

SUMMARY OF MINUTES

PUBLIC WORKS COMMITTEE

6:00 P.M., TUESDAY, JULY 15, 2008

COMMITTEE ROOM

ROOM 239, CITY HALL

MEMBERS PRESENT: *Council Member Joycelyn V. Johnson, Chair*
Council Member Evelyn A. Terry, Vice Chair
Council Member Dan Besse
Council Member Robert C. Clark

OTHERS PRESENT: *Council Member Molly Leight*

Chair Johnson called the meeting to order at 6:00 p.m. and stated that the Committee would reconvene in the Council Chambers due to the need for additional space.

The Committee reconvened in the Council Chambers at 6:05 p.m.

Chair Johnson stated that the Committee would first consider the Consent Agenda and asked if any items needed to be pulled for discussion.

Council Member Clark requested to pull Items C-3(b), C-7(a) and C-10. Chair Johnson requested to pull Item C-5. No other items were removed for discussion.

Council Member Clark made a motion to approve the balance of the Consent Agenda. The motion was duly seconded by Council Member Terry and carried unanimously.

CONSENT AGENDA

C-1. RESOLUTION APPROVING A COOPERATIVE AGREEMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION, THE CITY OF GREENSBORO, THE CITY OF WINSTON-SALEM AND NEWS 14 CAROLINA.

C-2. CONSIDERATION OF BROAD STREET BOND PROJECT.

C-3. CONSIDERATION OF STREET CLOSING PETITIONS:

- a. PETITION TO CLOSE AND ABANDON A PORTION OF ROSEMOND STREET (EAST WARD) – *Petition of Harvey Davis, HLD Properties, LLC. Public Hearing: August 18, 2008.*

- c. PETITION TO CLOSE AND ABANDON VARIOUS STREETS AND ALLEY OFF OF OLD WALKERTOWN ROAD (NORTHEAST WARD) – *Petition of Forsyth County. Public Hearing: August 18, 2008.*
 - d. PETITION TO CLOSE AND ABANDON A PORTION OF FACTORY ROW (SOUTH WARD) – *Petition of Don Angell. Public Hearing: August 18, 2008.*
- C-4. CONSIDERATION OF ITEMS RELATING TO DECORATIVE STREETLIGHTING:
- a. RESOLUTION APPROVING AN AGREEMENT WITH BEAUCHAM PLACE HOMEOWNERS ASSOCIATION, INC. TO MAINTAIN A DECORATIVE STREETLIGHTING SYSTEM.
 - b. RESOLUTION APPROVING AN AGREEMENT WITH THORNHILL HOMEOWNERS ASSOCIATION, INC. TO MAINTAIN A DECORATIVE STREETLIGHTING SYSTEM.
 - c. RESOLUTION APPROVING AN AGREEMENT WITH GRIFFITH PARK HOMEOWNERS ASSOCIATION, INC. TO MAINTAIN A DECORATIVE STREETLIGHTING SYSTEM.
 - d. RESOLUTION APPROVING AN AGREEMENT WITH GRANDVIEW CROSSING HOMEOWNERS ASSOCIATION, INC. TO MAINTAIN A DECORATIVE STREETLIGHTING SYSTEM.
- C-6. RESOLUTION AUTHORIZING A MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF WINSTON-SALEM AND NORTH CAROLINA DEPARTMENT OF ENVIRONMENT AND NATURAL RESOURCES DIVISION OF AIR QUALITY.
- C-7. CONSIDERATION OF CITY PARTICIPATION IN DRAINAGE PROJECTS:
- b. RESOLUTION APPROVING CITY PARTICIPATION IN A DRAINAGE PROJECT ACROSS PRIVATE PROPERTY ACCORDING TO SECTION 75-35 OF THE CITY CODE - *2284 Ashford Drive, 2285 Ashford Drive, and 305 Ashford Court.*
 - c. RESOLUTION APPROVING CITY PARTICIPATION IN A DRAINAGE PROJECT ACROSS PRIVATE PROPERTY ACCORDING TO SECTION 75-35 OF THE CITY CODE - *1321 Locust Avenue.*
- C-8. UPDATE ON ROAD BONDS AND SIDEWALK CONSTRUCTION PROGRAM.
[INFORMATION ONLY.]
- C-9. REPORT ON NEW WALKERTOWN ROAD FENCING AND GUARD RAIL.
[INFORMATION ONLY.]

- C-11. UPDATE ON THE STORMWATER CONCERNS OF MS. DOREEN POLLOCK. *[INFORMATION ONLY.]*
- C-12. PRESENTATION OF THE SEWER REHABILITATION MAP. *[INFORMATION ONLY.]*
- C-13. CITY/COUNTY UTILITY COMMISSION EXECUTIVE SUMMARIES.
- C-14. APPROVAL OF PUBLIC WORKS COMMITTEE SUMMARY OF MINUTES - *May 13, 2008.*
- C-3. CONSIDERATION OF STREET CLOSING PETITIONS:
- b. PETITION TO CLOSE AND ABANDON A PORTION OF ELECTRIC DRIVE (SOUTHEAST WARD) – *Petition of William and Carolyn Lazenby. Public Hearing: August 18, 2008.*

Council Member Terry stated that adjoining property owners to the proposed closure felt they needed more time to better understand the closure and requested a delay in consideration by the Committee.

Mr. Gregory M. Turner, Assistant City Manager/Public Works, noted that the item could be held in Committee for another month and a recommendation made to full Council in August.

Council Member Terry made a motion to hold the item in Committee until August. The motion was duly seconded by Council Member Clark and carried unanimously.

Chair Johnson requested that any questions or concerns be addressed to Council Member Terry prior to the next Public Works Committee meeting.

- C-5. RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION FOR THE CONSTRUCTION OF BRUSHY FORK GREENWAY FROM OLD GREENSBORO ROAD TO LOWERY STREET.

Mr. Turner stated that this project will be a half mile greenway in the Brushy Fork area, from Old Greensboro Road to Lowery Street.

Council Member Besse made a motion to approve the item. The motion was duly seconded by Council Member Clark and carried unanimously.

- C-7. CONSIDERATION OF CITY PARTICIPATION IN DRAINAGE PROJECTS:
- a. RESOLUTION APPROVING CITY PARTICIPATION IN A DRAINAGE PROJECT ACROSS PRIVATE PROPERTY ACCORDING TO SECTION 75-35 OF THE CITY CODE - *417 Salem Vista Court.*

Council Member Leight stated that this area has had drainage issues for quite some time and that parking pads are starting to crack. She also stated that this will be a 70/30 project for the City.

Council Member Clark made a motion to approve the item. The motion was duly seconded by Council Member Besse and carried unanimously.

Mr. Turner noted that a rock basket will be installed to prevent further erosion of the creek bank.

C-10. REPORT ON TANNER'S PARK CONDOMINIUM COMPLEX DRAINAGE CONCERNS. *[INFORMATION ONLY.]*

Mr. Turner noted that there have been floods in this area in the past but none have caused quite as much damage as the most recent one in May. There was damage to dwellings, vehicles and parking lots. He also noted that storm drain conditions were reviewed, staff identified problems with privately maintained storm drains, and identified and repaired problems in City-maintained storm drains. He further noted that there was some debris found in the privately maintained drain blocking 50% of the flow that was removed.

Mr. Jason Frichner, 465 Marshall View Court, stated that he was speaking on behalf of 15 members of his community that were affected by the May 8, 2008 flooding and thanked the City for its quick response. He also stated that similar flooding occurred five years ago and distributed pictures of that damage. He described the backup of water on May 8, 2008, where it rushed into four homes and rose over two feet, damaging the homes, three cars, and causing over \$200,000 in property damage. He further noted that insurance companies initially indicated the damage would not be covered, but after reviewing the situation, they have agreed to cover a portion of the damage. Mr. Frichner noted that residents will be spending thousands of dollars in out of pocket costs, plus hundreds of hours of clean up work and battling with insurance companies. Insurance companies have notified the community that this type of damage will not be covered by insurance if it occurs again as they are not located in a flood plain. He further noted that flooding will continue unless the storm drain capacity is addressed, and flooding is likely to recur as it has occurred two times in five years. In response to Council Member Clark's question, Mr. Frichner stated that during general rainfall, flooding is not an issue as it is captured and moved within the current drainage system.

Ms. Alice Revelle, 525 Tanner's Park Court, stated that she is the President of the Board of Directors for the Tanner's Park Townhome Association and that she is grateful for the City's attention to their issue. She thanked Council Member Leight and Mr. Turner for their quick response and stated that she trusts the City will resolve the issue responsibly and in a timely manner. In response to Council Member Clark's inquiry, Ms. Revelle stated that flood insurance normally is not issued if you do not live in a flood plain but residents are looking into the matter.

Mr. Charlie Wilson, 445 Marshall View Court, stated that he was not affected by the flooding directly but has witnessed the devastation and loss of property experienced by his neighbors. He also stated that this is the second time in five years that residents have had to repair and replace property and noted that future damage will not be covered by insurance. He commended City officials for their quick response and expressed surprise at the amount and size of debris found in the storm drains. He further expressed concern that debris will continue to build within the storm drains when it rains and with the next heavy rain, a similar issue could occur again.

Ms. Sandy Romanac, 495 Marshall View Court, stated that her living room was damaged by the recent

flooding and expressed her thanks to the City for its assistance.

Council Member Terry noted that the recently adopted Stormwater Ordinance will help to address these issues in the future and requested that staff work with the Federal Emergency Management Agency to assist residents in their pursuit of flood insurance.

Chair Johnson noted that periodic updates will be provided to the Public Works Committee.

GENERAL AGENDA

G-1. PUBLIC HEARING ON THE ENVIRONMENTAL ASSESSMENT FOR THE REHABILITATION OF UNION STATION. *[INFORMATION ONLY.]*

Mr. Turner noted that some misinformation was circulating regarding the project and clarified that no activities would be removed from, nor would the Clark Campbell Transportation Center be closed. He also noted that this item is for rehabilitation and restoration of the historic Davis Garage Transportation Center which previously served as a train station. He further noted that the intent of the project is to restore transportation services to that building.

VERBATIM CITIZEN AND COMMITTEE COMMENTS

MR. CARTER: Good evening City Council. I'd like to thank you for this opportunity to read this letter on behalf of Mr. El-Amin who is the honorable chairman of the Forsyth County Democratic Party.

CHAIR JOHNSON: If you would Mr. Carter, just give us your name and your address please.

MR. CARTER: My name is Philip Carter. I live at 5033 Etha Drive, Apartment H, Winston-Salem, North Carolina. His letter reads, "Dear Council Members, please accept this letter as my response to the proposed use of the former train depot into a transportation center. I regret that I am committed to being in Mocksville, NC at 6 p.m. on 7/15/08. I am gravely concerned as a citizen and community advocate that you are contemplating using this historical facility for that purpose. As a young child, growing up on the Heights, which included the former train station, I know the community took pride in being able to have a public train service out of that facility. The town that specifically, the town and that specific community would be better served if you would consider making that historical location a museum, (Winston-Salem) coupled with an invitation to AMTRAK to reestablish a train station on the site. Even a historical compliment to Winston-Salem State University combined with a series of retail shops would better serve the community. The current bus transportation center downtown, i.e. the historical Campbell Transportation Center, was just recently designated as such and should remain downtown as a hub for Greyhound and the Winston-Salem Transit Authority. It is an ideal location for travelers entering the City by bus to see downtown Winston as a first impression of our community. I humbly request that you reconsider converting the historical site into a general transportation center and focus on developing the site into a useful historical compliment to the City of Winston-Salem. Sincerely, Fleming J.A. El-Amin."

CHAIR JOHNSON: Thank you. Maurice, any questions? Maurice Pitts Johnson.

MS. JOHNSON: Good evening and thank you very much for allowing me this opportunity and I am speaking as an individual citizen, not for any particular group. I am Maurice Pitts Johnson and my address is 2828 NE Bon Air Avenue. I am speaking as a matter of background, memories and nostalgia. First, I traveled from this station, the first time I left home going away to a private high school in Sedalia, NC. It was Palmer Memorial Institute. I was told that someone would be at the Greensboro train station to meet the students coming from the north and the south. My parents could have driven me there but I wanted to be like the other students. Thus, I traveled by train from this old depot to Greensboro. I recall distinct features of the train depot. The beautiful high ceilings and the long benches in the waiting room, and the very long set of steps to get down to the train, being nostalgic about it. Second, if any of you read, "They Call Me Big House" by Clarence E. Gaines, then you know that in that book, Mr. Gaines addresses the fact that in 1945, he came into this station to serve as a coach at WSSU and he never left. He served this institution with distinction and he brought pride and attention to this City by being enshrined in the Naismith Hall of Fame. He deserves a place of honor in this City. Additionally, there are other basketball figures and sports analysts who have drawn and continue to draw attention to the City of Winston-Salem. This would be a tourist attraction for the sports world, WSSU and the City of Winston-Salem if used properly. The old depot is such in close proximity to WSSU that it would be practical to serve the university in some capacity. I envision a welcome center. This is the first visit of the building, visitors, visitors would see coming from the highway in either direction. A marquis on top of the building might read, "WSSU: Home of the Big House Sports Museum." Having shared with you these observations, I submit that the old depot could serve several purposes since there are two distinct entrances on the street level. One...

CHAIR JOHNSON: You've got about 30 seconds, thank you.

MS. JOHNSON: Ok, I'm just about through. One is a waiting room and transit drop-off point and pick-up point and one is a welcome center for WSSU. Another level could house the museum, of Gaines memorabilia and other memorabilia, and the remainder retail stores. Therefore, I am asking that some consideration be given to negotiating with WSSU, the Gaines family and other sports figures to study the feasibility of a combined use of this grand old train station.

CHAIR JOHNSON: Thank you. Jill Hinckley.

MS. HINCKLEY: Good evening. My name is Jill Hinckley-Noble. I live at 712 Cascade Avenue and I'm concerned about the proposed project, mainly because I'm concerned about the current state of affairs for the Transit Authority. I have not had the impression that it's doing well fiscally and I have not had the impression that we're doing well with our air quality. I hope that the resources that might be poured into this project could be better used improving on the ridership of the current system, making it more attractive to downtown workers, and addressing the needs of the people that are using it now. I am concerned that this hearing had, was called on fairly short notice and there are quite a few members of the community that are not aware of, of the proposed project. I think that the considerable talent that could be employed in a project rehabilitating that building might be used to improve on the situation downtown. The Davis Garage is a remarkable property and I hope that its future use honors its history and the immediate neighborhood. Thank you.

CHAIR JOHNSON: Thank you. Charles Reynolds. Alright, thank you. Harold Hairston.

MR. HAIRSTON: Good afternoon. My name is Harold Hairston. I live at 3140 Shaftsbury Lane,

Winston-Salem, North Carolina. I'm also the president of the African American Caucus of the Forsyth Democratic Party and the reason that I'm here is that a lot of issues that you guys decide for us and I know you guys do a great job because you never asked us beforehand, like the baseball park, that was never an issue in my community about the need for that, we're very happy with Ernie Shore Field, the same thing is happening here. I think Mr. Paige, I think it's, is correct that there's a lot of misinformation. Nobody knows exactly what's happening here because nobody has communicated with us. If something is going to happen in our neighborhood, it may be good, it may be bad, but we don't even understand what's going on here. And if the fact that you're going to move a bus station to our neighborhood, and run diesel burning buses through our community, we should have some input on that. We are a civic organization. There are other civic organizations here. I think you have a responsibility to communicate with us. If it's good for us and you communicate that to us, we'll go along with you, but we have to have some input in here. They say it's not going to be a bus station, but the majority of the people are here because they think it is going to be a bus station, that you're going to take the Campbell City, or the Campbell building downtown and move it over into east Winston at this new facility here. So if you're going to do that, don't you think we should have some input into that? And if you're going to do it, how are you going to run buses in a residential community? How are you going to change this? And for those of us who are maybe 50 years old or older, we remember when that was a lawn over there. It was a very community-oriented situation. And what we're saying to you is, even if you do the best thing in the world for us in east Winston, although Johnson, Councilman Johnson told me I don't live in east Winston, I still feel a part of that community. Can you communicate better your ideas? And since it's not going to be a movement of the downtown transit center to that facility, most of my argument to you guys has disappeared now. And maybe I'm here in vain because I took the time to come down here. But if it had been communicated, if you had made an effort to bring it to us and tell us what, what the real project is going to be, some of us wouldn't have been here today. Maybe it's something that we support, but until it's communicated properly, we're going to be here thinking that you're not going to do the best thing for us. I thank you for your time. Thank you.

CHAIR JOHNSON: And Mr. Hairston, I told you you didn't live in east Winston, I didn't tell you you didn't live in the east ward.

MR. HAIRSTON: Oh, I know I live in the east ward. Thank you.

COUNCIL MEMBER BESSE: Madam Chair, Mr. Hairston, I just wanted to check and see. Did I get your email address wrong? I forwarded some information to you yesterday from Mr. Polanis about the nature of the project.

MR. HAIRSTON: I did not get that.

COUNCIL MEMBER BESSE: I'll go back and check.

MR. HAIRSTON: It's hhairston1@triad.rr.com.

COUNCIL MEMBER BESSE: I thought that was what I used, but I'll go back and double check.

MR. HAIRSTON: Well I haven't received it yet. Thank you Council Member Besse. Thank you.

CHAIR JOHNSON: Mr. and Mrs. Carter. Mr. Carter, I know you read Mr. El-Amin's letter, but would you like to make your own comments?

MR. CARTER: Again, again I'd like to thank you all for allowing me this opportunity and you already have my name and my address, so I'll just proceed. I looked over that assessment plan that you have on the website and some things did bring a concern to me with a question. And in section 4.13, you speak of neighborhood economic investments, access to jobs, restaurants and so forth, and I'm just wondering, do we have any restaurants on the slate to come and be a part of that or is this something we're saying that we hope will come? We have a prospective investor with no name. I'm wondering is this investor a shadow person or a real person? Is there any money in escrow if this project go forth? I look over here on section 4.16 and this is most disturbing to me. I don't want us to consider if it comes to pass the new train station as a symbol of our state's segregated past. Not that. Also, as I look through this and please bear with me. I hear, I see over here where we talk about the (inaudible) there still needs to be more information on proposed transit emissions. Need more study on emissions, how that would impact the community. As well as the noise, how it might impact the community. Here, you're saying that there will be no greater amount of noise, but I don't understand how that could be so, when I'm going to have more buses and trains traveling through. And what I'm really concerned with is the security issue that a hub might pose in Winston-Salem State University with people having that type of access to the campus and it being a completely open campus. Thank you.

CHAIR JOHNSON: Mrs. Carter.

MR. CARTER: She just signed our names.

CHAIR JOHNSON: She just signed your name, ok. And Dr. Jeff Miller.

DR. MILLER: Thank you all for having me here this evening and I'm going to speak for the station. We must have it. Winston-Salem has missed the boat in the past.

CHAIR JOHNSON: Dr. Miller if you would, just give us your name and address.

DR. MILLER: Oh, I'm sorry. I'm Dr. Jeff Miller, 2910 Reynolda Road, 27106. We must have it because we have missed this boat in the past. When the railroads were starting to grow in the 1880's, we didn't want to have a part of them, and Greensboro said we want a part and Greensboro has grown. We got a new airport. They didn't want it out at Smith Reynolds. Nobody calls it the Triad Airport. They call it the Greensboro airport. Its designation is GSO. We don't want to miss the train again for the next century by not rehabbing this depot and making it a rail transportation center. It will have bus service there primarily because that's they way people can get from their home to rail service. The rail service that is considered right now is 30 minute headways from there to Hanes Mall, to Greensboro, to A&T out in Greensboro, to Baptist Hospital, to everywhere. If AMTRAK comes in there, it will put Winston-Salem on the AMTRAK map as opposed to not being there. And if the southeastern high-speed rail project goes through, there will be 100 mile per hour trains from here to Charlotte, here to Raleigh, and to Washington and to New York. We don't want to miss the boat this time. We need to be on track for it. There is not, when you study the rail map of North Carolina cities, there is not a better city that has current track in place for commuter rail to serve the entire community than Winston-Salem and Forsyth County. No state, no place in the state has as good a system, somewhat in place. I urge you to consider passing this ad doing whatever is necessary to bring rail transit here. If you are

tired of \$4 gas, think how tired you're going to be of \$8 gas. Think how much it's going to cost to ride from Winston-Salem State over to Hanes Mall, whereas you can get on the train every 15 minutes to 30 minutes, think what that will cost. We're also considering a downtown trolley system. Winston-Salem was the first city in the country to have trolley and they were actually perfected here by Thomas Edison and Frank Sprague. They also need to intersect with the train station, so that people who live in the new downtown condominiums, who live out in Goler Park, those people will have a way to get to rail service that can take them anywhere in the country. I urge you to consider passing this. I know this isn't a vote, but nothing is going to change this community more in a positive light for every citizen. I hope that you'll consider keeping the name Winston-Salem Union Station so that we realize it is a union of all the people in this city toward the future. Thank you.

CHAIR JOHNSON: Thank you. Mr. Miller was the last person to sign up. Are there other people who would like to speak on behalf of this issue? Any others? Ok, any questions, comments? Let me just clear up a couple of things and reiterate a few things that Mr. Turner said initially. This project is not new. It has been presented to the community. It has been presented in a number of east ward meetings. If you'll go back and look at some of the minutes that are on the site, we have talked about the complete build-out of this project. There have been at least two community meetings with the developer who is Bill Cannon, publicly known, to talk about the development of the train station, Davis Garage now, and the adjacent properties. A lot of effort and time has gone in over the past two years, perhaps two and a half years to get this project in place. In addition to that, considerable amount of effort has gone into finding resources from our federal officials and we do have some earmark monies to assist with the development of this. This project will include the City of Winston-Salem. There is conversation with Winston-Salem State University to be a part of the project as well as creating a venue that will offer opportunities for restaurants, for a small cinema and other places to be a part of that whole complex. In addition to that, on the separate side parcels, there is a housing opportunity, home development opportunity in place. So there has been considerable amount of public input and I invite you to go back and look at minutes from those meetings and recap those, that information. We'll also be able to put on the site in the next week to 10 days or so, responses from this presentation tonight as well as additional information. Mr. Besse, go ahead.

COUNCIL MEMBER BESSE: Thanks, I just wanted to make a couple points. I started getting, just a few days ago, copies of email messages that were being circulated expressing concern that there was a proposal underway to relocate the Clark Campbell Transportation Center from downtown to the now Davis Garage site, old Union Station. And, it was the first I'd heard of that as a proposal and so I checked into that with our transportation and learned to my great relief, that that was not, in any way part of this proposal. And I tried to send that information out to some of the folks who are copied on the emails that I had been forwarded, had forwarded to me and thanking Mr. Porter for forwarding the information to me, and noted that this evening's hearing would be held and invited folks to come and hear the full briefing. I have been tracking the actual project that is underway along with Council Member Johnson with approval, noting that what we have that we're talking about investing is not resources diverted from other uses in our community, but resources that were provided by Congress and allocated specifically to the rehabilitation of Union Station, so that we can use it for the good purposes of folks that have spoken here this evening. So it's not an either or between improving our existing transit system and rehabilitating Union Station, it's a, they're complimentary. And that that's important for folks to take out to the community. And just on a personal note, I am envious of Council Member Johnson for having this outstanding resource in your ward. I know that the folks in my ward would be delighted to have the Union Station poised for rehabilitation along the tracks in the southwest ward, so I

guess we're going to have to hop that commuter train once it's restored and head over to Union Station to catch the AMTRAK.

CHAIR JOHNSON: Council Member Terry.

COUNCIL MEMBER TERRY: Thank you. I, I would like to weigh in on this with a few comments, particularly, first and foremost to say that it is critically important to understand and realize the difference in the type of proposals that are being put forth for improving the quality of life for our City. And I think the least common denominator here was the use of the word or the term transportation or transportation center. Be it, and, and, and of course you can immediately run off and think oh my goodness, what's going on here? I don't think that we have invested the resources that we did for the Campbell Transportation Center in downtown Winston-Salem for which we are extremely proud, we would not, we would not sacrifice and create something new, or create something to replace something that is so critical and vital, to our citizens. That's a fine center. We are proud of that center and it serves a very useful purpose. So I just want to be extremely clear about the fact that we are all proud of it and there is no intention by anyone to shut it down. Now let me follow up by saying with that, as we have vision for the future, not only for downtown but for the rest of this city so that it is able to connect to downtown, it seems extremely reasonable, that we would take this fine facility for which many of you have had wonderful suggestions regarding its reuse. We adapt, we reuse and we, and we rehabilitate. That's the idea that pushes the rail system that we envision for this new fine facility, for this existing facility that will be rehabilitated. Obviously, it has been many, many years I can recall and I'm very, very conscientious about the fact that at Winston-Salem State University, where I worked for a number of years, there were some of us who were in Development who were hoping that the University over 20 years ago would have taken an opportunity to try and bring this property onto the state's real estate, into the state's real estate coffers, so that we could use it for future. But of course, that was then and we can't look back but we look back, (inaudible) to look forward. So therefore, the ideas that have been put forth could possibly be suggested with the development. Stay attuned to, watch, listen, read, call the staff, call Council Member Johnson and make sure that you are weighing in on what is happening for the adaptive reuse of this fine facility. We are all very proud of it and we all have very good, we have fond memories, even as some of them may be painful, but nonetheless, I don't think there's anybody in this room who doesn't want to see Union Station remain and be reused so that we can move into the 21st century, in a very positive way. So I would simply say get your research and do it very thoroughly and help us continue the process of developing the adaption and the reuse of Union Station.

CHAIR JOHNSON: Just a couple other comments and then we'll ask staff to do the presentation. Winston-Salem State's involvement, they are currently redoing their strategic plan and have been in contact with Mr. Cannon about what their plan may be, but until they finish their strategic plan, as to what they want to see done within the university coffers, and they happen to also own that parcel of land that's across from Union Station, it's kind of hard to know exactly what the university wants to do. There will also be some improvements at the interchange of MLK and Business 40 where the cloverleaf is to help out with some things there, we're coordinating some efforts with the state to make happen. As far as the history, that's concerned with the building, if you haven't been in the building, a lot of the original pieces are still there. The marking and also there has been considerable talk with (inaudible) developer to incorporate that. And the current AMTRAK pickup. Anybody know where it is? Its right near the university and that could be brought into this facility so you wouldn't be standing outside waiting for the shuttle to come. And long-term to have some opportunity to get the rail back in

place and that's not just the AMTRAK rail, it's whatever rail we need to have there. If you remember, Winston-Salem was written out of the rail process and advocating for the City, people were able to get that back into the overall rail process. So if we can have the presentation and there is still opportunity, if there are still questions, after the presentation, we will take the opportunity to entertain those. Thank you.

Ms. Pam Barth, Project Planner, Kimley-Horne Associates, gave the presentation.

In response to Council Member Clark's question, Mr. Turner stated that Council will decide in September whether to use a public/private partnership or independent partnership to fund the project and there is no projection of when Winston-Salem State University (WSSU) will make their determination on involvement.

In response to Council Member Clark's inquiry, Ms. Barth stated that building restoration costs are approximately \$10 million, grading and landscaping costs are \$2 million, structural costs are \$600,000 and there is an unknown cost associated with a bricked-in tank located within the structure until more is known about its contents. She also stated that the adjacent fire station to the property will not need to be relocated as the proposed roundabout will accommodate the radius of the truck's turn. She further stated that she would check into the costs of proposed road improvements.

In response to Council Member Leight's question, Ms. Barth noted that the tank could contain diesel fuel or it could be empty, but its contents are unknown at this time.

In response to Council Member Terry's question, Ms. Barth stated that any Brownfield implications due to a possible leak from the tank are unknown as the tank is bricked in and its contents are unknown.

In response to Council Member Besse's inquiry, Ms. Barth stated that it was unknown if the tank is located above or below ground as it is completely bricked in. She also stated that if it is located below ground, there is funding available to aid in its removal. She further stated that there is no evidence of a leak from the tank.

Chair Johnson requested that slides be added to the presentation prior to it being placed on the East Ward website, to include cost information, proposed road improvements and roundabout information, as well as contact information for Mr. Turner and Mr. Stan Polanis, Department of Transportation Director.

Mr. Rence Callahan, 1228 Glade Street, stated that he has been working with the developer on the mixed-use development to restore the existing Union Station. He also stated that there is a proposal for 65,000 square feet of retail space, 45,000 square feet for office space, and the potential for 120 residential condominiums. He further stated that this project could be a growing district near WSSU to provide the university with mixed use development similar to Franklin Street at the University of North Carolina at Chapel Hill. Mr. Callahan noted that WSSU Chancellor Reaves is in support of the project.

Chair Johnson noted that the project will be presented again at the November East Ward Town Hall meeting.

MR. HAIRSTON: Thank you for letting me speak again. I don't know if I need to give my name and

address, but a couple of issues come to mind. I live over here and I travel Martin Luther King everyday. This picture shows about five cars on it. Martin Luther King is packed. It is busy all the time. And so to put something up there like this that displays this lovely neighborhood, all the green trees. At the corner of First and Martin Luther King, there's still a lot of, I hate to even mention this because it's my neighborhood, there's a lot of crime going on there. There is drug sales, there used to be prostitution, I don't know if they got that out. The other thing I'd like to say to you is I fully support a rail coming through there. I like to see rails coming through there, but I don't understand Councilman Terry saying that there's not going to be a bus station there when the lady said there is going to be a bus station there. Either it is or it won't. And buses, we all need to, denote heavy traffic. The streets are not there for supporting those kind of buses. I think 25th Street is torn up because we were having those heavy buses travel there. These are also diesel buses. If the train comes through, they're probably diesel trains. There's an environment there. And everything that happens in the East Ward that everybody wants to know, every time a project comes to East Ward, the one across from new Atkins High School, great thing. There's no minority participation in this. This contractor, I wish him the best, doesn't mention any minority participation. There's also where you, public servants, and I use that word guardedly, there is no, nothing that tells us if we don't agree with this, what we should do. I know the federal government has a way that they take in people from the other side. The one gentleman that spoke, spoke about how great this would be, doesn't live in the community. I think it would be great if it was a train station, I love that. But as a bus hub, there's no way that this is going to happen. There are two side streets coming off of I-40. One you can go south and one you can go north. That doesn't show there. There's traffic up and down this street continually, people going to and forth continually. You've got I-40 and I-52 also there, but there's no mention of that. So some of these things have to be, and maybe you did have it at Sedge Garden, I was there, I don't remember it, but I'll take your word for it, if you could take a little time and sell this to us in a way that we could support it, we would. Because anything that's good for us, we're going to support. If we don't understand it, we may not be able to support it, but right now there's too many questions. And the people that are going to use this, supposedly are going to come and park their cars and leaving for, Mr. Besse I don't know how long you are gone, but when you come back, is your car going to still be there? Thank you very much.

CHAIR JOHNSON: Any others? Ms. Reid. Hold on and I'll get you after Ms. Reid.

MS. REID: Hi. Marva Reid, 1434 North Cameron Avenue. My concerns sort of piggy-back off of what Mr. Hairston said. I've have the opportunity to use a lot of transportation centers such as this. We always had, they always had a security or police substation. I just wanted to know would that be at this site.

CHAIR JOHNSON: The City is working on looking at some store-fronts in our current. In our current budget, we added dollars for store-fronts which would be similar to substations but would not be fully staffed. So there is a hesitancy to actually call them fully fitted substations. To say that there would be a site here, we don't know that because we have not yet determined where the two store-fronts that we just approved in the current budget will be. And this is a project that's not going to be ready this year. I mean, it's something that's feasible. Ms., Ms. Johnson.

MS. JOHNSON: Yes, I wondered if any consideration had been given to students who would be crossing to get to the station from Winston-Salem State. Is there an over pass, under pass or do they have to cross, it looks like now, two lanes?

CHAIR JOHNSON: There was consideration as I mentioned earlier, the, if you're looking at the I guess the bus or the white camper, that property is owned by Winston-Salem State and there was considerable talk about how to make that, to do an over, under, but so that there would not be a vehicular-pedestrian safety hazard created by that. Dealing with the roundabout, one of the things that it does, is slows traffic down. That's one of the things, traffic calming pieces that we will try to do along Martin Luther King so that, that's the, and it would actually tie into Business 40 coming off of Business 40 East. Ms. Terry, then Dr. Miller, then Mr. Carter.

COUNCIL MEMBER TERRY: Thank you Madam Chair. I would just like to clarify the concept regarding the non-clarity about, you say it's not a bus center. What I, what I'm looking at is more broadly a vision, it's a transportation center. Buses, trains, light rail, even perhaps as I heard in the presentation, the possibility of the, if you're putting trolleys back on the street, from my limited knowledge about that, it could even be a changing facility for trolleys depending on how they are running. So I am not talking about a bus station, I am talking and envisioning a transportation center that facilitates the movement of people very efficiently and swiftly, whether it's a bus, a train, or a trolley, or some other mode of transportation that is yet in the scientist's lab being developed that will go there. The other issue I'd like to speak to so there is no misgiving in a public hearing like this, regarding the need for safety. This is a future project, which in the process of its phasing will certainly lend itself to our working to help people change their behavior and their habits and as such, there may be a problem within certain pockets there, but I can envision that this City as it moves forward with a transportation-oriented center, will certainly look for providing jobs and helping to clean up and create the community there that is all over in other places. So let us not designate where we live as areas that are not safe.

CHAIR JOHNSON: Dr. Miller. Then Mr. Carter, then, ok.

DR. MILLER: Hi, Jeff Miller again. I just want to say that I don't (inaudible). I have the old depot plans plus all the revisions that were made over the years in my collection of stuff and probably can figure out what the tank is and I will be glad to research that on behalf of Council and anybody else that would like to. Originally this of course was going to be called the Miller Street Depot and it was built instead of the depot that they opposed building downtown at the corner of Third and Patterson and going to be a grand station down there of three levels to accommodate three different types of transportation: trolleys, the new automobiles and the regular rail service. So I will research that over the next few days and try to get up with someone on Council there and provide what you need to know and anything else. Please don't hesitate to call on me. Thank you.

CHAIR JOHNSON: Thank you. 2910 Reynolda Road? Ok. Mr. Carter and then I don't know the gentleman afterwards. Thank you.

MR. CARTER: My true concern is that, there is safety, but that there is the condominiums, the retail space. I don't see nowhere where it can go up there because I'm familiar with that area and from what I'm seeing, if that parking lot is there on that side and there are houses on the other side, and the bus going to turn around in there, which the circle is over here, (inaudible) and the church is there, where would the condominiums, restaurants and the retail shops fit into the scheme of things based on this vision, visualization? That's what my concern is. I'd just like for you to show me where it would be.

CHAIR JOHNSON: The, the plan, the plan Mr. Carter, entailed and has been presented at at least three public meetings for the ward, included a building that will go where the parking lot is but the parking will be below ground. What we can only talk about here is what the City, the public piece of this project would bring to the table. The private project of it, we have at this point what we can talk about, what it would look to make that public/private piece, but for purposes of this conversation, we can only talk about what the City piece will do with the federal dollars that we have to help it. But it would be a 10 to 12 story building that would accommodate retail and even in the center itself, there was some opportunity to do some retail. We also talked about the museum, in particular trying to salvage some of the African-American history. The society, I think decided they really wanted a separate facility, not a part of so there's lots of things that have been conceptually put into place but for purposes of what the City can do with the federal dollars, this is the design. Does that...

MR. CARTER: Thank you, I just didn't see it there and I was wondering where would the room be.

MR. DWIGHT: Hi. Good evening. My name is Daniel Dwight, 500 Martha Court. You just addressed some of my questions about the high rise being right in the parking lot and maybe underground parking, but with that, would that parking in that parking lot, would that go to a private developer or does that remain City property? I mean, if you went there to park for a train, would you be paying somebody private or is that still City, City parking or how, how does that work?

MR. TURNER: The site plan that Council Member Johnson is referring to would have both a surface lot which would be intended to provide the public parking for people using the train station as well as the other transportation functions in the building, as well as a below-ground parking which would be intended for those who are using the high rise.

MR. DWIGHT: Ok, and is there anything in the plan for taxis to get in and out if you want to take a taxi to the train?

CHAIR JOHNSON: It was to be able to have taxi pickup, you know if you came in on the AMTRAK and you wanted to go from the station there to downtown, and potentially be able to do an express piece to say if you were going to Smith Reynolds Airport, so that whole, all, multi-modal, that's why it's called, the multi-modal transportation center.

MR. DWIGHT: Ok, thank you.

CHAIR JOHNSON: You're welcome. Any other questions, comments?

Ms. Barth noted that based on growth patterns and projected generated use of the public/private partnership along Martin Luther King Jr. Drive (MLK), and based on the delay that citizens would experience waiting for a traffic signal, the roundabout proved to be faster.

Chair Johnson requested that any further concerns be addressed to the City's website, Mr. Turner, Council Member Terry or herself.

Mr. Larry Westin, 1570 Woods Road, stated that he is on the staff of the S.G. Atkins Community Development Corporation (CDC) and they are currently working on a master plan which is proposed for completion by the beginning of next year. He also stated that they will hold several community meetings to announce any progress or impact discovered by the master plan committee. He further stated that the proposed facility is a central property in the MLK corridor and the S.G. Atkins CDC and master plan consultants are concerned with some practical aspects, such as financing and practical workings. Mr. Westin noted that whatever comes of the site, it ought to be supportive of needs of the community, and his staff will carefully review any proposals for the site.

Council Member Terry requested that staff review impacts on traffic flow from residents used to traveling along MLK across Highway 52 and how the proposed roundabout will affect that traffic flow.

Mr. Westin noted that there is an opportunity to develop a campus edge opportunity for WSSU pertinent to its involvement with this proposed project.

Chair Johnson noted that improvements to Highway 52 include MLK from First Street to University Parkway and that the roundabout may be developed separately from the proposed Union Station. She also noted that the I-40 Business closure will be done once the Highway 52 improvements are completed.

Mr. Westin confirmed that September is the final date to decide City involvement in the project, whether it be public/private or funded with City-identified resources and that environmental assessments should be completed by that time. He also confirmed that the public/private proposal would be discussed at the November 6, 2008 East Ward Town Hall meeting.

In response to Dr. Miller's question, Mr. Harvey Davis, Jonestown Road, Davis Garage, stated that he is on board with the project and intends to continue working with the City in this venture.

G-2. RESOLUTION APPROVING CITY PARTICIPATION IN LOCAL IMPROVEMENTS OF PRIVATE STREETS – *Glenn Landing Drive, Glenn Knoll Court, Glenn Knoll Lane, and Selda Drive.*

Council Member Clark made a motion to approve the item. The motion was duly seconded by Council Member Terry and carried unanimously.

G-3. CONSIDERATION OF ITEMS RELATING TO FEDERAL TRANSIT ADMINISTRATION FUNDS FOR JOB ACCESS REVERSE COMMUTE:

- a. RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO GRANT AGREEMENTS WITH SUBRECIPIENTS AND PASS-THROUGH FEDERAL TRANSIT ADMINISTRATION FUNDS FOR JOB ACCESS REVERSE COMMUTE AND NEW FREEDOM PROJECTS IN THE WINSTON-SALEM URBAN AREA.
- b. ORDINANCE AMENDING THE PROJECT BUDGET ORDINANCE FOR THE CITY OF WINSTON-SALEM, NORTH CAROLINA FOR THE FISCAL YEAR 2008-2009.

Council Member Terry made a motion to approve the item. The motion was duly seconded by Council Member Clark and carried unanimously.

Chair Johnson noted that any additional routes would be listed on the Winston-Salem Transit Authority website.

G-4. CONSIDERATION OF ITEMS RELATING TO THE COOPERATIVE EFFORT BETWEEN THE PIEDMONT TRIAD RESEARCH PARK AND THE CITY TO CONSTRUCT REGIONAL STORMWATER MANAGEMENT CONTROLS IN DOWNTOWN WINSTON-SALEM:

- a. RESOLUTION APPROVING A REVISED MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY AND THE PIEDMONT TRIAD RESEARCH PARK FOR A STORMWATER STUDY.
- b. RESOLUTION TO ACCEPT FUNDING FROM THE 2008 WATER RESOURCES DEVELOPMENT ACT TO CONSTRUCT PHASE I OF THE BATH BRANCH REGIONAL STORMWATER CONTROL PROJECT.
- c. RESOLUTION AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AMENDED AGREEMENT WITH THE PIEDMONT TRIAD RESEARCH PARK TO SHARE IN THE EXPENSE OF CONSTRUCTING REGIONAL STORMWATER MANAGEMENT CONTROLS IN DOWNTOWN WINSTON-SALEM.
- d. ORDINANCE AMENDING THE PROJECT BUDGET ORDINANCE FOR THE CITY OF WINSTON-SALEM, NORTH CAROLINA FOR THE FISCAL YEAR 2008-2009.

Council Member Clark made a motion to approve the item. The motion was duly seconded by Council Member Terry and carried unanimously.

Chair Johnson noted that a community meeting will be held August 4, 2008 at 4:00 p.m. in the Piedmont Triad Research Park Auditorium with a presentation on the Northern District, consisting of areas from Third Street and Patterson Avenue to MLK by Russell Funeral Home.

ADDITIONAL ITEM – TRAILBLAZING SIGNS FOR DOWNTOWN PARKING

Mr. Jason Thiel, President, Downtown Winston-Salem Partnership, stated that Mr. Rence Callahan would give a presentation on trailblazing signs for downtown parking.

Mr. Callahan introduced Mr. Bob Firth of Informing Design, as the creator of the trailblazing concepts to be presented.

Mr. Firth shared designs, concepts and mapping features of potential downtown parking concepts. He also noted that the total budget for the project would cost between \$175,000 and \$200,000 and eventually some funding will be requested from the City.

Chair Johnson requested that signage from the Fourth Street terminus direct travelers to Patterson Avenue.

ADJOURNMENT: 8:16 p.m.