

A work session of the Beaufort City Council was held on July 14, 2015 at 5:00 p.m. in the Beaufort Municipal Complex, 1901 Boundary Street. In attendance were Mayor Billy Keyserling, Council members Mike McFee, George O’Kelley, and Phil Cromer, and City Manager Bill Prokop. Councilman Stephen Murray was absent.

In accordance with the South Carolina Code of Laws, 1976, Section 30-4-80(d) as amended, all local media were duly notified of the time, date, place, and agenda of this meeting.

CALL TO ORDER

Mayor Keyserling called the work session to order at 5:00 p.m.

REDEVELOPMENT COMMISSION INTERVIEWS

Steven Green was interviewed for a position on the commission.

DAY DOCK PRESENTATION

David McSweeney said he would offer a brief narrative and detail the progress that’s been made. The day dock is a dock where people only dock for the day – as opposed to an overnight docking – and it is a free amenity for local and transient dockers, giving them direct access via Waterfront Park to the Intracoastal Waterway and the Beaufort River.

Funding sources include the Boating Infrastructure Grant (BIG) from SCDNR and US Fish and Wildlife for \$160,000 – only 12-18 of which are granted nationwide; \$111,279 from SCDNR Budget Allocation for Coastal Improvements; \$188,721 from general fund resources from the city; \$22,368 in in-kind contributions from Main Street Beaufort and the Chamber of Commerce.

The total estimate was \$500,000, Mr. McSweeney said. Since it would be open to local boaters, the project was pro-rated 50% to account for the BIG’s vessel criteria. The City of Beaufort is required to cash match 36% of funds (\$90,000). Mr. McSweeney gave a breakdown of how they came to the \$500,000 total.

Project specifics

- The exact location of the day dock along the seawall has not been determined, and others can be considered.
- It will be a 200’ long by 10’ wide floating dock, though other configurations can be considered; materials are to be selected, but they all need to be durable.
- The gangways need to be 80’ long to meet ADA requirements.
- Piles of pre-stressed concrete or steel pipe will moor the floating dock.
- Landscaping, lighting, and signs are necessary in keeping with the idea of this as a “marquee project.”

Mr. McSweeney detailed the results of the hydrographic and land surveys that were done to determine the location of the day dock along the seawall.

Next steps

- Determine the exact location
- Do preliminary engineering design
 - Land surveying
 - Geotechnical investigation
 - Wave analysis
 - Structural analysis and design
- Permitting process with the Army COI and DHEC-OCRM
- Final engineering design
- Construction documents
- Project advertised for construction

Mr. McSweeney said they want “early contractor involvement.” Mayor Keyserling asked what council’s next steps were, and what they need to do to get this moving. **Kathy Todd** said a couple of years ago, council had approved funding in the CIP (capital projects) budget to partially fund the day dock with the stipulation that they would find the engineering and “the big funding” to move forward, and they are “at that point right now.”

Mayor Keyserling asked if determining where the day dock goes is what they need to do now, and Mr. McSweeney said yes. He pointed out the deeper depths on the seawall; putting the day dock there could be more complicated if this were also the landing dock for the cruise ships, so that’s not practical. Mr. McSweeney said they have no opinion, but the deepest area is what the cruise ships use. Councilman O’Kelley said they are further to the east. Councilman McFee and Councilman Cromer said, “They’re right next to the pavilion.” Mr. McSweeney said they have a significant economic impact. Mayor Keyserling said commissions that were assigned this task and the Civic Master Plan all have put the day dock in that spot. Groups led by **Marvin Dukes** and **Steve Tully** and another commission had all recommended that. Mayor Keyserling said there was concern about moving it as close as they could to the marina, so it wouldn’t “be interrupting the park.” Mr. Dukes said part of the analysis is that cruise ships block the view “much more than a 20’ Boston Whaler ever will.” A cruise ship’s propeller wash can make its own depth, if there’s not enough, if they need to dock closer to the bridge.

Mayor Keyserling said according numerous groups and the Civic Master Plan designate this was thought to be the most conducive and most accessible to downtown. Mr. McSweeney said they had taken the Civic Master Plan’s designation of this as a favorable location into account. He said the rendering in the Civic Master Plan is not a design document, but it helped them obtain the grant. Mayor Keyserling said he understood that to move the day dock out from the original plan, which was flush to the wall, brought the advantage of, “if we got the big money, we were . . . able to maintain 200’ for local boats on the inside, and the transients on the outside.” He said that’s his only issue, other than it possibly inhibiting people coming in the east side of the marina.

Mayor Keyserling said “a large element in the public” has been waiting for a day dock to be

created. He's concerned about "slipping backwards." He'd like to be able to give the city manager direction to keep Mr. McSweeney and other engineers working. **Mike Sutton** said there was more debate about the view shed; he has "three boats in the water," and he doesn't care at which end they put it. The work session, though, is a good place to discuss location. He detailed depth in different areas and where the deep-water cuts are changing, including along the seawall; the depth there has been the same since its inception and for good reason.

Mr. Sutton said he has not been able to take a big group to the marina at night by boat because it's private. He suggested that putting the day dock on the east end "is not a bad discussion to have," and he enumerated reasons he thinks so, including the infrastructure that is "there and nowhere else on the seawall." There's a parking lot there as well as restrooms. They need to have water and power for the cruise ships. The mooring field needs to be finished and the dinghy dock. Mr. Sutton said, because it requires an 80' ramp, it has to be somewhere that they don't plan to do anything else; that's very long, and the designers will have to figure out its orientation and what infrastructure they need to make it work. At the end of the park, there may be some advantages for that 80' ramp, including not losing any seawall and not impairing the view. The negatives are a need for lighting and security, some of which the playground may provide some. Mr. Sutton said the tourists on cruise ships don't shop a lot downtown, and though they may have lunch, they're fed on the ship, but when they come to Beaufort, they see it's beautiful and may come back, so the city shouldn't write them off and expect that they will anchor and then ferry their people in.

Mr. Sutton said the depth changes all the time, so it must be surveyed every year for Dragon Boat Beaufort. Mayor Keyserling asked Mr. Sutton about the proximity to the bridge in regard to safety. Mr. Sutton said the size boats they are talking about would be fine. At the marina end, there are issues, too.

Mr. Dukes said they are talking about a \$500,000 asset, and "it should last a long time." The choices are between "a place that's described as naturally deep," and one "that's described as shoaling and uncertain." He would choose the former, he said.

Tony Royal said it seems that "an 80' catwalk would make a pretty good current," so there would not be a problem with shoaling. He also thinks, practically speaking, having a restroom at the day dock "would be really nice," as well as blocking less of the view at that end and "offering future expansion."

Rick Griffin said the cruise ships "are a significant profit center for the marina." Those aboard are paying as much as they would to go on a Caribbean cruise. "They may only buy trinkets," Mr. Griffin said, but "they do offer word of mouth" about Beaufort, they use very little infrastructure, and "put people with money into downtown Beaufort" who can't go anywhere from there. He said he would "hate to lose the business." The day dock will be out further than the seawall, where there is water. He said, "It's not deep enough in the middle for a cruise ship."

Mayor Keyserling asked if the day dock were on the east end if, as the harbormaster, he would feel comfortable policing and maintaining it that far from the marina. Mr. Griffin said if it were on the east end or in the middle, he's fine: "anywhere but on the west end."

"The lights get destroyed by people at night" on the marina, Mr. Griffin said, so they "can't have light on (the day dock). . . . They constantly (need) repair." There's no police patrol at night. No one is to be there from 1 a.m. to 6 a.m. by ordinance. You can't dock your boat without risking a ticket, he said, but that doesn't stop the public from going out to sit on the edge of the dock, "and who knows what people out of the bars do down there?" Mayor Keyserling said people would be less likely to come out of the bars and go to the west end than the east end to hang out. Mr. Griffin said they "constantly finding trash, beer cans, all kinds of stuff" sticking out of the marina's bushes. He knows there's a lot of after-hours activity at the west end of the park, but he doesn't know about the east end.

Mayor Keyserling asked about the cruise ships' schedules and if two could be accommodated at once. Mr. Griffin agreed that two could be accommodated at the east end. Mr. Prokop said they couldn't go to the east end because of the depth. Mr. Griffin said they can have two cruise ships there, and there is deep enough water, but lately, "the one in the middle . . . is on the ground." There's only one cruise ship line now, with two boats: One is 100', and the other is 200'. They are here "three or four dozen times" in the spring and fall. **LaNelle Fabian** said they're only here for 24 hours. Mayor Keyserling asked for a record on when they come and go, which Mr. Griffin should have because the marina changes them. Mr. Griffin said it's put in their system as overnight dockage and could be "any boat." Mayor Keyserling said they are not charged the same as other boats, and Mr. Griffin agreed. He said they could figure it out and give that information to council.

Jon Verity said the Civic Master Plan put the day dock on that end "entirely because of concerns about the view," but he thinks that Mr. Sutton had brought up a lot of good reasons to put it at the east end. Ms. Fabian said there was not "an official determination" of their preference for where the day dock should go. It was only a discussion, not part of the official recommendation, which was "just 'Let's get it.'"

Mayor Keyserling said he just doesn't want to lose the grant money that's ready to go and "go another 23 years with no day dock." He said he knows that there are concerns about shifting sands and depths. He asked if that would be the case 80' out. Mr. Sutton said it constantly moves along the seawall. The boats are mostly 20' or less. Most won't be more than 26', and most users will be from Beaufort, Lady's Island, Dataw, etc. who have access to water but can't come down now because they have no place to tie up.

Mayor Keyserling said he personally doesn't care where it's located, but he wants to be very careful not to "open up this whole thing again," so they need a timeframe to decide when they need what. Mr. McSweeney said he wanted to support what Mr. Sutton had said: "To perform a very extensive sediment process analysis would be a waste of money." The 80' gangway would project the facility 80' off the wall to avoid future shoaling, and there's no shoaling there

right now. The present depths have a 17' contour that's jutting into them. "It's a literal drift scenario. Some years it will shoal, and some years it will deepen," Mr. McSweeney said. Based on his work, he'd say it fluctuates no more than 2'. There might be some support for the idea that near the bridge pilings, there will be "more turbulence and more fallout of suspended sediment," he said. Councilman O'Kelley said the state boat, The Comanche, which was "a big boat," would come to the Water Festival and tie up on the west end for a week. Mr. McSweeney said, "This is not a purely natural process: There is turbulence there, and certainly the depths are enhanced by vessel movements in this area."

Mr. Verity said, as part of the Civic Master Plan, they had discussed that was a concern "about putting at the west end was the movement of the water," and if someone fell off their boat, where they would go? The east end presents "less risk of getting swept under the pier" because the water there doesn't move as fast at that end, he said.

Mr. McSweeney said that the east end should be "a candidate" for the location because the amenities are important. He indicated where the dock could be, and low water there is 17', plus or minus. Councilman O'Kelley said that "won't fluctuate that much."

Mayor Keyserling said he would like to get this going with a timeline. He asked Mr. Prokop if he had the data he needed. Mr. Prokop said he could see being ready for the council work session two weeks from now. Mr. McSweeney said the permitting process is long, which gives them time for design. They only need to know location and size to start that process.

WATERFRONT PARK PATIO LEASE

Libby Anderson said the owners of Common Ground have requested to build a patio like the one at Plums. 319 square feet of city property in the park would be leased. She showed the current "non-landscaping" and the low knee wall like the one installed at Plums. It would be used for outdoor seating. Staff will ask the city attorney to draft a lease agreement. They are currently leasing at \$3 a square foot; staff determined this figure because they support the idea, and the master plan for Waterfront Park encourages businesses to use these underutilized areas for park uses.

Mayor Keyserling asked how many more of these patios there might be, and if they should make it available to everyone. Ms. Anderson said Luther's has a patio, and there might be more use on the east end, if the businesses there convert to restaurants. Mayor Keyserling said it would be "a lot nicer to have a sharp patio edge." Councilman McFee asked if there were a wall proposed where the sidewalk comes around the side of the building. What has been redone gives a way to have an entrance into Common Grounds, so he asked if that would be blocked off with a wall going across or if there would be an access point. Councilman McFee said the walkway shouldn't be walled off. **John Jacobs** said that plans have it as a second access point.

Councilman O'Kelley said on the sketch, it looks like a tree might be planned, and he asked if that's the case. Mr. Jacobs said there's no tree planned as far as he knows, just the patio. Councilman O'Kelley asked him, if people are walking along and chose to sit in there on the

porch, “will they be run out?” Mr. Jacobs replied “No.” Councilman Cromer asked where the trash receptacle would be relocated to, and Ms. Anderson said “elsewhere in the park.” Councilman Cromer said he thinks it would be a great improvement, and there’s precedent for doing this. Councilman McFee said he’d like clarification on the “river birch.” Mr. Jacobs said they don’t want a tree and wouldn’t have one unless the city required it.

Mayor Keyserling recommended that Ms. Anderson get with **Liza Hill** and make sure it conforms, then bring it back to council in a regular session. He said he hears no opposition to that. Ms. Anderson said she would. Councilman McFee said on the seated wall, he’s not sure if it’s higher, but they would probably want to conform more with the capped wall that is at the edge of the park.

POSSIBLE SOLAR PANELS STUDY FOR BEAUFORT INDUSTRIAL PARK / SOUTHSIDE PARK

Mr. Prokop said in working with county engineering, they would like to request proposals for information on using solar in cooperation with the county and the city. The commerce park is one possible location, and Southside Park is another possible location. They could power the park *and* sell power back, like a very large operation in Walterboro does. They don’t know how big it would be: Mr. Prokop said they were looking at a couple of acres in the commerce park, and that may or may not be a problem with the MCAS.

Alice Howard said she’s a Mossy Oaks resident. She’s representing Friends of Southside Park, which “is quasi-organized.” They would like to ask council to be cautious about doing this solar project there, because there are plans for Southside Park in the Civic Master Plan and numerous other ideas about its use. They like the idea of raising money and setting it aside for the park. Mr. Prokop said there are unusable acres in that park, and that’s what they would use.

Kate Schafer, with the Coastal Conservation League, said that they could plant in between the panels to encourage biodiversity. Mayor Keyserling said 184 acres would totally power the air station. Councilman McFee said he has some knowledge about this, too; with photoelectric cells, which absorb energy without reflection, 20% of the power at White Sands is solar generated. The array is 6 acres, and there’s no reflection, so you can’t tell what you’re looking at: it “looks like the ground.” They’re much more cost-efficient and available now than in the past.

RESOLUTION FOR THE STATE LEGISLATURE TO CONSIDER TAX LIENS ON CODE VIOLATION PROPERTY

Mr. Prokop said they are discussing sending a letter to tell people who violate codes that their fines could be added to their tax bills. Because this can’t be done now, code enforcement is “watered down” because people “just don’t pay.” Councilman O’Kelley asked if they could be taken to municipal court. He said if there’s a method of dealing with it now, the legislature might balk at doing another one. Mr. Prokop said they want to talk to all of the municipalities in Beaufort County and then do a joint resolution/letter. Mayor Keyserling said they “do that with parking tickets,” but Mr. Prokop said they use set-off debt for that. There was no opposition or public comment.

There being no further business to come before council, the work session was adjourned at 6:40 p.m.

A regular meeting of the Beaufort City Council was held on July 14, 2015 at 7:00 p.m. in the Beaufort Municipal Complex, 1901 Boundary Street. In attendance were Mayor Billy Keyserling, council members Mike McFee, George O’Kelley, and Phil Cromer, and Interim City Manager Bill Prokop. Councilman Stephen Murray was absent.

In accordance with the South Carolina Code of Laws, 1976, Section 30-4-80(d) as amended, all local media were duly notified of the time, date, place, and agenda of this meeting.

CALL TO ORDER

Mayor Keyserling called the meeting to order at 7:01 p.m.

INVOCATION AND PLEDGE OF ALLEGIANCE

Councilman McFee gave the invocation and led the Pledge of Allegiance.

Councilman O’Kelley proposed amending the agenda to include an Executive Session to discuss personnel issues in regard to the Redevelopment Commission and for an update on information about the Boundary Street Plan. Councilman McFee seconded. The motion passed unanimously.

PROCLAMATION OF JULY 25-AUGUST 2, 2015 AS GULLAH/ GEECHEE NATION APPRECIATION WEEK

Councilman McFee made a motion, second by Councilman Cromer, to approve the proclamation. Mayor Keyserling said he would make the presentation of the proclamation on Thursday. **The motion passed unanimously.**

PUBLIC COMMENT

Ms. Howard said the state legislators have given the power back to appoint the county transportation committee (CTC). People with suggestions for nominees should tell their council members.

Ms. Howard asked, when there are joint meetings with Port Royal, if the county representatives for areas in the city – she, **Paul Sommerville**, and **Bill McBride** – could be invited because they would “love to come to those and participate.”

Sgt. Arthur Foster, chair of the Veterans’ Cemetery Committee, said he was here to honor with a plaque those who had given their time and effort to acquire 15 acres of land that was not being used for internment. They had run out of internment area in 2008, so the land “came at just the right time.” The deceased who had served in the National Guard had had to go into the Marine Corps area. Supporters of this effort included the late Strom Thurmond. Sgt. Foster read the inscription on the plaque, which he gave to “key supporters” – **Edie Rodgers**, Mayor Keyserling, **Donnie Beer**, and **Walter Gray**.

Sgt. Foster said that the cemetery owner wants to sell land, and if someone is found who wants to develop it, the National Cemetery will have no place to inter vets. Mayor Keyserling said the

owner should be reminded that in the Civic Master Plan, that land is designated to be used for the National Cemetery. That's the city's position, he said, though the owner is not obligated to do that. Sgt. Foster said they "are trying to get the other side interested in preserving that property."

MINUTES

Councilman O'Kelley made a motion, second by Councilman McFee to approve the minutes of the May 19, 2015 work session. Councilman McFee said on p. 4, Mr. Prokop is mistakenly called a councilman. **The motion to approve the minutes as amended passed unanimously.**

Councilman Cromer made a motion, second by Councilman McFee to approve the minutes of the May 26, 2015 work and regular sessions. Councilman O'Kelley said on p. 3, the hurricane he had referred to as "Hugo" should have been "Floyd." **The motion to approve the minutes as amended passed unanimously.**

ORDINANCE ANNEXING PROPERTY LOCATED AT 4 AIRPORT CIRCLE

Councilman McFee made a motion, second by Councilman Cromer, to approve the ordinance on first reading. Ms. Anderson showed where the property is located on an overhead map. The property is contiguous to the city limits. It is in the general area of the shopping center that will include Wal-Mart. The Metropolitan Planning Commission had recommended approval of annexation and the zoning. Mayor Keyserling said it's the old county transfer station. Ms. Anderson said the area that Councilman O'Kelley had noted – a "bump" atop the parcel – "has been extinguished." All the land fronting the highway belongs to the Open Land Trust. They had granted the easement to Beaufort County, but it was never used; it was extinguished in the 1980s, Ms. Anderson said, though it showed up on the GIS.

Ms. Rodgers said the shopping center development is progressing, and business people are concerned about traffic and the need for a stoplight. There's concern about getting in and out of their businesses. Mayor Keyserling said that SCDOT and the developers have been discussing signalization and another entrance. **The motion passed unanimously.**

ORDINANCE ZONING A PARCEL OF PROPERTY LOCATED AT 4 AIRPORT CIRCLE ON LADY'S ISLAND, HIGHWAY COMMERCIAL DISTRICT

Councilman McFee made a motion, second by Councilman Cromer, to approve the ordinance on first reading. The motion passed unanimously.

MOTION TO ALLOW CITY MANAGER TO ENTER INTO CONTRACTUAL AGREEMENT WITH THE GREENERY FOR LANDSCAPING AND MAINTENANCE IN THE CORE COMMERCIAL DISTRICT

Councilman McFee made a motion, second by Councilman O'Kelley, to allow the city manager to enter into the agreement. Mr. Prokop said there were two RFPs, and The Greenery was the successful bidder for the contract in the core commercial district. The lease agreement was in council's packets. The Greenery has said they don't need all the space they have been leasing, and the city is consulting with the city attorney about different options for this.

\$982,000 will be saved over the next 5 years, Mr. Prokop said, with these two contracts, and, Mayor Keyserling added, services that were cut are being added back in. **The motion passed unanimously.**

MOTION TO ALLOW CITY MANAGER TO ENTER INTO CONTRACTUAL AGREEMENT WITH SOUTHERN PALMETTO FOR LANDSCAPING AND MAINTENANCE FOR OTHER CITY AREAS

Councilman McFee made a motion, second by Councilman Cromer, to allow the city manager to enter into the agreement. There were three bidders and Southern Palmetto's was the winning bid for landscaping and maintenance outside of the core commercial district. **The motion passed unanimously.**

RESOLUTION REVISING THE CITY OF BEAUFORT FEE SCHEDULE TO UPDATE FEES FOR CERTAIN STAFF DESIGN REVIEW APPLICATIONS

Councilman McFee made a motion, second by Councilman Cromer, to approve the resolution. Ms. Anderson said staff is recommending that fees would apply to two kinds of design review done at the staff level (as opposed to review by the Historic District Review Board or the Design Review Board, where most projects go), as is currently the case in the Boundary Street Redevelopment District – e.g., McDonald's or Starbucks. She said this process of staff review could be more "expeditious" and "consistent" than going before a citizen board at multiple monthly meetings. The fees are also established when it's necessary to obtain outside assistance from the architect who is contracted for consultation on certain aspects of design review.

In two other scenarios, staff does perform the design review, but they have never established a fee: (1) the Bladen Street Redevelopment District and (2) all projects subject to a particular development agreement. Staff "defaulted to a \$50 staff design review fee" for these projects, whether the development is a Wal-Mart or a single-family residence, Ms. Anderson said. So this resolution changes the fee schedule for staff review of the Bladen Street Redevelopment District and properties that are subject to development agreements to be like those in the Boundary Street District. The fee structure will vary based on the amount of work needed/the size of the project. More complex projects, like the Wal-Mart, will have higher fees, Ms. Anderson said. Drive-through projects will also involve more time for design review at the staff level because of their complexity.

Ms. Anderson explained the factors that determine the cost to the applicant for staff design review and said it's approximately equal in dollar terms to the amount of time that the applicant would spend with paperwork and review. The turnaround is much faster, as the boards only meet once a month. Applicants prefer expedited application because to many of them, Ms. Anderson said, "time is money." While it will not affect the speed of the process, it will help them recoup their costs.

Councilman Cromer asked how these rates were comparable to other cities'. Ms. Anderson said at the time these districts were established, few municipalities were doing staff review. This will help them recoup some of the staff costs. **The motion passed unanimously.**

RESOLUTION REQUESTING BEAUFORT COUNTY TO CONSIDER LOCAL OPTION SALES TAX (LOST) AS AN ALTERNATIVE TO THE CAPITAL PROJECTS TAX

Councilman O’Kelley made a motion, second by Councilman Cromer, to approve the resolution. Councilman O’Kelley said this would save taxpayers of Beaufort a large sum on their ad valorem property taxes; half or more of the will be paid by visitors via a penny sales tax. This benefits the citizens’ homes and businesses: “71% of this *has* to go to tax relief,” he said.

Mayor Keyserling said every time capital projects come up, the county talks about bigger, more expensive projects, a large number of which are south of the Broad, though some are north of the Broad. The City of Beaufort has smaller projects, and 29% would go to its capital projects fund to meet some of its “smaller, day-to-day quality of life issues.” Bluffton and the Town of Port Royal are in favor of this; Hilton Head has not passed it and probably won’t.

Ms. Howard said she had heard rumors that Bluffton “might be in favor of both” LOST and the capital sales tax. At the JLUS meeting, Bluffton’s mayor said they “are still in negotiations,” Councilman McFee said. Bluffton has passed the referendum for LOST support, but he didn't didn’t think they had passed the referendum for joint support. Mayor Keyserling said Bluffton is “desperately trying to get money” for a section of its parkway, so he thinks that Bluffton would be likely to support both. **The motion passed unanimously.**

STREET CLOSURE REQUEST FROM UNITED CHURCH OF JESUS CHRIST FOR ANNUAL HOMECOMING LEGACY MARCH

Councilman O’Kelley made a motion, second by Councilman McFee, to approve the request for the August 30, 2015 event. Councilman O’Kelley said this is four blocks on Duke Street: Wilmington to Hamar Streets. **Ivette Burgess** said the police are in support of it and will provide services. It’s small, she said, and over “in the blink of an eye.” **The motion passed unanimously.**

CITY MANAGER’S REPORT

Mr. Prokop thanked **Robbie Anderson** in Public Works for organizing efforts to get a fallen tree removed from the home of **Raymond Paige**, 2512 Southside Blvd. Mr. Prokop said this represents the unique character of people in Beaufort who gave materials, labor, and time. The community came together to help a vet, and Mr. Prokop thanked them all.

There have been a number of trees and limbs coming down, and police, fire, and Public Works have all been working on it.

Mr. Prokop said that in a few weeks, he would have an established procedure for how council will act in the event of an emergency / disaster.

Mr. Prokop said it’s a new budget year, and they will be tracking expenses and following up on their seven initiatives, including having representatives of boards and commissions coming to council for review beginning July 28. There are many fees, etc. that should be reviewed and adjusted as well. Initiative number seven, Beaufort Pride of Place, is accepting needed items

and donations, which will be in a separate fund and used only for the purposes for which they are donated. A published list and brochure will be ready in the near future.

Water Festival starts this weekend, he added, and he hoped to see everyone there.

Mayor Keyserling said that in the time Mr. Prokop has been city manager, direct complaints to Mayor Keyserling about city issues “have almost evaporated.” Mr. Prokop has been teaching customer service to staff and “he’s obviously been taking those . . . lessons himself.”

MAYOR’S REPORT

Mayor Keyserling asked if there had been a resolution about an August meeting. Ms. Burgess said no resolution had been done yet.

REPORTS BY COUNCIL

Councilman Cromer said there was an administrative law court decision on June 22 in the case of *Sonic v. DHEC* in regard to a dock extension; the court found in favor of Mr. Sonic, and he is going to put a dock that will cross over Baxter Creek into the Beaufort River. Councilman Cromer is concerned this will “set a precedent” for others “who are going to want to jump the creek,” and that could mean a proliferation of unsightly docks.

Councilman McFee said thanks to USCB, the City of Beaufort, and the National Endowment for the Humanities, 30 educators are being hosted in Beaufort for three weeks, to work on the project, “America’s Reconstruction: The Untold Story.” As a result, several hundred thousand dollars in resources that are being brought to the city, he said.

Councilman McFee said Main Street South Carolina will have 14 managers in Beaufort for a retreat, beginning the following day, which is at the Best Western Hotel and open to the public. There will be several events, and they are doing the keynote address at the Hilton Head Municipal Association on Friday.

EXECUTIVE SESSION

Pursuant to Title 30, Chapter 4, and Section 70 (a) (2) of the South Carolina Code of Law, **Councilman O’Kelley made a motion, seconded by Councilman McFee, to enter into Executive Session** for a discussion of personnel relating to the Redevelopment Commission and an update on land acquisition for Boundary Street. **The motion passed unanimously.**

At the conclusion of the Executive Session, no action was taken, and as there was no further business to come before council, **Councilman O’Kelley made a motion to adjourn. Councilman McFee seconded. The motion passed unanimously,** and the meeting adjourned at 8:30 p.m.