

**TOWN OF HUNTERSVILLE
TOWN BOARD MEETING
MINUTES**

April 1, 2025

**6:00 p.m. – Huntersville Town Hall
101 Huntersville-Concord Road**

PRE-MEETING

The Huntersville Board of Commissioners held a Pre-meeting at Huntersville Town Hall, 101 Huntersville-Concord Road, at 5:15 p.m. on April 1, 2025.

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

Mobility Plan. Heather Maloney, Transportation Planner, reviewed the Huntersville Mobility Plan. *Refer to PowerPoint attached hereto as Exhibit No. 1.*

There being no further business, the Pre-meeting was adjourned.

**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 April 1, 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

- Pottstown Community Workshop is tomorrow.
- Announced HPD events for the month of April.

PUBLIC COMMENTS

National Child Abuse Prevention Month Proclamation. Mayor Clark proclaimed April 2025 as National Child Abuse Prevention Month. Police Chief Barry Graham noted that HPD will be doing a National Child Abuse Prevention ceremony on April 11.

A PROCLAMATION FOR NATIONAL CHILD ABUSE PREVENTION MONTH

WHEREAS, children are vital to our state's future success, prosperity, and quality of life as well as being our most vulnerable assets; and

WHEREAS, all children deserve to have safe, stable, nurturing, and healthy homes and communities that foster their well-being; and

WHEREAS, child abuse and neglect is a public responsibility affecting both the current and future quality of life of a state; and

WHEREAS, parents need support and resources to cope with stress and nurture their children to grow to their full potential; and

WHEREAS, effective child abuse prevention strategies succeed because of partnerships created among citizens, human service agencies, schools, faith communities, health care providers, civic organizations, law enforcement agencies, and the business community.

Now, Therefore, I, Christy Clark, Mayor of Huntersville, do hereby proclaim the month of April as "**CHILD ABUSE PREVENTION 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 1st day of April, 2025.

Greenway, Trail, and Bikeway Commission Update. Geoffery Locke and Ken Stuart provided an update from the Greenway, Trail, and Bikeway Commission. *Refer to PowerPoint attached hereto as Exhibit No. 2.*

Jeremy Golden (Samantha Bocook and Christine Wolak deferred time) said I just want to acknowledge that I'm not a resident of Huntersville, but I did grow up here. I went to North Meck High School right up the road and Huntersville is where, you know important to me, I realized that I was gay, which was not fun. I want to be very clear. This community was not as accepting 10 years ago as it is today. It wasn't fun. There were parts of me at the time that due to that, it made it harder for me to accept who I was for me and when you're in that position of having a tough time accepting who you are, you want to be able to lean on someone and it's a lot harder to do that when your community has made it clear that you can't lean on them.

When I finally did decide to accept who I was and come out at least to myself, I started looking and daydreaming about where else I could live, because I knew Huntersville was not the place I could do that. I dreamt of living in California, New York, DC and that's why when I did get the opportunity to go to college, I didn't stay in North Carolina, I went elsewhere. I went to Syracuse University in upstate New York and I actually decided there to study politics and religion because while at that point in time I had learned to accept who I was, it still bugged me that there were people in the community that I grew up around that did not accept who I was.

I spent four years trying to answer the question of what would make someone disagree or feel the compulsion to hate someone based on their identity and in four years all I got was a really expensive piece of paper and could not for the life of me understand how someone could look at any religious texts and justify hatred, especially the one that I studied. There are ways to construe it, but you have to want to get there. You have to want that to be your outcome.

When I moved on from that degree and got into my career and at the time I moved to DC, I did have the pleasure of watching Huntersville from afar and seeing this community really change significantly, which is why when the election nearly two years ago, I've got to be honest, I nearly was moved to tears that night because of this commission's election. It represented a very drastic change that even I wasn't sure was going to ever happen. That's why I'm speaking here tonight in favor of the nondiscrimination ordinance. It's important that those in the community be able to know they've got someone to lean on.

This ordinance doesn't just create a policy, doesn't just create a system to combat discrimination. It gives people a place to go and a place to look when they have been discriminated against. That is more powerful than just the words on a paper or a fine being levied. That shows people that they are welcomed here. That election represented a rejection of politics used to dominate this area and drove me away and I think that moving forward Huntersville has the opportunity to show and solidify the difference that this community wants and showed in their election of this commission that they wanted that change.

I urge the commission to support the NDO because this doesn't just create the policy, it sends the message and creates the commitment to the community that I could have used when I was growing up here. When a kid is alone, they're going to look anywhere for community, for love and for comfort. I think it would be really great if kids growing up in Huntersville did not have to look so far like I did. That's why I left for so long. I'm proud to be back. I'm proud of who I am. I love who I am and I want everyone else to know that they not only should feel the same way, but that Huntersville is going to commit to that as part of their own community values and they're going to put their money where their mouth is and pass this NDO.

To those who would feel compelled to say that this NDO by nature discriminates against them, I would just ask why you feel that your identity is threatened by your inability to threaten someone else's identity. It is not. There's no religion, there is no God, there is no scripture that tells you that hate is necessary. I want to impress upon everyone here that this has not just been endorsed by people in the queer community, not just the LGBTQ caucus of the democratic party, but the young democrats, the African American caucus of the democratic party, the Hispanic caucus of the democratic party, the Jewish caucus of the democratic party, as well as groups outside of the democratic party including the black political caucus of Charlotte-Mecklenburg. This is not partisan by nature. It doesn't have to be and it shouldn't be. Sadly, we live in a country now where that is where things are headed. Huntersville has an opportunity to show where Huntersville's values are, and I think that this is the right time to take that stance.

Beejay Caldwell (Shawn Caldwell deferred time) said I live on New Haven Drive but I spend a little time in the Pottstown area and some of the residents on Church Street are having some serious problems with homelessness and we don't have every home with people living in it, so a lot of things go unnoticed and unchecked when you don't have eyes and ears in every household.

Speeding cars and tractor trailer rigs use Church Street instead of Verhoeff Drive. Parents of students at Lake Norman Charter School use it, too. There are two plants in the business park that employ people in two shifts from 7:00 a.m. to 7:00 p.m. and years ago one of the town managers contacted the plants and asked the CEO's to inform employees of the speed limit and adhere to it. Many vehicles travel faster on Church Street than they do on 115 and residents would like to have the speed checked by an officer or the automated device. Speed calming devices could be a great help, but we know we're going to really work that for Dellwood first because neither street has any sidewalks.

The leash law for Mecklenburg County, all animals except cats need to be on a leash or contained within a fence or an operable and marked invisible fence outside of their own yards and dogs, they need to be under physical restraint at all times. There are dogs living in a car and I know the dogs can't open the car doors, but this is what's happening. I've seen it. At my house three dogs attacked my car and this was last year, but I did get the Animal Control lady to come out. My car had to be repaired but the owners don't necessarily let the dogs loose. They do what dogs do, they go under the fence. When the dogs' owner is not there we are left as prey for those dogs because they are vicious and they will bite, so

we need to try to get people to adhere to the leash law at least as much as possible. Neighbors are afraid to go out because when they run loose, you never know when they're going to attack. Seniors in their homes, you're not comfortable going out when you see them because you don't know whether they are going to come at you or just looking for food.

I'm asking the Town and Bobby has already said that he has given the information to the right people and so we hope that other people will be on the lookout and know that we would like some more help in the Pottstown and east Huntersville area because we're living in perilous times and we don't want dogs running loose because we don't know whether or not they are part of a pack or part of those dogs that run wild, coyotes, because we can see them because I'm still in a wooded area.

We appreciate what the new Board is doing and all the people that are coming out and so we really need sidewalks and we really need speed calming devices on Dellwood and Church Street. We don't have as many children on Church Street as we have on Dellwood, but sometimes I'd frequent church there and it's really you're taking life in your hands so maybe we can get the calming devices on Dellwood as soon as possible.

AGENDA CHANGES

Commissioner Rivers made a motion to amend the agenda by adding 10.E, appointment to the Environmental Sustainability Committee. Commissioner Walsh seconded the motion. Motion carried unanimously.

Commissioner Bergsman made a motion to adopt the amended agenda. Commissioner Rivers seconded the motion. Motion carried unanimously.

CONSENT AGENDA

Approval of Minutes. Commissioner Quarles made a motion to approve the minutes of the February 18, 2025 Regular Town Board Meeting. Commissioner Walsh seconded the motion. Motion carried unanimously.

Gibson Park Phase II Construction Contract. Commissioner Quarles made a motion to approve the Gibson Park Phase II Construction contract. Commissioner Walsh seconded the motion. Motion carried unanimously.

Contract attached hereto as Exhibit No. 3.

First Amendment to 2024 General Obligation Park bond Capital Project Ordinance. Commissioner Quarles made a motion to approve First Amendment to the 2024 General Obligation Park bond Capital Project Ordinance. Commissioner Walsh seconded the motion. Motion carried unanimously.

First Amendment to 2024 General Obligation Park bond Capital Project Ordinance attached hereto as Exhibit No. 4.

Call for Public Hearing – Petition #ANNEX25-01. Commissioner Quarles made a motion to call a public hearing for Tuesday, May 6, 2025, at 6:00 p.m. at Huntersville Town Hall on Petition #ANNEX 25-01, a request by the Bowman Development Group, Inc., for the contiguous annexation of parcels identified as Fox Vale Subdivision. Commissioner Walsh seconded the motion. Motion carried unanimously.

Call for Public Hearing – Petition #R25-01 Alex Yards. Commissioner Quarles made a motion to call a public hearing for Tuesday, May 6, 2025, at 6:00 p.m. at Huntersville Town Hall on Petition #R25-01 Alex Yards, a request by Alexandriana Partners, LLC to rezone +/- 11.34 acres from Corporate Business to Transit Oriented Development-Residential Conditional District for a multi-family development. Commissioner Walsh seconded the motion. Motion carried unanimously.

PUBLIC HEARINGS

Traffic Calming Measures – Dellwood Drive. Mayor Clark called to order public hearing on traffic calming measures on Dellwood Drive.

Lora Mastrofrancesco, Transportation Engineer, reviewed vicinity map and location, traffic calming process, speed data results and proposed solutions. *Refer to PowerPoint attached hereto as Exhibit No. 5.*

Ms. Mastrofrancesco noted that Engineering's preference would be two or three speed humps.

Commissioner Rivers said with the two or three speed humps, what are we looking at timeline wise if we went with this option.

Ms. Mastrofrancesco said after today I could come back at the next meeting or next month to hear the Board's decision. From then, it depends on which option. Speed humps are quicker to put in. We don't need any right-of-way. If we go to a mini-circle then that could take months just to get the right-of-way before we even install the mini-circles. If we go back to the speed humps, which is what we would recommend, we have the right-of-way, we could put it into our Public Works Department and probably have it in late summer/early fall.

Commissioner Rivers said the speed humps would be the paved not the flat plastic.

Ms. Mastrofrancesco said they would look like this. It's asphalt on top of asphalt. It's not the rubber mats. It's not like a curb when you go to a parking lot. They are about 18' to 20' wide. It's got a ramp up over and back down.

Commissioner Hunt said sometimes people are concerned about what this does to their cars. Is there any concern about that, like the impact to people's vehicles.

Ms. Mastrofrancesco said if you take it at a lower speed there wouldn't be a problem. They're usually 4" to 5" in height at the maximum part. That's mainly for our fire trucks to get over without damaging a million dollar fire truck.

Commissioner Hunt said if there's just one speed hump, do you see people like speed in between the speed hump or they just go over them when they just see them.

Ms. Mastrofrancesco said yes, it could happen.

Commissioner Walsh said I'm actually a fan of the mini-circles, but they might be problematic. I don't remember seeing a mini-circle where it's just like at a "T", it's usually at a four-way. Do we have another place where we've done it as a "T".

Ms. Mastrofrancesco said in the Stony Brook Station subdivision that's at Hambright and 115, there's two of them at "T" intersections and up at 73 the Northbrook neighborhood, they have a "T" intersection and there's one off of Maple Branch.

Commissioner Dumas said do you have any insight as to why the community's preference was just the one speed hump.

Ms. Mastrofrancesco said no, I do not, but I could ask them. They will be speaking tonight.

Commissioner Dumas said I wonder if like one speed hump in the middle of the long street will even do much. I live on Angel Oak that has several speed humps. It's a longer street, has several speed humps, and I have found it to be very effective. I have always felt very safe. People do speed up between the humps, but they can't enough to make it terrible. I would say more is better. My preference would probably be two or three speed humps for that road.

Commissioner Quarles said you said that the community rep preferred Option 1 and Option 4, with Option 4 having the mini-circle. Was it communicated with the community rep what Police and Fire recommend.

Ms. Mastrofrancesco said I don't think I told them what Police and Fire preferred at that stage of the discussion.

Commissioner Bergsman said I actually had the same question as Commissioner Dumas, so I would be interested in also hearing what the feedback was from the community of why they preferred one speed hump because looking at it I would feel like two would make more sense. If you could get that answer for us or some more information, that would be great.

Ms. Mastrofrancesco said that is roughly where the radar was sitting to collect the highest speed would most likely be at the middle of the study area and so I assume, which I probably shouldn't do, is that's where they saw the highest speeds and they're like that's where we should put something.

Mayor Clark called for public comments.

Rachel Zwipf said I live on Central Avenue. I am part petitioner on this study. Thank you guys for your time and attention. I also want to thank Lora and rest of the Engineering team on their help on this project. To answer your first question, I think there was some miscommunication between me and Lora when she sent over asking for our final decision. I was looking at my phone, so I couldn't distinguish one and two. Our actual selections were yes, the mini-circle, but then also at least two speed humps if we could not get the mini-circle. She's correct, at that time she had not told us about the Fire and Police suggestions. At this time we've talked a little bit.....the reason we wanted the mini-circle was because we don't have a stop, it's one stop there and the mini-circle would help to slow down the other traffic coming from the tracks on the other part of Church to Dellwood where people tend to speed as well. The thought would be that that mini-circle would actually help to provide some stoppage there since there isn't a four-way stop. It's only one stop on Central. None on Dellwood, which is why the people speed that way. It is an honor to stand here in front of you and the rest of the community to hopefully see this project go through exponentially. As you guys know, this community has been asking for speed humps for decades. We started this process last year in May, so this May will be a whole year it has taken to do just this one street and we are looking forward to doing five more streets after this to ask

for these calming measures. My call to action is to ask you guys not to wait the entire month that you have to vote on this, is to vote on it by the Board meeting so that we can get this project underway and have these speed humps that this community has been asking for for decades in before the summer is out.

Gil Hageman said I live on Dellwood, the part by the cemetery which goes down into Serenity. That's really a lot faster than the ones that we've been looking at. They hit that hill going down after they sped through the other neighborhood, they hit ours and they speed up even further and often ignore the stop sign. We're working on that. Two things, one, you talked earlier about access to downtown. There are a large number of people who walk along Dellwood to get to downtown, the businesses, and there are no sidewalks. If we're talking safety, let's include some sidewalks. Otherwise, if you get hit by a car doing 40 or you get hit by a car doing 25, you're still hit. We need the sidewalks for safety. Also, Dellwood is very narrow as was mentioned earlier. And there's no restriction to parking on one side or the other. You park on both sides, we've got a safety issue. You can't get a fire truck or a police car or any car, an ambulance, through that double parked side. There should be parking on just one side. If you're only going to go with one speed hump, paint three upside down V's. The two that are not for the hump are like having a sign that says beware of the dog and you don't own a dog, but it works. If you paint the street where's there no hump, the people who are cutting through and don't know it, they'll slow down anyway and that only cost you some paint.

Jess Avina said I live on Dellwood in Vermillion. I think our biggest concern here from what I've read is safety of everybody that's on Dellwood that uses that source for commuting. We have to have sidewalks in conjunction to these speed humps. I know my wife and I and a lot of us walk that to get to downtown and at night it's very dark. You've got to put your flashlights on and you pray that a car doesn't come behind you. You have to walk one side or the other. Because it's narrow, you almost have to stop and get out. When people park on the side, you have nowhere to go back and forth. That's probably my biggest concern. I've been on that street for 10 years now and we still don't have sidewalks. We get close, but we don't ever finish the deal, and I think that would be probably the safest bet to go. I also like the two speed humps option, but I would on that one map would lengthen them out, so you'd have one getting close to Vermillion and then one close to Central, so that you have leeway between the two. I think three might be overkill, especially for law enforcement if they're going to go through and patrol that.

Helen Brown Rivers said they say that we are call to action tonight. I have been a resident of Huntersville April 23, 78 years. My family has lived on Dellwood Drive which was Cemetery Street at the time, over 100 years. My grandfather was on the Brown side was one of the people that bought land and was the first black person on that street. We are ready for action from someone. Everybody is hollering sidewalks. We don't have the space for sidewalks. The street is very narrow. It is very unsafe because I walk my granddaughter to the bus stop every morning that she goes to school. We have to get over in the ditch to let the cars go by. I think the speed humps would be a great progress in moving forward in helping to slow the speeders down. We have 25 mph signs up, but it's not noticed. The Police did come out and observe the speed. I thank them for that, but it is still happening. The solution is that we install more than one speed hump. I do have a fire hydrant right at my yard, so we were trying to map out I think they said 500' apart, but whatever you can do to help Dellwood Drive, we would appreciate it, because there's elderly people like the gentleman said. I see them walking. People with their dogs walking, children in strollers and it's just really aggravating that we have to move in the ditch to let people go by, but they come by speeding instead of being respectful to the people in the neighborhood.

Jeri Carlyle said I live on Serenity Street, that's at the bottom of the hill of Dellwood. People fly down Dellwood and they don't bother to stop at the stop sign. I have filed two written complaints with the Police Department and I've had Police come out and sit on the street and they stopped 15 people one day in less than 20 minutes running the stop sign, but no one wrote out a ticket, so it's still continuing. The speed limit on Serenity is horrendous. I begged the city for a speed limit sign for about 1-1/2 years on Serenity so that people could see it and they're right in their face to help slow down, but they still ignore the sign and the sign was put behind a tree, so unless the limbs are trimmed, you don't see it. There are like nine small children who live by my house on Serenity on their bikes every day and their scooters and I am so afraid. I live in the summertime in fear that history is going to repeat itself for me because I saw a child four years old get hit by a car and fly through the air and land face down on the sidewalk and it is something you never want to see again. I live with this horror every day in the summertime. I sit on my front porch and I watch it and keep my phone handy to take pictures of whoever runs over a child. I would love to see something done about the speed limit on Serenity Street. As far as coming down the hill, I don't know if two speed humps are enough, because they fly down the hill and then when they get to the stop sign they rev up their engines to see just how fast they can make it to the next stop sign. This goes on on a daily basis, so I would appreciate any help from the Town.

Agustin Hinojosa said speed bumps on Dellwood, in short, we want them and we want them installed ASAP. You'll find speed bumps in many neighborhoods all serving similar or same functions, so what makes the speed bumps on Dellwood so different. It's been hard to find the words. As a longtime Pottstown resident that lived on Dellwood prior to the connection, prior to the connecting development of Vermillion, it is difficult to explain what these speed bumps are supposed to serve. At times it's tiring and at other times it can be painful. To the passerby, these speed bumps may appear to serve the same purpose as any other neighborhood, however Pottstown is not just a neighborhood. Pottstown is a community. A community that reaches far beyond this side of the tracks. I like to think of Pottstown as a historic beacon that illuminates the undeniable resilience that is felt and found throughout this country. History not only lives in Pottstown, it thrives. What about the speed bumps. There's a lot more to these obstacles than pedestrians' safety, too much to explain here, but I've got a few minutes left and I could tell you that as someone who lived in Pottstown for 20 years and didn't really get to know the community itself, I can tell you that this community, like I said, it's a beacon. Words really couldn't put this community into perspective of what it actually is. You really have to immerse yourself into it.

Pastor Ray Henderson said I'm Pastor of St. Phillip Missionary Baptist Church located on Dellwood Drive. My concern and care this evening comes from the stance and status as the leader of one of the fastest growing ministries in our town. Since my arrival at St. Phillip, we have grown from a church meeting on Sundays to an expansive ministry serving our community and abroad throughout the week. Back in November 2022 there was no paved parking lot on the grounds of the church and today we have a paved parking lot with many more renovations, additions and upgrades in the works as we convene even at this very moment. As the church grows, we pray to be a part of the solution to be an assistance to the traffic flow on Dellwood. I strongly believe and speak for the majority of the congregation that I pastor when I state that speed bumps are an immediate solution and sidewalks will be an addition as well and they will be beneficial for the street in which our church is on. Anything that had the spirit of God upon it will grow, but let's not equate movement with growth, for all movement is not growth. I see quite a bit of people in this town moving, but we must be certain that our movement makes progress. When the town considers the traffic flow on Dellwood and in Pottstown or over the tracks as my Aunt Betty says, let's make progress for all, not just movement for some.

Commissioner Dumas said I know we have talked about sidewalks in the past. Do we know where that stands.

Anthony Roberts, Town Manager, said I'd like to put them throughout the whole neighborhood. It's a little more complicated. There's right-of-way issues, so you have to work with the property owners out there and then if one or two doesn't want it on this side of the road, they want it on the other side of the road. At some point in time, you may have to condemn those properties. Those are the things that we deal with on a daily basis. A lot of times we run into neighborhoods who want sidewalk but want it on this side and then half of them want it on this side. Those are things we have to work through, but I'd love to put sidewalk throughout that entire neighborhood and that's something we've worked on. We put maps together. Hopefully the community leaders in the neighborhood can help us achieve that because I'll commit to funding it and I know this Board will and previous boards have, but we need your help. We want to make it happen.

Commissioner Bergsman said to follow-up from that first, I am curious because we currently have the Pottstown Preservation Plan that's in development and is sidewalk recommendations or approaches going to be part of that outcome from that.

Mayor Clark said I think it depends on what the community stakeholders that are meeting to develop the plan want. I think that's where that answer lies. The ones in the room have said they want sidewalks, so I think we'll hear from them on that as they build the plan.

Commissioner Bergsman said I just kind of wanted to make sure since it's been on hold. I agree, I would love to see the sidewalks, too. Hypothetically, the option that is the mini-circle and two speed bumps, could that be split into two projects that possibly speed bumps could move forward and some more time could be spent on whether or not a mini-circle could happen, so we're not waiting for speed bumps while that component is looked at.

Ms. Mastrofrancesco said definitely, whatever the Board would approve.

Commissioner Bergsman said are the two speed bumps in that plan the same location as the option that is just two speed bumps.

Ms. Mastrofrancesco said I believe so. If that's what the Board wants, yes definitely.

Commissioner Bergsman said does Dellwood have any streetlights.

Ms. Mastrofrancesco said no, not pedestrian level streetlights. There might be one overhead.

Commissioner Rivers said I know there was conversation about sidewalks, funding was brought up, there was also a community meeting that was held in regards to what the community wanted in regards to the RAISE grant. Bobby, are you able to give us an update on the RAISE grant or is there someone that can give us an update on the RAISE grant.

Heather Maloney, Transportation Planner, said we did apply in January to a BUILD grant, they changed the name, federal grant to fund sidewalks on Dellwood and Central and Holbrooks. Those awards should be announced at the end of June. We plan on incorporating feedback from the Pottstown Preservation Plan into those plans.

Commissioner Bergsman said will this go to Planning Board.

Ms. Mastrofrancesco said no.

Commissioner Bergsman said if we wanted to have it come back on our next agenda, that is possible.

Ms. Mastrofrancesco said yes, I can come back in two weeks or the first of the month of next month.

Commissioner Bergsman said would you need anything from us tonight.

Ms. Francesco said no.

Mr. Roberts said whether we get the RAISE grant or not, we'll fund it either way if you want to put sidewalks in there. Hopefully we do get it, but if we don't, don't let that be a deterrent, we'll fund it.

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

OTHER BUSINESS

Fiscal Year 2026 Goals. Anthony Roberts, Town Manager, briefly reviewed the goals for Fiscal Year 2026. *Refer to Exhibit No. 6.*

Commissioner Quarles requested adding advocate for a Veterans Service Officer to service our Veterans and their dependents in our new town hall to the FY26 goals.

Commissioner Bergsman requested adding preserving the history of Huntersville and promote and encourage the preservation of our historic assets and history to the FY26 goals.

Commissioner Hunt made a motion to approve the FY26 goals with two additions: (1) promote and encourage the preservation of our historic assets and history; (2) advocate for a VSO to service our Veterans and their dependents in Huntersville Town Hall.

Commissioner Dumas seconded the motion.

Motion carried unanimously.

Ramah Church Road Park Master Plan. Michael Jaycocks, Parks & Recreation Director, presented the Park Master Plan for Ramah Church Road. *Refer to PowerPoint attached hereto as Exhibit No. 7.*

Commissioner Dumas made a motion to approve the Ramah Church Road Park Master Plan.

Commissioner Bergsman seconded the motion.

Motion carried unanimously.

Parks and Recreation Trust Fund Grant – Fire Station No. 4 Park Project. Michael Jaycocks, Parks & Recreation Director, reviewed request to allow staff to submit a Parks and Recreation Trust Fund grant application for the Fire Station No. 4 Park Project. The grant request will be for \$500,000. This grant

request will help fund the new Fire Station No. 4 Park. The state will announce grant recipients in the fall of 2025.

Commissioner Quarles made a motion to authorize staff to submit an application for a Parks and Recreation Trust Fund Grant for the new Fire Station No. 4 Park Project.

Commissioner Rivers seconded the motion.

Motion carried unanimously.

Speed Limit Change – Stumptown Road and Northcross Drive. Stephen Trott, Director of Engineering, reviewed the inconsistencies with the speed limit on Northcross Drive and Stumptown Road. *Refer to PowerPoint attached hereto as Exhibit No. 8.*

Staff completed an evaluation on the Town maintained sections to see what a good speed limit would be. The evaluation came to the conclusion that 40 mph seemed reasonable in the Town maintained sections. NCDOT recommended 35 mph for the whole thing.

Commissioner Rivers said based on the results from both the Town and NCDOT, I know it's 5 mph difference, but why did the state come back with the conclusion of 35 mph.

Mr. Trott said they just did an evaluation of the whole thing and what they concluded was they recommended 35 mph throughout the whole area. We got information from the state and the person that we got it from thought the whole thing was state maintained, even though it's not.

Mayor Clark said that last little section, the extension part, will that end up being Town maintained as well, should that ever happen.

Mr. Trott said looking at the section, kind of the gap there between the yellow and the blue, that is currently a Town project and proposed to be state maintained.

Commissioner Bergsman said if the speed limit was 35 mph in that whole section, would the school zone go down to 25 mph.

Mr. Trott said maybe. The reason why it's not a yes or no is one of the school zones is Town maintained, one of the school zones is state maintained. The state indicated that if it was 35 mph in their section that they would drop the school zone to 25 mph. I'm not aware of a hard and fast rule that it has to be 10 mph less, but the Town could follow suit and lower that in the Town section if that's desired or it could be a 5 mph difference, so it could go either way.

Commissioner Bergsman said I spent quite a few years walking to Grand Oak from my home and back twice a day, five days a week for the entire school year. I know at that time, and I'm willing to wager it's definitely still the same, almost everyone that I knew, at least in the MacAulay neighborhood, had serious concerns about the speed in that section. From my perspective anything that's higher than 35 mph, if we're looking at it across the Board, I probably will have a hard time supporting because I know there have been issues in that area and I love the idea of having the same speed throughout. It will be hard to get me higher than 35 mph. I also wanted to find out if you lower the speed limit in a section, does that actually help reduce speed alone or are there other complimentary things that we can do to help with speeding.

Mr. Trott said I would say one thing could be enforcement. A different group handles that. We could try to look at other things, although the roads built is meant as a way for folks to travel through there. Earlier you heard about traffic calming. This would not be a road recommended for traffic calming based on the volumes. I'd say it would be challenging to try to add some other physical features. There's sidewalk along a decent portion. From 73 all the way down to Ranson Road there's at least sidewalk on one side of the street. That does help. There's a good portion of sidewalk along part of Stumptown Road. With the Stumptown Road project we're looking to add more to complete another section of that. It's something that we could look into.

Mayor Clark said I can say that the Transportation Committee had a passionate discussion about the speed along this way and the teacher, me, said that I kind of was trying to pressure the other committee members into making it be 35 mph just for safety reasons and then because there will be a future middle school right along Stumptown at some point and so we will have a third school zone along this route here, that made me pause and think it should be 35 mph throughout.

Commissioner Bergsman said I've witnessed so many times and I've walked that sidewalk as well on a regular basis and one thing that also happens is like St. Marks is in that area. It's one of the schools and it's very common for parents to park kind of at the bottom of the hill by that roundabout at the end of the school day and waiting. There's also lots of kids and they usually have a teacher accompanying them coming down, so it's fairly heavily used pedestrian wise.

Commissioner Dumas said I have to agree about the school zones. I've often wondered why it's set so high. When I'm driving that area and I see the kids out and everything and it's like this feels odd to be driving this speed right now. I was curious about whether or not we've had incidents from the police perspective. Is there a reason to go with a consistent number because people are going 45 mph in a 35 mph or continue to go 45 mph in the school zones or anything like that.

Police Chief Barry Graham said we got asked about crashes in that area and safety reasons. From 115 to 21 on Stumptown, we have a few crashes. We've written a few tickets down through there. Currently, even though CMS owns that property down there, there's not a lot of pullouts once you get through in front of the church and everything, so there's generally not a lot of crashes through there. When you get to Stumptown and 21, there's a lot rear end slow and stop, people turning through running the stop sign and things like that. Going to the other side, I measured from St. Marks at the roundabout all the way back up to Hugh McAulay Road up there, we've had nine in five years, which is not very many. Generally, they've got a crossing guard over there at the school. We're very conscious about doing that area. We work the area quite a bit. Good sidewalks, good area off of the road. It's not an issue as it stands right now.

Commissioner Dumas said I think I would be in favor of a consistent maybe 35 mph with a 25 mph school zone. At first, I was leaning more towards a consistent 40 mph, but I don't know, I really do think that the school zone could use some help there.

Commissioner Bergsman said this is kind of in reference to the section that's in the 45 mph like kind of going up Northcross, the DOT area, and I know that's both a straighter but also wider section and I didn't know, do we have any plans or are we looking at the possibility of adding in.....I feel like right now at least on the one side there's a fairly wide not median.

Mr. Trott said the lanes are wider. The Town has also added sidewalk on both sides of the road in that northern section up there.

Commissioner Bergsman said is that a section that we could look at for like adding in a bike lane.

Mr. Trott said we could look. I think there's some pinch points around turn lanes at the Birkdale neighborhood entrance that comes out in that area. I think it does kind of pinch down. There's some turn lanes there. We can ask DOT to look into it. Another part that I didn't point out earlier is the NC 73 project is impacting the northern portion of Northcross Drive. They're adding a roundabout there. Also, the 73 interchange is adding a new bridge over the interstate that will line up Rich Hatchet and then will tie in, so that's going to change that character of that northern section of Northcross whenever they get to build that. I say that northern section, kind of northern end of Northcross up towards 73, that character is going to change with two upcoming NCDOT projects.

Mayor Clark said what's the schedule for those flyover bridges.

Mr. Trott said you'll be able to get off and get over to Northcross without having to go all the way up to 73. Those I guess schedule wise...2027 is anticipated construction start for the interchange and I believe 2027 is the part of NC 73 as well.

Commissioner Dumas made a motion to change the speed limits to a consistent speed limit of 35 mph for Stumptown Road and 25 mph in the school zones.

Mr. Trott said what about Northcross as well.

Commissioner Dumas said Northcross and Stumptown Road.

Commissioner Walsh seconded the motion.

Motion carried unanimously.

Appointment to Environmental Sustainability Committee. Commissioner Hunt requested the Board make one appointment to the Environmental Sustainability Committee to fill a vacancy due to a resignation. The term would expire in 2026.

Mayor Clark called for nominations.

Commissioner Rivers nominated Tim Sanborn.
Commissioner Walsh nominated Tim Sanborn.
Commissioner Dumas nominated Tim Sanborn.
Commissioner Hunt nominated Tim Sanborn.
Commissioner Quarles nominated Tim Sanborn.
Commissioner Bergsman nominated Tim Sanborn.

Commissioner Hunt made a motion to appoint Tim Sanborn to the Environmental Sustainability Committee.

Commissioner Quarles seconded the motion.

Motion carried unanimously.

CLOSING COMMENTS

Commissioner Rivers announced that Mr. Aaron Simpson, math teacher at J. M. Alexander Middle School, passed away over the weekend and offered her condolences to Mr. Simpson, his family, the JMA staff, Principal Hager and the students.

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

Approved this the 17th day of June 2025.