



## Master Planning a Distinct Destination *Uniquely Waxhaw*

SOLVING CURRENT  
CHALLENGES

**TODAY**

PLANNING FOR  
TOMORROW'S NEEDS

# Introduction



## The Polo Grounds Journey

### ■ Transportation Solutions

- Completing the Waxhaw Parkway
- Waxhaw Forward Plan
- Connectivity Corridors

### ■ Open Spaces & Purposeful Places

- Parkland Master Plan
- Mixing Zone
- Trails & Greenways Master Plan
- Equestrian Trail Master Plan

### ■ Many Neighborhoods – One Community

- Branding, Community Consistency
- Wayfinding & Historical Connections

### ■ Proposed Uses

- Proposed Zoning & Uses
- Master Planning

Tucked into the scenic hills of Union County, situated in a Southern town rich with history and character, will be one of North Carolina's most distinctive new villages. The residents, neighbors, and visitors to the Polo Grounds will stroll along miles of meandering greenway trails, play in community parks, and enjoy its shops and restaurants. The Polo Grounds pays homage to the region's equestrian heritage. The design of the community will merge the environment of its neighbors' farms to create a landscape which blends pastures with parks.

Individual, distinct neighborhoods, consisting of a variety of home types and styles, will come together in this master-planned community designed with the goal of preserving and enhancing Waxhaw's existing charm while advancing the town's infrastructure and park network.

Families will become regular visitors to the Polo Grounds' pocket parks and shade-blanketed trails which will intertwine with the stream network of McNealy Branch. The split-rail fences will frame spaces and the greenway system will expand connections to Waxhaw's vibrant downtown.

**Welcome home to Waxhaw's Polo Grounds.**

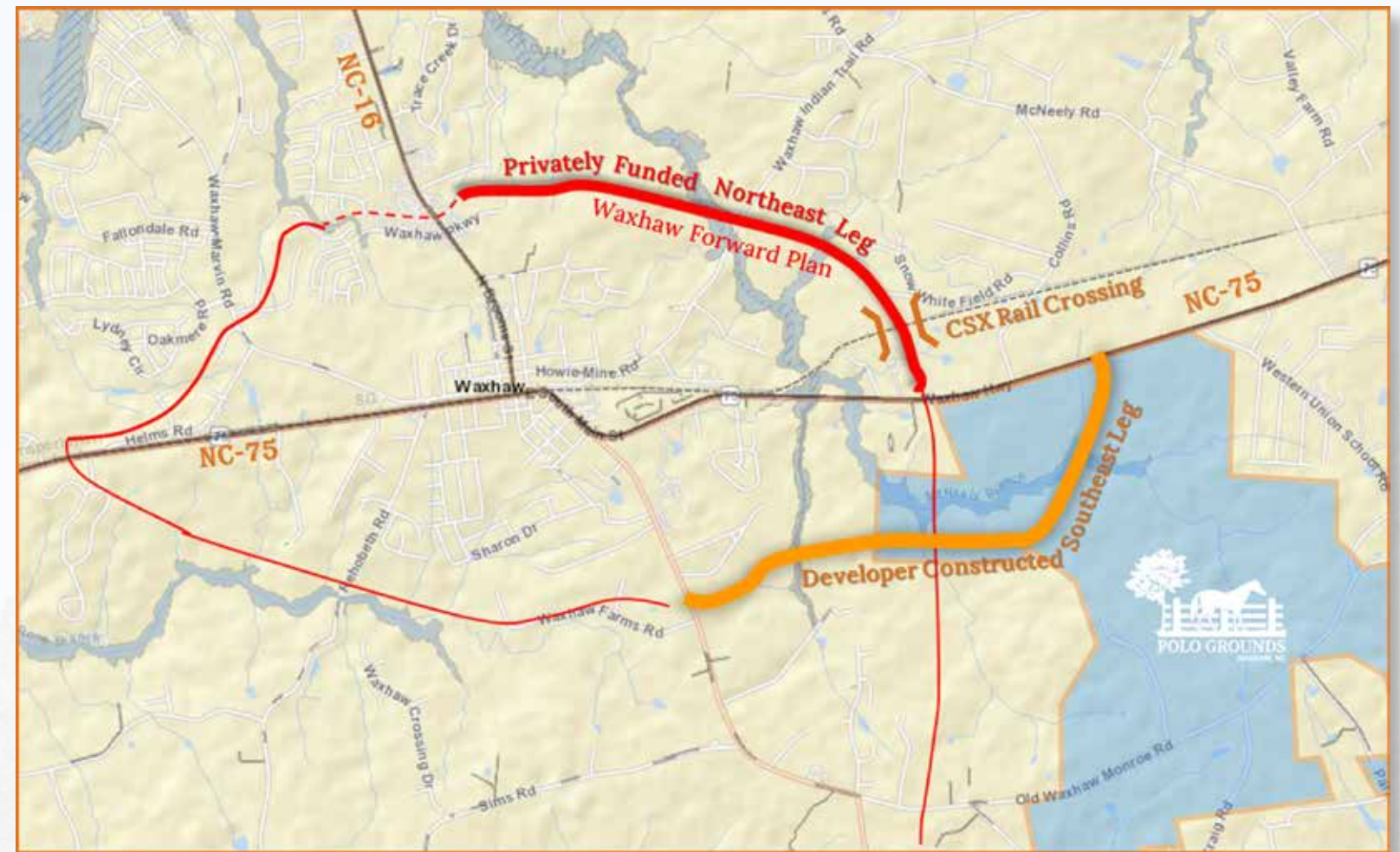


# Completing the Waxhaw Parkway

## Completing the Long-Awaited Waxhaw Parkway

The Polo Grounds project will complete the remaining 1.3 miles of the 2-mile-long southeastern section of the Waxhaw Parkway. This developer constructed road will provide a bypass around downtown Waxhaw and the eastern section of NC-75.

The creative approach to create a Municipal Service District, will generate revenues from which the critical northeastern leg of the Waxhaw Parkway can be built – decades sooner than currently projected. The revenues for District will come from the developer and future residents. **No current Waxhaw taxpayers will be impacted.** This plan shifts the costs on those impacting the traffic and not on current Waxhaw residents.



## Waxhaw's biggest traffic enemy? The railroad tracks

The fix on the west side of downtown will come this year as NCDOT begins its \$26 million overpass at Helms Road. The Polo Grounds will be the catalyst to bypassing the tracks on the east side.

NCDOT has no funding currently committed to building the rest of the Waxhaw Parkway. Estimates project it could be another 25 years before NCDOT might start it.

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The Polo Grounds project provides the solution.

# Waxhaw Forward Plan



Waxhaw Forward is a plan to complete critical sections of the Waxhaw Parkway and elevate current traffic challenges. Waxhaw Forward will combine \$120 million in NCDOT funding, \$45 million in private funding, and requires **NO existing taxpayer funding.**

Visit [WaxhawForward.com](http://WaxhawForward.com) to learn more.

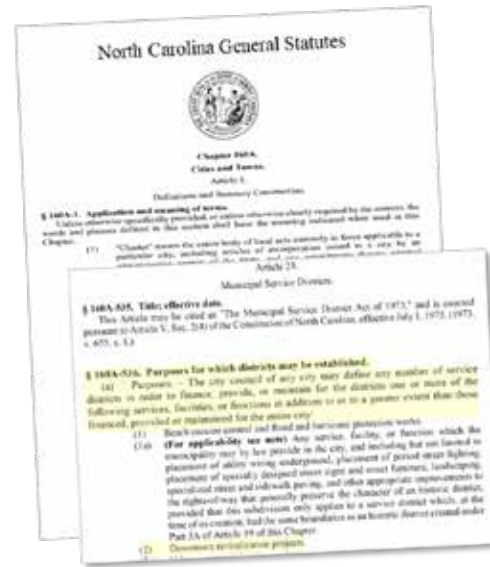
## Municipal Service Districts



NC General Statutes allow for the creation of Municipal Service Districts (MSD) to generate revenues to pay for various types of needed investments, including improvements to relieve traffic congestion. The District would be created with specific geographic limits and have an additional property tax paid only by the property owners within the District.

The boundaries of the Waxhaw Forward MSD will be limited to include only the parcels of the Polo Grounds project. An MSD can only be created if the property owners of the parcels petition the Town of Waxhaw to create a district. To create a solution to Waxhaw's current traffic challenges, the Polo Grounds' property owners are including this formal request as part of their rezoning application.

It is estimated that more than \$30 million will be generated by the Waxhaw Forward MSD to help fund the sections of the Waxhaw Parkway which are outside the Polo Grounds boundaries. No current Waxhaw property owners would be taxed, and the tax would be assessed only on future residents and developers of the Polo Grounds.

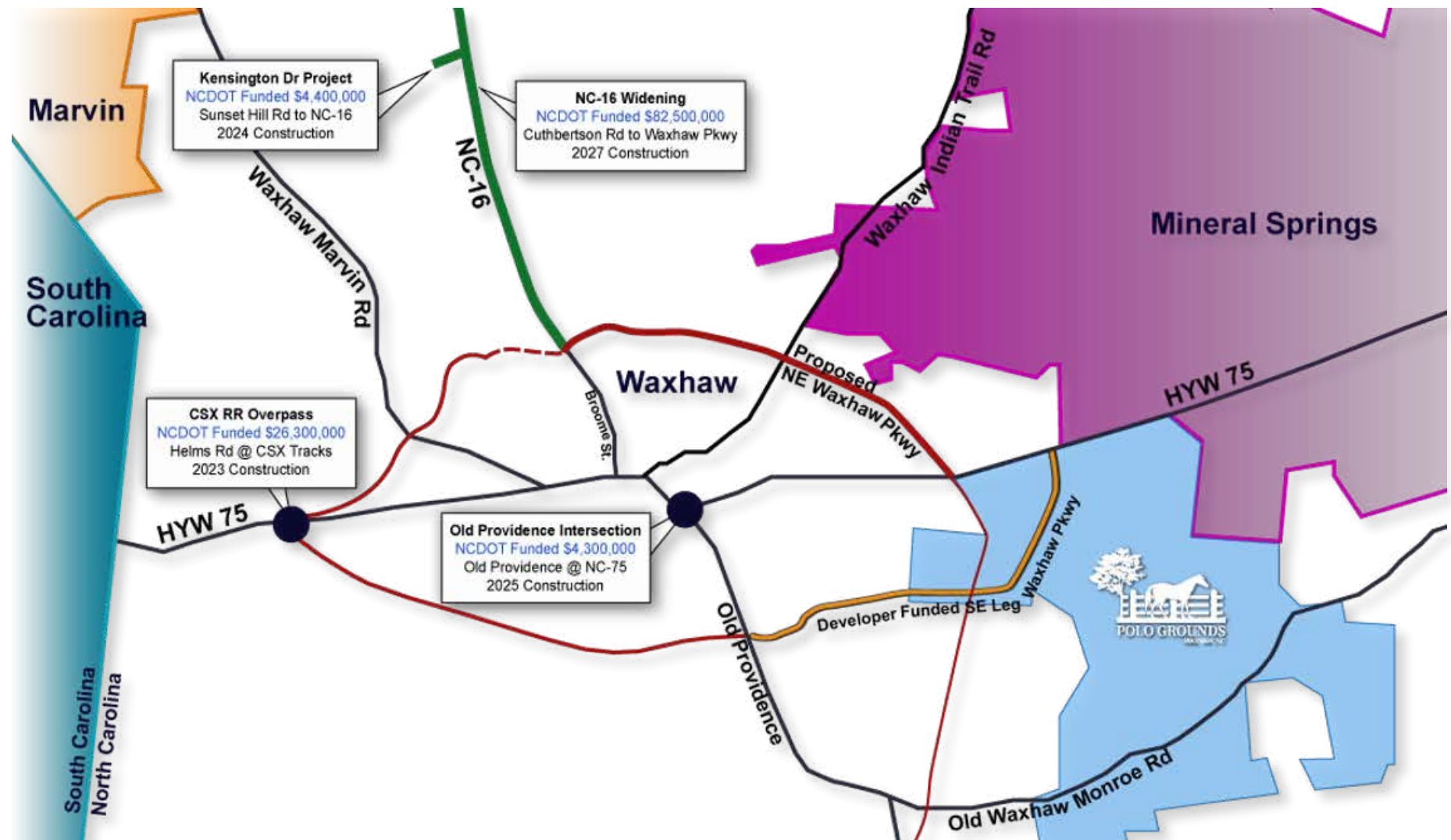


## Waxhaw Forward Plan

A key goal of the Polo Grounds is to help solve existing traffic challenges and plan for the needs of tomorrow.

In addition to completing much-needed sections of the Waxhaw Parkway within the Polo Grounds property, the project will also serve as the catalyst for planning, funding & constructing other portions of this long-planned bypass. The Polo Grounds project will build key elements of infrastructure which will be needed to accommodate its own development while helping address existing challenges.

Waxhaw Forward is a road map for solving Waxhaw's immediate and long-term transportation needs. It is a result of collaboration between the Town of Waxhaw, NCDOT, and the development community.

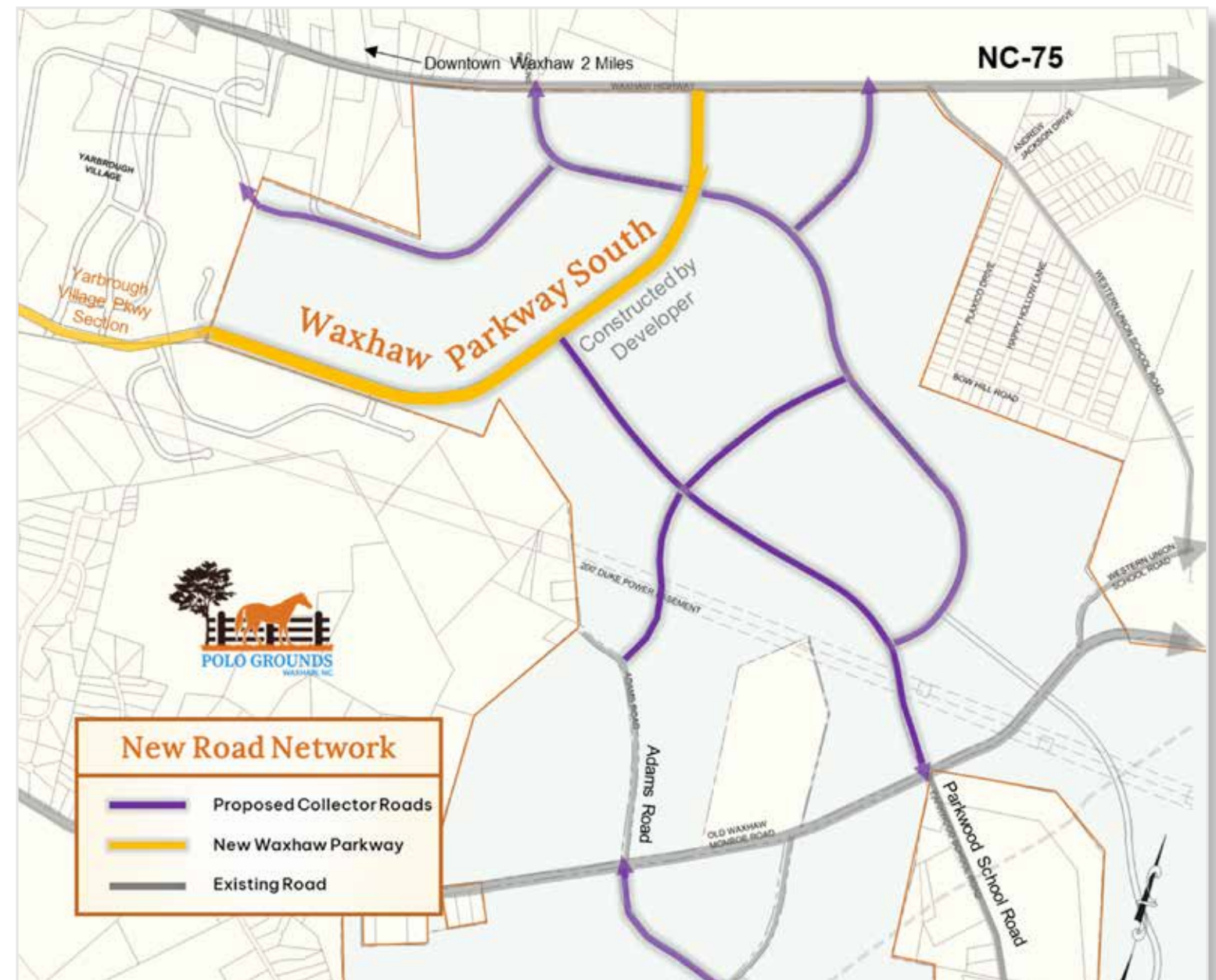


# Connectivity Corridors

## Road Networks

On a big scale, completing the Waxhaw Parkway addresses the challenge of getting around downtown and over the railroad tracks. Within the Polo Grounds, and with the segments constructed by the neighboring Rogers Pond and Yarbrough Village projects, the Parkway will provide much-needed connectivity from Old Providence Road to NC-75.

For local neighbors and existing traffic from the south or east, the Polo Grounds' new network of collector roads will extend existing roads, such as Adams Road and Parkwood School Road, to allow for connectivity to reduce travel times for existing residents. Like the Waxhaw Parkway, individual homes will not have driveways connecting to these collector roads. Only secondary subdivision roads will intersect which will promote safety and efficient travel.



### Parkway Buildout & Traffic Impact Analysis

The 1.3-mile-long segment of the Waxhaw Parkway which will be developer constructed on the Polo Grounds property will consist of a 100-foot wide, dedicated public right-of-way. This width is large enough to accommodate the eventual buildout of a four-lane thoroughfare, including medians, turn lanes, and sidewalks. The initial construction will consist of 2-lanes and any required turn lanes at subdivision intersections.

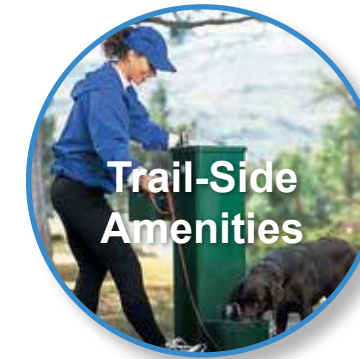
Waxhaw's standard practice is to perform detailed traffic studies for developments or rezonings to ensure the needed road improvements are made by the developer. For the Polo Grounds, however, there is no way to practically perform traffic modeling for a road that has not yet been built or for traffic conditions which may exist 20 or 30 years in the future (which is how long it will be before the entire property is built-out).

To ensure that the Polo Grounds project is providing the necessary road infrastructure throughout the next several decades, there will be conditions established as part of the rezoning which place requirements of traffic signals and turn lanes on various phases of construction and tied to projected traffic of each phase. The Polo Grounds development will accommodate the new traffic generated by the project with specific mitigation requirements.



# Park & Open Space Master Plan

OPEN SPACE & PURPOSEFUL PLACES



# Mixing Zones

## Mixing Zone Design Standards

The Polo Grounds' final rezoning conditions will include specific standards for use in Mixing Zones. These conditions will define when and how to apply these standards and will not apply to the entire Polo Grounds community. In the absence of specific design details or requirements for construction elements, the Town's ordinances will apply based on the underlying zoning districts.

### Mixing Zone Design Highlights Include:

- A public green space will anchor the transition between uses. These parks shall be a size and scale consistent with the surrounding block lengths.
- Building heights and facades should promote a pedestrian scale and activity.
- Streets will be laid out in a grid pattern and will consist of one lane, one-way traffic, bordering the park spaces.
- Wider sidewalks along commercial and retail buildings will accommodate outdoor dining and foster a pedestrian environment.
- Landscaping will be within tree wells and planters. Traditional planting strips will not be used in the Mixing Zone.
- Gas streetlamps will be used for exterior lighting.
- No on-street parking except for limited spaces along residential lots. These limited number of parking spaces will be parallel spaces and on only one side of the street.
- Residential units – likely to be townhomes or cottage homes – will be rear-loaded for the first two “rows” of lots, served by a one-way alley.
- Parking lots serving the retail buildings will be outside of the main Mixing Zone view angles. No parking lots will front a street that fronts the greenspaces.
- Block lengths will be limited to promote a pedestrian scale. This will also assist fire department access with one-way streets.



### Blending Uses...Purposefully

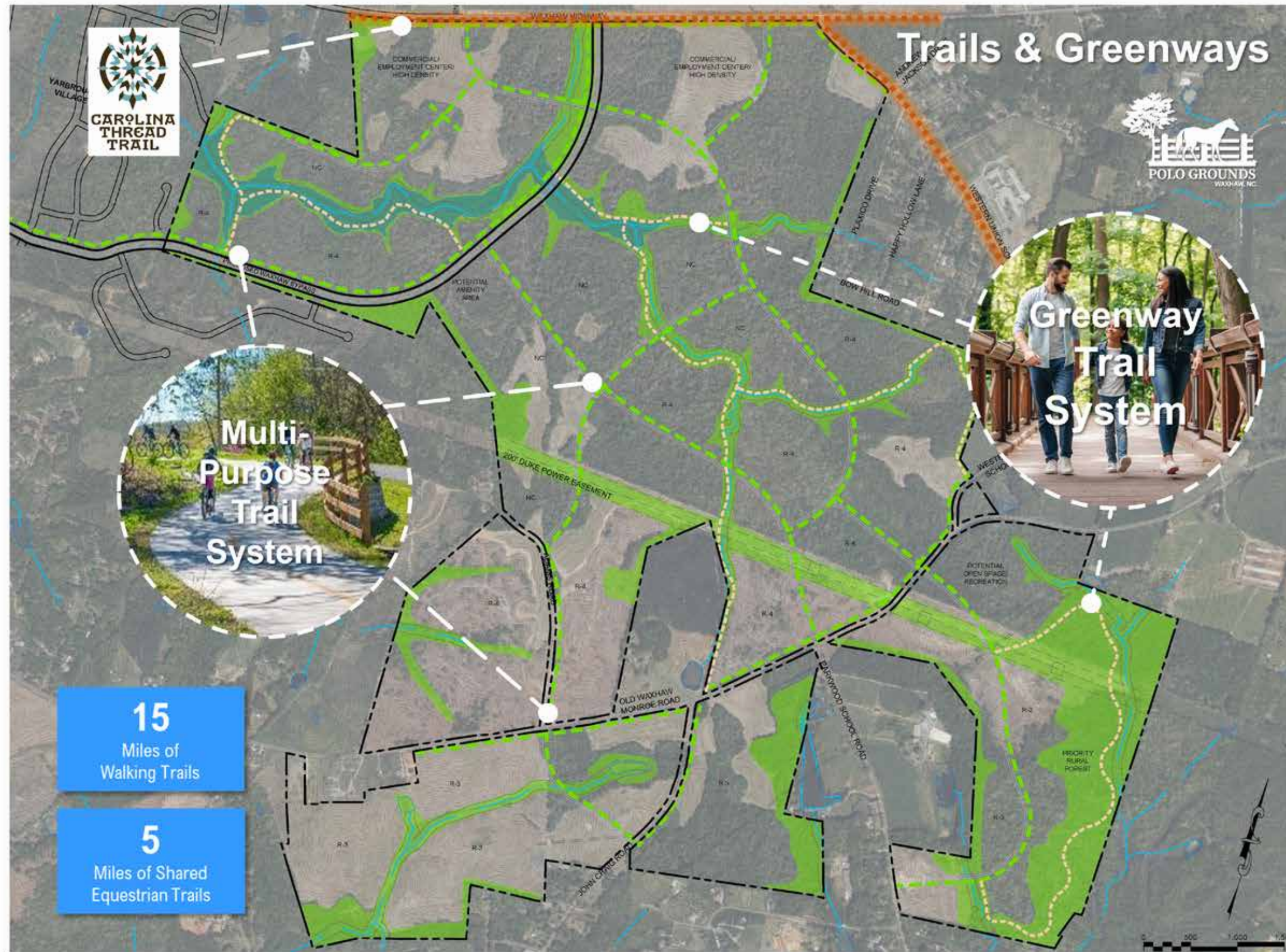
Over the next 30 years, the Polo Grounds will welcome a variety of new homes, restaurants, shops, and offices. There will be areas of the community that transition harmoniously and purposely from retail or commercial spaces to residential uses. These areas will be known as Mixing Zones.

As the vision for Polo Grounds evolved, one issue presented a challenge: How do we create a magnificent and unique master-planned destination that maintains the intended character but allows for flexibility as market changes over the 30-year build-out. The types of housing or retail which may be in high demand today may be very different than those which may be built in 2050.

By establishing conditions and design standards specific to the areas of the community where commercial or retail transitions to residential, the Polo Grounds will maintain continuity and consistency while also creating seamless connections between development phases. The Mixing Zone standards will supplement – or in some cases replace – the Town's development standards, but it will apply only to these few acres on the site where the merging of land uses will occur.

# Trails & Greenway Master Plan

OPEN SPACE & PURPOSEFUL PLACES





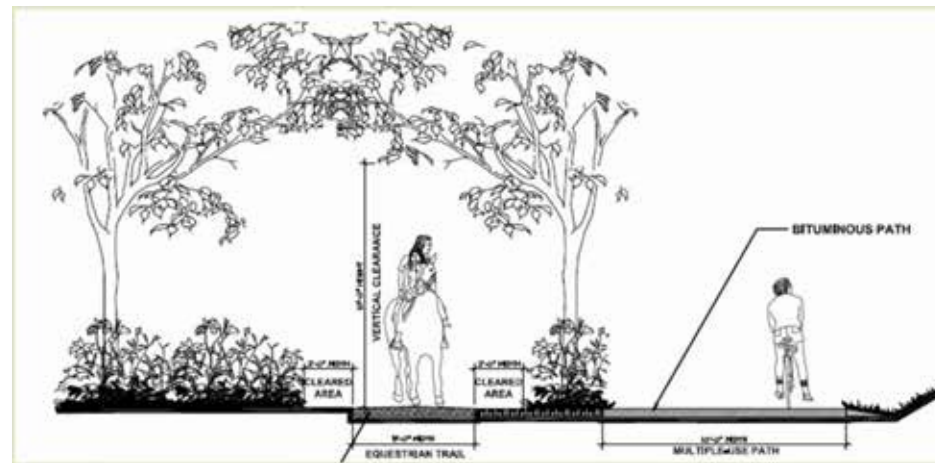
# Equestrian Trail Master Plan



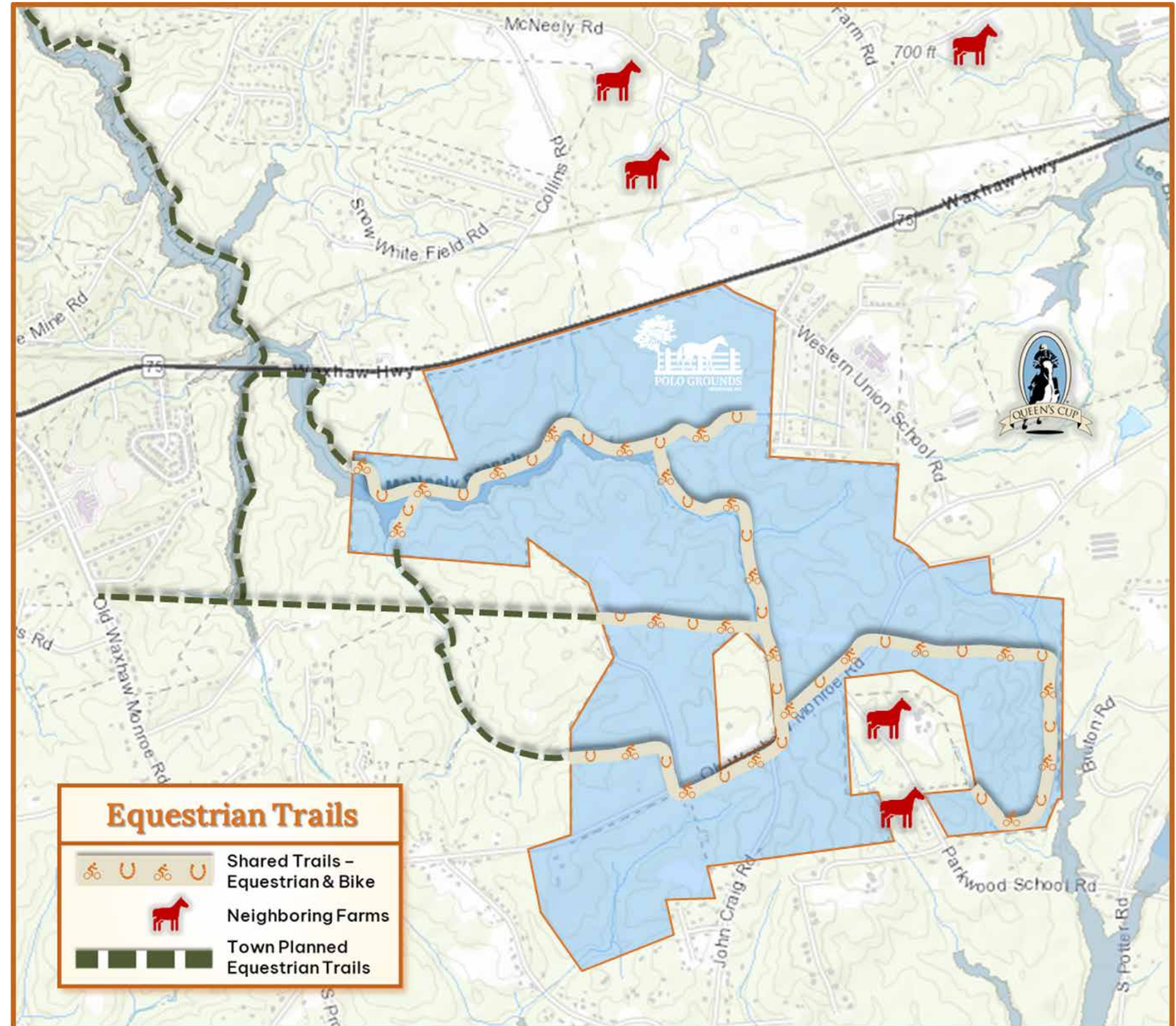
A fundamental goal for the Polo Grounds community is to live with the surrounding land and preserve the rural equestrian feeling native to neighboring properties.

To foster the heritage of Waxhaw, and promote the equestrian community, the Polo Grounds will include more than 5 miles of shared equestrian trails as part of the 15 miles of public trails.

*A Trail System for People, Horses, and Hounds*



*An example of a shared equestrian – pedestrian trail section option that would be incorporated into the overall trail plan.*



# Tying it All Together Branding & Community Consistency

Individual neighborhoods and developments within the Polo Grounds will have their own unique characteristics. However, certain elements should be consistent across the entire Polo Grounds property to provide uniformity and continuity.

## Architectural Accents

There will not be detailed architectural standards established for the homes or commercial buildings within the Polo Grounds. However, it is encouraged that common architectural features and materials be used throughout the property as accents to establish a consistent community-wide atmosphere.

### Natural Materials & Equestrian Themes

Use of elements such as stone and brick as accent features will reinforce a consistent feel across the community. The use of split rail fencing to help frame areas will support equestrian themes.



### Mixing Zones

The transition between commercial and residential areas, referred to as Mixing Zones, will have specific design standards such as sidewalk widths and one-lane one-way streets.

We recommend incorporating gas lighting into these area to enhance the character and charm and reinforce the rustic elegant theme.



### Park Areas - Natural Wood

In the Mixing Zones as well as in other park areas throughout the Polo Grounds, the use of natural wood elements is recommended for seating, benches, trash cans, trellis features, or other accessory details.

Incorporating wood materials into the design of individual spaces will reinforce the rural character of the property and create a consistent atmosphere.



## Signage

## "Rustic Elegance"

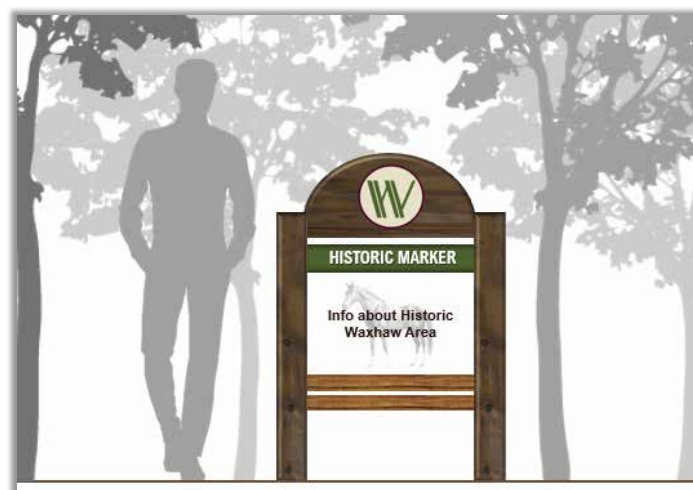
### Logo Design

### Color Palett

# Wayfinding & Historical Connections



## Trailmarkers & Historic Markers



## Honoring Waxhaw's History

As residents and visitors travel through the Polo Grounds' streets and trails, signage and wayfinding elements will maintain a consistent branding.

We will also pay tribute to the history of the Waxhaw area through street naming and educational markers.



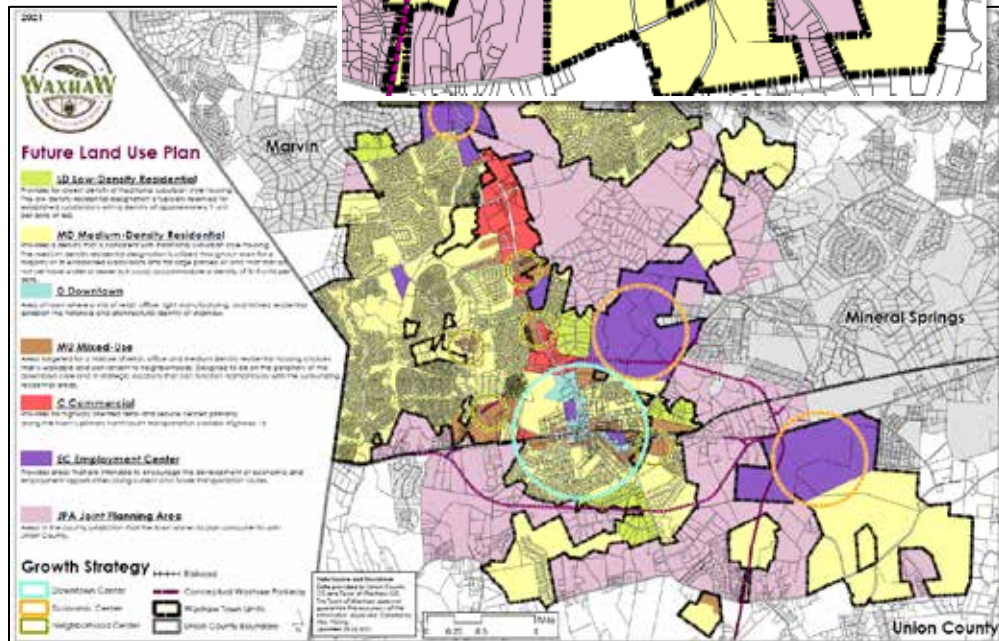
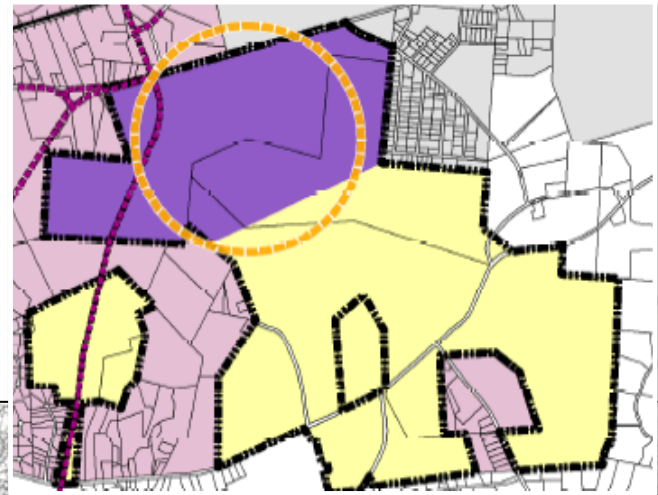
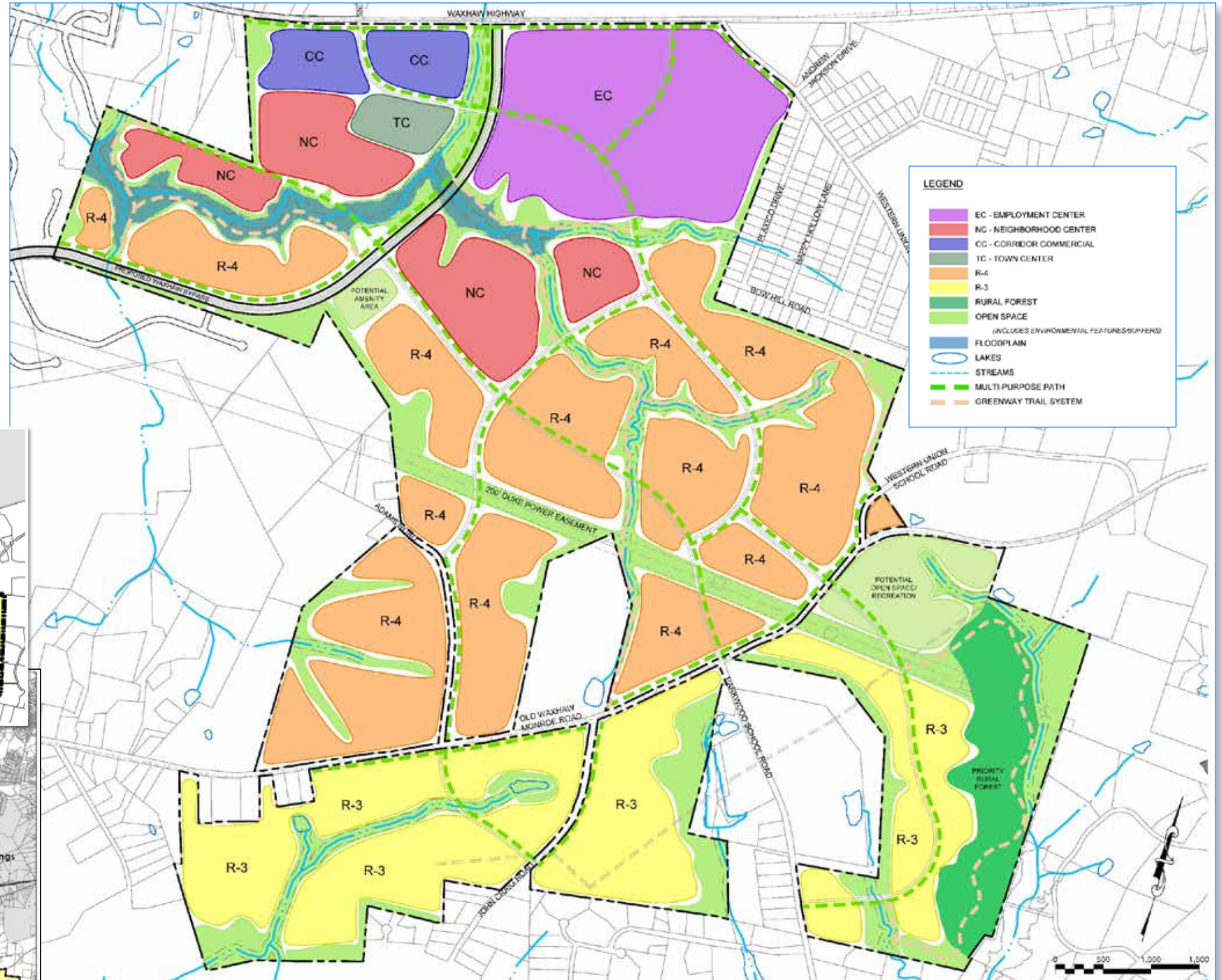
MANY NEIGHBORHOODS - ONE COMMUNITY

# Proposed Zoning & Uses

## What's the Plan?

The proposed zoning districts are consistent with Waxhaw's Future Land Use Plan. The Plan calls for Employment Center zoning in the northern portion of the property and accordingly the proposed districts include EC, CC, TC, and NC Districts, which all allow various types of non-residential.

The proposed R-3 and R-4 Districts are consistent with planned "Medium-Density Residential" as these districts cap density at 3 and 4 units per acre, and slightly more when clustering.



PROPOSED USES

# Master Planning

## Processes for a 30-year Build Out

### The Polo Grounds - Master Plan

The Polo Grounds project will be a catalyst for many of Waxhaw's long-term initiatives.

The project will accelerate the Town's ambitious plan for parks & trails and will advance the completion of the Waxhaw Parkway. While the property covers a large geography, and growth will occur here, it is likely to take 30 years for all new developments to be completed.

#### Planning & the Build-Out Process

The Town of Waxhaw revised its Land Development Code in 2021 to establish new base zoning districts to "provide clear and detailed direction for achieving the goals and objectives of Waxhaw's Long-Range Plans and legal standards for the proper development and stewardship of property in the Town's jurisdiction." By establishing detailed standards for each zoning district, there will be consistency in how and where development will occur.

The Town does not have a provision in its code for a Planned Development but does provide for the option of Conditional Zoning Districts or Mixed-Use Districts. Each of the proposed zoning districts within the Polo Grounds will be conditional districts (CZ-R-3, CZ-R-4, CZ-NC, CZ-TC, CZ-EC, CZ-CC) as there will be community-wide conditions required for all developments. However, most of the requirements for individual developments will default to the standards in the Town's Land Development Code for the underlying zoning district.

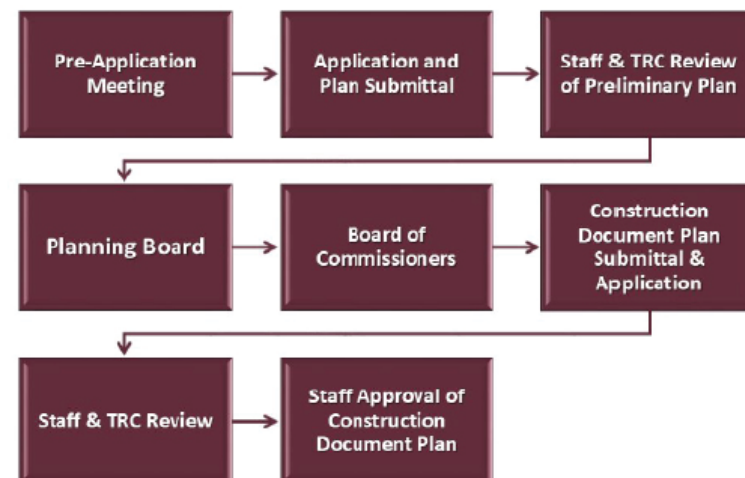
As part of this Conditional Rezoning, the Code's requirements for open space, tree save, and parks & recreation spaces, will be considered shared requirements and the individual developments will contribute a proportional amount, and on a timeline, based on the conditions established in the final rezoning documents. Through this approach, the community will benefit through the creation of large signature park spaces, and the addition of 15 miles of trails to the Town's trail system.

#### Residential Development Review

Given the overall acreage of the Polo Grounds and the long-term build-out required, it is not practical to develop a detailed layout now for all neighborhoods which will be constructed over the next 30 years. Therefore, each individual neighborhood within the community will follow the design approval process established in the Code.

Through this process, as defined in Section 5.7, each residential neighborhood must submit the Preliminary Plan for review and approval of the Planning Board and Board of Commissioners.

Fig. 5.7.3 Construction Document Plan Review Process



SOLVING CURRENT CHALLENGES

# TODAY

PLANNING FOR TOMORROW'S NEEDS



PROPOSED USES

The realistic build-out for the Polo Grounds could stretch to 2050, which provides the time needed to plan for any needed additional infrastructure, such as water & sewer, or schools – before they are needed.



**Master Planning a Distinct Destination**  
*Uniquely Waxhaw*