

A Regular Meeting of the City Council of the City of Hickory was held in the Council Chamber of the Municipal Building on Tuesday, November 21, 2017 at 7:00 p.m., with the following members present:

| | | |
|----------------|---------------|-------------------|
| | Jeff M. Cline | |
| Brad Lail | | |
| Vernon Tarlton | Aldermen | David P. Zagaroli |
| Danny Seaver | | Jill Patton |

A quorum was present.

Also present were: City Manager Warren Wood, Interim Assistant City Manager Rick Beasley, Assistant City Manager Rodney Miller, Deputy City Attorney Arnita Dula, City Attorney John W. Crone, III, Executive Assistant to the City Manager Deisy Zavala Vazquez and City Clerk Debbie D. Miller

I. Mayor Cline called the meeting to order. All Council members were present except for Alderman Guess.

II. Invocation by Pastor David E. Roberts II, Morning Star First Baptist Church

III. Pledge of Allegiance

Mayor Cline recognized Boy Scout Troops in attendance from Troop 250, Troop 1, and Troop 235.

IV. Special Presentations

A. Honoring Mayor Wright

Mayor Cline asked Donna Wright to the podium. Mayor Cline presented her with Mayor Wright's gavel which he had used for his 16 years with the City. Being the Mayor of this City for Rudy Wright was a call, he loved the job, and he just adored it. He commented it is appropriate to give the gavel to Donna as a gift from the City. A standing ovation was given to Mrs. Wright.

B. Catawba Valley Habitat for Humanity: Rudy Wright Project

Mayor Cline asked Mitzi Gellman, Executive Director of Catawba Valley Habitat for Humanity to the podium to discuss the Rudy Project.

Catawba Valley Habitat for Humanity, Executive Director, Mitzi Gellman presented a PowerPoint presentation and discussed the Rudy Project. She explained this is a way to honor the memory of Rudy and to celebrate his contributions to the community. Rudy was so beloved throughout the community and they thought that it would be nice to bring people together. More than just from the service where we all celebrated his life, but then also to honor his work and his legacy. She advised they are calling this the Rudy project as part of a partnership with the City of Hickory and with Habitat for Humanity. She explained what the Rudy Project was. They are going to build a house in the Northstone community which is located off of Falling Creek Road. She was convinced that those are the best houses that are being built right now in Catawba County if not in this part of Western North Carolina. They are super energy efficient, a great new design that they are using, and they are high grade materials. They thought what Rudy would like the best about it was, that it was a community. They are trying to create a really nice neighborhood where people can live, raise their children, grow old and have a good time. They are going to build a house and create a community gathering spot as well. Rudy was all about gathering and community. She showed a rough sketch, a preliminary idea, but it would be different from the sketch. They will have a picnic shelter, a walking area, and some areas which will contain passive playground equipment, some climbing things, some walks and some structures of things as well. They are doing this as a way to honor his Honor. They would be using the employees of the City of Hickory, all the employees that want to be involved with that, either through their gifts, their time, or both. They will employ different volunteers throughout the community. City Manager Warren Wood would be sending a letter out to some of the local municipalities as well. They will combine all of that with gifts from the community as well, along with the generous match the City Council has offered to provide as a one for one match for all of the gifts from the City employees and from Council members. She commented one of the things that we know that this was a great way to honor Rudy was because he was all about homeownership. We have all heard his story and his humble beginnings. He really enjoyed the concept behind Habitat because it was not a handout it was a hand-up and a way to promote healthy lifestyles for people, good students and a stable family life. The most important thing that Rudy would like about this was it was going to increase the tax base. All the Habitat families buy their house, they make house payments and they pay property tax just like everyone else who has a house. They thought that was a good way to honor him. She quoted Rudy, "If I weren't doing this, I would be, well, I can't imagine anything I'd rather be doing than serving as Mayor for the great people here". They felt like this was a way to honor him that they could give back to him. As they have talked about this project people usually have tears in their eyes and they are ready to go. She discussed the timeline, hopefully starting the picnic area around January or February. Their goal with that is to begin once they have \$30,000 in hand. They will start the house around May which is going to require an additional \$80,000. Altogether the project is \$110,000. To date they have raised approximately \$12,000. They

are just getting started. She advised they had a family picked out all ready to go. They are ready on their end.

C. Neighborhood College Graduation

Mayor Cline asked Communications Specialist, Sarah Prencipe to the podium for the Neighborhood College Graduation.

Communications Specialist Sarah Prencipe advised she would be presenting the Hickory Neighborhood College graduating class of 2017. These dedicated citizens willingly gave up their Monday evenings for 10 weeks to learn about the City and its functions. They began the course with Mayor Cline and City Manager Warren Wood who discussed the role of City Council and the Council/Manager form of Government. They visited a different department each week and learned from the City's very knowledgeable Staff. She thanked all of the department heads and City staff who participated in teaching these courses. Their passion for their jobs was apparent and they truly are experts in their fields. She commented we are fortunate to have such an efficient and professional Staff. She advised this was the 16th Class of Neighborhood College. They have learned over the years that often Neighborhood College graduates go on to serve on Boards and Commissions or become community leaders in a variety of ways. She vouched for these graduates. They had been nothing but engaged and interested in these classes and had asked excellent questions. Many of them had also attended Board and Commission meetings as well as City Council meetings as part of the Neighborhood College curriculum. In her current role as Communications Specialist she often talks about all of the great events and amenities that our City has to offer, but if she had to choose just one aspect of what makes Hickory a great City it is our citizens. And truly these 20 citizens are the best of the best and she looks forward to seeing how they take on new roles in our community. She thanked each of them for being interested in their community and for actively choosing to educate themselves about our City. She asked City Council to join her at the podium and called the names of the graduates to come up and receive their diplomas.

Neighborhood College Graduates:

Whitney Coble
Donna Gerrard
Ed Gerrard (not present)
Ian Greene
Susan Lydick Greene
George Hebert
April Hewitt
Joan Jackson
Carol Lupton
Donna McCray
Tina McGilvary (not present)
Celli Mellert
Cliff Moone
Pieter de Neef
Chrissy Schramm (not present)
Toni Scott
John Setzler
Blenda Sloniker
Susan Smith
Dustin Strickland
David Williams

A photo was taken of the graduating class with City Council members.

D. Audit Presentation: Kari Dunlap, CPA, Audit Manager, Martin Starnes

Mayor Cline asked Kari Dunlap with Martin Starnes to the podium to present the audit report.

Ms. Kari Dunlap, CPA, Audit Manager with Martin Starnes, presented a PowerPoint presentation. She explained the audit highlights. There was an unmodified opinion on the financial statements which basically means there was a clean opinion, there was no reason to think that the statements were materially misstated for any reason. She advised the City had very cooperative Staff, if they needed something they got it to them as soon as they could and they tried to make the process as smoothly as possible. She thanked the Staff for that. The General Fund Unassigned Fund Balance increased \$1.8 million this year, which was a significant increase. The General Fund Summary which included transfers out and transfers in. There was a 3 percent increase for revenues this year which was a growth in the sales tax base. The expenditures decreased about 16 percent. They would see a significant drop in those this year. The Fund Balance for the General Fund was \$36

million this year, it increased \$2.7 million and the Unassigned Fund Balance was \$15.9 million. City Council has a goal of 25 percent of adopted budget for Unassigned Fund Balance, so while the \$15 million is technically unassigned there are obligations in the coming years that have been set aside for this amount. She discussed the Fund Balance as a percent of expenditures and transfers to other funds which increased to 33.79 percent this year. She advised the total Fund Balance, available Fund Balance, and unassigned Fund Balance all increased this year over last year. She mentioned the top three revenues: Ad Valorem taxes, almost \$27 million this year, it increased approximately \$945,000. The other taxes which consisted of other local option sales tax, franchise tax, and occupancy tax, increased approximately \$643,000 this year. The Restricted Intergovernmental, which includes things like street maintenance, and rural fire tax, had a very small decrease, of about \$114,000. The top expenditure was public safety and there was a decrease of \$114 million dollars this year which was due to capital outlay purchases in the prior year. Cultural and Recreation there was a small increase of \$271,000 which was various capital expenditures that happened across the City. The General Government had a significant decrease of \$3.21 million which was due to the settlement of a lawsuit in the prior year. She gave a brief overview of the Enterprise Fund. Water/Sewer Fund total working capital decreased this year due to the Central Business District project. Cash increased about \$1.5 million which was due to the Central Business District project. The Transportation Fund had a cash increase of approximately \$80,000 which was because the airport was growing which was a good indicator. Solid Waste cash increased approximately \$54,000 and continued to grow. She asked for questions. She advised that City Council had a draft copy of the Audit Report and if they had any questions they could reach out to her or the Finance Staff. They had submitted the report to LGC but had not been approved yet. Once the report was approved City Council would get their official copies.

V. Persons Requesting to Be Heard

VI. Approval of Minutes

A. Regular Meeting of November 7, 2017

Alderman Tarlton moved, seconded by Alderwoman Patton that the Minutes of November 7, 2017 be approved. The motion carried unanimously.

VII. Reaffirmation and Ratification of Second Readings. Votes recorded on first reading will be reaffirmed and ratified on second reading unless Council Members change their votes and so indicate on second reading.

Alderman Zagaroli moved, seconded by Alderwoman Patton that the following be reaffirmed and ratified on second reading. The motion carried unanimously.

- A. Approval of the Community Relations Council's Fall 2017 Grant Recommendations in the Amount of \$7,205.20 for Six Grants. (First Reading Vote: Unanimous)
- B. Approval of Amendment One to Extend the Vacant Building Grant Agreement with AKSS Real Estate, LLC by 180 Days. (First Reading Vote: Unanimous)
- C. Approval of an Amendment to the City Walk Design Contract in the Amount of \$252,000 with Amec Foster Wheeler. (First Reading Vote: Unanimous)
- D. Budget Revision Number 9. (First Reading Vote: Unanimous)

VIII. Consent Agenda: All items below are considered to be routine by the City Council and will be enacted by one motion. There will be no separate discussion of these items unless a Council Member so requests. In which event, the item will be removed from the Consent Agenda and considered under Item IX.

Alderman Lail moved, seconded by Alderwoman Patton approval of the Consent Agenda. The motion carried unanimously.

A. Approved Applying for the Sam's Club/Walmart Foundation Grant to Purchase Smoke and Carbon Monoxide Alarms.

During public relations event, staff of Sam's club shared information on the community grant program and suggested that we apply. The fire department would like to use the funds to purchase smoke and carbon monoxide alarms. The purpose of this grant is to install 10-year lithium smoke alarms and carbon monoxide alarms in high fire risk areas. This program is designed as a total community canvassing project to provide both education and long-life smoke alarms as needed. Recipients must identify high fire risk areas in their communities to target and conduct fire safety sweeps. The goal of this project is to reduce fire deaths and injuries to North Carolina residents. The long-term outcomes includes communities that are better prepared should a fire break-out in their residence.

The purpose of this grant is to increase safety of citizen and response personnel. Sam's Club Walmart Foundation normally starts the panel review process within 30 days of the end of the application period and then typically will award throughout the year. The fire department is requesting approval to apply for a grant through Sam's Club/Walmart Foundation for an estimated \$2,000 to purchase smoke and carbon monoxide alarms. There are no matching funds required by the City of Hickory. If awarded the grant, Sam's Club/Walmart Foundation would pay 100% of this purchase.

- B. Approved the Special Events Activities Application St. Patrick's Day 5K, Kelly Stewart, Owner Run Time Races LLC, Run Time Races LLC, March 17, 2018, Sails on Union Square, 6:30 a.m. to 11:00 a.m.
- C. Approved the Proclamation for Small Business Saturday, November 25, 2017.
- D. Accepted a Bullet Proof Vest Grant in the Amount of \$5,063.35.

Hickory Police Department requests permission to accept a grant to assist in funding the purchase of bulletproof vests for police officers. City of Hickory will receive up to 50 percent reimbursement for each vest purchased. Since 1999, the Bullet Proof Vest Grant program has provided an opportunity for law enforcement agencies to apply for a grant to receive up to 50 percent funding on the purchase of ballistic vests. In order to be eligible, the agency must have a policy in effect making it mandatory for uniformed officers to wear the vests while on duty. Hickory Police Department has the mandatory wear policy in effect and has been a recipient of this grant for numerous years. Monies are placed in the police department budget uniform line item annually to purchase vests for police officers. Life expectancy of each vest is approximately five years. The Police Department recommends acceptance of this grant to receive up to 50 percent funding to purchase bulletproof vests for police officers. Hickory Police Department has been awarded \$5,063.35.

- E. Approved on First Reading the Professional Services Agreement with Hulsey McCormick & Wallace in the Amount of \$50,000 for the Sodium Hypochlorite Generation Replacement Project.

Staff requests City Council's approval of the Professional Services Agreement with Hulsey McCormick & Wallace for completion of the construction phase services on the sodium hypochlorite generation replacement project in the amount of \$50,000. The City of Hickory Public Utilities Division owns and operates one 32 MGD Water Treatment Facility that was last upgraded in 1992. The current system was the first to be installed in North Carolina and has worked well for the facility. In recent years, Public Utilities has spent a substantial amount of resources on maintenance and replacement. Staff has reviewed options and made comparisons for more extensive repairs versus replacement and feels that it is time to replace the system with newer technology. Public Utilities Division staff developed and distributed a Request for Qualifications for design and construction administration of the sodium hypochlorite replacement system project. Hulsey McCormick and Wallace (HMW) was chosen as the design firm to complete design for the project. Staff worked with HMW to develop comprehensive plans and documents to design the replacement of the system. Due to the complexity and intricate nature of this project, staff feels that we should engage HMW for construction administration as well. The construction contract was approved with The Harper Corporation by City Council on November 7, 2017. The project is budgeted in the Public Utilities Capital Improvement budget for FY 17-18. Staff recommends City Council's approval of the Professional Services Agreement with Hulsey McCormick & Wallace for completion of the construction phase services on the sodium hypochlorite generation replacement project in the amount of \$50,000.

- F. Approved a Loan in the Amount of \$25,000 to the Woda Group to Assist in the Construction of a 50 Unit Apartment Complex for Low to Moderate Income Senior Citizens.

The Woda Group has requested funding to assist in the construction of a 50 unit apartment complex for low and moderate income senior citizens. The project will be constructed at 105 South Center Street. The project plans to make use of Low Income Housing Tax Credits. The estimated cost of the project is \$7.4 million. The project has also been awarded a \$200,000 loan from the Unifour HOME Consortium. The developer has requested these loans to reduce the amount of tax credits required per unit, which should make the proposal more likely to be awarded the tax credits that are necessary to finance the construction. On November 2, 2017, the Citizen's Advisory Committee approved this request at their meeting. They have recommended funding a \$25,000 loan payable over 20 years at a three percent interest rate. Similar to other loans to nonprofit organizations and homeowners, staff will develop a promissory note and deed of trust that represents these requirements. This loan will be made from residual program income from the City's former rental rehabilitation program. The loan will be contingent on receipt of the Low Income Housing Tax Credits from the North Carolina Housing Finance Agency. Staff recommends City Council's approval of funding a \$25,000 loan payable over 20 years at a three percent interest rate with the Woda Group.

- G. Approved on First Reading Budget Revision Number 10.

ORDINANCE 17-33
BUDGET REVISION NO. 10

BE IT ORDAINED by the Governing Board of the City of Hickory that, pursuant to N.C. General Statutes 159.15 and 159.13.2, the following revision be made to the annual budget ordinance for the fiscal year ending June 30, 2018 and for the duration of the Project Ordinances noted herein.

SECTION 1. To amend the General Fund within the FY 2017-18 Budget Ordinance, the expenditures are to be changed as follows:

| FUNCTIONAL AREA | INCREASE | DECREASE |
|------------------------|----------|----------|
| Culture and Recreation | 50 | - |
| Other Financing Uses | 6,250 | - |
| TOTAL | 6,300 | - |

To provide funding for the above, the General Fund revenues will be amended as follows:

| FUNCTIONAL AREA | INCREASE | DECREASE |
|-------------------------|----------|----------|
| Miscellaneous Revenues | 50 | - |
| Other Financing Sources | 6,250 | - |
| TOTAL | 6,300 | - |

SECTION 2. To amend the Riverwalk Capital Project Ordinance (#B1R001), the expenditures shall be changed as follows.

| FUNCTIONAL AREA | INCREASE | DECREASE |
|--------------------------|----------|----------|
| General Capital Projects | 6,250 | - |
| TOTAL | 6,250 | - |

To provide funding for the above Capital Project, the revenues will be amended as follows:

| FUNCTIONAL AREA | INCREASE | DECREASE |
|-------------------------|----------|----------|
| Other Financing Sources | 6,250 | - |
| TOTAL | 6,250 | - |

SECTION 3. To amend the Business Park 1764 Capital Project Ordinance (#B1B001), the expenditures shall be changed as follows:

| FUNCTIONAL AREA | INCREASE | DECREASE |
|--------------------------|----------|----------|
| General Capital Projects | 7,800 | - |
| TOTAL | 7,800 | - |

To provide funding for the above Capital Project, the revenues will be amended as follows:

| FUNCTIONAL AREA | INCREASE | DECREASE |
|-------------------------|----------|----------|
| Other Financing Sources | 7,800 | - |
| TOTAL | 7,800 | - |

SECTION 4. To amend the Water and Sewer Fund within the FY 2017-18 Budget Ordinance, the expenditures are to be changed as follows:

| FUNCTIONAL AREA | INCREASE | DECREASE |
|----------------------|----------|----------|
| Contingency | - | 7,800 |
| Other Financing Uses | 7,800 | - |
| TOTAL | 7,800 | 7,800 |

SECTION 5. Copies of the budget revision shall be furnished to the Clerk of the Governing Board, and to the City Manager (Budget Officer) and the Finance Officer for their direction.

- IX. Items Removed from Consent Agenda – None

- X. Informational Item

- XI. New Business:

- A. Public Hearings

1. Approved on First Reading Consideration of Rezoning Petition 17-04 for Approximately 1.25 Acres of Property Located at 4100 54th Avenue NE – Presentation by Planning Director Brian Frazier.

The City of Hickory has petitioned for the rezoning of 1.25 acres of property located at 4100 54th Avenue NE. The property is currently under construction for a single family residence owned by Karolyn Lee Voelbel Living Trust. The property is currently zoned R-40 by Catawba County. The property was recently annexed into the City of Hickory. This petition represents the initial zoning of the property, which must take place to assign a zoning classification within the City of Hickory Land Development Code. The petition is to rezone the property from Catawba County R-40 to Medium Density Residential – 2 (R-2). The Hickory by Choice 2030 Comprehensive Plan classifies the vicinity as Low Density Residential. This classification is intended to provide transition areas between urban residential areas and rural areas. The HBC 2030 plan recommends residential densities in the range of two to four units per acre. While the requested zoning district is called medium density, its permissible density falls into the range recommended by the plan, and as such, should be considered to be consistent with the plan's recommendations. The R-2 zoning district permits single family development at a maximum of four dwelling units per acre. The Hickory Regional Planning Commission conducted a public hearing on October 25, 2017 to consider the petition. During the public hearing, no one spoke for or against the proposal. Upon closing the public hearing, the Hickory Regional Planning Commission voted unanimously (9-0) to affirm the petition's consistency with the Hickory by Choice 2030 Comprehensive Plan, and recommended City Council's approval of the petition. Staff concurs with the recommendation of the Hickory Regional Planning Commission

This public hearing was advertised in a newspaper having general circulation in the Hickory area on November 10 and November 17, 2017.

City Manager Warren Wood asked Planning Director Brian Frazier to the podium to present City Council with Rezoning Petition 17-04 for approximately 1.25 acres of property located at 4100 54th Avenue NE.

Planning Director Brian Frazier presented City Council with a PowerPoint. He explained Rezoning Petition 17-04 for property owned by the Voelbel Living Trust. The applicant was the City of Hickory. The property was located on 54th Avenue NE, containing approximately 1.25 acres. This was consideration for rezoning from Catawba County residential R40 to City of Hickory medium density residential R2. This rezoning was an initial zoning to the City from the County through a recent voluntary annexation of property which Council approved several weeks ago. A single-family residence is currently being constructed on the subject property. He showed a map and pointed out the rezoning, the future land use was all low density residential. He pointed out the subject property. He showed an aerial ortho map and pointed out a cove to the lake, and the subject property. Hickory by Choice 2030 plan, and the map incased the area being classified as low density residential. This classification provides a transition between urban residential and more rural areas. Hickory by Choice 2030 Plan recommends residential densities in the range of 2 to 4 units per acre. He showed the zoning map and pointed out the subject property, R2 which was contiguous, the area in the City limits, and the area in the County which was R20 or R40. The neighboring properties were zoned Hickory R2, County R20, and County R40. The County requires a minimum lot size of 40,000 square feet for a single family residents while the City R2 only requires half of an acre assuming public water and sewer are present. The property's rezoning to an R2 designation would be the closest match to zoning of a nearby Shoal Creek Cove Subdivision already existing. He discussed the findings: basically the municipal density falls into the range recommended by the Hickory by Choice Plan and should be considered to be consistent with the plans recommendation. The Hickory Regional Planning Commission conducted a public hearing at the end of October and approved the petition unanimously to recommend the subject to Council. Staff concurred with the recommendation of the Planning Commission. He asked Council if they had any questions.

Mayor Cline explained the rules for conducting the public hearing. He declared the public hearing open and asked if there was anyone present to speak in opposition to the proposal. No one appeared. He asked if there was anyone present to speak in favor of the proposal. No one appeared. Mayor Cline closed the public hearing.

Alderman Seaver moved, seconded by Alderwoman Patton approval of Rezoning Petition 17-04. The motion carried unanimously.

ORDINANCE 17-34

AN ORDINANCE OF THE HICKORY CITY COUNCIL AMENDING THE OFFICIAL HICKORY ZONING ATLAS TO REZONE APPROXIMATELY 1.25 ACRES OF

PROPERTY LOCATED AT 4100 54TH AVENUE NE FROM CATAWBA COUNTY RESIDENTIAL – 40 (R-40) TO CITY OF HICKORY MEDIUM DENSITY RESIDENTIAL – 2 (R-2).

WHEREAS, Article 2, Section 2.2 of the Hickory Land Development Code provides for amendments to the Official Zoning Atlas; and

WHEREAS, the City has petitioned to rezone approximately 1.25 acres of property located at 4100 54th Avenue NE, more particularly described on Exhibit A attached hereto, to allow a Medium Density Residential – 2 district; and

WHEREAS, the Hickory Regional Planning Commission considered the proposed rezoning during a public hearing on October 25, 2017 and forwarded a recommendation of approval to the City Council; and

WHEREAS, Article 2 of the Hickory Land Development Code requires findings the proposed rezoning is in response to changing conditions and is reasonably necessary to promote the public health, safety and general welfare; and

WHEREAS, the City Council has found Petition 17-04 to be in conformance with the City's Land Development Plan and Zoning Ordinance,

NOW, THEREFORE, BE IT ORDAINED by the City Council of Hickory, North Carolina, THAT THE REZONING OF THE PROPERTIES LOCATED AT 4100 54TH AVENUE NE, AND DESCRIBED IN EXHIBIT A is approved.

SECTION 1. Findings of fact.

1. The subject property is located at 4100 54th Avenue NE, and further identified as PIN 3735-11-66-1272.
2. The rezoning request is intended to further implement the findings and recommendations of the Hickory by Choice 2030 Comprehensive Plan.
3. The rezoning of the property is consistent with the Hickory by Choice 2030 Comprehensive Plan.

SECTION 2. All ordinances or provisions of the Hickory City Code which are not in conformance with the provisions of the Amendment occurring herein are repealed as of the effective date of this Ordinance.

SECTION 3. Consistency Statement

Upon considering the matter, the Hickory City Council found:

1. The Hickory by Choice 2030 Comprehensive Plan classifies the area as Low Density Residential. The Low Density Residential future land use classification is characterized as an area of transition between higher density housing and the surrounding rural areas. The classification includes single residential uses, larger average lots sizes, open space and parks, and conservation subdivisions;
2. This classification is intended to provide transition areas between urban residential areas and rural areas. The HBC 2030 plan recommends residential densities in the range of two (2) to four (4) units per acre. While the requested zoning district is called medium density, its permissible density falls into the range recommended by the plan, and as such, should be considered to be consistent with the plan's recommendations;
3. Any and all improvements that are to take place on the property will be required to follow all applicable development regulations;
4. The subject properties are located along 54th Avenue NE, which is largely comprised of single family residences;
5. Public infrastructure currently in place in the area is sufficient to handle the type of development possible on the subject property.
6. Any future development that takes place on the subject property will be regulated by current and future development standards duly adopted by the City of Hickory and the State of North Carolina; and

7. Any future development occurring on the subject property will be required to adhere to all state and local building, fire, and flood zone related development regulations. Such regulations will ensure proper protections are provided to ensure surrounding residents, and property owners are properly protect as prescribed by law.

Based upon these findings, the Hickory City Council has found Rezoning Petition 17-04 to be consistent with the findings and recommendations of the Hickory by Choice 2030 Comprehensive Plan.

SECTION 4. This Ordinance shall become effective upon adoption.

2. Approved on First Reading Consideration of Rezoning Petition 17-05 for Approximately 3.74 Acres of Property Located at 112 2nd Avenue SE, 116 2nd Avenue SE, 210 2nd Street SE, 228 2nd Street SE, 225 1st Street SE, 231 1st Street SE and Three Vacant Parcels Located on 2nd Avenue SE – Presentation by Planning Director Brian Frazier.

Vicki Murray, Executive Director of Safe Harbor Rescue Mission, Inc. has petitioned for the rezoning of approximately 3.74 acres of property located at 112 2nd Avenue SE, 116 2nd Avenue SE, 210 2nd Street SE, 228 2nd Street SE, 225 1st Street SE, 231 1st Street SE and three vacant parcels located on 2nd Avenue SE. The Hickory by Choice 2030 Comprehensive Plan classifies the area as High Density Residential. The High Density Residential future land use classification is characterized as an area with small building lots, short building setbacks, and pedestrian friendly roads near mixed use and commercial areas. The classification includes small lot single-family residential, all forms of multi-family residential, open space, and institutional uses. These areas may also contain office uses along thoroughfares and adjacent to commercial areas to act as a transition between commercial and residential land uses, provided, such office uses are located immediately adjacent to existing office uses and districts. Hickory by Choice 2030 goes on to list the Office and Institutional (OI) district as being an implementing zone for this specific future land use classification. In evaluating the proposal with the goals outlined within the Hickory by Choice 2030 Plan, staff feels the request is consistent with the comprehensive plan. The Hickory Regional Planning Commission conducted a public hearing on October 25, 2017 to consider the petition. During the public hearing the applicant spoke in favor of the petition, while no one spoke in opposition of the petition. Upon closing the public hearing, the Hickory Regional Planning Commission voted 9-0 to affirm the petition's consistency with the Hickory by Choice 2030 Comprehensive Plan, and recommended City Council's approval of the petition. Staff concurs with the recommendation of the Hickory Regional Planning Commission.

This public hearing was advertised in a newspaper having general circulation in the Hickory area on November 10 and November 17, 2017.

City Manager Warren Wood asked the City's Planning Director Brian Frazier to the podium to present Council with Rezoning Petition 17-05 for approximately 3.74 acres of property located at 112 2nd Avenue SE, 116 2nd Avenue SE, 210 2nd Street SE, 228 2nd Street SE, 225 1st Street SE, 231 1st Street SE and three vacant parcels located on 2nd Avenue SE.

Planning Director Brian Frazier presented City Council with a PowerPoint presentation. He discussed Rezoning Petition 17-05. The property owner was Safe Harbor Rescue Mission Inc. The applicant was their Executive Director Vicki Murray. The property was just under four acres. The request was for consideration of rezoning from Central Business District C1 and high density residential R4 to be rezoned to an Office and Institutional (OI) use. He showed a map and pointed out the area of the rezoning, the Central Business District, the revitalization areas, high density residential areas, and Highway 127. He showed an aerial ortho map and pointed out the properties owned by Safe Harbor for the proposed rezoning, Highway 127, North Center, and City Hall. Hickory by Choice Plan indicates the area as being classified as high density residential, R4. The classification was intended to provide a transition between commercial and residential. The plan recommends residential densities in the range of 12 to 20 units per acre. The plan also states that areas in the high density residential (R4) may also contain office uses along significant thoroughfares provided new office districts abut existing office districts, which this would. Upon evaluation Staff believes that this requested rezoning was consistent with the findings and recommendations of the Hickory by Choice 2030 Plan. He pointed out on the zoning map the subject property, general business located in the area of Transportation Insight, Highway 127 North, and office and institutional which was already bordering the property, high density residential, and the Central Business District. He pointed out the current site that Safe Harbor has a building on for their

shelter. The new facility which they will be building will come before Planning Staff in coming weeks or months. He showed the area where the facility would be located. He noted a lot that it would also take in which was currently zoned high density R4. He discussed the findings for Rezoning Petition 17-05: the property was classified as high density residential. The classification includes small family residential lots, all forms of multi-residential apartments. He thought they could have as many as 115 to 120 apartments on this property open space and institutional uses. These areas according to the plan also contain office uses along thoroughfares, which this was, and adjacent to commercial areas to act as a transition between commercial and residential land uses provided that such office uses are located immediately adjacent to existing office uses in the district, which this was also. The plan goes on to list the O and I district as being classified as an implementing zone for this specific future land use classification, On October 25, 2017 the Hickory Regional Planning Commission held a hearing. There was no one who spoke against the project, it was approved unanimously 9 to 0 vote to affirm the petitions consistency with Hickory by Choice and to make a positive recommendation to City Council. Staff concurred with this recommendation. He asked City Council for questions.

Alderman Seaver asked if they had any ideas of what might be wanting to locate in that area or do they just want to get it zoned and market it.

Mr. Frazier advised with the rezoning that whole area will become O and I so that would pretty much erase most of the property lines through a lot line arrangement through a minor subdivision process. They are looking at upgrading the property. On the northwestern corner they are looking at building a two-story office building. They are working with an architect out of Newton, Stan Winstead. It will be a two-story office building which will enhance the neighborhood. It will not be used as a shelter, it will be used for counseling, life skills training, educational training, educational advancement, and job placement.

Alderman Seaver asked about the existing building. He confirmed that Mr. Frazier had said they were going to keep that.

Mr. Frazier advised that it was going to be kept as is.

Mayor Cline reiterated the rules for conducting the public hearing. He declared the public hearing open and asked if there was anyone present to speak in opposition to the proposal. No one appeared. He asked if there was anyone present to speak in favor of the proposal. No one appeared. Mayor Cline closed the public hearing.

Alderman Tarlton moved, seconded by Alderwoman Patton approval of Rezoning Petition 17-05. The motion carried unanimously.

ORDINANCE 17-35

AN ORDINANCE OF THE HICKORY CITY COUNCIL AMENDING THE OFFICIAL HICKORY ZONING ATLAS TO REZONE APPROXIMATELY 3.74 ACRES OF PROPERTY LOCATED AT 112 2ND AVENUE SE, 116 2ND AVENUE SE, 210 2ND STREET NE, 228 2ND STREET SE, 225 1ST STREET SE, 231 1ST STREET SE, AND THREE VACANT PARCELS LOCATED ON 2ND AVENUE SE FROM HIGH DENSITY RESIDENTIAL – 4 (R-4) AND CENTRAL BUSINESS DISTRICT (C-1) TO OFFICE AND INSTITUTIONAL (OI).

WHEREAS, Article 2, Section 2.2 of the Hickory Land Development Code provides for amendments to the Official Zoning Atlas; and

WHEREAS, the City has petitioned to rezone approximately 3.74 acres of property located at 112 2nd Avenue SE, 116 2nd Avenue SE, 210 2nd Street SE, 228 2nd Street SE, 225 1st Street SE, 231 1st Street SE, and three vacant parcels located on 2nd Avenue SE, more particularly described on Exhibit A attached hereto, to allow an Office and Institutional (OI) district; and

WHEREAS, the Hickory Regional Planning Commission considered the proposed rezoning during a public hearing on October 25, 2017 and forwarded a recommendation of approval to the City Council; and

WHEREAS, Article 2 of the Hickory Land Development Code requires findings the proposed rezoning is in response to changing conditions and is reasonably necessary to promote the public health, safety and general welfare; and

WHEREAS, the City Council has found Petition 17-05 to be in conformance with the City's Land Development Plan and Zoning Ordinance,

NOW, THEREFORE, BE IT ORDAINED by the City Council of Hickory, North Carolina, THAT THE REZONING OF THE PROPERTIES LOCATED AT 112 2ND AVENUE SE, 116 2ND AVENUE SE, 210 2ND STREET SE, 228 2ND STREET SE, 225 1ST STREET SE, 231 1ST STREET SE, AND THREE VACANT PARCELS LOCATED ON 2ND AVENUE SE, AND DESCRIBED IN EXHIBIT A is approved.

SECTION 1. Findings of fact.

1. The subject properties are located at 112 2nd Avenue SE, 116 2nd Avenue SE, 210 2nd Street SE, 228 2nd Street SE, 225 1st Street SE, 231 1st Street SE, and three vacant parcels located on 2nd Avenue SE, and further identified as PINs 3702-07-68-5640, 3702-07-68-6610, 3702-68-6569, 3702-07-68-7518, 3702-07-68-7569, 3702-07-68-8575, 3702-07-688-8410, 3702-07-68-5398, and 3702-07-68-6407.
2. The rezoning request is intended to further implement the findings and recommendations of the Hickory by Choice 2030 Comprehensive Plan.
3. The rezoning of the property is consistent with the Hickory by Choice 2030 Comprehensive Plan.

SECTION 2. All ordinances or provisions of the Hickory City Code which are not in conformance with the provisions of the Amendment occurring herein are repealed as of the effective date of this Ordinance.

SECTION 3. Consistency Statement

Upon considering the matter, the Hickory City Council found:

1. The Hickory by Choice 2030 Comprehensive Plan classifies the area as High Density Residential. The High Density Residential future land use classification is characterized as an area with small building lots, short building setbacks, and pedestrian friendly roads near mixed use and commercial areas. The classification includes small lot single-family residential, all forms of multi-family residential, open space, and institutional uses. These areas may also contain office uses along thoroughfares and adjacent to commercial areas to act as a transition between commercial and residential land uses, provided, such office uses are located immediately adjacent to existing office uses and districts (HBC 2030, Page 3.8). Hickory by Choice 2030 goes on to list the OI district as being an implementing zone for this specific future land use classification (HBC 2030, Page 3.13);
2. This classification is intended to provide transition areas between residential and commercial areas along thoroughfares where existing non-residential is already located;
3. Any and all improvements that are to take place on the property will be required to follow all applicable development regulations;
4. The subject properties are located along 2nd Avenue SE, which is largely comprised of non-residential uses;
5. Public infrastructure currently in place in the area is sufficient to handle the type of development possible on the subject property.
6. Any future development that takes place on the subject property will be regulated by current and future development standards duly adopted by the City of Hickory and the State of North Carolina; and
7. Any future development occurring on the subject property will be required to adhere to all state and local building, fire, and flood zone related development regulations. Such regulations will ensure proper protections are provided to ensure surrounding residents, and property owners are properly protect as prescribed by law.

Based upon these findings, the Hickory City Council has found Rezoning Petition 17-05 to be consistent with the findings and recommendations of the Hickory by Choice 2030 Comprehensive Plan.

SECTION 4. This Ordinance shall become effective upon adoption.

3. Approved on First Reading Consideration of Amending Hickory City Code of Ordinance, Chapter 18, Motor Vehicles and Traffic, Article III, Section 18-81 and Article IV, Section 18-106 – Presentation by Deputy City Attorney Arnita Dula.

The current Hickory City Code of Ordinance Section 18-81 lists the designated traffic zones, spaces, and areas that are to be included on the City's official traffic maps. Section 18-106 lists those traffic related areas where standing, stopping, and parking a vehicle are prohibited. Although several areas are specifically listed in these sections, neither section includes the City's designated bicycle lanes. Additionally, Section 18-81 has an outdated reference to "play streets." The proposed amendments would list "designated bicycle lanes" in both sections. The inclusion of designated bicycle lanes will give clear notice the lanes are part of the City's official traffic maps and better provide for the safety and well-being of the public using the bicycle lanes. In addition, the reference to "play streets" will be deleted. Staff recommends City Council's approval of the proposed ordinance amending Article III, Section 18-81 and Article IV, Section 18-106 of the Hickory City Code.

This public hearing was advertised in a newspaper having general circulation in the Hickory area on November 10, 2017.

City Manager Warren Wood asked Deputy City Attorney Arnita Dula to the podium to discuss with Council amending Hickory City Code of Ordinance, Chapter 18, Motor Vehicles and Traffic, Article III, Section 18-81 and Article IV, Section 18-106.

Deputy City Attorney Arnita Dula presented City Council with a PowerPoint. She explained this was amendments to Chapter 18, specifically looking at two sections Section 18-81, which designates certain traffic areas, spaces and zones that are to be included on the City's official traffic maps. One of those areas listed was play streets. She thought this was an outdated reference. She had asked Parks and Recreation Director Mack McLeod if he knew if the City was involved in a Play Street Program. He was not aware of it. She did not know how old the reference was. She found information that there were municipalities, perhaps not in this State, but in other States where neighborhood streets are closed to traffic to provide play areas for children. She didn't know if that was the idea whenever this was included, but that was one of the amendments. One of the things which was not listed was official bicycle lanes. As Council was aware we have bicycle lanes in the City. Section 18-106 list ten areas where people are prohibited from stopping, standing, and parking their motor vehicles. Bicycle lanes were not on the list, so technically speaking a person could park in a bicycle lane because they were not listed on the traffic map and they are not listed in this section which prohibits. Some of those other areas would be on a sidewalk, within an intersection, on a crosswalk, on either side of any street approaching a railroad underpass, etc., but bicycle lanes are not listed. The proposed amendment would add the term official bicycle lanes to both Section 18-81 and Section 18-106, and in Section 18-81 they would delete play streets. Of course there are sometimes activities or special events where people ask to have streets blocked off but it goes through that process. By leaving this someone could ask to designate their street as a play street which would mean it could be blocked off for children to play all of the time. The purpose of the amendments are to provide clear notice that bicycle lanes are part of the City's official traffic maps and to provide an enforcement mechanism against violations occurring in bicycle lanes, people who park in the lanes, and to continue to promote public safety. She asked for questions.

Alderman Seaver asked for some examples of violations in the bicycle lanes.

Ms. Dula responded parking a car. Right now you can park your car in a bicycle lane. Which of course is an issue of public safety. A bicyclist could drive into a parked car particularly if it was dark or at night and they are out riding at night they could easily run into a car. Of course we are promoting other modes of transportation including biking so we need to protect our bicycle lanes.

Alderman Seaver commented that is kind of scary in some bigger cities where they have the traffic lanes and a bicycle lane and then they have car parking. It seems very cumbersome trying to park without hitting a bicyclist or vice versa.

Ms. Dula commented we don't have any situations like that where we have the three lanes.

Mayor Cline reiterated the rules for conducting the public hearing. He declared the public hearing open and asked if there was anyone present to speak in opposition to the proposal. No one appeared. He asked if there was anyone present to speak in favor of the proposal. No one appeared. Mayor Cline closed the public hearing.

Alderman Seaver moved, seconded by Alderwoman Patton approval of the Amendments to Article III, Section 18-81 and Article IV, Section 18-106 of the Hickory City Code. The motion carried unanimously.

ORDINANCE NO. 17-36

ORDINANCE AMENDING SECTIONS 18-81 OFFICIAL TRAFFIC MAPS; ERECTION AND INSTALLATION AND 18-106 PROHIBITED IN IN SPECIFIED PLACES OF CHAPTER 18 OF THE CODE OF ORDINANCES OF THE CITY OF HICKORY.

WHEREAS, Section 18-81 of Chapter 18 designates certain traffic areas, spaces, and zones that are to be placed on the city's official traffic maps; and

WHEREAS, Section 18-106 lists those traffic areas, zones, and spaces where standing, stopping, and parking a vehicle are prohibited; and

WHEREAS, both sections are intended to provide notice and for the general safety and well-being of the public utilizing these areas; and

WHEREAS, officially designated bicycle lanes are not listed in either section; and

WHEREAS, the inclusion of officially designated bicycle lanes in both sections will give clear notice the lanes are part of the city's official traffic maps and better provide for the safety and well-being of the public using the bicycle lanes; and

WHEREAS, Section 18-81 designates "play streets," which are neighborhood streets closed to traffic to provide play areas for children, for inclusion on the city's official traffic maps; and

WHEREAS, this designation should be removed from the section for public safety reasons.

NOW THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HICKORY THAT SECTIONS 18-81 and 18-106 OF CHAPTER 18 OF THE HICKORY, NORTH CAROLINA, CODE OF ORDINANCES ARE HEREBY AMENDED TO READ AS FOLLOWS:

Section 1: Amended

1. SECTION 18-81(a) is amended by deleting "play streets" and adding "and officially designated bicycle lanes" as follows:

The city council, by ordinance, from time to time shall designate, lay off and indicate upon maps to be appropriately marked and maintained in the office of the superintendent of the traffic department the following: parking spaces and zones, no parking zones, limited parking zones, loading zones, safety zones, school zones, hospital zones, quiet zones, traffic zones other than the above, through streets, stop streets, yield right-of-way streets, one-way streets, three- and four-lane streets, play streets, bus stops, parallel parking, angle parking and parking under any other restrictions, and officially designated bicycle lanes, together with indications of intersections at which traffic shall be controlled by official traffic signals, intersections at which left turns or right turns shall be prohibited or at which left turns or right turns shall be allowed under certain conditions and intersections at which markers, buttons, painted marks, signs or other indications shall be placed to indicate the course to be traveled by vehicles traversing or turning at such intersections.

2. SECTION 18-106 is amended by adding "(11) officially designated bicycle lanes."

Section 2: Severability.

If any portion of this Section is for any reason held invalid or unconstitutional by any Court of competent jurisdiction, such portion shall be deemed severable, and such holding shall not affect the validity of the remaining portions hereof.

Section 3: Repealed.

All ordinances or provisions of the Hickory City Code of Ordinances which are not in conformance with the provisions of the Amendment occurring herein are repealed as of the effective date of this Ordinance.

Section 4: Effective Date.

The amendments to this Ordinance shall become effective immediately upon adoption.

B. Departmental Reports:

1. City Walk Presentation by Ron Huffman, Principal Landscape Architect, AMEC Foster Wheeler

City Manager Warren Wood advised at the Bond Commission's most recent meeting they considered the 60 percent design recommendations on City Walk and the 30 percent design recommendations on the Riverwalk. Both were recommended to come forward to City Council for their consideration. He advised both of those would be presented to Council tonight. He asked that after each presentation they would like City Council to approve those with any changes that they may have. He asked Ron Huffman, Principal Landscape Architect, AMEC Foster Wheeler to the podium to discuss the City Walk with City Council.

Mr. Ron Huffman, Principal Landscape Architect, AMEC Foster Wheeler presented City Council with a PowerPoint presentation. He advised he would walk Council from the west end to the east end of City Walk. Their primary job was to take the masterplan and turn into construction documents. At this point they had generated about 250 drawings. He had created a courtesy rendering to walk Council through that construction drawing package. He advised they are really into the heavy engineering of the project. There were also some aesthetic components which he would discuss. As part of the rendering he would highlight the railroad right of way. He advised that 85 percent of the project was fully outside of the right of way. He pointed out on the drawing 4th Street and the proposed restroom for the playground area. The greenway was actually on both sides of the railroad, to the north and to the south. To the far right was the addition of a bridge across 3rd Street to make for a safe crossing there. They have a series of stories to tell as they translate the theme "Life. Well Crafted". As part of the masterplan they asked for unique things like sculpture, signage, and identifying components. The rendering would show the locations of where they had developed some sculpture, and some masonry seating. Most of the design followed "Life. Well Crafted." focusing on using stone, timber, and natural materials, that all reflect the culture here in this part of North Carolina. He noted the seat benches would accommodate the width they desire in the City Walk where there are 12 or 14 feet. Sometimes it requires some wall embankments, so they decided to make them seat walls and do some custom design to them to reflect some of the unique crafts that are available in this part of the Carolinas. He showed an example of a stone bench along the trail. He showed a kinetic sculpture. There would be more at Union Square and along the trail. The intent was to provide visual interest along the whole length of the trail. He reiterated that it would be kinetic and it would move with the wind. He pointed out the 3rd Street Bridge entering over into Union Square. They were excited about Union Square, and that it is really the heart of the community. They want to make it an exciting place and a destination when you are on the greenway. They looked at creating some central greenspace treating it like a true town square. He reiterated they were introducing sculpture along the whole length of the shopping area on the northern edge. They had taken the greenway and ran it along the rail and along the front of the shops. They embraced the whole area. There was no net loss in parking, but it had been reconfigured to consolidate open space. They had shifted the Miracle of Hickory monument. They still had approximately 30 feet clear for all of the outdoor dining and entertaining that is occurring in front of the shops. When they worked with the Bond Subcommittees and the Bond Commission they were back and forth trying to discuss how they either make revisions or make it even better so they did a shade study to look at how they could add shade to the Union Square area. He advised their drawing was a cartoon study for them to get a sense of the space, feel and character of the area. They didn't show every outdoor dining area space that was actually there, the drawing was just for illustration. They are looking at where the sculptures would be placed, lighting, and where the lawn panels would be. Also they were looking to consolidate some of the greenspace and put it all together it would have a stronger visual impact as a town square.

Mr. Huffman showed a rendering pointing out the Farmers Market. They were playing with some unique pieces of sculpture. The central piece, part of "Life. Well Crafted." they spent a lot of time understanding how they could work with wood, the feel and look of wood. The inside of it would be a mirrored surface, a walk-in kaleidoscope. The citizen could walk inside of it and experience the feel of what it is like to be inside of a kaleidoscope. He pointed out other pieces which would be

moveable and lit from the inside. You could walk up and spin them with your hand. They looked at what that would look like at night, and how that might feel. They realize that Union Square has a strong attendance in the evening as well. They thought they could create the focal point of the kaleidoscope and the kinetic sculptures and stretch it out along the front of those facades that they could draw interest from 3rd Street and 2nd Street and draw interest all the way into the shops in the center and create a focal point.

Mr. Huffman showed a rendering of the restroom. They went through seven or eight different designs of Union Square before they settled on the one in the rendering. They are playing with stone, timber, and other materials which they consider appropriate for the theme "Life. Well Crafted." They are adding some volume so they could get some upper level storage for Christmas decorations and things like that. There was a whole assortment of a mixture of monuments and plaques at Union Square. One of them is the cannon. They had relocated the cannon to another area on Union Square. They thought with very simple additions they could create a veterans memorial. He showed a rendering pointing out the cannon, and in the pavement around it where they were embedding key terms that you think of when you think of veterans like honor, sacrifice, and courage. They have all of that embedded in a pavement ring around the cannon. They have a couple of markers off to either end that could be used for either donors or recognition of the service members from the community. That would be a way to take the cannon as an isolated object and actually turn it into a celebration or a veteran's memorial. The 16 flags in the square would be consolidated in this area too because that would draw more attention to the veteran's memorial. He showed the current location of City Hall and advised they were continuing with the broad width of the City Walk greenway. One of the things they worked through with the Bond Commission, and one of the strengths they bring to the team, they think that the City Walk is more than just a 12 or 14 foot bike/ped route, there are stories to be told along City Walk. They had crafted about 11 different stories that could be told to add interest as you are walking down or biking along City Walk. They had developed a series of plaques that would be embedded in various locations along City Walk to tell some of the different stories.

Mr. Huffman showed a rendering as you are approaching the Highway 127 cross over, where the unique iconic bridge has been placed between Main Ave NE and the railroad. They did the double helix bridge. He pointed out the restroom area to the right which was across from Transportation Insight's parking area. He advised they had worked out details like railings, and lighting and engineering over Highway 127. They showed as an option, the area behind the restroom, set it up as a lawn area with trees. After discussion with the Bond Commission they came up with the idea that it could be a dog park especially if it is a starting point for the trail. You could park at Transportation Insight and use it as a dog park. That was showing it as an alternative scheme where if they just fence it, and make it a little more dog friendly they could provide a pretty low cost additional amenity along the City Walk greenway as a dog park.

Mr. Huffman referenced Main Avenue NE and the arboretum, directly across the arboretum when you come across Highway 127 there is a pretty good grade change right there. A pretty severe drop from the railroad. They believe there would be a need for a retaining wall there. They think that retaining wall could be articulated with some face stone to add some uniqueness that celebrates "Life. Well Crafted." He pointed out the arboretum and 2nd Avenue and referenced the proposed roundabout in that location. It is very much a transition. Just east to the roundabout Main Avenue NE is four lanes wide. They decided the traffic volumes did not warrant that so they had recommended lane dieting and taking the four lanes to three and using the fourth lane as the location for the extension of City Walk. He advised it had some advantages as it is in the City's right of way, behind the curb, unobstructed. All the utilities on the north side of the road cause some headache with relocation. There is a lot of driveways and curb cuts. They take the fourth lane away and it becomes a very clean path for City Walk as you head towards the Highland Mill area. He noted this was the only area which they need discussions with Norfolk Southern. At this point, according to survey records, their right of way pops out to 200 feet. Both Main Avenue NE and Main Avenue South are all contained within the right of way. Their strategy was to stay away from the railroad and keep everything within the City's existing pavement. He advised everything he was showing falls within what the City is already maintaining as a road. The Hollar Mill area was where it turns and heads towards Lenoir-Rhyne. They added a little trailhead parking there at 5th Avenue. Currently the alignment is askew here. As part of this intersection they had done a little reconfiguration to create a better crossing at that intersection. By doing that it allows a little room to create some focal plazas spaces in there. This is where they were using as an illustration of a whole family of signage. The signage was borrowing from the current wayfinding that has been recently put into place. They were using the font

and colors. They were a little bit taller and they were designed to reflect some of the themes and the stories which they are trying to tell. Those become iconic focal points as you are entering the City Walk.

Mr. Huffman showed a different type of interior lit sculpture in the Hollar Mill area. Feeling more like mills and crepe. He advised this is where it turns towards Lenoir-Rhyne. He mentioned they had great interaction with the Bond Commission over the summer coming off with all of this. His hat was off to them as they had worked very hard with them on all of this to this point. He advised that Harold Thurston, a member of their team, was present as well.

Mayor Cline asked for questions or discussion from Council.

Alderwoman Patton asked specifically where they were in a timeline with Norfolk Southern. She commented that their expertise was in that area and that seemed to be sort of a holdup. She advised they were all about a schedule and keeping it within budget. She asked where they fell.

Mr. Huffman commented that his personal expertise was design, more creative, the right brain stuff. They had made two submittals to Norfolk Southern. They followed their procedures. They have the contact person. They had worked through the regional and through Atlanta. They know the person and he has the drawings. They actually had done two submittals. The first submittal was kind of ignored, but once he understood that 85 to 90 percent was not in their right of way, he thought they got more interested in looking at it. The most recent contact was in October. They were just looking for his blessing. He reiterated that they had made two submittals followed exactly to the letter of what they were supposed to do. They just need him to respond. That is where they are.

Alderman Lail responded this is what you told Council in your proposal letter. This was before they hired them. You said it would appear there are a handful of important issues to be addressed during the design process. Planning for agency coordination and approvals including Norfolk Southern Railway. So they identified this as an important issue before the City even hired them to do the job. They told Council on December 20, 2016, 336 days ago, they had talked to Norfolk Southern. He didn't know what that meant. Mr. Huffman said personally he was not a Norfolk Southern guy. They told them in their documents that they have a Norfolk Southern guy, Nate Landsberger. Alderman Lail advised they were concerned. What will they do if they don't get the blessing of Norfolk Southern? This idea, we tried, they submitted, it is gone into a black hole, that does not help them as a Council and it certainly doesn't help their citizens. What do they do if they don't get the okay from Norfolk Southern?

Mr. Huffman replied, understood. At first they did work with Nate. At their interview they actually brought the procedures of how to work with them and Nate actually helped them identify who they needed to talk to including the North Carolina Rep as well as the City of Atlanta. They had done everything they knew how to do to give them the drawings and at this point if they are stonewalling them then they need to badger them, clearly, to get them to review the drawings. If they say no there are far bigger issues there that they need to figure out. It is the City's road. On projects he had done in the past, he used the term prescriptive rights. He had two other projects identical to this, the roads fall within railroad right of way, but because the City has been maintaining that road for 140-150 years you have a prescriptive right to do some of these things. He advised if Norfolk Southern is disagreeable we probably all need to sit down and have a talk as to how we want to move forward. His professional opinion was there was nothing to stop them from keeping on doing their project. Absolutely nothing.

Alderman Lail asked about timeframes as to when they decide. He commented it helps to put deadlines out there. He knew that Norfolk Southern certainly was not going to respond to a deadline they give them. For the City's process, as they continue to work, a month, 2 months, 60 days to let them badger them and then they sit down. What is far?

Mr. Huffman responded he didn't know, that was a good question. They are planning to be finished in February. They would be done. So between now and February they would sure like their blessing in some form or another.

Alderman Lail confirmed construction documents in February.

Mr. Huffman stated yes, correct.

Alderman Lail replied perfect.

Mr. Huffman stated they would be done in February. They have between now and then to get their blessing. They have NCDOT to please, they are coordinating with Duke on utilities. There are others things going on. He advised he was thinking about it on the way to the meeting too. If they're going to stonewall maybe we send a letter that says we are doing the project and maybe that gets a reaction too. A letter from the City saying that.

Alderman Lail asked if they were changing anything that Norfolk Southern cares about.

Mr. Huffman responded nothing outside the curb at all. They are smart enough to know that. In fact, they are actually doing things that should be seen very favorably by Norfolk Southern which includes fencing along their right of way. Right now people can crisscross any which way they want, so by fencing and landscaping they are going to severely restrict how people cross that railroad and that should be looked at favorably. He felt they should have a team strategy session if they don't hear something very soon. Maybe they force their hand by saying we haven't heard from you so we are going to go ahead and do this project and maybe that will get them to say something. He wanted to be very clear that they are staying within the City's pavement now that is out there. There had been discussions about another option of moving the City Walk to the north side of the road, where there is sidewalk now, but that sidewalk is still in Norfolk Southern right of way as well too. Both roads, both sides.

Alderman Lail commented then you have to cross back again.

Mr. Huffman replied right, and the north side of the road you have all the Duke Power, all the driveways and curb cuts there. It is not as clean from a greenway, of course there is already a sidewalk there. There are alternatives they even discussed because they are doing this a lot in the Atlanta metro area. You could treat those two sheets, because they have 11 sheets that make up the whole length. Those two sheets could be treated as a bike lane. You don't build the heavy construction, you just restripe and repaint and it becomes a bike/ped lane through there. They do that a lot in Atlanta where they are solid painting out a whole lane and converting it to bike/ped. They are working hard.

Alderman Lail commented that was undesirable.

Mr. Huffman agreed but it was an option there.

Alderwoman Patton asked at what point then, construction documents in February, what is reasonable to come back to Council and say proceed as is or we need to have this huddle.

Mr. Huffman advised they need to know between now and February. They are marching ahead, with Council's blessing, to finish the 100 percent drawings. They are going to badger him and see what they can do. He didn't know if he had an alternative except they may have to force something.

Alderman Zagaroli asked what legal ramifications they had if they say we are just going to send them a letter and we are going to do it anyway.

Mr. Huffman replied that is a radical reaction. He was doing two other projects where the City Attorney in both other locations basically used the term prescriptive rights and sent a letter, in this case it is CSX Railroad, and said we have prescriptive rights and we are going to do this project.

Alderman Lail commented at that point it is up to the railroad to file for an injunction. He would feel pretty good about their chances on that.

Alderman Seaver commented it would slow the process down quite a bit.

Mr. Huffman mentioned the other City Attorneys he had talked to referred to, not only do you have the right because of the pavement they have even said you have a right on six or eight feet outside that pavement because it is all part of the maintenance of the roadway. He reiterated he was the creative guy, he was talking from past projects and past experience. But it is just that two block section, the rest of it is green light to go.

Alderman Zagaroli asked City Attorney John Crone what he thought from a legal standpoint.

City Attorney John Crone advised he didn't see many judges shutting down a project like this, it just depends on who pulls the trigger first. Whether the City

would file an action and claim prescriptive rights or adverse possession, or whether we would do it and force them. He thought it would behoove them to maybe have the Mayor and some Council members try and talk to a warm body at the railroad and explain to them the importance of having this done and having it done quickly. Maybe if they get involved a little bit and find out who to talk to and have a meeting and explain the urgency of this, it could be something where we create a win/win for everybody.

Alderman Zagaroli commented surely we can go to the office and just sit there and say hey we have this project, we have been doing this for two years, help us.

Mr. Huffman commented on the City's behalf he made a presentation at Norfolk Southern. He advised there was six or eight of them in a room. He made a good video presentation and explained the whole project. They just said thank you. Offered no comment or feedback, just said thank you.

City Attorney John Crone advised we do have legal avenues. He thought they also needed to incorporate some strategy right now to engage conversations with whoever the warm bodies are there to get this moving.

Alderman Lail mentioned one thing would be to see on that easement, since it was traded out from where there was a switching yard downtown. There is probably a recorded document down at the courthouse, and if there is it may tell us in there that we already have the right to do all if this stuff.

City Attorney John Crone commented that he needed to have his office look at this as well, along with staff. He knew going down where WHKY is, which is not too far from that, there are some easement issues that are favorable to the City. He was going from past memory of some stuff he had done in the past.

Mr. Huffman advised down in that direction he was out looking at it this morning too, he didn't know how it would play into the discussions, but the roadway is failing in several places along there too. If you look at it from the south side and look across to the north side it is failing. The base has started to slope off. There are issues there that are affecting your roadway.

City Attorney John Crone commented it would be nice if they would cooperate with us rather than get into an antagonistic relationship.

Mr. Huffman replied correct. They would happily work with the City to arrange that meeting. Give them all the names and see what they could do. They were actually working with the City's staff and had scheduled a meeting to meet with them and Norfolk Southern canceled. They have tried and are trying to get down there.

Alderman Lail commented that construction drawings mean that it is ready for bid. Is that correct?

Mr. Huffman replied that is correct.

Alderman Lail commented February on that. Back in December you had suggested there might be some pieces and parts of this that they could breakout and accelerate but at this point that doesn't seem like that would be appropriate if we are that close to construction drawing, by the time you separated something, got it packaged and out for bid. He asked if this was bidding as one project.

Mr. Huffman responded yes. In fact the new section which they added 4th tonight, they are going to try to bring that along so the whole thing is completed in February. Even though that was just approved they are trying to bring it all together so it is all one package. The only thing there are some things that are not eligible for DOT funding like some of the sculptural pieces and things like that. They are so unique that on some of that you may want to either hold off or do as a separate bid. In his expertise, he didn't think they would want to pay general contractor's markup. A paving contractor who knows how to brick and concrete to do a piece of sculpture is just going to mark it up. Some of that they might pull out.

Alderman Patton thought that would be wise. They want that spine. The rest of the sculptures and stuff can come as add on. It would be a place for people in the community to do donations or any type of brickwork or things like that. The main concern of Council is to get that spine, get it going, and then do the additions so then we have a good cost number rather than saying here is a huge thing now let's start taking it apart let's get the basics done.

Mr. Huffman responded their commitment was to try and bring forth tonight as fast as they could with what they already got so they can get it as all in one big package.

Alderman Lail commented that was great news, construction documents in February. He stated they were going to hold them to it.

City Manager Warren Wood interjected construction documents in February takes a little time to put the bid documents together and advertise so maybe March.

Alderman Lail commented construction starting in the summer, potentially. He asked if that was correct.

Mr. Huffman stated that is the goal.

Alderman Zagaroli commented shovel ready.

Alderman Lail commented that is great.

Mayor Cline asked if there were any further questions for Mr. Huffman. He thanked Mr. Huffman. He advised that it was appropriate to have Council's approval with where they stood. He asked if there was a motion to approve the plan as presented.

Alderman Lail moved, seconded by Alderwoman Patton, approval of the plan as presented with the addition of a railroad coordination meeting between staff and consultants within three weeks. The motion carried unanimously.

2. Riverwalk Presentation by Glenn Walters, Principal, Design Workshop

City Manager Warren Wood asked Glenn Walters, Principal, Design Workshop to the podium to present City Council with Riverwalk.

Principal, Glenn Walters, Design Workshop, presented City Council with a PowerPoint presentation. He commented they were very excited about the progress which they had made so far. They had a really good meeting with the Bond Committee and had some feedback from them on the design. They had been working hard. He advised they took to heart the design principles that were part of the original concept of this plan to create a comprehensive waterfront trail that was accessible to people of all ages. It would enhance the quality of life, sense of community, pride, and image of Hickory and through the process of creating the Riverwalk, it would spur economic development and elevate the image and character of the City and provide something powerful as you enter into the City from the north side. It would be a system of walkways and trails that works along the waterfront exposing people to the wonderful, natural environment there and would also create a variety of trail experiences. There is already a rustic trail network out there and also a greenway. This would provide a trail that would enable people to get on the water and then there will be trail connections that work upland as well to connect with some of the other trails that are going on there. Most importantly they wanted to work with the site and create a design that protects the beauty of the site right now with the trees, rocks, and the steep topography out there. They also want to make something for the City that is durable and will last for generations and that would be a good use of public investment and something that they would be really proud of in the end. The Riverwalk as currently designed would extend along the length of the river from basically the bridge all the way to Geitner Park. They would start on the project with an entrance road, parking lot, and plaza area and from there you would get on to the Riverwalk. The first part projects out into the water creating a really dynamic experience. The rest of it hugs the shoreline and creates some interesting "ins and outs" so that people walking along it can be next to the woods or be over the water. There are also spots along the way where they can connect to proposed trails that will get up to the Boy Scout Camp, or connect to the greenway as well as to connect to the existing rustic trails that exist currently on the site. Assuming that the design of this bridge will enable it through how the railings are designed and that sort of thing, to be able to see an iconic feature from 321 as you are coming into the City. They also needed to work really closely with things that are going on at the Water Treatment Plant. Early on they played with different locations for where the bridge should express itself best. He pointed out on the PowerPoint the area where they pushed it to so that it would have the most opportunity to be visible. There was a great little flat spot in the land where you can get onto the bridge and onto the water. They had designs to make it a really nice experience for people to come in and get on the Riverwalk. He showed a rendering of the space showing an entrance road and around 30 parking spaces. This was a new element that they discovered through the 30 percent design

process. Before all of the parking was going to be up in the park. They learned through investigation that they could actually bring some of the parking down closer to the Riverwalk and that would be a real advantage for people. You come into the site through a tree lined road which is laid out pretty closely to where the existing pavement is right now that would conclude at a little roundabout and drop off area. In front of the existing building they thought about a small park plaza element before you got onto the Riverwalk itself. The little plaza was going to evolve here through the 60 percent design. The idea was that you have a building there with things like bathrooms, a trailhead, or the opportunity for a coffee shop, etc., could possibly be located in that building. That building could be repurposed as part of a park element. In front of that, a place to gather or hangout. They thought about some bench swings with covered trellis so people could just sit out there at the river and just enjoy being out there as part of getting onto the Riverwalk and then you would venture out onto the water on the walk itself.

Mr. Walters mentioned that they also had linked to the parking up above at the tennis center. Early on in the conception of the project there was thoughts about bringing a road down from that parking to access the Riverwalk. Their opinion was that road would be really challenging to construct. It has a really steep side sloop topography. They are going to continue to work to minimize grading and to minimize the loss of trees, but they think they can wind a multipurpose trail down through that valley there so people could park up there and take a trail down to the park entrance and plaza. That would also provide another level of trail experience for people and link them back up to the multiple purpose trail that extends in front of the park. He showed a rendering of the look of the iconic element that people will get onto first as they leave the parking lot and the small park plaza. He referenced the designer, Miguel Rosales, who designed the Liberty Bridge in Greenville which was very iconic. The bridge had done amazing things for that cities energy and for people's image of it. Mr. Rosales is working with the team on this particular design. He wanted to create something that was really light and really airy and reflected about the trees that exist behind there. So the mast are metaphors for those trees. He advised there would be a section at the very beginning, approximately 700 feet long. It was also a gathering space for the City in addition to being a walkway that people will get onto as well as being an iconic element visible from 321. He showed another rendering of that and advised there are at least two places along the Riverwalk where it will bulb out. He noted that it was approximately 80 feet long, and the bench was 36-40 feet long. There was places for people to sit and gather. People can continue on behind on a 12 foot walkway where they can sit and pause and look at the river from the perches that they have created. He advised the material here, right now, was a sustainable and durable wood product to reflect upon nature and also the heritage of the City. They talked about craft and that sort of thing, so they thought that bringing that material into the Riverwalk would really give it a soft quality and make it much more natural. He advised the poles and all of the supports were stainless. He showed a rendering of a look down the view of that iconic element. Lots of room for people to walk and bike and hangout. It would be really neatly lit at night. It becomes even more iconic at night and also safe so people can use it. He advised downward facing so they are not messing with the night sky. He commented you can only imagine what that would look like from 321 as you come into town.

Alderman Seaver commented that had been his concern all along. What is that going to look like from that bridge? How high is that bridge going to be? How far is it going to touch down past that park? Are you going to have to lean out over the window to look over to see what is down there?

Mr. Walters advised they had pushed this element as far away as practical to help with that view. There is going to have to be some real intention on making sure that the railings of that bridge are transparent enough so you can see through them. A lot of times with bridges they are using those big Jersey barriers and they get difficult to see. There is some work to be done for sure on that bridge design to make sure that this is as visible as it can be. They have done their best with these big mast, as well as pushing it down the river a little bit to help as much as they can.

Alderman Seaver interjected the timing is right to get it the way we want to do it. You get one chance.

Mr. Walters commented after the iconic element the rest of it is as simply constructed as they can make it. They have a lot of length to get all the way to Geitner Park. It is still going to be very beautiful in its simplicity, but they really wanted to put a lot of emphasis here and to protect the budget by making it a clean, beautiful, simple walkway from beginning to end. He advised it was still 12 feet wide with simple railings and simple light poles and the whole support

structure becomes different in order to accommodate making it more economical. They think it will be pretty beautiful.

Mayor Cline asked for questions and discussion from Council.

Alderman Tarlton asked if Mr. Walters had any renderings after you get off the bridge and start on the land with the trails.

Mr. Walters responded no sir; that idea came to them a little latter in the process. One of the first things that they are going to do is to try and understand the best route to take a hard surface trail. He pointed out the location of the area. They will want to find a great way to get a hard surface trail up to Boy Scout Camp area and then connecting it into the existing greenway. They haven't laid that out yet. That is one of the first things they are going to do.

Alderman Tarlton thought that it was going to require a lot of blasting.

Mr. Walters replied hopefully not. That was one of the reasons why the trail ended up on the water to begin with. It is really difficult terrain out there, it is really steep. There real motivation is not to ruin that landscape out there because that is a big part of the whole experience of being on trails and being out there by the river. They are going to work really hard to minimize as much as they can the impact of getting that trail from down below up to the existing greenway. They found a length that would work now. It is just a matter of getting out there on site and really working the maps and making sure they do that in the right way.

Alderman Zagaroli asked if there was any consideration on the transition into the bridge that the City is going to take over. The newest 321 bridge which the City had talked to the DOT about accepting that bridge rather than them tearing it down. He advised he didn't see a transition down there at the bottom line. Is that being considered?

Mr. Walters pointed out the area which they need to look at because there is great reasons to try and get under the bridge as well or to get across the roads so that you open up that whole other end of the lake for the future as well as linking. The new span is going to enable you to go under there as well as what the impact of taking over this other bridge might be. There is some work to be done there as well. They are aware of that. What a fantastic thing to be able to make that connection across.

Alderman Tarlton commented the old pistol range could be used as additional parking also. Right?

Mr. Walters advised it is tricky to get up there and it is really steep. There used to be a road in the plan that came down along this area, and there was an idea about that. The side slopes are so great there that they recommended moving as much parking as they could down on site to make it really convenient and to make a multipurpose trail down through that slope which would have a much narrower dimension and be easier to grade into there so people could ride a bike.

Alderman Tarlton commented it seems that there is a need to find some more parking. That doesn't seem adequate if it is as popular as he envisions it to be.

Mr. Walters noted the 30 spaces at the entrance and there would be parking at Geitner as well and there will be the parking up at the park. Some of the study might also include how to best link all of the parking that is around there into a network that can get on a trail and get down to that.

Alderman Tarlton confirmed this was 30 percent.

Mr. Walters replied that's right. They were given the concept and they worked with that concept and the principles to try and come up with the best way of getting from end to end and to provide the best experience they could. Quantified it, costed it, and got it to understand the subsurface conditions of the lake well enough so that they could make a good cost estimate out of it and brought it back to the Bond Commission for their input and approval.

A citizen in the audience asked how this worked into the existing bike trails that were in there. He asked if that was in consideration.

Mr. Walters advised it is part of it. They want to work with those trails for sure. That information is still evolving but they definitely want to eventually get all of the trails that are out there located so they can make as much connectivity as they can.

A citizen advised there were some extensive trails out there that go back and forth in that area.

A citizen mentioned they had actually been in conversation with the mountain bike guys that are designing all of that and they have coordinated all of that and are aware of that.

Mayor Cline advised this was not a public hearing at this point this was a Council discussion. He asked if there was any other questions or discussion.

Alderman Lail asked about the permits. He appreciated Mr. Huffman's candor when they talked about the railroad. Here the elephant in the room would be Duke Energy and FERC. He asked Mr. Walters what his experience had been with them so far.

Mr. Walters replied so far, good. They took the concept early on to them because there was an element that has always been out into the water and they knew they would be a player in that. The other was questions about the distance out into the waterway. There was questions about the height of the bridge relative to the pool elevation and they have designed with their thoughts in mind. It is going to be a process to get through that approval. A thought was that would combine with the Geitner Park as well because they would be going through a FERC process as well. There is some strategy that has to be nailed down.

Alderman Lail commented that Council was not responsible for the design, permitting and construction drawings for Geitner Park.

Mr. Walters stated that is correct.

Alderman Lail commented that Council needed Design Workshop to stay with them on permitting for this.

Mr. Walters responded absolutely. They are only looking for efficiencies where they can. That is the critical path in terms of getting from 60 percent design to construction is obtaining that FERC permit.

Alderman Lail asked if Duke talked about their shoreline management provision on bridges that requires 12 feet above full pond.

Mr. Walters replied yes.

Alderman Lail asked if they were okay with only being five feet.

Mr. Walters advised based on their initial discussions those were the requirements that they gave them and they had been designing to those.

Alderman Lail commented perfect. That is good.

Mayor Cline asked for any further questions from Council or any further discussion.

City Manager Warren Wood commented in the spirit of asking the same schedule, next steps.

Mr. Walters stated they had done 30 percent, they had presented this to Council. Now they are beginning 60 percent. Getting things organized, getting topographic surveys read and those sort of things. The 90 percent will start, according to their schedule right now, will start in May 2018. The permitting keeps extending along so they are overlapping design with the permitting process to try to keep things clipping along. Right now they have construction beginning in December of 2018 and that is to time with getting FERC permitting and getting everything they need to start constructing.

Alderman Lail stated that he had been told that a FERC permit can be 12 months. He confirmed that McGill was their partner who was handling the permitting.

Mr. Walters confirmed that was right.

Alderman Lail asked if that was something that Mr. Walters could check with them on and have it bounced around. Make sure that the City is green light on permits.

Mr. Walters advised that would be the first thing they do is to revisit the permitting path and they probably should get together with Duke again at each stage they will

need to be clear about where all of that is and what they think the timeline is for that.

Alderman Lail asked when the 60 percent drawings would be complete.

Mr. Walters advised that they had 11 months in the schedule right now for FERC.

Alderman Lail commented it is running concurrently with that, but they hadn't made a submittal to FERC.

Mr. Walters replied that's right not yet.

Alderman Lail commented if we have to do a submittal to FERC and then wait 11 months.

Mr. Walters commented no, but what he was saying was that start that he mentioned of December 2018 considers a length for FERC of 11 months. They are overlapping design across that.

Alderman Lail commented they would be submitting sometime early next year to FERC.

Mr. Walters advised they have submittal to FERC starting like February.

Alderman Lail questioned on the 60 percent, he heard construction documents December of 2018.

Mr. Walters advised they had that concluding in May of 2018.

Alderman Lail thanked Mr. Walters.

Alderman Seaver mentioned that would mean construction in about a year from now.

Mr. Walters responded yes, we have got to get busy.

Mayor Cline asked for any further questions or discussion for Mr. Walters. He thanked Mr. Walters. He commented it is appropriate that Council approve action. He asked if there was a motion to approve the plan as presented.

Alderman Seaver moved, seconded by Alderwoman Patton approval of the plan as presented. The motion carried unanimously.

City Manager Warren Wood commented just to be abundantly clear to Mr. Huffman and Mr. Walters, the two things they heard tonight were schedule and costs. He advised he had done a civic presentation the other day and he had the question what happens if we go over budget. He stated there is no over budget. There is on budget and under budget and it is on schedule. Freese and Nichols will be doing a new master schedule that will update these dates.

Mayor Cline thanked Mr. Wood for that clarification.

3. Appointments to Boards and Commissions

CITIZENS ADVISORY COMMITTEE

(Terms Expiring 6-30; 3-Year Terms) (Appointed by City Council)

Small Cities Project Area (Council Appoints)

VACANT

Alderwoman Patton nominated Shannon Auer as the Small Cities Project Area Representative for the Citizens Advisory Committee

COMMUNITY APPEARANCE COMMISSION

(Terms Expiring 6-30; 3-Year Terms) (Appointed by City Council)

Ward 2 (Tarlton Appoints)

VACANT

Ward 4 (Guess Appoints)

VACANT

COMMUNITY RELATIONS COUNCIL

(Terms Expiring 6-30; 3-Year Terms) (Appointed by City Council)

Other Minority (Council Appoints)

VACANT

Other Minority (Council Appoints)

VACANT

Other Minority (Council Appoints)

VACANT

HICKORY REGIONAL PLANNING COMMISSION

(Terms Expiring 6-30; 3-Year Terms With Unlimited Appointments)

| | |
|---|---|
| (Appointed by City Council) Burke County (Mayor Appoints) Catawba County (Mayor Appoints) | VACANT VACANT |
| HISTORIC PRESERVATION COMMISSION (Terms Expiring 6-30; 3-Year Terms (Appointed by City Council) Building Trades Profession (Council Appoints) | VACANT |
| INTERNATIONAL COUNCIL (Appointed by Mayor with the Concurrence of City Council) (2) Positions | VACANT |
| LIBRARY ADVISORY BOARD (Terms Expiring 6-30; 3-Year Terms) (Appointed by City Council) At-Large (2) (Mayor Appoints) | VACANT |
| PUBLIC ART COMMISSION (Terms Expiring 6-30; 3-Year Terms) (Appointed by City Council) Ward 3 (Seaver Appoints) Ward 4 (Guess Appoints) | VACANT VACANT |
| PUBLIC HOUSING AUTHORITY (Terms Expiring 6-30; 5-Year Terms) (Appointed by the Mayor) Position 1 Position 9 | Grover Lineberger (Eligible for Reappointment) VACANT |
| RECYCLING ADVISORY BOARD (Terms Expiring 6-30; 3-Year Terms) (Appointed by City Council) Ward 4 (Guess Appoints) | VACANT |
| UNIVERSITY CITY COMMISSION (Terms Expiring 6-30; 2-Year Terms) (Appointed by City Council) At-Large (not including ETJ) (Council Appoints) | VACANT |
| Alderman Zagaroli nominated Matthew Maulding as an At-Large Representative on the University City Commission. | |
| YOUTH COUNCIL (Terms Expiring 6-30; 1-Year Terms) (Appointed by City Council) | |
| Challenger High School Representative Homeschool Representative St. Stephens High School Representative | VACANT VACANT VACANT |
| Alderman Seaver moved seconded by Alderwoman Patton approval of the above nominations. The motion carried unanimously. | |

C. Presentation of Petitions and Requests

- XII. Matters Not on Agenda (requires majority vote of Council to consider)
- XIII. General Comments by Members of Council, City Manager or City Attorney of a Non-Business Nature

Alderwoman Patton mentioned the Foothills Magazine article that Carmen Eckard had done. She advised so far it looked fantastic and she encouraged everyone to take a look at it.
- XIV. Closed Session Per NC General Statutes 143-318.11(a)(6) to consult with the attorneys regarding the following: (Action on these items, if any, will occur in Open Session)

Alderwoman Patton moved, seconded by Alderman Lail to go into Closed Session to discuss a personnel matter. The motion carried unanimously.
 - 1. Discussion of a Personnel Matter - NCGS §143-318.11(a)(6)

City Council convened to closed session at approximately 8:35 p.m.

City Council reconvened to open session at approximately 8:50 p.m.

No action was taken upon return to open session.
- XV. There being no further business, the meeting adjourned at 8:50 p.m.

November 21, 2017

Mayor

City Clerk