

**TOWN OF HUNTERSVILLE
TOWN BOARD MEETING
MINUTES**

**March 20, 2017
6:30 p.m. – Huntersville Town Hall**

PRE-MEETING

The Huntersville Board of Commissioners held a pre-meeting at the Huntersville Town Hall at 5:15 p.m. on March 20, 2017.

GOVERNING BODY MEMBERS PRESENT: Mayor John Aneralla; Commissioners Melinda Bales, Dan Boone, Mark Gibbons, Charles Guignard, Rob Kidwell and Danny Phillips.

Emergency Services – Budget. Chief Jim Dotoli from Huntersville VFD reviewed the fire department's request for funding for FY 2017-2018.

Detailed Huntersville VFD request attached hereto as Exhibit No. 1.

Closed Session – Economic Development. Commissioner Kidwell made a motion to go into closed session for economic development. Commissioner Bales seconded motion. Motion carried unanimously.

Upon return from closed session, 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 at 6:30 p.m. on March 20, 2017.

GOVERNING BODY MEMBERS PRESENT: Mayor John Aneralla; Commissioners Melinda Bales, Dan Boone, Mark Gibbons, Charles Guignard, Rob Kidwell and Danny Phillips.

Mayor Aneralla called the meeting to order.

Mayor Aneralla called for a moment of silence.

Mayor Aneralla led the Pledge of Allegiance.

MAYOR AND COMMISSIONER REPORTS/STAFF QUESTIONS

Mayor Aneralla

- NCDOT has been asked to lower the speed limit in the construction zone on I-77 in an effort to reduce accidents.

Commissioner Bales

- Expressed appreciation to Commissioner Guignard for his work with Angels of 97.
- The Lake Norman Education Collaborative will be partnering with the Lake Norman Chamber and the Lake Norman EDC in hosting a speed networking event at Hopewell High School in the areas of engineering and hospitality and tourism.
- The North Learning Community Partnership Summit is on April 25.
- Lake Norman Economic Development Corporation has a total of 31 projects in various stages, 18 of which are in Huntersville. Three are first contacts, six are follow-ups, four are setting up visits and five are finalists.

Commissioner Boone

- Battle of the Badges Blood Drive is on March 25.
- Huntersville Police Department will have a free child safety seat checking station on March 22.

Commissioner Gibbons

- NC 73 Council of Planning does not have a meeting scheduled.
- The next Veterans Liaison meeting is scheduled for the first week in April.
- Construction of Veterans Park is underway.

Commissioner Guignard

- The Centralina Council of Governments and the Planning Coordinating Committee have meetings in the near future.
- Expressed appreciation to the community for their support of Angels of 97.

Commissioner Kidwell

- Recognized former Mayor Jill Swain who was present at the meeting.
- Expressed appreciation to Commissioner Guignard for his work with Angels of 97.
- Was unable to attend the last Charlotte Regional Transportation Planning Organization meeting. Commissioner Boone attended. Commissioner Boone reported that the CRTPO made several modifications to the TIP, including changing study area of widening of US 21 to the stretch between Lakeview Road and Gilead Road. Previously the area was between Sunset Road and Harris Boulevard.

Commissioner Phillips

- Updated the Board on Lake Norman Chamber of Commerce and Visit Lake Norman events.

Mayor Aneralla recognized Planning Board members present: Hal Bankirer, Jennifer Davis, Joe Sailers, Adam Planty and Joanne Miller.

PUBLIC COMMENTS, REQUESTS, OR PRESENTATIONS

Greg Dawson, 14028 Cinnabar Place, said I moved here 15 years ago with the idea of being able to hop on a train that I could walk to from my house. Obviously that didn't happen and we are still having the same conversations about it. The Mayor today is going to suggest the Board adopt a resolution to continue to delay that option for a train. I take public transportation everyday as it is right now. I take the 48X bus. I take the 6:30 or 6:45. I have a number of people that are there with me and all of those people continually talk about

the opportunity for light rail in this area. Before anyone on the Board would sign their name to a resolution delaying any additional study I encourage you to show up anywhere from 6:30 to 8:30 to talk to your constituents that are there and hear their opinion on whether they want that to go forward. I think you will find that the majority of those folks would much rather have another study done than spend money intentionally connecting greenways with bike paths to the park and rides that were mentioned at the last meeting. I think that's not a good use for the funds. Certainly we have spent money for study after study. All of those studies were focused around the concept of using the Norfolk Southern line which we know we can't use. Nothing was done that I'm aware of to study alternatives and that's what this is going to do. They probably won't find any other alternatives, but I think we should exhaust those options and see what's available. Before you sign a resolution to not move forward with this next study I encourage you to go talk to the 500 people that ride the bus a day.

Kathy Jones, 104 Walters Street, said I'm here to give an update on the Olde Huntersville Historical Society and some of the things that we have completed and some of the things that we're working on. Two things that we have completed, we did spearhead the project to save the old caboose and we really appreciate you guys doing that for us and we can't wait to see the finished product. In October we held our monthly meeting at the Hugh Torance House and Store. Our member Kris Manley did a presentation "The Intersection of Francis Bradley and the Tories during the Revolution in Mecklenburg County." He had some authentic memorabilia from that time and we hope to do another similar type presentation in the spring. What we are working on now is we understand that the Town received the quote from Lakeside Project Solutions for the renovations at the Old Jail. I think there were two different quotes, one was right around \$29,000 and that included renovation to tour level but that did not include the electrical and plumbing. And then there was another one right around \$3,000 that was just like the minimum renovations. We would like to ask the Town to go ahead and move forward with the renovation of the jail but also go ahead and get a quote for the electrical and plumbing to be done at the same time and we are willing to put up a \$5,000 contribution to go towards cost of renovation. We've also worked with the Town to get permission to any of the existing mill houses that have not been torn down already to go in before they are torn down and to salvage any architectural details and that money will go towards the renovation of the jail.

Shannon Stiene, Superintendent, Lake Norman Charter School, 12119 Canal Drive, said I'm here just to say thank you for multiple things. First off as a board, it's difficult. You have to make a lot of tough decisions and sometimes it's nice to know when those pay off in a positive manner. First of all I want to thank you for considering the school resource officer that is now at Lake Norman Charter. Officer Bononno has quickly become an integral part of our staff helping to assess our safety needs and helping to maximize our traffic flow. Additionally, I'd like to thank the Board for recognizing our goal of building the elementary school. Currently it is on track. We will open in August 2017. We will start with 300 students, 100 per grade and we'll add an additional 200 in our fifth grade because there will be openings there and this year we had over 5,450 applicants to take up those spots. So there's obviously demand as Huntersville grows and we're happy to be a part of that. And then lastly I would like to thank you for considering our continued and expanded partnership with the Town of Huntersville Parks & Recreation. Mr. Jaycocks and his staff have been exceptional to work with and having that partnership has allowed many of the community members to be on our campus maximizing taxpayer dollars by utilizing it during school hours for us and by the community in other times and we're just very thankful for the opportunity that provides for exposure for the school and for our students to be able to participate in a meaningful way in sports. Thank you for your efforts.

Madeline Phillips, 14720 Brown Mill Road, said 11 years ago my son was 14. Now 25, a grown man. Eleven years ago my daughter was 19 entering college. Eleven years ago both my dad and mom were still alive. Eleven years ago where were you. For me I was standing behind this podium asking the board then for a rezoning. As a

landowner sometimes you need to sell property just to survive. But when you own property in Huntersville, it's not so simple. Eleven years ago Mr. Andersen spoke against us as he does today. As a property owner we should have the right to sell our land without all the red tape that Huntersville has put us through. So all things that I have heard requested by staff have been met. I for one am grateful for the laws. But when it affects the way one has to live and survive, I too believe that this as well should be taken into consideration.

Gary Reagan, 15900 Beatties Ford Road, said I am concerned about the impact of the mini-storage warehouse facility and what it would do to the community around us. I grew up there and watched this community grow. I'm also concerned with other issues. I was in law enforcement for 30 some years. In my time I worked a lot of cases involving these facilities. These facilities harbor interest for criminals. It's also known that they store drug lab materials in these facilities. They also operate out of these facilities. I'm certain this might be an impact on our community by bringing it into our neighborhood. I don't think we want this. I support the Planning Board's desire this not be supported by the Town Board.

Claudine Bennie, Post Office Box 3493, Huntersville, said I own a piece of land on Beatties Ford and I want to speak up tonight for the owners. I was listening here two weeks ago to complaints about this change of zoning. And most of the things that I heard was I like it the way it is, I would like it to stay that way or maybe in the future somebody may want to use this for a road. I'm asking everybody here who has a piece of property to put yourself in the shoes of the owners. What if you have to wait 11 years to sell your own place. What if you have to wait because one of your neighbors doesn't like the change.....one of your neighbors may want to use your lot for something else. I know very well how it feels to fight against change. I moved here in 1994 with my husband to a farm on Beatties Ford Road. Then there was practically nothing around here. But things were changing then too. Developers grabbed all the land they could and we fought it with all we had. We formed committees, we came to meetings just like these. We spoke up against our annexations and the growth and the change and yet you all came. You all built beautiful homes on the lake, cute neighborhoods popped up everywhere. After a while we stopped riding our horses on Beatties Ford Road. Farming, no matter how ideal it can sound in your minds, is not an acceptable way of living any more in this town. Yes, it is beautiful to look at open fields, but open fields don't pay the bills.

Jamie Moore, 15069 Linderman Road, said I am from Huntersville originally. We've been here my whole entire life. I watched Danny go through his struggles with his farm through the years and it's really tough. All of you who have either bought homes or built or are part of any community we support you coming but we have to live too. I have some land. I'm a farm type person. You have to make a living. You have to be able to sell your property. I support Danny. Somehow he has got to survive, he's got to be able to sell something to make his ends meet. I'm here tonight to support Danny and the Phillips' family and wish that something would pass for them.

Eric Rowell, 7847 Horseshoe Creek Drive, said full disclosure I worked with Mr. Phillips during the last election campaign in case anybody is not aware. A few quick points on this rezoning. I think it's important to note that the prior boards do not bind current boards. Whatever happened in the past does not necessarily bind you tonight. I have not been in Huntersville my whole life. I have been in North Carolina most of my life, but not in Huntersville. But in September 2011 a prior board voted, it was a 2-2 vote, to recommend this alternative that we're here talking about tonight. If that board had actually been full, there was a member that was not present, it's very likely that the board at that time in 2011 would have voted completely different, which may have rendered this whole discussion moot. I think it's important to note that and again that was in 2011. Five years before that this whole discussion started. You are talking about 10 plus years now that this property has been held up and I think it's important to ask if this property can't be used for this purpose, what purpose would this board and the Planning Board allow the property to be used for. I don't see how the property is worth millions if

there's nothing the property can be zoned for. It seems to be merely an administrative taking is what we are bordering on. Pedestrian focus, the applicant has redone the application a number of times. I find it amusing all the focus on the pedestrian walkability. I have lived here 3 years and I don't think I have ever seen a single person walking or riding a bike up that portion of Beatties Ford, much less riding horses anymore. And then I guess lastly I think it's important to consider that if we're looking at the proposed 73 realignment, we're talking about a realignment that's only going to go through the parcel tonight but it's going to go over the Transcontinental pipeline in two different places. It's also going to potentially be affected by some of the Duke Power lines. How anybody could ever say that it's not going to cost more to go over two pipeline crossings is beyond me.

Bob Sidi, 15929 Bayshore Drive, said I moved to Huntersville 35 years ago and I came here with some trepidation because I formerly lived in Summerfield, SC and very much like Huntersville it's a bedroom community of Charleston, right next to an interstate. When I lived there I saw zoning that was haphazard. I saw development that didn't accommodate the future. I got here with some fear and I attended a meeting I think it was called Mecklenburg 2000 or Huntersville 2000. And I was delighted to find that this area had long-term plans that looked at what the traffic was going to be like, what the road was going to be like, the loss of green space and I'm very proud that in the 35 years that I've been here I've seen common sense growth. I've seen the Sam Furr development. I've seen many things and yes we have heavier traffic than we have ever had. When I moved here the population of Huntersville was 12,000. Now we've added some areas. We are now 57,000. But we have handled that through long-term planning, the stewardship of the board that looked down the road. So we put a plan in place and now for a short-term gain we go okay we'll just throw that out, we're interested in one individual and I feel for the situation that they are in but we are about to short change the plan that was developed. My concern is the traffic.

Sharon Jayne, 15808 Henry Lane, said I do walk that property every day and around that property. I hear accidents. I see accidents. I see traffic. I'm here because of the traffic. I'm here because of that concern. I'm also here representing Henry Lane. I also am here because thank you Planning Board for all you did. My father was on the Planning Board of my hometown for years and years and I know what kind of dedication he put in. I'd like to thank you as our elected officials for all that you do. But I'd like you all to consider why are we talking to you and why are we having this discussion. First we want that road to be put through. That's one thing that you had said that is part of the option.....Option 3, that's what we have said that is going to happen. That's what we need to have happen before we can have more zoning because once we change one zoning law we are going to have a domino effect and that is a problem and that is why I am here.

Bruce Andersen, 16125 Weatherly Way, said I'm bias because I know how much effort was put into developing the methodology to find the best option for the future location of Highway 73 and associated roads necessary to support the expected traffic. Many in this room have biases about the impact on traffic and safety. The problem with this process is that elected officials also have biases. However, most of those biases are not associated with the issues surrounding the petition because you perceive your responsibility is to make the best decisions during your term of office, you negotiate with your fellow commissioners so that the resulting mix of decisions is in your view the best outcome. This is called politics. The outcome of any particular decision may therefore not be based on the facts. There is a solution for the problem in this case. Use Town funds to purchase the Phillips' property, that property in question, and hold it until the NCDOT makes a final decision. You could then sell the property to the NCDOT or if it's not needed, sell it to a developer who will follow the Community Plan. For the future you might want to consider how much time, energy, phone calls and e-mails you've endured during this issue and others like it. Change the process. For example, if both Town staff and the Planning Board recommend denial of a rezoning petition, the Town Board would have the option to accept that decision without action or if there were non-technical issues that the Town Board believes required

intervention, the Town Board could review the issues and then make a final decision. That would allow you to focus on the broad issues.

Bruce Warren, 15819 Bayshore Drive, said I am here to speak against the proposed rezoning on Brown Mill Road. In contrast to some statements you may hear today, it's quite a stretch to call this a solid project in many people's views. But let me be clear, I'm not here to argue on my own behalf. I'm simply arguing that you should follow the recommendations of the Planning Board and the professional staff that we have with the Town that denied this rezoning request multiple times. We all understand that there are exceptions that need to be made, but it seems rather dubious to state that this project is one of those exceptions. We are not talking about a manufacturing facility. We are not talking about an Amazon distribution center or a Google server farm, we are talking about a mini-storage facility. We are not talking about making exceptions for a few parking spaces, we are talking about major exceptions for setbacks and we are adding traffic to an intersection that's already overworked and we are talking about possibly destroying the previously approved and well thought out transportation plan that was put in place many years ago. I have a hard time believing that the Town Commissioners lay awake at night hoping that we will get one more mini-storage facility that will solve all of our town tax problems. As the previous speaker said, there are many biases in this room – local landowners are biased. The developer is clearly biased and I believe what you should be listening to are the unbiased voices – the Planning Board, the staff, the long-term planners at MUMPO, the authors of the zoning guidelines who put those in place to protect the citizens and even the DOT which favors a cheaper, more practical option that solves many of the traffic problems that we have at that intersection. Please be honest with yourself. This is not about a mini-storage facility, this is about long-term traffic congestion at that location. The fact of the matter is we should be pushing for the bypass option because at Beatties Ford Road it will solve the Gilead Road interchange problem and it will solve all the other problems associated with this and I challenge you, this is your toll road moment, this is what you all wanted to be on the commission for.

Doug Nexsen, 14200 Boatway Court, said I'm very much in favor of Option 3. I thought this issue was resolved years ago. I'm also a friend of Danny Phillips and frankly I think for the length of time his property has been held "hostage" it seems a little bit unfair and I think Mr. Andersen has brought up a great point, why not buy that property and let's get that out of the way and if Option 3 is approved then the Town can sell that property to the DOT, otherwise sell it to a developer. It's not going to lose value.

Charles Rapp, 15834 Pine Knoll Lane, said this is about the traffic flow. This is about the thoroughfare, the planning that has been done for years and years about what is best for the northwest corridor, the traffic issues that we run into today. I'm going to read from the Staff Recommendation of 3-14-17 and it says "The plan is in direct conflict with the approved and adopted Comprehensive Transportation Plan (CTP) for the NC 73 alignment. Staff does not recommend intensifying the zoning of a property when it conflicts with an approved thoroughfare. We are not aware of any other development being approved in current staff's tenure that did conflict with an approved thoroughfare plan. Not only does the property in question lie directly along the proposed route, but the proposed rezoning plan would construct buildings immediately in the path of the approved road. Please see the overlay of the proposed plan and the CTP below on page 9. If the approved alignment is chosen and the proposed development is approved, it will cost the public more to build the thoroughfare." They continue to deny approval of this plan. "Staff is concerned that approving a rezoning for a development that conflicts with a thoroughfare alignment that has been approved by the Charlotte Regional Transportation Planning Organization or its predecessors could set a precedent that may compromise the validity of the Town's future transportation network. Please find below on page 9 a map of the approved future thoroughfare alignments in the Town of Huntersville jurisdiction. In it is an estimated 26.8 miles of approved future roads. As mentioned above, staff is unaware of any rezonings approved in the past that conflicted with an approved thoroughfare route." Our community's words now. For the citizens of the Town of Huntersville

the approval of R16-09 if not eliminate it will surely complicate the best road option that has been completed and vetted by the experts and the Town of Huntersville. And that cost is neutral across the board from the prior plans. I just wanted to make mention that these plans are all public knowledge. Also, rezoning of R16-09 could eliminate an even better option for traffic flow that has already been approved for northwest Mecklenburg thoroughfare and that's us.

David Mestrich, 15812 Pine Knoll Lane, said much of what I was going to say has already been stated, so I want to keep it short and just speak to one of the things that your family has mentioned and that is that this is your land and you should be able to do with it what you want. But that's why we have zoning. If you wanted to put a 32 building apartment building you can imagine what that would do to the parking area and the extra traffic, so we have zoning for a reason. And to make this a Special Purpose – Conditional, is this compelling for the community of Huntersville to have a Special Purpose and conditional rezoning. I think not and I hope that we approve what we have already done in planning.

Adam Planty, 12327 Cross Meadow Road, said I've been a resident of Huntersville since 2003. I speak to you tonight as a resident of Huntersville who's been here and was here for the process during the 2011 election cycle. Many things were brought up as to why this should/shouldn't be approved. I will reference the Kirby decision where you can't hold up a person's property for road realignments or thoroughfares. The spirit of the law is don't hold up somebody's land without just compensation. And that's what we are doing here. And NCDOT has not even stated that they are going to do this. In two years they may make a decision to go with it or not. If not, that's another two years that he's out and the Planning Staff even stated that if that was the case this wouldn't be an issue. So what we are doing is holding up land without compensation, literally holding it hostage for any future development or Mr. Phillips being able to move forward with the sell. Things happen in our life. We need to make changes. Mr. Phillips was almost killed in a car wreck not too many years ago and had serious injuries and that makes farming very rough. Also, back in 2011 the approval of Option 3 was not unanimous. A group formed, Citizens For a Better Huntersville, that spent thousands of dollars on campaign ads in favor of Option 3. But they didn't register with the Board of Elections and formed an illegal pact. Thousands were spent on newspaper ads. Thousands were spent on mailers. They remained anonymous, but they are not really anonymous because the newspapers had to sign an agreement and they know who they are.

Lindsay Satler, 13815 Hastings Farm Road, said several years ago after a lot of hours of work and planning it was discovered that this approved Plan 3 was what was best for our citizens and the community. Now a proposal to rezone has brought back this issue again and allowing this rezoning to make it very difficult to near impossible to have that prior approved plan come to fruition. The next step in that plan was to have an environmental study completed which is expected to start later this year. To even agree to approve a rezoning before that study is complete seems irresponsible to me. I'm simply here to ask our council of elected officials in front of me whose job it is to represent our community as a whole to think of the hundreds of us that would be affected by this rezoning that do not want it that are all here to speak for that tonight and to remember that the other option really only helps a few.

Andy Deal, 13815 Hastings Farm Road, said I just want to thank all the commissioners for their service. I really do appreciate that. Also, tonight you all get the opportunity to truly serve the people who elected you, to truly serve the citizens of Huntersville and the citizens of greater Lake Norman instead of just serving a select few. And I feel for the landowner. I do, but having said that, if nobody sold their land to the state to allow for roads, we wouldn't have any roads. I'm going to keep it short because I think you get the idea. But to me there's a million good reasons for Option 3 and you know we just had the toll road shoved down our throat. Please don't shove this down our throat to please a select few.

Bill Russell, 9449 Mt. Holly-Huntersville Road, said the gateway to the Vance Road Extension. No matter what you do in terms of starting W. T. Harris up on that alignment, it comes through my living room. I've known that for 22 years. But the thing when I look at this particular property, this rezoning tonight, I don't know how many people who object to this particular project has ever walked that property. And as Eric talked about a little while ago it has the Transco pipeline on that property that goes up the eastern seaboard. You have the Piedmont Natural Gas pipeline. You have the Duke Power easement and transformers going through there. To relocate all of that would make that totally unfeasible. The bottom-line is when we were talking a little while ago, and I have seen this project.....I've seen the keyman offices and the storage units that we are talking about, which will allow us taking pasture land and making a tax base. That's business incubation right there and for people who would say well we are talking about storage units, what is Amazon and Google and Hewlett Packard and Harley Davidson and Yankee Candle. What do they have in common. They were started in a garage by entrepreneurs and right here in this area you have Aquesta Bank where we have a nice branch here, one in Cornelius, expanded into Wilmington and Mooresville.....started in somebody's basement. This is a unique opportunity to use that land as a business incubator and again that particular option is totally unfeasible and I hope the commissioners will do the right thing by this property.

John Ryan, 13839 Hastings Farm Road, said I'm here to urge the commissioners to vote no on this zoning request. In a recent community meeting and again tonight, proponents of this project made three primary arguments for the benefits of this project. And I have also seen these same arguments in an e-mail from one of our commissioners. One, people should be allowed to do what they want to do with their property. That's what it boils down to and I'm sorry if it may take 11 years or longer to be able to do what you want to do, but that is what you're asking, to do what you want to do. Two, provide mini-warehouse units and flex office space serves a much needed benefit and acts as an economic incubator as the previous speaker just mentioned. Three, the proposal would not stop NCDOT from planning and building a rerouting of NC 73. DOT would just buy the property when the time comes just as it can do now. While many of us are sympathetic to individual property rights, the purpose of zoning is to take into account the needs of the whole community. And while the hastily rushed changes on this proposal to change it from mini-warehouses to be primarily office flex space in the space of two weeks, we answered some of the objections that were raised at the last Board meeting but this has been a matter of putting lipstick on the pig. It's avoided the issue that this is right smack in the middle of something that this community needs. The fundamental community major issue of traffic management is still impinged by any zoning change to this property. The project does not provide much needed service. Right now a major construction of mini-warehouses is currently underway about two miles west of this location. They are not needed there. And the few flex office spaces proposed are too small to be any kind of economic incubator to start it in a garage analogy notwithstanding. The only incubator here is where the developer's land speculation on artificially inflated land values, the positive economic impact will be primarily to the petitioners and to the developer buying the rezoned property and perhaps to a few citizens who use the offices or the mini-warehouses. The negative economic and quality of life impact hits heavily the thousands or so citizens nearby along the NC 73 corridor or 50,000 citizens of Huntersville in need of traffic relief. And three, while the proposal would technically not stop NCDOT from selecting the proposed NC 73 realignment, it has a good chance of doing so practically. The addition of buildings and infrastructure as well as potential lost income from the destruction of the facilities has the potential to add millions to the cost of building a northwest extension of Highway 73. These millions are not DOT money as a project spokesperson has said, but it's our money in the form of taxes and lost opportunity for projects that would not be funded if many more millions had to be spent to execute this plan. With environmental and economic studies of the proposals for expansion of Highway 73 starting up and due relatively soon, I urge commissioners to put a halt to this land speculation and wait to see the outcome of these critical studies. Make choices for the citizens of Huntersville and not for a fellow commissioner and a speculating developer. Stay with the long overdue plan for our community.

Russ Pierce, 15800 Henry Lane, said we've been here since 1987 and we are right smack dab in the middle of this area. We face 73. We can see Beatties Ford Road from our window and we are facing the traffic pattern that goes by every day. First of all I think we need to be real about what really has happened here. When Lake Norman was built the destiny of farming was gone. The area was changed forever, the land use changed forever and Duke Power knew this and they understood what the residential considerations were going to be when the lake was built. And that's for every city around the lake. They all are dealing with this. That's why we have 20,000 cars on Highway 73 today instead of 50 when we moved here. It's all about residential development, residential growth. It's about the traffic patterns that have existed. The next thing we have to consider is the type of businesses that are going to be here. Gary Reagan mentioned the issue of mini-storage. I have known Danny for years and I understand his issue about wanting to use his land, but there's the type of land use that's going to be positive for the area, not just land use. A national survey was conducted and one out of five storage customers use their unit for work. So in essence if there are 230 storage units in this facility, there's going to be somewhere between 40 and 50 businesses run out of that project. Fifty new businesses and basically the type of businesses that are run out of these projects are mechanical and labor in nature, so the type of people that you are drawing to the area are typically unemployed and they are starting car businesses and they are starting all kinds of different small type businesses out of these facilities. Unfortunately if you Google storage facilities and the type of businesses that end up in these facilities, many risk being evicted and as Gary mentioned especially precarious about local zoning codes.

Jonathan Phillips, 14731 Highway 73, said I'm one of the few people that's born and raised right here. This is my home. We've been held up a long time. Last summer I went to west Lincoln to haul produce for our store and I was bringing produce down the road and I looked down and my phone was ringing and it was someone there at the store and he said there's a problem at the store. I said what's going on. He said bad problem – your daddy's been in an accident. I said is daddy okay. He said I don't know. I said is my daddy alive. He said I don't know. For that split thought that your daddy is gone, that stuff hurts your heart, not knowing. We've been fighting this stuff for 11 years. Me and my mama and my sister, we couldn't handle that stuff. He's the backbone of our family. Huntersville isn't a farming community no more. Them times is gone. When I left my house I sat there in traffic on 73. I fight it like everyone else in this room. When I pulled out of my driveway, I passed my store and that store has a heartbeat to it. When I was coming down the road I got to looking at the Beard's farm, Vernon Brown's farm and used to be our little community was a small community. We used to do fish fry's there at the fire department. We would all talk about stuff, not running around on Facebook and behind people's back trying to stab people in the back. We used to get together and talk about things. And times have changed and we need to go back to the way the old times was. I'd appreciate your support.

Troy Purvis, 15928 Bayshore Drive, said I'd like to remind everybody this is a zoning request is what we are talking about.....a zoning request for storage buildings. That one issue in itself and hopefully you know the many reasons. I heard that basically everything has been addressed. It has not been addressed. There's a laundry list. If everything had been addressed, your Planning staff and your appointed Planning Board would not have recommended denial. It's very obvious. There are a lot of residents that talked to me and they didn't want to come here tonight and I hesitate to mention this, but they didn't want to come here because, this is the sad part, is due that they were concerned about repercussions. I think that's horrible for residents to be concerned about their elected officials with repercussions. There are a number of them that didn't want to speak because of those reasons. The other issue as far as residents, and this really came from a number of residents who are fairly new, they said there's no way the commissioners will approve this with all of their experts telling them to deny it. We had a little neighborhood meeting and tried to get some questions answered last Thursday. A number of the folks who were more knowledgeable than us came and we just found out about this a few weeks ago. Let me jump to the quick summary. There's still many issues with the plan. The traffic increase is already on an exhausted intersection. The potential cost to the taxpayers. One way or the other if

this is approved it's going to cost the taxpayers. The traffic nightmare would really be a concern to me. The rezoning request it's not a stop to sell the property, this is a zoning request. The zoning people such as the pipeline and various things, those things were vetted out years ago. All you have to do with the pipeline is catch it on a certain angle. So there's a number of things that were said that are not accurate.

Skip Canipe, 16506 Amberfield Drive, said I'm here to disagree with a lot of what these guys are saying about mini-storage facilities. I, myself as a small businessman depend on them and need them. I grew up in this area. My family had hundreds and hundreds of acres here. Don't anymore. I don't have anywhere to put my equipment, trailers, trucks. We need these places. I've been in business for 27 years. These facilities are needed in this community. They are needed for people like me. All these disagreements of it brings in riff-raff, I don't see it. What I've seen is people have been able to use these to do the things they need because if you live in a small development, where do you park your equipment. These things are needed – you need somewhere to keep them. So, I disagree with a lot of what these people say. I do support it.

Martha Efird, 15930 Bayshore Drive, said we have heard a lot of good information tonight and we are all here as neighbors and we've heard lots of things that we love each other, we love our community and now is an important time before our Board. So what I want to do is I want to remind you of what our Zoning Ordinance and what our philosophy says. The Planning philosophy – Huntersville is fully committed to careful growth and development based upon the principles of traditional town planning and quality urban design. The purpose of these regulations are to promote public health, safety and general welfare. To that end, regulations address among other things the following public purposes. And there are a number of them. First and foremost, the general welfare of all of us. This is asking for the rezoning of Rural property into Special Use. Special Use means according to our ordinances that it is established to accommodate uses that may constitute health or safety hazards, have greater than average impacts on the environment or diminish the use and enjoyment of nearby property by generation of noise, smoke, fumes, odor, glare and it goes on.....commercial vehicle traffic. I say this because it's important and I know and I trust that our Board is going to take that very seriously when they consider what else is going to be said this evening and in making decisions in the best interest of the Town of Huntersville. We hear so much about the Phillips – many people, me included, they are my neighbors, and we love them. If people want to take care of them, anybody can go up and purchase that property whether it be the Town of Huntersville or even a developer.

Stacy Phillips, 14720 Brown Mill Road, said in September 2011, 6-1/2 years ago, I stood up here and read off many facts and unanswered questions in regard to the Vance Road Extension. Guess what, not a single question or point made today, 6-1/2 years later, have been addressed or changed. Where will the funding come from. Duke Power hasn't given their opinion or blessing. The level of service is only good until 2030 meaning that another study will be done on tax dollars. Hubbard Road is still heavily deed restricted and Highway 73 remains a state road which means the Town can claim whatever they like but the state supersedes the town always and that will never change. Holding a citizen's property hostage that will bring in tax revenue and jobs for a road that may happen is like racking up a bunch of debt because you may win the lottery. Ultimately it doesn't matter how many people speak against Item B, the constitution provides citizens with property rights which the town should honor and I think it's really important to remember that when you are elected, it's doing what's ethical, not what's popular.

John Blythe, 16001 Beatties Ford Road, said according to Section 1.2 of the Town Zoning Ordinance “the purposes of these regulations are to promote the public health, safety and general welfare and to encourage the most appropriate use of land throughout the corporate area.” Page 49 of the Beatties Ford Road Small Area Plan calls for “a mixed-use commercial center containing retail, multi-family residential and civic uses at the northern end of the study area.” I can't imagine how the inclusion of mini-warehouse storage will fit either

within that vision or encourage others to adopt it. It doesn't matter how many times the plan has been changed or how pretty the developer tries to make it look, it's a group of warehouses. Last month you denied a request for a senior housing project on Highway 73 not far from the subject project. Tonight you will make a decision about this application. There are rumors of other projects being considered that many of us believe will be detrimental to our quality of life and our property investment. Regardless of whatever form it ultimately takes, the highway project will be transformative for our community. After tonight's vote, I respectfully request that you consider placing a moratorium on any other rezoning applications within the Highway 73 study area until we all have some certainty about what the ultimate decision will be. Take a breath, let's all live with the zoning as it now stands, let's get the road built first. That project in itself offers a sound reason to revisit the zoning and the Small Area Plan for our community. Tonight consider carefully whether a warehouse contributes to the type of development envisioned by the hamlet center concept described in the Beatties Ford Road Small Area Plan. Those of us who live there need to know what your vision is for our neighborhood. We hope that you will agree with us that the existing Rural classification is right and that the proposed use is not.

AGENDA CHANGES

Commissioner Phillips made a motion to remove Item A (Approve the minutes of the March 6, 2017 Regular Town Board Meeting) from the Consent Agenda until next meeting.

Commissioner Guignard seconded motion.

Motion carried unanimously.

Commissioner Guignard made a motion to adopt the agenda, as amended.

Commissioner Gibbons seconded motion.

Motion carried unanimously.

PUBLIC HEARINGS

Economic Development Incentives – Oerlikon Metco. Mayor Aneralla called to order public hearing to receive comments on the proposed economic development incentives to Oerlikon Metco relating to their establishment of a new manufacturing facility in Huntersville.

Ryan McDaniels, Executive Director of Lake Norman Economic Development Corporation, reviewed the project. Oerlikon Metco is planning to invest about \$62 million in a Huntersville facility. This facility would create 93 new jobs with an average wage of over \$93,000. We are looking at a 10 year business investment grant. With that grant the company would pay the taxes then the Town would reimburse a percentage of those and 90 percent would go back to the company for 10 years. The net revenue to the Town over 10 years is \$133,000 and then after the grant ends starting in year 11 we anticipate around \$130,000 of tax income going back to the Town.

There being no comments, Mayor Aneralla closed the public hearing.

OTHER BUSINESS

Resolution – Oerlikon Metco BIP. Commissioner Bales made a motion to adopt resolution authorizing the execution of a Business Investment Program Grant with Oerlikon Metco.

Commissioner Kidwell seconded motion.

Commissioner Kidwell said this just doesn't bring \$100,000+ a year jobs to the community, this brings many jobs that are for us regular working guys that are above the average for Mecklenburg County. We compete against other states like South Carolina that want to give everything away. We compete against other municipalities who also like Gastonia want to give everything away. Even with that competition I think we make a pretty good case to bring solid businesses here that are going to invest in our community and invest in our town.

Commissioner Boone said this is what we are using the taxpayers' money for is to draw businesses into our community. But where do we draw the line that says the small businessman doesn't get a break like the big guy that brings in 100 jobs. What do we say to the man that brings two or three jobs and starts a small business? What do we say to them? We are giving to this organization a 10 year tax break.

Commissioner Kidwell said we are not giving taxpayer money away. They are paying taxes in and then they are getting a portion back. It's not like we are taking taxes from this person over here and giving them to that corporation. What do I say to small businessperson starting out.....I struggle with that since my father-in-law is a small business owner who is growing his business, who is adding employees and trying to grow. He doesn't get the same breaks and I understand that. It's not a perfect world, but what do we do. Do we say to every business, you'll get nothing from us and come here if you want and then we watch them go to other towns and we become a bedroom community. I don't see that happening. We have to fight the other communities for businesses like this and unfortunately the way the entire 50 United States is set up, this is how they do it, through tax incentives. The county does it. Counties fight each other within the state of North Carolina for these businesses. It's not a perfect system, but if we bring someone who is willing to invest millions of dollars in a building and bring 100 jobs starting out here, that gives an opportunity for people who live here to apply to those jobs and that income is circulating back within our town. We have to do whatever we can at some point to get it.

Commissioner Phillips said the only thing I have to say in this is Commissioner Kidwell is correct that they do pay their taxes, but we are going to give 90 percent of it right back to them for 10 years. And then with demographics of Huntersville and so many people wanting to come here, Commissioner Bales in her department briefings said we had like 16 projects so we are not having to give these incentives out and so where do we draw the line for the little guys, or for the mid-size companies. How about the companies that are already here. I will not support this.

Mayor Aneralla called for the vote to adopt resolution authorizing the execution of a Business Investment Program Grant with Oerlikon Metco.

Motion carried 4 to 2, with Commissioners Boone and Phillips opposed.

Resolution attached hereto as Exhibit No.

Petition #R16-09. Petition #R16-09 is a request by Daniel Phillips, Madeline Phillips and Helga Haddix to rezone 9.25 acres (portion of Parcel #00902202, known as 14936 Brown Mill Road) from Rural to Special Purpose Conditional District to allow the construction of a 123,225 sq. ft. mini warehouse facility.

Commissioner Guignard made a motion to recuse Commissioner Phillips.

Commissioner Bales seconded motion.

Motion carried with five (5) yes votes.

Brad Priest, Senior Planner, entered the Staff Report into the record. *Staff Report attached hereto as Attachment No. 2.* We are back to discuss rezoning R16-09, the Blythe Landing Mini-storage application to rezone from Rural to Special Purpose conditional district. The item was here last at the March 6, 2017 meeting and the Town Board, upon the request of the applicant, tabled the item until tonight's meeting. The applicant wanted to address some of the Planning Board's comments and so they did that and they resubmitted the plan to staff and processed it and sent it on through.

I just wanted to highlight some of the changes that were added. Some of the concerns that the Planning Board did mention were security issues, the lack of parking for one of the office buildings along Brown Mill Road and so you see here in the red circles there's been notes added to the plan that clarifies the parking has been added to meet the requirements of the ordinance and there were notes about the security and the access of the site in an attempt there to clarify those issues. Those are really the only changes to the plan since the Board last seen the application. Just again to summarize, the Staff recommendation is to not approve based on the inconsistency with the Comprehensive Transportation Plan, therefore making it inconsistent with the CD-1 and CD-5 policies of the Huntersville 2030 Plan. And Staff did want to put out the concern that approving the rezoning will conflict with the Transportation Plan but it also could set precedent that could compromise different thoroughfare plans and that information was put in the Staff Report.

The Planning Board on February 28 did recommend denial by a 6-2 vote.

Susan Irvin said I represent the applicant, Bob Watson, and I appreciate the opportunity to talk a little bit about what we've done and the additional time to do that. Brad is loading just a couple of things that I put together. I want to just thank the staff – Brad and Jack. They have worked very hard to make this project an excellent project. The comments that we have sat down and worked through, they've been diligent and also very strict.

A couple of the things I just wanted to go through.....in the PowerPoint I did put together some examples of what we had done. One of the things that really resonated with us at the Planning Board was the Chair of the Planning Board commented on February 28 when we were before the Planning Board that if the road were the only issue he might be inclined to vote in favor of the rezoning. And so we took that to heart and we went through the various comments that were made by the Planning Board and we sat down with the staff on two occasions and went through those comments.

One of the things that had been discussed were the architectural elevations. This kind of gives you an idea of what the elevation really turned into. I wanted to point that out to the Board. Here's kind of a list of the issues and I didn't want to belabor them but we went through these again with the staff. We addressed those with the office and the flex-office and that's all that's on the road frontage.

The buffer reduction, we addressed that to the staff's satisfaction. I will say that the parking on the plan that went to the Planning Board did meet the requirements but we added additional parking. I think one of the comments at the Planning Board was they wanted to see where that additional parking was. And we moved that closer to the street and closer to that second building. Also we really ratified the storm water. We just got

that verified by the county. That had been submitted and was under review and was approved and so we added that to the plan.

This just gives you an idea of the compatibility issue. We went through the architectural elevations and we wanted to make them compatible with surrounding uses. There's a Grease Monkey and a gas station immediately adjacent to this property, but there's a horse farm down the street and so we were really looking at making something that was a rural feel to it.

We also addressed the buffers. This was discussed at the Planning Board meeting. The Pet Paradise property owner has agreed to the reduction of the buffer. One of the things that I really wanted to point out was really the distance of the adjoining uses to the property boundary, since the intent of the 80' buffer is to protect adjoining property from uses that are going to be very visible. These storage buildings are 15' and we reduced the height along the boundaries to 12' to make sure that they will not be visible.

I also wanted to talk a little bit about precedent. I think there were some comments made about that and so I wanted to clarify that we did mention this at the Planning Board. The Town has approved a reduction of a buffer in the past from 80' to 60'. That property was constrained by detention. One of the questions raised at the Planning Board was what were those property constraints. In that case there were no additional plants or trees. What we are doing here is we've requested a reduction from 80' to 50' and this property constraint are all the utility easements that were mentioned earlier and to make up for the difference between the 60 and the 50 we've doubled plants and additional trees.

This gives you an idea of the site constraints.....the natural gas easement. This also shows the location of the fire station and the Duke Power easement and there's also a utility station.

This kind of gives you an idea of what the views are from the adjoining owner who did agree with the buffer reduction and I wanted to have a visual of what that enhanced buffer would look like and that's an idea of what the height of the building would be behind it.

One of the things that we have been talking about is complying with long-range plans and the Beatties Ford Road Corridor Small Area Plan recommends a mix of uses in this area and I just wanted to point out to the Board that there are several different types of uses in this area and really are compatible with those rural commercial uses. We have the civic use and I've included the fire station there and we have residential uses and commercial. The question is do long-range plans govern this decision. That's one of the questions that's been asked and that was asked at the Planning Board.

Just to give you an idea of the various different plans that have affected this property over a period of time from 2006 and there were some plans even before that, but in 2006 we were talking about the Vance Road Extension and that created a delay in a decision on rezoning this. Between 2007 and 2008, the Town then looked at the Beatties Ford Road Corridor Small Area plan because the Vance Road Extension did not go through this property. After the Beatties Ford Road Corridor Small Area Plan which did not show any roads going through this property there was another study done, the Northwest Transportation Study, between 2008 and 2009 and that did contemplate this alternate road but it was specifically stated that utilities were not addressed. Then we got to the thoroughfare plan which the thoroughfare plan also stated in the record those are unfunded possibilities. The Transportation Improvement Plan is the only plan that shows funded roadways and this alternate is not on the Transportation Improvement Plan.

I did want to just say I'm certainly not an expert on transportation but part of my job is to understand what the facts are so I went through all of the meeting minutes for this piece of property since 2006 and this notebook has all those meeting minutes. There are 17 meetings that this property owner has gone through with four or five different studies if you want to count all of those different studies, those long-range plans, some of them support the alternate, some of them do not and essentially what we have ended up here is the 11 year moratorium that the Phillips' family has talked about. I took this information and I summarized it on this timeline. I'm just looking at what the results were for each of these meetings. We started in October 2006. November 2006 was delayed for Vance Road and then you get down to January 2007 it began to get deferred because of the Beatties Ford Road Plan. And then in 2008 we started talking about the Northwest Transportation Study. And then in 2009 it was denied because of that study. There's some other highlights here but essentially it's been a series of studies, each one with different information. This gives you an idea of the Beatties Ford Road Corridor Plan. It does not show any roads going through this property. I kind of went through more detail here than I know you want to talk about but if you just look at expense, I know because I know the attorney who represented one of the prior developers, they estimated that they spent approximately \$1 million to get through the delays and to the point of developing this property.

The final point I just want to make is that we have worked hard to address the comments with the exception of the thoroughfare plan. But the long-range plans are only guiding tools that they can contradict each other, they change over time and they are not funded. The Transportation Improvement Plan is funded and it's only funded with the widening of Highway 73. This has been an 11 year moratorium on this property with the various unfunded plans that have been considered, revised and discarded.

Commissioner Kidwell said this project began roughly about six or seven months ago.

Ms. Irvin said the public hearing was in November. I did not get involved until after that date, but the application and the community meeting were prior to that time.

Commissioner Kidwell said I just want to make some points here on this. It is clear Highway 73 is an approved project that's funded, that's protected, as long as nothing changes within the legislature and NCDOT.

Bill Coxe, Transportation Planner, said it is programmed for funding. There's money for right-of-way in the first five years of the North Carolina Transportation Improvement Program which means under the rules as they are today they will not have to go through re-evaluation and re-prioritization.

Commissioner Kidwell said the alternative, has there been any type of study done for how much it's going to cost, since 2007.

Mr. Coxe said no, not since the work that was done for the Northwest Transportation Plan. There will be an analysis done of the cost of both of the alternatives as a part of the environmental document which is currently in process.

Commissioner Kidwell said that could be another two to four years.

Mr. Coxe said the environmental assessment document is scheduled to be out summer of 2018. There will be the information that you are referring to in terms of cost and impacts and so forth in that document. There in my judgment will likely be enough information in that document to make an educated guess as to the final decision. But the final decision will not occur until summer of 2019.

Commissioner Boone said you said you went back and read Town Board minutes. Did you read any of the Planning Board notes.

Ms. Irvin said I did. There were a couple of Planning Board notes that I was interested in. I did not have the Planning Board agenda for each one of those Town Board meetings. From what I could tell from the chronology some of those were deferred at the Town Board level and didn't go back to the Planning Board, so there were a few Planning Board minutes that I do have in my notebook.

Mayor Aneralla said the fire station right now is in line with Option 3.

Mr. Priest said yes, it is.

Mayor Aneralla said the fire station may want to expand right now. We don't have any say over whether they expand or not.

Mr. Priest said not at all, because government facilities are permitted in the zone by right and therefore that permit would be issued.

Mayor Aneralla said if this doesn't go through and the Phillips' family decides to put some other structure on there, Rural, can they do that.

Mr. Priest said yes, they can.

Mayor Aneralla said so whatever that structure is, that could be an additional cost if the road goes through there.

Mr. Priest said that's correct.

Mayor Aneralla said first of all I want to thank you and the staff because I know this has been difficult because of the changes and the people involved and so forth and I also want to thank the applicant because I know they have been going back and forth and all that and I think it's been a good working relationship. The product today is considerably different, especially the road frontage, than it was initially. If you have seen some of these around you probably don't even recognize them anymore because they are really trying to make them look like an office building and so forth. The surrounding property across the street is Highway Commercial.

Mr. Priest said that's correct.

Mayor Aneralla said and to the west of Beatties Ford is Highway Commercial.

Mr. Priest said yes, it was rezoned to Highway Commercial.

Mayor Aneralla said everything surrounding it right now is Highway Commercial.

Mr. Priest said except to the south, correct.

Commissioner Kidwell said I want to thank everybody that came out today. Your comments both for and against, I took down 2-1/2 pages of notes, I made my own notes over the course of this project. I'm going to go back to a few that says that we've never done this before. We had a flyover planned of 77 and we decided to

put Charlotte Ear Eyes Nose and Throat there instead.....moved the flyover. I think in Ms. Irvin's notes it talks about rezoning for Epcon. There was a thoroughfare going through it and we put a community there. I have walked this property with NCDOT.....brought them out here in a van full, walked the property all the way from the graveyard, all the way through this site here, this thoroughfare. And at that time two of the gentlemen I was with had no clue about the gas line, not just once but twice, and that concerned me.

As this has progressed for this particular project, I look at the fact that it's been 10 years and in 2011, 6 years ago, it was a 2-2 vote, it was a split vote to move forward with it. It was adopted by CRTPO that same year that still didn't have a cost. We talk about listening to our experts. Those same experts say managed lanes are the best thing for the region. And sometimes you have to look at the experts to say you just don't know what you are talking about. I also look at the fact that this Alternative 3 is not funded. And if they do want to do it, there's nothing to stop them. If they want to go in and build a building, tear down a building and build it, they will. NCDOT has been known to do that. However, down in Indian Land they moved an entire road because Harris Teeter wanted to expand. They didn't do it there. They had the opportunity, but they didn't.

What it comes down to on this is I live in a small community and the thoroughfare is going to come right by my community. Recently we just approved a new housing development right across from my community. Many people are like we don't want any more developments. I'm not crazy about having a ton of growth, but growth is why I came here. If Huntersville didn't grow, if we didn't add things like this that promotes small businesses with incubators, a place to store your things, a lot of people wouldn't move here. A friend of mine not associated with this project over in Concord/Kannapolis owns about five mini-storage units with the flex-space. His crime rate is minimal. When I say minimal it's usually someone trying to get in to get their own stuff because they didn't pay their bill. We talk about flex-space and small businesses and I mentioned my father-in-law owns a company, he's growing it. He went from working out of his garage to renting a storage unit, keeping some of his stuff in there and moving on to a smaller building. He's growing, he's adding jobs, without government assistance as we talked about earlier. But as a homeowner think about this, and this may resonate with you or it may not, but we all purchased homes in Huntersville, we all purchased homes in what we thought were nice communities with HOA's. Some of them weren't built out when we purchased our homes, some of them were. But say yours wasn't built out and say you were one of the earlier buyers, you got a great deal, prices of homes went up and yet someone came to you and they said we want to buy your property and the HOA said we're not completely built out, you have to wait about 2 to 4 years, we'll be built-out. In 2007 the Phillips were told that we'll know the cost of this road in 2 to 4 years, that's actually in the minutes. So you wait 2 to 4 years. You're not crazy about it, but you do. And still not built out. Here it is 10 years later, still not built-out which can happen. You have someone else interested in your home and they want to buy it. The HOA is telling you again, you've got to wait. How long do you wait. How is that fair to you. You have an opportunity to sell your property and move on to somewhere else. Maybe your family has outgrown it. Maybe you want to downsize. But they are telling you that you can't because they might have it built out in 2 to 4 years.

Since 2007 this landowner has tried to sell property but every time was told we're going to have a cost on that in 2 to 4 years, but here we are 10 years later with no cost on what this is going to cost to build. What we do have is funding for Highway 73 to be widened – four lanes from 85 all the way to past 16. I want to also bring in the fact that whether Mr. Phillips sells his property to this individual after rezoning, whether he doesn't get approved and DOT takes it if they need it, he gets paid either way, so I don't think it's a matter of him wanting to make the most money. He gets money either way. But if we are going to do something, you have to look at all the variables. I think this is a good project. I think if NCDOT wants to build the road, they will build the road. Has the Town of Huntersville ever offered money for this property?

Mr. Priest said not that we are aware of.

Commissioner Kidwell said I don't think DOT has offered money either. If it was that important to them or the town, it would have been purchased, because that's how the town moves. We purchased a bunch of land behind us because it's important to the downtown development.

Commissioner Kidwell made a motion in regards to the proposed rezoning on Petition R16-09, Blythe Landing Mini-storage located on Brown Mill Road, the Town Board finds the rezoning consistent with the Town of Huntersville 2030 Community Plan. We recommend approving the conditional rezoning plan for the Blythe Landing Mini-storage as shown in Rezoning Petition #R16-09. We find it reasonable and in the public interest to rezone the property because of Policy CD-2 Focus higher intensity development generally within two miles of the I-77 and NC 115 corridor or within the identified nodes and centers. The proposed development is located in the activity area node identified in the 2030 Plan and Policy T-6. The applicant is installing bike lanes along their frontage consistent with the Huntersville Greenway and Bikeway Master Plan. The building would be consistent with commercial development in the immediate vicinity.

Commissioner Gibbons seconded motion.

Commissioner Bales said before I get started I would like to say this. For the record, I did not speak to Commissioner Phillips or any member of the Phillips' family prior to the filing for the application or since. I want to make that very clear. This has not been a very easy rezoning, especially when it comes to people that you know, that are your neighbors and that you care about. If I had been sitting on this board 11 years ago I would have supported the rezoning, just like I did with the Epcon development. Eleven years ago no one was discussing the widening of 73, they were looking at Vance Road Extension and there was no funding for that and who knew when that was going to occur. Fast forwarding to now, I am concerned about this development. I look at the development and I look at it standing on its merits and I have great concerns. I want to thank the Planning staff because I know that you heard us when we said we want you to be business friendly, we want you to make every effort to be accessible and to help developers and landowners when they come through your office. But when I look at this rezoning and it's Special Purpose and there's a reason that Special Purpose has an 80' buffer and nothing is mentioned from staff and you say that 20' is okay, then why do we have zoning, because that does not in my opinion, meet the spirit of the ordinance itself.

So now we sit and we are looking at precedent and what does this say in the decision that we make here today. What it says to me and I won't bore you with a long list of notes. But what it does say to me is that the property rights issue is more important than structuring our town in zoning and if that's the case then that big book right there means nothing. It's hard enough sitting up here knowing that you are making a decision that is going to affect someone, regardless of either way you go it's going to be difficult. But it says to future developers and land owners that that means nothing. So we might as well throw it away, burn it. If property rights is what's most important then let's just put it out there on the table and say that's what is most important to us in Huntersville. Go ahead we should have let them build that three story apartment complex right down the road, because that again is property owner rights. But we didn't say that. That was a 5 to 1 vote, no that's not right for this community. The developer asked for a deferral at our last meeting and I was interested to see because they asked for the deferral to address the Planning Board's concerns. One of the big ones in my opinion was this buffer. I have never supported a buffer reduction on a piece of property where three out of the four sides did not meet the requirements of our zoning. And I have no problem granting some waivers when it makes sense.....80', 60'.....I can make that jump, but when it's 80' for a reason is Special Purpose to 20', that's my concern. We are throwing away all of the work and we might as well not have Planning staff, we might as well not have a Planning Board, if that's what we are going to do.

I love this town so much and when I make a decision I make it in the best interest of the entire community, so it's very hard for me to look at people that I adore and say I can't support that. Why.....because this product that is being presented to us doesn't fit. It needs to go where they can meet 80' buffer. Tonight I will be voting no because I cannot in good conscience set a precedent that will affect this town for many years to come. When the next developer comes in, if this Board is going to choose to support this, be prepared for the floodgates.

Commissioner Gibbons said Commissioner Bales brings up a good point I guess on zoning that we have it for a reason and I would venture to say that this Board or any board that went before it has ever seen a plan that really came in with no variances. There's always variances. And I think what I saw done here was in large part a very big conscience effort by the petitioner to meet the concerns of the Planning Board and they did clean up a ton of it and I think that our Planning Department's denial is because if you look there it is because of accommodating the future road improvements.

I've heard a lot people that spoke in opposition to this say that we are not following a long-term plan that was in place. And I would say when 73 was built and it was built with the intention of being a 4-lane highway from the very beginning, was there not a plan. Was there not an intent. I've read through the historical things but it looks to me like citizens that lived along that area exercising their right as citizens came to the town and wanted to look at an option for when this road gets widened. And the Town Board, there's been talk about how the vote went. I really don't think that is as important as that they made a decision. Again, that doesn't bind this Board but they made a decision to change a long-term plan at that time. So again we may make a decision to change a long-term plan but it's been done.

I've heard people say traffic and I see the Save the Homes signs. How many homes are being taken when 73 gets widened in its current location. Are any homes being taken with that? Do we know a number?

Mr. Priest said we do not know at this time.

Commissioner Gibbons said I didn't see any on the plans that I have looked at, the TIP plan and all that. Bill, am I missing anything?

Mr. Coxe said the cross-section for Highway 73 has not yet been determined, whether it's on the new alignment or the existing alignment. Whenever that's determined we will be able to tell when that environmental assessment comes out next summer how many homes might be affected by either alternative.

Commissioner Gibbons said the next thing that I heard a lot of conversation about was the use and I sit and look at a piece of property that's sitting there right now and it produces some produce, some berries. I know probably a lot of people in this room have gone by there and either picked your own or bought some at some time or another. And that's great. But I look at it and I don't want to offend anybody but I don't necessarily drive by there and go this is really pretty – this really looks nice in our town. I'm sorry, I don't. It's an old farm and it's been used as that for years and it's like I said produced a lot of good produce, but you say what use, well you look at that overhead we saw all these pictures up here and there's power lines, there's pipelines, there's utility boxes, there's a road on one side, there's a gas station on the other side and a pet store on the other side and a fire station to the south and open fields to the left, so we've got about every kind of use that you could name all around it, but you tell me this use doesn't fit here. Is it because it really doesn't fit here or because you don't want it here. And if that's how people feel, I understand. But if not this use, what. And what's going to fit in this and I don't know whether the property owner approached the applicant and said hey I want to sell this do you want to put mini-storage here or if the applicant felt in his or her studies for a piece of property to put what

they felt was something that was needed. I would sure hope no one is going to build something thinking it's not going to make them money or be profitable and we as a town would hope for that too.

Several people then mentioned how much it would cost if we allowed this to be built and then if the state decides to go with the alternative route, which they will tell us in Summer 2019, that it will cost extra money for the state to take that down and that is a factual statement, if they make that decision. But I didn't hear anybody talk about the fire station. The Mayor did bring that up so I won't go into it. All of you who live along 73 by right have access to your properties off of a road. That road has to continue to be maintained by the taxpayers' money and so you will have your own road there if we go to an alternative route and that will be maintained but at what cost and is that the right use. Is that really what we want to do?

There's been some talk tonight about purchasing this property by either the Town or NCDOT and I have not heard any discussions by this Board, I don't know if previous Boards ever discussed that. If you tell me we can't do what somebody wants to do on there, then if we are going to purchase that property at what value can the property owner afford to sell it at that value. That's a decision that property owner would have to make and then the Town will get their money back when NCDOT finishes their study and puts the road in, except they won't. And people said well then we can just sell it. Well when that road's gone through there what's that property worth. Would the Town even get its money back. So I guess it's tit for tat. I think that we all maybe look at it from our bias. There's people that live along the road that don't want anything to change. There's people that have property and they want to sell it. I will be supporting the motion that Commissioner Kidwell put forth tonight and we'll move forward from there.

Commissioner Boone said I've gone back and read the Town Board meetings from October 16, 2006 concerning this parcel of land and I've also gone through Planning Board minutes on this parcel. There's been some mention about keeping this area Rural and in 2008 in the Planning Board meeting we passed Rural a long time ago. I want to read something that I'm quoting from a member of the staff at the time.....but the detailed plans cannot be done until you have a real project. Without an environmental document we are putting lines on a map and until we get a real construction project with real money associated with it and a real planning document done under the prevailing environmental standards with engineering, there will not be an answer to where this road goes.

Commissioner Bales said understanding that we will not have an answer to that very question until June 2018, I found it compelling when I heard a couple of members of the public suggest that the Town purchase that property. I don't know the legalities of doing so but I do know that we are sitting here caught between property owner rights, precedent and growth. I would like to make a substitute motion for the Town to purchase that property. I don't know what it would cost. I don't know any of those answers but I think that the Town could hold that until that environmental study is complete and we know what's happening while not holding a family hostage to a property.

Commissioner Guignard seconded motion.

Commissioner Gibbons said one of my last comments when I was talking was talking about the purchase of the property and what value and we don't know that answer and then again if NCDOT did not move forward with that. One of the things that we do look at up here is tax revenue. I think it's over \$4 million in value of what this facility would be that's been proposed before us and we could hold the property at least until Summer 2019 and then if DOT didn't decide to go forward with that project we would hold it indefinitely until there was someone that was willing to come and buy such a chopped up piece of property. I do not think that's a very good option for the Town and it would be hard to vote on that tonight without a lot more information.

Mayor Aneralla said for point of clarification, Commissioner Phillips is on the Board and we wouldn't be able to purchase that. The Board cannot purchase property from a sitting commissioner, so I'm going to rule your motion out of order. It goes back to the original motion to approve.

Commissioner Guignard said I sat through meetings in this building and was elected by this community almost 20 years ago over a zoning issue. I sat through meetings in this room when the Planning Board probably had as much discussion amongst themselves as the 20 or so residents. I've heard the Planning Board, I've heard probably from as many esteemed individuals in this room that have been in this community longer than I have and I've been here long enough to earn some gray hair. One of the things that's been discussed is this is not really what we want as the entrance to the community. One of the things that's been discussed tonight is mini-warehouses create problems. I happen to have asked the Police Department about 7 months ago for the top 30 places in town for calls for service. The entrance to the community called Walmart by far and above creates more calls for service than all of the mini-warehouses in this community. None of them made the list of the Top 30.

Buffers, what a subject. If I had Commissioner Bales' book over here I would say that book probably applies to most developers, but not to the government. When the government wanted to increase parking at the old library, some of you know it as the Arts & Cultural Building, they just got rid of the buffer that was up against a residential house. I know that happened because I owned the residential house at the time. That house is now gone because it was burned beyond repair.

One of the things that was discussed at the Planning Board was the right-of-way, etc. It's a building that about 120 of you sit in is built in the right-of-way of 115. That book is useless when it comes to the government. The building that you sit in took away parking across the street for the only corner on this intersection that does not have free taxes.....took away on the on-street parking that had been there for probably decades. Out of the most respect from previous boards, only two commissioners voted for Option 3.

I've been removed from this Board for voting my conscience. I have never misplaced my rubber ducky. Most of you probably were not here when it was a 3-2 vote at this dais to build the aquatic center at the wrong place with funding that has given a major utility at least \$120 million over 43 years and we have subsidized that building probably \$10 or 12 million not counting the tax money.

There is no winning on this vote. One of my favorite subjects that I heard at the Planning Board was there's not enough parking. You all must have all rode in about six cars. The parking lot outside we told them 20 years ago, I think there's 20 or 21 spaces and two handicapped spaces. I don't mind that you parked across the street but I've never received a dime for the people that parked across the street and until we built the three story parking deck behind Discovery Place, and by the way when they built Discovery Place they didn't allow for on-street parking either. That book was ignored again. I say all that to say we can't win tonight. If you un-elect me over my vote, that's your choice. I'm not going anywhere. I'm not saying I'm going to be cooking spaghetti in 20 years but I'm not going anywhere. I want this town to move forward. I am not happy with where we are right now but I'm prepared to vote and deal with the consequences.

Mayor Aneralla called for the vote to approve Petition #R16-09.

Motion carried 4 to 1, with Commissioner Bales opposed.

Commissioner Guignard made a motion to bring Commissioner Phillips back.

Commissioner Kidwell seconded.

Motion carried with five (5) yes votes.

Joint Use Agreement – Lake Norman Charter School. The Town of Huntersville currently has two separate Joint Use Agreements with Lake Norman Charter School – one for the middle school gym and multipurpose room which ends September 1, 2027 and one for the high school gym which ends on October 31, 2019. This new Joint Use Agreement will be for all three Charter School gyms for a period of 20 years. This 20 year period would not start until the Town has access to the new elementary school gym. The two existing agreements at the high school and the middle school will be on this new agreement with the new elementary school site. The Charter School will continue to have the same access to Town operated fields and tennis courts as they do now. The Charter School will be responsible for the operational cost for the gyms and the Town will continue to be responsible for the operational cost of the fields and tennis courts.

The Parks & Recreation Commission approved the agreement by a unanimous vote on July 20, 2016. This agreement was presented and discussed at the Town Board Summer Retreat. After the presentation, the Board supported staff to move forward with the agreement. The Lake Norman Charter School Board approved the agreement at their March 2, 2017 board meeting.

Michael Jaycocks, Parks & Recreation Director, pointed out that a minor change had been made to the agreement the Board received in their packets relating to insurance, which had been reviewed by the Town Attorney.

Commissioner Guignard made a motion to approve Joint Use Agreement with Lake Norman Charter School.

Commissioner Bales seconded motion.

Motion carried unanimously.

Agreement attached hereto as Exhibit No.

Huntersville Ordinances Advisory Board Appointment. Commissioner Bales made a motion to appoint Susan Thomas to the Huntersville Ordinances Advisory Board to replace Joanne Miller.

Commissioner Kidwell seconded motion.

Commissioner Boone said I would like to thank you personally for sitting on that board when we first started out. You were an original member of that board and we went through some long and pretty tough meetings. I appreciate your support and dedication to the town.

Mayor Aneralla called for the vote to appoint Susan Thomas to the Huntersville Ordinances Advisory Board.

Motion carried unanimously.

Budget Amendment – Payoff of Loan. At the January retreat the Town Board requested staff reach out to Cornelius and Davidson to pursue prepayment in full of the Bank of America loan used to finance the first phase

of Commerce Station infrastructure. The Davidson Town Board has already approved the loan payoff and the Town of Cornelius is scheduled to vote on it tonight.

This item approves the payoff of the Bank of America loan that, net of prepayment penalty, will result in interest savings of \$31,230.14 over the remaining 30 months of the loan. This item also allocates the funding necessary to pay off the loan effective April 1, 2017 and recognizes the Cornelius and Davidson contributions as well.

Commissioner Guignard made a motion to approve payoff of Bank of America loan and budget amendment in the amount of \$491,004.98 from General Fund Balance in FY 2017.

Commissioner Phillips seconded motion.

Mayor Aneralla called for the vote to approve payoff of Bank of America loan and budget amendment in the amount of \$491,004.98 from General Fund Balance in FY 2017.

Motion carried unanimously.

Resolution – MTC Budget. Two weeks ago we had a discussion on this issue and just to recap for those people that weren't here earlier, basically we understand right now that Norfolk Southern is not allowing any access on the O Line probably for at least 15 years, if ever. And last year we received a commitment from CATS that we would no longer be in the study mode, but we would be in implementation mode for improving bus service throughout Mecklenburg County, especially in North Mecklenburg. There was a 5 year budget provision to study the Red Line for \$780,000 a year. We focused in on that and to a certain extent over the last 6 months or so CATS has been working with our staff to look at how we can improve the bus service, not only looking at buying right-of-way for future park and rides but also how you can improve bus stops or connectivity between bus stops and greenways and park and rides and so forth. However, recently without the knowledge of myself and I believe without the knowledge of our staff, it's been proposed to study a new fixed line through North Mecklenburg. This would be some type of light rail line whereas the previous one was a diesel. I'm not sure where it ends and we're not really sure of what the line proposals would look like. I'm just going to give you an example. This has already been studied. There was a white paper done in 2014 by CATS and they studied if we move the line west or east of the tracks, potentially that would be a viable alternative. I think at the time it was looked at as extremely disruptive to the towns. If you look at the map here there's a red line that would be the new Red Line, so the one on top is if you move it east and the one on the bottom is if you move it west which I know Commissioner Guignard is particularly excited about because you absolutely will not have any parking there because you wouldn't be able to walk outside your front door if those buildings are even there to have commerce.

In addition if you just think of this logically, the towns have been planning for over about 19-20 years around what is now the Red Line, or the Norfolk Southern line, and it would be extremely disruptive not only to those plans but the plans that we're currently implementing which is improving Main Street so it's a walkabout Main Street with sidewalks, Veterans Park. When you think about this one alternative here I don't know what would happen to Veterans Park. We're putting ultimately probably \$11-12 million into our Main Street Veterans Park improvements. If you look to the east of that, we have a plan right now for a greenway to connect from here all the way up to Statesville. Anchor Mill is going through development process and all these plans are going forward knowing that the line that the Town had planned for for so many years is the current Red Line.

For almost 20 years taxpayers in North Mecklenburg and all throughout the county have been paying a ½ cent sales tax. In North Mecklenburg we've been spending millions and millions of dollars more than we receive.

When you look at our projections for 2017, Huntersville alone will be generating about \$2.6 million of ½ cent sales tax revenue. If you add into the fares that our citizens pay, then you are looking at probably just from Huntersville well over \$1 million to the CATS system. In addition last year CEO Lewis stated not only to members of this Board but also members of the MTC that the time is over for studies, the time is to implement and improve bus transportation throughout Huntersville. It is in the minutes. He stated it multiple times. There is no funding for any rail line right now projected to be anywhere between the three lines.....\$5 to 6 billion. The General Assembly.....I have no interest in funding \$5 to 6 billion worth of rail transportation or helping with that. As I said previously, Huntersville is investing millions and millions of dollars that would be totally torn up if an alternative came in place. The interesting thing is right now we have sources and uses for this ½ cent sales tax. Not only do every one of us see people that stand on major highways or major roads in Huntersville and North Mecklenburg risking their lives basically to even get there because there's no connectivity from the sidewalk or standing in the ditch, now we can actually use this ½ cent sales tax money to connect some of those bus stops and allow those people to walk in dignity rather than schlep across actually walk across on the street where your basically concerned for your life and so forth.

The other thing that we can use this money for is greenway connectivity to a park and ride. The theory is that you want people out of their cars. If you are making it difficult for people to get to a park and ride for bus service then you are counterproductive. We have a perfect project that we are trying to connect with the Rosedale community to I-77, the tunnel that is going underneath to a park and ride. What you are talking about in terms of the \$1-1/2 million that CATS is currently proposing.....could you do this on a per capita basis you are talking probably about \$850,000 to just Huntersville. The next year they are talking about another \$780,000 so you are talking about another \$450,000 and then there's actually a couple more years.

If you can tell I'm a little passionate about this because I have never seen a waste of money, but this is clearly something that is just not feasible. It's not going to happen and it's basically lining the pockets of architects and engineers in Charlotte at the expense of the taxpayers here and the bus riders here. Ultimately what's going to happen in my opinion is you are going to get more people interested in riding the bus because not only are we planning around that for the first time, but also and you know where I stand on the toll roads, but you will actually be able to guarantee people once they get into the bus that they won't be stuck in traffic, so trying to make lemonade out of lemons, I think you'll see bus ridership increase from the areas that we plan for this bus service.

So what we are simply saying tonight is that we just don't think the money would be best spent to study an alternative red line and we think the money should go to help and enhance our bus riders today.

Commissioner Phillips made a motion to adopt resolution urging the Metropolitan Transit Commission to reject the current Charlotte Area Transit System budget for fiscal year 2018 and fiscal year 2019.

Commissioner Kidwell seconded motion.

Commissioner Kidwell said I agree with you – 20 years we've been paying in, we've got nothing to show for it. Another study much like this one is going to tell us the same thing. Back in 2013, 2014 when this study was done the right-of-way purchases alone, not including taking into account any businesses that were in this area, was at roughly \$86 million. The roadway improvements to do what they are talking about here was at \$102 million. The track to be built, conservative estimate was at \$26 million. If we were going to make a move or if CATS was going to make a move with \$80 million, whatever they've got there, they want to use the sales tax money they should have looked at buying the property to move forward on the rail line, but they are not going to. They are going to want to waste it on another study and I'd rather see it go to a better use to improve our

bus transit system to get more people down to Charlotte. Unfortunately, it wouldn't help me at all because I'm south of Charlotte and the closest bus stop is a little over a mile and a half away.

Commissioner Guignard said Mr. Blythe, the Mayor so honorably pointed out that several buildings on this map that he has shown are mine, or they are the banks' and I am paying the bank. Can I vote on this or not vote on this.

Bob Blythe, Town Attorney, said I think you can vote on this resolution.

Commissioner Guignard I still have the signs in my garage, and like the duck I could probably go find them, that I made to stop the repeal of this ½ cent sales tax and I still probably have the signs that I made when we voted on this and I still have the article when the big paper in Charlotte said that we would have a rail line up here I think it's either 2003 or 2005, and I probably will never vote, I said probably, they might come up with a plan I might consider. We have been a sending city for God only knows how many taxes either Charlotte or Raleigh long enough and it is for that reason that I will vote to support this resolution because this would be the first time that I think from this dais I get a chance to vote to say enough is enough. I did not say in supporting this that I didn't want decent transit up here. I can't fathom what a study.....they can't put it down the middle of 77. They can't put it down the middle of this road. They aren't going to put it down the middle of 21. Waste, waste, waste. Folks enough is enough.

Commissioner Bales said I sat in the room and I heard them say we are going to use those dollars to fix our bus service and that we were going to use those dollars to place park and ride opportunities down our line and we had the conversation that while the Red Line may not be coming anytime soon, we could place those park and rides where it made sense for future rail at some point. And everyone was in agreement with that. And while I agree with Commissioner Guignard it would be great to have transit up here, we need relief for our citizens now. And we've been neglected for a long time and if we can put those opportunities for express busing at the same locations where a train would pick up, that makes sense to me, for now. That should serve us for the next 20 years, guaranteed, get you downtown in 20 minutes and I agree with you and I will be supporting this resolution tonight.

Commissioner Gibbons said I think Commissioner Guignard and Commissioner Bales both alluded to it without actually saying it, but I've gotten some emails and I've heard some comments tonight in the public comments that said if we were to adopt this resolution it would be saying we are against the train or light rail or heavy rail as it is now and I think that's absolutely not the case. If that was an option that could come to us in the somewhat near future and I'll even say near future being 10-15 years, kind of like 73 on the map, protected funding, then I'd say we need to pursue that. But we are not seeing that. We are not hearing that from officials. Until the state DOT and maybe the state legislature gets tough and tells the rail line they have to play ball, which I believe they would have the ability to do, but they haven't, but until then as Commissioner Bales said if we develop along the rail and make those bus stops and then when and if the rail comes we put the platform on. I'll support your resolution.

Mayor Aneralla said simply put we are reiterating what CATS committed to us last year.

Mayor Aneralla called for the vote to adopt resolution urging the Metropolitan Transit Commission to reject the current Charlotte Area Transit budget for fiscal year 2018 and fiscal year 2019.

Motion carried unanimously.

**TOWN OF HUNTERSVILLE
RESOLUTION URGING THE METROPOLITAN TRANSIT COMMISSION
TO REJECT THE CURRENT CHARLOTTE AREA TRANSIT SYSTEM BUDGET
FOR FISCAL YEAR 2018 AND FISCAL YEAR 2019**

Whereas, the citizens of North Mecklenburg supported the passage of a ½ cent sales tax to enhance mass transit throughout Mecklenburg County; and

Whereas, the citizens of North Mecklenburg have been paying an additional ½ cent sales tax on many goods and services for the past 19 years; and

Whereas, for the overwhelming majority of those years, the citizens of North Mecklenburg have contributed considerably more to the overall transit system than they received in mass transit improvements; and

Whereas, the three northern towns of Davidson, Cornelius and Huntersville have been planning and zoning for development surrounding the current Red Line for the past 19 years; and

Whereas, the Metropolitan Transit Commission last year endorsed a plan to no longer study fixed rail and implement improved bus transit for North Mecklenburg including improving the bus experience, bus stops, the purchase of right-of-way for future park and rides; and

Whereas, the money designated to study the Red Line corridor for the next five years was to be used to fund bus transit improvements in North Mecklenburg to also take advantage of the I-77 toll lanes; and

Whereas, traffic and congestion continue to be a major hindrance to the quality of life in the area.

Now, Therefore, Be it Resolved, that the Town of Huntersville:

1. urges the Metropolitan Transit Commission to reject the current proposed Charlotte Area Transit System budget for fiscal 2018 and fiscal 2019;
2. urges the Metropolitan Transit Commission to reallocate the funds designated to study a fixed rail alternative to the previously planned for Red Line towards improved bus transit services including the purchase of right-of-way for future park and rides, interconnections for bicycle and pedestrian infrastructure, bus shelters and other uses stated in House Bill 148 Article 43;
3. urges the Metropolitan Transit Commission to authorize the funds budgeted for the study of a fixed rail line alternative in North Mecklenburg be spent on a pro-rata basis based on population in the towns of Davidson, Cornelius and Huntersville.

CONSENT AGENDA

Approval of Minutes. Commissioner Guignard made a motion to approve the minutes of the March 6, 2017 Regular Town Board Meeting. Commissioner Bales seconded motion. Motion carried unanimously.

NCMPA1 Board of Commissioners Appointment. Commissioner Guignard made a motion to appoint Gerry Vincent as the Town's representative to the NCMPA1 Board of Commissioners. Commissioner Bales seconded motion. Motion carried unanimously.

Cancel Meeting. Commissioner Guignard made a motion to cancel the July 3, 2017 Regular Town Board Meeting. Commissioner Bales seconded motion. Motion carried unanimously.

CLOSING COMMENTS

Mayor Aneralla announced that the groundbreaking for Fire Station #4 is on March 27, the Mayor's luncheon is tomorrow and Huntersville Huddle Up at Barnette Elementary is on March 30.

Commissioner Guignard asked why are they moving the starting point for the widening of 21.

Bill Coxe, Transportation Planner, said the City of Charlotte had requested that. The original study was from Sunset Road north to Harris Boulevard and in considering that they determined that stretch of Highway 21 is not that stressed and is not anticipated to be that stressed in the future but the northern section of 21 is more stressed than the southern section and so the study money was moved to the north. Lakeview is a southern terminus of that because of the direct connection of I-77.

Commissioner Kidwell recognized former Commissioner Sarah McAulay who was present at the meeting. Last week during public comments I made mention that current Mayor Aneralla's ethics were called into question about someone who donated to his campaign to be setting up to bid on HFFA and I think that was completely inappropriate because if you look back through many of current and former elected officials' statements you'll see where they've been donated by Nate Bowman right down the street and it's never been called into question whether they were put on this board or given money for favors. When you run for office, no matter who you are, what side you are on any topic, it's not about returning favors, it's about serving the community.

There being no further business, the meeting was adjourned.

Approved this the ____ day of _____, 2017.