

A work session meeting of the Beaufort City Council was held on June 12, 2012 at 5:00 p.m. in the Beaufort Municipal Complex, 1901 Boundary Street. In attendance were Mayor Billy Keyserling, Council members Donnie Ann Beer, George O’Kelley, Mike Sutton, and Mike McFee, and City Manager Scott Dadson.

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

The Mayor called the meeting to order at 5:00 p.m.

Mayor Keyserling said in regard to the process for the advisory committee for the form-based code, he had had a conversation with **Craig Lewis**. The Point Association is circulating a petition advocating that a separate committee should deal with the form-based code for the Historic District. Mayor Keyserling said he had suggested that the deadline for applications be postponed, and that there be a public meeting for anyone who is interested or has applied. Mr. Lewis will do a presentation for anyone who’s interested, so that they can see if they are “up for what it is.” There have been many rumors and misunderstandings, and Mr. Lewis has agreed to lead a public workshop to help explain how the process will work.

Councilman Sutton said his concern is that Mr. Lewis needs to come up with “a workshop that actually gives answers.” Mayor Keyserling said he asked for a FAQ document to be created, as was done with the Commerce Park. That will provide some answers even before the workshop. Councilman Sutton said anything that will explain and clarify the code will help. Councilman O’Kelley clarified that Mayor Keyserling is trying to get the committee set up before July 4; Councilman O’Kelley said he will be out of town for part of that time. Councilman McFee said they will let the applications stream in as people are more interested. **Julie Goode** asked if it will be a separate work session, and Mayor Keyserling said it will be like a public meeting, not a council work session. The tentative date will be June 27, Councilman McFee confirmed.

Q&A ON FY2013 BUDGET

Kathy Todd said there was a question in regard to the fire department’s personnel costs in their presentation. Ms. Todd said she told Fire Chief Negron that those costs were explained to council in a May 15 meeting. The 3% was applied to just the salaries, not the benefits, in Fire Chief Negron’s presentation. Ms. Todd indicated where the council could find the projected salaries and benefits. The total is roughly an additional \$150,000, Ms. Todd said.

Mr. Dadson said on the revenue side, the stormwater fees were questioned, so Mr. Dadson explained how that works as opposed to a per-vehicle fee. They are \$65 per residence. In

commercial or non-residential, it's the square footage of impervious surface (driveway, rooftop, etc.) divided by 4,906 which is the average unit square footage multiplied by the residential rate. For a single-family residential, it's an increase of \$40, but it's a much larger increase for commercial because they are creating more run-off because of the impervious surfaces.

Councilman Sutton said he'd like to see the commercial number against the residential base for a formula that allows the fees to be staggered to include a weight factor for commercial. Mr. Dadson said they would give council the information, but they needed to look at the intergovernmental agreement. Mr. Dadson said at one point there was a concern about the difference in the fee between not-for-profits and for-profits.

Randolph Elliot asked how much the fees had to be raised and what it would accomplish. Mayor Keyserling said what they have now is not sufficient to cover stormwater needs. Mr. Elliot said there should be a known value. Mr. Dadson said the largest amount of impervious surface is owned by the DOT, not commercial properties. The City of Beaufort is at about \$500,000 revenue and \$500,000 expenses. Councilman Sutton said this is a continuation of an ongoing discussion; the cost of services is not covered by the funds. Other cities have raised their fees to cover it. The city doesn't own the systems that it's maintaining; the state does.

Mr. Dadson said he proposed a vehicle fee to raise more funds to maintain assets that aren't the city's. Mr. Dadson said the DOT does some things, but the city wants a higher level of service. The city owns several miles of streets, and the discussion will begin soon with the Highway Department "about trading roads back." The amount was raised from the \$42 range to \$65 which allowed them to accomplish more, but they need more. Council had asked Mr. Dadson and Ms. Todd to look into this stormwater fee as opposed to a vehicle fee. Mr. Elliot clarified that the fee would be to handle stormwater. Mr. Dadson said no, they do stormwater *and* Street maintenance.

Ms. Todd said \$263,000 is for stormwater and \$243, 290 is for roads. This would prevent the use of fund balance to solve stormwater and road problems. Mr. Elliot asked why they didn't just charge people what it costs to deliver the service. Mayor Keyserling said it's not that clean; mowing on rights-of-way that the state doesn't maintain actually prevents problems with stormwater. Mr. Elliot said he'd recommend the London Plan, which charges people to drive through Beaufort. Mr. Dadson said in the state of South Carolina they don't have that authority to do tolling. This fee is to subsidize work within the rights-of-way. He explained that this is why they would have a stormwater fee and a vehicle fee.

Angela Hegstrom asked, if they are South Carolina's and the county's roads, why the city doesn't bill them. She can't believe a Street sweeper comes on a Street without gutters, so it's

only sweeping mud. She feels that that is pointless. She asked again why the City of Beaufort doesn't bill the county and state. Mr. Dadson said council had jokingly billed the state of South Carolina last year for maintenance of its roads, but in reality that won't work.

Councilman Sutton said neighborhoods have been flooded in the past, and the successfully completed projects have helped with a learning curve about how to handle other stormwater problems. The state isn't going to fix the problems, but the City of Beaufort has to be proactive as a community. Ms. Hegstrom asked why they should raise the level of service, then. Councilman Sutton said they are trying to determine the appropriate fee to *maintain* the level of service they have reached now.

Ms. Hegstrom asked about funding for other road projects in the city. Councilman O'Kelley said those are capital projects. He said the city has basically good drainage. The issue is maintenance, and he used the Duncan-Langhorne area as an example. After 20+ years, they were able to clean that out. New construction places the burden on the developer. Ms. Hegstrom said the county should maintain what is theirs. Councilman O'Kelley said the state's maintenance budget is small. Mr. Dadson said the county contracts with the City of Beaufort for Street sweeping services. Councilman McFee said the county cooperated in the Duncan-Langhorne issue, and there's a good cooperative relationship with them.

Councilwoman Beer said Ms. Hegstrom could write the state legislators. Mr. Elliot asked, in regard to the \$35 vehicle fee, how it related to the road; he asked why properties wouldn't be charged for their road frontage. Mr. Dadson said the state of South Carolina is very specific about how fees can be charged. Frontage charging is done in commercial areas, not residential districts. Mr. Dadson said the fee is for everything else in the right-of-way; things are maintained in addition to stormwater, such as sidewalks. Mr. Elliot said his point was that a fee for the road frontage of his house would seem to be more equitable than a vehicle fee. Mr. Dadson said no one uses just the part of the road in front of their house. Logically, he drives everywhere in the city. Someone with one car uses the roads less than someone with six cars.

Mr. Elliot asked about people whose cars aren't registered in Beaufort not paying for this fee. Mr. Dadson said that's true, but when Mr. Elliot goes to where his neighbors' cars are registered, they will be paying for Mr. Elliot to drive there.

Councilman Sutton said if they are going to provide the service, they need to know the costs, then decide how to pay for it. Mr. Elliot said the stormwater fee has a more logical explanation. But people on Lady's Island won't be charged and neither will tourists. Only the residents will pay, and they're not the only ones using Beaufort's roads.

Mayor Keyserling said the conversation started with the referendum on the penny sales tax; the city decided to take over the level of service for roads that belong to the state. The stormwater has to be extended for public safety. Some time ago, the city couldn't determine what this cost was, but now it can. The state has historically been in the business of cutting taxes and putting more of a burden on the municipalities while at the same time tying the municipalities' hands as to how they can raise money.

Mayor Keyserling said if the city quit cutting the grass in front of the National Cemetery or in any of the rights-of-way that were as they were three years ago, "people would go nuts." Now that the City of Beaufort is able to see the specific costs, they need to figure out how to absorb that. He reiterated that the state now is looking to pay cities to take miles of roads with a percentage of the gas tax, or they will repave, give the roads away, and then give "X" dollars per road mile. Mayor Keyserling said that may sound good, but every two years, there's a new state legislature or new highway commissioner, and the source of funding can be cut off. Mayor Keyserling said half his emails come from Lady's Island, and so Beaufort has to determine how to grow Beaufort in order to grow more businesses so that they don't have to raise more money through such fees.

Dorothy Pierce asked if this fee would apply to an antique car that hasn't been out of storage for six years. Mayor Keyserling said it will be a personal property tax. Councilman Sutton said the fee would cost less than 10 cents a day. Mr. Dadson said it might be worth asking about antique tags which will take it off of other registration and therefore would limit the amount of miles she could drive, but that wouldn't bother her.

Matt McAlhaney said this could be taken a step further to create an inspection process. It would give people something to see for their money. Mayor Keyserling said since the state got rid of inspections, the city can't require inspections. Mayor Keyserling said the state got rid of them because the gas stations didn't make any money and sold tags without inspection.

Mr. Elliot said in regard to the Boundary Street proposal, there's a statement about the Boundary Street form-based code; he asked if that's "a done deal." Mayor Keyserling said there are three districts that have a code and Boundary Street is one of them: the Commerce Park, Bladen Street, and Boundary Street. Mr. Elliot said he feels the Bladen Street code would fit the environment in downtown Beaufort. There followed a discussion of the procedure for the first and second readings on the budget and when and how council can properly make changes to what's currently proposed.

NOISES ORDINANCES: EXEMPT PROPERTIES ZONED INDUSTRIAL DISTRICT

Ms. Anderson said in regard to the Commerce Park, a focus group has convened and the city's ordinance in regard to noise was raised as an issue. Some industries in the park could work three shifts and would create noise outside typical work hours. The group recommended that council consider that there should be a particular ordinance for noise in the IP district. The current quiet hours could be a detriment to industry, Ms. Anderson said.

Councilman Sutton said there's obviously a difference, so there should be a different level of restriction. Mayor Keyserling said he thinks that when they pass a different noise ordinance for the IP district, people who have properties in Light Industrial will ask what fits in for them. Councilman Sutton said they can look at it case by case when or if the problems arise. Mayor Keyserling said he thinks it's appropriate to put it on the agenda.

NOISE ORDINANCE – REVVING OF VEHICLES AND/OR MOTORCYCLES

Mr. McAlhaney said he constantly hears vehicles, but some can be heard from half a mile away, and that's noise pollution. Councilman O'Kelley said he had seen "no revving" signs in Charleston, and he got a copy of the Charleston ordinance. The ordinance is like Beaufort's except in Sections G and H. He has suggested adding sections G and H to the Beaufort ordinance, and said Chief Clancy supports it. Mr. Dadson said the Police Department officers thought this specificity would be of benefit to them when they write a ticket.

Mayor Keyserling said there could be a debate about the arbitrariness of the ordinance, and asked if the police officers "needed more meat." Councilman O'Kelley asked if he meant decibel level and a discussion ensued about mufflers. Councilman O'Kelley said he feels that if it's on the books, that alone would be a deterrent. Mayor Keyserling said when this was discussed before, riders said revving was done in "self-defense," so people know they're coming. Mr. Dadson said revving is different than just a loud engine and explained how it works. Councilman Sutton said they should leave decibels out of it, because in other communities that have a problem with it, they are having trouble enforcing it. For this to work, it has to be a visual observation by the officer that they can witness and testify to in court.

Councilman Sutton said he had researched the exhaust system issues, and there are too many components for that to work. Visitors won't have those, anyway. He agrees it needs to be very plain and simple. Disturbing the peace and revving can trigger the ordinance. **Officer Hope Able** said the muffler law covers loud mufflers, but they can't be stock mufflers. A third option is "improper stop with a spinning / moving tire." A discussion ensued about the punishment in fines or jail time.

Councilman Sutton said if the enforcement is tied to decibels, he doesn't like it. Councilman O'Kelley said there's a "disturbing the peace ordinance" already. This applies only to motorized vehicles. Councilman Sutton said he understands but wants to be sure that the city has control over it. Councilman Sutton asked if the city attorney "would have a chop at it," and Mr. Dadson said the city attorney would put it in ordinance form.

EXECUTIVE SESSION

On motion of Councilwoman Beer, seconded by Councilman O'Kelley, council voted to move into Executive Session pursuant to Title 30, Chapter 4, Section 70(a) (2) of the South Carolina Code of Laws for a discussion about property and legal advice. The motion was approved unanimously.

Councilman O'Kelley, seconded by Councilman McFee, made a motion to come out of Executive Session and resume the work session. The motion was approved unanimously.

There being no further business, the meeting adjourned at 7:03 p.m.

A regular meeting of the Beaufort City Council was held on June 12, 2012 at 7:00 p.m. in the Beaufort Municipal Complex, 1901 Boundary Street. In attendance were Mayor Billy Keyserling, Council members Donnie Ann Beer, George O'Kelley, Mike Sutton, Mike McFee, and City Manager Scott Dadson.

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

The Mayor called the meeting to order at 7:06 p.m.

INVOCATION AND PLEDGE OF ALLEGIANCE

The invocation was led by Councilwoman Beer, and the Pledge of Allegiance was led by the mayor.

PUBLIC COMMENT

Dwayne Smalley presented to council a petition in regard to the advisory committee for the form-based code. They believe that the committee should be split into two committees, one of which would review the Historic District and the other the areas outside of the Historic District. They also requested that the deadline for application to the committee should be postponed for two weeks. They suggested the composition of the committee. The petition and the signatures were submitted into the record.

Mayor Keyserling said he had heard about this in an e-mail blast and has spoken with the president of Historic Beaufort Foundation and some neighborhood associations and had met that morning with the Office of Civic Investment and asked them to put the brakes on the process. He said it's unclear to him that if he had a list from which to make appointments, he would not know what criteria he should use to determine a responsible member of the committee because he is not clear on what is involved in the process. He added that he doesn't like the idea of two committees, one for the Historic District and the other for the rest of Beaufort.

Mayor Keyserling explained that a FAQ list will be made up, and that there will be a forum open to the public which will explain what the expectations and activities of the form-based code committee will be. Also, they will keep the application process open for a period of time after that. Mr. Lewis has agreed to lead the forum, and council has all agreed that this makes sense. He hopes this will put an end to any misinformation on the matter that is currently circulating. The tentative date for the forum is June 26.

Maxine Lutz thanked council on behalf of the residents of the Old Commons neighborhood.

Blakely Williams introduced the new tourism division executive, **Rob Wells**, and he made a statement about his excitement about the job.

Kathy Lindsay, Hermitage Road, said she is active in her neighborhood association. She said part of the problem she is having with the form-based code issue is because of the master planning process. She feels the public input has just begun. The draft Sector Two and Sector Three process has only recently been completed, and she feels there should be more of a public forum, at least on the issue of transportation. She said Ribaut Road, for example, is, according to the Master Plan, to undergo huge changes, and though they have had charettes in her neighborhood, there's not been enough public comment. People will have questions that affect more than those just in her neighborhood, she said. She feels more people need to be educated about the planned changes.

PUBLIC HEARING: FY 2013 BUDGET ORDINANCE

The mayor opened this public hearing. Mr. Dadson showed the FY 2013 recommended General Fund budget with comparisons and reviewed the tax rate / mills. He showed a graphic of General Fund revenues. In his recommended budget, the stormwater fee would remain at \$65, and a new motor vehicle fee would be \$35 per vehicle. This is what is being recommended for the first reading vote. Council has been through the budget for several weeks, he said. The types of expenditures haven't changed materially, Mr. Dadson added, then he went on to describe what departments' expenditures are.

Ruby Johnson, 700 Hamar Street, questioned the \$35 vehicle fee. Mr. Dadson said the city expends right-of-way maintenance costs for assets that the City of Beaufort doesn't own for the most part and has a shortfall. The stormwater fee is different. \$700,000 is spent on right-of-way maintenance, and the fee is meant to cover that gap. Mr. Dadson said the vehicle fee is used commonly throughout South Carolina for these types of uses. It will cover the cost for maintaining those assets. Ms. Johnson said her question was answered, but she doesn't think the fee is fair. Mayor Keyserling explained that more money is being spent on maintaining streets that belong to the state, but the state doesn't generally take care of them so the city does.

Monty Hopey, 2600 Chelsea Lane, said the 12,000 residents of the City of Beaufort are being asked to pay for the city to do the state's job. He asked Mr. Dadson to detail which municipalities also have this fee. Mr. Dadson said that there is a South Carolina property tax rate by county. He described other fees that are levied under "personal property" fees. He described some of the other cities that have these types of fees. Mr. Hopey noted that no other cities in the local area (Beaufort County) have this fee. Beaufort "would set the precedent for this area," he said. Councilman McFee noted that Bluffton had raised its stormwater fee. Mayor Keyserling said this is the city manager's recommendation, and Councilman Sutton has an alternative. Mr. Hopey concluded that he thinks "the idea stinks."

Christina Wilson, 910 Wilmington Street, said she disagrees with the vehicle fee but if it has to be done, she would like to see it spent on maintenance of the streets for safety's sake. If they

must have the fee, with which she disagrees, at Ribaut Road and Greene Street, one “shouldn’t have to come halfway out to make that turn.”

Delores Hopey said she understands what the council is trying to do, but feels like “everybody is hurting” economically at this time. If there are 2-3 people with cars in a household, they may already wonder how to pay for gas. She feels it’s the wrong time to increase fees because many people are hurting financially and some won’t be able to pay it.

Ms. Hegstrom said she disagrees with the fee and feels “the state and county should be billed and not as a joke.” Instead of charging \$35 per vehicle, it could be spread out among the tourists or others from different municipalities who could pay for it, not just the City of Beaufort residents. She went on to ask the city manager to show the stormwater fees on the revenues graphic. He said it’s under “charges for services” that include garbage fees, building permits, etc.

Ms. Hegstrom feels she’s “getting hit from all directions with fees” from the state, the county, and utilities. Councilwoman Beer said the only way to get the state to do anything about its responsibility is by contacting legislators. Ms. Hegstrom suggested that they could get volunteers to take care of the maintenance of the easements and the other rights-of-way. The mayor suggested the Beautify Beaufort group and told her what they have been doing on a volunteer basis.

Mr. Smalley asked about the projected revenue, and Mr. Dadson said \$313,390. **The mayor closed this public hearing.**

PUBLIC HEARING: ORDINANCE PROVIDING FOR SERVICE FEE

The mayor opened this public hearing. Mr. Dadson said this speaks to the fee, the expenditure plan, what will be done with capital, etc. These are the components of the ordinance. There being no public comment, **the mayor closed this public hearing.**

MINUTES

The minutes of the work session on May 15, 2012 were presented to council for review.

Councilman Sutton made a motion, second by Councilman McFee, to approve the minutes as written. The motion passed unanimously.

The minutes of the work session and regular meeting on May 22, 2012 were presented to council for review. **Councilman Sutton made a motion, second by Councilman O’Kelley, to approve the minutes as written. The motion passed unanimously.**

FY 2013 BUDGET ORDINANCE

Councilwoman Beer made a motion, seconded by Councilman Sutton to approve the budget ordinance on first reading. Councilman Sutton said he feels that the main text of the budget is fine. The fee issue is “a significant change in the way Beaufort does business.” There is a direct

need to find a way to fund services. He is not in support of the vehicle fee and feels the fee should be looked at in terms of stormwater management. Between now and second reading, he feels there should be a closer look at the stormwater fee. The city must fund the services it provides or not provide the services, Councilman Sutton said. Lack of stormwater maintenance has cost millions in the past. The streets are owned by the state, for the most part, but the city needs to maintain them for the future, even if they are not the city's streets. For a city Beaufort's size, Councilman Sutton feels the vehicle fee doesn't work, and it doesn't cover the needs of the budget. Most of the traffic in Beaufort is people passing through. The vehicle fee doesn't meet the return on investment.

Mayor Keyserling clarified that the stormwater fee in Bluffton is \$105, in Hilton Head Island is over \$100, and Port Royal's is unknown. Councilman McFee said he agrees that the vehicle fee is new, but increasing stormwater fees will have a negative impact: Commercial properties that are already taxed more than residential properties and get no tax relief will be further burdened; they pay license fees that underwrite the budget by one-third, which means the city is going back to the same sectors that are already supporting the budgets quite a bit. In regard to the service fee on vehicles, 40% of the residents are renters, and they will share in the fee while they may not pay stormwater fees. This is better, he feels, to tax on the use of the roads because of the high percentage of renters.

Councilman O'Kelley said he will not support it. Mayor Keyserling said he will look at the stormwater for residential and not commercial. He agrees that the limit has been pushed on businesses. Mayor Keyserling said he doesn't at the moment plan to support any fee changes. He feels they need to look long-term at going back to the county and the local option sales taxes. The problem with these, though, is that local option would have to be put on the ballot by the county in order for the municipalities to vote on it.

Also, Mayor Keyserling said, there will be conversations with the state about exchanging certain roads in exchange for a fee. But this is risky because the legislature changes every two years, so they would have to have a strong proposal. He would like the city to absorb it for another year, and use the fund balance if they have to. By a year, they will need a longer term solution.

Mr. Dadson suggested passing the budget ordinance on first reading as-is, and then in a separate motion, instruct staff to eliminate the fees, and then find ways to offset those eliminations with reductions in revenue. Mr. Dadson went on to explain why this is necessary. **The motion passed unanimously.**

Councilman Sutton made a motion, second by Councilman McFee, to table the ordinance providing for service fees with instructions to staff to come back to council with options other than the vehicle fee but not excluding the stormwater fees. The motion passed unanimously.

FY 2013 LEVY OF TAXES ORDINANCE

Councilman McFee made a motion, seconded by Councilman Sutton to approve the tax levy ordinance on first reading. Mr. Dadson said this sets the operating and debt mills. **The motion passed unanimously.**

ELECTION 2012 FILING, DATES AND FEES ORDINANCE

Councilman O’Kelley made a motion, seconded by Councilman Sutton, to approve the ordinance on first reading. Mayor Keyserling said this would set the filing fees for those running for council and mayoral candidates. It also sets deadlines for filing, voting, and challenges. **Ivette Burgess** said there will be public notice opening filing on July 23, 2012. It doesn’t need to be in the ordinance. Councilman O’Kelley said incumbent candidates still file an economic interest statement, filed as amended, after the fee is paid. Mayor Keyserling said the state requires filing online. Councilman McFee said the candidate has to do it manually with the application fees. **The motion passed unanimously.**

REVOCATION OF BUSINESS LICENSE

Ms. Todd said Cash for Gold had received a letter from Chief Clancy for their second violation of the Precious Metal Ordinance, so their business license can be revoked. Staff recommends that the business license be revoked at this time. Ms. Todd said they had to have a separate permit to deal with metals. Chief Clancy said their permit to operate as a precious metal business has been revoked. The precious metal permit is issued by the Police Department. Councilman Sutton clarified that they have twice violated that permit. **Councilman O’Kelley made a motion, seconded by Councilwoman Beer to revoke the city business license of Cash for Gold. The motion passed unanimously.**

REPORT BY MAYOR

Mayor Keyserling said the Lowcountry Economic Alliance is moving forward. At their last meeting, Jasper County did not show up, and the Beaufort members insisted that they had a quorum, anyway. Jasper County’s attorney said they didn’t have one. But because Jasper County didn’t want to be there, it was ruled that they didn’t count as part of the quorum. Mayor Keyserling described who is in the Alliance at this time. They will elect officers at the next meeting. Jasper County has now said they will not try to dissolve the LEA, but will go its own way. The LEA board has started recruiting businesses from Jasper County, so it will be regional in any case.

Mayor Keyserling will not attend the following week’s workshop, he said, because of a presentation he is making.

REPORTS BY COUNCIL MEMBERS

Councilman McFee said Beaufort was selected for the 2012 Preservation Leadership Training and as a representative of the city, he attended. It was “very intensive,” he said, beginning at 7:30 AM and ending at 10:30 PM with working breakfasts and lunches and one hour dinner breaks. He said it was a great opportunity for the city. There was international and national representation among the preservation planners. The projects included two site locations in the

Northwest Quadrant, and the Coastal Contractors building, etc. They came up with viable economic considerations for all of the projects. Five teams made presentations on the projects including pro formas and a business budget. Councilman McFee went on to say that he had made a lot of useful contacts that will serve the city in the future.

Mayor Keyserling said the presentation was good, and he heard a clear statement “on what is old and should be preserved or (is) old and just old.” He asked about what was said about Sector One, which seemed to have been overlaid from the city’s Sector One plans. Councilman McFee said that the teams didn’t know a lot about what the planning in Beaufort called for. They brought their first impressions and what they gathered in their walk around of the city before they were assigned projects. Mayor Keyserling asked if that meant that the Office of Civic Investment has been sensitive to the historic fabric of the community, and Councilman McFee agreed.

Councilman O’Kelley brought up the death and accomplishments of Charles Aimar, whom he said was a true American hero.

Mayor Keyserling said the county passed a Military Enhancement Committee-generated resolution on sequestration. Senator Graham said failing to come to a budget resolution was “a game of chicken, and no one responded to the bluff.” If there’s no resolution by January, each line within the budget will be arbitrarily cut 15%, which could be crippling to the Marine Corps. The bureaucrats will make the decisions now and may do so arbitrarily.

ADJOURNMENT

There being no further business to come before City Council, **Councilman O’Kelley made a motion to adjourn, seconded by Councilman McFee. The motion was approved unanimously** and the meeting was adjourned at 8:30 p.m.

ATTEST: _____
IVETTE BURGESS, CITY CLERK