described in Action Item W-D1). However, the front yard setback requirements and maximum building height allowances equate to a form that does not support the vibrant mixed-use center that this plan envisions.

Highway Commercial (C-2) - Within the study area, this district is only associated with a small group of properties at the west of edge of downtown where North Main Street turns into Waxhaw-Marvin Road. The current regulations, do not match the intention of the illustrative plan shown in Chapter 8. The C-2 district requires a minimum lot width of 150 feet, minimum side setbacks of 10 feet, and a minimum front setback of 20 feet. Together, these requirements detract from a walkable streetscape environment by distancing pedestrians from building fronts and fragmenting the sidewalk story windows that engage street life.

General Commercial (C-3) - This district is associated with several parcels on the right side of Waxhaw-Marvin Road as one leaves downtown Waxhaw. The intention of this district is to allow a variety of commercial uses and designs. The current zoning regulations require a minimum lot

width of 100' and a minimum lot size of 28,000 sf. Most uses are allowed in General Commercial and would still be allowed based on the proposed regulating plan.

9.2 ACTION ITEMS

Many of the zoning-related issues that currently prevent the downtown neighborhoods from becoming walkable, urban communities have already been addressed in downtown Waxhaw through adoption of the Downtown Code. This plan recommends augmenting the Downtown Code's regulatory framework to fit the development goals for the Eastside, Hillcrest, and Waxhaw-Marvin neighborhoods as set forth in this plan.

R-1 Expand the Downtown Code to regulate the downtown neighborhoods.

A form-based code is arguably the best regulatory tool that a municipality can use to implement a plan. The planning process for the downtown neighborhoods involved parcel-level detail in many locations, as well as perspective renderings that envision a specific character for the way that public and private space meet to create a sense of place. As adopted, the Downtown Code already contains all of the necessary tools to make the detailed vision for the Eastside, Hillcrest, and Waxhaw-Marvin neighborhoods into a reality.

Specific tools within the Downtown Code that are critical to enabling this plan include:

- > **A Diversity of Housing Options:** Two of the districts developed for the Downtown Code would be applied to the majority of the single-family residential areas within all three of the neighborhoods: Urban Neighborhood (UN) and Neighborhood Mixed Use (NMU). In addition to permitting single-family detached houses, the UN District also allows accessory dwelling units, townhouses and duplexes. In addition to these housing types, the Neighborhood Mixed-Use district also permits multifamily buildings and live-work units.

- > **Discussion Point:** The Downtown Code does not allow multifamily in UN, which includes multifamily buildings with 8 units or less that are designed to resemble large houses. If the Downtown Code is expanded to include the Eastside, Hillcrest and Waxhaw-Marvin neighborhoods, a change to increase the range of housing types allowed in the UN District is recommended.
- > **Context Sensitive Regulations:** The districts from the Downtown Code that would be applied to the downtown neighborhoods – as well as the two new districts proposed in action items R-2 and R-3 below – define place types that adapt this plan's vision. For example, the Urban Neighborhood District allows more building types than any of the existing Single Family Residential districts, but all of the permitted building types are chosen specifically to ensure their compatibility with single-family neighborhoods. This means that while a duplex could be built next to a single-family home in Hillcrest, a three-story hotel could not.

While an expanded code will provide assurance for the town that private development fits the planning vision, it also supports developers' interests by:

- > Expediting the permitting process for applications that meet the objectives of the plan. This is accomplished by allowing those projects which adhere closely to this plan's vision to be approved through an administrative process. The detail of the plan can be translated to clarity in the code, so that developers have an understanding of the expectations for development before beginning an application process.
- > Protecting investments through flexibility. By emphasizing the form of new buildings rather than the use, a form-based code allows a developer to easily update an approved plan in response to changing market conditions - for example, changing a building's use from condominiums to a hotel. The clarity of vision

WHAT ARE ACCESSORY DWELLING UNITS?

Accessory dwelling units (ADUs), also called granny flats, garage apartments, carriage houses, and ancillary units, are living quarters which are independent from the primary dwelling on the lot. These units have a kitchen and a bathroom and are built in three categories - interior, exterior, or detached. Interior units consist of reconfigurations of attics or basements within the same structure as the primary dwelling unit. Attached units are additions to the existing structure, and detached units are in a separate structure from the primary dwelling - either above a garage or in a separate building at the side or back of the lot.

The Waxhaw Downtown Code allows accessory dwelling units in the Urban Neighborhood (UN) and Neighborhood Mixed Use (NMU) district. With the expansion of the code, Accessory Dwelling Units will be allowed in the Residential compound (FC) and Urban Edge (UE) Districts.

Benefits of ADUs

"They help increase a community's housing supply, and since they cost less than a new single-family home on a separate lot, they are an affordable housing option for many low- and moderate-income residents. Elderly and/or disabled persons who may want to live close to family members or caregivers, empty nesters, and young adults just entering the workforce find ADUs convenient and affordable. In addition to increasing the supply of affordable housing, ADUs benefit homeowners by providing extra income that can assist in mitigating increases in the cost of living." [1]

"They also hook into existing infrastructure, saving costs. Units provide flexibility and affordability while creating a more active, lively alley, providing more "eyes on the street." [2]

[1] "Accessory Dwelling Units: Case Study. June 2008.

<http://www.huduser.org/portal/publications/adu.pdf>

[2] "Granny Flats add flexibility and affordability." Better!Cities&Towns.

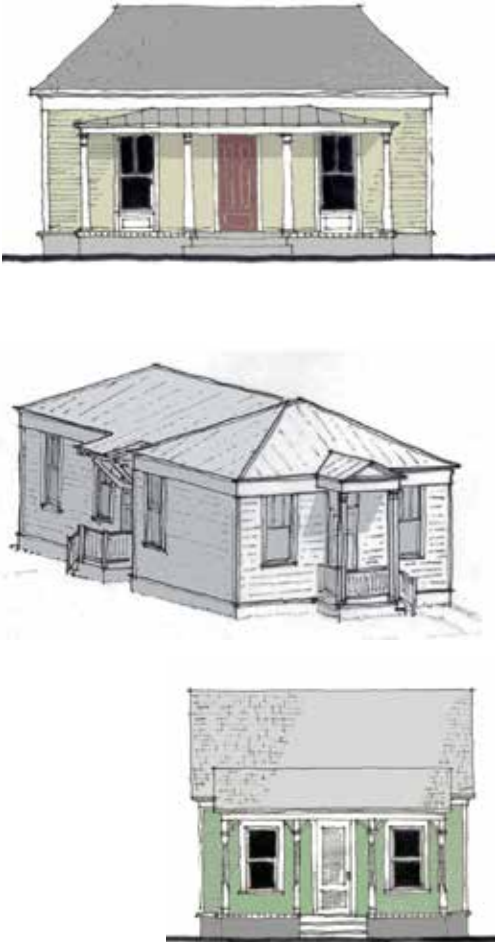

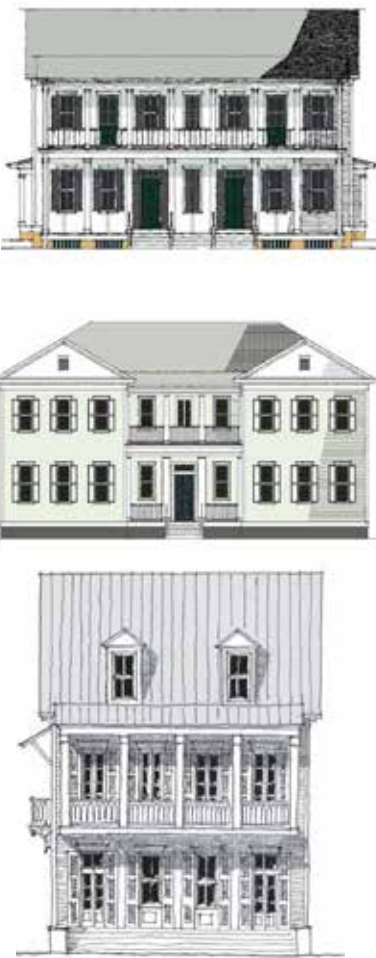
01 December 2001. <http://bettercities.net/article/granny-flats-add-flexibility-and-affordability>



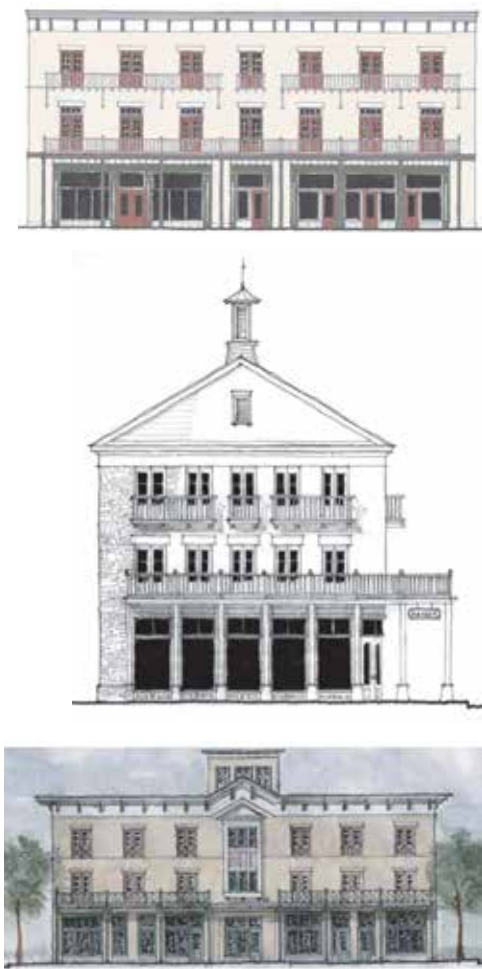


Carriage house above a garage in Beaufort, SC, with alley access.



Carriage house above a garage in Beaufort, SC.

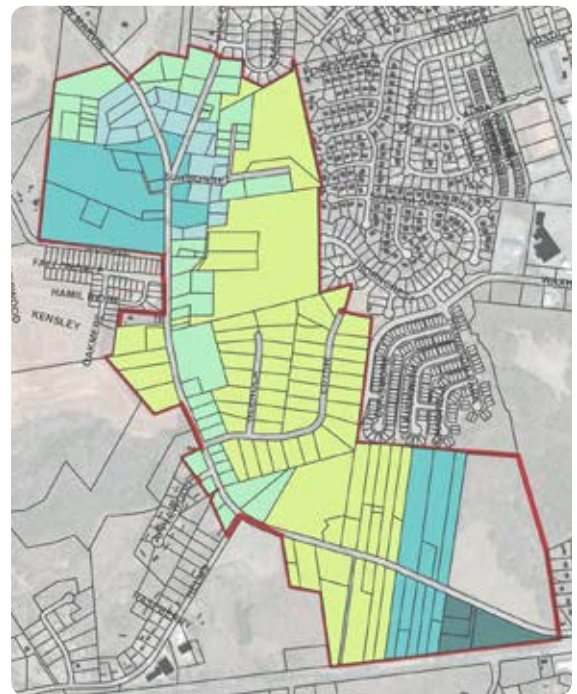
	Cottage	House	Urban Mansion
			
Residential Compound District	X	X	
Urban Edge District	X	X	
Urban Neighborhood District	X	X	
Neighborhood Mixed Use District			X
Town Center / Main Street District			
Housing Types by District			

Townhouses	Live/Work	Mixed-Use	
			
			Residential Compound District
			Urban Edge District
X			Urban Neighborhood District
X	X	X	Neighborhood Mixed Use District
X	X	X	Town Center / Main Street District
Housing Types by District			

▼ REGULATING PLANS FOR FUTURE DEVELOPMENT



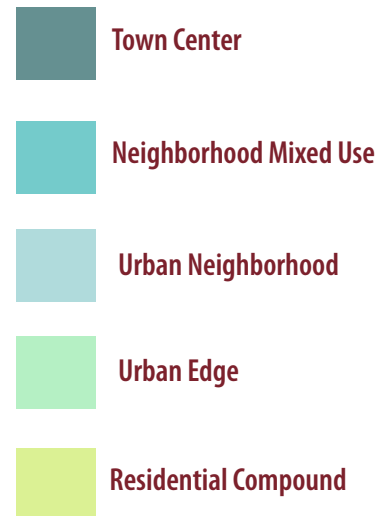
▲ EASTSIDE NEIGHBORHOOD



▲ WAXHAW-MARVIN NEIGHBORHOOD



▲ HILLCREST NEIGHBORHOOD





Townhouses, Glenwood Park, Atlanta, Georgia



House, Fort Mill, South Carolina



Cottage, NoDa, Charlotte, North Carolina



Urban Mansion, Dilworth, Charlotte, North Carolina

THE REGULATING PLAN

The Regulating Plan, shown on facing page is the zoning map that will govern the Waxhaw Downtown Neighborhoods Study Area. Each color represents a different district, with different requirements including:

- > Setback
- > Building Height
- > Building Type
- > Residential Type
- > Open Space Type
- > Frontage Type
- > Street Type
- > Streetscape Treatment
- > Parking Location
- > Uses Allowed



Mixed Use Building, Baxter, Fort Mill, South Carolina



Live Work Units, Cornelius, North Carolina



Apartment Building, Charlotte, North Carolina



Source: David Vandervort, Houzz.com

espoused by the code also lets property owners know what type of future new development to expect on surrounding properties. [1-3]
[Code/Policy]

R-2 Allow multiple houses on a site through “residential compound” zoning.

This plan supports the legacy of landownership passed through generations by many families within the Waxhaw-Marvin neighborhood. Often referred to as “residential compounds,” these are generally large properties owned by a family that are built upon over time by related families – such as those of siblings or children – in order to allow them to live independently nearby. As more houses are built and deeded to family members, the extended family develops a sort of enclave within the larger community.

To facilitate the formation of residential compounds through a simplified subdivision process, based on the overall acreage and number of total units, this plan recommends the addition of a form-based residential compound zoning district. This district should include the following elements:

- › Provisions for building placement that encourage clustering of housing around central features. This can be incentivized by allowing more housing units within a compound where houses are within 50 feet of one another. An example of this is found in the Beaufort County, South Carolina Zoning Ordinance. With clustering, owners could be allowed up to twice the number of units.
- › Internal circulation requirements that ensure street access to all houses through shared driveways.
- › Requirements related to the lineage and/or relation of landowners with the district. For example, “Either a single member of the family, multiple members of the family, or an unbroken succession of family members must have owned the property for no less than 50 years.” or “The person for whom the family dwelling unit is to be built and/or the



Source: LEJ & Associates, Houzz.com



Source: oregonline.com

▲ EXAMPLES OF RESIDENTIAL

property subdivided must be related to the owner of the property by blood, marriage, or adoption.”[1-3 [Code/Policy]

R-3 Transition from urban neighborhoods to rural areas through “Urban Edge” zoning.

The Downtown Code, as an implementation tool for the Downtown Waxhaw Vision Plan, does not address the lower-density rural development that exists at the eastern edge of the Eastside neighborhood. This plan envisions that these areas continue to serve as a transitional area between the neighborhoods within Waxhaw and the open land at the town’s edges. To support the continuation of this rural character, the addition of an Urban Edge District would permit very large lots and small-scale farming activities in these areas. [1-3] [Code/Policy]

R-4 Investigate strategies for preventing stormwater overflow.

During the community workshop before the charrette, residents from all three of the downtown neighborhoods identified areas that flood during rainy weather. The severe topography in many parts of the neighborhoods exacerbates this problem by directing large quantities of stormwater runoff to a few low-lying facilities.

While stormwater improvement is addressed in detail in Chapter 5 (Infrastructure), some solutions can be implemented through the development code. For example, one strategy is to allow developers to pay into the creation of larger-scale rain gardens and ponds in strategic locations, rather than requiring retention of all stormwater on site. This district approach allows the community to address the problem at the appropriate scale with combined resources, rather than requiring individual facilities on each property. [On-going] [Code/Policy]



Urban Edge Condition, Bluffton, South Carolina

R-5 Incentivize the production of affordable housing options.

Many residents who participated in the community workshops voiced concerns about maintaining affordable housing options within the downtown neighborhoods, especially the Hillcrest and Eastside neighborhoods. Many new residents are attracted to Waxhaw by the historic charm and the high quality of the local Union County schools. In order to ensure that all types of households can continue to live in Waxhaw in the future, incentives to provide housing at all income levels should be incorporated into the code through a density bonus for the provision of affordable housing. [On-going] [Code/Policy]





I have been impressed with the urgency of doing.
Knowing is not enough; we must apply.
Being willing is not enough; we must do.
- Leonardo da Vinci