

APPROVED

**CITY OF LAURINBURG
CITY COUNCIL MEETING
SEPTEMBER 17, 2019
CITY HALL AND POLICE DEPARTMENT
303 WEST CHURCH ST.
7:00 p.m.**

Minutes

The City Council of the City of Laurinburg held its regular meeting on Tuesday, September 17, 2019 in the Council Chambers of the City Hall and Police Department at 7:00 p.m. with the Honorable Matthew Block, Mayor, presiding. The following Councilmembers were present: Mary Jo Adams, Mary Evans, James J. Garby, Jr., Curtis B. Leak, and Andrew G. Williamson, Jr.

Also present were Charles D. Nichols III, City Manager; Jennifer A. Tippet, City Clerk; and William P. Floyd, Jr., City Attorney.

Mayor Block called the meeting to order at 6:58 p.m.

Councilmember Williamson gave the Invocation and then led the Pledge of Allegiance.

APPROVAL OF AGENDA

The City Manager requested that an item to authorize the Mayor to execute an Easement with Duke Energy Progress for distribution be included with the other Easement in Item 7 and to add another item, Update on North Fire Station.

Motion was made by Councilmember Garby, seconded by Councilmember Williamson, and unanimously carried to approve the agenda as amended.

PUBLIC COMMENT PERIOD

Mayor Block briefly reviewed public comment procedures.

Mr. Stephen Dickens, Stonewall Road, asked if there had been any further development with the New Horizons facility for migrant children at the former Willow Place on Stonewall Road.

The City Attorney explained that New Horizons had withdrawn its request for a Conditional Use Permit to operate the facility because it did not have the proper permit from the State of North Carolina.

Mayor Block explained that in order to open the facility, New Horizons must have a Conditional Use Permit from the City.

Mr. Dickens thanked Public Works for keeping the drains clean on Stonewall Road.

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CONSENT AGENDA

Mayor Block reviewed the Consent Agenda:

- a) Consider minutes May 21, 2019 regular meeting and June 5, 2019 special meeting/budget workshop)
- b) Set public hearing to be held on October 22, 2019 to consider a request to rezone from Residential-20 to General Business a 5.01-acre tract of land on US Hwy 79/Gibson Road

Councilmember Adams moved to approve the Consent Agenda. The motion was seconded by Councilmember Garby, and the vote was as follows:

Ayes: Adams, Garby, Evans, Leak, Williamson

Nays: None

PUBLIC HEARING

REQUEST TO REZONE FROM RESIDENTIAL-20 MOBILE HOME TO INDUSTRIAL A 9.05-ACRE TRACT OF LAND ON US HWY 401/WAGRAM RD.

Mayor Block explained that this was a request to rezone from R-20 MH to Industrial a 9.05-acre tract of land on US Highway 401 North/Wagram Road. He opened the public hearing.

Mr. Mac McInnis, Planner/Zoning Officer, explained that the request was submitted by Mr. Raim Nurongin, President of Niron Trucking Service, LLC, to rezone from Residential-20 Mobile Home to Industrial the 9.05-acre tract of land on the corner of Salley McNair Road and US Hwy 401/Wagram Road. He added that the intended use at the present time was to create parking for semi-tractor trailer trucks along with parking for cars, boats and recreational vehicles. He further added that there was some industrial zoning approximately one-half (1/2) mile away from the subject property. He further explained that the request was heard by Planning Board on August 13, 2019, and the vote was tied at 3-3 with no recommendation from the Planning Board to Council.

Upon questions by Mayor Block, Mr. McInnis explained that he received a phone call from someone associated with Northview Harvest Ministries inquiring if the church needed to be represented at the public hearing. He added that the Planning Board members that voted in opposition to recommending approval of the rezoning request did so because of the location of the property and that the church was in such close proximity to a proposed industrial use. He further added that Mr. Nurongin was not present at the Planning Board meeting; however, he indicated he would be present at the public hearing.

Mr. Nurongin stated that he was present.

Councilmember Adams requested that Mr. McInnis explain why the rezoning to industrial would be inconsistent with the City's adopted Comprehensive Land Use Plan.

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Mr. McInnis explained that the City's Comprehensive Land Use Plan adopted in 2015 does not show industrial zoning any further north on US Hwy 401 North/Wagram Road than the existing industrial zoning approximately one-half (1/2) mile south of the subject property. He added that the subject property was the last parcel located inside the City's Extra-Territorial Planning Jurisdiction (ETJ) along US Hwy 401 North/Wagram Road.

Upon question by Councilmember Leak, Mr. McInnis explained that there storage would be external storage, primarily for 18-wheeler trucks. He added that the property owner would explain his proposed use.

Mr. Raim Nurongin explained that he was a resident of Orlando, Florida and that he was a semi-truck driver with his own trucking company. He discussed the difficulties he has experienced for the past six (6) years because he was given tickets from law enforcement officers in rest stops because there were not enough parking spots. He added that the law in the United States is that every city is supposed to provide parking for semi-trucks and commercial vehicles. He further added that according to federal law, a semi-truck driver can only drive 11 hours within a 14-hour time period. He stated that he moved to the United States over 20 years ago, and he has seen a real problem for parking for commercial vehicles. He explained that he wanted to help truckers in this country.

Upon question by Mayor Block, Mr. Nurongin stated that he purchased the subject property in April, 2019. He added that he parked his trucks in the Wal-Mart lot; however, there are signs saying "No truck parking" and that the trucks could be legally towed by the property owner.

Upon questions by Mayor Block, Mr. Nurongin explained that he did not have a similar facility, but that he saw the need for such. He added that he would advertise his parking lot on a website, and would put flyers at Wal-Mart, if allowed. He further added that if a truck parks at Scotland Inn, the trucker must rent a hotel room. Mr. Nurongin explained that he expected approximately 15-30 trucks would utilize his parking area each night. He added that people might want to park their boats and recreational vehicles on his property also.

Mayor Block asked Mr. Nurongin what benefit the citizens of Laurinburg would receive from his facility.

Mr. Nurongin explained that if trucking stopped in this country, then many small companies would probably go out of business. He added that without a place to park, it is a safety hazard to truckers.

Councilmember Garby stated that there were hardly any gas stations that sell diesel in Laurinburg. He then asked Mr. Nurongin what benefit Laurinburg would see from his facility.

Mr. Nurongin explained that the truckers must get food to eat when on the road and must also do other shopping because many truckers live on their trucks while on the road.

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Councilmember Williamson requested that Mr. Nurongin describe his facility.

Mr. Nurongin explained that he planned to erect a 6-foot fence around most of the parking area except for the entrance and exit area facing US Hwy 401. He would put up wireless cameras so that he could monitor the property. He added that the parking area would not have to be paved.

Upon question by Councilmember Evans, the City Manager explained that the North Carolina Department of Transportation (DOT) would control ingress and egress from US Hwy 401/Wagram Road.

Upon question by Councilmember Adams, Mr. Nurongin explained that perhaps in the future he might have a feasibility study conducted to determine if a truck stop with diesel pumps would be a good idea.

Upon question by Councilmember Adams, Mr. Nurongin explained that he would charge from \$8.00 to \$15.00 for overnight parking. He added that parking for a recreational vehicle would probably be \$80.00 per month.

Reverend Kenneth Blease of Northview Harvest Ministries explained that he was concerned about the proposed rezoning because the church is located almost directly across from the subject property. He added that he has concerns about traffic congestion, noise and possible long-range affect from rezoning and the proposed use of the property. He added that he was more against the rezoning than in favor of the proposed rezoning.

Mr. Freddie Oxendine, 612 Biggs Street, Laurinburg, NC, explained that the church currently experienced trouble because of trucks entering the parking lot of the church breaking up the asphalt. He added that another one of his concerns was security and that when semi-trucks are parked, they tended to draw certain kinds of people with adult activities. He suggested finding another site that would be better for semi-tractor trucks.

Ms. Deborah Hoskins-Summers explained that if the owner put up a fence and lights, then there should be enough protection for the church.

Mr. Nurongin explained that he was a Christian and would not go against the church. He added that he listened to the concerns expressed; however, he would not harbor thieves or prostitutes. He further added that he would hire a company like Verizon to monitor the property, and he would also monitor via computer the property. He further explained that activities on the property would be handled very strictly.

Upon questions by Councilmember Adams, Mr. Nurongin explained that he would hire a company to monitor the cameras, and that he would also monitor the cameras. He added that if the business became so busy that it was necessary, he would hire security personnel to be on site.

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Upon question by Councilmember Evans, Mr. Nurongin explained that he purchased the subject property because the area does not have decent truck stops around, and there are no franchise truck stops in the vicinity. He added that he wanted to have a clean facility with high moral standards.

Mr. Charles Whitehead, 11681 Cypress Drive, explained that he was not against trucks; however, he expressed concern about the facility because of it being unmonitored except by camera. He also expressed concern about the size of the proposed facility.

There being no one else to speak, Mayor Block closed the public hearing.

The City Attorney explained that there had been a lot of focus on a particular use, i.e., a truck parking facility; however, the overriding issue was not the particular use, but it was the requested zoning of the particular property to Industrial. He added that with Industrial zoning, there were a variety of uses that could be made of the property. He further added that Council had to consider if the rezoning was in the public health, safety and general welfare based on the rezoning to Industrial.

Councilmember Leak discussed the long-range four-lane improvements of US Hwy 401 from Laurinburg to Raeford. He added that the former Wallace Trucking facility was located in the vicinity of the subject property. He discussed the future development of an industrial base on US Hwy 401 and US Hwy 501.

Councilmember Adams explained that plans for the future of US Hwy 401 included making US Hwy 401 from the South Carolina line to Laurinburg a three-lane highway, with the next improvement phase for US Hwy 401 from Laurinburg to Wagram, and then from Wagram to Raeford. She added that the first phase of the project from the South Carolina line to Laurinburg had begun because North Carolina Department of Transportation had contracted property owners along US Hwy 401 South. She further added that the improvements from Laurinburg to Wagram, and then from Wagram to Raeford could be five (5) or six (6) years down the road, but she was not sure of the exact time because she did not have the DOT report with her.

Mayor Block explained that he had recently requested the State Transportation Improvement Plan (STIP) which showed that the plan was to make US Hwy 401 a three-lane highway from Laurinburg to Wagram was in 2028 and was not yet funded.

Upon question by Mayor Block, the City Attorney confirmed that there was not possible for Council to approve a Conditional Use Permit to operate a truck parking facility because the use was not a permitted use with a Conditional Use Permit in the Residential-20 Mobile Home zoning district.

Mayor Block reiterated the City Attorney's concern that if the parcel were rezoned Industrial it would be open to any use that would be allowed on an industrial zoned property in the future.

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Councilmember Evans expressed concern about safety of the use at the particular location. She explained that a lot of older citizens attend the church across the street, and a truck parking facility would create a lot of traffic on the highway. She also expressed concern about the natural resources of the community and that she appreciated the beauty of the natural area on the subject property.

Councilmember Williamson explained that he agreed with the other Councilmembers' concerns. He added that one (1) of the factors that Council must consider is how this request would fit in the overall Comprehensive Land Use Plan, and that this request would not fit in with the plan.

Mayor Block explained that the City would love to be a truck hub, but not at this particular property.

Councilmember Adams moved to deny Ordinance No. O-2019-23 rezoning from Residential-20 Mobile Home to Industrial a 9.05 acre tract of land on US Hwy 401/Wagram Road and identified as Parcel Number 020306 0111704 based upon the following:

The Rezoning of Scotland County Land Parcel # 0203060100704 located in the City of Laurinburg's ETJ along Highway 401/ Wagram Rd. from R-20 MH to Industrial is not consistent with an adopted comprehensive plan and any other officially adopted plan that is applicable because:

1. The Industrial District is established to allow light manufacturing, assembly research, warehousing, and intensive commercial uses.
2. The Comprehensive Land Use Plan 2035 indicates future land uses in this area as Rural Residential/Agricultural, which is for single family dwelling, small scale agriculture, and rural recreation uses.
3. Does not promote the public health, safety and welfare.

AND

1. The closest Industrial zoning to this parcel is over a half a mile away.
2. Rezoning to Industrial will allow uses that are not consistent with existing uses or uses shown on the Future Land Use map.
3. The parcel is located in very close proximity to an existing church.
4. Industrial zonings should have access to essential infrastructure such as water, sewer, and gas which are not available near this parcel.

The motion was seconded by Councilmember Garby, and the vote was as follows:

Ayes: Adams, Garby, Williamson, Leak, Evans
Nays: None
(Ordinance No. O-2019-23 on file in City Clerk's office)

Mayor Block explained that the rezoning request was denied. He thanked Mr. Nurongin for

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his interest in the area and for putting something in the area that is needed. He added that Mr. Nurongin could not request rezoning of the subject property for 12 months. He further added that the proposed use was not consistent with the uses in the vicinity.

Mr. Nurongin stated that he did not think that the request should be denied. He added that the request was not a way of destroying the church or the road. He further added that he strongly objected.

Councilmember Evans suggested that there was land in the area that was more suitable for that use.

Councilmember Leak requested that the City Clerk provide Mr. Nurongin's contact information to Mr. Mark Ward, Scotland County Economic Development Director.

DELEGATION

DEBORAH HOSKINS-SOMMER – HOMELESS SHELTER

Ms. Deborah Hoskins-Sommer explained that she was concerned about the homeless in the community and wanted to take a boarded up house and open it for the homeless. She requested that Council help her obtain one (1) of the boarded up houses.

Upon question by Mayor Block, the City Manager explained that the Scotland County Concerned Citizens for the Homeless had a very small capacity to assist the homeless.

Mayor Block suggested that Ms. Hoskins-Sommer talk to the Scotland County Concerned Citizens for the Homeless group and then come back to Council with a definite plan.

CITY MANAGER REPORTS

CAPE FEAR ENGINEERING – UPDATE ON STORMWATER PROJECTS

Mr. Matt Haley of Cape Fear Engineering provided an update on stormwater projects with additional research and analysis since the August 20, 2019 meeting.

- Overall project:
 - Multiple sites visits by engineers completed.
 - Existing conditions surveyed.
 - Preliminary drainage analysis completed.
 - Evaluation of potential repair/remediation plans are ongoing.
- Hasty Road and Barnes Bridge Road
 - Culvert crossing at Barnes Bridge Road is undersized; however, culvert is significantly lower than Camelia Acres subdivision.
 - Ditches adjacent to Camelia Acres are very shallow relative to existing pavement elevations.

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- Sediment and debris in downstream agricultural ditches is contributing to the problem.
- Ditches are located outside the city limits.
- The City does not have any easements that would allow maintenance of the ditches.
- Recommendations:
 - Maintain ditches closest to Camelia Acres to provide additional depth and capacity and improve performance for routine rain events.
 - Access/easements will be required for City maintenance of ditches on private property.
 - Consider requesting adjacent property owner to perform additional maintenance/cleaning of debris and sedimentation of primary agricultural ditches.
 - More evaluation is needed to determine if additional piping/stormwater drainage infrastructure in the vicinity of Camelia Acres would be beneficial. Any piping would be subject to the City's Stormwater Policy.
- Keys:
 - Will require multiple easements from private property outside of city limits.
 - Coordinate with private property owners and/or Scotland County to cost share maintenance.
 - Costs to be determined and will be included in the final report.
- Cypress Drive:
 - Significant sediment and debris in the road side swales.
 - Multiple driveway culverts are back-graded or at insufficient elevations to provide positive drainage through the ditches.
 - Cross culvert at 12441 Cypress Drive is back-graded.
 - Source of inflow between 12281 and 12301 Cypress Drive appears to be an existing private drainage easement so the City does not have access to it.
 - Recommendations:
 - Replace/adjust multiple driveway culverts and cross culvert to provide positive drainage. This would be subject to the City's Stormwater Policy.
 - Clean and regrade the roadside ditches to provide positive flow between storm drain inverts.
 - Routine and ongoing maintenance of ditches.
 - Ditch between 12881 and 12301 Cypress Drive may require piping or larger capacity ditch. Will require easements.
 - Keys:
 - Will require multiple easements from private property owners.
 - Per the City's Stormwater Policy, will require multiple private property owners to cost-share the improvements.
 - Cost to be determined.
- Wesleyan Drive
 - Three (3) driveway culverts are undersized
 - Two (2) driveway culverts are back-graded and have insufficient elevations to provide positive drainage.

- Sediment, debris and vegetation in ditch is impeding drainage.
- An existing recorded easement that follows the ditch is private and the City does not have access.
- Potential recommendations:
 - Replace three (3) driveway culverts to increase capacity and provide positive drainage, subject to the City's Stormwater Policy.
 - Clean and regrade ditch to provide positive flow between new storm drain inverts.
 - Open ditch would require routine and ongoing maintenance.
- Keys:
 - Will require multiple private property owners to grant easements and access to the City.
 - Per the City's Stormwater Policy will require cost-sharing by property owners for the improvement.
 - Cost to be determined.
- Leith Creek at North Main Street
 - Existing box culvert crossing North Main Street has approximate capacity for 75-100 year storm event.
 - Southern bank of Leith Creek has significant erosion.
 - Erosion has compromised the aerial support of the City's sewer lines in the creek.
 - Some large trees have fallen within the creek bed.
 - Appears that there are no easements outside of North Main Street right-of-way.
 - Potential recommendations:
 - Repair erosion and slope failure along the east side of North Main Street crossing.
 - Reinforce slope with rip-rap and geotextile fabric.
 - Repair or replace compromised aerial sewer support and add additional support.
 - Remove large debris and fallen trees within the creek bed.
 - Work with Army Corps of Engineers to determine if it will assist with design and costs.
- Fire Station on North Main Street preliminary analysis:
 - Fire station is approximately 0.6 feet lower than the 100-year flood plain.
 - Fire station is lower than North Main Street.
 - North Main Street acts as a dam of Leith Creek so there is no way for the water to get across North Main Street without backing up to an elevation that is higher than the fire station.
 - The elevation of the convenience store is approximately one (1) foot higher than the fire station and there is a two (2) foot difference in the 100-year flood plain between the two (2) properties. This explains why the convenience store did not flood.
- North Main Street at Lloyd's Barber Shop
 - Erosion and slope failure due to limited inlet capacity of North Main Street at this location.
 - The site is not located within the 100-year flood plain.
 - Potential recommendations:

- Add new inlets on North Main Street and pipe ditch to increase inlet capacity.
 - Repair erosion and slope failure and reinforce with rip-rap and geotextile fabric.
- Keys:
 - North Main Street is state road controlled by NC Department of Transportation (DOT) so the City has limited ability to make modifications to that drainage system.
 - Coordinate with DOT to improve inlet capacity.
 - The City has recently demolished what was left of the Lloyd's Barber Shop and is in the process of stabilizing the bank.
- Isabelle Street:
 - Storm drain inverts do not provide for positive drainage from Isabelle Street, through Geneva and on to McGirts Bridge Road.
 - Open ditch between Isabelle Street and Geneva Street contains sediment.
 - Open ditch between Geneva Street and McGirts Bridge Road is overgrown.
 - Limited amount of storm drain is within the City right-of-way.
 - Recommendations:
 - Two (2) options to improve drainage: lower one-half of the storm drainage system or raise the other half of the system.
 - Install new junction structure at intersection of the ditch and storm drain pipes between Isabelle and Geneva Streets.
 - Clean and maintain open ditch upstream of McGirts Bridge Road, or pipe the open ditch to reduce long-term maintenance burden.
 - Keys:
 - Will require multiple property owners granting easements to City.
 - Per City's Stormwater Policy, will require cost-sharing by property owners for improvements.
 - Cost to be determined.
- Blue Drive:
 - Existing storm drain elevations do support positive drainage within the ditch.
 - Elevations of the overall drainage system downstream of the ditch are slightly back-graded.
 - Significant sediment and debris in ditch behind houses on Blue Drive that is impeding drainage.
 - There is an existing recorded easement between 1206 and 1208 Blue Drive and along the rear lot ditch; however, the easements are private and the City does not have access.
 - Overall Scotsdale subdivision storm drain system appears to be undersized which causes backups throughout the system and results in accelerated accumulation of sediment and debris in open ditches.
 - More thorough analysis would be required to identify scope of widespread drainage improvements to improve the entire Scotsdale Subdivision storm drain system.
 - Potential recommendations:

- Maintain rear lot ditch to provide positive flow between storm drain inverts.
- Ultimately the rear lot ditch should be piped to reduce accumulation of sediment and debris which will also reduce long-term maintenance.
- Keys:
 - Will require multiple property owners granting easements to City.
 - Per City's Stormwater Policy, will require cost-sharing by property owners for improvements.
 - Cost to be determined.
- Next steps:
 - Cape Fear will finalize recommendations and cost estimates.
 - Cape Fear and City staff will apply City's Stormwater Policy to identify responsibility for each site.
 - Cape Fear and City staff will prepare prioritized list of sites based on criteria outlined in City's Stormwater Policy:
 - Potential for loss of life.
 - Reduction in public safety and flooding or primary roadways.
 - Significant damage to City property.
 - Significant damage to private property and structural flooding.
 - Minor nuisance flooding.

Upon question by Mayor Block, Mr. Haley explained that if Leith Creek had been cleaned out prior to Hurricane Florence, there would probably still have been flooding at the North Fire Station. The culverts under North Main Street are sized for a 75-100-year flood event, and Hurricane Florence was significantly larger than a 100-year event, so the storm exceeded the capacity.

Discussion ensued concerning the debris in Leith Creek. The City Manager explained that Leith Creek is maintained by the Army Corps of Engineers while the City maintains the sides.

Discussion ensued concerning the potential for other stormwater projects. The City Manager explained that the scope of work for Cape Fear at this time was to look at the most problematic areas first. Once Cape Fear provides cost estimates, additional sites could be added if funding was available.

Discussion ensued concerning Cape Fear's update at this time as it was expected in October. Mr. Haley explained that he wanted to come back and provide an update and clarification regarding the easement for the Blue Drive ditch.

The City Manager explained that the City Attorney had clarified that the City did not have a recorded easement for the Blue Drive ditch, and the City should not have done the work that it did. Staff met with Cape Fear after Mr. Floyd clarified the easement issue, and that it needed to be clarified that City staff was not responsible for maintaining the ditches because of lack of access. Easements will need to be purchased. He added that having Cape Fear provide an update was to correct an injustice from the last meeting where the finger was pointed at the Street Department.

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Upon question by Councilmember Leak, the City Manager explained that the term used, cost-sharing, meant that the property owners would have to for a portion of the stormwater improvements.

Upon question by Councilmember Williamson, Mr. Haley explained that there had not been much grant funding available for stormwater improvements. He added that if water quality adjacent to a sensitive body of water such as Lake Waccamaw, then there was a possibility of getting a Clean Water Grant.

Councilmember Williamson commented that when FEMA made presentations to Council after Hurricane Florence, it was suggested that FEMA would have funds available for remediation; however, it appeared this was not the case.

Councilmember Adams commented that some of the problem areas such as Isabelle Street had been looked at by Willis Engineering, and it seemed that the same findings were consistent with Cape Fear's finding.

Upon question by Councilmember Evans, Councilmember Adams explained that if the City obtained a grant, the Lumber River Council of Governments could help administer the grant; however it could not assist with funding.

AUTHORIZE MAYOR PRO TEM TO EXECUTE RIGHT-OF-WAY AGREEMENT WITH DUKE ENERGY PROGRESS AND DISTRIBUTION LINE EASEMENT

The City Manager explained Duke Energy Progress was requesting that the existing transmission right-of-way be expanded to accommodate the new substation being built by the City, and the distribution line easement be extended in order to connect the new electric substation being constructed by the City. Staff requested that Council authorize the Mayor Pro Tem to execute a Right-of-Way Agreement with Duke Energy Progress and a Distribution Line Easement with Duke Progress Energy.

Duke Energy is requesting that the existing Transmission ROW be expanded 37 ½ feet to accommodate the new structures needed to connect the new Substation being built by the City of Laurinburg.

Following a brief discussion, motion was made by Councilmember Evans, seconded by Councilmember Williamson, and unanimously carried to authorize the Mayor Pro Tem to execute right-of-way agreement with Duke Energy Progress and distribution line easement with Duke Energy Progress.

CONSIDER AMENDING CITY OF LAURINBURG FIBER OPTIC RATES

The City Manager explained that staff wanted to amend the City's Fiber Optic Rates to be more competitive in the market.

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Councilmember Williamson moved to approve Ordinance No. O-2019-22 amending the City of Laurinburg Fiber Optic Rates. The motion was seconded by Councilmember Adams, and the vote was as follows:

Ayes: Williamson, Adams, Evans, Leak, Garby
Nays: None
(Ordinance No. O-2019-22 on file in City Clerk's office)

UPDATE ON COUNTY WATER SYSTEM

The City Manager explained that he and the City Attorney met with the County Manager and the County Attorney to ensure that everyone understands the responsibilities with the proposal by the County for the City to acquire its water system. The Scotland County Board of Commissioners will have a retreat in October, and this topic will be a high priority. It is clearly understood by the County that the County is responsible for cost of the engineering company that the City will have to contract with until the agreement is finalized in order to conduct the required water testing.

UPDATE ON DOWNTOWN PROPERTY

The City Manager explained that the acquisition of the former Firestone building from Mr. Chuck No was completed. The building was secured by staff. The awning was removed and the inside of the building was gutted. The unsightly side of the building and the lot beside it (former Market Furniture Building) have been cleaned up. The next steps for Council to consider are the following:

New roof with 20-year life: \$41,895.00
New electrical: \$15,000.00
New HVAC: \$25,000

Staff does not recommend installing a new HVAC system at this time because the use of the building is not known at this time, and different uses could require tonnage. There is \$830,000.00 in the budget for the Urban Parking Project and if Council wanted to get a new roof and replace the electrical in the building, some of those funds could be used.

The City Manager provided an update on the Patterson property abutting the Urban Parking Project. Ms. Patterson has changed her mind again on selling her property to the City. The Urban Parking Project can be done as is without the Patterson property.

Discussion ensued concerning the roofing bid. The City Manager explained that a roof was important in moving forward with the former Firestone Building.

The City Manager explained that staff had submitted a UNC Greensboro Façade Grant application where the architectural students would recommend how the front of the building should be historically restored. He reported that last week, an MPA class from UNC Chapel Hill had visited and chose this property as its capstone project to determine the feasibility of this

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building and how it ties into the Urban Design Project and the downtown to make recommendations.

Following a brief discussion, motion was made by Councilmember Williamson to accept the low bid of \$41,895.00 from Britt & Britt Roofing to replace the roof on the former Firestone Building and to contract in the amount of up to \$15,000.00 for the electrical work. The motion was seconded by Councilmember Adams, and carried unanimously.

Upon question by Councilmember Williamson, the City Manager explained that the existing HVAC would be removed, and the roofer would come back to cut the holes when the new HVAC system was installed.

UPDATE ON NORTH FIRE STATION

The City Manager explained that staff was still finalizing the estimates for rehabbing and constructing a new fire station. Staff submitted a grant application to The Golden Leaf Foundation for \$3.5 million, and representatives from The Golden Leaf Foundation visited the North Fire Station the previous day, Monday, September 16, 2019. Staff discovered that this part of the grant cycle with The Golden Leaf Foundation is only for rehabilitation. The construction grant cycle will be at the beginning of the calendar year. The Golden Leaf Foundation recommended that staff provide the rehab numbers in by next Wednesday to be considered for a rehabilitation grant, which would be awarded in October. The Golden Leaf Foundation would take the full repair amount cost of the existing building and reduce it by the amount to be provided by the Federal Emergency Management Agency to determine potential amount of grant for rehab. Staff was told that if the rehab grant was approved, those funds could be applied for relocation if the City received a relocation grant.

Upon question by Councilmember Evans, the City Manager explained that if the building is rehabbed, the City would be required by FEMA to have flood insurance on the property at a cost of \$33,000.00 per year.

Councilmember Garby suggested not taking the FEMA funds and using City funds to rehab.

The City Manager explained that since FEMA pledged its funds, the amount would be deducted from The Golden Leaf Grant.

Upon question by Councilmember Garby, the City Manager explained that the \$3.5 million figure does not include purchasing a site. He added that Fire Chief McQueen had talked with some citizens about possibly donating property.

APPOINTMENT

SCOTLAND COUNTY PARTNERSHIP FOR FAMILIES AND CHILDREN

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Mayor Block explained that with the retirement of Fire Chief Randy Gibson, the City has an open seat on the Board of Directors of Scotland County Partnership for Children and Families (Smart Start).

The City Manager explained that the appointee could be an elected official or an employee.

Following a brief discussion, motion was made by Councilmember Williamson, seconded by Councilmember Evans, and unanimously carried to appoint Mrs. Betty Galloway, Human Resources/Risk Management Director, to the Board of Directors of Scotland County Partnership for Children and Families.

COMMENTS FROM MAYOR AND/OR COUNCILMEMBERS

Councilmember Evans reminded everyone that the Kuumba Festival would be held downtown on September 28, 2019.

Councilmember Adams explained that the United Way Day of Caring was Friday, September 20, 2019.

The City Manager explained that the City Day of Caring Project was to rehab the club sign on McColl Road near the intersection with Hasty Road.

CLOSED SESSION

At 8:57 p.m. Councilmember Adams moved to go into closed session pursuant to N.C. General Statute 143.318-11(a)(3) to consult with the attorney. The motion was seconded by Councilmember Williamson, and unanimously carried.

At 9:12 p.m. motion was made by Councilmember Williamson, seconded by Councilmember Garby, and unanimously carried to adjourn the closed session and resume the regular meeting.

ADJOURN

Motion was made by Williamson, seconded by Councilmember Evans, and unanimously carried to adjourn the meeting.

The meeting adjourned at 9:13 p.m.

James T. Willis, Mayor

Jennifer A. Tippet, City Clerk