

MINUTES
BOARD OF ALDERMEN
FEBRUARY 11, 2016

Mayor Blair called the meeting to order at 5:30 p.m. in Council Chambers of Town Hall.

Attendance: Mayor William J. Blair III, Mayor Pro Tem Darryl Mills, Alderman Elizabeth King, Alderman Henry E. Miller III, and Alderman Lisa Weeks; together with Town Attorney John C. Wessell III, Town Manager Timothy W. Owens and Town Clerk Sylvia J. Holleman.

Pledge of Allegiance led by Boy Scouts from Troop 132.

Invocation by Rev. John McIntyre, Wrightsville Beach Baptist Church.

PUBLIC COMMENTS: BILL SISSON – L.E.D. LIGHTS; SUE BULLUCK – PROPERTY OWNER OUTREACH.

Mr. Bill Sisson, 16 Shore Drive, stated that he would like to talk about the L.E.D. street lights that Duke Energy recently installed. He said, "I woke up at two o'clock in the morning and it was like daylight in my bedroom even though all the shades were drawn. I understand the reason for L.E.D. and I fully support saving energy; however, when it has a negative impact on the quality of life of the residents, I think some sort of compromise has to be struck. Putting a shield around the light might work to direct the light downward because we're basically talking about light trespass and that's actually against our ordinance; although I understand that Duke doesn't have to abide by that. If it takes reducing the wattage in some of the neighborhoods where everything is close together, that's fine, too. They should be able to help us come up with something that's reasonable so we can all get what we need and maintain the safety that the illumination gives us. I would just ask you to entertain going to Duke to see if we can come to some sort of compromise and work this out."

Ms. Sue Bulluck said, "I'm here to ask you to join the Chamber in a process which we're all involved in. In the past months, we've been listening to Ports and Waterway and the lobbying information from the national and state levels, and as we all know, the federal money is always at risk and even more so as we move further. We have no real plan yet in place for state money, although there are folks working on that. In the meantime, the County has hired a new federal lobbyist and, in support of that person and in support of the County that has just pulled together a letter of request to all of our congressional delegation, we've come up with a mechanism for support for those congressional committees that are made up mostly of folks not from North Carolina. We need to have a larger reach out to educate and to ask people for help. We have a tool from the County that has been sent to the Chamber at our request and to Tim (Owens) which itemizes every property owner on the beach as to their home address. Of our 3,000 or so parcels, we've got about 300 homeowners that are in other states. So, we have talked to Layton Bedsole and to the new County coordinator, Ruth Smith, about putting together letters of request to those out-of-town property owners to contact their congressmen in support of our request to Congress about Wrightsville Beach's coastal proposals, both the cap elimination and the reconstruction money. It's really an effort to use this cycle of election time to our benefit. We have put together a rough draft letter which we will provide to you all and, hopefully, we can join in a public/private partnership reaching out to our owners who live out of state, who can then touch their congressmen. Then, when we get into the short session and we get into the state negotiations, we probably would like to do the same thing with property owners who do not live at Wrightsville Beach but live in other parts of the state."

Ms. Bulluck continued, “So, it’s a request for your cooperation. Whatever we do will ultimately be coordinated with the County public affairs folks and we’d like to work with Tim (Owens) and you all on at least taking every opportunity we can and pushing every pathway we can because we’re really facing a huge economic penalty if we lose federal dollars and have no state dollars. So, I’m pushing direct action proactivity in an election year when all of these folks listen more.”

CONSENT AGENDA APPROVED UNANIMOUSLY BY MOTION OF ALDERMAN WEEKS AND SECOND BY ALDERMAN MILLER.

- a. Approved minutes of December 10, 2015 Board of Aldermen meeting.
- b. Approved special event permit requests as follows:
 1. Blockade Runner 7th Annual Wrightsville Beach Biathlon (75 participants)
Saturday, March 5, 2016 (8:00 am – 4:00 pm) (race begins at 9:00 am)
Location: Blockade Runner, paddle around Harbor Island, cross Waynick to run the beach strand from pier to pier
 2. Easter Celebration, North Pointe Church (200-250 participants)
Sunday, March 27, 2016 (6:30-8:30 am)
Location: Beach Strand on south side of Chrystal Pier
 3. Easter Vigil Sunrise Service, Church of the Servant (125 participants)
Sunday, March 27, 2016 (5:30-8:30 am)
Location: Beach Strand at Access 4 (L-shaped parking lot)
 4. Sunrise Wedding – Hubbard/Sicat (6-9 participants)
Monday, July 4, 2016 (6:00 – 8:00 am)
Location: Beach Strand north of Access #3 (2504 N. Lumina Avenue)
 5. UNCW Beach Blast (3,500 – 4,000 participants)
Tuesday, August 16, 2016 (7:00 am – 5:00 pm) (event 11:00 am – 3:00 pm)
Location: Beach Accesses 36-37 – Crystal Pier
 6. YMCA Pier to Pier Swim (400-500 participants)
Saturday, September 10, 2016 (6:00 am – 1:00 pm) (race begins at 9:00 am)
Location: Mercer’s Pier to Crystal Pier (direction of swim will be determined according to current on event day; parking and registration is held in WB Park.)
 7. Cape Fear Habitat for Humanity Turkey Trot (approx. 2,400 participants)
Thursday, November 24, 2016 (8:30-11:00 am) (6:00 am setup)
Location: WB Park and Loop, N. Channel, Coral, Salisbury Street
- c. Acknowledged previously approved special events for March.
- d. Acknowledged departmental quarterly reports covering the months of October, November and December, 2015 with the exception of the Police Department.
- e. Approved revised 2016 Board of Adjustment Meeting Schedule to cancel the February 25th meeting.
- f. Adopted Resolution No. (2016) 1967 to approve a contract for auditing services with Martin Starnes & Associates, CPAs, P.A. for the period beginning July 1, 2015 and ending June 30, 2016.
- g. Approved revised 2016 Planning Board Meeting Schedule to change the March 1st meeting to March 8th.

PRESENTATION AND REQUEST BY THE WRIGHTSVILLE BEACH FOUNDATION AND THE HARBOR ISLAND GARDEN CLUB TO PURSUE SEVERAL PROJECTS TO ENHANCE THE TOWN'S ENTRYWAY AND THE HARBOR WAY GARDEN.

Ms. Elise Running, representing the Harbor Island Garden Club, said, "We would like to up-light two oak trees that are at the main entrance into the Harbor Way Garden. At the same time, we would also like to put lighting onto the arbor itself that would show the sign better at night. We're trying to garner interest more so into the Harbor Way Garden which is funded by and maintained by the Harbor Island Garden Club. We feel it would be aesthetically pleasing besides the fact that in that area at night, it's very dark. We're asking for the very same L.E.D. lights that are on the oak trees on this side of the drawbridge. There would be three up-lights on each tree and one on each side of the arbor. Evan Morigerato brought the estimated cost in at \$11.46 electric-wise." When asked if they would be on timers, Ms. Running said they would be on timers for an estimated eight hours a day, 365 days per year. Mr. Owens said, "We would partner with them as far as the permitting goes with D.O.T. like we did with the entryway lighting. So, we'd have to submit an encroachment agreement, not necessarily for the arbor lighting, but for the tree lighting." Alderman Weeks said she walks the loop a lot and it is dark and dangerous in that area at night and we may want to expand it at some point.

Mrs. Linda Brown, representing the Wrightsville Beach Foundation, said "In an attempt to be environmentally friendly to do away with plastic water bottles, we came up with an idea for the fountains. There is a fountain at the park at the basketball area and there's a fountain at the entry to the Harbor Way Garden which is really the entry to our beach. We began investigating refillable water bottle stations. We approached Dumay Gorham Designs, LLC, and we met with Tim Owens and an employee at Public Works about doing this." Mrs. Brown distributed copies of preliminary drawings that Dumay did and said, "The surfer one would be the one we would propose for the park because of the children and it's more family-friendly there. The other one would be where the fountain is now at the entrance to the garden. When we started this, we thought we would have to do the whole fountain thing but we find that we can use the existing fountain that is there now and, from our understanding from the Town and Public Works, we can do the plumbing and whatever needs to be done to that existing fountain. We would sandblast that fountain and make it a stainless color. The idea is to attach a sculpture to the backside of the fountain and, at the same time, we would attach the refillable water bottle station on the post. We're in the planning stages and want to get your permission to proceed to get funded for this and get it all designed like it would actually need to be done and this would be at no cost to the Town. We want your approval that when we proceed with this, we can actually do this and attach the stations. Looking into the future, we already have a couple of sponsors – Town business people who would like to help fund this project. It could also lead us to refillable stations at the Trolley Stop, on Salisbury and all of our fountains if we can get the ball rolling. But this was to make our beach more environmentally friendly." When asked about Christmas lights, Mrs. Brown said, "We just ordered thirty more snowflake lights because they were on sale in January. They're here and ready to be put up. The Foundation funded that." A brief discussion followed regarding lighting at Keel and Causeway Drive. Mrs. Brown suggested something more decorative than what Duke Energy would do and partnering with the Garden Club to attach decorative containers. She said the up-lighting on the live oaks was still coming along. Alderman Miller made the motion to accept the fountain and the lights as donations to the Town. The motion was seconded by Alderman Weeks and unanimously approved.

PUBLIC HEARING FOR CONSIDERATION OF A TEXT AMENDMENT TO SECTION 155.8.4: REQUIRES A PROPERTY OWNER ATTEMPTING TO ELEVATE AN EXISTING STRUCTURE TO COMPLY WITH SETBACK REQUIREMENTS OF THE LOT IF SUFFICIENT AREA EXISTS ON SAID LOT. ORDINANCE NO. (2016) 1756.

Mr. Wilson gave a Power Point Presentation and said, “The Planning Department received a text amendment petition on December 21, 2015 from Mary Gornto to amend Section 155.8.4 to delete the portion of that section that requires a property owner attempting to elevate an existing structure to comply with the setback requirements of the lot if sufficient area exists on the lot. Staff feels the language to be deleted puts an extra burden on property owners. The whole idea of the flood ordinance is to have houses out of the flood but trying to move the house is an extra cost to the property owners. There are existing nonconforming ordinances in place to restrict any additions that are allowed on these structures. So, if they choose to elevate their house and leave it in the same spot, there are some ordinances that will not allow additions into the setbacks. On January 5, 2015, Planning Board members voted unanimously to forward a favorable recommendation to the Board of Aldermen for the approval of the proposed text amendment. Staff recommends that the Board of Aldermen adopt Ordinance No. (2016) 1756 along with the Statement of Consistency.”

Mayor Blair opened the public hearing at 5:52 p.m.

Mr. Carter Lambeth said, “I’m here representing Mary Gornto, Charlotte Murchison and Alex Murchison who are owners of 301 South Lumina Avenue. It’s been in their family since 1926. The house survived Hurricane Hazel but they find it now to be to their benefit to be able to raise it up to make it CAMA compliant for purposes of insurance and that type of thing. The way the ordinance is now would require them to probably tear down the other structure on their property and they wouldn’t be able to use the space underneath it once it’s raised up for additional parking. This text amendment would, in effect, allow them to raise the structure up where it’s currently located in the current footprint and it would save them a lot of money and also save other property owners with similar lots. So, if you adopt this text amendment, it will benefit not just them, but a lot of other people, too, and it won’t detrimentally affect the Town’s right to control nonconforming uses. I urge you all to adopt this. It was approved by the Planning Board unanimously and there has been no negative comment that I’ve heard from any source.”

Mr. Carlisle Gee, 502 Lumina Avenue, said, “When we raised my parent’s house, we had to slide it back seven feet. Are you saying with the new amendment, they’re not going to have to?” Mr. Wilson said they would have the option to leave it. Mr. Gee said, “That little front cottage, which would never be able to be built now, they can just leave that and raise the back part up; or are they going to raise the cottage up?” Mr. Wilson said they would leave the cottage like it is. A brief discussion followed regarding what would be allowed with the proposed text amendment.

With no further comment from the public, the hearing was closed at 5:56 p.m.

Following a brief discussion regarding the fact that property owners should not incur additional costs to get their homes off the ground and the positive impact this would have on flood insurance rates, Mayor Pro Tem Mills made the motion to adopt Ordinance No. (2016) 1756 and the Statement of Consistency. The motion was seconded by Alderman King and unanimously approved.

PUBLIC HEARING FOR CONSIDERATION OF PROPOSED CHANGES TO CHAPTER 70 GENERAL PROVISIONS AND CHAPTER 74 STOPPING, STANDING AND PARKING OF THE TOWN CODE AND CONSIDERATION OF OTHER OPERATIONAL CHANGES FOR THE UPCOMING PARKING SEASON. ORDINANCE NO. (2016) 1757 AND BUDGET ORDINANCE NO. (2016) 427-B.

Mr. Owens stated that Mr. Wessell had drafted the proposed ordinance in order to implement items that were discussed during a series of Board meetings and presentations by Lanier Parking. He then reviewed the following proposed changes:

Section 70.38: Amount of Tax. An annual license tax required for people residing within the Town (also used for hurricane re-entry). The current amount of the vehicle tax is \$5. The proposed annual tax would be \$15 before April 1st and \$30 after that date.

Section 74.38: Hours of Operation. This section of the ordinance establishes metered date and time provisions for the following:

- Metered spaces on Keel Street from May 1st to September 15th from 10:00 a.m. to 5:00 p.m.
- The Town parking lot at Access #36 (near Oceanic); parking areas on East and West Salisbury Street; the Town parking lot at Access #4 (L-Shaped Lot); and the Town parking lot at Access #2 (south of Shell Island Resort). Parking enforcement will be from March 1st through October 31st from 9:00 a.m. to 7:00 p.m. (extended from 6:00 p.m.).
- The parking lot adjacent to Town Hall and adjacent to the Tennis Courts from March 1st to October 31st from 9:00 a.m. to 6:00 p.m.
 - OPTIONS 2/3: May 1st to September 15th from 10:00 a.m. to 5:00 p.m. or consistent with the remainder of Harbor Island from May 1st to September 15th from 9:00 a.m. to 6:00 p.m.
 - Note: Allowance for two-hour free parking and the use of residential parking permits at these lots.
 - Note: Paid parking can be waived by the Town Manager or Director of Planning and Parks for Special Events. (Further direction should be given on this by the Board.)

Section 74.39: Designation of parking meter zones. This section designates parking meter zones at the following locations:

- Keel Street from Old Causeway Drive to Seacrest Drive.
- Marina Street from Old Causeway Drive to Short Street.
- Parking on Gene Floyd Drive adjacent to Town Hall.
- Parking lot adjacent to the Tennis Courts.

Section 74.42: Residential Parking Permit.

- This section raises the current residential parking permit from \$25 to \$35.
- This section restricts those that have a residential parking permit to park without the appropriate parking fee at:
 - Off-street parking lots not specifically named in the ordinance and on-street parking areas that limit the amount of time that one is allowed to park.
 - All metered spaces on both East and West Salisbury Street.
 - All metered spaces on South Lumina from Sunset Avenue to Lula Street.

- Vehicles with residential parking permits will not be able to remain in the same parking space for seven consecutive 24-hour periods. At the end of the seven consecutive 24-hour period, the vehicle must be moved a distance of at least 500 yards from the space in which the vehicle was previously parked.
- The civil citation for staying more than seven consecutive 24-hour periods will be \$150 or other remedies as set forth in the proposed ordinance.

Section 74.43: Ordinance Amending the Fee to be Paid for Commercial I and II Permits. This ordinance raises the Commercial I Pass from \$500 to \$550 and the Commercial II Pass from \$125 to \$150.

Section 74.49: Parking Restrictions for Gene Floyd Drive and the Public Parking Lot Adjacent to the Tennis Courts Located on the Town Hall Complex. The following are those restrictions created by the proposed ordinance:

- This section establishes a provision that the first two hours of parking are free in the parking lot adjacent to the Town Hall and next to the Tennis Courts. Following the first two hours free, the standard parking rate shall apply. The current restriction is a maximum of three-hour parking and is hard to enforce.
- The Town can erect signs restricting parking at both facilities for employee parking only or for Town business only to include the entire Municipal Complex at the discretion of the Town Manager.
- Vehicles displaying a current residential parking permit can park at both facilities without paying the required fee.

Other Action Items:

- Remove current pay station from Lagoon Drive and install it at Marina Street. Lagoon Drive will become a Pay-by-Phone area and signed accordingly.
- Remove meters from West Oxford, West Fayetteville, West Asheville, and West Atlanta Streets and transition them to Keel Street. The streets that were listed above will now become a Pay-by-Phone area and signed accordingly.
- Install one pay station in the Town Hall parking lot. Install two pay stations in the Recreation parking lot. Pay stations will be moved from West Columbia, Seagull and Shearwater Streets to these locations. Transition West Columbia, Seagull and Shearwater Streets to a Pay-by-Phone area.
- Residential parking permits will only be allowed to be sold directly to the owner of the property or to a designated rental agency employee with permission from the property owner. This eliminates the current practice of allowing renters to present written permission letters from the owner of the property (could consider notarized written permission from the property owner on forms provided by the Town as an option given the number of absentee owners that do not live in the area.)
- Compact car spaces: Last year, after concerns were raised about enforcement, we went back and stickered all parking meters under the coin slot that read “Compact Cars Only.” In order to clarify that further, we will re-sticker the meters to read, “Compact Cars Only: Entire vehicle must be parked completely within the space to avoid a citation.” This should leave little doubt as to what the vehicle owner is supposed to do. We do not recommend removing any compact spaces.

Mr. Owens asked the Board to consider Ordinance No. (2016) 1757 for the proposed ordinance amendments; Budget Ordinance (2016) 427-B for the proposed changes to the rates for Commercial I and II passes; and approval of the “Other Action Items” being proposed. Following a lengthy discussion regarding compact car parking and when citations would be issued, there was Board consensus to issue citations when any portion of a vehicle is over the line and to make that apply to all vehicles and not just compact cars. It was also agreed that the enforcement people would receive clear instructions during their orientation process.

The Board then discussed the proposal for vehicles with residential parking permits not to be able to remain in the same parking space for seven consecutive 24-hour periods. Mayor Blair noted that this ordinance would give the Town the ability to address derelict vehicles. When asked about enforcement, Mr. Wessell said, “If you can send someone out four times a day for seven days and verify that a car has been parked in the same spot for seven days, I think that’s sufficient evidence.” Lanier Parking Manager Bryant Sykes stated that it would be lightly enforced with a generous appeal process.

Mayor Blair explained the importance of sustaining parking revenues in an effort to help pay two million dollars every four years for beach nourishment so the full burden would not fall on property taxes. Mr. Owens agreed and said without parking revenue, we would have to cut back services or raise property taxes. Alderman Weeks noted that we continue to expand the areas where we’re asking Lanier Parking to monitor and enforce parking and it costs extra to pay for the man hours to do that. Mayor Blair agreed and noted that we have staggered the shifts to try to get greater enforcement at a lesser cost. He said Lanier also reduced their fee this year, so he felt everybody was trying to pitch in for the net number.

Mayor Blair opened the public hearing at 6:25 p.m.

Mr. Tim Taylor, 104 North Lumina Avenue, said, “I think you missed out on a couple of revenue opportunities and I wanted to give them to you if they could be added; if not this year, hopefully next year. First, you should make people get a decal if they are getting a parking pass and you should enforce that. Regarding the parking permits in Chapter 74.42 going up \$10; I don’t have a problem with that but as a taxpayer and a resident, I see all the people here that are either students or renters that are paying the same fee but they’re not paying any other fees. I’ve talked to neighbors and other people and we think the fee should at least be doubled for them and that would still be a deal for them. You have houses where owners have two parking permits and there are six college kids living in their house that also have parking permits. I think we need to control that a little better. I feel a lot of our decreased revenue from the parking comes from all these parking permits out there. You’ve got more than two for half the households and I think that should be monitored. But, definitely raise the prices for the people that are not taxpayers and don’t let them just walk in with a letter and say they want a parking pass; it should be the owners or the rental agency or a certified letter or something for them to get that. I agree with the compact car spaces. Where I live on North Lumina, we’ve got a big problem all winter and in the summer with people parking in the emergency lane. Most of the people in that area know that and they’ll park there all weekend and they won’t get a ticket. First of all, that ticket is the same ticket as if you just stay in a parking space but that’s a hazard to be in those parking zones. We should instigate towing; if we started towing one or two of them in the summertime, they’d quit doing it. It says towing on the sign and we should do it. So, I think the fine should be increased; it shouldn’t be the same fine as a parking fee.”

Mr. Owens agreed that the people getting parking passes should get a decal as well. Mayor Blair expressed the need to have a more sophisticated way of tracking decals and parking passes. Mr. Taylor said he felt people that are not permanent residents and taxpayers should pay more for the parking pass. He said that would be extra revenue to pay for the beach. Mr. Wessell stated that the residential parking passes (hangtags) are issued to the property owners – two per unit. Mr. Taylor said there are eight college students in two houses across from him and they park in every spot all week on Lumina Avenue. Mayor Blair expressed concern that the parking passes are sold on Craig's List and E-Bay as well.

Mrs. Dorothy Pastis said, "I have had a house for quite a while, I've paid a lot of taxes. I have an apartment downstairs. I cannot get two passes. That's not right. I get one for upstairs and that's it. How do all these kids going to college get passes who don't even own homes?" Mayor Blair explained that they get them from the owners. Mr. Owens noted that property owners can get two passes per dwelling unit.

Mr. Charles Hunter, 114 South Lumina Avenue, said, "I have been here before and talked about blocking the access and it continues even in the off season. It's all related to the compact car because you shortened some of the standard slots to accommodate the compact car. This morning, the Town Manager came over and looked at it; he parked his pickup in the shortened standard slot and it didn't fit; the front bumper was encroaching into the compact car slot. If the slot is open, somebody is going to park there. So, another summer of not being able to access my dock with my dock cart. I don't like it because I do pay taxes and I can't get the parking passes for that lot because it can't be built on. I'm sort of stuck when they block the gate. And I'm not the only one in that stretch that this is happening to. The only answer I have is to take the compact car slots out and make the standard slots all big enough to accommodate Tim's truck and any SUV that parks there. Just giving somebody a ticket doesn't remove the obstruction to my access. It's a real problem. I understand your problem for finances but there has to be a better way than obstructing access to our property." Mayor Blair said, "I agree with that. I don't think any of us on the Board want to put finances in front because we all live here, too; we all share the same issues and concerns. But we are also expected to make good financial decisions. It would appear that enforcement has been sort of a problem on our end in relation to what I think are some of the issues that you've had." Mr. Hunter said, "Enforcement has been an issue but, again, just giving them a ticket doesn't remove the obstruction, which is the real problem because I have to use a cart. So, if I can't get the cart past the bumpers of the cars that are blocking my gate, it's a real problem and it's almost every day during the summer." Mayor Blair said, "I, personally, am not in favor of eliminating parking places unless they're so egregious – but if there are things we could tweak to make them better, I think we would naturally try to do that, but I have to defer to the Town Manager." Mr. Owens said, "We talked about some options today. Before it was resurfaced, he had a five foot opening with a twenty-foot space on one side and a twenty-three on the other. Now he has two twenties and a six-foot gate. There's a compact space on this side and also, his neighbor didn't have an opening at all and we gave his neighbor a four-foot opening, so it did kind of crunch things in. We could maybe shift some things around and give a foot or two difference that may help a little bit. In talking to him, he's philosophically against compact spaces and that's the main part. But I did offer to try to do some adjustments to help, too." Mr. Hunter said, "Well, I'm philosophically against them because I didn't have this problem until they went in." Mayor Blair said, "We will see what we can do and we will have better enforcement." Mr. Hunter asked if there was an option to tow vehicles that are blocking an access. Mr. Owens stated that we only tow them after they've been booted for a certain amount of time."

Mr. Greg Campbell, 15 East Oxford Street, stated that he would fall under the category of 'philosophically opposed' to the compact car parking. He said, "I thank you for the vision that you have for the replenishment project and to raise that money. I think that is the number one issue." He then referenced a Lumina News article about thirty compact car spaces and said, "I take exception to the Lanier representative on availability and on enforcement. Last summer, I came over four times to get an opinion on the compact cars because on our street, when you extended the black top down to the end, you picked up five new spaces on the block. Of those thirty spaces that I read about in the paper, seven compact spaces are on East Oxford Street. That's 23% of the total on the island. I have the same issues that I've heard with the over extension into the driveway and I've had to change that particular sprinkler head six times. One of the bigger issues is the entitlement and arrogance of the \$15 per day and what that entitles them to; not only the space but not taking care of the trash in front of people's homes. That's what the compact spaces have done on Oxford Street. So, whatever the revenue is, I personally don't think it's worth it. I also don't think that when you look at the way it's been approached, if 23% of your total spaces is on one street. On the ten blocks east and west is one other compact space; it has the same number of spaces and close to eighty feet more of parking spaces. The average space between East Oxford and West Fayetteville is four feet per space. So, I'm not in favor of compact spaces. But if you're looking to increase revenue, I think you don't need to take a piecemeal approach to the issue, but a comprehensive approach because it's obvious that hasn't been done when 23% is on one street."

Mr. Mike Edmonds, 601 North Channel Drive, said, "I'm not opposed to an additional \$10 going into the sand fund. I think everyone that comes to Wrightsville Beach when they realize what we're up against should and would contribute to that. I had a question about the changes on the residential hangtag where you could park (Section 74.42). Are you saying that if you have a hangtag, you cannot park on East and West Salisbury Street?" Mr. Owens said that was being proposed – East and West Salisbury, South Lumina between Sunset and Lula, the one-hour spaces downtown, and parking lots. Mr. Wessell noted that this wasn't new to the off-street parking lots and the one-hour parking spaces. Mr. Edmonds said, "I pay taxes and I buy my two allotted tax decals. I do take exception to not being able to park on East and West Salisbury and I take quite the exception with not being able to park on South Lumina Avenue. I wish you would strike those two ideas; I think that they're ill conceived. I don't have a problem paying an extra ten dollars on either the hangtag or the permit. The reason I need to buy those is that on Harbor Island, there are a total of fourteen residences with absolutely no off-street parking; we have to park on the street. There is a total of eighteen that only have one parking space on Harbor Island. So, I've got a problem with the seven-day deal. If I was parked out there, to move my automobile the length of five football fields, I'd have to take it off of North Channel Drive and park it somewhere else. So, I have a little bit of a problem with that and I'm glad to hear you say you're not going to be a real stickler for enforcing that. I want to go on record as being opposed to any additional metered spaces anywhere on Harbor Island, especially by the marinas. I've got friends that live off the island that rent rack space from Atlantic Marina. I don't think you need to meter those few spaces that folks can come if they're doing business with the marinas or going to Causeway Café to get breakfast. I think we've metered the island enough and I don't like the idea of metering these few remaining spaces in the business district of Harbor Island. I'm going on record as being opposed to that. And, if we buy a tag, let us park on Salisbury Street." Mayor Blair noted that the area on South Lumina Avenue from Sunset to Lula was probably the worst area for college kids hanging out at the paid meters because they like to go surfing.

Ms. Karen Dunn, 622 Waynick Boulevard, distributed copies of pictures showing her access and said, “My concern is the blocked access. I use my residential stickers or passes to have my access, hopefully, free where I can get in and out. One of the problems is that, initially, when the new parking spaces were lined, I lost about a foot and a half of access. You can see from this picture that my gate barely fits my Sunfish, which comes from across the street. Just two examples of a van and then another car, and I don’t think it was summertime, so what this other gentleman had indicated is true all year round, if there are two cars that are over the line, it severely inhibits my access to my dock and to my property. Whether or not this seven-day restriction is going to fall, I just think it’s a very difficult thing for you to enforce. But, it really is a problem, especially on Waynick. Neither of these are compact spots but again, I have barely 48” and if you hang over a foot, I’ve got two feet to get through. So, it’s a real problem. I’ve been a property owner since 1989. I always thought the hurricane sticker was the cost of providing the decal and the administration at \$5. I’m opposed to having it go up to \$15. My house is not a million dollars. As far as the cost for the passes to go up to \$35, I’m willing to go up to \$35. Again, specifically, are all of these additional funds going into the beach re-nourishment? Is it going into the general fund? These are the questions I have with regard to where these funds are specifically going. We all live here because it’s a wonderful place to live. I think we’re also limiting people that may not be able to afford to come here and pay for parking all day. I’d like for you to consider having a Wave Bus Stop come in to this Town Hall area and allow people to come in to use the public trust lands. Really my concern is, if there’s no towing – what do you have to do to have the ability to tow cars? I work Monday through Friday long days. When I want to go sailing and I can’t get my boat to the water, it’s a real problem. You can ticket people all day but if I can’t get to my property, what do I do?”

Mr. Carlisle Gee, 502 Lumina Avenue, said, “As a citizen, I don’t think we should have to pay for a pass at all but I don’t mind paying. I don’t want to have a raise if we can help it.” Mr. Gee referenced the proposal not to allow parking on South Lumina with a hangtag and said, “The reason to have a resident parking space is because everybody doesn’t live on the main island. For people like me that live on Harbor Island, and I surf and fish, I go to the south end wherever the surf is. That’s why I have a parking pass; it’s not for my little house. It’s ridiculous that I can’t park everywhere with a pass. We’re getting to the point where we don’t need to have a pass if there’s nowhere to park with a pass. Don’t do that, please. And the compact car space is the most ridiculous thing in the world. What is the definition of a compact car? There needs to be a standard size. Mr. Wilson informed me that if you have a split driveway with two separate fingers, they can put a space between those fingers. You could solve a lot of problems by getting rid of the compact car spaces. If you want to make more money, they have spaces for lifeguards that are marked off. We only use lifeguards for three months of the year so they could easily take those signs down for the months there are no lifeguards – that’s about ten more spaces. I also think it’s crazy that they have to put all those hoods on all those spaces on Lumina Avenue between Johnnie Mercer’s Pier and Roberts for the fire trucks. During the weekdays, that’s a lot of money you’re giving away. You could put the hoods on the meters on the more crowded holidays. If there’s a fire, there’s plenty of space on both sides for cars to get out of the way. If you put meters over here, you’re going to probably put these people out of business. But if you do put meters over here, I would suggest doing a one-hour – enough time to eat dinner; maybe a two-hour meter at a very reduced rate because those people are spending money. Don’t make a person not want to go to the beach to eat dinner just because they have to spend \$5 on parking. If you’re a pro-business person, that’s almost like a tax on those businesses, even though they’re not paying it, you’re taking customers away from them.”

Mr. Gee continued, “Also, if you’re renting or not, whoever owns that house is paying taxes. So it does not matter who’s living there – college kids or not. That unit is paying taxes. Another thing is, nobody buys the Town access stickers unless there’s going to be a hurricane. I would suggest that somehow, when you get your bill for property tax, that sticker could go in there and just be added to your property tax. That way, everybody is given that sticker. It’s like a tax that’s not ever enforced because if you don’t buy them, nothing happens to you. Tonight, please do not pass anything unless you really consider what you’re going to do with the businesses on Keel and Marina Streets. And I don’t think folks should have to pay to park in the Town park. You have to think about what you would want to do when you go on vacation – do you want to have to pay a bunch of parking – it’s a two-way street – you do not want to be taken advantage of. So, don’t increase the residential pass if you don’t have to; don’t tax these guys over here if you don’t have to; and if you want to make more money, let people buy more than two residential passes.”

Mr. Harold King, 10 Island Drive, said, “I object to the windshield sticker – no problem with the hangtag. And I really don’t have a problem with the \$15. You said we take in two and a half million dollars on parking and you say we need \$500,000 a year?” Mayor Blair said, “That’s a minimum, based on what we estimate our obligation is.” Mr. King said, “And you also said we have no good way to enforce windshield stickers.” Mr. Owens said, “We know who has them and who doesn’t have them. What we can’t do is know who is here for thirty days. We don’t know if you live here or not.” Mr. King said, “My objection is that taxation, and this is taxation, should be fair; everybody should be paying a fair share. In this case, it’s a voluntary effort. If I volunteer to get a sticker; I get a sticker. I bet there are some folks in this room that don’t get stickers. They only need them because they think they may want to get back on the beach. It’s always been a tax and it’s always been a requirement. You need to have some way to enforce this. If you go up three times on the price, probably a good many people won’t go get them anymore.”

Mr. Henry Temple, 210 North Channel Drive, said, “I think the hurricane tag and the parking tag should be paired. I think you shouldn’t have one without the other and that way you will insure that everybody that wants a tag will pay their fair tax and that would be easy to regulate – if you get a tag, you get a sticker. I do think the ordinance is unnecessarily confusing to the general public. I don’t understand it and I’ve read it and I’ve listened to it and I’m not mentally deficient. I think there’s a lot of “what ifs” and a lot of unnecessary aggravation to the citizens with the parking. Things like you go to the Trolley Stop to get a hot dog; you haven’t got any change. So you go in to get change to put in the parking meter and you’ve already gotten a ticket. You have not much recourse there. I think if you have a tag and a sticker, maybe you get two get-out-of-jail-free cards and you can say, “I’m sorry; I’m an owner and here’s my little get-out-of-jail-free card.” And I’m forgiven automatically twice a year. I think there could be creative ways to do it. I think there is a lot of free parking at churches, especially on the weekends. People give a donation and they fill up their parking lots. They make money; we don’t. The churches don’t pay taxes and I just think they should not be allowed to use their parking spaces for non-church activities. In many places in Town, sidewalks are blocked by parked cars; you have to walk down the street because you can’t get by on the sidewalks. My recommendation is that you try to make it simpler.” Mr. Owens said, “I think as long as they are not taking donations or charging, people are allowed to park there for free. It’s against our ordinance for them to take donations or to charge. If the Board wishes, I can send letters to each of the churches.” Mayor Blair asked Mr. Owens to work on how we could do an organized church approach and present that to the Board at their March meeting.

Ms. Sue Bulluck said, “I’m here for the Chamber and on behalf of Moore’s Inlet LLC and I’m here to bring a little bit of managing expectation. We have three ways of raising revenue: fees, ad valorem taxes, or other taxes. The \$500,000 a year estimate for beach nourishment is a nice figure but unrealistic and, based on projections coming, will not be enough. While parking is a good revenue source for us, I want everyone to understand that it is a bandaid. As we approach infrastructure issues for the island, new water sources and sewer, and increased beach reconstruction problems, parking is not going to solve our problems. We either raise our ad valorem base by new infrastructure which supports new businesses which raises ad valorem taxes, or we bite the bullet and everybody pays more pennies on the dollar. The businesses in this community, while they’re willing to pay their fair share, it isn’t the businesses that are providing the services frequently, but the owners of the buildings whose tax rates have been amortized out and need to be reassessed. The businesses on Short Street and Keel Street have asked that I bring a message from that business sector that putting meters on those streets will not only damage the business but it will impair and possibly impact safety with the loading of boats and coming and going of merchandise. The main message from the Chamber is that our parking revenue is just about maxed out and the fact is that it’s not going to provide the revenue. We want to work with you on improving the tax base and revitalization; we want to work with you on other revenue solutions that we’re going to have to go to the Legislature for. Everybody has to either work together and do something about revenue from other sources, or we’re going to have to pay more taxes.”

Mr. Jim Smith, 54 Pelican Drive, said, “I think when you pass this, you ought to extend some sympathy to the folks that do not have off-street parking. I can’t see people having to pay taxes, then pay for decals, then pay for a resident hangtag, and then they have to bother moving their car.”

Mr. John Moore, resident of Schloss Street, said, “I’m from Little Chapel on the Boardwalk and we only request three times a year during the peak three holidays during the summer. There is no parking down here and we only ask for a donation for a mission trip – it’s not for the church.”

Mr. Edmonds said, “In regard to Wrightsville Beach Baptist Church, we have never asked for a fee to park there. We do accept donations. We park probably a good third at zero cost. If we weren’t down there, it would be a big mess for all the neighbors but we do staff it during Memorial Day, Fourth of July Weekend, and sometimes on Labor Day, we do take donations to our Haiti Mission or the other mission, but we do not charge anybody to park in that church parking lot. If we were not there, folks on North Channel and Coral Drive would have a problem and the Board would be receiving many emails from those folks because those lots would be full; they’d be a mess and they’d be all trashed up.” Mayor Blair stated that the Board would take that issue up in March.

With no further public comment, the hearing was closed at 7:20 p.m.

Alderman Miller asked if the seven-day thing was just in metered areas. Mr. Wessell read from the proposed ordinance, “Shall not park in the same parking meter space.” He said, “A parking meter space is a space that is regulated by a parking meter, a pay station, pay by phone, or some other electronic device that regulates parking. It doesn’t apply unless it’s a parking meter space which is one where you have to pay to park.” Mayor Blair explained to the audience that the intent of the proposed ordinance was to address the specific problem of derelict cars being parked in one spot for months.

Mayor Blair said, “One of the things that came up tonight that I think we ought to consider is the combining of decals with parking passes; it makes it easier to keep up with. I think that is a pretty efficient way to do it.” Mr. Owens agreed and said we may not need to put that in the ordinance; when people come in to buy two passes, they would have to buy two decals as well. Mr. Wessell expressed the need to look at the ordinance to make sure that we would not be creating any issues with requiring people to get both. He said, “The decal is not a hurricane sticker; it’s a tax. So, I think we could require it with the purchase of a hangtag if the requirements for the two are the same and I need to look at the ordinance to determine that. I don’t think the Board needs to act on that; I think it’s just a vehicle for collecting it. You don’t need to not adopt this ordinance because of that.” The Board expressed the need to move quickly on that. Alderman Miller expressed the need to look into the issue of properties being issued more than two parking passes as well.

Alderman Miller stated that he would like to speak to the compact car issue. He said, “I’m not crazy about that either but I do believe that we’ve had an enforcement issue on several things and I’m not sure we ought not to give that another year before we just go pulling compact car spaces out. However, if we have the same issues next year, we need to think long and hard about compact spaces because that’s been the most complaints.”

Mayor Blair referenced the gentleman from Oxford Street that spoke about having seven compact parking spaces on that street and expressed the need to review the parking on Oxford Street to see what that looks like. When he asked if the Board wished to vote on the ordinance by item, Mr. Wessell explained that they would have to vote on the ordinance in its entirety. He said if they needed to make changes, they could just make the changes and adopt as amended.

Mr. Owens began the review of the ordinance by item:

- Proposed change to the vehicle tax decal from \$5 year round to \$15 before April 1st and \$30 afterwards. He said he and the Town Attorney still needed to clarify how to manage this internally. Board consensus to do.
- Proposed change to the residential parking permit from \$25 to \$35. Board consensus to do.
- Proposed change to restrict use of the residential parking permit at several areas: 1) off-street parking lots not specifically named in the ordinance and on-street parking areas that limit the amount of time that one is allowed to park; 2) all metered spaces on both East and West Salisbury Street; and 3) all metered spaces on South Lumina Avenue from Sunset Avenue to Lula Street. There was Board consensus to amend the ordinance by striking the prohibition on parking on the west side of Salisbury Street with a hangtag.
- Proposed change requiring vehicles displaying a residential parking permit to be moved 500 yards after being in the same parking meter space for seven consecutive 24-hour periods without being moved. Board consensus to do.
- Proposed change to establish the citation amount at \$150 for staying more than seven consecutive 24-hour periods in the same parking meter space. Board consensus to do.

- Proposed changes to the hours of operation: 1) Keel Street from Old Causeway to Seacrest from May 1 to September 15 from 10:00 am to 5:00 pm; 2) Town parking lot at Access #36, parking areas on East and West Salisbury, Town parking lot at Access #4, and Town parking lot at Access #2 – parking enforcement from March 1 through October 31 from 9:00 am to 7:00 pm; and 3) parking lots adjacent to Town Hall and adjacent to the tennis courts from March 1 to October 31 from 9:00 am to 6:00 pm. Board consensus to amend the proposal for the parking lots adjacent to Town Hall and adjacent to the tennis courts to be from May 1 to September 15 from 9:00 am to 6:00 pm. Mr. Owens noted that employee parking and business parking spaces would be designated in front of Town Hall and the Fran Russ Recreation Center.
- Proposed to add parking meter zones to: 1) Keel Street from Old Causeway Drive to Seacrest Drive; 2) Marina Street from Old Causeway Drive to Short Street; 3) parking on Gene Floyd Drive in front of Town Hall; and 4) parking lot by the tennis courts. Board consensus to do.
- Proposed parking restrictions for Gene Floyd Drive and parking lot adjacent to tennis courts: 1) will put two pay stations at the recreation lot and one in front of Town Hall; 2) the first two hours would be free then you would be required to pay after that; 3) there would be assigned areas for employee parking and parking for conducting Town business; and 4) residential parking passes could be used in either area. No Board comment.
- Proposed increase in fee for Commercial Passes: 1) Commercial I Passes would go from \$500 to \$550; and 2) Commercial II Passes would go from \$125 to \$150. No Board comment.
- Other Action Items: 1) move the pay-station from Lagoon Drive to the middle of Marina Street and Lagoon would become a Pay-by-Phone Area; 2) move the meters from West Oxford, West Fayetteville, West Asheville and West Atlanta to Keel Street and those streets would become Pay-by-Phone Areas; 3) install one pay-station in convenient location at Town Hall parking lot; 4) install two pay-stations at the recreation parking lot by the tennis courts; 5) take pay-stations from West Columbia, Seagull, and Shearwater and those become Pay-by-Phone Areas; 6) residential parking permits would only be allowed to be sold directly to the owner of the property or to a designated rental agency employee with permission from the property owner on a notarized form with written permission from the property owner; and 7) add more signage to areas with metered compact car spaces and look in the other areas for ways to help.

When asked to read the proposed changes to Ordinance No. (2016) 1757, Mr. Wessell said, “I would recommend that you adopt the two ordinances that have been presented separately. If you want to adopt Ordinance No. (2016) 1757, these are the two changes as I understand them that you recommend making: Section 74.42 Residential Parking Permits, Subsection C, sub-subsection 2 that has to do with a vehicle displaying a hangtag would read, ‘Any parking meter space located on the north and south sides of East Salisbury Street (not West Salisbury) to include the area extending from the eastern end of Salisbury Street at Johnnie Mercer’s Pier westward to Lumina Avenue.’ The second change in that ordinance is to Section 74.38 Hours of Operation, Subsection A, sub-subsection 5, it has to do with when metered parking is in effect and this has to do with Gene Floyd Drive and by the tennis courts; you’re going to make it in effect from May 1 to September 15, from 9 am to 6 pm.”

Mayor Pro Tem Mills made the motion to adopt Ordinance No. (2016) 1757 as amended in the two sections that Mr. Wessell just stated. The motion was seconded by Alderman King and unanimously approved. Mayor Pro Tem Mills made the motion to adopt Budget Ordinance No. (2016) 427-B to change the fees for commercial parking passes. The motion was seconded by Alderman Miller and unanimously approved. Alderman Miller made the motion to approve the action items as presented by the Town Manager. The motion was seconded by Mayor Pro Tem Mills and unanimously approved.

Meeting recessed at 7:45 p.m. and reconvened at 7:50 p.m.

**UPDATE OF THE RECENT WATER AND SEWER AD HOC COMMITTEE MEETING;
RECOMMENDATIONS AND FUTURE DIRECTION BY THE BOARD OF ALDERMEN.**

Mr. Owens reported that the Water and Sewer Ad Hoc Committee had met on January 19th and made some recommendations. He said, “I’m not recommending that we do all of these yet because we’re still in a state of flux about deciding what we want to do. The recommendations were: 1) Continue to operate a Town system and not sell the system to CFPUA. The more we get into this, there seems to be more questions about what the rate may and may not be; so there’s a little bit of flux in this recommendation at this point. 2) Work to encourage conservation of water used for irrigation. We have some serious issues with the amount of water used Monday, Wednesday and Friday and some recommendations were made to allow for irrigation on certain days but we need to look into the legalities of it before the Board can consider it. 3) Consider raising rates to improve the system. We will talk about this in the budget process. 4) Design and construct a second NEI connection under the waterway. At some point, that probably needs to happen. That line was built in 1982 and it’s the only way to get the sewer off the island. We’re going to look at doing a system assessment study so I’m not recommending that we do anything at this point. 5) Model waterlines and system to determine if any issues would arise from using water from CFPUA. This desperately needs to be done. If we need water for emergency purposes, we need to know what the chemical makeup will do within our system. We also need to know what the pressures are going to do. I’ve submitted an RFP to three firms. We’ll hopefully move forward with one of those firms in March. 6) Search for land west of the ICW for wells. It has to be an acre; we have to have two hundred feet of clearance all the way around. It has to be near lines that we currently have. We can look into it and hire a real estate person to look at it for us but it’s going to be limited. 7) Test for well sites at the Public Works facility and on property off of Jack Parker Blvd. I think it’s a little early to do this; this was not one of the committee’s most recent recommendations. 8) Make necessary improvements to wells 5, 7 and 11. The committee recommended that we make necessary improvements to wells 5, 7 and 11 and I agree with that. We’ll move forward with getting some estimates on costs and bring that back to the Board and hopefully fund that. The main thing is the modeling and that is what we are working towards acting on at this point. I think it is very important to move forward on the NEI, but not at this moment. There are still some legal issues as to what we can do ordinance-wise with regard to conservation and irrigation. You will see the modeling in March and will hopefully approve moving forward. Until I get the proposals back, I won’t know how long that will take; I’m hoping four or five months max. I’d like to move directly after that towards the system assessment and that could take up to about a year and a half max.”

Mayor Pro Tem Mills asked if we were moving forward with the necessary repairs to the three wells. Mr. Owens stated that staff would get cost estimates and probably ask for a budget adjustment for that at some point.

DIRECTION ON PURSUING A NC DIVISION OF COASTAL MANAGEMENT WATERFRONT ACCESS GRANT FOR CONSTRUCTION OF RESTROOM FACILITIES.

Mr. Owens said, “Last year, the Town applied for a Waterfront Access Grant to fund restrooms near the Trolley Stop for beach and sound-side visitors. The total grant was for \$220,000; the Town’s match would be \$55,000. I believe the Town’s application scored well, so I am hopeful that we will see a grant award in this or future cycles. This project would allow the Town to eliminate the \$12,000 lease payment for the current restrooms so it would eventually pay for itself. The Town could potentially seek reimbursement from the ROT funds for the grant match. If the Board wishes to apply for the grant, staff would update the application on the new forms and resubmit. The grant is due March 16, 2016.” Alderman Miller made the motion to pursue the grant. The motion was seconded by Mayor Pro Tem Mills and unanimously approved.

CONSIDERATION AND SELECTION OF A FINAL BID FOR THE CONSTRUCTION OF AN INCLUSIVE PLAYGROUND AS PART OF THE TOWN’S TRILLIUM GRANT.

Program Supervisor Katie Ryan said, “In October, the Town was awarded a \$300,000 grant for an inclusive playground. We sent out an RFP and received five proposals. After review by the Parks and Recreation Advisory Committee and staff, we’ve narrowed it down to a couple. The new playground would go where the existing playground is. We would remove the five-to-twelve unit. The two-to-five unit included in the RFP was a request to remove that and relocate it over by the Harbor Way Gardens.” Ms. Ryan then reviewed the proposals from Bliss, Carolina Park and Play, Carolina Recreation & Design, Cunningham Recreation, and Play World.

Following a brief review of the proposals, Ms. Ryan said, “Our preference would be to go with Play World because of the working relationship that we have with them. They actually placed their equipment into our existing site but they’re all very similar.” Mr. Owens said staff would also like for the Board to approve moving forward with the contract. He said, “That’s something that John (Wessell) will probably provide for us; we have a standard contract for construction. So, let us execute that. The goal is to get all of this done before summertime.” Ms. Ryan noted that Trillium also has to approve the plan by March 31st. Alderman Miller made the motion to approve the proposal submitted by Play World and to move forward with the contract following review by the Town Attorney. The motion was seconded by Mayor Pro Tem Mills and unanimously approved.

DISCUSSION AND DIRECTION REGARDING A RECREATIONAL TRAILS PROGRAM GRANT PRE-APPLICATION.

Ms. Ryan said, “This is a pre-application process for the Recreational Trails Program Grant for 2017. This would apply to the multi-use trail that is being considered along the outskirts of the park. It’s in no way any kind of commitment to fund anything; it’s just a pre-application process to insure that the project is feasible. It’s a \$100,000 matching grant requiring a 25% match.” Mr. Owens noted that the pre-application was due the next day and said staff would like to move forward with it.

Alderman Weeks made the motion to proceed with the pre-application grant process. The motion was seconded by Alderman Miller and unanimously approved.

CONSIDERATION OF AWARDING RESURFACING CONTRACT FOR PELICAN DRIVE AND WEST HENDERSON STREET.

Mr. Owens said, “We went out to eight different paving contractors and got three bids back. We budgeted for Pelican Drive and West Henderson. The apparent low bidder is Highland Paving for \$109,800. We would like to move forward with them and allow staff to execute a contract after the Town Attorney has reviewed it.”

Mr. Owens reviewed the following bids:

FY2015-16 Budget Resurfacing Projects			
Company	Pelican Drive	W. Henderson St.	Subtotal
Highland Paving	\$82,800	\$27,000	\$109,800
Southern Asphalt Inc.	\$87,500	\$22,900	\$110,400
Barnhill Contracting	\$99,750	\$25,565	\$125,315

Mr. Owens noted that \$102,500 had been budgeted but the difference could be absorbed in the budget. Mayor Pro Tem Mills made the motion to award the contract to Highland Paving for Pelican Drive and West Henderson Street in the amount of \$109,800 and allow staff to move forward with the execution of a contract following review by the Town Attorney. The motion was seconded by Alderman Miller and unanimously approved.

CONSIDERATION OF RESOLUTION NO. (2016) 1968 AND RESOLUTION NO. (2016) 1969 TO EXEMPT THE TOWN FROM THE RFQ PROCESS FOR ENGINEERING AND SURVEYING WORK ASSOCIATED WITH THE EXPANSION OF SEVERAL PARKING AREAS IN THE TOWN.

Mr. Owens said, “We talked about this a little bit at our retreat. There are two parking areas that we’re looking at: First Project: try to expand some parking in the area of Redix and Causeway Café. There are about fifteen parallel spots currently but we think we can get about thirty-nine spaces in there. We’ve delineated where the D.O.T. right of way is. We’ll look at potentially doing a sidewalk in that area as well as sharrows and we’ll give different options when we get to the bidding part of it. We anticipate the cost to be between \$40,000 and \$50,000. What I’d like to do is move forward on some of the engineering. I’ve met the D.O.T. out there and they don’t seem to have a problem with it. We met SEPI Engineering out there and they didn’t seem to have an issue. We do want to meet the other agencies out there as far as storm water and those types of things and, if everything is smooth, I’d like to move forward with that project and get the engineering done; bid it and try to get it done before next season. We’ll have to exempt ourselves if we want to move forward with a specific engineering firm. Second Project: this is a little less developed. We met with D.O.T. and CAMA out there and neither of those had issues but you have potential storm water permitting issues. The D.O.T. will allow us to do that but we’ve got to accept maintenance from this point forward. There’s a process to do that. The Town did have a parking area in this vicinity but somehow, when the inlet was cut through there, we allowed them to move onto our property. To my knowledge, there are no easements or interlocal agreements.”

Mr. Owens continued, “We would look to improve about fifty-five parking spaces in this area. We anticipate the revenue, given Access #2, to be pretty high at \$160,000. I don’t have any cost estimates on the actual construction but it’s probably a one-year turn-around as far as the cost versus revenue; two max. So, we’re looking at about \$5,000 on that to begin for all of the initial steps like surveys and have engineers meet some of the permitting firms and that type of thing.” Mayor Blair asked if staff was sure we had the capability to get that done before we start wasting money on it. Mr. Owens said, “That’s why we want to move slowly. We’ve met CAMA out there and they were the first hurdle, in my opinion. There are storm water folks; you have to go through a CAMA permit process. We’re going to try to get all of those folks out front to see what the challenges are before we spend any money.”

Mayor Blair expressed the need to have more public input on that because of the number of phone calls he had received on it in the last three months. Mr. Owens said he just wanted to spend a little money to develop it a little further and then come back to the Board with an update. He noted that the second project may qualify for a CAMA grant at some point. Alderman Miller made the motion to adopt Resolution No. (2016) 1968 and Resolution No. (2016) 1969. The motion was seconded by Alderman Weeks and unanimously approved. Alderman Miller then made the motion to adopt Budget Ordinance No. (2016) 428-B. The motion was seconded by Mayor Pro Tem Mills and unanimously approved.

DISCUSSION OF THE FY16/17 BUDGET PROCESS; CONSIDER SETTING WORKSHOP DATES; AND SET A PUBLIC HEARING FOR PUBLIC INPUT INTO THE BUDGET PROCESS AT THE MARCH BOARD MEETING.

Mr. Owens expressed the need to set budget workshop dates. Following a brief discussion, the Board set the first workshop for Wednesday, March 23rd at 4:00 p.m. Mr. Owens said he would “doodle poll” the Board five more possible dates and the Board could check their calendars to see which dates would work.

ALDERMAN WEEKS: REPORTS AND COMMENTS.

- The Wrightsville Beach Marketing Advisory Committee held an orientation meeting for the newly appointed members.

ALDERMAN MILLER: REPORTS AND COMMENTS.

- At the request of Alderman Weeks, Alderman Miller said he asked Mike Kozlosky and the MPO if the D.O.T. would look into the possibility of adding bike lanes on Causeway Drive when they repave. They will look into it.

MAYOR PRO TEM MILLS: REPORTS AND COMMENTS.

- Tom Fetzer was recently hired by the County; he will speak to the Port, Waterway and Beach Commission tomorrow. We have an uphill battle relative to sand and beach re-nourishment.

MAYOR BLAIR: REPORTS AND COMMENTS.

- Mayor Blair met with the other mayors last week to discuss beach re-nourishment. Another meeting is scheduled for in the morning.

MR. OWENS: REPORTS AND COMMENTS.

- The Foundation is looking into purchasing two bike racks and donating them to the Town for the park and two volleyball nets (one for Access 4 and one for Access 42) for the beach. We would have to go through the permitting process and we would maintain them afterwards.

REQUEST FOR CLOSED SESSION TO CONSULT WITH THE TOWN ATTORNEY REGARDING A PENDING LAWSUIT PURSUANT TO G.S. 143.318.11.

Mr. Wessell requested a brief Closed Session for an update on a pending lawsuit. Alderman Miller made the motion to go into Closed Session at 8:21 p.m. to consult with the Town Attorney regarding a pending lawsuit as requested by Mr. Wessell pursuant to G.S. 143.318.11. The motion was seconded by Mayor Pro Tem Mills and unanimously approved.

MEETING RECONVENED.

Mayor Blair reconvened the meeting at 8:24 p.m. and asked the record to reflect that the Closed Session had been held for the reason so stated with no action taken.

THERE BEING NO FURTHER BUSINESS TO COME BEFORE THE BOARD, THE MEETING WAS ADJOURNED AT 8:24 P.M.

Respectfully submitted,

Sylvia J. Holleman
Town Clerk