

CITY OF EDEN, N.C.

A special meeting of the City Council, City of Eden, was held on Tuesday, January 29, 2002 at 4:00 p.m. in the City Council Chambers, 308 East Stadium Drive. Those present for the meeting were as follows:

Mayor:	Philip K. Price
Mayor Pro Tem:	John E. Grogan
Council Members:	Ronald H. Reynolds
	Billy Vestal
	Christine H. Myott
	Jerry Epps
	C.H. Gover, Sr.
	Garry Tudor
City Manager:	S. Brad Corcoran
City Attorney:	Tom Medlin, Jr.
City Clerk:	(absent) Kim J. Scott
Deputy City Clerk:	Sheralene Thompson
Representatives from City Departments:	
Representatives from News Media:	Doug Grant, <u>Eden Daily News</u>

MEETING CONVENED:

Mayor Price called the special meeting of the Eden City Council to order and welcomed those in attendance. He noted that all Council were present with the exception of Council Member Tudor and also the City Attorney came in during introductions. Mayor Price noted that Stimmel & Associates were present, as well as Patric Zimmer of Development Advisors and Mr. Don Moss, Rockingham County's Economic Development Director.

Mayor Price noted that the first order of business was the addition of several items to the agenda. They included the following:

(1) Council's authorization of legal action against 907 South Van Buren Road to enforce provisions of the zoning ordinance.

A motion was made by Council Member Vestal seconded by Council Member Gover that this be added to the agenda. All Council Members present voted in favor of this motion. This motion carried.

(2) Motion to add a Closed Session to consult with the City Attorney regarding a legal matter.

A motion was made by Council Member Gover seconded by Council Member Myott that this be added to the agenda. All Council Members present voted in favor of this motion. This motion carried.

(3) Consideration of appointment to the Board of Adjustment.

A motion was made by Council Member Vestal seconded by Council Member Gover that this be added to the agenda. All Council Members present voted in favor of this motion. This motion carried.

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PRESENTATION BY STIMMEL & ASSOCIATES:

Mayor Price then introduced Mr. Doug Stimmel and his associates who would be providing the Council with the industrial park presentation.

Mr. Don Moss, Rockingham County Economic Director, pointed out that back in 1998 the Committee of 100 commissioned Development Advisors and Stimmel & Associates to do a phase project for all three parts of the county. He noted that they were already under construction in Reidsville and Eden was next, however there were stops and starts in Eden, and Western Rockingham County actually took its own form.

With that, Mr. Moss introduced Mr. Patric Zimmer of Development Advisors, who would be leading them through the site selection process.

(Council Member Tudor entered the meeting at this time.)

Mr. Zimmer noted that establishing an industrial park would be a most important issue because without having product in place companies were not going to locate here. He stated that he dealt with companies every day that were looking to locate plants and Eden had no product. He explained that there were really no formal industrial parks left in Eden, there were some hodgepodge sites here and there, but really nothing that would rival competitors in terms of industrial parks.

He explained that to give them a hierarchy of the process, basically when they began they had no preconceived ideas of where the park would go. They did a complete analysis of all the large acreage sites in and around Eden, 200 acres plus. He explained that the reasoning for that was that for any industrial park you construct, you want to have a certain economy scale, there would be certain fixed costs with running a water line and sewer line and some road infrastructure. They want to have enough acreage to get a return on their investment so they did not want to spend two million dollars to create a 40-acre park.

He noted that they wound up looking at a total of seven (7) sites that met those initial criteria. Those sites included the Knob Site, the French Farm Site on the East side of Eden, the Lester Site on the North side of Eden, the Klutz Site on the South side and the Whitt Site on the West side with both the Klutz and the Whitt both on the other side of the river.

Mr. Zimmer explained that the first step in the process was to do a feasibility analysis. That involved looking at a lot of initial data and criteria to determine if any of those sites did not make a good fit, try to narrow the focus down to a primary and secondary site, then try to make it to the next level. He pointed out that it did not make sense to spend dollars doing the technical analysis on all seven (7) sites if five (5) were not going to make the cut. Along with the feasibility analysis they looked at topography, soil types, availability of

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infrastructure being water, sewer, rail, gas, access, basically usable versus non-usable acreage based on slopes, and they also looked at an intangible which was marketability.

He stated that obviously there were the negatives, lack of infrastructure, but essentially as a group, they were asked to come in and analyze what would be the best property both from a technical and a marketing standpoint, the benefits of having an industrial park with that kind of access, right off of Harrington Highway to Highway 14, as well as to Highway 135, and ultimately the new Interstate, as well as the soil types and the primary recommendation that came out of all that was that the Whitt property would be the number one property for the industrial park.

Mr. Zimmer also indicated that the topography at the Knob Site was horrible, there was a tremendous amount of development cost on that property, and the French Farm Site, it looked basically flat, it seemed to be a fairly reasonable property to develop but in reality the soils on that side of town and that side of the river was unsuitable for development. He also noted that he was not saying that development has not occurred there, but there was also rock and the subsurface borings and evaluations show that there was rock anywhere from right under the surface to three to five feet underneath the ground. He pointed that as well as the location, that site was a finalist for a number of projects but they never landed any due to the fact that when companies come to town they were already typically driving from Greensboro. He explained that Eden was already on a kind of peripheral. Normally they were going to look at 30 to 45 minutes from Greensboro, so Eden was already on the outer ring. Once they get to town they basically have to drive another 10 or 15 minutes through town and get down to a two lane section, going through a residential area coming out on that side of town and it was just not very attractive for companies looking to locate in Eden.

He explained that basically that was all they had to offer and the only site that was left at that point was the shell building site. He noted that obviously they have a shell building but that industrial park was pretty much built out.

Mr. Zimmer explained that the next step was to create master plan in terms of what they felt made sense from a marketability standpoint. He noted that from Harrington Highway, they have direct access on and off the highway which was safety standpoint as well as logistics for company with ideal transportation and the park was created in phases and it was done in a matter for instance, they could have a large acre site of 32 acres or multiple small sites, so that one of the other premises behind the master plan was to create as much flexibility as possible.

Mr. Moss mentioned two other points. One being that during part of that search they brought selected members from the North Carolina Department of Commerce to Eden to look at the whole town and a lot of the sites and it was their recommendation based on accessibility alone not engineering, but just based on where in town they felt like they could sell clients and they chose this particular site. He added that he would say that Commerce brings in 80 to 90% of the traffic. Secondly he noted that the Council

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commissioned the EDC to do project management, with Stimmel's assistance, and to do a site plan on the French Farm. He stated that if they had any specific questions on the French Farm they actually have more detail than they had when the original presentation was made. He added that ECS did a wetland analysis there and Stimmel was in the middle of a conceptual plan.

Mr. Zimmer added that with the Department of Commerce, talking about transportation and accessibility, they could not downplay that. He noted that driving over the French Farm, Nova Yarns or National Textile's facility did not seem like a big deal, but they had to put themselves in the shoes of those executives coming into town and going into industrial sites right off of four lane highways. He stated that was probably Eden's greatest challenge to overcome, when competing with other communities. He stated that they could say that Miller sends out 300 trucks a day, National sends out "x" number of trucks, plus they have all those freight companies located in Eden, but the fact of the matter was, when companies were comparing Eden to Reidsville, Madison-Mayodan, Lexington, or Thomasville, who were right on the Interstate, that was their greatest challenge.

He continued on by reasoning why they needed to go spend the money over on the Whitt Site when they have water and sewer lines running in front of the French Farm site or the Knob Site, or any of those areas, and quite simply, granted the money was already spent, it was there and at a sunk cost, those were already there and they have already proven that those areas have not been successful from a marketing standpoint so they basically had to reboot and take a look at what they thought would be the best option moving forward. He added that unfortunately economic development was not a cheap business to be in and they were either committed to the process or not, and so with this particular site, great location and great property, but it was going to involve some further expenses with infrastructure expansion and that was just part of the process.

Mr. Doug Stimmel, president of Stimmel & Associates, explained that they would be starting from scratch and walk them through the entire thing. He noted that Mr. Mark Geda was the Director of Design at Stimmel & Associates and he was a land planner, involved in this project from day one. He would be walking them through the analysis of the site. Mr. Neil Tucker was the Director of Civil Engineering and he would be explaining critical issues of storm water management and utilities. The other members of their team were with ECS and they were their environmental consultants Mr. Brian Moss and Ms. Denise ? They have actually been out on the site determining where the wetlands were. They have also done soil borings.

He explained that the whole point of the presentation was to go through this and hopefully answer the majority of their questions. He then turned the presentation over to Mr. Geda.

Mr. Geda explained that they began back in 1999 with county tax maps and USGS topo maps and they used those maps to generate their base map. He noted that out of the original 1768 acres, they were under contract to look at 400 acres. He explained that they

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selected the most logical property located close to Harrington Highway and it also had frontage on Riverside Circle and that total area was about 421 acres.

They then developed a series of analysis. He began with the slope analysis and referred to the Slope Map. The noted that the map indicated what part of the property was flat and what part was steep. He stated that slopes over 25% were difficult to develop.

He explained that they also looked at soils and he presented a plot of the soil conservation service map. They took a look at what the soils were and read the report.

Council Member Gover questioned the lands suitable for development and what percentage of the whole park was developable.

Mr. Geda replied that he would be getting into percentages with the final master plan. He noted that of the initial 428 acres 30 acres were non-developable.

Council Member Gover explained his reason for asking being that he had looked at a map previously and he was showing common ground on that map as good land for the park.

Mr. Geda replied that the darker area was the common area.

Mr. Stimmel added that a portion of that land they were also under discussion about whether to purchase it.

Mr. Geda agreed and noted that there was a chunk of 64 acres that they recommended that they not purchase as it was totally in the flood plane, and that would drop the acreage down to 362 acres or they could negotiate purchasing it at a reduced price.

Council Member Vestal questioned the slope map. He stated that it looked as if Phase 2 would be difficult for the whole thing to develop due to the slope.

Mr. Geda explained that basically the slopes in "red" would be hard to develop. He noted that got to the next point which was the soil borings. He explained that when they were developing large industrial tracts, they have an acre developed on sixty acres sites, you might have a client that wants to come in and buy that whole thing and put a big building on it and grade it flat. In order to do that they were going to have to cut and fill. It was not uncommon for this region of the country to cut and fill 30 or 40 feet. They did those borings to make sure they were not going to hit rock at 20 or 10 feet. So, there was going to be some major earth working that would need to be done if these sites get developed all as large tracts of land.

Council Member Gover commented that was his question on the previous map that he had seen, on the entrance to Lot #1, which was a 9 ½ acre lot, to make it a viable lot it would have to be filled or get a no rise certification.

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Mr. Geda replied that a portion of that lot may have to be filled, but he would have to look at it.

Council Member Gover added that on the map that he saw they had also said that to make that crossing coming across that first area there, extensive permitting and mitigation would be required.

Mr. Geda replied that was not uncommon as any time you cross a stream there was going to be mitigation and permitting would be required. Any time you cross a stream the State and Federal government were going to be real interested in it.

Council Member Gover noted that by building their road across there, those properties coming across there, the depth that they would have to fill in, that would make the road cost greater than normal.

Mr. Geda replied that there were hardly any 400 acre sites out there that did not have any streams on them.

Council Member Gover pointed out that they would have to build a road to any of the sites that were developed.

Mr. Geda added that this stream does cross from this border all the way to that border so there was no way to get to Harrington Highway into any part of the Whitt site without crossing this.

Council Member Gover noted that it also said in there that permitting would possibly lead to storm water runoff for the entire park management or far as storm water runoff for the entire park.

Mr. Geda replied that they would have storm water management.

Mayor Price referred to the borings and asked what his findings were.

Mr. Geda explained that they basically found that they were going to have rock but they should be able to develop those sites and grade them relatively flat. He noted that they only have twelve borings on 400 acres, so there may be rock where they have not bored.

Council Member Tudor questioned if the number of borings that they did would be the standard for that amount of land.

Mr. Geda replied yes, there was really no set standard.

Mr. Tucker added that there was a point at which the capital expenditure for borings gets beyond a reasonable point and usually with the number that they hit they had a comfort level that they were going where they needed to go to determine whether there was rock.

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Mr. Geda noted that there were a couple of streams that showed up on the USDS where they would have to do a 100 foot screen buffer on both sides. He presented the drainage plan and the overall analysis plan, which indicated that the site was heavily vegetated. It was at a high point of 680 feet at the location on Riverside Circle and a low point on the site was approximately 500 feet in elevation with a 180 foot fall. He noted a Duke Power right of way cuts the site in half. The access would be from Harrington Highway and Riverside Circle.

He noted that the site was currently zoned R-A, it was just outside Eden's ETJ, and they were thinking it should be rezoned to I-2 under the county zoning ordinance, to be taken over by the City of Eden.

On the conceptual plan he noted that the basis was the concept to connect Harrington Highway across the first stream, follow the ridge across the right of way at a right angle, cross the second stream and eventually connect to Riverside Circle. Then on both sides of that would be development lots, trying to keep them as large as possible, later subdividing them if needed.

He then continued with the master plan and noted that it was a refined version of the concept plan. With that it has the real boundaries, the real topo and wetlands were located on this map. He noted that there would be a little more buffer than originally anticipated.

Mr. Geda noted that the park would be developed in three phases. Phase 1 would take them from Harrington Highway across the first stream crossing all the way down to the Duke Power right of way, which comprised of approximately 160 acres. Phase 2 would take them up to the second stream crossing which was another 160 acres and then Phase 3 would be a 40-acre chunk that would cross the stream and connect to Riverside Circle.

Mr. Geda explained that at this point he would be turning over the presentation to Mr. Neil Tucker who would be discussing the storm water management.

Mr. Tucker noted that he would be talking primarily from the master plan. He explained that they were all aware that the site drains to the Dan River which was classified as a WS3 Watershed, which were characterized by low to moderate developed watersheds. The site was approximately two miles from Eden's city water intake. He then referred to the transportation plan, which showed the water supplies.

He explained that any time they develop a site such as this within a regulated watershed area there were various density options that could be exercised. He noted that low density allowed built upon areas with 0 to 24%, high density allowed 24 to 50% and the 1070 Rule allowed development up to 70%. He explained that what the 1070 indicated was that being approved by the State, taking the entire watershed area and 10% of that watershed area could be developed up to a maximum of 70% impervious or 70% built upon area, and that was the option that the industrial park was developed under.

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He explained that high-density development required a number of protective measures that have to be done. There were jurisdictional streams that dump into the site. He noted three major streams and also a wetland area. He explained that the first protective measure to be done would be to maintain 100' buffers on both sides of any stream. The second requirement would be storm water management, which basically says that the runoff resulting from the first 1" of rainfall that comes off of any impervious or developed areas would have to be managed. The treatment criteria for that would be to design facilities that would provide a removal rate of 85% of any suspended solids that were in that runoff. There were a number of different measures that could be incorporated to do that and would include wet detention ponds, storm water wetlands, sand filters, bio-retention areas, or other infiltration devices. The most normal facility would storm water ponds which were easier and more economical to build and easier to maintain. He noted that ponds were what they would propose to do.

He pointed out that with storm water management it could even be done as a common facility, being built as part of the park where each individual lot owner who came in and built a facility could build their own. The plan was to do common ponds, which has a lot of advantages. It gives the park developer (the city or the EDC) a lot more control over the design. The design has to be reviewed and approved by the State since it drains into a watershed area, but they really did not have to worry about someone coming in and developing a lot here and by some means being able to short cut the regulations.

Mr. Tucker then pointed out the flood plane areas. He noted that on one hand that could be looked at as a negative when they have land they could not feasibly be developed, but on the other hand it could be a positive. He explained that with industrial park development such as this often times, they as designers and engineers were often hard pressed to find areas to squeeze the storm water management features into the site without adversely affecting the developed area.

Council Member Gover questioned how many acres were in the ponds.

Mr. Tucker replied that essentially, to meet the State water quality requirements and to meet the 85% suspended solids removal for a 70% impervious area, the surface areas of the ponds would have to represent about 2 ½% of the developed areas draining into that pond.

Council Member Gover noted that they were draining into that common ground also. He stated that for common ground the county would be liable for maintenance and the pumping and the treatment of the water at that point.

Mr. Tucker replied that normally in a development of this size a property owner's association would be set up and each industry or business that comes into the park would be a member of or pay into it. The property owner's association was responsible for the operation and maintenance of the ponds.

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Council Member Gover noted that would make it very selective of what industries would come in. For clarification he explained that in a wetland area, it would make it very selective as to what would be allowed in that area that would have a runoff.

Mr. Tucker replied that he thought the city or the EDC would want to be selective with who would come in there, for instance they would not want an industry coming in there that dealt in solvent, organic recovery and that type of thing.

Mr. Stimmel added that uses could be limited by zoning as well.

Council Member Gover explained that they would not want to place themselves to where they would be so selective that they would not be noticed. He stated that he was for getting industry and that could prohibit industry coming in.

Mr. Zimmer commented that this did not prohibit an industry from coming in. Whatever was allowed under the zoning guidelines would be allowed to go in there. All this was basically doing was putting in measures that address the storm water runoff as well as any other runoff related issues in terms of trying to deal with those based on State specifications. He asked Mr. Tucker, on a comparative basis, was it substantially better or worse.

Mr. Tucker replied that it certainly was no worse, but they could not compare them as apples to apples.

Council Member Gover stated that he was not comparing it to Reidsville and Mayor Price commented that he would like to hear Mr. Tucker's reply.

Mr. Tucker replied that in that area with steep topography generally in this part of the State, they were going to have jurisdictional streams and the likelihood of building a park without these storm water management structures was remote. He stated that they have done several and all of the parks they have done have had to have ponds that either meet city guidelines on runoff rate reduction or water quality requirements.

Mr. Geda added that it was not just industries, but any type of businesses.

Council Member Gover commented that he was saying that it was up to the city to treat that water and pass the cost on to the industry that was there, so therefore that was a hindrance to this industry, or either the city would absorb the cost in trying to get the industry.

Mr. Zimmer noted that if that was the case then essentially what he was saying was that they did not need to recruit any more industries into the community because wherever they go...

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Mayor Price commented that he could certainly understand what he was saying but by the same token as they compare this park to every other park that had been built in the last ten years it was the same thing. Everybody was going to have either deed restrictions or sanctions against certain types of industries but that was part of what every industrial park has.

Mr. Stimmel agreed with Mayor Price and explained that there were really no extraordinary measures that this land creates a burden any more than any other industrial land that they have worked with in any other county. He noted that Union Cross Industrial Park in Winston-Salem, they had streams to cross and storm water to do. Every site was the same and he did not think they would find folks who would discount their site just because they had to pay into a storm water management fee. They were used to doing it in North Carolina and every other state where they do business.

He pointed out that the thing they should keep in mind was, yes this would require a lot of environmental permitting and help from ECS, but it was not any more than any other site. The problem is, when the State looks at these sites, they do not discriminate or differentiate between a one-acre site and a thousand-acre site. If a one-acre site has a creek in it and they have to do storm water management, so be it. The problem was when they get a larger acres site, 400 to 1,000 acres, there was probably going to be 5 or 6 streams they were going to have to cross.

Mr. Moss proposed that if they did no storm water management and they took the ponds away, could they provide an overview of what each individual property owner that bought lot 2 or 3 would have to do themselves as an individual owner.

Mr. Tucker replied that in that case, they still had operation, maintenance and expense of their own facility, granted they would not be a participant in helping maintain the common ponds, but they would have their own pond at their own lot that they would clean out periodically and monitor and what have you. The cost of that, he would guess would be more than maintaining larger ponds. Another aspect that dramatically affects the development of a site was finding room. He used for example, if an industry came in and bought the entire lot #5, then their facility required 54 acres to develop, that was a fairly good size site that in itself would require relatively a good sized pond. If he could not fit his industry and his storm water pond on his lot then that could force him to go some where else.

Council Member Tudor asked if he would be correct by saying that by having natural wetlands could in fact play as an advantage to a site if they put together a park plan as opposed to telling a possible industry that they would have to construct their own.

Mr. Tucker replied that storm water wetlands were an approved method of storm water management, however they could not dam up around a wetland area and say this was their storm water management facility. Essentially they have to protect that wetland from sedimentation and other pollutants that could potentially come off of the developed sites.

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So far as the existing wetlands being an advantage, he did not think it was something that he could say, that was helping them deal with their storm water issues because they would not be able to incorporate that into a storm water management plan, but creating other wetlands on the site would be a viable method of treatment.

Mr. Stimmel added that also from a marketing standpoint, they were preserving a tremendous buffer that helps wetlands and greenland and it could become a green way. Industries did not like to just locate onsite; they also liked amenities added to them. He noted that they would see it in Reidsville or Union Cross. He explained that they play that up as an amenity, there were parks, stroll ways, areas, and benches.

He pointed out a disadvantage to the common pond was that they had to pay for it up front, but an advantage was that it gets designed and put in and it safeguards their water supply intake and also there was a big permitting issue in doing storm water management ponds. If they take the burden off the industrial park users and have it permitted and ready, they will have tremendously reduced the burden on a potential buyer.

Mayor Price asked how long it would take if the potential buyers had to do that themselves.

Mr. Stimmel replied that sometimes it could take three to six months and that was why they recommended common storm water ponds up front. When a buyer finds out they have at least three to six months, they usually walk.

Council Member Myott asked if he had not said that they paid into an association.

Mr. Stimmel replied that it was written into part of their sales price that they join a landowner's association. The experienced people who locate on these types of properties will see the value in not having to spend \$40,000 to \$120,000 for each pond on their site, and another thing they could market the price up slightly, because it takes away the time burden on them plus the cost, because it was already in place. He added that they have done it both ways, but it worked best by putting in a common pond.

Mr. Tucker continued by discussing the utility plan. He proposed to tie into existing water lines on Harrington Highway. He noted that they did not have sewer readily available, so as far as the Phase 1 construction, they propose to locate a pump station in an area that would pump back out to Harrington Highway and then up to existing gravity sewer at Highway 87. That meant a two-mile distance they would have to pump the sewer. He noted that they had looked at going back across the river to the force main and pumping to another pump station, but with the difficulty in permitting and cost they felt it would be more advantageous to go back out to 87.

Mayor Price mentioned Duke Power to which Mr. Geda noted that there was an existing substation on the site.

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Mr. Moss added that currently in Reidsville they were negotiating with Duke Power and were actually going to have to bring transmission into the new park and build a new substation. He explained that due to the property having an existing substation that would be one issue they would not have to deal with.

Mr. Geda also pointed out that natural gas was located 8,000' away from Highway 87 so the gas company would be more than willing to provide a line.

Council Member Grogan questioned plans for running an outfall line up the river to which Mr. Tucker replied not to his knowledge. Council Member Grogan pointed out that everything from that slope comes down that river bottom.

Mr. Geda noted there was a lot of rock there. He stated that actually that was one of the deterrents from going back in that direction and actually doing a river crossing and not suspending a line from the bring. That entire river bottom was nothing but rock and the cost of doing that would be tremendous.

Council Member Grogan asked if he thought one pump station would get it back up to Highway 87 to which Mr. Tucker replied yes.

Mr. Stimmel offered a summary statement. He pointed out another benefit of the site was future expandability. He stated that it may be 10, 50 or 100 years, but they could become severely limited for potential growth in the future if they did not have surrounding lands. He noted that they had tremendous opportunities for additional land purchases to tie into existing infrastructure for the next 100 years here.

Mr. Zimmer added that along those lines, there had actually been discussion with the Whitt family to grant an option on 250 acres. He asked Mr. Geda if they had not determined that this 250 acre site would tie into the infrastructure at the park to which he replied in the affirmative.

Council Member Myott questioned if there were no wetlands on that property to which Mr. Geda replied that there probably were, as they could see it was a big chunk of land that would be undevelopable. He added that it was not as much wetlands but the flood plane that was largely prohibited as you cannot put buildings on flood planes.

Mr. Zimmer added that if they looked at the conceptual utilities plan and actually look at the topography, the topos were pretty good and they felt that they could get pretty substantial usable area out of it.

Mr. Moss commented that the ECS folks were present. He noted that they have done a lot of permitting. Mr. Moss (Brian) was with them when they did the partnership for the Avalon project in Mayodan and that park was upriver of their water intake.

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Council Member Gover asked that if they did not have but one pump station how would they handle the storm water runoff and where would they pump that water to.

Mr. Tucker replied that the storm water ponds would operate on a gravity flow and the pump station would be designed so that if this property (additional 250 acres) were added into the park in the future it would serve that as well.

Ms. Denise ? of ECS explained that she wanted to discuss some protective measures and wetlands. She stated that was a lot of flood plane on the site but really only 4 ½ acres of wetlands. She noted that they were upstream of the water intake and they would have to have buffers along the streams that would protect runoff. They would have erosion control that was approved by the State and also storm water management facilities.

Council Member Grogan asked about the permitting and if she saw any major difficulty.

Ms. Poulos replied that as far as wetland permits, with this site she would say no. She noted that with 2 or 3 road crossings, that was very minor for a site this large. She explained that she was doing another industrial park in northeast Greensboro where they have 8 or 10 crossings per phase and they were able to permit that without a lot of difficulty.

Mayor Price commented that the permitting would be done by the State and he asked if the Federal government agencies would be involved.

Ms. Poulos replied that it was a two-phase permit. Part of the permit was from the State, the Division of Water Quality and then the Federal Government's Corps of Engineers was the other half.

Council Member Epps commented that he actually liked the streams, buffers and ponds because that would make it look like a beautiful place instead of just a piece of concrete to which Ms. Poulos added that they would have a lot of green space there.

Mr. Moss asked Ms. Poulos to mention some of the other methods that were available and what they could consider for additional protection for water runoff.

Ms. Poulos explained that some other ways of protecting water quality would be extended storm water wetlands. They were ponds that have a smaller depth. They could be used in conjunction with storm water ponds. She noted that Miller (Brewing Company) had storm water wetlands. With the buffers on each side, that was also another measure of reducing runoff and sedimentation. In fact, even with the wetlands on the site, there have been instances where the State has allowed existing wetlands to be counted as part of their storm water management.

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Mr. Moss presented the Council with an estimate of the park, which was done by Stimmel & Associates. He explained that they would go over the highlights of what the cost estimates were.

Mr. Geda explained that they were not contractors. He explained that this was just an estimate and really they needed to note the summary page. He noted that they included a 15% Contingency which was a real fat amount. He explained that they were real conservative on this amount. He noted that their estimate for Reidsville was two million dollars for the first phase and they came out 1.4 million, so there was quite a bit of savings compared to their estimates.

He explained that they have basically broken it down to Phase 1. For infrastructure, that covered items such as earthwork, erosion control, storm sewers, sanitary sewer, water, streets, pavements, ponds and the pump station. He explained that came up to a big number of approximately four million dollars. On Phase 2 and 3, for those infrastructure items, about \$800,000 (\$816,375).

He explained that for hardscaping figures, that included walls, signs, pavilion structures, sidewalks, benches, street furnishings, berming, and then landscaping and irrigation at the front entrance. He also added lighting, surveying and design items at a total of five million. He added that they had a \$900,000 Contingency in this budget so they could be one million dollars over this number.

Mayor Price thanked everyone for their presentation and opened the floor for questions.

Council Member Gover questioned ballpark figures on permitting costs.

Mr. Stimmel replied that a ballpark figure on that was basically cost of consultants and time and they put in some allowances under Engineering, which included some of the permitting involved. He explained that they were involved in the engineering of the project and then they hire a consultant relative to wetlands like ECS. He asked Ms. ? to give a figure.

For clarification on his question, Council Member Gover noted that they have excluded permitting and mitigation fees.

Ms. Poulos replied that for permitting they would be talking about less than \$5,000. For mitigation, that would depend upon what the actual impact was. For stream mitigation, it was \$125.00 per linear foot.

Council Member Epps asked if they were going to develop lot one first, did they still have to put that first pond in.

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Mr. Geda replied that they did. A road had to be in place, along with the pump station, utilities and all the infrastructure had to be in place. They could even do a smaller Phase 1 if they wanted to stop at the creek.

Mayor Price questioned at what point they could begin marketing the park.

Mr. Moss replied that they could begin as soon as they had a contract to purchase. He added that even if they stopped the road just past the creek, he would advise them to get over the creek, so that when they began showing the lots, they could actually show the property. He noted that currently a disadvantage was that they really did not have a way to show the property unless they get up in the air. He used an example in that there was a lot in Reidsville that sits by the railroad track. When you try to market it as a rail site, when you compare that site with the French Farm Site, because you can get into the French Farm right off of the highway, the French Farm Site had a slight advantage. They feel more comfortable if they could drive up onto the property.

Mayor Price commented that they mentioned that 80% of the leads came from the State.

Mr. Moss replied that was the current estimate.

Mayor Price if they would list the property to which Mr. Moss replied that the list the property on the State site as well as other sites, as soon as they have a long term option or a purchase contract.

Mr. Zimmer added that one difference between Eden's park and Reidsville's park, Reidsville had a certain percentage of Phase 1 that was gravity fed and sewer there. There was no sewer here, so Raleigh may have a little bit of a problem because there may be a year or two before they actually have sewer.

Mr. Moss agreed and that was true with this particular lot in Reidsville and the French Farm. In order to serve that lot they have to have a pump station as well. Once you get the pump station designed and that force main designed, it enhances the ability to market it.

Council Member Gover mentioned the Hopkins property. That land was open.

Mr. Moss agreed that land was for sale. He added that they were almost finished with getting some preliminary items done from a study standpoint. He also added that they had to choose when the city decided what other properties they wanted to do for land use and the decision was made to do it for the French Farm. The difficulty with that property again was with the accessibility issue. He pointed out that they have to go through a neighborhood that was less than desirable. He explained if they were trying to bring in first class, hi-tech industry in, hi paying jobs, if they have to drive through that undesirable area, compared to other areas that they were going to in the state, they were not having to drive through a Mill Village to get to a world class industrial park. He added that their

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competition has access from right off of highways. He stressed the importance of looking at the gateway to their park.

Council Member Reynolds commented that he got the impression that it would be to their advantage to buy this flood plane.

Mr. Geda replied that if they could get a really good deal on it, yes it would be an advantage in terms that they have additional property.

Mr. Zimmer commented that just in having discussions with the property owner earlier on, they were open to keeping that property as well.

Council Member Vestal, referencing the Hopkins property, commented that fifteen or twenty years ago, Harrington Highway was supposed to go on down the other side of the river and connect. He then asked how important rail was in a development this large.

Mr. Moss replied less than 6% of all projects. He added that with their shell building, certainly it was important with some folks who were looking, but maybe only 1 to 3 clients that have looked at the building in a 2 ½ year period out of several dozen was that rail seemed to make a difference. He stated that everything just seemed to move by truck.

Mr. Zimmer added that rail users represent such a small percentage of the overall project was that to sacrifice the location, just to get access to rail versus putting yourself in the most marketable location did not warrant doing that.

Mr. Moss stated that he did not know how long that Harrington Highway extension had been proposed on their Thoroughfare Plan, but as long as it has taken just to get roads built, he pointed out that it had taken a long time just to get Highway 14 five-lanes.

Mayor Price thanked everyone again for their presentation. He then asked the Council to adjourn for a Closed Session.

CLOSED SESSION:

A motion was made by Council Member Gover seconded by Council Member Tudor to go into Closed Session to consult with the City Attorney in order to preserve the attorney-client privilege under G.S. 143-318.11(a)(3). All Council Members voted in favor of this motion. This motion carried.

OPEN SESSION:

A motion was made by Council Member Tudor seconded by Council Member Myott to return to Open Session. All Council Members voted in favor of this motion. This motion carried.

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ITEMS ADDED TO AGENDA:

Authorization of legal action against 907 South Van Buren Road to enforce provisions of the zoning ordinance regarding junk yards and outdoor storage.

A motion was made by Council Member Grogan seconded by Council Member Myott that this be approved. All Council Members voted in favor of this motion. This motion carried.

Consideration of appointment to the Board of Adjustment.

Council Member Vestal asked to appoint Jerry Chaney to the Board of Adjustments.

A motion was made by Council Member Vestal seconded by Council Member Gover to appoint Jerry Chaney to the Board of Adjustments. All Council Members voted in favor of this motion. This motion carried.

PUBLIC HEARING SET:

Mayor Price then entertained a motion to schedule the Public Hearing to be held on February 19th, (during the regular Council Meeting) for provisions regarding the future industrial park.

A motion was made by Council Member Tudor seconded by Council Member Epps to call for a Public Hearing to be held on Tuesday, February 19th. All Council Members voted in favor of this motion. This motion carried.

ADJOURNMENT:

A motion was made by Council Member Grogan seconded by Council Member Myott to adjourn. All Council Members voted in favor of this motion. This motion carried.

Respectfully submitted,

Sheralene S. Thompson
Deputy City Clerk

ATTEST:

Philip K. Price
Mayor