

October 17, 2017

A Special Meeting of the City Council of the City of Hickory was held in the Council Chamber of the Municipal Building on Tuesday, October 17, 2017 at 4:30 p.m., with the following members present:

Brad Lail	Jeff M.Cline	Hank Guess
	Aldermen	David P. Zagaroli
Danny Seaver		Jill Patton

A quorum was present.

Also present were: City Manager Warren Wood, Assistant City Manager Rodney Miller, Assistant City Manager Andrea Surratt, City Attorney John Crone, Governmental Affairs Manager Yaidee Fox, Public Services Director Kevin Greer, Planning Director Brian Frazier, Parks and Recreation Director Mack McLeod, Communications and Marketing Manager Dana Kaminske, Communications Specialist Policy Analyst Sarah Prencipe, Executive Assistant 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 Tarlton. Alderman Seaver arrived at 4:36 p.m. Mayor Cline advised there was two purposes to this meeting, the first was to share information from staff, to the public, to those who were present, through the media, and to our citizens about what is going on with the bond projects, the timetable and where we stand, budget issues, etc. The second purpose was for Council to hear this, discuss among themselves and give direction back to Staff and/or to the Bond Commission as appropriate. He advised it was not a public hearing. Unlike some of the public hearings where people come and speak to Council, other than Staff, Council would not be doing that kind of meeting, it was not a public hearing. He turned the meeting over the City Manager Warren Wood.

City Manager Warren Wood advised City Council would hear numbers from Assistant City Manager/Chief Financial Officer Rodney Miller on the bond program, the \$40 million dollars, and we are within budget of that amount. Some of the numbers had changed globally in the \$40 million dollars. In addition to that Mr. Miller would also discuss taking the \$40 million and leveraging that as a match for grant funding. Over \$15 million dollars, and hopefully counting, in grant funding that we have received to go along with that. He stated the way we stay within budget is for City Council to direct Staff, our designers, and the Bond Commission to stay within budget. Council would see some recommended numbers for each of the projects during this presentation. He advised that Staff would like from City Council, at the end of the meeting, either through action or general direction with the recommended numbers, to say you need to design to this and the cuts that are to be made. The Bond Commission would consider what cuts would need to be made in order to stay within budget once we get the bids in, and then make that recommendation back to City Council. It gets very complicated because with the grant funding is tied to specific elements within each project. The grant money is not icing that you can go and take that and do something else with it. You have to do with that what you requested through the grant application process. If we reach a point with for example City Walk, where we have to make some cuts, the Bond Commission, Staff, and the engineering and design folks need to be careful that we don't cut something that would eliminate grant funding that we have previously received.

Alderwoman Patton asked if those could be identified right out and about with the Commission so they could go ahead and have that in their mind of what is tied together that they can't cut.

City Manager Warren Wood responded some of it can be and then we can also through the bidding process do some alternate. Have a comprehensive bid that also identifies some alternates that becomes a little bit easier to cut if it comes to that. There are some ways we can navigate through this. We do need to stay within the \$40 million dollars, \$35.5 million dollars relates to everything except for Park 1764. In addition to that, they felt good about where we are with the numbers. The next step will be Freese and Nichols is going to be working on a detailed bond program schedule to keep us on task as far as moving through this in an efficient way from a scheduling perspective. That will be the next thing that comes from them. He noted additionally we are starting to see, and they hoped that this would be created and it has been, some energy from the development community and some interest in doing some private sector projects along some of these bond program projects. That is going to be very exciting and where we hope to move the needle from a tax base perspective specifically. He asked Assistant City Manager Rodney Miller to the podium to present to Council. He advised as Mr. Miller presented Council could stop and ask questions or make comments as a group.

- II. Discussion of Bond Budget

Assistant City Manager Rodney Miller presented a PowerPoint presentation. He discussed a brief history of the bond program. He commented that many of the audience members had participated in this as well as Staff. We started with an Inspiring Spaces Plan which dated back to 2012. He advised this identified nine different streetscapes and five different gateways that needed to be enhanced and/or created as major entryways into our City. From that, which was really the genesis of the program, we had also in essence place making elements of the project which actually formed our \$40 million dollar bond program. In November of 2014 the voters approved two bond orders and that is important. They are actually ordering the City to issue this debt in two different "buckets" if you will. A \$25 million dollar component which relates to transportation and \$15 million dollars which relates to economic development. We have worked with a Bond Counsel, Parker Poe and Scott Leo, who was here in 2014 and walked the City through the process. He advised he had met with Mr. Leo last week to let him know where we are. We will navigate with Mr. Leo to make sure that each of the elements, as Mr. Wood was

talking about related to grants, related to streetscapes, is it transportation? Is it economic development? He will walk us through that process for each of the projects to make sure they fall under transportation or economic development. We also embarked on our Park 1764 and a design and marketing campaign by the Economic Development Corporation. Mayor Cline and Alderman Lail are part of a subcommittee on the Park 1764 project in conjunction with Randy Isenhower and Barbara Beatty from the Catawba County Board of Commissioners as well as Catawba County Manager Mick Berry and City Manager Warren Wood on that team as well as Scott Millar (President of the Catawba County Economic Development Corporation). The 42 member Bond Commission was formed in early 2015. He advised many of the members were in the audience. We created three different subcommittees, Riverwalk, City Walk, and Streetscapes and Gateways. They had been meeting periodically since that time. He showed an overall map created by Freese and Nichols, which basically talked to transportation. He pointed out I-40, and Lenoir-Rhyne Boulevard, he advised this was one of the gateways which they had envisioned. Going north he pointed out Lenoir-Rhyne and the beginning of City Walk, it went through town. It then went through a green streetscape which then goes north to connect to Old Lenoir Road. He pointed out the north connection which connected to Riverwalk. You also have a Highway 321 gateway as well. He showed a list of all of the projects, breaking out \$35.55 million dollars for those bond projects. The balance of the \$40 million dollars, is as Mr. Wood said, towards Park 1764. This option was combined option "A" after a lot of deliberation between Bond Commission members and City Council. Referencing the PowerPoint the approved projects and the cost estimates at that time were listed and the dollar amounts for each. Those elements were in the first bond package of \$40 million dollars.

Mr. Miller discussed City Walk. The original City Walk concept was a corridor greenway down Main Avenue from Lenoir-Rhyne University through downtown Hickory. It was about 1.2 miles of walking and biking space. We were hopeful that it would create opportunities, which it has, for business headquarters, urban residential units, retail and commercial services. It would be a greenway along Main Avenue and have various pocket parks and connect to certain parks within the City. He displayed a drawing from the City's consultant, Amec Foster Wheeler, which was a 60 percent design drawing which showed their 60 percent concept for Union Square. On the drawing he noted the railroad right of way which Norfolk Southern governs; where the City Walk would be located; he pointed out that it branches off and goes to the storefront of Union Square as well; it crosses the 3rd Street Bridge and continues west. He mentioned the City Walk subcommittee will be meeting next Thursday to hear and receive all of the 60 percent design drawings and to discuss the elements that Amec Foster Wheeler had come up with, a sneak peek. He showed a drawing of the Highway 127 Pedestrian Bridge that Amec Foster Wheeler had created a conceptual design for, 60 feet high. The Bond Commission members really wanted an iconic bridge something to say Hickory. Mr. Miller felt that this design signified that. The original estimate of City Walk was \$15.1 million dollars. One of the grants that we received from NCDOT actually extends City Walk from 4th Street to 9th Street, however that section had not been designed yet. City Council would be seeing in a future Council agenda a design change to include 4th through 9th so Amec can design that portion of City Walk. We have estimated the costs to construct that based on the other costs estimates of one million dollars. That would be a million dollar increase over and above the original \$15.1 million dollars cost estimate. The bridge he showed on the PowerPoint would be an additional one million dollars on top of what was originally planned in the scope of work. If you add those two together it totals \$17 million dollars and their revised cost estimates at 60 percent design completion is \$18.86 million dollars. That number included 20 percent for contingency and inspections. The good news to that number is that it decreases by \$11.3 million dollars which is a combination of two grants combined into one of new money, \$11,280,000 which reduces that \$18.86 million dollars to a total amount that City bond funds would be used of \$7,581,641. He advised that would be the revised bond issuance for City Walk

Mr. Miller discussed the Riverwalk concept which was a three mile waterfront trail system along Lake Hickory through Rotary-Geitner Park, under the new Highway 321 Bridge that DOT will be constructing and meandering up in the future, we hope, to Hickory Crawdads Stadium/LP Frans Stadium. We would create and connect retail space, recreational and entertainment options for the public, residential perhaps as well as pedestrian and bike access along Riverwalk. There is a big effort of coordinating with regulatory agencies, FERC and DEQ, the two primary agencies that we have to work with. The City's designer, Design Workshop had sent a memo with some challenges that they see related to Riverwalk. He advised the topography of that site, where Riverwalk was originally planned for, the original design was option "2". Option "1" was all along the waterfront, and option "2" which did a 50/50 split between all on the water and upland, 30 to 50 feet depending on where they could find the best place for the path. After surveying and doing some geotechnical borings they found that in many areas there is a greater than a 2 to 1 slope which is a steep slope. There is also a considerable amount of rock out on the site which would require some blasting and some drilling to get through it. In their memo they questioned the constructability of the Riverwalk. Because of its width, 10 to 12 foot path, you would have to put retaining walls on both the upper and lower ends which is the cut and fill sides of the proposed path. They also raised a concern about access to the site. They would need to start at the water treatment plant side, put in an access road and grade through the woods to be able to put soil borings in there, and they are concerned about environmental concerns. They need more geotechnical and/or borings to do additional investigative work as to where the path could actually go if possible. That concern brought up the fact that you are going to disturb vegetation and degrade that slope stability and potentially cause erosion problems into the lake. We originally envisioned that whole path to be ADA accessible and they have significant concerns about making that ADA accessible the full length of Riverwalk. He showed pictures of what they saw, which was a significant amount of rock from the shoreline up the hill. He noted the slope, which was more than a 2 to 1 slope on that particular part of the proposed Riverwalk. The designers had recommended that we stay all along the water, basically a bridge concept from one end to

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the other which negates the need to deal with that rock, the slope, the environmental concerns associated with that.

City Manager Warren Wood commented out of an abundance of caution, Mr. Miller went through a number of things that the firm felt like would be hurdles in this. Mr. Wood recommended that we look at that a little more closely. He wanted to see some numbers to some degree of what the difference in the costs would be, not that we would change it, just so we would have it and understand what that difference is if City Council were okay with that. We would proceed forward with where we are going, but he just wanted to make sure that was indeed the case.

Alderman Lail commented he would be supportive of that. He thought that was a City Council and policy decision. He didn't recall that Council made the decision that the path would be ADA accessible throughout the length of it, clearly we need to have ADA accessible elements to the path. He didn't think that it was a requirement that the entire path be ADA accessible. He used as an example the greenway at Hickory City Park was not ADA compliant, it was certainly steeper in many locations. He thought that was a decision that City Council with the Bond Commission's help would need to make. ADA means that you are looking at over a mile in less than a 1 in 12 slope. To do that on land would be extremely expensive, but if we decide that a level path is not necessarily the best experience for people using the Riverwalk, a path that curves, meanders, might come up, come down, he wasn't talking about severe grades, but gentle grades that could give vistas. He referenced the photos of the rocks and commented that was a great example of a path or a walk maybe on top of those rocks looking out of the lake. He thought it was probably a good idea to at least ask them to exam what it might mean to do both rather than to completely discount based on the challenges that he saw that they outlined.

Mr. Miller replied good point.

Alderwoman Patton asked where they would run into the problems. If you are going to say you don't require it being all ADA is only the first 20 feet going to be ADA and then it is up. We need to make sure that the experience, if we are going to say it doesn't all need to be ADA, then there needs to be enough of an experience from Point A to Point B.

Alderman Lail responded absolutely. In his opinion the bridge most definitely would need to be completely ADA compliant and maybe some areas that connect in and around the Boy Scout hut or the area that might connect to the future Lackey Park. It might be interesting if you are partially on and partially off the water, if it is not too expensive. Constructability on land versus constructing a bridge on the water, he couldn't understand how it was more difficult to construct on land than it is on a barge to build a bridge in water.

Alderwoman Patton replied she would go along with getting some more numbers.

City Manager Warren Wood stated so he is abundantly clear, the official position of City Council right now is it is on the water. We are going to take a look to be completely thorough. One of the other things that has changed is the State recently changed the riparian buffer rules to our favor so that was another consideration that may bring some cost down that we need to look at least. He asked was that fair enough?

City Council agreed.

Mr. Miller echoed there was no requirement that we know of to put that as completely as ADA accessible. Conceptually that is what we envisioned when we sent that to the designer for them to design an ADA accessible path, hence their concerns that they have now raised.

Alderwoman Patton commented it would be nice to have the whole thing accessible to all of the citizens.

Alderman Lail didn't disagree, and Council could have further discussion on this matter at a later date. He thought for the people using it the experience is important and a flat experience throughout the whole thing may not be the most interesting.

Alderman Guess commented even if it is on the water it doesn't have to be flat for the whole distance necessarily.

Alderman Lail replied no it wouldn't have to be, you could certainly raise the bridge and lower the bridge.

Mr. Miller advised that Staff had reacted to the memo that they had sent and they had asked for additional questions that they need to answer, i.e. What is the soil boring results that they have? Where are those? What do they look like? Staff is going to ask them some additional information. He showed a drawing which envisioned the boardwalk all along the water. He advised there were two spurs currently contemplated to go up to the Boy Scout cabin and a spur to get you back to Geitner-Rotary Park and/or Lackey Park if that gets constructed. He showed a drawing that the designers had given them of what the bridge could look like which would be more of an iconic bridge structure a little further out into the water. He referenced Rosales, who was the design engineer on the team who had designed the Liberty Bridge in Greenville SC, this was a concept that he had come up with. Next week, Mr. Rosales and the team would be discussing these drawings and additional drawings, and the original estimate which was planned in the bond package with the Riverwalk subcommittee. He mentioned option "2" which was a land water combination was estimated at \$8.5 million dollars last year. Option "1" all along the waterfront was estimated at \$12.5 million dollars. The Bond Commission and City Council ultimately were in

agreement, though it was a close one and two, to put it all on land and water for that experience and also partly due to the cost at the time. So the \$8.5 million dollars, option "2" was selected. What the latest design envisions was the structure that is supported completely over the water that follows the shoreline. They had estimated a one million dollar addition to maximize the experience for our citizens to increase the trail width to a 12 foot section all through the Riverwalk which would add an additional million dollars to the price tag. He referenced the previous drawing of Mr. Rosales, the vertical bridge element would be constructed on the first 750 feet of the Riverwalk coming from Highway 321 and going east. This component would be an additional one million dollars added to the budget as well. The revised estimate after 25 percent design was \$16.3 million dollars which included a 20 percent amount for construction contingency and inspections.

Alderman Zagaroli asked if the City had contacted FERC or DEQ, and Duke. Can we actually build something like this?

Mr. Miller commented the original concept had been discussed with Duke not with FERC, that it envision Rosales' design as well. Duke and the Wateree Management group will provide a recommendation to FERC for their approval. That could take six months to a year for that approval.

Mayor Cline asked if the \$16 million dollars was all waterfront.

Mr. Miller responded yes sir.

Alderman Lail clarified when we say waterfront it is a bridge over the water. We are talking about concrete casings in the lake bed, supported by steel spans, and synthetic lumber.

Mr. Miller didn't know about synthetic lumber.

Alderman Lail asked if they hadn't talked about special lumber. He advised that Alderman Zagaroli knew.

Alderman Zagaroli advised it was real wood. Brazilian ebony, it is very, very hard, very durable and will last our lifetime. He clarified the younger lifetime.

Mr. Miller confirmed that the bridge structure was supported by footings. In January the City is applying for grant funds for this project. We were not prepared design wise last year to submit a grant application for this because we were not far enough in the design. This same grant is the one we are applying for that we received for City Walk. They felt pretty good about our chances about getting some additional grant funds for Riverwalk like we did with City Walk.

Mr. Miller discussed the streetscapes and gateways concept, improving and redefining entrances to the City adds curb appeal to Hickory and beneficial to travelers and residence on our roadways and gateways. We want to encourage pedestrian access and encourage private investment. There were five gateways, three of those five were planned for in this first phase, i.e. the \$40 million dollar bond program. He advised that would be gateways one, two and four and we have since combined gateways one and four into one project. The gateway at Highway 321 and Clement, because of the Highway 321 road design, we have forgone that particular gateway and combined those dollars into the Highway 321 and Highway 70 gateway. The final gateway would be gateway number two, I-40 and Lenoir-Rhyne Boulevard estimated at \$500,000, it is still in our bond package. There were four streetscapes of the nine that were planned in the first phase. Most recently the City received another grant, a little over \$3.5 million dollars, to fund Old Lenoir Road and that streetscape. He was excited about that. That was 80 percent of that \$4.4 million dollar project price tag which equals the \$3.5 million dollars.

Mr. Miller advised the final project to round out our \$40 million dollars was Park 1764, a class "A" business park. We have bond funds of \$4.45 million dollars that we have allocated to that project. He reminded City Council that it is a 50/50 partnership with Catawba County. We currently have an option on 170 acres, which we have now exercised that option and we have purchased, City and County, 7 ½ acres of that particular site. We are embarking on an access road, a sewer line, some landscaping, and berm, some grading, so that we can have an entrance into the park so that future developers can come and take a look at that. We also received a \$700,000 grant to assist with that work which will be commencing very shortly. That option then triggers that balance of that 170 acres for the City and County to buy, which has to be bought by 2021 per the option agreement. The total price tag of that balance of that land is \$3.8 million dollars which we would split 50/50 with the County. The math is our \$1.5 million dollars would be used to buy that property with the bond funds of \$4.45 million dollars. Granted, if we were able to sell the property to a developer or a business between now and then certainly we would recoup those dollars and not have to pay that full balance on the option.

Mr. Miller discussed grant funding. We have leveraged our \$40 million dollar bond funds as the matching funds for grants that we have received. Right now those grants are North Carolina grants. We have leveraged that to receive \$15.5 million dollars in grant funds for the bond projects. He referenced the PowerPoint with those two listed. We have received \$11.3 million dollars for City Walk and \$3.5 million dollars for Old Lenoir Road and \$700,000 for Park 1764 today. The original costs estimates for City Walk and Riverwalk were \$23.6 million. Now the revised costs estimates for both of those projects total \$23.9 million dollars. Those two combined with the gateway at Highway 70 and Highway 321, as well as the estimated amounts for the remaining projects, are within the total grant and bond funds that we have secured. We also received a \$3.5 million dollar grant with an 80/20 match, so we received \$2.8 million dollars of

new money outside the bond program but it is applicable to this. He explained this is a grant to enhance and/or be at the table for design for the new 321 bridge spans that come from Caldwell County. That design will occur and be done by NCDOT and the grant we received enables us to put our two cents, actually \$700,000, into the design of that bridge so that we can incorporate elements of Riverwalk and elements of other amenities that we have in the City. What do we want that bridge to look like rather than just an ugly grey bridge that DOT might design?

Alderwoman Patton asked if we would be able to tie in then if we used this iconic bridge look to have that same look so it ties all together.

Mr. Miller responded absolutely, wouldn't it be cool if you could put some of those elements that are incorporated in Riverwalk on that bridge coming from Caldwell County into Hickory. He thought that would be a great idea.

Alderman Zagaroli asked if the City would have the opportunity to use some of that grant money to update the pedestrian bridge that we are going to accept from the State.

Mr. Miller replied no sir that grant fund is specific to the two new bridge spans only, north and southbound bridge.

City Manager Warren Wood interjected that is a great point and question, because that is true with all of these grants they are tied to specific elements within each one of the bond projects and they can't typically be repurposed for something else.

Mr. Miller showed some detail on that. He had mentioned the \$3.5 million dollar grant, it was 80/20 so the City's share would be \$700,000 to receive that grant. We have advertised an RFQ to get a design team so we can select those enhancements. What do we want that to look like? We need a designer to help us, or is it the elements that Alderwoman Patton mentioned? Or are there other elements that would be applicable to that design? We provide those drawings to NCDOT so that they can incorporate into their overall design. They would then go out for bids with that project and then they would start the construction on that. That project is a little bit behind from when we thought it was because they still haven't finalized the whole Highway 321 expansion, the road going into Caldwell County. Hopefully they will do that soon so we can sit down with them and discuss the design of the bridge. He referenced the PowerPoint and advised the \$700,000 had to come from somewhere. He stated gateway five was a gateway not in our bond package but it was a gateway that the Inspiring Spaces plan had identified. That was that particular area, that gateway into the City from Caldwell County, which was identified as gateway five. It is not funded, but it was identified. Staff felt that the \$700,000 should come from the original \$40 million dollar bond projects in light of the fact that we have grant funds and that we use those dollars as in essence another gateway into the City and tie into Riverwalk. That was Staff's recommendation.

Mr. Miller discussed the TIGER grant, the application was submitted yesterday. This was the City's third try, third times the charm we hope.

City Manager Warren Wood asked Mr. Miller to explain what the TIGER grant was.

Mr. Miller explained the TIGER grant is Transportation Investment Generating Economic Recovery. It is a Federal grant. There is a \$5 million dollar minimum for those grants, it used to be \$10 million dollars. Staff thinks that we certainly have a good shot at this. We made it further last year than the year before and we certainly hope this year will be the charm. That is a Federal grant that is administered to us that we would receive. He explained what was in the particular grant package for this year: Lenoir-Rhyne Boulevard streetscape; the Book Walk, which connects Patrick Beaver Library to the Ridgeview Library; the 9th Street NW streetscape which is the south connection. The Book Walk was not in our original package, (\$40 million dollars), but Lenoir-Rhyne Boulevard and the south connection was. The Old Lenoir Road streetscape was also in our package and the north connection which was the 3rd Avenue Drive streetscape. Those four projects are currently on our list of projects in our \$40 million dollars, so we have asked for those and included those in our TIGER grant application. Referencing Alderman Zagaroli's inquiry about the Highway 321 pedestrian bridge, Staff had asked NCDOT to leave the northbound US 321 bridge, the existing one in place, for us to potentially use as a pedestrian bridge to go from Burke/Catawba County into Caldwell County. They have generally agreed to that, they save money by not having to tear that bridge down. They would tear down the southbound bridge and build the two new spans and leave the existing northbound bridge the same. In the TIGER grant we have applied for a grant to help with those improvements that Alderman Zagaroli had asked about. The final package in the TIGER grant was for a downtown parking deck. He mentioned that they felt a lot better about the application. One reason they have now connected another county into our project. Based on the projects that we have identified in the funding that we have, (he pointed out on the map) you can go from Lenoir-Rhyne Boulevard and I-40 north cross Tate Boulevard all the way to Lenoir-Rhyne University, you can go west, get on the south connection which is green to Old Lenoir Road, hit the north connection go to Riverwalk and you can go all the way up to Rotary-Geitner Park in one fell swoop if we do these projects and the TIGER grant comes through for us. He commented that we had extra "points" for establishing that regional connectivity and they think that is certainly a plus to our application. He advised the total new request of Federal dollars was \$9.74 million dollars. He reiterated that it has to be over five, but it is slightly under \$10 million dollars, which we think makes it a little more attractive, so we are not spending too much of the Federal governments money. We are expecting announcement in January or February of next year. He added that the political climate has changed in Washington, and that certainly has not hurt our application, he thought that it had helped us. We also have a local hero in the County that he thought we may

want to reach out to. He had been on the news with FEMA for the last few months and hopefully we can tap into that resource so that he can get our project in front of the folks that make the decisions. Mr. Miller showed a breakdown on a spreadsheet. He referenced the components of the grant, the total costs of those projects were a little over \$20 million dollars but we are utilizing the Old Lenoir Road grant that we have already received. We would have a local match of \$880,000 which would be the City's share as well as the local match for the TIGER grant itself, which we would be using bond funds, so that ends up being \$9.74 million dollars in TIGER funds that we could receive from the Federal government.

Mr. Miller discussed the final current bond financial status. He showed the projects that we have currently in the \$40 million dollars and the original amounts which Council had saw earlier. He showed the updated costs, the grant funds that we know about were listed. He pointed out the City Walk grant, the Old Lenoir Road grant, and the Park 1764 grant which totaled the \$15.5 million dollars that he mentioned. He showed the Riverwalk grant that the City would be applying for through the Western Piedmont Council of Governments and the projects which had been added in the TIGER grant application resulting in a proposed bond funds of a little over \$38.5 million dollars of our \$40 million dollars in total allegation. At this point, obviously with 60 percent designed with City Walk and almost 30 percent with Riverwalk we have unallocated bond funds of \$1.4 million dollars. He advised he would also add the cost for the 321 bridge enhancement. He reiterated that was outside the bond project but that local match had been included in the spreadsheet for City Council's consideration.

Mr. Miller discussed the next steps to finalize the projects, both the timing and the amount. Obviously we have not done the other streetscapes or the gateways, those will be coming in the future. We will finish design of City Walk, Riverwalk, and the gateway at Highway 321 and Highway 70. Next year we envision awarding the construction contracts, hopefully for all three of those projects. Sometime in the summer or fall of next year he would recommend that we issue our first bond issuance of approximately \$25 million dollars, which would include the one gateway, the City Walk, and the Riverwalk projects. It also reimburses the City's General Fund for bond project expenses as well as design cost that have already been incurred that the City has paid for. They would envision an incremental property tax increase or increases to pay for that \$40 million dollars as those projects come on line. We are still a little early in the process to determine what that tax increase might look like. Would it be July 1, 2018 or July 1, 2019? We need to get a little further down the road before he can give Council that recommendation. He asked Council for any questions.

Alderwoman Patton commented the Lackey project is still coming along. She thought they were planning fall of next year also.

Mr. Miller responded that he did not have a timing for that, but he knew they had three months left for their design team to finish to get to construction drawings. He had not heard an update as to when that design would be complete. We have components of that project, but we would certainly like to time that design to our Riverwalk so we could dovetail their project and the Riverwalk project together especially if we have this ADA accessible path up to the parking lot where the Lackey Project would be.

City Manager Warren Wood commented this is very involved, particularly with the grants and it is imperative that we stay on budget and the costs estimates as we know them today are within budget. We have a \$1.4 million dollar cushion on a \$55 million dollar program and potentially more with grant money.

Alderman Lail interjected 3 percent was what he had calculated that at, but there is 20 percent in some of the lines.

Mr. Wood commented there is some contingency built in. The hurricane season did not help us with construction costs. Hopefully some of that will work itself out by next summer. It is imperative that we stay within these numbers. He advised this is absolutely a policy level decision for City Council to determine the money to be spent. This was Staff's recommendation of what those numbers should be. He asked for direction from City Council that the bond program stay within these numbers.

Alderman Seaver questioned the total amount of time the City had to draw down from the bond.

Mr. Wood advised we have seven years initially, you can get a three year extension; we are three years in so we have seven years left, max.

Alderwoman Patton commented she would certainly want to stay within the proposed budget and to keep that little cushion for sure.

Mayor Cline asked Alderwoman Patton if she would put that into a motion, and a second City Council could discuss.

Alderwoman Patton moved to give direction to the Bond Commission that they, with their respective projects, keep it in the budget purposed, seconded by Alderman Zagaroli.

Mayor Cline commented it had been moved and seconded, he opened it up for discussion.

Alderman Lail added to the extent that if Council determines Riverwalk, or the Bond Commission Staff is going to have the designers react to this new riparian rule and the ADA, discuss that too,

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and if there is potential to still have the Riverwalk, but it comes in cheaper that Council doesn't have to spend that money on it.

Mayor Cline clarified if it stays within budget then we have that freedom, within budget.

Alderman Zagaroli commented either one within budget, either way.

Alderman Guess commented it is imperative that we stay within the budget.

Alderman Seaver thought the citizens expected them to, they asked them to vote on that.

Mayor Cline asked for other discussion, there was none. He called for the vote. The motion carried unanimously.

City Manager Warren Wood commented following up Staff would be working on a detailed schedule moving forward to keep us on track and moving in an efficient way to get us to a point where we are turning dirt and finishing.

Alderman Guess asked if all of this was still online daily. He asked was it updated, maybe not daily, but if it is where the public can see it as they had discussed from the very beginning. He asked if that was still there.

Assistant City Manager Rodney Miller advised the plan would be once they have subcommittee review, the 60 percent and the 30 percent design drawings they would put those designs on the website and printouts in City Hall if necessary. We want to get a lot of pictures and let people know what is out there, yes sir.

Alderman Lail commented when we have these big projects, particularly City Walk and Riverwalk, he would think there would be some site furnishings that would be necessary with its benches, signage, of course lighting has already been picked up. He asked if Council needed to have an allowance for that. We need trash receptacles.

Mr. Miller advised in City Walk that had all been included in that \$18.8 million dollars. There was also an allowance in there just to relocate utility poles. He thought maybe half a million dollars in there for relocating utility poles. There still may be need for some water and sewer infrastructure that we want to do in conjunction with the project that would not be in that number.

Alderman Lail commented he was trying to think of things that we haven't thought about.

City Manager Warren Wood advised this is all inclusive. This is design, all the amenities that were mentioned, contingency, utilities, construction, and inspection. This is a bond program for each one of these projects. Just not the construction costs themselves.

Alderman Seaver asked if they were going to work in some restroom facilities along the Riverwalk.

Mr. Wood advised on the Lackey end at Geitner Park.

Alderman Seaver commented there are going to be two there on the City Walk.

Mr. Wood joked there is your first change order.

Mr. Miller advised on City Walk there were three restrooms actually in those plans. On Riverwalk there was not a restroom facility currently in those numbers.

Alderman Zagaroli asked if restrooms were going to be in the pavilion or in the Lackey complex.

Mr. Miller responded yes sir.

Alderman Lail mentioned along Riverwalk, an exciting piece that hadn't had a lot of discussion because they had been focusing on the path going down, was the area at the western side, the green space, there is opportunity there for public use.

Alderwoman Patton commented that was discussed at one time about what they were going to do with that.

Alderman Lail advised they called it the P-3 area.

Mr. Miller commented that was a sneak peek. We don't have the details that is what the designers will be discussing next week with the Riverwalk subcommittee. Hopefully they will have grandiose plans for that including a restroom. That sounds like one item we may need.

Mayor Cline asked for further discussion. There was none. He thanked Staff and the Bond Commission for their good work. They have more ahead as does City Council. There was no further business.

October 17, 2017

III. There being no further business, the meeting adjourned at 5:21 p.m.

Mayor

City Clerk