

The Smithfield Town Council met on Tuesday, March 3, 2026 at 7:00 pm in the Council Chambers of the Smithfield Town Hall, Mayor M. Andy Moore presided.

Council Members Present:

Mayor Pro Tem Sloan Stevens
Dr. Gettys Cohen, Jr., District 1
Doris L. Wallace, District 4
Stephen Rabil, At-Large
John Dunn, At-Large
Roger Wood, At-Large

Council Members Absent:

Travis Scott, District 3

Administrative Staff Present

Kimberly Pickett, Interim Town Mgr.
Elaine Andrews, Town Clerk
Tracy Stubblefield
Jeremey Daughtry, Fire Chief
Pete Hedrick, Chief of Police
Gary Johnson, Parks & Rec Director
Shannan Parrish, HR Director
Planning Director, Brent Reck
Planner I, Micah Woodard
Ted Credle, Public Utilities Director
Lawrence Davis, Public Works Director

Also Present:

Robert Spence, Jr., Town Attorney

Administrative Staff Absent:

CALL TO ORDER:

Mayor Moore called the meeting to order at 7:00 pm.

INVOCATION:

The invocation was given by former Town of Smithfield Mayor, Daniel Evans, followed by the Pledge of Allegiance.

APPROVAL OF AGENDA:

Councilman Roger Wood made a motion, seconded by Councilman John Dunn to approve the agenda, amended as follows. Unanimously approved.

Add to Presentations Item No. 2:

- Market Street Task Force Presentation

PRESENTATIONS:

1. Administering the Oath of Office to Six Police Officers

Mayor M. Andy Moore invited all new officers to the front of the Council Chambers, where he allowed each officer the opportunity to state their name and position for the record prior to administering their ceremonial oaths of office. Officer Jamie Logan Hughes, Officer Zachary Perry, Officer Kyle Corry, Master Patrol Officer Shayna Cox, and Officer Alysha Jones were present to take their oath. Mayor Moore administered the Oath of Office, and he thanked the officers and their family members in support.

2. Market Street Task Force Update

Mayor Andy Moore began the discussion by thanking the volunteer members of the Market Street Task Force (business owners and property owners) for their valuable input. He asked them to stand to be recognized.

Interim Town Manager Kim Pickett addressed the Council to present the update. She provided some history of events as per her arrival in July 2025, and leading up to the establishment of the task force—and its discussions in a detailed PowerPoint presentation to the Council.

Pickett's historical overview of Market Street Task Force discussions since July 2025 focused on safety, sidewalks, curb ramps, and repaving from US 301 to Front Street Bridge:

Pickett outlined the following:

- **Oct 16, 2025:** NCDOT presents long-term project; indicates months to approval and a future joint press release with the town.
- **Nov 13 & 17, 2025:** Former Manager Mike Scott informed that on-street parking on Market Street will be closed starting late November/early December; work to include barricades, reconstruction, repaving, restriping.
- Mayor Moore sends letter to Division 4 Engineer Matt Clark opposing full parking removal and requesting alternatives (alternating-side parking, targeted adjustments) to protect downtown businesses.
- **Nov 18–21, 2025:**
 - NCDOT issues its own press release (not joint with town).
 - Senator Benton Sawrey echoes concern about economic harm during peak season.
 - Clark says NCDOT is open to options to reduce economic impact and improve off-Market Street parking, with change requests due by Jan 26, 2026.
- **Dec 2 & Dec 17, 2025; Jan 6, 2026:**

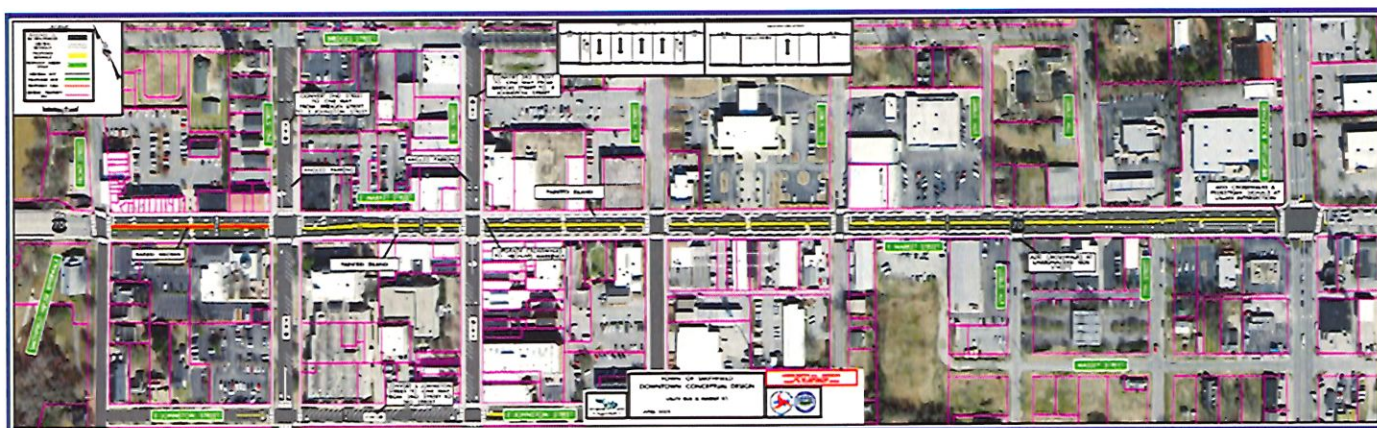
- NCDOT agrees to delay work until after Christmas.
- Council requests 90-day extension and creation of a task force.
- Resolution 793 formally creates the Market Street Task Force.
- **Jan 9, 2026:** NCDOT states it will still remove Market Street parking but will work with the task force for 45 days on alternatives and a permanent solution.
- Task Force proposals (all rejected by NCDOT):
 - South-side-only parking (concerns about trucks hitting north-side awnings).
 - North-side-only parking with no south-side parking (didn't preserve required 11-ft lanes on Market Street).
 - Two eastbound / one westbound lane configuration on Market Street (NCDOT said it would cause backups given traffic volumes).
 - Final Gandolf proposal for 11 on-street spaces (Guardian ad Litem to Jules), leaving 10'8" lanes (rejected; NCDOT insisted on full 11-ft lanes).

Pickett displayed the final NCDOT concept (below), which represents:

- One-way pairs on 2nd and 3rd Streets with multiple travel lanes on Market Street.
- Angled parking and one-way eastbound on Johnston Street between 2nd and 3rd.
- Market Street maintained as a multi-lane corridor with no on-street parking, keeping existing turn lanes at US 301 and 2nd Street.

Pickett's presentation has been incorporated into the official records of the Town of Smithfield.

Interim Manager Pickett displayed the final parking plan as suggested by NCDOT:



Interim Town Manager Kim Pickett further outlined concerns and findings of the Task Force as follows, stating that with Market Street redesigned as a wide, straight, uninterrupted multi-lane corridor, traffic will naturally speed up and the street will feel like a pass-through route, not a downtown destination.

Risks/Concerns:

- Street design that drives behavior:
 - Wide, open lanes that drivers may treat it like a highway.
 - Side streets that “read” as 3-way routes drivers will use them that way.

Positive Outlook:

Pickett outlined the need for a positive outlook and intentional placemaking for Smithfield's Downtown. She noted that the town must visually and functionally signal that downtown Smithfield is:

- A shared pedestrian–vehicle space.
- A hub of business activity, not a high-speed corridor.
- Reframing the situation as an opportunity:
 - “Take this negative and turn it into a positive” by building a distinct downtown identity that:
 - Improves traffic flow.
 - Makes visiting and parking easier to understand.
 - Stimulates business growth and investment.
 - Activates underused parts of downtown.

Pickett introduced the Task Force's Campaign concept of – “Keep Downtown Moving”:

- Tagline: “More ways to park, same great downtown.”
- Emphasizes that while Market Street loses parking, new angled parking and routes on 2nd, 3rd, and Johnston County's public lots will still support easy access.
- One-way streets are framed as helping reduce congestion, improve safety, simplify navigation, and support downtown goals.
- Parking and access strategy:
 - Leverage existing on-street parking (e.g., 4th Street) and public lots (Town Hall, county facilities, library, courthouse area, First Baptist Church, etc.).

- Ensure lots are well-lit and clearly signed for safe nighttime use.
- Consider metered parking near the courthouse to increase turnover and keep prime spaces available for customers.
- Physical/visual design tools (streetscaping):
 - Add planters, greenery, vertical elements, trees, lighting, and pedestrian amenities to create “edge friction” and visually slow traffic.
 - Clear signage and wayfinding to show that this is a special downtown place, not just a road.
 - Encourage businesses to activate storefront edges with outdoor seating, displays, planters, etc., which:
 - Increase foot traffic.
 - Improve safety via “eyes on the street.”
 - Make downtown feel more alive.
- Messaging priorities:
 - “Safety is priority number one” while also maintaining accessibility.
 - Stress that walkability does not mean losing access; it’s about better designed access.
 - Slogans and themes:
 - “Park walk shop Smithfield – explore more, worry less.”
 - “Park once, enjoy the walk.”
 - “Keep downtown moving. Park, walk Smithfield and Smithfield strong.”
- Communications and marketing tools:
 - Work with Johnston County Tourism and DSDC to:
 - Create “where to park” maps showing lot locations and walking-time bubbles to key destinations.
 - Produce visual maps, videos, and social media content explaining new parking and walking routes—and encouraging drivers to drive slower and watch for pedestrians.
 - Use signage and painted routes to guide people from parking to shops.
 - Feature stories/testimonials from shop owners and longtime patrons about the value of downtown accessibility.
 - Encouragement through social media and other outlets to park/walk downtown Smithfield to shop local, dine local and keep our downtown strong.
- Overall message from Pickett:
 - The town does not have a choice about NCDOT’s basic Market Street changes, including loss of on-street parking on Market Street.
 - The task force’s role is to accept that constraint and maximize positives: redesign streets for safety, pursue DOT and grant funding, and use design along with messaging to support, protect and grow downtown business activity.

Pickett asked former Town Mayor, and Market Street Task Force member Daniel Evans if there were any comments he wished to add.

Former Mayor Daniel Evans thanked the council for hearing and accepting the Task Force’s proposal, acknowledging that the task force started from what he describes as a “bitter beginning” and quickly realized this would be an extreme challenge without an obvious positive ending. He emphasizes that members devoted hundreds of hours to solution-oriented meetings, data gathering, and brainstorming—using both a smaller front-line group and a larger task force—because downtown Market Street is, in his words, the core and very center of Smithfield. Evans recalls when downtown was a vibrant place where families routinely walked, shopped, and spent time, and says the aim of the current “solutionary” work is to recreate that sense of vibrancy despite the reality that on-street parking on Market Street itself will be lost. Parking, he notes, will remain on side streets and in designated lots, and the challenge now is to “twist” this into a positive outcome through design and streetscaping—making downtown attractive enough that people still want to come, walk, and patronize local businesses.

Evans noted that the challenge starts tonight with a Resolution. Addressing skepticism about why the town should approve a resolution under such constraints, Evans argues that the council should support it because it opens the door to making Smithfield “bigger and better than ever,” particularly through the streetscaping and identity-building elements described in the second part of the presentation. He urges the council to think beyond just three blocks and to begin long-term budgeting and planning for the entire downtown, recognizing that this cannot be fixed in a day or a month but can be advanced incrementally over time. Evans also highlights the importance of community involvement, citing contributors like Clayton Narron, who created overlay concepts quickly and without charge despite personal challenges, as evidence of broad community commitment. Evans recommended the Board support their Resolution. He closes by expressing cautious hope that some on-street parking—perhaps 11 spaces—might one day return to Market Street, admitting he does not expect it but insisting he is not giving up on advocating for that outcome with decision-makers.

Interim Town Manager Kim Pickett stated that she had a draft resolution ready, noting it includes contingencies allowing the town to approve the portions of the plan affecting town streets while preserving the ability to nullify the resolution and revisit the plan if DOT’s position changes based on further advocacy (e.g., by Mr. Gandolf).

She received permission from Mayor M. Andy Moore to read the resolution aloud for the record.

Mayor Andy Moore asked if there were any questions from the Council. There were none.

Pam Lampe, of 415 N. 2nd Street criticized the town for addressing the one-way pair proposals without it being on the published agenda, calling it a lack of transparency and saying she is shocked they are voting on it. She opposes converting the streets to one-way pairs on Second and Third Streets, as well as adding angled parking. Lampe stated that one-way streets are generally being removed elsewhere. She also recalls NC DOT previously suggesting the town could take over Market Street so it could be redesigned locally, and she urges considering that instead. She stated angled parking would be dangerous and cause backups near the courthouse and library. She questioned the Town's ownership of Second and Third Streets relative to parking control and questioned how many parking spaces would actually be net-gained by making the streets one-way.

Interim Manager Kim Pickett clarifies that the town owns Second Street and South Third Street but not North Third, which is owned by NCDOT and expected to become one-way regardless of the town's actions. She explains that, in any case, the town will not gain parking spaces and is actually losing 98 spaces as stated in the resolution. She adds that while there was past discussion about the town taking over Market Street, that is not possible because it is a federal highway; similarly, NCDOT will not allow parking on one side of Market Street, so there will be no parking on Market Street at all.

Mayor Andy Moore directed that the Resolution be clarified for description in paragraph two to indicate that the one-way pair would be from Johnston Street to Bridge Street, although understood.

Mayor Pro Tem Sloan Stevens made a motion, seconded by Councilwoman Doris Wallace to approve Resolution 800 (03-2026) providing the conditional approval of proposed downtown traffic modifications by the North Carolina Department of Transportation. Unanimously approved.

**RESOLUTION 800 (03-2026) OF THE TOWN COUNCIL
THE TOWN OF SMITHFIELD, NORTH CAROLINA
PROVIDING CONDITIONAL APPROVAL OF PROPOSED DOWNTOWN TRAFFIC MODIFICATIONS BY
THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION**

WHEREAS, the North Carolina Department of Transportation (NCDOT) has presented a conceptual plan proposing removal of on-street parking along Market Street; and

WHEREAS, the proposed plan includes the conversion of North and South 3rd Street, from Bridge Street to Johnston Street, to a one-way northbound pair with angled parking, the conversion of North and South 2nd Street, from Bridge Street to Johnston Street, to a one-way southbound pair with angled parking, and the conversion of Johnston Street between 2nd and 3rd Street to a one-way eastbound with angled parking; and

WHEREAS, the Town Council has reviewed the proposed plan and finds that its implementation would result in a net loss of approximately ninety-eight (98) existing on-street parking spaces within the downtown core; and

WHEREAS, the Town Council recognizes that on-street parking is a critical component of downtown economic vitality, supporting local businesses, facilitating short-term visits, and contributing to a walkable and accessible downtown environment; and

WHEREAS, the Town Council find that the loss of ninety-eight (98) parking spaces may have adverse economic impacts on downtown businesses, employees, residents, and visitors, particularly during peak hours and special events, and

WHEREAS, the Town Council acknowledges the potential traffic flow and safety benefits of the proposed changes, but determines that such benefits must be carefully balanced against the documented parking loss and potential economic impacts; and

WHEREAS, the Town Council further finds that transportation alternatives or design modifications may be identified in the future that could better balance traffic operations, parking availability, pedestrian safety, and economic vitality;

WHEREAS, the NCDOT roadway portion is currently funded, and the Town will partner with NCDOT to obtain funding for the Town maintained roadways.

NOW, THEREFORE, BE IT RESOLVED, by Mayor M. Andy Moore and members of the Town Council of the Town of Smithfield, North Carolina, hereby conditionally approves NCDOT's proposed downtown traffic configuration, subject to the following conditions outlined by the appointed Task Force:

1. That NCDOT and the Town partners to incorporate streetscaping enhancements to the greatest extent practicable, including street trees, planters, landscaping, lighting, and pedestrian amenities.
2. That edge line striping, crosswalk painting, and pedestrian safety markings be enhanced and clearing defined throughout the affected corridors.
3. That angled parking on North and South 3rd and 2nd Streets, as well as Johnston Street, be maximized where it is feasible to partially offset the documented loss of ninety-eight (98) on-street parking spaces.
4. That continued coordination occurs between NCDOT, Town Staff and Task Force prior to final design approval.
5. That this resolution does not constitute final acceptance of construction plans and may be revisited should parking impacts, economic conditions, or design elements materially change.

6. That the Town Council expressly reserves that right to withdraw, amend, or modify this conditional approval if an alternative solution, revised design, or different traffic configuration is proposed at a later date that the Town Council determines better serves the public interest.
7. That final design plans, including but not limited to lane configurations, parking layouts, streetscaping elements, pavement markings, and signage, shall be subject to review and final approval by the Town of Smithfield Council for all Town Maintained roadways prior to implementation.

BE IT FURTHER RESOLVED, that this conditional approval reflects the Town Council's intent to cooperate with NCDOT while formally documenting the Town's concerns regarding parking loss, economic impacts, and the need for appropriate mitigation, and does not waive the Town's authority to require final design approval on Town maintained roadways or to reconsider its position as additional information or alternatives become available.

Adopted this 3rd day of March, 2026.

Mayor Andy Moore thanks the task force and committee for their extensive work and acknowledges citizen concerns about the loss of downtown parking, emphasizing that the issue has been discussed for about a year in meetings and the media. He notes that Market Street parking removal has consistently been presented by NCDOT as a done decision, despite repeated efforts by the town, legislators, and DOT officials to find alternatives. He stresses that the adopted resolution is a conditional step that does not bind the town to a final plan, but is part of trying to make the best of an imposed loss of parking while remaining open to any new alternatives that might emerge. He again expressed appreciation for the efforts of the committee, who he stated "took it and ran with it"—while noting the issue is still being pressed to do what we can.

PUBLIC HEARINGS:

- 1. Comprehensive Map Plan Update Request – CA-25-01:** Staff respectfully requests continuation of the public hearing originally opened at the February 17, 2026 Town Council meeting. Staff proposes amendments to the Town's Comprehensive Growth Plan and a minor update to the Pedestrian Plan.

Councilman Roger Wood made a motion, seconded by Councilwoman Doris Wallace to open the public hearing. Unanimously approved.

Planner I Micah Woodard addressed the Council presenting an overview of proposed map amendments to the Comprehensive Growth Management Plan, noting an increase in rezonings, annexations, and newly available sewer infrastructure that were not anticipated in the 2019 Town Plan. The amendments reflect coordination among Public Utilities, Planning, the Planning Board, Parks and Recreation, and the Interim Town Manager. Woodard presented a breakdown of four maps per every area (Areas 1-4) in town and presented proposed amendments for guided growth. The first map presented per area is what is current in the Town's Growth Plan, the second map is what was put together and proposed to the Planning Board initially, the third map is the consensus of Staff and the Planning Board, and the fourth map per every area is the final draft for that area. Woodard outlined the following recommendations for each area:

Area 1, staff recommended expanding industrial and employment uses in West Smithfield due to existing development, access to US 70 Business and future I-42, and the County's sewer policy supporting industrial growth, while also identifying select areas for medium-density residential near new sewer infrastructure.

There was some discussion regarding the various maps and final proposals. Councilwoman Doris Wallace asked if the Planning Board had seen the maps and given approval, with Woodard stating yes. Mayor Moore clarified the printing of the word septic on staff's slide, noting the town is not encouraging any development that does not utilize the Town's sewer system. Woodard agreed. It was also noted that areas that were initially envisioned for septic-based, low-density residential growth are now being reconsidered as more appropriate for industrial uses supported by town utilities, recognizing the county's sewer issues along our ETJ. It was pointed out that the town's sewer lines currently stop at Barbour Road along that corridor and that utility and feasibility assumptions have evolved with new infrastructure.

Area 2, the extension of sewer associated with the Bellamy Subdivision supports a transition to medium-density residential, with Planning Board consensus to maintain low-density areas north of Poplar Creek and increase to medium density south along Barbour Road.

Area 3, the staff proposed reconfiguring the mixed-use and industrial designations around Buffalo Road near the future I-42 interchange and office/residential areas to the south to better accommodate employment growth, which the Planning Board generally supported with adjustments. It was noted that the area in this map that is southeast of area two development will not stay medium density, but will be low density development (referenced in yellow on the map).

There was some discussion regarding the proposed zoning maps, with it being noted that the maps are non-binding as any official zoning changes must come before the town council for approval. It was also discussed that having a plan in place to guide future land use encourages opportunity for site certification by the state for future developments.

Area 4, east of I-95, new sewer availability associated with Mallard Crossing prompted recommendations for expanded industrial, mixed-use, and residential designations, largely consistent with staff's proposal. The

Planning Board reached consensus on all areas following multiple meetings. Staff recommended approval of Comprehensive Plan Amendment CA-25-01 and a minor update to the Town Pedestrian Plan.

Mayor Moore questioned why there was not a plan for more mixed-use type development for the area, given the residential developments and government offices that are potentially bringing a concentration of people to the area. Mayor Moore stated this should be considered. Woodard agreed this should be considered, but a little at a time—noting the proposal was the middle ground point reached by Planning and staff.

Planner I Micah Woodard stated the last item for amendment was for a change in the current pedestrian plan. It guides proposed sidewalks, existing sidewalks, proposed multi-use paths and the current Greenway. Woodard stated this was the area near the turnoff toward Brogden Road towards Princeton. He explained that the current plan shows a proposed multi-use path on the western side of the road and a proposed sidewalk on the eastern side, but NC DOT has requested that these be switched. Attorney Bob Spence emphasized that this change to provide access to the Neuse River bottom.

Woodard reiterated that this change is minor, does not remove any pedestrian facilities, and only rearranges their alignment. It was also clarified that these are proposed projects—not yet funded or scheduled and could be implemented in the future if the town secures grant funding.

Mayor Moore asked if there were any additional questions for staff from the Board. There were none. He asked if there was anyone in the audience who wished to speak on the matter.

Antoine Williams of 1092 Broadway Street asked for clarification for what the multi-purpose path was. Planner I Micah Woodard replied for biking or walking.

Mark Lane, of the ETJ area of Smithfield, and the Planning Board Chairman referred to the map and explained that the planning board had previously designated a particular area as mixed use because they intended to keep the entire area together under that category, especially given the nearby proposed county project. He noted that they had not realized at the time that part of the area was a site-certified industrial site, and that this new information clarified why the earlier planning director may not have wanted to include it in the same way. Lane indicated that, with the updated understanding, he believes the map should be adjusted so the land use designations more accurately reflect both the industrial status and the planning board's original intent for mixed-use development.

Micah Woodard incorporated copies of maps, and staff reporting information into the record, and it was presented to the Town Council as part of their March 3, 2026 agenda packets.

Councilman Stephen Rabil made a motion, seconded by Councilman Gettys Cohen, Jr. to close the public hearing. Unanimously approved.

There was some discussion clarifying mixed uses and commercial development, with mixed use being described as *a blend of residential and commercial and office uses within a single project*. Commercial development was stated as *high to medium intensity commercial uses and centers potentially larger multi-family residential may be appropriate on a redevelopment site, civic and institutional uses may be accommodated but are not necessarily encouraged*.

Planning Director Micah Woodard asked for clarification on how Council wanted to adjust the map, confirming the specific boundary where the red line (representing a proposed street) should be extended due east and noting that the red lines are only for context as proposed streets, including the new connector to Mallard Rd. The Board gave input on exactly where to draw the hard boundary. Mayor Andy Moore emphasized that the town has very few areas within its corporate limits suitable for concentrated commercial development, noting growing interest from higher-end retailers and grocery stores that currently have "nowhere to go." He further added that while the intent is not to create a large metropolitan area, the town must begin planning key corridors and major areas to accommodate future commercial opportunities in response to ongoing and planned residential growth.

Mayor Pro Tem Sloan Stevens made a motion, seconded by Dr. Gettys Cohen, Jr. to recommend approval of the Comprehensive Growth Plan Amendment CA-25-01, and subsequent minor change to the Town Pedestrian Plan with the following changes to areas of interest. Unanimously approved:

- *Area of Interest 4, Highway 70 Business East at Hill Road be changed to Commercial Use*
- *Area of Interest 3, the South Side of Buffalo Road, to use the Staff proposed map with mixed use to the North and Industrial use to the South.*

CITIZENS' COMMENTS:

- Tomeka Fuller of 517 N. Bright Leaf Blvd addressed the Council, reminding them that March is National Nutrition Month. The Health Department offers free educational classes regarding nutrition, heart disease and healthy eating on a budget. She also stated they offer hybrid Narcan training for anyone interested. She also stated she had a frequently asked questions flyer related to the measles outbreak.
- Heidi Gilmond, Director of Smithfield's Downtown Development Corporation, discussed Ham & Yam Festival Planning and events. She gave an update on the upcoming *40th Ham & Yam Festival*, noting

there will be three stages of live entertainment beginning at 10:00 a.m. with a free Sister Hazel concert, an expanded car show, an antique tractor show, pig races, children’s activity zones, and the Hog Trot and Tater Stampede 5K. She highlighted new features including a sweet potato cooking exposition, a hog calling competition, new mascots (Hammy T. Biscuit and Sweet Potato Cassie) with life-size statues to be carved at the event, strong participation in related art contests, approximately 250+ vendors, and a \$20 raffle for a handmade quilt made from past festival T-shirts.

CONSENT AGENDA ITEMS:

Councilman John Dunn made a motion, seconded by Councilwoman Doris Wallace to approve the consent agenda as submitted. Unanimously approved.

1. Approval of Minutes:

- a. January 20, 2026 – Closed Session (Under Separate Cover)
- b. February 3, 2026 – Regular Session
- c. February 3, 2026 – Closed Session (Under Separate Cover)

2. Temporary Use Permit – Skulls & Shamrocks Event: Bulldog’s Harley Davidson is requesting approval to conduct an event at 1043 Outlet Center Drive on March 14, 2026 from 11:00 am until 4:00 pm with amplified sound from 12:00pm until 3:00pm. A food and beer truck will also be on site.

3. Temporary Use Permit – File & Ride Event: Bulldog’s Harley Davidson is requesting approval to conduct an event at 1043 Outlet Center Drive on March 21, 2026 from 8:00 am until 4:00 pm. A food and beer truck will also be on site.

4. Temporary Use Permit – Throttle & Tacos Event: Bulldog’s Harley Davidson is requesting approval to conduct an event at 1043 Outlet Center Drive on March 14, 2026 from 11:00 am until 4:00 pm. A food and beer truck will also be on site.

5. Temporary Use Permit – River Jam Concert Series: The Parks and Recreation Department requests approval to conduct the River Jam Concert Series at 150 S. Front Street on March 27, April 24, May 15, and June 12 with amplified sound from 3:00 pm to 10:00 pm. Road closure of South Front Street is requested. Food and alcoholic beverages will be sold during the events.

6. Application for Adopt-A-Street on Outlet Center Drive: Bulldog Harley-Davidson requests approval to participate in the Town’s Adopt-A-Street Program by adopting a portion of Outlet Center Drive, extending from the Selma Town limits to the roundabout.

7. Consideration and request for approval of various Budget Amendments for the Police Department, Fire Department and Parks and Recreation Department

Acct #	Description	Decrease	Increase
Revenues:			
10-10-3900-3900-0770	Insurance Proceeds	-	1,748
Expenditures: Police			
10-20-5100-5300-3100	Vehicle Supplies/Maint	-	1,748
Check:		<u>Decrease</u>	<u>Increase</u>
Revenues		-	1,748
Expenditures		-	1,748
Totals		-	-
Check Figure			-
Acct #	Description	Decrease	Increase
Revenues:			

10-00-3900-3900-0000	Fund Balance Appropriation	-	14,558
Expenditures: Fire			
10-20-5300-5300-3100	Vehicle Supplies/Maint	-	14,558
Check:		<u>Decrease</u>	<u>Increase</u>
Revenues		-	14,558
Expenditures		-	14,558
Totals		-	-
Check Figure			-
Acct #	Description	Decrease	Increase
Revenues:			
10-10-3900-3900-0770	Insurance Proceeds	-	2,849
Expenditures: Parks & Recreation			
10-60-6200-5300-3100	Vehicle Supplies/Maint	-	2,849
Check:		<u>Decrease</u>	<u>Increase</u>
Revenues		-	2,849
Expenditures		-	2,849
Totals		-	-
Check Figure			-

8. **Consideration and request for approval to award a bid in the amount of \$5,280.00 to Clegg’s Pest Control for pest control services for eleven (11) Town buildings and to authorize the Interim Town Manager to execute the service agreement**

9. **Consideration and request for approval to purchase a UTV and skid unit to replace a damaged UTV in the amount of \$44,670.61**

10. New Hire Report

Filled Positions

The Town Council is informed that the following positions have been successfully filled in accordance with the Adopted FY 2025–2026 Budget. This information is provided to formally acknowledge staffing updates and to maintain transparency in the hiring process.

<u>Full Time – Position</u>	<u>Department</u>	<u>Budget Line</u>	<u>Rate of Pay</u>
Finance Director	Finance	10-10-4200-5100-0200	\$125,008.00/yr.
		30-71-7220-5100-0200	
		31-72-7230-5100-0200	
Planning Director	Planning	10-10-4900-5100-0200	\$99,507.20/yr.
Deputy Police Chief	Police	10-20-5100-5100-0200	\$113,110.40/yr.
Police Officer (SRO)	Police	10-20-5100-5100-0200	\$61,221.68/yr

Waste Water Systems Tech PU – W/S 30-71-7220-5100-0200 \$53,497.60/yr

Current Vacancies

The Town Council is informed of the following current vacancies within the organization, which remain unfilled. These vacancies are reported to ensure transparency in staffing levels and to keep the Council apprised of ongoing recruitment efforts.

<u>Position</u>	<u>Department</u>	<u>Budget Line</u>
Firefighter (1 position)	Fire	10-20-5300-5100-0200
Facility Maintenance Worker	Appearance	10-30-5600-5100-0700
*Sanitation Equipment Operator (2 positions)	PW – Sanitation	10-40-5800-5100-0200
Utility Line Mechanic (2 positions)	PU – W/S	30-71-7220-5100-0200

* Vacancy due to retirement

Note – Only 1 Sanitation Equipment Operator Vacancy is due to retirement

BUSINESS ITEMS:

1. Consideration and request for approval to rename a section of Dogwood Street to Oak Street

Interim Town Manager Kim Pickett addressed the Council regarding the correction of a street name where a portion of Oak Street had been incorrectly signed and mapped as Dogwood Street. She explained that a citizen, Stephanie Avery made several requests to change the name of the street. Staff researched the history of the street, and found deed records from 1969 through 2017 consistently refer to the street as Oak Street. Pickett stated that it appears the Oak Street sign was removed years ago and mistakenly reinstalled as Dogwood, after which GIS and other records gradually followed the error. She recommended restoring the correct name by reinstalling an Oak Street sign making it a through street as it was originally (at an estimated cost of \$50), and coordinating with communications and public safety agencies to update GIS and mapping systems, noting that no existing addresses or parcels would be affected and all relevant departments support the change.

Dr. Gettys Cohen, Jr. made a motion, seconded by Councilwoman Doris Wallace to change the street name. Unanimously approved.

Pickett commended the expediency of Town Staff, who already had the sign ready to install. Dr. Getty's Cohen, Jr. recognized members of the neighborhood who were in attendance at the meeting and thanked them for coming.

COUNCILMEMBER COMMENTS:

There were no Councilmember comments made at this point during the meeting.

TOWN MANAGER'S REPORT:

Interim Town Manager Pickett recognized the two new members of Town Staff, Tracy Stubblefield, Finance Director, and Brent Reck, the new Planning Director. She also mentioned the Easter Egg hunt at Gertrude B. Johnson Park, headed up by Councilwoman Doris Wallace.

Adjourn:

Councilwoman Doris Wallace made a motion, seconded by Councilman Gettys Cohen, Jr. to adjourn the meeting at approximately 8:55 p.m. Unanimously approved.

ATTEST:


Elaine Andrews, Town Clerk




M. Andy Moore, Mayor