

## Waxhaw Parkway: Negative Effects Background for R-2024-01

As we studied the the various possible Waxhaw Parkway CTP alignments, it became clearer than ever that the Waxhaw Parkway will serve as a facilitator and catalyst for massive and unsustainable development south of NC Highway 75 extending miles into the rural countryside.

First, the proposed new alignment feeds directly into a 229-acre tract south of NC Highway 75 that was recently annexed into Waxhaw and rezoned from low-density Union County RA-40 and R-20 to ultra-high-density Waxhaw zoning. With its new zoning, this property has the potential for 1,000-1,200 more houses and townhouses. The rezoning was approved on January 23, 2023 which was after the new Waxhaw Parkway alignment was proposed.

In addition, there is another larger tract – 1,259 acres – south of NC Highway 75 just east of that 229-acre tract and contiguous to it. There is currently a proposal – not yet approved – for a massive high-density subdivision on that property that could contain well over 5,000 houses. That property has been “on the radar” for many years, and the current proposed Waxhaw Parkway alignment feeds directly into it. One aspect of the proposed *new* alignment of the Waxhaw Parkway that appeared to be a benefit to Mineral Springs was that it would be moved approximately 2,000 feet west - further away from Mineral Springs and away from that 1,259-acre tract. But the current proposal for that property shows a “southeast extension” of the Waxhaw Parkway (see accompanying map) that would intersect NC Highway 75 right at the Mineral Springs boundary – even closer to Mineral Springs than where the current alignment of the Waxhaw Parkway crosses NC Highway 75. That proposed extension is shown as a solid blue line on the map on the next page.

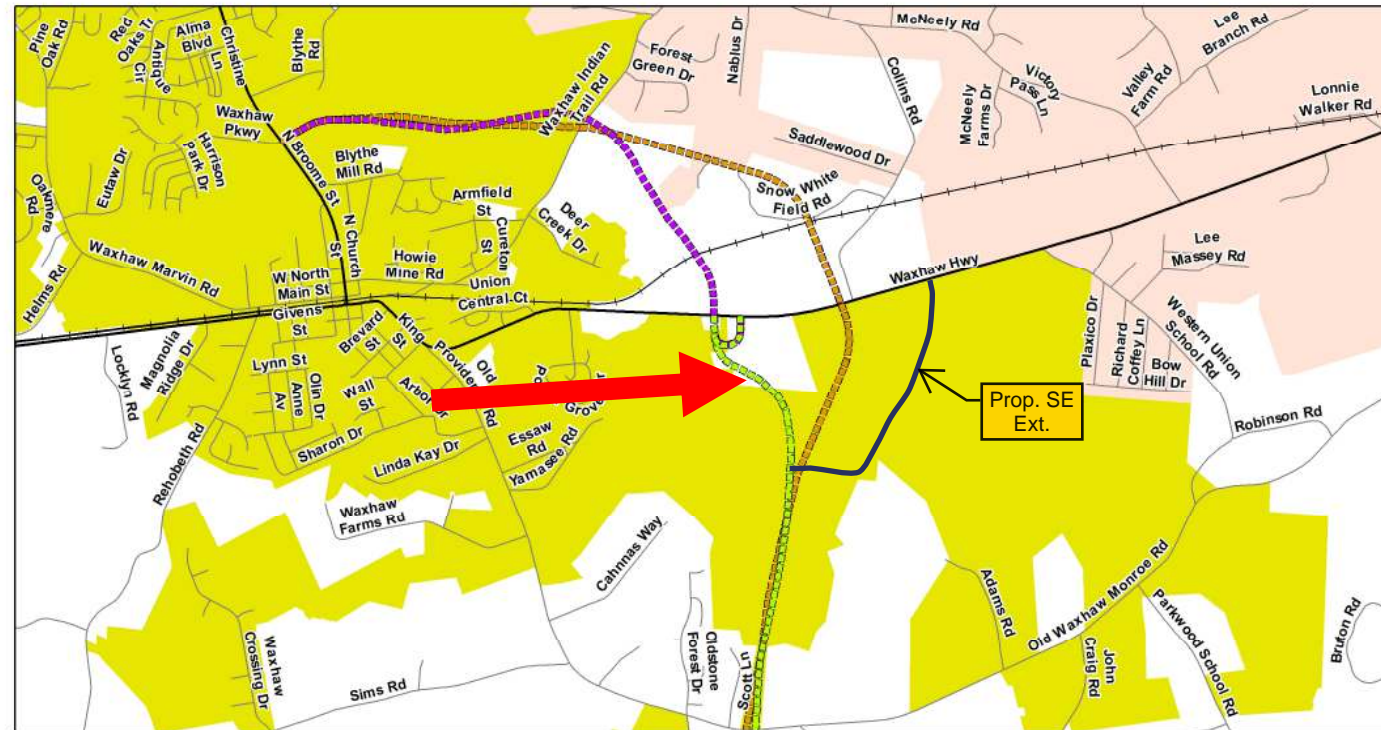
Meadows at Mineral Springs: Both the present and the proposed new routes of the Waxhaw Parkway pass through the Meadows at Mineral Springs, formerly known as Waxhaw Meadows Plantation, one of the most unique conservation-oriented neighborhoods in all of western Union County. The existing route of the Parkway is extremely detrimental to that neighborhood, likely requiring the removal of two to four homes and the splitting of several large parcels into smaller pieces. The proposed new alignment initially seemed slightly better because it would impact fewer properties, but already another home has been built which is directly in the path of the proposed new alignment. The entire neighborhood is located in Mineral Springs, and it is the preference of ALL residents of Meadows at Mineral Springs that the Waxhaw Parkway avoid their neighborhood entirely.

It is becoming increasingly evident that the Waxhaw Parkway has the potential to catalyze a level of high-density urban development that is completely out of keeping with current land uses in the area, development that will not only destroy the quality of life for hundreds of existing residents but that will also generate so much additional traffic that it will cancel out any mobility that the Parkway might provide to the area. It would be prudent to consider eliminating the northeast (particularly the portion east of Waxhaw Indian Trail Road) and southern legs of the Waxhaw Parkway from the CTP and to explore solutions such as targeted road widenings, traffic-flow modifications including one-way streets, and dispersal of traffic more broadly along existing streets. Building roads that catalyze excessive development in remote rural areas – thereby generating congestion far in excess of any transportation benefit they provide – is increasingly being shown not to be a responsible practice. Building a NEW highway through a well-established neighborhood – a highway that would completely destroy the character of that neighborhood – would be an even less responsible course of action.

# Proposed Amendment #2 (Southern Leg)

- Shift existing CTP alignment (orange) to new alignment (green)
- Requested by Waxhaw to continue corridor south of NC 75
- Does not affect Mineral Springs neighborhoods

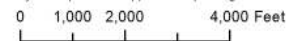
## Waxhaw Parkway Amendments



### Legend

- 2023 Waxhaw Parkway (Southern Amendment)
- 2023 Waxhaw Parkway (Northern Amendment)
- 2017 Waxhaw Parkway (Current Alignment)
- Rail
- Mineral Springs
- Waxhaw

Note: The Comprehensive Transportation Plan (CTP) represents the CRTPO region's long-term vision for how the transportation network should evolve to serve residents and employers. The CTP includes four transportation modes: highways and streets; public transportation and rail; bicycle; pedestrian. It assesses the condition of the entire network and serves as a framework for transportation planning efforts at the local and regional scale. The CTP does not include specific projects or improvement schedules, but instead represents the status of the network that may be required to support anticipated growth.



Created on April 17, 2023 by Bjorn E. Hansen, AICP CTP  
 Contact: (704) 283-3690 or bjorn.hansen@unioncountync.gov



## TOWN OF MINERAL SPRINGS

### RESOLUTION ON PROPOSED AMENDMENT TO THE COMPREHENSIVE TRANSPORTATION PLAN INVOLVING THE WAXHAW PARKWAY

R-2023-03

**WHEREAS**, the Waxhaw Parkway is a future road connecting NC 16 and NC 75 northeast of Waxhaw in western Union County; and

**WHEREAS**, this road is designated as a boulevard and included in the current Charlotte Regional Transportation Planning Organization (CRTPO) Comprehensive Transportation Plan (CTP); and

**WHEREAS**, the North Carolina Department of Transportation (NCDOT) recently completed a feasibility and cost estimation study for the proposed road, which recommended a new alignment; and

**WHEREAS**, the current Waxhaw Parkway traverses Mineral Springs, Waxhaw, and unincorporated Union County; and

**WHEREAS**, the CTP amendment process requires public input and endorsement of changes by affected jurisdictions; and

**WHEREAS**, the governing boards of Union County, Waxhaw, and Mineral Springs all endorsed beginning the public input process and at its July 19, 2023 regular meeting the CRTPO board approved a public comment period from July 20, 2023 through August 20, 2023; and

**WHEREAS**, Union County developed and publicized an online survey seeking public input on the CTP amendment; and

**WHEREAS**, the Town of Waxhaw hosted a public information meeting at the Waxhaw Police Department on August 3, 2023; and

**WHEREAS**, 409 residents from throughout Union County including 258 from the town of Waxhaw, 14 from the town of Mineral Springs, and 62 from unincorporated Union County responded to the online survey; and

**WHEREAS**, the Waxhaw respondents preferred the proposed new alignment over the existing alignment by a margin of 50.12% to 31.78%; and

**WHEREAS**, the Mineral Springs respondents (albeit a small sample size) were exactly 50-50 split on their preferred alignment; and

**WHEREAS**, the combined residents of Mineral Springs and unincorporated Union County preferred the proposed new alignment over the existing alignment by a narrow margin of 44.42% to 43.42%; and

**WHEREAS**, the Mineral Springs residents favored *not* building the Waxhaw Parkway by a 2:1 margin; and

**WHEREAS**, the combined residents of Mineral Springs and unincorporated Union County favored *not* building the Waxhaw Parkway by a margin of 46.05% to 43.42%; and

**WHEREAS**, excessive high-density development in the area is already placing additional environmental, mobility, economic, and quality-of-life burdens on the region and its residents; and

**WHEREAS**, several recent development proposals strongly indicate that the Waxhaw Parkway, particularly the northeastern and southern legs, will facilitate and catalyze rampant undesirable and unsustainable high-density development far out into the rural countryside which will lead to increased burdens on residents including additional congestion due to the “induced demand” phenomenon; and

**WHEREAS**, on the part of Mineral Springs and unincorporated Union County residents there is no strong preference for one proposed route over the other and there is a moderate preference for *not* building the Waxhaw Parkway;

**NOW, THEREFORE BE IT RESOLVED** that the Mineral Springs Town Council endorses neither the existing alignment nor the proposed new alignment for the northeastern and southern legs of the Waxhaw Parkway and takes a neutral position on the CTP amendment; and


**BE IT FURTHER RESOLVED** that the Mineral Springs Town Council requests that CRTPO and NCDOT consider eliminating the northeastern and southern legs of the Waxhaw Parkway from the Comprehensive Transportation Plan and instead seek alternate mobility solutions for the region including targeted widening of existing roads, modification of traffic flow patterns including the possible introduction of one-way streets, and encouraging the dispersal of traffic over a more widespread network of roads.

Adopted this 14<sup>th</sup> day of September, 2023.



Frederick Becker III, Mayor

Attest:



Vicky A. Brooks, CMC, NCCMC, CZO



## TOWN OF MINERAL SPRINGS

### RESOLUTION TO CLARIFY THE POSITION OF MINERAL SPRINGS ON A PROPOSED AMENDMENT TO THE COMPREHENSIVE TRANSPORTATION PLAN INVOLVING THE WAXHAW PARKWAY

**R-2024-01**

**WHEREAS**, the Mineral Springs Town Council adopted Resolution R-2023-03 on September 14, 2023 expressing its non-endorsement of a proposed amendment to the Comprehensive Transportation Plan (CTP) to be considered by the Charlotte Regional Transportation Planning Organization (CRTPO) altering the alignments of the routes of the northeastern and southern legs of the proposed Waxhaw Parkway; and

**WHEREAS**, R-2023-03 also requested that CRTPO and NCDOT consider eliminating the northeastern and southern legs of the proposed Waxhaw Parkway and seek alternate mobility solutions for the region that would be less likely to promote unsustainable new development and less disruptive to Mineral Springs residents and property owners; and

**WHEREAS**, the findings expressed in R-2023-03 are hereby restated in their entirety in this resolution; and

**WHEREAS**, both the current and new alignments of the northeastern leg of the proposed Waxhaw Parkway cut through and severely damage the character, environmental protection goals, and desirability of a unique and well-established conservation-based neighborhood located in the town of Mineral Springs formerly known as Waxhaw Meadows Plantation and now known as The Meadows at Mineral Springs; and

**WHEREAS**, CRTPO staff has offered to facilitate a discussion between Union County, the town of Waxhaw, and the town of Mineral Springs in an effort to arrive at a more viable alternative to the northeastern and southern legs of the proposed Waxhaw Parkway; and

**WHEREAS**, the Mineral Springs Town Council wishes to clarify its position on the proposed new alignment of the Waxhaw parkway preparatory to any further CRTPO-facilitated discussion;

**NOW, THEREFORE BE IT RESOLVED** that the Mineral Springs Town Council does not endorse the proposed new alignment for the northeastern and southern legs of the Waxhaw Parkway; and

**BE IT FURTHER RESOLVED** that the Mineral Springs Town Council requests that CRTPO and NCDOT consider eliminating the northeastern and southern legs of the Waxhaw Parkway from the Comprehensive Transportation Plan and instead seek alternate mobility solutions for the region including targeted improvement of existing roads, modification of traffic flow patterns including the possible introduction of one-way streets, and encouraging the dispersal of traffic over a more widespread network of existing roads rather than constructing a completely new highway through an existing Mineral Springs neighborhood the conservation values of which are irreplaceable; and

**BE IT FURTHER RESOLVED** that the Mineral Springs Town Council hereby expresses its willingness to participate in a CRTPO-facilitated discussion and review of alternatives to the proposed Waxhaw Parkway.

Adopted this 11<sup>th</sup> day of April, 2024.

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Frederick Becker III, Mayor

Attest:

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Vicky A. Brooks, Town Clerk

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