

Tuesday – October 2, 2001 - 3:00 p.m.

Worksession

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

Absent: Councilman Brian L. Peterson

CONSENT:

Urban Trail Station 21

Summary: The consideration of a resolution authorizing the City Manager to enter into an agreement with Ed Anderson to construct the public art for Urban Trail Station 21 at the intersection of Market and Walnut Streets.

The City is in need of an artist to construct the Station 21 public art piece to be located on the right-of-way of Walnut Street at Market Street. In accordance with N.C. Gen. Stat. sec. 143-64.32, proposals were solicited. Ed Anderson's proposal was selected by the Urban Trail Design committee to be most consistent with the Urban Trail theme. Those submitting design proposals are listed below:

Contractor Proposal

Ed Anderson/Kenn Kotara Design \$39,400

Pam Myers No Construction Estimate

Tucker Cooke No Construction Estimate

Funding for this project has already been allocated in the Public Works Department's Capital Improvement budget in accordance with the N. C. Dept. of Transportation Project E-4138 Urban Trail Grant.

The Public Works Department staff recommends City Council adopt the resolution authorizing the City Manager to enter into an agreement with Ed Anderson.

Motorola Service Agreement Renewal

Summary: The consideration of a resolution authorizing the City Manager to execute a service agreement renewal with Motorola Communications and Electronics, Inc. to provide maintenance of the City's radio communication system for another year at a cost of \$11,553.90 per month.

Motorola Communications and Electronics, Inc. has provided maintenance services for the City's radio communications system since installation of the system in 1992. Effective with the service agreement covering the period of September 1994 through August 1995, the maintenance cost per unit of equipment has remained fixed. The service agreements are renewed annually. The maintenance cost per unit of equipment for the renewal period of September 1, 2001, through August 31, 2002, remains fixed at the original cost per unit.

This renewal agreement reflects a monthly decrease of \$1,057.40. This is due to the fact that some radio equipment was dropped from maintenance this year, but the agreement covers additional equipment

purchased by the City that has come out of warranty during the past year. The monthly cost of this service is \$11,553.90.

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Funds have been appropriated in the Finance Department, Information Services Division, in Account No. 110-1005-415-3001 C44108 to cover the monthly cost of this agreement.

City staff recommends City Council adopt the resolution which authorizes the City Manager to execute a renewal of the service agreement with Motorola Communications and Electronics, Inc. to provide maintenance to the City's radio communication system.

Budget Amendment for Social Work & Police Partnership Grant

Summary: The consideration of a budget amendment appropriating local matching funds in support of the Social Work and Police Partnership grant for the project's second year.

This amendment will provide the local match of \$13,850 required for the second year of this grant funded project. The purpose of the project is to reduce family violence issues contributing to chronic juvenile runaway behavior.

The source of the local match is revenue received from North Carolina's Office of the State Treasurer pursuant to N. C. Gen. Stat. sec. 105-113.105, Unauthorized Substances Taxes.

City staff recommends adoption of the budget amendment.

Speed Limit Changes

Summary: The consideration of an ordinance to reduce speed limits on several city streets.

The streets listed below have been identified for speed concerns by residents, City boards and commissions, City Council, the Asheville Police Department, Transportation Services Division staff, or other City staff. Transportation Services Division staff has conducted field reviews of street geometry and conditions and/or speed studies. Many of these streets which exhibit the worst speeding problems are also being evaluated and prioritized for the installation of traffic calming measures per the Neighborhood Traffic Calming Policy. Determination of the appropriate speed limits for streets is one of the steps outlined in the Policy. The Police Department concurs with these recommendations.

10 Miles Per Hour

The following street is a residential alley that has a combination of street geometry features which warrants a very low speed limit. The alley is very narrow with driveways and garages that offer very little sight distance for vehicles entering the alley. In order to ensure safety, traffic on the alley should travel at a speed at which drivers can easily react to vehicles pulling or backing out of driveways or other activities that occur on the alley. The recommended safe operating speed on this street is 10 mph:

1. Cumberland Alley
-

15 Miles Per Hour

The following street is a downtown street that is designed as a pedestrianized street where the delineation between vehicular traffic and pedestrian traffic is minimal. Therefore, extremely slow vehicular speeds are necessary on this street. The recommended safe operating speed on this street is 15 mph:

- Wall Street
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20 Miles Per Hour

The following streets are local residential streets that have a combination of street geometry features which warrants speed limits slower than the typical speed limit for local residential

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streets of 25 mph. These features may include narrow widths, frequent on-street parking, poor sight distance, lack of sidewalks, steep grades, or horizontal or vertical curves. The recommended safe operating speed on these streets is 20 mph:

- Arthur Road
 - Balm Grove Avenue
 - Harmon Circle
 - Pennsylvania Place
 - Richmond Avenue
 - Sunset Summit
 - Westover Drive
 - Westwood Road
-

25 Miles Per Hour

Most of the following streets are typical local residential streets without street geometry problems. The appropriate speed limit for typical local residential speeds is 25 mph. A few of these streets are residential collector streets which have a combination of street geometry features which warrants speed limits slower than the typical speed limit for residential collector streets of 30 mph. The recommended safe operating speed on these streets is 25 mph:

- Blanton Street
 - Castle Street
 - Chestnut Street, between Furman Avenue and Charlotte Street
 - Chestnut Street, between Montford Avenue and Pearson Drive
 - Country Club Road
 - Craggy Avenue
 - Cub Road
 - Debra Lane
 - Edgemont Road
 - Flint Street
 - Holborn Avenue
 - Kentmere Lane
 - Kenton Lane
 - Majestic Avenue
 - Maney Avenue
 - Middlemont Avenue
 - Mountain Terrace Road
 - Oakmont Terrace
 - Pennsylvania Avenue
 - Phifer Street
 - Tanglewood Drive
 - West Chapel Road, between London Road and Caribou Road
 - West Chapel Road, between Caribou Road and Sweeten Creek Road
 - White Pine Drive
 - Whitson Road
 - Wild Cherry Road
-

30 Miles Per Hour

The following streets are typical residential collector streets without significant street geometry problems. The recommended safe operating speed on typical residential collector streets is 30 mph:

- Cisco Road
- Dover Street
- London Road, between Bellview Road and West Chapel Road
- Pinecroft Road
- Rock Hill Road, between Sweeten Creek Road and West Chapel Road

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- South French Broad Avenue, between Choctaw Street and Livingston Street
- Wolfe Cove Road
- West Chapel Road, between Hendersonville Road and London Road

The Engineering Department requests that City Council approve the ordinance amending these speed limit changes.

Upon inquiry of Councilwoman Bellamy, Traffic Engineer Michael Moule said that in an effort to let people know of the changes, a press release will be prepared.

Truck Traffic Prohibited on Residential Streets

Summary: The consideration of an ordinance to prohibit through truck traffic on additional residential streets.

The Traffic Engineering staff has conducted field reviews and collected data on the streets listed below. These streets are residential streets that are not appropriate for truck traffic. Alternative roadways exist that are more appropriate for truck traffic.

1. Beaucatcher Road
2. College Street, between Beaucatcher Road and US-70 (College Street)
3. Mineral Springs Road, between Shaft Street and Beaucatcher Road
4. Montana Avenue
5. St. Dunstons Road

The Engineering Department requests that City Council approve the ordinance prohibiting trucks on various residential streets.

School Zone Speed Limit

Summary: The consideration of an ordinance to create additional school zones on several streets in the City.

The Traffic Engineering staff has performed the necessary traffic analysis and field review to determine locations for this school zone. For some of the streets listed below, the North Carolina Department of Transportation (NCDOT) has indicated that they plan to pass the school speed ordinances. The City Council must pass concurring ordinances in order for this process to be completed. The following streets have been identified for school speed zones during the times when students typically go to and leave school:

- T.C. Roberson High School – 25 mph between the hours of 7:30 a.m. and 8:30 a.m. and between the

hours of 2:00 p.m. and 4:00 p.m. on school days.

- Springside Road – between Springside Park and Overlook Road.
- Overlook Road – between Briarcliff Drive and Long Shoals Road.
- Long Shoals Road – between Overlook Road and a point 300 feet east of Miami Circle.
- Asheville Catholic School. Beaverdam Road (SR 2230) – 25 mph between Temple Avenue and a point 0.05 mile north of Culvern Street between the hours of 7:30 a.m. and 8:15 a.m. and between the hours of 2:45 p.m. and 3:30 p.m.
- Haw Creek Elementary School. New Haw Creek Road (SR 2032) – 25 mph between a point 0.18 mile north of Beverly Road and a point 0.38 mile north of Beverly Road, between the hours of 7:30 a.m. and 8:15 a.m. and between the hours of 2:15 p.m. and 3:00 p.m.

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The Engineering Department requests that City Council approve the ordinance adding the above school zones.

Sewer Easement at Livingston Street Park

Summary: The consideration of a resolution authorizing sewer easement at Livingston Street Park.

During the summer, a sewer line that ran across Nasty Branch on or near the edge of Livingston Street Ballfield failed. Some emergency maintenance returned it to barely functional condition, but MSD has determined that that section of the line needs to be replaced in order to effect a satisfactory and lasting repair. In order to avoid demolishing a bridge, the new line is proposed to be located slightly further within the park boundary. It will be buried. Parks and Recreation staff have reviewed the proposed new location, and confirm that it will not interfere with the City's use of the park. MSD is requesting both a temporary construction easement and a permanent easement.

Adoption of the resolution is recommended.

Kenilworth Inn at 60 Caledonia Road as a Local Historic Landmark

Summary: The consideration of a public hearing on October 23, 2001, to consider an ordinance designating the Kenilworth Inn located at 60 Caledonia Road, Asheville, N.C., as a local historic landmark.

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.

HOUSING TRUST FUND

Due to a conflict of interest, Councilman Worley moved to excuse Councilwoman Bellamy from participating in this matter. This motion was seconded by Vice-Mayor Cloninger and carried unanimously.

Community Development Director Charlotte Caplan said that this is the consideration of a resolution to offer construction loans for in-fill new housing construction from the Housing Trust Fund program.

As part of the 2001-02 budget, City Council approved an allocation of \$400,000 to be added to the City's Housing Trust Fund. An additional \$100,000 will be repaid from earlier loans by the end of December, making a total of at least \$500,000 available for lending in this fiscal year.

The Housing and Community Development Committee (H & CD Committee) has reviewed the first year's program and proposes the following action to allocate this year's funds.

- 1) General policies and procedures for the management and use of the Fund will remain unchanged;
2. Approximately \$250,000 will be allocated in interest-free construction loans for developers of new housing for rent or for home-ownership on small in-fill sites on existing streets;
3. In conjunction with the loan offer, the City will offer to sell some potential in-fill sites which it owns;

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4. The remaining funds will be reserved to assist suitable larger scale affordable housing projects as they are presented. The replacement of single room occupancy (SRO) units lost during the past year is seen as a high priority if suitable locations are available.

She reported the following suggested changes for the second year program: (1) emphasize construction loans for rapid pay-back of a large part of funds; (2) focus on projects where for-profits can readily compete with non-profits; (3) extend homeownership targeting into median income range; (4) include outside expertise on application review panel; and (5) retain some funds for flexible use as other good projects are presented.

Applications for loans will be reviewed by the H & CD Committee, which will make recommendations to Council for the award of the loans in February or March 2002.

City staff recommends City Council approve the resolution to offer Housing Trust Funds loans for the construction of new housing on in-fill sites.

Councilman Hay, member of the H & CD Committee, explained in detail why the Committee is recommending the allocation of this year's funding, realizing that the money is City money and they are not tied down to rules and regulations like Community Development Block Grant and HOME funds.

Councilwoman Field, Chair of the H & CD Committee, brought to Council's attention some issues raised to her: (1) zero percentage interest; (2) how long do we let people go without accessing the funds allocated; (3) accessibility issue; (4) concerns raised about the point system; and (5) how do we deal with partnerships.

Discussion occurred regarding deferred loans, how to get for-profits involved, and zero interest loans.

Councilwoman Field felt that as the years progress, we will see more activity in this fund, especially if Buncombe County becomes involved.

Councilwoman Bellamy felt City Council needed a worksession on affordable housing in general, to include what are tax credits, how do they work and how are they leveraged. Mayor Sitnick suggested the H & CD Committee structurally organize the topics and then have staff schedule it for a worksession. Councilwoman Bellamy asked to participate in this organization.

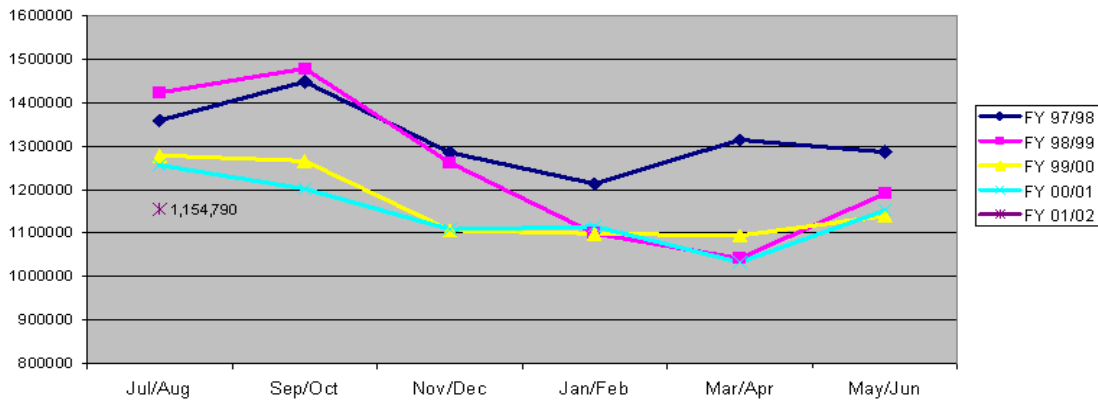
Mayor Sitnick asked that the record show that City Council has received this information and instructs the City Manager to place this item on the next formal City Council agenda.

UPDATE ON WATER CONSUMPTION TRENDS

Interim Director of Water Resources David Hanks said that this is an update on water consumption trends that shows a decline in demand for water in recent months.

The Fiscal year 2002 Water Fund Budget of \$21,801,019, which was approved by the City Council in June 2001, is based on the assumption that the average annual growth rate in demand for all customer classes will be approximately 1.2%. This projection was based on historical growth in demand over the past six years.

Total Bimonthly Consumption in Ccf



According to demand data collected in recent months, this projection may need to be adjusted downward. He reviewed a chart which shows water consumption from Fiscal Year 1997-98 through the first bimonthly period of Fiscal year 2001-02.

The number of customers added to the water system has increased as predicted each year, so growth in our service area is occurring. However, consumption has either leveled off or declined. Declines in consumption are due primarily to the loss of some of our largest industrial water users as well as to the conservation efforts of customers. The sharp drop in demand that occurred in January/February 1999 was due largely to the conservation measures put into place by customers in response to a severe drought that required the implementation of water restrictions and surcharges in December 1998. The loss of two of the largest industrial water users is reflected in Fiscal Year 1999-00 demand figures, and the Fiscal Year 2000-01 demand figures reflect a 70% reduction in water consumption by a third large industrial user. In addition to the loss of three major water users, several other industrial customers implemented permanent water efficiency measures. Single-family residential consumption was estimated to increase 1.2% annually following the drought of 1998-99; however, it has leveled off and has not grown at all.

An aggressive water conservation program during and following the drought of 1998-99 has contributed to changing water use patterns in both the residential and non-residential sectors. This decline in consumption has been offset somewhat by an increase in consumption in the commercial light and multi-family residential sectors. Now it appears that demand across all customer classes has either leveled off or dropped. If growth does not occur as predicted or if it continues to decline, a revenue shortfall will occur. Depending upon what happens with demand over the next few months, revenue could be \$500,000 to \$1,000,000 below what was projected.

Staff has been taking steps to reduce operating expenses over the past few months in order to offset possible deficits in revenue. Purchases of some capital equipment are being postponed and some positions are being held vacant. There was \$1.25 million budgeted for replacement of our aging infrastructure this year, and some of these capital improvements may need to be deleted or postponed.

Mayor Sitnick asked City staff to explore the costs of setting up a water bottling company.

Staff will be closely monitoring consumption over the next several months and will notify Council if further

budget adjustments are necessary to offset a possible revenue shortfall.

UPDATE ON FISCAL YEAR 2000-01 TRAFFIC CALMING PROJECTS

Traffic Engineer Michael Moule said that the purpose of this report is to update City Council on the status of the 2001 Traffic Calming Projects.

South French Broad Avenue – Citizens collected the 40% signatures needed to initiate project development. The first public meeting was held on April 2, 2001, at the YWCA. The preliminary design was completed by staff and a second meeting was held with the community on July 26, 2001. Staff delivered the petitions to the neighborhood contact person in August. The residents are in the process of obtaining the 60% signatures required to advance this project to the final design and construction phase. We are waiting to receive the signed petitions from the community.

Gracelyn Road - Citizens collected the 40% signatures needed to initiate project development. The first public meeting was held on April 19, 2001 at Grace Episcopal Church. The preliminary design was completed by staff and a second meeting was held with the community on July 9, 2001. We sent the petitions to neighborhood residents in August. They are in the process of obtaining the 60% signatures required to advance this project to the final design and construction phase. So far, about half of the necessary signatures have been received from the residents. We are waiting to receive the remainder of the signed petitions from the community.

Caribou Road - Citizens collected the 40% signatures needed to initiate project development. The first public meeting was held on March 12, 2001, at the Shiloh Recreation Center. The preliminary design was completed by staff and a second meeting was held with the community on July 19, 2001. We sent the petitions to neighborhood residents in September. They are in the process of obtaining the 60% signatures required to advance this project to the final design and construction phase. We are waiting to receive the signed petitions from the community.

Florida Avenue - Citizens collected the 40% signatures needed to initiate project development. The first public meeting was held on March 5, 2001. The preliminary design was completed by staff and a second meeting was held with the community on July 12, 2001. We sent the petitions to neighborhood residents in September. They are in the process of obtaining the 60% signatures required to advance this project to the final design and construction phase. We are waiting to receive the signed petitions from the community.

Wyoming Avenue - Citizens collected the 40% signatures needed to initiate project development. The first public meeting was held on March 26, 2001. The preliminary design was completed by staff and a second meeting was held with the community on July 16, 2001. There was a fair amount of opposition to the project at this meeting. Staff has been unable to identify enough residents willing to distribute the petitions in order to obtain the 60% signatures required to advance this project to the final design and construction phase. This is a relatively small petition area and staff will be taking on the task of gathering signatures in order to see if this project can move forward.

Wood Avenue - Staff was unable to get enough citizens willing to gather signatures toward the 40% signatures to initiate project development. Without this support from within the neighborhood, the project has been cancelled for this year. Staff anticipates that as more traffic calming projects are installed in Asheville, there will be more resident support for these projects. It may be a good idea to select this area for a project in upcoming years.

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This has been our first year of implementation for the Traffic Calming Policy. As a result, the projects have

moved along more slowly than we originally anticipated. However, we think that the time commitment will result in several successful traffic calming projects for this community.

A brief discussion was held about other ways to get community support other than getting signatures on a petition and also if staff is looking at creative ways to fund more traffic calming projects.

SELECTED TRAFFIC CALMING PROJECTS FOR FISCAL YEAR 2001-0

Traffic Engineer Michael Moule described the procedures in Asheville's Neighborhood Traffic Calming Policy adopted by City Council in February 2000. Engineering Department staff have preliminarily selected street segments for traffic calming projects for this fiscal year. He then summarized his report on the street segment ranking and project selection process, described the selected project areas, and described 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 175 street segments. Of these, 136 street segments met the initial threshold for going through the full ranking process. All of the rating criteria except crash history have been evaluated for all 133 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 26 were selected at a threshold where it could reasonably be assumed that projects below that threshold could not move up high enough to be selected (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 26 street segments, identifying the crashes that occurred on each street segment. Finally, these 26 street segments were ranked based on the total points for all seven rating criteria.

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; traffic calming projects should be 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 lower rankings were selected instead of streets with higher rankings.

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 also described.

- **Kenilworth Road:** This residential collector street is located in the Kenilworth neighborhood in central Asheville. It carries fairly high traffic volumes of through traffic due to its use as part of a popular short cut through the Kenilworth neighborhood. The highest ranked segment of Kenilworth Road is between Aurora Drive and Beaucatcher

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Road, and the segment between Wyoming Road and Aurora Drive is also ranked very high. In order to

maintain project continuity, the segment from Forest Hill Drive to Wyoming Road will also be included. The anticipated project limits are from Forest Hill Drive to Beaucatcher Road.

- **Fairview Avenue:** This street is located in the Oakley Community in east Asheville. This is a local service residential street that runs parallel to Fairview Road, a minor arterial in Oakley. A fair amount of traffic uses this street as a short cut. The selected street segment is from Fairview Road to Cedar Street. The segment of Fairview Avenue from Cedar Street to Stevens Street and Stevens Street itself will be evaluated for inclusion in this project. Two nearby streets (Wood Avenue and Cedar Street) were selected for a traffic calming project for FY 2000-2001. However, City staff could not get enough community support to move forward with this project. Staff feels that it will be easier to gain support on Fairview Avenue. A successful traffic calming project on Fairview Avenue, could help bolster support for nearby streets, possibly allowing the City to select Wood Avenue and Cedar Street in an upcoming year.
- **Murdock Avenue:** This is a north Asheville street that carries collector street volumes but has the features of a typical residential local service street. The segment of Murdock from Evelyn Place to Hillside Street was selected based on its ranking, but the project will also include the segment from Merrimon Avenue to Evelyn Place, which also garnered a fairly high ranking. It is anticipated that this street can be treated without having significant negative affects on nearby streets.
- **Wellington Street:** This west Asheville street is built like a typical residential local service street but carries fairly high volumes. The segment from State Street to Ridgelawn Road was selected. Wellington Street from Ridgelawn Road to Haywood Road and Ridgelawn Road itself will be evaluated for inclusion in this 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 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 is scheduled for October 15 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 to occur in December or January. This will allow the second public meetings to occur in late spring with anticipated construction during the summer of 2002.

COMMUNITY MEETING

It was the consensus of City Council to cancel the Tuesday, October 30, 2001, community meeting.

UPDATE ON 2025 CITY PLAN

Planning & Development Director Scott Shuford said that the City Plan Advisory Committee (CPAC) continues to work very hard as a full group and in subcommittees developing the public involvement program for this comprehensive plan update project. This planning work is nearly complete and CPAC has reached the following decisions regarding public involvement:

1. An **informational video** has been produced to stimulate interest in and provide an educational opportunity for the City Plan project. This video will begin airing on Channel 20

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early October as public relations for the public forums and input opportunities described

below.

2. **Public forums** will be held the second full week in November. These forums will be geographically distributed (north, east, south and west) and two forums will be held in each area. There will be early afternoon and early evening forums in each geographic area; this is intended to maximize the opportunity for participation. A final forum will be held on a Saturday morning in a central location. Staff is in the process of determining locations for these meetings.
3. **Forum content** will consist of: Introductory statements; a review of the video; small group discussions; and large group prioritization of issues. On September 26, CPAC held a "dry run" of this format and will make a few minor adjustments to insure smoothly-running forums. Feedback from the forums will be posted on the City Plan website.
4. Public comment will also be taken through the Internet (a **City Plan website** will be created) and through hard copy **survey forms**. We will also open a storefront office called the "**Plan-A-Terrium**" where a variety of City plans will be displayed and where there will be opportunities for people to be educated about the planning process.
5. After this initial public input, staff will develop a draft plan over the winter months. This plan will be reviewed by CPAC for consistency with the public comments and then it will receive a public review at several well-promoted meetings. CPAC will make a final recommendation on the plan and it will be forwarded to the Planning and Zoning Commission for their review and recommendation, then on to Council for consideration and adoption. We anticipate having our public review meetings in the early spring and having the plan to Council in late spring.

Mr. Shuford then showed the informational video.

When Councilwoman Bellamy said that she had several observations with regard to the video, Mr. Shuford said that he would be happy to meet with her.

REPORTS ON BOARDS AND COMMISSIONS

It was the consensus of City Council to have City Attorney Oast prepare an amendment to the River District Design Review Committee to include two neighborhood representatives.

City Council instructed the City Clerk to distribute the current Civic Center Commission resource list to members of Council as there is a vacancy on this Commission.

ADJOURNMENT:

Mayor Sitnick adjourned the meeting at 5:25 p.m.

CITY CLERK MAYOR
