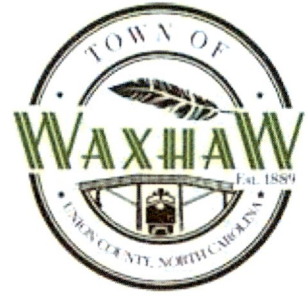


# Board of Commissioners

## Regular Meeting \* PD Community Room

Tuesday, June 25, 2024 @ 6:30 PM



The Board of Commissioners held a regularly called meeting at the Police Department Community Room located at 3620 Providence Road South. The following Board members attended this meeting:

**Present:** Mayor Robert Murray III, Mayor Pro-Tem Brenda McMillon, Commissioner Jason Hall, Commissioner Susanna Wedra, Commissioner Richard Daunt and Commissioner Tracy Wesolek

**Absent:** None

**Staff:** Town Manager Jeffrey Wells, Town Attorney Charles Buckley and Deputy Clerk Brandi Stroud

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### **CALL TO ORDER**

Mayor Murray called the meeting to order at 6:31 pm. A quorum was established as all board members were present.

### **CEREMONIAL OPENING**

The Pledge of Allegiance to the American Flag was recited. Everyone remained standing for a moment of silence.

### **ADOPTION OF AGENDA**

Mayor Murray requested an amendment to the agenda to add under New Business as item J.1 New Appointments to the Western Union Municipal Alliance (WUMA).

Commissioner Hall requested an amendment to the agenda to add under new business as item J.2 Resolution (RES2024015) to Implore the Union County Board of Commissioners to Cooperate with Waxhaw to Develop Transportation Solutions.

**MOTION** was made by Commissioner Wesolek to adopt the agenda, as amended.  
**MOTION** carried unanimously. (5:0)

### **GENERAL PUBLIC COMMENTS**

- Ms. Anne Simpson, former Board of Commissioner and resident at 2517 Trading Ford Road, expressed deepest appreciation to Town Attorney Charles Buckley upon his retirement for his unwavering dedication and service to the Town of Waxhaw Community during the last 6-years. His expertise, integrity and commitment to fairness have not gone unnoticed. Your wisdom and guidance have been invaluable. Wishing you all the best in your retirement.
- Mr. Jeff Carroll, a resident of Mineral Springs at 3304 Collins Road, expressed dissatisfaction regarding the Waxhaw Parkway alignment and a comment made by a Commissioner that the future alignment was on his property deed, which he informed the Board the alignment was not included on his property deed.
- Mr. Joe Lapos, a resident at 1401 Old Providence Road, expressed concerns about the annexations and rezoning on the southside of the railroad tracks that was on tonight's agenda, which would bring more growth, increase traffic, and causing over crowding.

## **RECOGNITIONS**

### **Recognition of Public Services**

Melody Shuler, Assistant to the Town Manager, recognized the Public Services Team: Mr. Matt Coan, Mr. Bradley Couick, and Mr. Josh Gordon for their hard work on the Charters of Freedom project at the New Town Hall.

### **Introduction of New Parks and Recreation Intern, Maggie Lynip**

Justine Haynes, Parks & Recreation Programs Manager, introduced Maggie Lynip as the new Parks and Recreation Intern.

### **Resolution (RES2024014) of Appreciation for Retiring Town Attorney Charles Buckley**

Town Manager Jeff Wells, recognized the retirement of Town Attorney Charles R. Buckley, III for his 6-years of dedicated service to the Waxhaw Board of Commissioners and Town Staff from May 2018 to June 2024. Mr. Wells read into the record a Resolution (RES2024014) in appreciation of Town Attorney Charles R. Buckley, III in appreciation of his 6-years of service with the Town of Waxhaw. Mayor Murray presented Mr. Buckley with the Key to the Town of Waxhaw.

**MOTION** was made by Mayor Pro Tem McMillon to approve Resolution (RES2024014) of Appreciation for the Dedicated Service of Town Attorney Charles R. Buckley III. **MOTION** carried unanimously (5:0).

*Resolution (RES2024014) is attached and hereby incorporated by this reference.*

## **PRESENTATIONS**

### **CRTPO - Public Outreach for the 2055 MTP - Phase 1 Presentation**

The Board of Commissioners received as information Charlotte Regional Transportation Plan Organization's (CRTPO) process for updating its 2055 Metropolitan Transportation Plan (MTP).

Mr. James Kelly, Traffic/Transportation Project Manager, provided an overview and background information on the project's Phase 1: Public Outreach. He noted that CRTPO conducted a 30-day public comment period from June 2024 - August 2024 to gather public input on transportation needs. CRTPO was the federally designated Metropolitan Planning Organization (MPO) for the Charlotte urban area, which included Iredell, Mecklenburg, and the urban portion of Union County. Residents were encouraged to provide feedback about the region's long-range transportation needs and issues on the CRTPO's 2055 MTP website by clicking on the link: [2055mtp.org](https://2055mtp.org) to complete the survey.

**Discussion:**

- Mayor Murray reiterated the importance of participating in the survey to gather crucial feedback for traffic improvements in the area.

**NCDOT - STIP 2026 - 2035 Public Engagement - Presentation**

The Board of Commissioners received as information the North Carolina Department of Transportation's 2026-2035 State Transportation Improvement Program (STIP).

Mr. James Kelly, Traffic/Transportation Project Manager, provided an overview of the program. He noted that NCDOT identified projects for its next long-range capital plan, which fall into a 10-year funding window. He explained that NCDOT was responsible for building, repairing, and operating highways, bridges, and other modes of transportation in North Carolina while the Board of Transportation was the decision-making body and governed the department. Their mission was to connect people, products, and places safely and efficiently with customer focus, accountability and environmental sensitivity to enhance the economy and vitality of North Carolina.

Mr. Kelly explained the prioritization schedule and the STI funding based on statewide mobility, regional impact tiers and division need tiers. He noted that local input point allocations could be adjusted based upon the results of the public input. The public feedback would be the justification for deviating from the STI legislation methodology adjustments. Additionally, he added, citizens were encouraged to participate in this process during the open public comment period from from June 17 to July 17, 2024, for Regional Tier Projects on NCDOT's website by clicking the link: <https://www.ncdot.gov/initiatives-policies/Transportation/stip/development/Pages/public-involvement.aspx>.

**Discussion:**

- Mayor Murray strongly encouraged the citizens to participate in the public engagements. He clarified a good example of a STIP project would be the NC-16 widening that is scheduled to begin in the next couple of years. Mr. Kelly answered yes. The NC-16 widening project is programmed to begin in 2029 as a construction start with a completion date in FY-2032, which is following into the 10-year funding window.

**OLD BUSINESS**

**Consider Approval of the Waxhaw Master Transportation Plan (WMTP) - 2024 User-Friendly Guide**

The Board of Commissioners considered for approval of the new user-friendly guide to the 2024 Waxhaw Master Transportation Plan (WMTP). The goal of Waxhaw's Master Transportation Plan was to create a vibrant, locally driven plan that: identifies critical transportation improvements, creates a defensible transportation implementation strategy, and includes an action plan that outlines priorities, funding options, and partnership needs.

Mr. James Kelly, Traffic/Transportation Project Manager, provided an overview and background information of the Plan, which served as a strategic blueprint for developing and enhancing the transportation infrastructure in Waxhaw, NC. It was created based on data analysis, stakeholder engagement, and alignment with community goals to ensure a sustainable and efficient transportation system to address the transportation needs of the Town of Waxhaw. It would address current transportation needs and anticipate future demands through a comprehensive approach including roadway improvements, bicycle and pedestrian facilities, traffic management, and safety initiatives.

**MOTION** was made by Commissioner Wesolek to approve the Waxhaw Master Transportation Plan (WMTP), as presented. **MOTION** carried unanimously (5:0).

**Decision on Rezoning Petition RZ-015341-2024 for 1020 Old Providence Road**

The Board of Commissioners considered for approval the rezoning petition RZ-015341-2024 submitted by applicant Matthew Kalinowski from R-3 Residential to NC - Neighborhood Center for the property at 1020 Old Providence Road (tax parcel 05116019) approximately 2.06 acres at the corner of Arbor Drive across from Waxhaw Elementary School.

Mr. Blair Israel, Senior Planner, provided an overview and background information of the petition. He identified the current zoning map of the site and the surrounding properties to the north as R-3 Residential; to the east as R-4 & R-1 Residential; to the south as R-1 Residential; and to the west as R-1 Residential, which included the Mill, Waxhaw Elementary School, the Waxhaw Museum, Southside Cemetery, two vacant properties, and single family homes across from Arbor Drive. He noted the Waxhaw 2040 Future Land Use Map designated the property as mixed-use. The proposed rezoning request was NC-Neighborhood Center, which includes smaller scale offices, neighborhood-oriented retail and services, civic and institutional buildings, townhomes, duplexes, triplexes and quadraplexes at a rate of 8 units per acre, and walkable neighborhoods. Additionally, he added, the Waxhaw 2023 Pedestrian Plan showed existing sidewalks along Arbor Drive and Old Providence Road to be augmented by intersection improvements and shared-use paths.

The Planning Board reviewed the rezoning petition at their meeting on May 21, 2024, and voted unanimously for a favorable recommendation.

**MOTION** was made by Commissioner Daunt to approve rezoning petition RZ-015341-2024 and the consistency and reasonableness statement: This rezoning request is consistent with the Waxhaw 2040 Future Land Use Map and is reasonable and in the public interest as the parcel is a large corner lot along a busy north-south connector road, and it will provide diversity to the tax base. **MOTION** carried unanimously (5:0).

**Discussion:**

- Commissioner Wedra commented that she had a good conversation with Mr.

Kalinowski regarding his intentions of commercial for the project. There was feedback from the neighbors that neither the R-3 or NC options were acceptable but preferred the NC over R-3. She felt the project was vetted well with good traffic in mind.

**Second Reading & Adoption of Proposed Changes to Ordinance (ORD2024019) Amending the Posted Speed Limit of West North Main Street from 35 MPH to 25 MPH from Rehobeth Road to N. Broome Street (NC-16)**

The Board of Commissioners considered the adoption of the proposed changes to Ordinance (ORD2024019) of Section 66-57 in the Town's Code of Ordinances to amend the posted speed limit of West North Main Street from 35 mph to 25 mph from Rehobeth Road to N. Broome Street (NC-16).

**MOTION** was made by Commissioner Hall to adopt Ordinance (ORD2024019) amending the posted speed limit of West North Main Street from 35 MPH to 25 MPH from Rehobeth Road to North Broome Street (NC-16). **MOTION** carried unanimously (5:0).

**Discussion**

- Commissioner Daunt clarified the proposed section to be amended had a posted speed limit of 20 mph and the amendment would clear up this confusion. Mr. Kelly answered yes.

*Ordinance (ORD2024019) is attached and hereby incorporated by this reference.*

**Decision on Text Amendment TA-015-2024 Park and Open Space Dedication or Fee in Lieu to Include Multi-Family Units**

The Board of Commissioners considered approval of Text Amendment TA-015-2024 for Park and Open Space Dedication or Fee in Lieu to include Multi-Family Units. The Waxhaw Planning Department submitted a request to amend Section 8.9 Open Space of the Land Development Code (LDC) to include single-family attached and multi-family units to the park land fee in lieu requirement.

**MOTION** was made by Commissioner Wesolek to approve Text Amendment TA-015-2024 Park and Open Space Dedication or Fee in Lieu and the Reasonableness and Consistency Statement: The text amendment request is consistent with the Comprehensive Plan and future planning goals for the Town of Waxhaw and is reasonable and in the public interest as it accommodates the recreational needs of residents and helps the town expand parks and greenway infrastructure. **MOTION** carried unanimously (5:0).

**Discussion:**

- Mayor Murray expressed his gratitude for the hard work of the Planning Department.

**Decision on Text Amendment TA-014-2024 Schools & Public Facilities**

The Board of Commissioners considered approval of Text Amendment TA-014-2024 for Schools & Public Facilities. The Waxhaw Planning Department submitted a request to amend Chapters 1 and Chapter 5 to establish requirements for the reservation of land for schools, public facilities, and right of way in the Land Development Code (LDC).

Ms. Lisa Thompson, Planning and Inspections Director, presented the proposed revisions as follows:

**Chapter 1: Section 1.11 Consistency with Plans and Studies, Payment in Lieu**

- The provisions of this Code are intended for use in implementing the goals, objectives, and policies of the Town's adopted plans and any existing or future studies, including but not limited to: land use, transportation, traffic impact analysis, **schools, public facilities, parks, open space and recreation**. This Code shall work to implement infrastructure, rights-of-way, easements, and other improvements that are depicted within these plans and studies.

**Chapter 5: 5.4 General Subdivision Criteria for Reservation of Land**

- **When a tract of land that appears in an adopted plan or policy document as a future public-school site, public facility falls within an area proposed to be subdivided, the Zoning Administrator shall notify the appropriate agency**
- **The agency must decide within thirty (30) days if it wishes to reserve the site for future acquisition. (If the site is not to be reserved, then the subdivision shall be processed in the normal fashion).**
- **If the appropriate agency does wish to reserve the site, then the subdivision shall not be approved without such reservation. Said agency shall have eighteen (18) months from the date of Preliminary Plan approval to acquire the site by purchase, receipt of a dedication or by initiating condemnation proceedings.**
- **The purchasing agency may also choose to release the site from reservation at any time prior to the end of the eighteen (18) month period.**
- **If at the end of the eighteen (18) month period none of the actions listed above have commenced, the subdivider may consider the land free of any reservation.**

The Planning Board considered the text amendment at their meeting on April 16, 2024, and unanimously recommended approval.

**MOTION** was made by Commissioner Wedra to approve Text Amendment TA-014-2024; and the reasonableness and consistency statement: The Text Amendment request is consistent with the Comprehensive Plan and future planning goals for the Town of Waxhaw and is reasonable in that it promotes the orderly development of the Town to secure adequate rights-of-way or easements for street or utility purposes; secure adequate spaces for recreation, open space, and school sites and future public facilities. **MOTION** carried unanimously (5:0).

**Discussion:**

Town Attorney Buckley advised staff to contact Union County Public Schools to identify future locations for school facilities. Ms. Thompson answered that staff met with the Planner of Union County Public Schools to discuss future locations and would continue to work with them as proposals come to fruition.

**NEW BUSINESS**

**New Appointments for the Western Union Municipal Alliance - WUMA**

**[ADDENDUM]**

The Board of Commissioners considered the new appointments for the Western Union Municipal Alliance (WUMA). The objective of the Alliance was to study, investigate, advocate for and promote regional issues affecting the towns in the Western Union County area, including, land use planning, transportation concerns, economic development, and other issues that affect the quality of life of the citizens. The Alliance meets once a month at various locations. Currently, Commissioner Hall has been serving as the Primary Delegate and Mayor Murray has been serving as the Alternate Delegate.

Mayor Murray explained the primary and alternate delegates found it difficult to attend these meetings due to scheduling conflicts and was willing to step down as the alternate delegate.

- Mayor Murray nominated Commissioner Wedra to serve as the alternate delegate.
- Commissioner Hall note that he was also having difficulty in attending these meetings and nominated Commissioner Wedra to serve as the primary delegate and he would serve as the alternate delegate.

**MOTION** was made by Commissioner Hall nominated Commissioner Wedra as the new primary delegate to serve on the WUMA. **MOTION** carried unanimously (5:0).

**MOTION** was made by Mayor Pro Tem McMillon nominated Commissioner Hall as the new alternate delegate to serve on the WUMA. **MOTION** carried unanimously (5:0).

**Resolution (RES2024015) to Implore the Union County Board of Commissioners to Cooperate with Waxhaw to Develop Transportation Solutions [ADDENDUM]**

Commissioner Jason Hall proposed the following summary statement for Town Staff to draft a resolution to Union County Board of Commissioners to cooperate with Waxhaw in developing regional transportation solutions.

- A resolution calling for action and a beacon of hope the growing Waxhaw community. A resolution to implore the Union County Board of Commissioners to cooperate with Waxhaw to develop transportation solutions, which addresses a critical need that impacts all of Union County. Improve transportation infrastructure to accommodate growth and alleviate congestion. As stewards of this community, we must provide an environment where all residents can thrive.

The Town of Waxhaw has carefully strategized to plan transportation networks that mitigate traffic congestion to accommodate long-term growth. This resolution seeks to embrace regional connectivity and enable participation in state funding programs. It is crucial to note, that the creation of connected and alternate road networks is not just a matter of convenience but a pressing necessity. Such networks have been proven to reduce trips in miles driven, thereby alleviating congestion. A recent study has revealed, that a staggering 67.5% of the traffic in downtown Waxhaw is non-local pass through traffic affecting all residents regardless of their proximity to proposed Waxhaw Parkway alignment. This stark reality underscores the urgent need for a regional transportation solution. The existing train tracks in Waxhaw contributes

significantly if the traffic bottlenecks at train crossings. The Waxhaw Parkway planned for decades promises to alleviate this congestion and provide much needed connectivity. Waxhaw is not just part of Union County but a significant contributor to its prosperity. The Town's property tax revenue, which exceeds \$17 million annually, is a testament to the Town's economic strength. It is only fair that we receive support and investment commiserate with the Town's substantial contribution. The recent decision made by Union County Board of Commissioners to remove the Waxhaw Parkway from their Comprehensive Transportation Plan is not just a step backward but a significant step back. This decision made without any alternative solution not only burdens future citizens and commissions but also undermines our ability to effectively self-govern. It is a decision that we cannot afford to overlook.

In the Town of Waxhaw, we believe in the power of community and the importance of working together for the common good. Psalm 133:1 say; "How good and pleasant it is when God's people live together in unity." Today, I urge us to embrace this unity and advocate for what is right and just for Waxhaw. Therefore, let us implore Union County Board of Commissioners to reconsider and approve the recommendation of Union County Transportation Planning Staff and update the Comprehensive Transportation Plan to include the proposed alignment of the Waxhaw Parkway. Let us move forward with faith and determination ensuring that our infrastructure reflects the growth and potential of our town.

Commissioner Hall read into the record, Resolution (RES2024015) to Imploring Union County Board of Commissioners to cooperate with the Town of Waxhaw to develop transportation solutions.

***Resolution to Implore the Union County Board of Commissioners to Cooperate with Waxhaw to Develop Transportation Solutions***

***WHEREAS***, Waxhaw has developed deliberate strategies for planning transportation networks and infrastructure to mitigate traffic congestion and accommodate long-term growth;

***WHEREAS***, Waxhaw seeks transportation solutions which embraces regional connectivity and enables participation in state funding programs;

***WHEREAS***, the FHWA, NCDOT, and CRTPO acknowledge the creation of connected and alternate road networks reduces trips and miles driven, which reduces congestions;

***WHEREAS***, based on a recent study, 67.5% of the traffic in and around the area of downtown Waxhaw is non-local, pass-through traffic, which illustrates all residents in the area of Waxhaw are directly impacted - regardless of their proximity to the proposed Waxhaw Parkway alignment - by the need of a regional transportation solution is needed to accommodate existing traffic and alleviate bottlenecks and congestion in downtown Waxhaw;

***WHEREAS***, the existing train tracks in Waxhaw experience significant daily train usage which creates one of the most significant traffic bottlenecks at train crossings;



**WHEREAS**, the Waxhaw Parkway has been planned for decades as a way to alleviate the congestion at train crossings and provide connectivity between existing collector roads and thoroughfares most heavily traveled by Waxhaw residents;

**WHEREAS**, limited progress has been made over the past several decades related to the construction of the Waxhaw Parkway due to, among other things, the significant costs of crossing the railroad tracks;

**WHEREAS**, Waxhaw contributes a substantial, and growing share of property tax revenue - more than \$17 million annually - to Union County and deserves support and investment from the County commensurate with the Town's tax contribution;

**WHEREAS**, the Union County Board of County Commissioners voted on April 15, 2024 to egregiously remove the Waxhaw Parkway from Union County's supported projects to be included in the Comprehensive Transportation Plan;

**WHEREAS**, because of the actions of the Union County Board of County Commissioners, it is significantly less likely that funding from CRTPO and/ or NCDOT for Waxhaw's critical road infrastructure, including the Waxhaw Parkway, will be appropriated;

**WHEREAS**, the recent actions of Union County Board of County Commissioners are another example, in a long history of examples, of delaying the implementation of crucial infrastructure investments by deferring needed road and utility investments which will significantly burden future citizens and Commissions;

**WHEREAS**, the actions of the Union County Board of County Commissioners to eliminate the Waxhaw Parkway from the Comprehensive Transportation Plan was done without any provided alternative solution or future strategy;

**WHEREAS**, members of the Union County Board of County Commissioners publicly stated, and by their actions, have shown a willful disregard for North Carolina General Statute §136- 66.2, which requires comprehensive transportation plans be developed as a planning tool to "serve present and anticipated travel demand in and around the municipality" including the consideration of "population growth, economic conditions and prospects, and patterns of land development in and around the municipality";

**WHEREAS**, the actions of the Union County Board of County Commissioners were punitive against the citizens of Waxhaw due in part to the lack of representation of Western Union County towns on the all at-large elected Board of County Commissioners;

**WHEREAS**, the Union County Board of County Commissioners, through its past and recent actions, related to critical infrastructure, have infringed on our Town's ability to effectively self- govern and implement established strategic plans for the good of our citizens; and

***WHEREAS**, the Union County Board of County Commissioners' vote on April 15, 2024, showed contempt for the citizens of Waxhaw through its lack of willingness to engage in the creation of any strategy which might help alleviate existing congestion by refusing to participate in a CRTPO facilitated collaboration of multiple municipalities.*

***NOW, THEREFORE, BE IT RESOLVED**, by the Board of Commissioners of the Town of Waxhaw, North Carolina, that the Union County Board of County Commissioners take the following actions:*

- *Reconsider and approve the recommendation of Union County Transportation Planning staff, and the request of the Town of Waxhaw, to update the Comprehensive Transportation Plan to include the proposed alignment of the Waxhaw Parkway.*

*Duly adopted and effective this 25th day of June, 2024.*

**Discussion:**

- Mayor Murray expressed appreciation for the spirit of what's trying to be accomplished and acknowledged this is just a resolution and it's not legally binding and it in no way mandates or requires the County to take action. However, there are several steps being taken working with local members and local municipal leaders around Western Union County to try and come up with an alternate solution that everyone would approve. This resolution would undermine the relationships that he is trying to establish and cultivate.
- Commissioner Daunt comment the resolution does not promote unity but is scolding and insulting language and he will not be voting on this resolution.
- Commissioner Wedra commented that she is working hard to establish a relationship with Mayor Becker of Minerals Springs and Bob Cook to ensure representation from the County would be at the table. She felt this is not a productive step in brokering good will. It appears to be an ultimatum and it should be put aside and meet somewhere in the middle. Together the Board could develop good ideas to resolve these problems. Its been 30-years and another month or so would hinder the decision. This resolution would ruin more relationships but by waiting a little longer and extending good will would go along way. The Board should be more reasonable, though she cannot support this resolution because it has no teeth. The Board can accomplish a solution by meeting together and collaborating without sending this resolution.
- Commissioner Wesolek asked Commissioner Wedra if she heard the meeting of the Union County Board of Commissioners and their action for voting against the Parkway. It does not sound like they are wanting to work with Waxhaw or establish any alternatives. She remembers Mayor Becker's comment that this is not a good project.
- Commissioner Daunt questioned, "What does this achieve?" If you do not agree with what they decided, then how does this resolution achieve results.
- Commissioner Hall commented that the resolution is part of the legal process for handling grievances in an adult way regarding the County's decision. The alignment has been on the books for 30-years and has changed over time but is a good plan. The project has garnered enough attention from CRTPO and other regional leaders

and for the County to back track on their support does not make sense. The Board just approved the Waxhaw Master Transportation Plan tonight and on page 7 of the plan was prioritization of projects, which #1 is the Waxhaw Parkway. The Board is telling the County again the importance of this project. The Board represents the Town of Waxhaw. This is very important. Also, this was the #1 items in your campaign as stated from your website, *"For NC State road it would be preferable to get NCDOT permission to work on them and through fiscal discipline allocate Town money to the most urgently needed road improvements."* The Board has an opportunity where the state and federal government could contribute to this alignment. We have to consider and thinking about the widening of NC 16. This is a four lane highway that will terminate at the CVS and Post Office with no other place for traffic to go with no alternative from the Union County.

- Mayor Murray commented that he agreed with the spirit of the resolution but its not a constructive way in approaching these types of matters. He has been addressing the same concerns outlined in this resolution during his meetings with CRTPO, Rick Becker, Mayor of Mineral Springs, members of the County and members of CRTPO Board. Discussions are being made and plan are being developed to present new pathways not just on the current alignment but alternatives to the alignment. His approach in handling disagreements has always been to have a conversation with the individual to address the issues for the best solution.
- Commissioner Wesolek commented that all the resolution is saying is what Waxhaw needs and want. Why is that hard to hand the resolution to the Union County Board of Commissioners.
- Commissioner Wedra commented the language in the resolution was inflammatory. We are talking about the parkway ending at the post office and Emerson was just approved for 850 units with no infrastructure.
- Commissioner Wesolek commented that is exactly why the parkway is needed and yet the County does not want it. The County was saying even though Waxhaw approved all of this growth, which by the way was approved 20-years ago that Waxhaw does not deserve having the parkway. The County is holding bias against Waxhaw over its growth.
- Commissioner Wedra felt that people were upset with the growth in Waxhaw for example Mineral Spring. She was also not happy with the rapid growth, which is the reason that she ran for office to help stabilize the best way possible but still it does not answer the question on how or why we would making it worse by approving and up-zoning properties and pre-zoning from R-1s to R-4s in an area that has no infrastructure, which would bottleneck downtown.
- Commissioner Wedra suggested tabling this item until after the Mayor's meeting with CRTPO.
- Commissioner Wesolek stated that CRTPO was not the problem but the problem was the County. The County refuses to bring someone to the table and discuss it.
- Mayor Murray clarified that he will be meeting with Brian Helms.
- Commissioner Daunt confirmed that the County has their own delegate who attends the CRTPO meetings.
- Mayor Murray asked the BOC not to give up but allow him to continue his discussions with key partners to find a solution.

Mayor Murray entertained a motion to table this item for 60 days.

**MOTION** was made by Commissioner Daunt to table this item for 60 days. **MOTION** carried a vote of 2:3 with Commissioner Wedra and Commissioner Daunt in favor and Mayor Pro Tem McMillon, Commissioner Wesolek and Commissioner Hall in opposition.

**MOTION** was made by Commissioner Hall to approve Resolution (RES2024015) to Imploring Union County Board of Commissioners to cooperate with the Town of Waxhaw to develop transportation solutions. **MOTION** carried a vote of 3:2 with Mayor Pro Tem McMillon, Commissioner Wesolek and Commissioner Hall in favor and Commissioner Wedra and Commission Daunt in opposition.

*Resolution (RES2024015) is attached and incorporated herein by this reference.*

## **TOWN LEADERSHIP REPORTS**

### **Town Manager Jeffrey Wells**

- The Budget Book for FY 2024-25 would be produced and provided to the Board of Commissioners at their regular meeting on July 9th.
- The State Budget process will be shutting down in July due to an impasse between the Senate and the House.

### **Parks & Recreation Director Dena Sabinske**

- Provided an update on all Park Programs and Events.

### **Board of Commissioners**

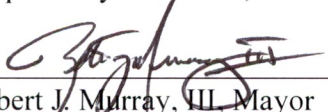
- Mayor Murray expressed his gratitude and appreciation to the Board of Commissioners for a lively discussion. We disagreed but we kept it civil. We do not always have to agree but we do have to be adults, which happened tonight. Again, thank you very much.

## **ADJOURNMENT**

Being no additional business, Mayor Murray entertained a motion to adjourn. **MOTION** was made by Commissioner Hall to adjourn the regular meeting. **MOTION** carried unanimously (5:0).

The meeting was adjourned at 8:08 pm.

Respectfully submitted,

  
Robert J. Murray, III, Mayor

ATTEST:

  
Barbara Bruce, Town Clerk





**Resolution of Appreciation for the Dedicated Service of Town  
Attorney Charles R. Buckley III**

**WHEREAS**, the Board of Commissioners of the Town of Waxhaw, North Carolina, and Waxhaw Town Staff desires to acknowledge and express appreciation to *Charles Buckley* for his dedicated service to the citizens of Waxhaw as Town Attorney;

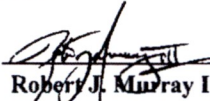
**WHEREAS**, *Charles Buckley* was appointed by the Waxhaw Board of Commissioners to serve as Town Attorney in May of 2018;

**WHEREAS**, *Charles Buckley*, as attorney for the Town of Waxhaw, for six consecutive years, has provided legal advice that has substantially improved the quality of life for the citizens of the Town of Waxhaw;


**WHEREAS**, *Charles Buckley* has supported with sound legal advice, the Town's development of numerous plans and policies that are designed to improve infrastructure & quality of life of Waxhaw citizens. There has been no bigger advocate for the success of Waxhaw than Mr. Buckley;

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Commissioners of the Town of Waxhaw, North Carolina, that *Charles Buckley* is hereby officially commended for his valuable service rendered to the Town of Waxhaw in his official capacity as Town Attorney from May 2018 to June 2024.

**Duly adopted and effective this 25<sup>th</sup> day of June, 2024.**

  
Robert J. Murray III, Mayor

ATTEST:

  
Brandi Stroud, Deputy Clerk



Section 66-57  
ORDINANCE: ORD2024019



## Ordinance Approving an Amendment to the Town of Waxhaw's Code of Ordinances Section 66-57 – Speed Limits

**WHEREAS**, in accordance with G. S. 20-141(f) and ordinance shall be adopted by the governing body whenever local authorities determine that a higher speed limit than 35 MPH, as set forth in G. S. 20-141(b), is reasonable and safe in their jurisdiction;

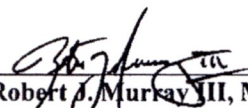
**WHEREAS**, the Waxhaw Board of Commissioners wishes to maintain a safe speed within the corporate limits of the Town;

**WHEREAS**, the Waxhaw Board of Commissioners agree that amending the posted speed limit on West North Main Street from 35 MPH to 25 MPH from Rehobeth Road to North Broome Street would be beneficial to the safety of its citizens; and


**WHEREAS**, this amendment to Section 66-57 of the Town of Waxhaw Code of Ordinance will establish a 25 MPH speed limit on West North Main Street from Rehobeth Road to North Broome Street.

**NOW, THEREFORE, BE IT ORDAINED** by the Board of Commissioners of the Town of Waxhaw, North Carolina hereby approves the amendment to the Town of Waxhaw Code of Ordinances, Section 66-57 – Speed Limits, as presented herein. This ordinance will become effective upon adoption and placement of speed limited signage.

**Duly adopted this the 25<sup>th</sup> day of June 2024.**

  
\_\_\_\_\_  
Robert J. Murray III, Mayor

ATTEST:

  
\_\_\_\_\_  
Brandi Stroud, Deputy Clerk





**Resolution to Implore the Union County Board of  
Commissioners to Cooperate with Waxhaw to Develop  
Transportation Solutions**

**WHEREAS**, Waxhaw has developed deliberate strategies for planning transportation networks and infrastructure to mitigate traffic congestion and accommodate long-term growth;

**WHEREAS**, Waxhaw seeks transportation solutions which embraces regional connectivity and enables participation in state funding programs;

**WHEREAS**, the FHWA, NCDOT, and CRTPO acknowledge the creation of connected and alternate road networks reduces trips and miles driven, which reduces congestions;

**WHEREAS**, based on a recent study, 67.5% of the traffic in and around the area of downtown Waxhaw is non-local, pass-through traffic, which illustrates **all** residents in the area of Waxhaw are **directly impacted** – regardless of their proximity to the proposed Waxhaw Parkway alignment - by the need of a regional transportation solution is needed to accommodate existing traffic and alleviate bottlenecks and congestion in downtown Waxhaw;

**WHEREAS**, the existing train tracks in Waxhaw experience significant daily train usage which creates one of the most significant traffic bottlenecks at train crossings;

**WHEREAS**, the Waxhaw Parkway has been planned for decades as a way to alleviate the congestion at train crossings and provide connectivity between existing collector roads and thoroughfares most heavily traveled by Waxhaw residents;

**WHEREAS**, limited progress has been made over the past several decades related to the construction of the Waxhaw Parkway due to, among other things, the significant costs of crossing the railroad tracks;

**WHEREAS**, Waxhaw contributes a substantial, and growing share of property tax revenue – more than \$17 million annually – to Union County and deserves support and investment from the County commensurate with the Town’s tax contribution;

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**WHEREAS**, the Union County Board of County Commissioners voted on April 15, 2024 to egregiously remove the Waxhaw Parkway from Union County's supported projects to be included in the Comprehensive Transportation Plan;

**WHEREAS**, because of the actions of the Union County Board of County Commissioners, it is significantly less likely that funding from CRTPO and / or NCDOT for Waxhaw's critical road infrastructure, including the Waxhaw Parkway, will be appropriated;

**WHEREAS**, the recent actions of Union County Board of County Commissioners are another example, in a long history of examples, of delaying the implementation of crucial infrastructure investments by deferring needed road and utility investments which will significantly burden future citizens and Commissions;

**WHEREAS**, the actions of the Union County Board of County Commissioners to eliminate the Waxhaw Parkway from the Comprehensive Transportation Plan was done without any provided alternative solution or future strategy;

**WHEREAS**, members of the Union County Board of County Commissioners publicly stated, and by their actions, have shown a willful disregard for North Carolina General Statute §136-66.2, which requires comprehensive transportation plans be developed as a planning tool to "serve present and anticipated travel demand in and around the municipality" including the consideration of "population growth, economic conditions and prospects, and patterns of land development in and around the municipality";

**WHEREAS**, the actions of the Union County Board of County Commissioners were punitive against the citizens of Waxhaw due in part to the lack of representation of Western Union County towns on the all at-large elected Board of County Commissioners;

**WHEREAS**, the Union County Board of County Commissioners, through its past and recent actions, related to critical infrastructure, have infringed on our Town's ability to effectively self-govern and implement established strategic plans for the good of our citizens;

**WHEREAS**, the Union County Board of County Commissioners' vote on April 15, 2024, showed contempt for the citizens of Waxhaw through its lack of willingness to engage in the creation of any strategy which might help alleviate existing congestion by refusing to participate in a CRTPO facilitated collaboration of multiple municipalities;

**NOW, THEREFORE, BE IT RESOLVED**, by the Board of Commissioners of the Town of Waxhaw, North Carolina, that the Union County Board of County Commissioners take the following actions:


Reconsider and approve the recommendation of Union County Transportation Planning staff, and the request of the Town of Waxhaw, to update the Comprehensive Transportation Plan to include the proposed alignment of the Waxhaw Parkway.

**Duly adopted and effective this 25<sup>th</sup> day of June, 2024.**



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Robert A. Murray III, Mayor

ATTEST:  
  
Brandi Stroud, Deputy Clerk

