

**TOWN OF HUNTERSVILLE
TOWN BOARD MEETING
MINUTES**

**March 4, 2025
6:00 p.m. – Huntersville Town Hall
101 Huntersville-Concord Road**

PRE-MEETING

None

**REGULAR MEETING
TOWN OF HUNTERSVILLE
BOARD OF COMMISSIONERS**

The Regular Meeting of the Huntersville Board of Commissioners was held at the Huntersville Town Hall, 101 Huntersville-Concord Road, at 6:00 p.m. on March 4, 2025.

GOVERNING BODY MEMBERS PRESENT: Mayor Christy Clark; Commissioners Alisia Bergsman, Amanda Dumas, Jennifer Hunt, Edwin Quarles, LaToya Rivers and Nick Walsh.

Mayor Clark called for a moment of silence.

Mayor Clark led the Pledge of Allegiance.

ANNOUNCEMENTS

CATS Micro Transit launched last week in northern Mecklenburg County.

Mecklenburg County will reveal the final design for Latta Place at a community meeting on March 20.

Torrence Lytle Center repairs estimated to start in March and take approximately three months.

Upcoming HPD events.

Ways to connect with us – website, social media pages, newsletter, Town of Huntersville app.

PUBLIC COMMENTS

Women's History Month Proclamation. Mayor Clark proclaimed March 2025 as Women's History Month.

A PROCLAMATION FOR WOMEN'S HISTORY MONTH

WHEREAS, Women's History Month is a dedicated month to reflect on the often-overlooked contributions of women to United States history. From Abigail Adams to Susan B. Anthony, Sojourner Truth to Rosa Parks, the timeline of women's history

milestones stretches back to the founding of the United States; and

WHEREAS, American women of every race, class, and ethnic background have made historic contributions to the growth and strength of our Nation in countless recorded and unrecorded ways; and

WHEREAS, American women have played and continue to play critical economic, cultural, and social roles in every sphere in the life of the Nation by constituting a significant portion of the labor force working inside and outside of the home; and

WHEREAS, American women have played a unique role throughout the history of the Nation by providing the majority of the volunteer labor force of the Nation; and

WHEREAS, American women were particularly important in the establishment of early charitable, philanthropic, and cultural institutions in our Nation; and

WHEREAS, American women have served our country courageously in the military; and

WHEREAS, American women have been leaders, not only in securing their own rights of suffrage and equal opportunity, but also in the abolitionist movement, the emancipation movement, the industrial labor movement, the civil rights movement, and other movements, which create a more fair and just society for all.

NOW, THEREFORE, I, Christy Clark, Mayor of Huntersville, do hereby proclaim March as “**WOMEN'S HISTORY MONTH**” in Huntersville, North Carolina.

IN WITNESS WHEREOF, I do hereby set my hand and cause the Seal of the Town to be affixed, this the 4th day of March, 2025.

Bill Russell, President of Lake Norman Chamber of Commerce, said in the 1990's when I first moved up here, the property on which Birkdale Village sits was a 52 acre dairy farm owned by Buck Knox. Sometime around 2000, Peter Pappas asked to meet with me and he shared that he was creating this village center that would have its own restaurants, retail, housing, even a movie theater. Pappas Properties was actually a sponsor of our 2002 Business Expo and he unveiled what that center was going to look like and it created quite the buzz around the Expo that day, but not everybody was completely on board. There was those who wanted to keep Huntersville rural. There was those who had the rally and cry cows, not condos.

Our town leaders understood at the time we needed a balanced tax base and this project would bring amenities and jobs to Huntersville. For years people have confused Birkdale with downtown Huntersville. It does have its own downtown presence and it became a model mixed-use project that people sought to replicate across the country. But with anything that's a quarter of a century old, it has to improve, it has to change, it has to reimagine to remain the destination jewel we have all loved. This is not a strip mall, it's a destination for business, retail, hospitality and living.

Over 5 million people visited Birkdale Village just last year. Think about that, and it's also the number one taxpayer in this town. Jamestown is looking at making a \$200 million investment in this property. Among the amenities desperately needed.....parking, hotel and conference center, and Class A office space so people can work where they live and be less dependent on their automobile. Some may say we have vacancy in office space and people are working from home. That might have been the case during Covid, but now companies are requiring people to report back to work. We don't have this type of Class A office space in North Mecklenburg.

Bottom line is this project is supported by your 2024 Plan. It will add \$200,000 in additional property tax to this town. It will create an estimated \$212 million in estimated annual employment benefits and \$15 million in new resident worker spending in simple economics. This is a great investment for the Town of Huntersville and our future as a community. The Lake Norman Chamber of Commerce Board of Directors unanimously supported this and we hope that you will approve these improvements.

Audra Collins, said last time I was here I said this is Huntersville, not Ballantyne and it seems I will have to remind everybody once again, this is Huntersville, not Ballantyne. I understand Huntersville is a growing town with many families moving in. Someone just moved in next door to me the other day. By doing this, you ruin the family experience. When people go to Birkdale they want to have fun, shop for books and watch movies, check out the latest sports gear for the next sports season, not see parking decks and hotels. I was also told last time I was here that nostalgia does not pay the bills, but the families that move here do. What's the point of moving here if there are only a small amount of things you can do.

That being said, look at the state of Huntersville right now. Statesville is a mess. Sam Furr has constant gridlocks and traffic, the latter which I was stuck in the other day, and let's not even get started on Gilead. What is the point of a parking deck and a hotel if we can't even get the roads together. There are priorities we must have and turning Birkdale into a corporate plaza is not one of them. And at this point, if it's possible, I would like to speak directly to the developer. Nothing vulgar. I have lived here since 2000. I refuse to let this developer ruin this town. The more you continue to bring this up, the more you will continue to see me.

John Foster said I'm a resident of Huntersville. Obviously, I'm here to speak on the development of Birkdale. I can remember when Birkdale was originally proposed and also when they started construction. I'm not looking at the exact date, but it's somewhere around 2003 when Birkdale was opened. Anyone that's had negative effect on possibly doing a development at Birkdale probably did not live here at that time. One thing about development, they constantly change. Either you're growing or you're dying and for Birkdale to continue to grow because America changed, the world changed, you have to grow. I hope that you'll be real careful and make sure that we approve Birkdale.

People talk about traffic on Sam Furr Road. Birkdale is not the traffic problem. I served on the Lake Norman Chamber Board of Directors for 8 years. I believe I started somewhere around 2002 to about 2008. During that time period, the state constantly talked about the widening of 73 from 85 to Highway 16. Well, we're still waiting on that. If you have a problem with Birkdale, you don't need to be here complaining. You need to be in Raleigh complaining. The people that have left Mecklenburg County and moved to Denver and to Lincolnton, that is the problem with the traffic on Sam Furr Road. It is there freeway away from Mecklenburg County to Lincoln County and until we get the state to be involved to widen Sam Furr, we're going to have a problem. It's not the Board, it's not their need to widen Sam Furr. That's something that the state has to make a decision to do. Anytime that we look at trying to find new things and new developments and everything else, we need to try to find out what's going on, what's new and so forth.

I highly recommend that we approve the development for Birkdale. Don't be afraid for Huntersville to grow. We are the largest town outside of Charlotte in the county. We are going to continue to grow. We're 69,000 now and moving on up and we need to make sure we have amenities. I'm hoping that we start looking for the second Birkdale, because we need it also right now.

Robert Baer (Julie Baer deferred time) said my wife and I have lived in Northstone for about 23 years. This is more of a comment along with Birkdale on just the overall development going on in Huntersville. Birkdale wants another 150 rental units. When we moved here the majority of people living here were residents – people who put down hard earned money to buy a home, people who have a vested interest in this town. But now apparently there's a big push to change that to transients. Renters who can just pick up and leave any time their lease is up. Your votes on these proposals will prove without a doubt whether you care more about the residents of this town or the developers and the transients.

There was a lot of talk about the 2040 Plan around the last election and I'm pretty sure that everyone sitting up here said they were proponents of that plan. There's a question on that plan that says "If you are able, willing and motivated to relocate to Huntersville, what housing options would interest you." Sixty-one percent said a house with a large yard. Thirty-seven percent said a house with a smaller yard closer to amenities. Twenty-two percent said a low maintenance townhome or patio home and only four percent said an apartment or a condo complex, and yet here we are. We're being inundated with rental units – 350 right here in Vermillion Village and another 99 townhomes, almost 200 next to Discovery Place, 35 townhomes on Maxwell, 250 on Sam Furr hurting the property values in sections of some of the Hamptons, one of the nicest subdivisions in town, 150 rental houses on the corner of Stumptown and 21, plus plans for more multi-family on both sides of Statesville south of Stumptown. That's over 1,500 rental units in just seven or eight current projects, not including however many they want to put up here on Old Statesville across the street from the abandoned ones. Remember many of these projects are being built on land that was zoned Neighborhood Residential and magically got switched to multi-family.

Instead of getting nice new subdivisions and homeowners, we are getting cityscape. Why. Who does this benefit. Of course, the developers always say well it increases the taxbase and reduces the burden on the residents. They've been rubberstamping these projects for 15 years and we have practically the absolute highest taxes in the whole state, so how's that working out for you. It must be that new math. Now the leaders in Charlotte want to cram the biggest fiasco ever down our throats, the \$2 billion Red Line, a big train that everyone here already knows has nothing to do with transportation or traffic congestion relief. It's sole purpose is the TOD's, the Transit Orient Development zones and they are going to give these developers carte blanche to clear cut a mile wide corridor from 485 all the way to Mooresville so they can pack as many apartments, condos and townhouses as they can up and down that line. But why. Maybe there's a simpler explanation as to why they are trying to turn our whole town into rental housing as opposed to actual homeowners.

Last year the widely respected Pew Research Institute released their findings on an intensive study on voter demographics and what do you know, apparently by a 2:1 margin renters vote democrat over homeowners, so the fix is in folks. My wife and I have to stay here for a few more years while our kids get a little more settled in their careers, so we'll remain here in the orange barrel capital of the world a little longer. We just pray that you don't totally destroy our town and drag our property values down before we can get out of here. We're all watching you.

Errol Genois (Frank Gammon deferred time) said reject rezoning without appeal of universal principles of design. Listening to the Planning Board commissioners on Tuesday, February 25, I decided to examine what will make inhabitants and relocation seekers want to visit or to live along the Highway 73 corridor. I found that 1997 scholars and architects at North Carolina State University wrote the seven principles of universal design. They naturally support the notions of usefulness, ease of movement, safety, no hassle, catering to demands of users, likable levels of intensity and density and mass transportation connectivity.

One of the concerns against rezoning is the lack of a need of another hotel, whereas proponents advocate for any plan that will construct a beautiful place in Huntersville where everyone will want to visit or to live. It's essential to address architectural questions then to comprehend why Birkdale Village will potentially serve as a model for the Highway 73 corridor attracting visitors, residents, and businesses. Approving a project for Birkdale Village therefore requires positive answers to at least some, if not all, of the following qualifications for universal design.

Equitable use, that means accessibility for all. Flexibility of use, easy to circulate. Three, signage. Four, information, braille and print information. Tolerance per error means a center ramp, low physical exertion, flat surfaces, auto doors, and seven flexible size having to do with shape, wide doors, floor space, buttons not only on doors but walls and floors. With respect to the hotel, with a hotel as well as the office buildings and apartments having evacuation exit ramp in the middle of the buildings. A ramp will provide safe evacuation alternative for elevators, stairs, for all occupants. Providing a center ramp will ensure how the new hotel, office building and apartments will successfully attract everyone to the Highway 73 corridor now and in the future.

In addition, the ramp along with other adaptations of the seven principles will lend credibility to the rezoning requirements. For example, will the Birkdale area suffer from overcrowdedness, intensity of too many buildings per unit of land and accompanying high population density particularly caused by the heights of buildings as well as the increased traffic from service, supply transportation vehicles for the proposed hotel, office building, and apartments.

As a result of your approval of rezoning, this will also encourage developers to ask for higher norms of the heights of future hotels, office buildings, and apartments, as well as higher intensity and density along the Highway 73 corridor.

In summary, the whole concept of parking decks fails to fit the future of development along the Highway 73 corridor because local inhabitants and relocation seekers will increasingly use alternate forms of transportation such as mini transit. Aesthetically towering buildings and parking decks make landscapes less attractive to most of us. An approval of the rezoning request as is, will entice developers to ask for additional rezoning requests and even higher building heights without characteristics of the seven principles of design that provide special landscapes.

Jay Casey (Vicki Casey deferred time) said I moved to Huntersville in 1985 to a community called Breckenridge. At that time, Sam Furr Road was a two-lane winding or hilly road and at the intersection with Highway 21 there was a flashing caution light. That was it. In 2000 I moved from Breckenridge over to Birkdale Golf Club area and also at the same time moved the business I was operating from Cornelius to Highway 16 south of Denver and so my commute every day was along Highway 73 morning and night to my office.

At that time in 2000, the traffic along Highway 73 between here and Denver was a trickle both ways. By the time I retired and sold that business in 2021, traffic in the morning coming east was a traffic jam. In the evening going west, another traffic jam. And that was four years ago and we all know where it is now. It is the east/west commuters everywhere from Concord to Lincolnton and beyond I can tell you from personal observation that are causing the traffic jams on Sam Furr if that is our concern.

In the process of watching all that, I realized there's certain things we don't control. We don't control when the North Carolina Department of Transportation will widen Highway 73. We were promised in 2005. We're still waiting. We don't control the fact that North Carolina is a desirable place to live and all national reports say more people are coming and they will move here. I know that the owners of Birkdale Village do not control all of Birkdale, what people think of as Birkdale. There are out parcels that they do not own, that they cannot coerce to cooperate with them to make an easier plan for expansion of parking or whatever. They don't control that and we still reserve property rights to people who own them. We can't take them over.

I'm going to ask you when the time comes that you will vote to approve the proposal before you for several reasons. It is spread over several years. It's not going to be instantaneous all at once, chaos. Things will happen and parts will be put into place over a number of years as I understand it. And I will admit it is an improved plan over the original. The movements, the changes, the concessions they've made, I think are an improvement and certainly more appealing, less of a problem for those who have to face some of the worst of the congestion.

I know in particular one of the owners of a business in Birkdale Village and he tells me all the time that getting his patrons there is difficult because of parking, the lack thereof, the jamming and it affects his bottom line. He is a business owner trying to make a living that way. And I also know that the additional tax revenue that just this addition and improvement of Birkdale will bring to the city of Huntersville will lessen the pressure that you must feel to increase property taxes on my home. I live in Birkdale and the parking is not an issue for me personally, very selfishly, because I can walk to all of it – Birkdale Place, Birkdale Landing and when they build that pedestrian bridge across 73, I can walk over there. I don't need to drive a car there. But I have been there enough to see the jam, the problems.

We have to have some solution and the best way we can get ultimately 300 plus parking spaces added to Birkdale is with parking decks.....better placed, better situated and will help to ease the congestion to help the business owners there, the tax base in our city and we cannot turn people away. They are coming, we have to get ready for them.

Kevin Zwierko said I'm here to speak against the non-discrimination ordinance. It recently came to my attention and obviously I want to know a lot more details, but based off of principle, how I've seen it work across the nation before with stuff like this, you basically see consciences being pitted against each other when you start to involve non-discrimination ordinances in the manner in which it appears to be applied.

I just would like to cite from the North Carolina State Constitution Article One, Section 13 "All persons have a natural and an inalienable right to worship Almighty God according to the dictates of their own consciences and no human authority shall, in any case whatever, control or interfere with the rights of conscience." And also under Section 19 of Article One, "Nor shall any person be subjected to discrimination by the state because of race, color, religion, or national origin."

We all know that expanding the language for these different discrimination categories pits ideologies directly against each other. And from what I'm aware, I believe from the Town Manager in the past seven years there have been no actual complaints lodged. And that doesn't mean that there isn't necessarily a problem, but I would like to know why is a non-discrimination ordinance being proposed when there is no actual apparent problem. It seems like a political solution in search of a problem and also it really does seem to foster an atmosphere where you're pitting neighbor against neighbor. And I'll say a tenant of my faith is that you respect the dignity of the person, you respect them as a person and treat them fairly regardless of their beliefs, regardless of their conscience. But that doesn't mean that you cede the right to your own conscience to submit to that.

I know that some people may argue that a fine against a business may be different than someone's individual conscience, but anyone who's a single business owner, a single LLC, you know that business is you and any attack on that business and how you operate. If you're meant to give up and cede your conscience, then why are you even having a business? It seems more like it's a weaponization of politics when it's something that could be sorted out and handled differently. I would just ask for everyone to consider that and I really would like to have more details. There are clear protections in all laws at the

federal level and at the state level that I think are already well in place. And again, I'd like to reiterate why we do not have a record of actual complaints or problems and we're proposing this NDO in the first place.

Cindee Brewer said I am not in support of the NDO. From my point of view, it seems there's already laws on the books that cover Equal Opportunity Employment, Fair Housing and Services. In regards to enacting this because of hate crimes, the FBI reported only three crimes in Huntersville back in 2018 and no other crimes since then. As the gentleman before me, where is the need. While Huntersville is a welcoming, hospitable community and my concern is that an NDO would be counterproductive. My concerns would be about businesses, small businesses, startups that could have undue financial burdens due to the ordinance and thereby being counterproductive to fostering more small businesses right here and for us to be a welcoming town. Another concern is the application of the ordinance being highly subjective. Again, Huntersville is hospitable. Let's keep it that way.

Elisabeth Laskowski said I am here as a small business owner in the town of Huntersville to oppose the non-discrimination ordinance. While I believe this comes from a place of good intentions, it's a threat to my religious liberty. I've been witness to the weaponization of the government against persons of faith and wish to be protected from that in our town. We agree people should be treated with respect regardless of their color, gender, sexual orientation, etc. However, if a law requires that I violate my conscience and deeply held religious convictions, it's not a law for the good of the people. I'll always stand behind the need to respect the person, but respect should not mean I have to agree with your choices nor serve you in a way that violates my own ethics. How could I be protected if an activist calls discrimination on me for upholding my code of ethics.

Michael Fitzgerald said while everyone has dignity and entitled to respect, the well-intentioned non-discrimination ordinance will actually create burdens for businesses and create discrimination instead of reducing it. First, it places small businesses at risk. There's no protection against frivolous complaints nor any reimbursement for legal fees or lost reputation from a complaint. It could also create a hostile business environment between pitting business owners and their customers and employees who may have disagreements and become disgruntled.

Nationally the NDO's have been used to target businesses and discriminates and penalizes those businesses who hold differing views from the government, including those with religious beliefs which could trigger costly legal challenges. There have been Supreme Court cases 303 Creative versus Elena's, and Master Cake Shop versus Colorado. There may be another one, but the Supreme Court and the courts have ruled on these matters and I think the town needs to ask a question is it prepared to expend legal fees defending the ordinance in the courts over the years if there's a challenge to it. Also, if an act of the town would substitute its own judgment that are usually handled by businesses.

In closing the state and federal discrimination laws are sufficient to address existing discrimination issues. Please consider tabling this bill and trusting that the residents and businesses of Huntersville will continue to make our town a welcoming and diverse home.

Donald Woodard said I am a small business owner and I live in Huntersville and I'm speaking today in opposition of the NDO ordinance. I'm deeply concerned about the expenses and the other drain of resources to our town because of this ordinance. Based on our last meeting, our Town Manager mentioned that he may not have the expertise to research and make decisions on discrimination cases. The town would have to pay an outside source to litigate that don't live in our community to do this work. I believe the amount mentioned was about \$3,500 or so per case. How would those expenses be

paid for. Where's the extra resources to offset the cost. According to your own lawyer, the fines and levies are not enforceable, so how would we be able to recoup the expenses in the long term.

The unknown financial burden on already strained resources is a huge issue, especially when there are more important issues that the town should address. What's also troubling is that you have a respected, intelligent attorney that the town hired to advise them and she said that you may not have any legal standing to enforce this ordinance, yet you cite outside legal sources that support your position to give you comfort in pushing this through. Does that not undermine the credibility of your own lawyer and put into question any legal advice she offers. If you say that she's wrong on this issue, do we have to question every analysis on every issue that she has. You hired her for a reason and it would be wise to heed her analysis and recommendations, so please reconsider this ordinance.

Christine Wolak said I live on the Pottstown side of the Vermilion subdivision in Huntersville and we deserve a non-discrimination ordinance. Imagine this, a pregnant adult woman walks into a bar or tries to, but she's stopped by the bouncer or bartender, or this, a veteran and his family plan a fun outing at a paintball facility, but the waiver form says no veterans allowed, or this a mixed-race couple goes out for a romantic dinner, but no local restaurant will serve them. Without an NDO any of these examples would be without repercussion in Huntersville. Commissioner Quarles worried about the damage to reputations if a business is falsely claimed to have violated the ordinance. This argument is similar to the one about false claims of rape being used often to smear the good names of men. The truth is false rape claims are vanishingly rare. Meanwhile, real accusations are under investigated, under prosecuted, under convicted and under punished and of course they continue, so that will probably be the case here as well unless we decide to do better.

A previous community member said that this was not the right time for an NDO due to the upcoming election. I disagree. Now is the time. It's past the time. By November this issue will be in the rearview mirror. Don't let the issue be like gun control getting kicked down the road for years and then just never being passed. Please pass a non-discrimination ordinance now. Also, I want to say there's nothing wrong with being a renter and there's nothing wrong with being a Democrat, so it doesn't make you not invested in your community.

Laura Lyons said I'm here to speak about the non-discrimination ordinance. The proponents on the Town Board are presenting an NDO without a critical evaluation of whether an NDO is in the best interest of Huntersville based on facts and need. This NDO provides questionable anti-discrimination protections while denying individual rights to free speech and freedom of religious beliefs. Any ordinance should benefit the entire community and provide protection for all. I question the impetus behind the proposal, especially since there is no climbing threat of hate crimes in our town. And I question the efficacy of an NDO. I ask that you table this.

Linda Zamora (Jacob Brunetto deferred time) said I also am here to speak with real concern about the NDO and I have a background in mediation. I have a background in counseling. I understand the importance of listening and looking at both sides of an issue. I truly do. I also come from a long line of small businesses. I understand what it takes to run a business, so I'm trying to look at this from both points of view.

I'm real concerned about this partly for the people that it's supposed to protect and here's my reason for that concern. We have small businesses here who are the backbone of Huntersville. They put their risk out there, they put their money out there, their families are supported by this. They take all of the onus of running a business here and there are so many small businesses that makes it so nice to live in

Huntersville. It's a wonderful place to live and in large degree because of the kind of businesses that we have here and that are growing here. They're going to be subject to an NDO that has no protection from false or frivolous claims. There's supposed to be some kind of a mediation process. I understand that might be contracted out of here, but right now, from what I understand, this is an unaccountable, unelected non-transparent form of litigating or at least listening to some of these concerns that people bring. I don't see that employers have protection here from things that might ruin their reputation, might ruin their business, even if they're found to be innocent of the accusations that are made against them. They have a reputation to worry about. There's so many concerns here. This is the basis of our taxes, it's the basis of our community. It certainly is what pays the salaries of all of you and all government employees. They're not people that I would think we would want to put on a fearful notice about who might walk in their business and who might say something inadvertent or mistaken or not intended to be offensive and yet they may be accused of things. We know it's happening. There are cases all over the country where this is happening. I'm concerned about that. I understand that it's hard enough to run a business. It's hard enough to keep a business going without putting extra burdens on, oh my gosh, what is my young 18-year-old employee who's at the counter going to say inadvertently that might lead me to be accused of something heinous like this.

The other side, nobody should be maliciously discriminated. Absolutely no one, not us, not the people that you're trying to protect. I understand your reason for wanting to make sure this is a gap that you want to cover, but it has to be covered in a way that is going to serve both sides. My concern about this ordinance, besides the fact that it's going to hurt employers, is that it's not going to do what you think it's going to do. Rather than protect people, it creates an atmosphere of suspicion, of fear, of distancing. You might not see this right away, but it is going to subtly make people afraid of who may walk in their front door. That's not what you want. It certainly isn't what I want. We want the opposite. We want welcoming, want hospitality. We want people to be kind to each other, to understand each other. This is just the kind of, it's a barrier that you are putting and it will be on you if you pass this. If this kind of an atmosphere raises in Huntersville, which it shouldn't. This is not the community that we're in. This is gaslighting employers. This is putting people who may bring accusations in a very difficult position because again, it puts a barrier to understanding their point of view. To me, it's a lose lose ordinance. I don't really understand why we're going forward with this, but I think it should be tabled and I think it should be trashed.

AGENDA CHANGES

Commissioner Quarles made a motion to adopt the agenda. Commissioner Walsh seconded the motion. Motion carried unanimously.

CONSENT AGENDA

Approval of Minutes. Commissioner Dumas made a motion to approve the minutes of the February 4, 2025 Regular Town Board Meeting. Commissioner Hunt seconded the motion. Motion carried unanimously.

Resolution – Gilead Road West Project. Commissioner Dumas made a motion to adopt Resolution to acquire property necessary for the construction of the Gilead Road West Project. Commissioner Hunt seconded the motion. Motion carried unanimously.

Resolution attached hereto as Exhibit No. 1.

Accept Street for Maintenance – Beltway 77 Subdivision. Commissioner Dumas made a motion to accept street for Town Maintenance in the Beltway 77 Subdivision. Commissioner Hunt seconded the motion. Motion carried unanimously.

Street Name	From	To	Approx. Length
Beltway Industrial Drive	Alexandriana Road	Hambright Rd	3765-ft

Accept Street for Maintenance – Biltmore Park Subdivision. Commissioner Dumas made a motion to accept street for Town Maintenance in the Biltmore Park Subdivision. Commissioner Hunt seconded the motion. Motion carried unanimously.

Street Name	From	To	Approx. Length
Robert St	Edna Dr	120-ft W of Edna Dr	120-ft

Accept Streets for Maintenance – Magnolia Walk Subdivision. Commissioner Dumas made a motion to accept streets for Town Maintenance in the Magnolia Walk Subdivision. Commissioner Hunt seconded the motion. Motion carried unanimously.

Street Name	From	To	Approx. Length
Magnolia Walk Dr	Statesville Rd	Carolina Hickory Dr	1255-ft
Heath Grove Dr	Magnolia Walk Dr	215-ft SW of Surreykirt Ln	1035-ft
Sweetbriar Rose Ct	Cul-de-sac	Heath Grove Dr	900-ft
Bluejack Oak Ct	Heath Grove Dr	Cul-de-sac	1095-ft
Lottingly Dr	Bluejack Oak Ct	170-ft NE of Bluejack Oak Ct	170-ft
Carolina Hickory Dr	Heath Grove Dr	End of Road	1740-ft
Waterlily Star Ct	Cul-de-sac	Carolina Hickory Dr	260-ft
Red Buckeye Ln	Pear Hawthorne Dr	Carolina Hickory Dr	540-ft
Pear Hawthorne Dr	End of Road	Carolina Hickory Dr	450-ft
Sweet Crabapple Ln	Red Buckey Ln	Carolina Hickory Dr	270-ft

Accept Streets for Maintenance – Oaks at Skybrook North Subdivision. Commissioner Dumas made a motion to accept streets for Town Maintenance in the Oaks at Skybrook North Subdivision. Commissioner Hunt seconded the motion. Motion carried unanimously.

Street Name	From	To	Approx. Length
English Laurel Ct	Huntersville-Concord Rd	Willow Pin Ln	740-ft
Willow Pin Ln	End of Road	Stephen Pace TI	665-ft
Whispy Vines Ln	Wild Olive Dr	Willow Pin Ln	740-ft
Wild Olive Dr	Cul-de-sac	Bowmore Dr	1050-ft
North Bridge Dr	Whispy Vines Ln	Cul-de-sac	1175-ft
Bowmore Dr	End of Road	North Bridge Dr	650-ft
Stephen Pace TI	Willow Pin Ln	215-ft SE of Skybrook Oaks Dr	1515-ft
Cherry Mill Ct	Cul-de-sac	165-ft NW of Stephen Pace TI	540-ft

Accept Streets for Maintenance – Pines at McIlwaine Subdivision. Commissioner Dumas made a motion to accept streets for Town Maintenance in the Pines at McIlwaine Subdivision. Commissioner Hunt seconded the motion. Motion carried unanimously.

Street Name	From	To	Approx. Length
Dumphries Drive	Aberdeen Park Drive	Approx. 280-ft E of Galashield Dr	1355-ft
Aberdeen Park Drive	Dumphries Drive	McIlwaine Road	1715-ft
Capdwell Berry Drive	End of Road	Aberdeen Park Drive	150-ft

Accept Streets for Maintenance – Torance Subdivision. Commissioner Dumas made a motion to accept streets for Town Maintenance in the Torance Subdivision. Commissioner Hunt seconded the motion. Motion carried unanimously.

Street Name	From	To	Approx. Length
Old Store Road	End of Road	200-ft S of Bassinger Dr	1835-ft
Bassinger Drive	Old Store Rd	Old Store Rd	790-ft
Golden Rock Lane	Bassinger Dr	250-ft S of Bassinger Dr	250-ft

Call for Public Hearing – Dellwood Drive Traffic Calming. Commissioner Dumas made a motion to call a public hearing for Tuesday, April 1, 2025 at Huntersville Town Hall, 101 Huntersville-Concord Road, Huntersville, NC 28078, for the Dellwood Drive Traffic Calming request. Commissioner Hunt seconded the motion. Motion carried unanimously.

PUBLIC HEARINGS

Petition #24-16. Mayor Clark called to order public hearing on Petition #R24-16, a request by Cottage Properties of Lake Norman, LLC to rezone +/- 8.77 acres located at 15533, 15513, and 15501 NC Highway 73 from General Residential to Neighborhood Residential Conditional District to develop a single-family residential development.

Brad Priest, Assistant Planning Director, reviewed the request. *Staff Report and Staff PowerPoint attached hereto as Exhibit No. 2.*

Commissioner Bergsman said you mentioned that this project is kind of right in the middle in terms of density. When you're comparing that to other areas, are they on the same side. I know this side of the road is in the Critical Watershed, whereas the other side is not in the Critical Watershed. What we're comparing it to, is it only those that are also on that side of the road or can you kind of just give some clarity on that.

Mr. Priest said yes, so it is larger. It is larger or denser than the properties maybe for Terry Lane subdivision that's been there for a very long time. Those are older subdivisions that have been there. But yes, so that subdivision is probably around, my calculation was about 0.97 units per acre. This is about 1.97 units per acre, so it's right at that two units per acre greater. But to your point, the watershed is 50 percent. It allows a BMP, with water quality control, you can go up to 50 percent impervious. I think in their current plans they're around 27, so they're meeting the watershed ordinance and so they're allowed to go to that density. The 2040 plan doesn't really separate watershed from watershed. If it meets that density, it has that consistency and then has that buffer to really say, yes, we understand that you're lower density, so we're going to have a nice buffer, then it meets that adjacent property requirement.

Commissioner Bergsman said do we have available what that section will look like once the road is widened and how far folks would have to go to U-turn around if they wanted to do left.

Mr. Priest said I just did a quick couple snapshots to give you an idea about that. The bottom righthand side is kind of a concept of where the U-turn bulbs are up on the top. I took the actual construction documents that we have and kind of circled the properties in question. In the red you'll see where their driveway is. Coming out onto 73, there's a U-turn bulb that you can turn left from, but it's really close right after you get onto 73, they'd have to make a really quick exit into that bulb to go east on 73. Now if they don't make that, which might be possible, they can go down to Terry Lane, there'll be a leftover that they could turn. Worst case scenario, if you keep on going to the left on the application, there's another bulb in between Cramur Drive and Sunset Drive, so those would be the locations to make a U-turn and then go east.

Commissioner Bergsman said do we know how close the edge of the property that's closest to the shoreline of Lake Norman.....how far away is it from the shoreline.

Mr. Priest said looking at the site plan and looking at the aerial photography, it does not have frontage on the lake. It's the park property to the east that has the frontage, but it's close. It's about 65' from measurement.

Robert Irvin, Irvin Law Group, said here with me tonight we have Ryan Cox from Red Cedar and Patrick Murphy from K2 Engineering. I'd just like to quickly go over a couple of these slides. *PowerPoint attached hereto as Exhibit No. 3.* You can see here Blythe landing to the east, Beatties Ford Road is going to be to the west, and then Lake Norman to the north. This is located in the moderate density and that moderate density designation contemplates one to three units per acre. This site is coming in just under two units per acre, so it fits that moderate density designation from the 2040 Community Plan. Here's why we're here today. We're going from General Residential to Neighborhood Residential. Single-family homes are permitted in General Residential and Neighborhood Residential.

What we're going to do is put a conditional zoning note on the plan that restricts this property to single-family residential, so it won't be any of these other uses that are permitted in Neighborhood Residential. The land use policy recommendations specifically that this site and this development follows the development pattern of the future land use map and it also supports the preservation enhancement of natural environment and scenic and cultural assets. But more specifically like what Brad said on EOS-8 is connectivity to the park and Blythe Landing. I'd like to ask Ryan Cox to come up and talk to you about Red Cedar.

Ryan Cox, Red Cedar Homes, said we are a local Charlotte based firm home builder and a developer, so we'll be self-performing on both horizontal and the vertical build on this project. Thanks to Brad for your recommendation. We are actively working with the town on their recommendations on revising. We met yesterday on the common open space piece, making it the extraordinary exceptional piece that they're looking for. We are open to all the feedback that they have continued to provide and we have continued to implement it and moved it from a separate location to the recommended location. We have met with the neighbors at the community meeting as well. We're creating additional buffer for their privacy on the back end of that BMP as well. But we're here to stay. We have worked with everybody with this project. We ask for your recommendation with this.

We actually started with 20 units on this project and after feedback felt it was a little too dense here, so we have scaled back. We were at 18 and then now after several rounds of modifications we're at 17

units. And as Brad stated, roughly 1.97 per acre, 17 total units. In the back here we're very proud of and have the opportunity to do this is to connect into Blythe Landing. We will have a paved trail tying into Blythe landing. There's recommendations that it's gated, non-gated. We have the community wants it gated, the town does not want it gated, so we're open to either direction here. The trail around the BMP is a heavy focus for us. Then we have a little small pocket park in the front, but that won't count as the common open space, but it's going to be a very small knit boutique field. It reminds me a lot of like a Saussy Burbank neighborhood.

You can see on the top end of the BMP or sand filter as you want to call it, there's a little gazebo area here. We'll put in a trellis gazebo sitting area, heavily landscaped. And additional feedback was as Brad presented with the additional pictures he provided, we're going to enhance landscape budget all around the BMP here, not only for the neighbor behind on the 40' buffer, but just for the aesthetics for the neighborhood for this is going to be a sitting area. Maybe we'll build a little floating dock or whatever it may be over this pond area. And then the trail to the park, giving the opportunity for all the neighbors to have access during park hours to go to the park and not have to go in and out with the ride and ride out to the traffic.

It's a great opportunity for this site. There's been a lot of eyes on this site to do larger density. We feel like this is a perfect fit for what could be built. If anybody looks our product up, we have everything down to entry level homes, up to million dollar homes. This is a concept that we'll be providing to Brad, but we'll have about five to six different elevations here, ranging from 2,500 to 3,800 is our target for square footage. Average is a four bedroom, three and a half bath, two car garage on every unit.

Commissioner Walsh said I understand you're working on or have a tentative agreement with Mecklenburg County for the path. I think in the Staff Report I think you said it was going to be paved. Are you committing to paving that?

Mr. Cox said only to our portion. If they want us to pave, we'll pave beyond up to a certain point, but the agreement, everybody's open ended to whatever. We'll do whatever both parties would like to do.

Commissioner Walsh said paving obviously helps people with walking issues, strollers, bikes, those kinds of things. How wide would the path be?

Mr. Cox said we have not had that direction yet, but I would say 5'.

Commissioner Walsh said in the Staff Report there was the plaza issue, is that what you were referring to. I read it a couple times. I was trying to figure out this issue over the plaza.

Mr. Priest said on the second submittal there was a plaza that was added to the second plan in the front on NC 73. Generally plazas are more in non-residential settings. They have buildings surrounding them. So again, doesn't quite qualify. What we were trying to say in the comments back to the applicant and then in the Staff Report is say if you want to go in the front and build that up, make a playground, fence it off, keep it safe from NC 73, that's fine, too, or you can focus on the back and then work on the mini park in the back with the entrance to the park. That's preferred I think. That's where we're going with it, but it was just in response to the second plan where they said how about we take this area where there's some existing mature trees and make that a nice park saying okay, we're flexible with that. But yes, our preference would be in the back where we started the discussion.

Mr. Cox said our focus will be around the common open space park in the rear. This is just a separate amenity that we're not asking to count towards our common open space use. It's just a separate use for the site.

Commissioner Walsh said then just finally, I agree with staff, no gated communities.

Commissioner Bergsman said I was under the impression that the storm water area was going to be a dry pond, but then I heard you mention a possible water feature.

Mr. Cox said it's possible water feature based on historical and Patrick, our engineer, can speak on that. We're not factoring this to have sitting water. The water feature is there if there's calculations that it can. This is just recommendation from several of our meetings that we had from staff that there should be a water feature there if we can. We assume this is going to be a dry pond.

Commissioner Bergsman said you did have one slide that had kind of a draft elevation on it and it looks like you are able to recess the garage.

Mr. Cox said so any plan that we do here is going to be brand new. Nothing in our Rolodex of plans that we, and so we will meet with, I'm blank on the names right now, Patrick Patterson and I can't remember the other names. We always go to them with our recommendations first, but these will all be two-story similar look to this. It'll have the recess garage. This porch isn't a good representation, but it would be a full width, probably a five by eight front porch sitting area covered.

Commissioner Bergsman said my main was just making sure and it sounds like you are going to commit to recess garages.

Mr. Cox said yes. We've built in Huntersville before. We did First Street, Parkwood. We're doing Walters Huntersville-Concord, so we're aware of what we have to do for the building permit.

Commissioner Bergsman said do you have a verbal agreement from the county for the trail connection?

Mr. Cox said we can have a signature tomorrow. We don't want a signature until we have finalization on the plans.

Commissioner Bergsman I was just wondering if it was still kind of an unknown, if you had a Plan B, but it sounds like it's not as much of an unknown.

Mr. Cox said Parks and Rec wants this, yes.

Commissioner Dumas said do you know offhand which schools this would serve.

Mayr Clark said this would be Barnett and Bradley.

Commissioner Dumas said I have a bunch of questions but honestly they're all about the comments that you've already said you're going to be working on. I guess I would just encourage you to keep talking about the tree save, the driveway width and the trail and the designs. I encourage you to continue working with our staff.

Mr. Cox said we've very open to that.

Mr. Irvin said we're also planning on having our next submittal in before the Planning Board, so the Planning Board will have it in their packets and then you will have it in the Town Board meeting.

There being no further questions or comments, Mayor Clark closed the public hearing.

PUBLIC HEARINGS

Petition #24-13. Mayor Clark called to order public hearing on Petition #R24-13, a request by Mission Properties, LLC to rezone +/- 19.08 acres located at the intersection of Stumptown Road and Statesville Road from Neighborhood Residential to Highway Commercial-Conditional District.

Jesse James, Principal Planner, reviewed the request. *Refer to Staff Report and Staff PowerPoint attached hereto as Exhibit No. 4.*

Staff can support the proposed plan if the following staff recommendations are implemented: (1) Revise the commercial portion of the plan to commit to at minimum two 2-story commercial or mixed-use buildings; (2) Revise the current multi-family architectural design to at minimum meet ordinance standards with a goal of going over and beyond; (3) Any TIA comments are resolved; and (4) Any remaining staff comments are addressed.

Commissioner Walsh said on the block length, the 740', I think you said you'll have some pedestrian crossings. What about any mini traffic circles or something to slow folks down.

Mr. James said I'll show it on the actual full site plan. That block length is there at the very bottom of the screen against I-77. Before that, when you actually come onto Maruti, you'll enter into a traffic circle and then you'll curve down, go over a crosswalk that is in front of that open space between Buildings 2 and 3 and then that's where that actual block starts after that crosswalk. It goes from the crosswalk all the way to the edge of the property, but you actually see that curvature in the road.

Commissioner Walsh said where's the 740' go to?

Mr. James said it would start from here and go all the way to there.

Commissioner Walsh said what about a little mini circle just to the left.

Mr. James said another possible way to break up that block would be possibly another crosswalk. I don't really see a need for a circle without an intersecting road.

Commissioner Walsh said what's that little road coming in.

Mr. James said that's a private driveway and they're proposing to add that connection, but it's not a public street.

Commissioner Hunt said there are some concerns about the road infrastructure where this project is located. Can you talk about the Route 21 Road Project?

Mr. James said the Statesville Road project, you can kind of see that improvement on the screen, but it'll basically mimic what is at Gilead Road. There'll be four lanes and a turn lane. The TIA is still in the works,

so I can't get into specific details on what was approved or not, but it's basically going to be an NCDOT improvement with wider streets, turn lanes, improvements for pedestrians along the frontage. There's a 10' side path along Statesville Road and Stumptown Road, so it'll look drastically different than it does today. It'll be wider with turn lanes.

Commissioner Hunt said do we know the date of completion or when they're going to start that project.

Stephen Trott, Director of Engineering, said we don't have a date of completion yet. I believe it's proposed to be let for construction sometime in 2027. I would guess three or four years, but that may depend on utilities and many other factors.

Commissioner Bergsman said if the Maruti disconnection happens and you go all the way down to what's already built, there's that little gap that's like a culvert right by the CATS Park and Ride. I am just curious if we have an idea of how feasible it would be to have some kind of pedestrian connectivity there.

Mr. Trott said that's something that can be evaluated further. The challenge where Maruti stops now is south of there may look like a public street, but it's not a public street. It's a private street through private parcels. That would all have to be evaluated for either a public street or some kind of pedestrian connection, but there's some topography challenges, a lot to look at.

Commissioner Bergsman said do you think there are less challenges with the pedestrian or it's an equal amount?

Mr. Trott said it's probably less because you're going to have less width to try to accommodate, but less definitely challenge.

Commissioner Bergsman said that's what I was assuming, but I don't like to assume, that's why I wanted to check. The Lofts, that adjacent project, is that 45 units?

Mr. James said yes.

Susan Irvin, Irvin Law Group, said I am going to go through a couple of slides and then Jason MacArthur with mission will discuss the actual project. *PowerPoint attached hereto as Exhibit No. 5.* I'm kind of showing where this is on the Land Use Plan just with a star to give you some location perspective where it is. I do think it's on the edge of the mixed-use center surrounding this property, as Jesse said, is commercial to the north and south. On the left 77, on the right Highway 21, so that probably because there's only one driveway cut off of 21, that is part of the challenge with the block length. This shows a little bit about one of the important things about the location of this project. It really provides because you've got commercial to the north and the south, what it does is it provides pedestrians for a future and present greenway and bikeway system.

This is the 2040 Community Plan. This is just a magnified version of that. It shows you where the property is relative to all these current and planned greenways, which really provide a pedestrian and a bicycle network to downtown and to Rosedale and to North Meck Park, to the Torrance Creek Greenway, Huntersville Business Park. It really does create a nexus between a lot of these.....the Carolina Thread Trail that goes along 115. The big idea of the 2040 Community Plan is to connect 30,000 people to a greenway by 2030 and the great thing about this property location is it provides some of those pedestrians to actually access these present and future greenways. Also, great vehicular

transportation options, the rapid transit in downtown, the rapid transit along 77 and the rail line downtown and all of those are vehicular options. This gives you a little bit better view of the roadway network.

I'm going to talk about one more slide before Jason comes up and that is attainable housing. As Jesse said, and it was a discussion between staff and the applicant, 16 attainable residences between 80 and 100 percent. That is definitely the highest number of the projects that have been and are being approved. And again, the key thing is this provides a place for the residents to live and the people that we're talking about living in attainable units are the people.....some examples are listed here, firefighters, medical staff, teachers, police officers, social workers, people who are important community members who we want to live in our community as well as work in our community. This is an important commitment and it's a great location for that.

Jason McArthur, Mission Properties, said just a few things to note about the traffic slide in front of us. We heard tonight that growth's coming. We live in a wonderful state, a wonderful region, and this is a great town. We've been working for about six months to get to the point where we are. These traffic plans have been in the works for five years or thereabouts. The only remaining right-of-way to be acquired for this plan to move forward is the right-of-way associated with this property right here. That's how close they are, they're down to one property owner and we're close to making that deal. I actually think these improvements will start sooner than 2027 just based on conversations with DOT. I can't bind DOT, but we think they're coming.

They're going to double the capacity of Statesville Road. They're going to reduce time waiting at that intersection by 50 percent. That's their projections. We are not to credit or blame for that. That's DOT. That happened long before we were on the scene and that will happen whether or not you approve our plan. It does present some challenges though. I would tell you our site is bounded by 77 and Highway 21 and Stumptown. It's a narrow site with a significant amount of topography. Because of those traffic improvements that DOT is implementing, we are very constrained where we can access our site. That's an important constraint for everyone to understand. We've been through literally about a dozen iterations of the plan. I know Jesse listed all of the items that are open. I want you to know if you'd done that three months ago, you would've been here all night.

It would've been a long list. We're down to a short list. We've worked together. Those curb cuts are fixed, they've been approved by DOT, they can't move to the left or to the right. They're the result of significant back and forth and negotiating that defines a lot of how the site can work. These access points are right in and right out. That's a very safe traffic movement to make, easy to get in, easy to get out. It's not great for commercial. Having said that, we have 44,000', 45,000' of commercial proposed. The commercial village in this slide is on the lefthand side, which is my left, your right depending on where you're seated. We've always contemplated, just so you know in our ask for density, that two of these buildings would be two stories. When we ask for 40,000' that contemplates two of these being two stories. We actually have a note asking for permission that we could combine any pair of two buildings into one single building and the reason we ask for that is hoping that we could get a medical office building.

It would work better with one larger building with a centralized atrium and so that's built into the ask where we've been a little shy is being shackled where we have to deliver that. There's already an Ortho Carolina building just up the road. We're going to go for a medical office user. We feel reasonably confident we can, but we have to plan for the what if we can't? Someone was asking about the timeline for all of this. If you all see fit to approve this in the course of the next several weeks, it's going to take us

about a year to complete the working drawings. It will take two years to build the apartments. It will take about three to finish the commercial village we think, so we're into 2029 before this thing is occupied and usable. Those traffic improvements may not be complete then, but there'll be substantially along the way at that point in time.

We've already been here. I'm not going to spend time on this. We're a small local developer. When we first sat down with the planners many months ago, we presented images of what we had in mind and all I would suggest in looking at these images that most of them have great outdoor spaces to them. We invited the staff to give us sort of guidance on the type of architecture that they preferred and I think what we heard from staff is we like the placemaking here, we like the outdoor part. If you do that well, there's some flexibility in how you skin the buildings. I'm not going to spend time, for the sake of brevity, telling you about Mission Properties. We're local. We've been in business as Mission for 21 years.

I left a giant national footprint developer because I just had a lot of personal investment in the individual projects and that was really a conflict with the big national developers, so I created a small company frankly because we care. We care about our community, we care about being excellent and if you look at our website, I think it supports that. Susan just suggested it might be good for us to briefly show you a project we did very nearby. This is a rendering that was developed for rezoning purposes in Cornelius three years or so ago. We've just completed the building, we've just CO'd it and there's the building. We think it's a very handsome building and we think we were faithful to what we presented and we just note that for you to understand you're not dealing with a company where whoever's talking to you today may change tomorrow. We'll be here.

We're the principles, we're the decision makers, we're the people you can hold to account. These were just some interior shots of that project. The venue on South Main, I hope you'll agree it's a lovely project. It's very high quality. Just moving along, we've talked about the site plan. I do want to suggest a number of things that I think the town's getting that are worthwhile. Maruti right now is a road that goes from nowhere. We will complete Maruti. We will build it at our expense. We'll give the land and the road once it's built to the town. It will connect to Stumptown Road. I do think ultimately it's inevitable it will cross the creek. We can't promise you we can make that happen, but I think it just when you look at it literally at 30,000', it wants to be a road that at some point outlets, at least onto Statesville Road.

The Lofts 45 project is four stories. Just south of us is a four-story hotel and so our project consists of both two, three and four story buildings. We chose again working in collaboration with the Planning Department to put the larger buildings not up on Statesville but on Maruti because it's really well nested from the two major roads and not many people are going to see that unless they're interior to the project. And so that's how we came up with the plan that we did. I would also note the pedestrian block we were talking about where the pedestrian crossing is on Maruti. It exists because we can't get a second curb cut. It really wasn't practical. DOT wouldn't let us have another formal block. We couldn't have a through block there and so we've created this road with some curvature to manage speed, the speed table and the roundabout elements.

We are certainly open to feedback on ways to improve this road. I would note it's tree lined. It has sidewalks on both sides and on-street parking, which should make an appealing place both to drive but also to walk and bike. Just moving on, just rendered images. What's circled is where the images are focusing. This commercial village has a couple different styles. It has pitch roof buildings. Those pitch roof buildings relate well to the architecture of the mixed-use and residential on the other side of the roundabout. You'll also note in some of those images, flat roof buildings. You'll note again there is two

stories shown. We would love to do two stories. We've asked for it all along. We're just guarded in guaranteeing you that we can force the market to have a medical office use and we're not sure that the kinds of retail uses that go on.

The second story would be frankly a benefit to the community or desirable. We just want the flexibility. We'll continue to work this out with staff, but where we will make good faith efforts to deliver that two-story building, if in the course of three years of marketing and leasing we haven't found users, we want the ability to finish the project and to build a one-story building. We've even offered to mass it as you see with the massing that really mimics two stories.

Moving on for the sake of time, this circle shows us an image from the roundabout. Both sides of this roundabout are activated with outdoor spaces gathering opportunities. The commercial village is one that we think would have a mixture of uses. It's 40,000' approximately, so that might end up being think of that as 20 stores of some variety. Those would be restaurants, those would be shops, potentially a dentist, a pediatrician, so on and so forth there. The outdoor spaces at that intersection we think are going to make for a nice experience for people walking around the roundabout, but also people driving through the roundabout.

Here's an image looking in a southerly direction from the roundabout, the mixed-use building. There's an opportunity for about three shops there. I can certainly imagine the residents themselves supporting a coffee shop, outdoor seating associated with the coffee shops. A graffiti wall is part of that. This is looking north towards the roundabout and towards the commercial mixed-use village.

Quickly to wrap things up, to the south are the larger format buildings. They're the most nested of the project, internalized screen with buffering and other large format buildings. Here's that throughway. We think this will be a nice element of the project. We think it will hopefully draw people who would be walking along Statesville into our project to a more scenic and quiet bucolic walk along Maruti. The carriage buildings, just again another format, another housing option to bring down scale to make it more residential in concept and more relatable to pedestrians.

Ms. Irvin said just so you understand the difference, this tax at build out, this is taxes to Huntersville. This is not just the entire county amount, this is the amount that would be paid per year to Huntersville by this project versus what's being paid now. The construction benefits, construction, job creation and permanent job creation. This gives you some ideas of the economic benefits and just to summarize the project benefits, attainable housing is at the top, pedestrian and vehicular connectivity, and downtown activation obviously complies with the Community Plan and the economic benefits, the NCDOT roadway improvements that are going in. I just wanted to end with that summary.

Commissioner Hunt said I'd like some additional information about the attainable and affordable housing rental units and so I really appreciate the explanations you provided and who would qualify and how those income numbers were determined. Who oversees the application process and how would one apply.

Ms. Irvin said that is a programming issue we have done already with the town of Huntersville on Town One. We work up an affordable housing program and that's something that goes through the town and we work on having a management group do that, so that could be internal, usually it's not and that would really be a decision that Jason and his team would make. I know you have attainable units on other projects, so you could probably answer how you do that.

Mr. McArthur said we have done attainable housing in other states and in Asheville here in North Carolina and Charleston and Jupiter, Florida. Generally, what we've seen is there's an annual report that's due in January summarizing the prior year and demonstrating compliance. That's how it's been done for us in past communities. This is a 15-year offer, just to be clear, that is 16 affordable units. Someone making 80 percent of MI today that number is \$59,400. If you're earning that, your rent discount here is \$300 to \$400 to \$500 a month depending on the floor plan. It's significant. It's a big benefit to librarians and government workers and all the people on that list and that will go on for a 15-year period of time and we hope that others in the course of 15 years will of course join suit and there'll be a bigger inventory, but it's what we can do. It's a heavy lift. I'll just tell you that 16 is a big commitment. We were pushed to that by staff. We didn't start there. That's when I started crying and they understood they'd broken me. So, 16 is what we can do.

Commissioner Dumas said for the other units, you have a wide assortment. Can you give us a range of what those would cost.

Mr. McArthur said I will give you my best guess. The reason I frame it as a guess is I'm predicting the future. I'm predicting the year 2029. If I can do it in today's dollars, that'd be more helpful. One bedrooms would likely be in the \$1,500 to \$1,800 range. There's some overlap with two bedrooms. Two bedrooms might be right at \$1,800 to \$2,000 and three bedrooms are probably cresting at \$2,200 a month in today's dollars and I have to tell you, it hurts me to say that, but that's just what it costs to build housing today.

Commissioner Quarles said thank you so much for using the word attainable housing and thank you for having examples of the type of residents that will live in attainable housing. We get quite a few comments about affordable housing, same concept, same purpose, but just the explanation of attainable. It brings value, it gives us a better understanding because our police and fire, teachers, they deserve to live in a good community such as Huntersville and I want to compliment you on that and thank you also because you guys know I always speak about economic benefits, so thank you so much again for that slide because I think that also brings value to what projects like this would do to us to help us offset our taxes.

Commissioner Walsh said I want to thank you for your commitment to attainable housing and those 16 units. They're important to us as a board and the town as a whole. I know that Jesse and you have both spoken about this two-story. I don't think we have to solve that tonight, but before this is approved, if it is approved, we need to get that buttoned down. The other thing is you are asking for 100 percent attached. We want to make sure we're doing everything we can from an architectural standpoint. I know when I look back at that, the multi-family, I know I've talked to staff about this, but maybe breaking up that roof line a little bit, the carriage homes, I think I heard some comment about the way they looked in the back type of thing. I'm not beating up on that, but I just really encourage you to work with staff to make sure we get those things buttoned down.

Commissioner Bergsman said do you have what the height would be on the tallest of the apartment buildings.

Mr. McArthur said I can give you an approximation, 48' is a pretty good guess. One of the things that we've done, and again I'm sensitive to comments about sympathetic really to varying a roof line. The architecture specifically shows hipped roofs. The reason that we did that is because you don't have a giant gable that's increasing that verticality right at the pedestrian edge the other way, so we've tried to reduce the sense of mass by having these, so there's an example of a gabled roof in the bottom right

where that vertical plane just is sort of staring down at you. What we've proposed though, the condensers would live on the roofs, but on the multi-family buildings, what you'll note generally to try to conceal some of the mass, what's going to rest the eye is that soffit, that eave there, that's not 48'. That's much closer to that 36' dimension. That's probably right at 40'. The roof because of the pitch and the pedestrian relationship to it, you're never going to see it. You're going to see it if you're in a helicopter, you're going to see it from a great distance, but you will not experience the roof itself. If you're walking along Maruti, by way of example, what you will experience is the eave line that's about 40', so it's not far beyond that 36' and it's not all buildings.

Commissioner Bergsman said this is a multiple building project and as others have said, I'm glad you're committed to attainable housing. Where would 16 units be located. Are you thinking they're all going to be in one of the buildings or are you going to spread them throughout.

Mr. McArthur said we would spread them throughout the building. That's the best way to do it.

Commissioner Bergsman said going from 30 percent to 100 percent, that's a big jump. I am a little curious why you didn't decide to go with a bit more of housing diversity, maybe incorporate townhouses or duplexes into the project instead of entirely multi-family.

Mr. McArthur said fair question. I will say our early conversations, we didn't get the sense that staff, maybe I misunderstood viewed it as a big ask, that it was an ask and what you needed were reasons and the road extension, the affordable housing, the new services, the mixture of uses, the high quality placemaking, we thought those were enough. In terms of doing townhomes here, carriage homes in our mind are a surrogate for that. There are four carriage home buildings on campus. Those are two story buildings. Same mass as the townhomes, same general size, they just happen to be flats rather than stacked products.

Commissioner Dumas said why a medical building. I feel like we have a lot of them and we need them. I haven't done any research to determine whether or not we need more. I'm just curious, why in this building.

Mr. McArthur said it's viable for a second-story use. That's why for traditional retail it's hard to find a mix of users that can survive on the second floor. You don't see very many retail projects with two stories, they're generally one level. For two stories, the quality of tenant does not diminish in medical office. You can have a dermatologist on the second floor and you're no less likely to go because they're on the second floor. It's a little different. You don't see in these situations with retail that have to have an outdoor catwalk and then an elevator to get there. It's just not as convenient as a big part of it and so what we tend to see are computer fix-it stores upstairs, kids gyms, theater space for the local YMCA, which may be viable. We're not against those things per se, we just can't compel users and prospective businesses to occupy the second floor. They have to want to.

Commissioner Rivers said going back to the attainable housing, this is a hot topic. Sixteen is an amazing number. That is the highest number that we have seen. I know you said that initially that was not your number. What was the initial number and how did you get to 16?

Mr. McArthur said the initial offer was 10. People don't like to talk about the economics of the project, but since you ask, I have to give you an honest answer. I'm not personally writing the check to build this. I'm the seed capital. We have to, my partner and I, raise with investors monies for this. They're profit motivated investors. Again, we can't compel them to invest. We have to be able to present an economic

thesis that's compelling. That rent discount, just so you understand how that translates and impacts the value of the building with 16 units at \$400 a month, that's \$6,400 a month. If you look at that over 12 months, that's \$84,000 a year of lost income. That devalues the building by about \$1.6 million. That's just the limit of what we can give back so to speak and still entice investors. That's just the honest answer. If it goes any thinner than that, we will fall on our face.

Mayor Clark called for public comments.

June Overcash said I'm one of the owners of the land. I'm a lifelong resident here in Huntersville. I'm retired from Charlotte-Mecklenburg Schools. I worked at North Meck and Bradley and I retired from Bailey Middle. I also have two sons. One's a retired police officer and the other one left being a police officer to work for Charlotte-Mecklenburg Schools. My daughter works here at Exit 23. She's a branch manager at Truliant Credit Union, so my family still lives and works in Huntersville. This property that we're talking about was my grandfather's homestead place where four consecutive generations have lived and farmed this land. We've talked to many developers who wanted to buy this property. First of all, none of the builders wanted to put any commercial there and the projects that they thought would work we're not of high quality as Mission Properties are. Jason and his team have a great reputation and they've done wonderful and special projects in the Charlotte area. This project he proposes is the only one we've seen with such high-quality design that includes commercial and residential that will really work together. We love the outdoor spaces and how the project connects to downtown and the greenways. We appreciate that so many first responders, school employees, just like my sons and myself, will be able to afford to live here and access all the great greenways to get to the destinations in Huntersville. This will work so well with the plans that you have currently for downtown and this project can tie into that perfectly. We truly believe that this is the absolute best possible outcome for this property and we hope you will approve it.

There being no further questions or comments, Mayor Clark closed the public hearing.

Petition #R24-15. Mayor Clark called to order public hearing on Petition #R24-15, a request by Station South LLC, to rezone +/- 21.29 acres located on Old Statesville Road (Parcels 01103213, 01121101) from Corporate Business - Conditional District to Transit Oriented Development-Residential-Conditional District for a mixed-use development.

Jesse James, Principal Planner, reviewed the request. *Refer to Staff Report and Staff PowerPoint attached hereto as Exhibit No. 6.*

Commissioner Walsh said you had the slide with the three phases. Were you suggesting that there's a possibility Phase 1 is only residential or multi-family.

Mr. James said Phase 1A is mostly multi-family. They're on the edge that's closest to Phase 2. You see you actually have some vertical mixed-use. These two areas are actually vertical mixed-use, so there's commercial within that. Phase 2 is the only just commercial with some small vertical mixed-use with the parking deck.

Commissioner Walsh said was there some concern about when Phase 2 would happen.

Mr. James said there's not any language in the plans about if the Red Line is funded, at what point that commercial node or Phase 2 would come online. I know it's not something that they can guarantee, but

Phase 2 does help really support the TOD portion of the plan and that's the ask for the zoning designation.

Michael Cox, Peak Development, said I represent the developer. *Refer to PowerPoint attached hereto as Exhibit No. 7.* I'm one of the owners of Peak Development. A couple of my other business partners are here. We worked with the Irvin Law Group as our legal team and then W&A Engineering as our civil. This is just part of our team. We are a local developer. We're from Charlotte. Combined experience we've done over 1,500 multi-family units, 350 townhomes, about a million square feet of retail, so we are very familiar with this product type, lots of experience with it and placemaking and planning and really excited about what we have here. To provide you where you're at, 73 is obviously going east to west here. Take a left onto 115. And as Jesse mentioned, we are Parcel 1 and 2 right there. I'm going to briefly turn it over to Cindy.

Cindy Reid, Irvin Law Group, said I just wanted to go over how this plan meets the 2040 Community Plan goals because Jesse did a great job of telling you how it meets the policy. I'm going to tell you how it meets the goals and it hits on all the goals. As Jesse said, it's the mixed-use center and we have activity and I think that's really important surrounding a transit station to have that type of activity that the community wants to come to and that the neighbors who live in that neighborhood will enjoy. We have a portion of the Mooresville to Charlotte Trail. It's really important because that's a real important section of the Carolina Thread Trail. It runs right along 115 and again future trail access and then walking trails throughout this development.

There's a big open lawn with a central pavilion for events to attract all the community. This is going to be a destination, a landing point for the rail for people who are using that rail and also a walkable community for the folks who live there. Again, this is a TOD development and so the plan provides transportation. This is an important aspect of this plan that it has the Red Line station located on it and it's also an extension of Seagle Street north/south connection. The plan provides the growth management because it is concentrating your high density around the rail station, which is exactly what the Land Use Plan is calling for to put density in that area and to put activity in that area. It also plans for economic development. There are small businesses and entrepreneurship can thrive with that steady customer base that comes from the density surrounding this because you have to have density built in order for these businesses and these restaurants to succeed and they're businesses that are lining the public space.

The plan obviously provides greenways and trails because it's providing that Mooresville to Charlotte Trail, part of the Carolina Thread trail, running along 115 and walking trails and bike trails throughout the development. It provides housing choices with townhomes, with multi-family and also with attainable housing. There'll be different choices in this walkable community. The open space, you can look at that and see how much open space it's trying to provide and it is providing, but I won't read you all those numbers. Again, there's that central public plaza and there's some different commercial plaza areas. In a discussion with one of you, I think that we mentioned that this could provide some relief to Birkdale by giving another place for people to go and another central pavilion and walkable retail. I would be remiss not to really emphasize this Red Line again, because this Red Line will be nice for Davidson, it'll be nice for Cornelius, but it's a game changer for Huntersville.

The Red Line, this shows you all the stations that have already been approved by CATS and then this project is located as shown by that star and it's right in the center of that Red Line station. There are 10 stations and 25 miles of track serving five municipalities in two counties. So again, a game changer and I think it's really cool that it's on this site and that Michael has worked so closely with CATS to make sure

it's going to be what it needs to be. Let's not forget the economic benefits. The current property tax is pretty low. It's only \$9,000, but at future build out it'll be \$180,000 plus per year. And again, that's for Huntersville, that goes directly to Huntersville. And then the construction benefits, you can see that they're over \$80 million and the construction job creation is 388 jobs. We always like to present this slide because I think it's important to show your citizens that we're approving new development, but it also lessens the pressure on you to increase taxes. It helps keep your tax base more neutral.

Mr. Cox said this slide here is the bubble diagram pulled directly from the Town of Huntsville's TODR ordinance. What I'd like to point out here is as you'll see there's a transit corridor, there's a stop right outside of the stop. In your plans you show a big open space. From there you have your highest density mixed-use surrounding the large open space. You're parking kind of to the side. You then step down in density to your apartments and then of course in the back is townhomes and recreational open space. What I hope you'll realize by the end of this is we tried in a collaboration effort to basically just make our plan exactly what I think you want, which is obviously what's in your ordinance. I think you'll see it looks pretty similar by the end. Starting with our site, what we did from the beginning is said, okay, what are the constraints of it.

We know 115 is on the southern border of this plan that you see. There's obviously a railroad track there. We know that the Mooresville to Charlotte Trail will go and run in parallel with the rail. We know there's a transit stop with the Red Line and we know that the circulation in the minor thoroughfare, which is Seagle Street, that's supposed to alleviate traffic, we're going to build out and donate to the town. My friend Dan Mayes is here. He'll admit that he has no interest in selling, but if he ever changed his mind, that will of course go up to Mayes Road, that'll go down to Sam Furr if the developer south of us works it out and hopefully alleviate 115. We know those are our constraints as we look at this. In bubble diagramming ourselves, we just started to mirror what you already have in your ordinance.

Where's the transit station. Okay, great. Let's add in the public realm. Let's add in the greatest density, the mixed-use. Let's then drop it down to the multi-family garden apartments. And then outside of Seagle Street, let's drop it down to townhouses. We continue to refine this plan.....started adding different nodes, different open spaces. How do you interconnect it all. How do you make it feel inviting and not like just a development where if you live there it's for you but otherwise it's not for the community. And so what we really tried to do was kind of circle as many open spaces as we could throughout the development in between buildings, in between townhomes and then ultimately knowing that we have to try to connect all this and make sure that not only the people that live here but the folks that are riding the Red Line as well as the local residents feel invited, feel welcomed, and know this is a place that they can go.

From here what you'll see is just what I said, adding in those greenways, adding in those parks to the open space, really large pedestrian-friendly sidewalks going throughout the different development, different pockets of places where you can sit, and park benches and everything else. So ultimately this slide is just representing your Zoning Ordinance. We said, okay, let's print 100 percent of the ordinance out. Let's put a checklist by every single thing. If we can hit 100 percent of what they're looking for, well then we know that we have a project that's in line with the 2040 Plan. This is just showing you that. Ultimately you get to what is our site here. You'll see the Red Line station, the platform itself is in the bottom lefthand corner. The Mooresville to Charlotte Greenway Trail is a really wide trail there. It's about 12' wide.

You come off the station through some really large accesses there. You kind of get pulled into the development, a really large center core area with a band pavilion that we hope to activate. The red kind

of in the apartment buildings is the vertical mixed-use. What you see here is we tried to create kind of a center nucleus, if you will, where everyone can hang out, eat, sit in the park, relax, walk around, and then as mentioned, you kind of step into the development as you get away from it. These pedestrian pathways are littered throughout parks, gazebos kind of in the top side on the right side. Again, just hoping that it is a place for the community and not just the residents. This is obviously if you're kind of sitting towards where the Red Line stop would be looking into the center area, you'll see the kind of large center park there.

What is not totally depicted here is in front of that clubhouse, that building on the right side of the park, what we've done there is we've through collaboration with Planning staff figured out that if we can put bollards here and on the weekends can activate, we can actually increase the size of the park, whether it's through events or something else so if people come, they get off the Red Line, the weekends we can make the park bigger, give more space for pedestrians, give more space to hang out and so we really like that kind of optionality of that road ebbing and flowing based on kind of what's going on in the area.

This is just a view of the pedestrian pathway, the landscaping. The hope here is that you think it's nice that we're walking through, we're looking at the commercial building. It's inviting. I know we're probably going to talk about the two-story buildings here. We did try to do our best here in making sure that it has some scale. I'm happy to talk about the difficulties with two-story retail, similar to how Jason did, but we wanted to make sure that for whatever we could do we did do on the scale of the commercial.

Last but not least, this is looking kind of from that commercial. The park is on your right side at the ground floor there, some mixed-use on the bottom looking at pedestrian trail. You're kind of looking east, but towards the townhomes in the back.

Commissioner Rivers said are you able to give me maybe an estimate or an exact number of the multi-family units proposed.

Mr. Cox said 278.

Commissioner Rivers said how many townhomes.

Mr. Cox said 64. There are six vertically integrated. You'll see with the parking deck, we're talking about a vertically integrated mixed-use townhome there in part because what we don't want to do in working with CATS is if there's just a four-story let's say parking structure there, we don't want everyone in the park just kind of looking into a parking deck and so what we've tried really hard is how can we align this with something whether it's artwork, whether it's a townhome, whether it's ground floor retail, to try to make it feel like you've gone somewhere versus your staring into a parking deck. That's where those last couple of units come from.

Commissioner Rivers said the attainable housing units, you said four.

Mr. Cox said four. I think I've mentioned on a couple of calls for us every day that we try to get further down the road with our pricing and everything else, we just see what we can add. We're ready to make a commitment to five. Hopefully that goes up. For the ones that we have we know that two are at 80 percent AMI, three at this point are between 80 percent and 100 percent. Hopefully we can continue to improve on that.

Commissioner Dumas said what about residential on top instead of business. Is that something we can do.

Mr. Cox said our original plan didn't have any vertical mixed-use. What is very difficult at this point in time is vertically integrating mixed-use in places that you're unsure about what the demand is going to be for retail. If this was in South End it's really easy to think about vertical mixed-use because you know the people are there, the demand is there. Best case on the Red Line I think you all have a better idea than me, maybe it's 2035. We know today that for every square footage of vertical mixed-use we add, it actually hurts our chances of the economic viability of the project, so we are committed because we want to make sure that we're thinking about 5, 10, 15, 20 years people enjoying this. We're doing as much as we think we can without trying to strap our project to a point where it just never gets built. I would have concerns that if you added residential above that commercial that you're setting yourself up for some trouble. That's just my personal opinion.

Commissioner Dumas said I should have asked this with the last project, but I saw it on one of your slides so it just triggered this question. Both projects have said that the attainable housing units would be available for 15 years. What happens at the end of 15. Is it possible that somebody who's in one of those attainable units would have their rent spiked.

Mr. Cox said I have not personally been in that situation.

Ms. Reid said at the end of the 15 years, the apartments go back to market rate. They are apartments, so they're 15-year deed restricted apartments.

Commissioner Dumas said for somebody who's currently living there, it wouldn't remain that, it could potentially make it so they'd have to move.

Ms. Reid said whoever is there at the end of their lease they would get to stay until the end of their lease if they're at that 15th year, but at the 15th year the apartment would convert to market rate. Also, I think I just misspoke. They're not going to be deed restricted, they're going to be as Susan described with Mission, it's through a program that we work with the Town and I have a lot of experience with that. I was the Affordable Housing Director for Davidson for 15 years, so I am happy to work on a plan. I know what I'm doing, so I'll be part of that Affordable Housing Plan.

Mr. Cox said I think it's obviously working on some standard kind of documents for attainable housing. For us, if we can make it work, we'd like to make it work. If that means we can commit to forever, I'm 100 percent ready and willing to do that, just have to figure out what's that look like, what can we do to put that in restrictions, things like that.

Commissioner Dumas said you have a lot of mix of residences here. What is your price range that you expect for these.

Mr. Cox said somewhere between, and I'm sorry I don't have our built-out square footages and so if it's okay I'm going to speak in price per square foot. I'm going to give you a big range. If we were opening today, these would be priced somewhere between \$1.90 and probably \$2.20 a square foot, which if you do the back of the napkin math on what Jason was saying, it's probably a similar price point to where he was at.

Commissioner Walsh said I know Jesse had spoken about, I think he called it urban modern design, but that breaking up roof lines. I know you are working with staff. I know there's been several iterations, but I would just strongly encourage you to continue to work with them to achieve those goals.

Mr. Cox said we're working with Cline Design, which is an architecture firm. We were hoping to have something by this meeting, just time kind of gets short. We will certainly have updated renderings, elevations, plans for Planning. We'll get it to them as soon as we can. We are actively working on that and look forward to hopefully presenting something that's exciting.

Commissioner Hunt said this project and the previous project both had multi-family. Can you tell us the percentage of multi-family homes we have in Huntersville. I think the number I heard last was like 17 percent, but I'm sure that's not up to date.

Brian Richards, Planning Director, said we're getting a study done right now to confirm everything, but right now it's about 75 percent or 80 percent single-family, about 20 percent multi-family, which is a good balance. You have to also remember we've got a lot of entitlements, so we're trying to figure all that in as to what will be built over the next 5 to 10 years, so that's about 80/20 single-family to multi-family.

Commissioner Hunt said do you know comparable numbers for Cornelius and Davidson, just for context.

Mr. Richards said we have the lowest percentage in Mecklenburg County of multi-family homes. Recently we had a little bump in the market, so we're getting close to on par with everybody else, but we still have the lowest percentage of multi-family of all our surrounding communities.

Commissioner Bergsman said one of the questions that I've got is kind of when looking at that area, like that plaza, the bandshell I think it was described on the site plan. I know what Transit Oriented.....I feel like there definitely should be a big focus on walkability, which you've mentioned, and also pedestrian safety. One of the concerns that I've got when all the parking spaces that are also around that area, what do you have planned in terms of making that a truly walkable, pedestrian safe part of the project.

Mr. Cox said pedestrian safety is of the utmost importance. What we have are really large pedestrian sidewalks. I know at this scale they obviously can kind of get lost and almost look like lines, but to give you a point of reference, the one that is coming off the Red Line station platform beside the apartment kind of directly into the park, that's a 12' wide sidewalk, so really big spaces for pedestrians to be to walk, landscape buffers around everything kind of like how you see there. Once they're on the sidewalk, they're there, they're in a large space, they're safe. Hopefully the landscaping is obviously a deterrent, things like that. They'll obviously be at a crosswalk and any striping necessary to make sure there's designated places to cross, so hopefully it's not a free for all right around the park.

Commissioner Bergsman said I see it on the concepts, are you committed to.....I know another way is using mixed materials, so either through paint or through surface materials. Is that something that you're definitely committed to in the crosswalk areas.

Mr. Cox said it is. We know that between concrete, maybe different pavers, different paints, different landscape areas, we want to make sure that this doesn't just feel like a kind of concrete jungle around it and we want to make sure that you're transitioning from different places. I don't know exactly kind of how you stand today in square footage of different types, but yet that is the intent.

Commissioner Bergsman said public art, are you planning.....like the previous presentation they mentioned a mural on the wall and things like that. Do you already have plans for a public art component through sculptures, murals.

Mr. Cox said I don't, but I love the idea. If there's opportunities and walls here, I'd love to engage the Huntersville scene. My business partners and I own a small restaurant call Fat Burrito and one of the things we did was engaged the Charlotte Art Scene, come in, gave them different spaces, allowed them to sell art within our restaurant. I know that's completely unrelated to this, but the point I'm making is if we could engage and there's opportunities to do that whether it's with the commercial spaces or anything else, I'm all for it.

Commissioner Bergsman said I'll put a plug in because if you've ever taken a walk on our greenway behind 760, there are a couple of sculptures there that are a part of a rotating exhibit and I believe those are available for sale. I think those are coming off of this round of exhibits in the next year sometime.

Mr. Cox said love the idea.

Commissioner Bergsman said you should talk to our Parks & Rec Department. You had one of the site plans up that looked a little bit different than what was in the packet, so I kind of just want to confirm the buildings kind of parallel to the rail line. Are those going to be a double façade with entrances from both sides.

Mr. Cox said do you mind explaining what you mean by that.

Commissioner Bergsman said like the one that's the vertical mixed-use, like the red and yellow and that section. I guess that one specifically since that has commercial, if that's going to be accessible from either side of the building.

Mr. Cox said yes and they'll look generally similar, too, if by double façade you mean if they look the same. People are going to be on the Red Line. They're going to see the buildings. Our plan and nor whatever it is in the development is not to cheapen kind of the rear of the building to save money. Aesthetically the front should look like the back, the back should look like the front, especially in this condition where people are on both sides, whether it's the rail, whether it's in the park, so there will probably be some nuance changes with planning on like the doors.

Mr. James said the greenway along the rail, that's actually the required frontage. That's an open space. Otherwise the parking lot where you see the other frontage, that's not a frontage under the ordinance requirements. If they would like for the parking lot side to also be a frontage they may do so, however the requirement is for the frontage to be along the greenway.

Commissioner Bergsman said I was definitely having the frontage along the greenway in mind. I've been on many train rides where you see the back of buildings.

Mr. James said that's a requirement of our ordinance. One of our comments on the last cycle was to make sure that they label the frontage of all buildings. I think they were intending to have that architecture along the greenway, it just needs to be spelled out on the plan.

Commissioner Bergsman said I believe it was Commissioner Dumas or one of the other board members asked about a second story on some of those and you kind of explained why there's difficulties with that. What about adding ground floor retail on the building....that next building.

Mr. Cox said are you referencing the building just to the right to the park itself or the next to the one on the trail.

Commissioner Bergsman said that one, yes.

Mr. Cox said similar to the vertical mixed-use, what is difficult is just the economics of it at this point. So for us, if I had a magic wand, and I don't mean this funny, I mean it seriously, I'd love to create vertical mixed-use throughout the apartment complexes and you would add more, but similar to what Jason said, we're the developer on record. We will be the seed capital to provide this. We know that we have to hit a certain hurdle rate in order to attract equity, in order to place debt. And so there just is a point in which the cost of vertical mixed-use exceeds your ability to finance the project and so at this point from a vertical standpoint, we think that we're at that cap before you would get really nervous about this project never moving forward. To try to prevent this being a stalled project, I know there is another one in Huntersville, we're just trying to be honest and transparent about what is doable, what's not, so we all don't get in a weird situation. If rates came way down and costs came way down, I would love to extend it. That's just where we're at today.

Commissioner Bergsman said we just had a previous public hearing with 16 attainable units being offered and I know you said you may be able to come up with five. No pressure, but that is important.

Mr. Cox said we started with kind of one and two and three and we've continued to inch up as we've gotten costs. I'm never going to be one that promises something to get through a rezoning. I just don't believe in it. I believe in being transparent of where I'm at. Where I'm at is five units. If I can do more, I will continue to make sure that I'm updating, do that in good faith. We have business partners with other projects that have upwards of 25 percent in some senior housing. It's not a lack of desire, it's just making sure we can get all this done.

Mayor Clark called for public comments.

June Overcash said I'm a lifelong resident of Huntersville. This property is located on Highway 115 and it's been in our family since the 1800's. My grandparents were Robert Neil Knotts and Maddie Mills Knotts and they were residents on this property all of their lives. Their farm was a staple in our family where everyone enjoyed family reunions, Sunday dinners, cookouts and shared ancestry while swinging on the front porch swing. Although the house no longer remains, this proposal is for the remaining portion of our farm. As a lifetime resident here and property owner in Huntersville in Mecklenburg County, the town has experienced tremendous growth which reflects changes to the town and surrounding areas. Huntersville continues to be a great place to live, raise a family, and have a career. When working with Michael Cox, owner of Peak Development, I witnessed firsthand the attention, detail and consideration exhibited in planning Station South Development. Station South will reflect the heritage of Huntersville and the small town family traditions. Our family is pleased with the proposed Station South development and upon completion it will provide excellent community space as well as an asset to the Huntersville area. We request the commissioners' approval for the proposed site.

David McDonnell said I've been in Huntersville since 1999 with my family. I represent the Lake Norman Church of Christ, which is an adjacent property to this development. We are in favor of the development

because it will bring additional foot traffic to our area, both residential and commercial. We like the fact that the traffic flow will be improved hopefully with these new roads in the development. We know that there will be a trail that will bring additional foot traffic and people will have exposure to not only our community church, but also to the community in general. We're excited because we know that the developer is doing a professional job at producing not only this project but a couple other projects in that immediate area. We've worked with them for a couple years now and we see everything being very positive and we encourage the Board to vote for the project.

There being no further comments or questions, Mayor Clark closed the public hearing.

OTHER BUSINESS

Fire Station No. 4 Park Master Plan. The Fire Station No. 4 Park Master Plan covers the remaining seven acres of land surrounding Fire Station No. 4. The Town conducted three public input meetings, conducted an online survey and received feedback on its social media pages. This plan includes walking trails, pickleball courts, splash pad, playground, shelters, open lawn areas and pollinator garden. This master plan also provides connectivity with the new Lake Norman Charter Elementary School that is currently under construction. The Town has an approved joint use agreement with the school for use of their new gym. The Huntersville Parks and Recreation Commission unanimously endorsed the Fire Station No. 4 Park Master Plan at their January 15th meeting.

Commissioner Dumas said there was talk at some point about a potential theme. I think there was talk about making the splash pad kind of like the firehouse. Was there a theme decided on.

Mr. Jaycocks said when we do a park master plan, it doesn't get into the details of the splash pad and the playground. Once we get further into that, we'll kind of get more feedback from the community, maybe through social media or something like that. This makes sense to be a fire station theme. That usually comes in the next phase.

Commissioner Bergsman said I feel like you guys almost always hit it out of the park with your master plans. Thank you to your staff for you do a great job getting community engagement and feedback and listening to that and incorporating it into the designs. Thank you to the committee, especially if you're working on a few of these at the same time.

Commissioner Walsh made a motion to approve the fire station for Park Master Plan.

Commissioner Quarles seconded the motion.

Motion carried unanimously.

Park Master Plan attached hereto as Exhibit No. 8.

Board of Commissioner Committee Assignments/Advisory Boards. Mayor Clark said we are kind of evaluating the workload of staff and the committee appointments for the elected officials and also just making sure that we have enough balance.

Anthony Roberts, Town Manager, said the first page you have in front of you now is basically the committee assignments for the boards for various agencies that are out there. *Refer to PowerPoint attached hereto as Exhibit No. 9.* We just highlighted a few. There's probably others that need to be

added and/or highlighted. Ultimately, we're looking for feedback from the Board. Sometimes your schedules change. Obviously, you may take a new job and you can't meet on Wednesdays or whatever. We just want to make sure we get this right, take some off, add some, move people around if need to be moved around. We'll be looking for feedback from you on that.

There are a couple other slides that were in your presentation. I won't go through all those. At the last meeting you told me to come back and get staff to give you information on sort of how many times these committees are meeting, who's attending, etc.

I'll pick on the Board of Adjustment. Not that they didn't want to meet, we just didn't have stuff for them to meet about. The Board of Adjustment for example, I don't think they've met in like 12, 13, 14 months. Well, they hadn't had anything. It's not their fault. There has to be a Board of Adjustment in place, but there are many ways you can handle that. You can keep a separate Board of Adjustment. You could combine them potentially on the Planning Board. Some towns, typically probably a lot smaller town, sometimes the actual board is the Board of Adjustment. I'm not recommending any of those, I'm just giving you examples. The Huntersville Ordinances Advisory Board may have met 4 out of 12 times or 5 out of 12 or 13 times.

The Planning Board pretty much meets every month. Sometimes around Christmas they may not meet, but they typically meet. For us we just need feedback, what you want to do, if you make some changes. I think one of the boards we changed recently was the Arts Committee because they were not needing to meet as much, so we made some changes to allow them to meet quarterly. Emily had to come back and do some changes to the bylaws, bring that back to you for changes. I'll stop there and just say if there are changes to be made to these various committees, there may need to be some bylaw changes. There may be some changes that are needed even in the zoning and/or subdivision ordinance if they're applicable there. We would need to do a little more homework and bring those amendments back to you if need be.

Mayor Clark said the Board has been kind of reviewing this committee assignment thing to try to figure out how to balance this because in addition to taking on Lake Norman Transportation Committee, I also have Metro Mayors, which has added additional an commitment for me. We're still working through the different things to figure out who can take on some of these responsibilities. That's still in progress. The Environmental Sustainability Committee meets monthly. They are content to continue to do that. I had that input from Commissioner Hunt. The Greenway Trail and Bikeway Commission, they are content to continue to meet monthly and they do a lot of work. Obviously, Parks and Rec continues to meet monthly because they have a lot on their plate and they're doing lots of hard work for our different aspects of the Parks and Rec Department. We'll have one change to that coming up just to one member dropping off. The Planning Board continues to meet monthly as they're obviously very busy. If you've seen all the public hearings we have, they continue to stay busy. We will be replacing some members in June. And then that brings us to the Board of Adjustment. We will throw out that for discussion on what to do with that, put it under the Planning Board, revisit it in six months, we can discuss that now. And then Public Arts also has already changed to quarterly, so they're good to go. And then that also brings us to the Huntersville Ordinance Advisory Board, which has not met over the past few months. There are only three members currently left as some have dropped off as their terms ended. We need to discuss both the Board of Adjustment and the Huntersville Ordinance Advisory Board.

Commissioner Walsh said I'm going to kind of go through these. First of all, in reference to the Huntersville Ordinance Advisory Board, certainly had some discussions around that, but the duplicative nature of it, the fact that nobody else in North Carolina has one, so it would be my recommendation

that we dissolve that. For the Board of Adjustment I think we can create some efficiencies by bringing them in under the Planning Board, potentially look at some alternate positions for them. As you said, they haven't met since we have been a board and I think the Planning Board can handle that and would have that experience and knowhow given how few times the Board of Adjustment meets. One of the things we all run into here is that we're like every month or every other month, we are appointing people and people come off and sometimes there are people who serve on those that want to serve on another one. I think a more efficient way to handle that is to align all of the appointments. I don't mean that we're replacing the entire boards, but to do that in our first meeting in March. It would allow our Communications Department to start in early January really getting the word out to our communities because sometimes, in fact I just had somebody reach out to me the other day and wanted to know about the Environmental Sustainability Committee and I'm like, I don't remember when new appointments are coming up. One of the things we could do is create some real energy around these appointments. Do it in January, sometime into February, announce it, get people behind it, do maybe some meet and greets, those types of things. And then do the appointments our first meeting in March and then the only time during the year we would have to deal with it would be if somebody drops off, so it would be kind of a one-off appointment. In order to implement it, I don't think we have to get in the details right now, but we'd have to just spreadsheet all the current boards. Years ago we somehow got out of sync with the Greenway Committee. One year we were appointing four people, the following year two and the following year three. What we did is we just extended somebody's term for a year and that allowed us to get back on that appointing three every year because kind of don't want to lose that institutional knowledge. We could spreadsheet everybody, figure out when the appointments are up, do we extend and how we handle that. The final thing I think just to create some consistency, currently this board meets and the Greenway Board meets at 6:00 p.m. Parks and Rec and our Planning Board meet at 6:30 p.m. I would advocate that we just start all of those meetings at 6:00 p.m. Obviously, the Environmental Sustainability would stay at 3:30 p.m., but just again to create that consistency across all our boards. What time does the board meet. It's 6:00 p.m. So those would be my recommendations.

Commissioner Rivers said just for clarity, the Huntersville Ordinance Advisory Board, you stated that they have how many members left.

Mayor Clark said they have three left. They had two vacancies and then the remainder of the members which were seven still active, their terms on their appointments ended at the end of February.

Commissioner Rivers said I know, Commissioner Walsh, you spoke about the time and the consistency. I can understand the 6:00 p.m. I think being a part of committees, I think they should be governed based upon accessibility for people. And what I mean by that is making sure that people are able to get to those meetings on time. Maybe those times vary because of making sure that people are able to get there. Some people work so they might not get off until 5:30 p.m., 6:00 p.m., so 6:30 p.m. may be best. I think with the time maybe those need to be governed based upon the need of the committee. That's just my thoughts on that.

Commissioner Dumas said I agree with Commissioner Rivers. I think when it comes to the timing of things, the committee should have a say in that. I think that if we have that on the information on the application, people can apply based on their schedule and it doesn't restrict somebody from being able to do that. I like the variety that we have with the times. I think we should keep that. I have had some thoughts over the last few months about HOAB and whether or not there's different ways that we can utilize that board. I do agree. Since we don't, we're the only one in North Carolina, you're absolutely right that has it. I am not sure if it makes sense to eliminate just for that reason. If I'm in the minority, I am fine with that. I do wonder sometimes if there's ways as a board where we have things we want to

research and I think the NDO is a good example of that when we talked about it last week. We could ask them to research, is this something that we want for Huntersville, that people want for Huntersville. Can you do that research for us. I feel like there's a way to utilize them, but I don't know exactly all those ways that could possibly be.

Commissioner Bergsman said I'm going to go in the opposite order that you listed them, just to mix things up a little bit. I guess my question on the times is, when I was on Parks and Rec it was 6:30 p.m. It's still 6:30 p.m. I'm just curious if there's a particular reason for that, but that can be a Michael Jaycocks question later. On the surface of it, I'm okay with making it consistent for the most part across the board, but I probably would want to just hear input from current commission/committee members and staff before 100 percent agreeing. You said aligning the appointments to March I think is a great idea. I am also often confused and not remembering which time of year is which committee. That would give an opportunity I think it would be lovely to kind of bring back the idea that we invite applicants for a meet and greet before we make appointments. I think that would be easier to do if they were all at one time a year. In relation to the Board of Adjustment, my opinion is.....I feel like we get a lot of folks that are on the Board of Adjustment that then apply for another committee because it's not very active. At the same time when they would have something I think it's very important that the people who are hearing that have experience and it wouldn't be their first time in participating on a committee because they don't meet very much. I feel like looking into rolling it under the Planning Board could be potentially a good idea. I just want to hear Staff feedback on that. With HOAB, I concur with Commissioner Dumas. The fact that we're the only ones that have that committee is not necessarily an end all be all argument for me. I do think that there are opportunities to explore looking into staff or board directed input in regards to municipal ordinances like an NDO or other things like that. On that one I'm not at this moment in time interested in dissolving it.

Commissioner Walsh said just a couple of follow up things. When I'm suggesting we go to 6:00 p.m., I don't mean the next meeting, it might even be the March 1 type of thing. I think there's a couple reasons, not only the consistency but also impact on staff having to wait until 6:30 p.m. Also getting people home a little bit earlier. I know because at one point served both on Greenways and Parks and Rec. For me it was just they were starting at 6:00 p.m., were usually done 7:00 p.m., 7:30 p.m., getting home at a decent time as opposed to just going a little bit later in the evening. I would say with the dissolving of the HOAB, if the idea is to use them for other things, you're probably going to have to redefine their mission anyway because that's not their mission to look into certain things.

Actually their mission way back when is not even what they're doing currently, but you'd probably have to dissolve it anyway to form something that would address some of the things that you really want to do or potentially that we'd want to do as a board. Again, my suggestion is to dissolve them and if you want to create something, kind of like when we had the Environmental Sustainability Committee, that was a brand new thing and we defined what we expected of those. That would be my thing of the HOAB is trying to put a square peg in a round hole and that doesn't make a lot of sense to me.

Mayor Clark said one idea that I also had which came out of having discussions with the current Planning Board members was to add alternates to the Planning Board. That was something that they had mentioned that there isn't kind of a succession plan. I wanted to throw that out as an idea as well, to maybe amend the Planning Board structure to have three alternates and then as those members drop off or they need to resign because they move or whatever, we have a bank of people that are ready to move into Planning and then they would get the same training and same information that the active members of the Planning Board had.

Commissioner Dumas said would alternates go to the meetings, so they would have the information, they just wouldn't participate.

Mayor Clark said they would go and have the information. They wouldn't participate but would be kind of members that would be kind of members in training. They would get the same information. If someone had to leave or drop off, they would be available to replace somebody immediately.

Commissioner Dumas said maybe I'm not following the Board of Adjustment reporting through that.

Commissioner Walsh said we don't actually have to have a Board of Adjustment. We have to have somebody do it. The Planning Board and/or the Town Board can do it. Back on a previous board I served on, the Board of Adjustment was a little bit more active. They did have alternates and they did attend the meetings. They did not vote. What they became is the bullpen. If you think about it, I mean whether it's the Planning Board or whatever, they're making important decisions. It was an opportunity for somebody to be appointed to that board and not meeting one get shocked into a decision. I think it's probably a good idea if we added alternates to the Planning Board, then they get some time to sit it out a little bit, attend the meetings. They don't vote. I don't remember all the particulars on if they were allowed to ask questions, that kind of stuff. But anyway, it was an opportunity to kind of be in the bullpen.

Emily Sloop, Town Attorney, said for the quasi-judicial matters that the Board of Adjustment handles, the alternates are not allowed to actually participate in the evidentiary hearings. They can sit and listen, but they can't actually interact.

Commissioner Walsh said I think that would be a great idea, have your nine members, however many alternates, three alternates, whatever. You would dissolve the Board of Adjustment and those functions would then be transferred to the Planning Board.

Ms. Sloop said there would be several procedural steps that we would need to take in order to dissolve them, reassign those duties to the Planning Board. We would have to have a text amendment to redefine that in the ordinance. Also, we would need to have essentially changes to those rules of procedure for the Planning Board. Obviously, other things later down the road training, etc. There would be several steps that we would need to take to make sure that it all came to fruition.

Commissioner Bergsman said would we be able to, if two things are happening concurrently, possibly dissolving the Board of Adjustment and creating alternate positions for Planning Board, can we give priority or some kind of way to offer it to current Board of Adjustment volunteers if they're interested to the alternate spots on Planning.

Ms. Sloop said to the alternates that we don't currently have that would be new, that would be up to the Board as to who they wanted to appoint for the alternates, but my understanding and correct me if I'm wrong is that you wanted the current Planning Board members to assume the duties of the Board of Adjustment and those members would stay on the Planning Board until their term expires and then once those terms expire you could reappoint new members.

Commissioner Bergsman said if we create three alternate positions for Planning Board at the same time that things are moving forward with the Board of Adjustment, can we offer to Board of Adjustment volunteers, because we would have to have applications for those alternate positions because we don't have them currently.

Ms. Sloop said that would be up to the Board as to who they wanted to appoint.

Mr. Roberts said it could be the three remaining HOAB members, it could be the Board of Adjustment members, it can be whoever you want it to be.

Commissioner Hunt said I'm going to weigh in on all the things. First, I like the idea of making appointments at the same time. I think that sounds good. I understand wanting to make the timing work and have everything be at 6:00 p.m., but I agree with the others that it should be based on what the committee members can do. We've heard people say that HOAB can be a good training ground for the Planning Board, but also that it's duplicative of the Planning Board and that's coming from people on the Planning Board who have said that. I think it makes sense to have some HOAB folks be alternates to the Planning Board so they have the option of being appointed to those positions.

Mayor Clark said I've kind of made notes here. I'm just going to go through them one by one. We just need a head nod if we want to ask staff to make these changes.

Ms. Sloop said a straw vote is fine. If you want to go group by group in terms of or board by board, commission by commission, as to what changes you want to see. If it's something that you want to apply to all of them, such as the appointments being made in March, then you could say for all of them.

Mayor Clark said we'll start with Planning. For the Planning Board the two items we had were add some number of alternates for that and then roll the Board of Adjustment responsibilities to the Planning Board.

It was the general consensus of the Board to have staff look into the changes.

Then the next one was for all advisory boards to move appointments to begin on March 1, 2026.

Commissioner Walsh said we would vote on the first meeting in March, so they probably would become effective April 1.

Ms. Sloop said for that one I did mention to Commissioner Walsh just because this was something that was kind of new and we haven't necessarily vetted, we would want to at a staff level go back and review all of the different sets of rules of procedure and bylaws just to make sure that is doable. If it is something that is doable, we can move forward with that. If there's any reason why the appointments could not be made in March, we would let you know. If you want to direct us now to start researching that and moving in that direction, we can.

Mayor Clark said the head nod would be for directing staff to explore moving all advisory board appointments to be made at the beginning of March going forward.

Commissioner Bergsman said is the idea that if this was for March of next year, because I know Planning is coming up in June, so are we thinking that it would be extending any terms until next March.

Mayor Clark said pending what staff says, it would either extend and/or shorten terms for certain people depending on who's impacted. They would have to research all that and let us know if that was something feasible to do.

Commissioner Bergsman said my head nod is going to come with an asterisk.

It was the general consensus of the Board to instruct staff to explore moving all advisory board appointments to the beginning of March.

Mayor Clark said if we roll the responsibility of the Board of Adjustment, then we kind of need a head nod for staff to explore dissolving the Board of Adjustment and rolling it to Planning Board.

Ms. Sloop said if you do assign all their duties to the Planning Board, they won't have any duties left, so they would need to be dissolved.

Mayor Clark said is that a motion or still a head nod.

Ms. Sloop said as to that we would need to clean up the ordinance because right now the ordinance includes a Board of Adjustment, so we would have to when we're making the text amendments to assign the duties to Planning Board. We would have to remove the language related to the Board of Adjustment and then you would have to from a procedural standpoint essentially pass a resolution stating that you are dissolving the Board of Adjustment.

Mayor Clark said again, it's directing staff to explore and amend the rules that we currently have that would ultimately dissolve the Board of Adjustment. Is that what we're head nodding.

Ms. Sloop said correct. You all would pass a resolution to dissolve the Board of Adjustment. We would do a text amendment to clean up references for both the Planning Board and the Board of Adjustment and then also for Planning Board at the same time we would simultaneously update their rules of procedure to change their duties.

It was the general consensus of the Board to instruct staff to move forward with documents to dissolve the Board of Adjustment and assign those duties to the Planning Board.

Mayor Clark said the last one is HOAB. One discussion is just dissolve it all together. I don't know where we stand with Board members wanting to dissolve it all together. We have two people that said no.

Commissioner Dumas said I think Nick's comment at the end about that's not the purpose of what they are now. Based on my thoughts of how we could use them, if we need that, if we want to do that, that would be creating something else. I'm fine with dissolving based on that.

Mayor Clark said if we were to create another thing, I have a parentheses for what we would call it to do special Board assignments or some such thing, we would have to dissolve the HOAB I believe to make that make sense.

Commissioner Bergsman said is there a commitment to doing those two things concurrently.

Mayor Clark said yes, it would be. One thing is dissolve HOAB. The second thing is form a special projects board, I don't know what we're going to call it and we'll have to have staff explore and define both of those things.

Commissioner Walsh said obviously I'm for dissolving the HOAB. I think we probably need some more discussions on creating a new monster so to speak. I'm not against it, I just think we need to think through it, if we need it and what we want to do. Probably monster was a bad choice of words.

Mayor Clark said if we create a replacement entity that is for special projects or research for the Board that would function in a different way of the HOAB, do we have a head nod to dissolve the HOAB as it currently stands. Mostly, yes. We're directing staff to address that. And then the parentheses with no title entity for special projects or research or whatever we want to call them is we will just continue that discussion and figure out that that is as a Board what we want to make that be.

It was the general consensus of the Board to instruct staff to move forward with documents to dissolve the Huntersville Ordinance Advisory Board.

Mr. Roberts said we've got it – two resolutions to dissolve the BOA and HOAB.

Ms. Sloop said there's a little bit more to it than that, but we'll take care of it.

Legislative Priorities. Anthony Roberts, Town Manager said, the committee that worked on this was the Government Affairs. I think it may have been Mayor Pro Tem Hunt, Commissioner Quarles and the Mayor on that committee. We had staff, I think Emily and Bobby were involved, to help bring these priorities together. I'm not going to read all these. You have seen them hopefully at least a couple times. Ultimately, we just want to make sure these are the legislative priorities of the entire board that we would be moving forward with.

Commissioner Hunt made a motion to approve the 2025 legislative priorities. Commissioner Rivers seconded the motion. Motion carried unanimously.

Legislative Priorities attached hereto as Exhibit No. 10.

CLOSING COMMENTS

Commissioner Rivers wished Commissioner Hunt and Commissioner Bergsman a happy birthday.

Mayor Clark wished Commissioner Hunt and Commissioner Bergsman a happy birthday.

There being no further business, Commissioner Rivers made a motion to adjourn. Commissioner Hunt seconded the motion. Motion carried unanimously.

Approved this the 22nd day of April, 2025.