Highway 16 Plan

Expectations: Jurisdiction & responsibility

WAXHAW HIGHWAY 16 CORRIDOR PLAN

REPORT STRUCTURE

1. **EXECUTIVE SUMMARY:** This provides a quick overview of the main conclusions, concepts and potential project data, together with a prioritized Implementation Matrix.
2. **INTRODUCTION AND ANALYSIS:** This section deals with Waxhaw's population, relationships of the corridor to downtown Waxhaw and the surrounding neighborhoods, and an overview of previous plans, approved site plans, and recommendations.
3. **THE PLANNING PROCESS:** The public outreach and involvement of the community in the plan is summarized and described in this section.
4. **ANALYZING THE MARKET POTENTIAL:** The market study completed by Noell Consulting Group is summarized with recommendations in this section. Included are estimates of future growth based on a demand side approach.
5. **BUILDING A COMPLETE STREET:** Improvements to Highway 16 and the infrastructure that directly relate to the corridor are described in this section, this includes accommodations for a variety of corridor users and traffic types.
6. **MAKING KEY CONNECTIONS:** This section highlights new connections for pedestrians, cyclists, and motorists to improve mobility within Waxhaw and the Highway 16 corridor.
7. **ENVISION DEVELOPMENT:** Envisioning the appropriate types of growth and development on the Highway 16 corridor provides a template to meet future demands and opportunities in a sustainable pattern. The development patterns are shown and described in this section.
8. **CLARIFY THE REGULATIONS:** 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.

Key to Action Items

- Level of Public Funding Required (Order of Magnitude $ - $$$$)
- Operating or Capital Expenditure (Town)
- Private or Non-City Expenditure
- Code Change Only

[$$] [O+C] [Private] [6-10] [Code]

- Timeframe for Implementation [1-5] [6-10] [11-15] [16-20] or On-going

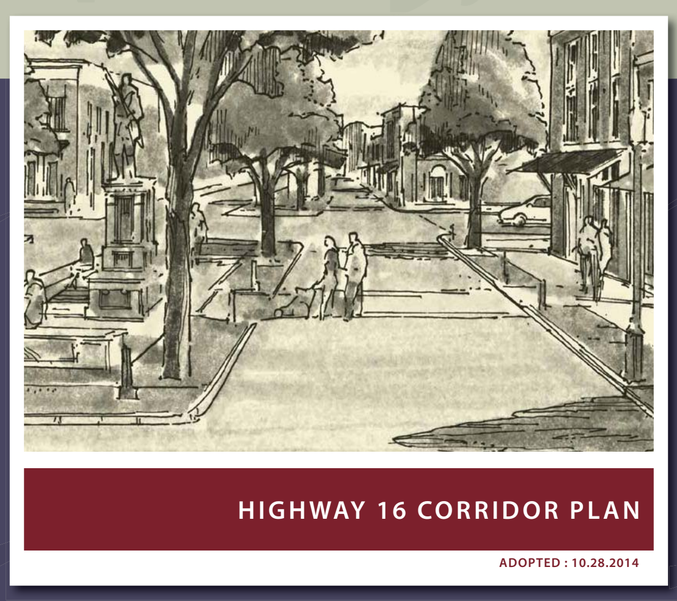
Order of Magnitude	Estimated Cost Range
$	$1 - $50,000
$$	$50,000 - $250,000
$$$	$250,000 - $1 million
$$$$	$1 million+

WHAT'S NEXT

TOP 10 GOALS IN 5 YEARS

DO THIS NOW.

1. **ZONE MIXED-USE NODES AT STRATEGIC INTERSECTIONS:** Developing mixed-use nodes at intersections reduces car trips between uses, integrates transportation improvements to targeted locations and creates a framework for sustained success through co-location of businesses and shops.
2. **ASSIGN STREET TYPES BASED ON CONTEXT ZONES:** The character of Highway 16 changes from the northern town limit to Downtown Waxhaw. Instead of implementing one street type along the entire corridor, use context zones and street types that relate to the proposed land uses and overall vision for the corridor.
3. **IMPROVE INTERSECTIONS TO IMPROVE SAFETY FOR ALL:** Key intersections should accommodate cars, pedestrians and cyclists with crosswalks, traffic signals and appropriately-scaled turning lanes.
4. **ADOPT A LOCAL THOROUGHFARE PLAN:** A thoroughfare plan requires new street connections and improves the overall street network in Waxhaw, alleviating congestion and providing transportation route options.
5. **ESTABLISH THRESHOLDS FOR A TRANSPORTATION IMPACT ANALYSIS:** New development should be required to analyze the impacts of development on the transportation infrastructure and to upgrade facilities as necessary.
6. **ADOPT GROWTH SECTORS IN THE 2014 COMPREHENSIVE PLAN UPDATE:** Large undeveloped parcels should be designed as walkable neighborhoods; identified as specific community types including regional centers, traditional neighborhoods and conservation land developments.
7. **BUILD OPEN SPACE AMENITIES WITHIN WALKING DISTANCE TO NEIGHBORHOODS:** New parks, churches and trails should be connected to mixed-use and residential development.
8. **REPAIR THE BASE ZONING DISTRICTS AND ELIMINATE CONDITIONAL USE DISTRICTS:** Conditional use districts with commercial and multi-family zoning should be eliminated and replaced with design controls and standards.
9. **SIMPLIFY THE DEVELOPMENT REVIEW PROCESS:** All development review should not go to the Town Board of Commissioners for approval. The majority of review should occur administratively or by the Planning Board.
10. **USE PARALLEL DISTRICTS TO REZONE BY DEVELOPER CHOICE:** Give an option to developers to develop their property with a by-right preferred district without requiring the rezoning process, gradually reducing the number of parcels with a Conditional Use zoning while also producing development that meets the goals of the corridor plan.



Direction *(NC-DOT, Town, development)*

*The Hwy 16 plan was initiated to both **manage increasing traffic flows to and from Charlotte and to create a template for development to follow as large, vacant parcels on the corridor made the switch from vacant farmland to urban land use**. The plan sought ways to manage both the character of the roadway and the character of the future development to be in harmony with the community's hopes and expectations. It specifies **road designs** and conceptual land development plans in response, outlining in some detail what NC-DOT, the Town and private developers can do to fulfill the plan's objectives.*

Advantages: Having a plan like this in place establishes a clear direction for the UDO, Town policy and NC-DOT roadbuilding to follow.

Main Actors: Town of Waxhaw, NC-DOT, landowners