

Thursday - November 9, 2000 - 3:00 p.m.

Worksession

Present: Mayor Leni Sitnick, Presiding; Vice-Mayor M. Charles Cloninger; Councilwoman Barbara Field; Councilman Edward C. Hay Jr.; Councilman Brian L. Peterson; Councilwoman Terry Bellamy; and Councilman Charles R. Worley; City Attorney Robert W. Oast Jr.; City Manager James L. Westbrook Jr.; and City Clerk Magdalen Burlison

Absent: None

CONSENT:

Donation of Land on Broadway for Greenway System

Summary: The consideration of a resolution authorizing the Mayor to accept a donation of real property on Broadway from Mark Carlson for the City of Asheville greenway system.

The City of Asheville is interested in establishing greenways or greenway systems throughout the corporate limits of the City of Asheville. Real property has been acquired along Broadway and Reed Creek for the purpose of constructing a greenway. Mark Carlson has offered to donate property he owns (approximately 0.84 acre) on Broadway at and near the corner with Ocala Street (PIN Nos. 9649.13-13-7959, 8905, 8808, 8973 and 9837) for the greenway system. The Parks and Recreation staff have reviewed the proposed donation and found that the property is appropriate for the greenway system.

All of the donors to the Broadway Greenway Project will be recognized at the groundbreaking ceremony.

City staff recommends City Council adopt the resolution authorizing the Mayor to accept a donation of real property on Broadway from Mark Carlson.

Setting Public Hearing on November 28, 2000, to Vacate and Close 135 Merrimon Avenue

Summary: The consideration of a resolution setting a public hearing on November 28, 2000, for the adoption of an ordinance directing that the dwelling located at 135 Merrimon Avenue be vacated and closed.

135 Merrimon Avenue is an apartment house for approximately 38 families. The owners, Robert Janney and wife, Sara B. Krueger, have not substantially responded to the Order of the Chief Code Enforcement Officer to repair, alter, or improve the apartment house so as to render it fit for human habitation. Housing Code Coordinator Jeff Baker, found the following conditions which have been documented by still photos:

- o multiple Housing Code violations;
- o structural problems including stress cracks in brick piers and decayed support girders;
- o non-conformance with requirements for sanitary facilities; and
- o stairwells and exits in violation of Vol. 9, Chapter 4 of the State Building Code (not fire rated).

Housing staff has spent a number of hours with the property owner to correct the deficiencies. The property owner, however, to date has failed to take corrective action so as to

-2-

render the dwelling fit for human habitation. A formal housing hearing was held and a "Findings of Fact and Order" entered and served on the property owners. To date no action has been taken by the owner and the

dwelling continues to be occupied by the tenants while in an unfit condition and in direct violation of the provisions of the Housing Code.

Section 4-217(c)(3) of the City's Housing Code, as authorized by N. C. Gen. Stat. sec. 160A-443(5) authorizes City Council to direct by ordinance that the dwelling be vacated and closed.

The following is an overview of some general information regarding this property:

- Fair market value of dwelling is \$456,900
- Estimated cost to repair and bring into Code compliance is \$179,000
- The Affordable Housing Agencies were notified.

The Building Safety Director recommends adoption of the resolution setting a public hearing on November 28, 2000, ordering that the property located at 135 Merrimon Avenue be vacated and closed.

Riverside Cemetery Metropolitan Sewerage District Easement

Summary: The consideration of a resolution authorizing the Mayor to execute an easement in favor of Metropolitan Sewerage District to make improvements on a sanitary sewer line and associated manholes within Riverside Cemetery.

During the past year the Metropolitan Sewerage District (MSD) has been working with the City of Asheville regarding a sanitary sewer project proposed within Riverside Cemetery. The current line is located along the southern portion of the cemetery adjacent to a creek which flows westward toward US 19/23. MSD would like to improve this line which is in disrepair with minimum impact to the property. MSD staff has met with City of Asheville staff representing the Parks and Recreation Department, Asheville-Buncombe Historic Resources Commission and the Tree Commission. The various divisions have worked with MSD to reach consensus regarding an appropriate design and implementation strategy that will enable the project improvements with minimal disturbance to the cemetery site.

The Parks and Recreation staff recommend the approval of the improvements as proposed by the Metropolitan Sewerage District in Riverside Cemetery along with the associated permanent easement for the new line of pipe.

Skateboard Park Contract

Summary: The consideration of a resolution authorizing the City Manager to enter into a contract with Perry Bartsch Jr. Construction Company for the construction of retaining walls for the Skateboard Park.

In March of 1999, City Council approved the construction of a Skateboard Park to be located at the corner of Flint and Cherry Streets in downtown Asheville. This park will be constructed on property owned by North Carolina Department of Transportation. The development of the Skateboard Park has been on-going since 1997 when the Department began working with a number of individuals and groups interested in addressing the use of skateboards in the downtown area. This initiative led to the development of a temporary park located on top of the Civic Center parking deck which has proven to be successful with between 30 – 50 participants each day. The overall goal of the Task Force was the development of a permanent

-3-

park. Construction on this park began in August, 2000, with the Department of Public Works installing storm drainage at the site. The next phase of development includes the construction of retaining walls throughout the park area. After completion of the retaining walls, the park will be ready for installation of the park surface which will allow for use by the skateboarders by late summer or early fall. Competitive bids were

solicited for the development of the retaining walls with the low bid going to Perry Bartsch Jr. Construction Company at a cost of \$252,775.

The Parks and Recreation Department has committed to raising funds for the park through a variety of means without the use of tax dollars. This fundraising effort continues and the Department is close to announcing a major corporate sponsor for the park. City Council approved the budget amendment for this park in 1999 with the understanding that funds would be reimbursed to the account by the above means.

The Parks and Recreation Department recommends City Council approve the contract with Perry Bartsch Jr. Construction Company, in the amount of \$252,775, and that the City Manager be authorized to sign all contract documents.

Vice-Mayor Cloninger noted that he has a conflict of interest on this matter and asked that staff be aware of it when placing it on the agenda for final adoption.

Issuance of \$1,970,000 Two-Thirds General Obligation Bonds

Summary: The consideration of a resolution providing for the issuance of \$1,970,000 General Obligation Bonds, Series 2000 of the City of Asheville.

On October 10, 2000, City Council adopted Bond Orders authorizing the issuance of \$1,300,000 Sanitary Sewer Bonds and \$670,000 Equipment Bonds. Those Bond Orders became effective on November 13, 2000, 30 days after their publication during which period no valid petition to a vote of the people was filed with the City Clerk.

The resolution provides the particulars for issuance of the bonds, to include:

- o \$1,970,000 aggregate principal amount; in \$5,000 denominations;

Semiannual interest payment dates of December 1 and June 1, beginning June 1, 2001

and continuing through December 1, 2020;

- o Annual principal payment dates of December 1, 2001 through 2020;
- o Provides for early redemption after December 1, 2010 at a premium;
- o Requires continuing disclosure of financial information;
- o Provides the form of the bonds;
- o Designates the bonds as "qualified tax-exempt obligations";
- o Directs the Finance Director to establish special funds for the proceeds of the bonds;
- o Requests the Local Government Commission sell the bonds through competitive bid;
- o Authorizes preparation, execution and delivery of the bonds;
- o Authorizes and approves the form and content of the Official Statement and Supplement to the Official Statement with changes, modifications, additions and deletions as deemed necessary by

the Mayor, City Manager, or Finance Director;

- o Authorizes the Mayor, City Manager, Finance Director and City Clerk to execute and deliver all certificates, documents, opinions or other papers and perform all other acts required in order to implement and carry out the purposes of the resolution.

City staff recommends City Council adopt the resolution.

-4-

Mayor Sitnick asked that the record show that City Council has received this information and instructs the City Manager to place these items on the next formal City Council agenda.

ASHEVILLE HONORS PROGRAM

Former Mayor Eugene Ochsenreiter, Ms. Sara Bisette and Ms. Harriette Winner explained how they would like to see the City recognize individuals and institutions in the City who over the years have played a prominent role in the City's growth and development.

There have been many individuals and institutions over the years who have assisted in the development and growth of Asheville. Individuals and institutions who have provided leadership in development, the arts, culture, the business world and in other ways have helped establish Asheville as a unique city in which to live, work and recreate. The purpose of the awards would be on an annual basis to select an individual(s) or institution(s) to be honored by the City for their contributions and to hold an appropriate awards ceremony to confer the awards. City staff has met with Mayor Sitnick, Mayor Ochsenreiter, Ms. Sara Bisette and Ms. Harriette Winner to discuss how such a program might work at the conceptual level. The group would recommend that the awards be selected by an independent committee and presented on behalf of the City of Asheville by the Mayor and City Council at the appropriate time.

Staff feels this is a worthwhile endeavor and would provide an additional avenue to recognize individuals and organizations who are so important to the community. If Council would like to pursue an Asheville Honors type of program, the following steps should be taken: (1) Approve a mission statement for the committee; (2) Approve operating principles to guide the committee; (3) Appoint a chair and ask the chair to appoint members to the committee subject to Council approval; and (4) Approve a modest budget for the committee to begin their work and initially promote the program.

Staff recommends that if Council would like to proceed with a recognition program such as described above, Council should approve the mission statement, the operating principles, appointments and an initial budget of \$4,000 for the committee.

Mayor Sitnick asked that the record show that City Council has received this information and instructs the City Manager to place this item on the next formal City Council agenda.

REPORT FROM THE BUNCOMBE COUNTY SUSTAINABILITY TASK FORCE

Councilman Hay explained that the Buncombe County Sustainability Task Force is an attempt to model a proactive approach to developing land use and growth policy at the local level and avoid having such decisions imposed upon us from Raleigh.

Mr. Bradley Hix, representative from the Chamber of Commerce, explained the decision-making process and what the make-up is of the Buncombe County Sustainability Task Force. He explained why the task force was formed and what they see their role is. He outlined what specific issues and concerns the task force has been working on.

He explained the following four consensus principles on Smart Growth: (1) The Task Force believes that planning is best done on a local and regional level; (2) Every North Carolina county should work toward a comprehensive growth plan which would not necessarily require zoning; (3) Expand the availability of certain tools to help local governments to achieve desired outcomes of smart growth; and (4) Encourage greater infill development and community redevelopment.

-5-

On behalf of City Council, Mayor Sitnick thanked Councilman Hay and Mr. Hix for their efforts to shape statewide policy on smart growth rather than be shaped by it.

REPORT ON SHELTERED WAITING AREA AT TRANSIT CENTER

Transit Services Director Bruce Black said that this is a presentation of alternatives and conceptual plans for the expansion of the Transit Center Ticket Office for the addition of a sheltered waiting room for transit customers.

At the worksession on October 3, 2000, City Council asked that staff review various alternatives for providing shelter at the Transit Center, and asked that the architect who drew the conceptual plans presented at that time be present at the next available Council worksession.

Staff has worked with the architect to address alternatives to the retrofit of the existing building, and also to refining details of the conceptual plans.

Ms. Patty Glazer, Glazer Architecture PA, explained the possible alternatives for the provision of shelter at the Transit Center. Some alternatives are to do nothing, place pre-fab or plastic panels part way down from the ceiling to ground to retain heat, place glass curtains along the shelters edge, place removable panels for wintertime shelter, and build an addition to the existing ticket office.

Ms. Glazer explained the different issues associated with each alternative and stated that to build an addition to the existing ticket office is the best alternative. She also explained that after refining details of the conceptual plans, an approximate cost is \$91,930.

City staff recommends City Council evaluate the proposed alternatives and if desirous of moving forward with an alternative, authorize the City Manager to enter into a professional services contract to prepare final plans and bid the project.

Upon inquiry of Mayor Sitnick, City Manager Westbrook explained that since this is a high priority of City Council that they will get funds from the Transit Services existing budget, without endangering existing services.

Councilwoman Field said that since this project will take approximately 6-7 months to complete, she wanted to make sure that we would not slowing down providing bus shelters in other parts of the City.

Mayor Sitnick asked that the record show that City Council has received this information and instructs the City Manager to place this item on the next formal City Council agenda.

UDO AMENDMENT REVIEWS

City Attorney Oast said that these Unified Development Ordinance amendments are being brought before City Council in order that staff may respond to questions Council may have prior to the public hearings, which are scheduled on November 28, 2000. He advised Council that it would be inappropriate for Council to receive comments from the public at this worksession.

Level III Project Review

-6-

Chief Planner Gerald Green said that this is the consideration of an amendment to the Unified Development Ordinance (UDO) to revise the procedure for the review of Level III site plan review projects.

Several months ago, City Council directed staff to pursue several concepts for streamlining the public hearing process for cases coming before Council. This proposed ordinance amendment was developed pursuant to that direction. The proposed ordinance amendment would revise the process for the review of Level III site plan review projects. These projects are residential projects of more than 50 units, commercial, office, and institutional projects of more than 100,000 square feet gross floor area, and industrial projects with a site area of more than 15 acres. The UDO identifies Level III site plan review projects as conditional uses, requiring the issuance of a Conditional Use Permit by City Council. The current review process has two steps, the review of the site plan for technical compliance with City standards by the TRC and a public hearing, with final decision, by City Council. With this process, the first opportunity for public discussion and review of the proposed Level III projects is at the City Council meeting. Issues are often identified at the public hearing that take some time to resolve, resulting in lengthy public hearings. The technical approval of detailed site plans by TRC prior to the City Council public hearing results in the impression that the plans have already achieved a significant level of approval.

In revising the Level III site plan review process, the Planning and Development staff sought to achieve the following goals:

- Provide an additional opportunity for public input;
- Provide an opportunity for identification and resolution of issues and concerns prior to review of the site plans by City Council; and
- The revisions should result in no increased cost (time/money) for the applicants.

These goals were met by the revised the Level III site plan review process, which calls for:

- Review of the conceptual site plan by the TRC. The conceptual site plan will provide details on those issues of concern to decision-making bodies and the public but will not require detailed engineering or design, thus reducing the cost of plan preparation;
- Review of the conceptual site plan, with public hearing, by the Planning and Zoning Commission;
- Opportunity for resolution of issues/concerns identified at the public hearing before the Planning and Zoning Commission;
- Review of, and final decision on, the conceptual site by the City Council at a public hearing. If the conceptual site plan is approved, a Conditional Use Permit would be issued by the City Council; and
- Review of detailed site plan by the TRC.

The revised Level III site plan review process identified in the ordinance amendment meets the goals established by the staff, resulting in an improved process that will better meet the needs of the community.

The Planning and Zoning Commission voted 7 to 0 to recommend approval of the wording amendment revising the review process for Level III site plan projects. The Planning and Development staff recommends approval of the wording amendment.

Mr. Green answered various questions and comments from Council regarding this proposed amendment.

-7-

Setbacks for Multi-Family Structures

Chief Planner Gerald Green said that this is the consideration of an amend to the Unified Development Ordinance (UDO) to revise the setbacks for multi-family structures.

The proposed ordinance amendment would revise the setback requirement for multi-family structures. Currently, all multi-family structures must comply with increased setback requirements regardless of the adjacent land use. The setback is based upon the number of units in the multi-family structure or development. While this requirement for additional setback has buffered single family uses from large-scale multi-family developments, it also has resulted in the inefficient use of land, the physical separation of multi-family neighborhoods from each other, and the undesirable scattering of open spaces across development sites. The draft ordinance amendment eliminates the requirement for additional setbacks for multi-family structures when they are located adjacent to other multi-family structures or non-residential uses. When multi-family structures are located adjacent to single-family uses, additional side and rear setbacks of 2 feet for each unit more than one in the structure is required. Duplexes, triplexes, and quadraplexes are exempted from the requirement for additional setback when located adjacent to single family uses. This exemption is due to the small scale and minimal impact of these small multi-family structures. In addition, these small scale multi-family structures are conditional uses in single family districts, permitting a case-by-case review of design standards. The proposed ordinance amendment should result in the more efficient use of land, the more even distribution of open spaces, and elimination of physical barriers between multi-family neighborhoods.

The Planning and Zoning Commission voted 7 to 0 to recommend approval of the wording amendment revising the setback requirements for multi-family structures. The Planning and Development staff recommends approval of the wording amendment.

Mayor Sitnick asked that the record show that City Council has received this information and instructs the City Manager to proceed with the appropriate public hearings on November 28, 2000.

ALTERNATIVE FUELED VEHICLES PLAN

Vice-Mayor Cloninger said that this is the consideration of a resolution endorsing the concept of an Alternative Fueled Vehicles (AFV) Plan for Asheville's vehicle fleet and local partners.

He said that City staff has worked to develop a draft AFV Plan for Asheville's vehicle fleet and local partners. Alternative Fuel Vehicles for fleets have the potential to decrease air pollution in the community. Staff researched various alternative fuels, available equipment and potential funding. The State is providing grants for municipal fleets to convert to fuels or vehicles which reduce air pollutants. Also, Mission-St. Joseph and Buncombe County have expressed interest in participating with the City in such a program. Other potential partners are being solicited.

Public Works Director Mark Combs explained the 1990 Clean Air Act and why alternative fuel vehicles are needed. He explained that compressed natural gas (CNG) has (1) a 80-98% emissions reduction; (2) is produced domestically; (3) is 33% lower cost vs. gasoline/diesel; (4) OEM vehicles are readily available; and (5) it is conducive to local fleet operations. He then explained the challenges for CNG, the CNG operation costs, and vehicle incremental costs in the City's Capital Improvement Plan.

-8-

The strategy for the program is (1) develop partnerships; (2) commitment by partners to purchase and use CNG vehicles; (3) construct "rapid fill" CNG station; (4) promote AFV use, pollution reduction strategies; and

(4) implement new AFV technologies, as available. AFV Partners include Mission-St. Joseph's, Buncombe County, private AFV owners, and future partners.

He outlined the AFV Program Plan and Asheville's commitment.

He recommended a commitment to develop and fund a City AFV Program, apply for mobile Source Emissions Reduction Grant, apply for reimbursement for "incremental" costs, develop partnership(s) in the community, and continuous implementation of new AFV technology, as available.

Mayor Sitnick said that she would like to send a letter on Council's behalf to Congressman Taylor and Senator Edwards to advise them what the City is doing and if they can offer any other grant assistance for this Plan. In addition she would like to send a letter to the Governor-Elect to let him know what the City of Asheville is doing about air pollution and our strong commitment to air quality.

Transit Services Director Bruce Black explained what potential uses he sees for changing out his bus fleet to CNG.

Mayor Sitnick asked that the record show that City Council has received this information and instructs the City Manager to place this item on the next formal City Council agenda.

SELECTED TRAFFIC CALMING PROJECTS

City Traffic Engineer Michael Moule said that the following the procedures described in Asheville's Neighborhood Traffic Calming Policy adopted by City Council earlier this year, Engineering Department staff have preliminarily selected street segments for traffic calming projects for this fiscal year.

This report summarizes the street segment ranking and project selection process, describes the selected project areas, and describes the time frame for implementing these projects during this fiscal year.

The Neighborhood Traffic Calming Policy clearly outlines the rating criteria for prioritizing street segments for traffic calming. The streets segments are rated on speed and volume of existing traffic as determined by electronic tube counters, crash history, nearby pedestrian generators, roadway geometry, residential density, and the presence of existing sidewalks. Traffic Engineering staff has collected speed and volume data on approximately 100 street segments. All of the rating criteria except crash history have been evaluated for all 100 segments.

At this time, City staff does not have access to any crash report databases that can provide the necessary information with a reasonable amount of staff time and effort. An appropriate database may be forthcoming, but to complete the rankings used to select this year's projects, staff used the following process. First, the street segments were ranked based on the point total for all criteria except crash history. Then, the top 15 were selected at a threshold where it could reasonably be assumed that projects below that threshold could not move up to the top (based on the fact that only 10 points out of a total possible 100 points are available for crash history). A staff person went through the tedious process of reviewing each crash report on or near those 15 street segments. Finally, these 15 street segments were ranked based on the total points for all seven rating criteria.

-9-

The Traffic Calming Policy states that once the prioritized list is complete, projects will be selected based on the rankings and several other factors. One of these factors is regional equity; the selected projects are dispersed throughout the City. In addition, the Policy is intended to provide traffic calming on both residential local service streets and residential collector streets, but the rating criteria will generally rank collector streets higher. Therefore, some flexibility in the project selection is necessary to realize the goal of regional equity

and to be sure to include projects on residential local service streets. This flexibility is the reason why some street segments with higher rankings were not selected for projects this fiscal year.

The selected street segments are listed below in order of the ratings they received in the prioritization process discussed above. Additional street segments that may be included in each project are described as well.

- **Wyoming Road:** This street is located in the Kenilworth neighborhood in east central Asheville. Although it is built like a typical residential local service street, it carries fairly high traffic volumes and it is part of a popular short cut through the Kenilworth neighborhood. Due to possible diverted traffic, two other streets that will need to be evaluated and possibly treated at the same time are Warwick Road and Forest Hill Drive from Wyoming Road to Kenilworth Road.
- **Wood Avenue:** This street is located in the Oakley Community in east Asheville. This street serves as a major collector street that carries very high traffic volumes for a residential street. Cedar Street is the continuation of Wood Avenue and should have traffic calming measures installed at the same time. In addition, Fairview Avenue will be evaluated for inclusion in this project.
- **South French Broad Avenue from Phifer Street to Hilliard Avenue:** This street is a collector street in central Asheville. Other parts of South French Broad will be addressed with this project; in all, South French Broad will be included from Choctaw to Hilliard Avenue. In addition, due to possible diverted traffic, Dailey Drive, Grove Street, Morgan Avenue, and Blanton Street will also be evaluated and possibly treated at the same time.
- **Gracelyn Road:** This is a north Asheville street in the Grace neighborhood that carries collector street volumes but has the features of a typical residential local service street. Ottari Road runs parallel to Gracelyn Road and will be evaluated for inclusion with this project.
- **Florida Avenue from Burton Street to Dorchester Avenue:** This west Asheville street is built like a typical residential local service street but carries collector street volumes. Dorchester Avenue and Balm Grove Avenue will need to be evaluated for possible inclusion in this project as they run between Florida Avenue and Haywood Road providing the connections for this common neighborhood cut-through.
- **Caribou Road from Hendersonville Road to the I-40 over-crossing:** This street serves as a minor collector for the Shiloh neighborhood, but it does not have roadway features like a residential collector street. Two segments of Caribou Road had high rankings, and both will be included in the project. A third segment of Caribou Road, from I-40 to Sweeten Creek Road, will be evaluated for inclusion in the project. A short segment of Booker Avenue from Caribou Road to West Chapel Road will be included in the project.

It is very critical that the next steps in the project development process happen in a timely manner. Immediately after presenting the selected projects to City Council, Engineering

-10-

Department staff will contact residents who live in the vicinity of the selected projects and who have previously contacted the Engineering Department about traffic concerns. An educational meeting will be scheduled for mid-November where residents from all project areas will attend and be informed about the process for project development. Before or soon after this meeting, a citizen committee for each project will be formed to assist City staff in contacting other residents and garnering support. City staff will meet with these committees to finalize the petition area and the committees will be sent out to gather signatures toward

the 40% of households needed to hold public meetings. It is the goal of the Engineering Department to have signatures in hand and initial project development public meetings scheduled before the holiday season in December. This will allow conceptual plans to be drafted and final public meetings to be held in January and February. The final petition process and detailed design for a few projects could take place as early as February in time for construction to occur during good weather in the spring.

City Council spoke in support of the selected traffic calming projects identified by City staff.

UPDATE TO TRAVEL DEMAND MODEL FOR THE ASHEVILLE URBAN AREA METROPOLITAN PLANNING ORGANIZATION

Transportation Planner Ron Fuller said that this is the consideration of a resolution authorizing the City Manager to execute a contract with DSAntlantic Corporation in the amount of \$145,300 to update the travel demand model for the Asheville Urban Area Metropolitan Planning Organization (MPO), and an associated budget amendment.

As the Lead Planning Agency, the City of Asheville plays an integral part in the function of the MPO. The old Thoroughfare Planning Process that the N. C. Dept. of Transportation (NCDOT) has used is being revamped to reflect a more comprehensive approach to transportation planning. Our current Plan is in the process of becoming a Comprehensive Transportation Plan. One of the most valuable tools in evaluating how traffic is addressed, both in the present and in the future, is a valid travel demand model. Such models are quite complex and data intensive. They require staff that are dedicated and experienced to modeling. With the level of concern we have locally regarding the validity of our Plan and model, the NCDOT and the MPO agree that it would be very beneficial to utilize the professional expertise of consultants who specialize in modeling. City staff issued a Request for Proposals and have selected DSAntlantic. The NCDOT, the City and the MPO staff, all agree that DSAntlantic can complete this update in a timely manner.

The Federal Highway Administration and the NCDOT will reimburse the City of Asheville 80% of the cost of the contract. The total cost of the model update is \$145,300. The maximum City's share would be \$29,060, which is budgeted in the Engineering Department.

City staff requests that City Council authorize the City Manager to execute a contract with DSAntlantic Corporation, in the amount of \$145,300, to update the travel demand model for the MPO and to adopt an associated budget amendment.

Mayor Sitnick asked that the record show that City Council has received this information and instructs the City Manager to place these items on the next formal City Council agenda.

CITY COUNCIL HOLIDAY MEETING SCHEDULE

Due to the upcoming holidays, it was the consensus of City Council to (1) cancel the December 5, 2000, worksession; (2) schedule the December 12, 2000, meeting as a

-11-

worksession; (3) schedule the December 19, 2000, meeting as a formal meeting; (4) cancel the December 21, 2000, meeting; and (5) cancel the January 2, 2001, meeting.

BOARDS AND COMMISSIONS

City Council instructed the City Clerk to arrange interviews or reappointment papers for vacancies on the following boards/commissions: Board of Adjustment, Downtown Commission, Fair Housing Commission, Firemen's Relief Fund, Metropolitan Sewerage District Board and Transit Commission. It was the consensus

of Council to place the Film Board and the Public Art Board vacancies on Council's November 21, 2000, worksession agenda for further discussion. It was also Council's consensus to move the Public Access Channel Commission appointment to the next quarterly appointment process.

CLOSED SESSION

At 6:00 p.m., Councilman Hay moved to go into closed session for the following reasons: (1) to discuss matters relating to the location or expansion of industries or other businesses in the area served by the City Council, including agreement on a tentative list of economic development incentives that may be offered in negotiations - statutory authority is G.S. 143-318.11 (a) (4); and (2) to consult with an attorney employed by the City about matters with respect to which the attorney-client privilege between the City and its attorney must be preserved, including lawsuits involving the following parties: Leanne F. Young, Janet Rebecca Crisp, Paul Evington, Scott Alan Gaddy, Rock S. Edwards, William R. Annarino, Leroy Lunsford and City of Asheville – statutory authority is G.S. 143-318.11 (a) (3). This motion was seconded by Councilwoman Field and carried unanimously.

At 6:45 p.m., Councilman Worley moved to come out of closed session. This motion was seconded by Councilwoman Field and carried unanimously.

ADJOURNMENT:

Mayor Sitnick adjourned the meeting at 6:45 p.m.

CITY CLERK MAYOR
