

A work session of the Beaufort City Council was held on July 26, 2016 at 5:00 p.m. in the Beaufort Municipal Complex, 1901 Boundary Street. In attendance were Mayor Billy Keyserling, Councilmen Mike McFee, George O'Kelley, Stephen Murray, and Phil Cromer, and Bill Prokop, city manager.

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.

### **UPDATE ON PUBLIC WORKS PROJECTS**

**Lamar Taylor** said he would present 14 projects that Public Works would like to get done this fiscal year.

319 Grant / Battery Creek retrofit: Mr. Taylor described the path of the storm water in this project, which "all . . . drains through the Battery Creek watershed." This project's construction is about 30% complete, he said. The total cost is approximately \$750,000. The estimated completion date is around February 2017. Mr. Taylor described the "unique" nature of the project's water decontamination. The city needs to finalize the grant's six-month extension. The grant was for approximately \$400,000, he said, "so the cost is being split equally between Beaufort County and the City of Beaufort," per an intergovernmental agreement. There is an educational component to the project, he said, and "some monitoring," which Beaufort County does now.

Councilman Murray said DHEC and DNR had hosted "a summer harvest shellfish forum" at TCL the week before. **Craig Reeves** holds the permits for shellfish and crabs in Battery Creek, but the upper beds there have been closed for three or four years because of water quality issues, Councilman Murray said. He told Mr. Reeves about this project, and Mr. Reeves told him that when the water quality issues are resolved, there's "a 5-year waiting and testing period before they'll open the beds back up."

Mr. Taylor said, "People are eating and fishing and swimming in (Battery Creek) right now," though in order to avoid liability, the water needs to be tested and show no contamination. Upon excavation, he said, they found oyster shell and sand bedding, through which "water drains naturally," which is "a gold mine."

Southside Boulevard Streetscape: This project is about 45% complete, Mr. Taylor said; they expect to complete the project September 23. The total project cost is \$300,000. The sidewalks are no longer so close to the edge of the road, he said; there's a ditch between them and Southside Boulevard. The project is "coming along very well," after a three-week delay because of 23 taps that BJWSA discovered were vertical, rather than at an angle, so they needed to be retapped. Mr. Taylor thanked **Alice Howard** for her help securing funds from the CTC (County Transportation Committee) fund.

West Street Drainage Project: Mr. Taylor said this project has encountered many issues, which he described. He showed photos of where the project stands currently, and said they hope to finish it within a month.

**Mike Sutton** said he is a neighbor, and the “project was stalled for so long” that Public Works was “fortunate because the owner of the property that all the work was being done on lives in Atlanta.” If he were the property owner, Mr. Sutton said, he “would have been all over you” about “the process and the way your contractor handled that job,” including “destroy(ing) that front yard,” taking “down a fence a year ago” without putting up another one, and not communicating with the owner, who he said is only not complaining because she lives in Atlanta. Mr. Sutton said he “put the sewer into the house,” so he knew about the problems Mr. Taylor had described; therefore, he finds it difficult to understand how the project’s contractor, JoCo, which bid on it, and the city, which designed the project, “did not comprehend that” these impediments that delayed the project “were there.”

In addition, Mr. Sutton said, top soil had been taken from the homeowner’s yard and replaced with sand. **Jay Weidner** is doing the landscaping on the property, Mr. Taylor said, so the city “will save some money because we won’t have to bring any material in there.” Mr. Sutton said “the truckload of sand and rock debris” that is on the site now was brought in by the subcontractor; it was not there when the project began, and a truckload of topsoil was excavated and was taken away “off the site.” Mr. Taylor said Mr. Weidner “is going to bring in what he needs” when he does the landscaping. Mr. Sutton said that the property owner would be charged for that soil, when hers had been taken; Mr. Taylor said that is a matter between Mr. Weidner and the homeowner. Mr. Sutton feels “that’s not a good way” for the city to do business; he feels no one “is watching that job.” Mr. Taylor said, “Yes, we are.” Councilman O’Kelley said, if topsoil was removed, that’s not “on the homeowner,” but on “the people who removed it or Mr. Weidner.” Mr. Taylor said that Mr. Weidner has a contract with the homeowner, not with the city.

Mr. Sutton said he also hopes the contractor will replace fencing JoCo took down a year ago. Mr. Taylor said this project hadn’t begun a year ago. Mr. Sutton said, “JoCo jumped the gun . . . and took the fence down a year before the project started.” Mr. Taylor said JoCo would replace the fence after Mr. Weidner does the landscaping.

**Maxine Lutz** said she was surprised that when JoCo halted work on the project, “it must have been 6 weeks” before the gas company did what it was supposed to do. Mr. Taylor explained that this was because of the need for each utility to have separate permits and the slow process of obtaining them.

Mayor Keyserling asked if this project would catch “some (stormwater) that comes off the ‘downtown mountain’,” and Mr. Taylor said it would.

Hamar/Greene Street Drainage Project: This is a joint project with the City of Beaufort, SCDOT,

and the county, and it has been completed, Mr. Taylor said. The way heavy rains have been handled since its completion indicates that the drainage is working well.

Hancock Street Drainage Project: All design and permitting is complete, Mr. Taylor said. Low Cost is the company that won the contracting bid.

Allison Road: All permits are in hand, and the latest design exception comments were submitted on July 16, Mr. Taylor said. The lane width issue is resolved, but “they didn’t let us go with the narrow, 10’ driving lane,” so the city needs to finalize coordination with utility companies to “minimize . . . conflicts.” As part of the grant requirement, city staff has met with about a third of the property owners to obtain written permission to go on their properties “to be able to tie things back in,” he said. “We revised estimated engineering costs” from about \$900,000 to \$1.1 million “because of the additional widening,” Mr. Taylor said. The amount may be different when bids for the project come in.

The amount of the grant for the project is \$400,000, **Kathy Todd** said, and \$420,144 is in fund balance for the project. Mr. Taylor said since the original design was not approved, the engineer was asked to do a revised cost estimate, “to see where we are,” but Mr. Taylor feels the engineer’s numbers are “a little high,” because he doesn’t feel that the slight widening of the road will cause the price to “leap \$400,000.”

Mayor Keyserling said they still need to find \$200,000 before the project is started. Mr. Taylor said he doesn't anticipate the project starting for at least 6 months. A 24-month extension of the grant was obtained because of the design exception.

Mayor Keyserling asked Mr. Taylor about the path changing. It will be on the north side now, Mr. Taylor said.

South Hermitage Drainage Project: This project is in the design phase, Mr. Taylor said. There are serious drainage issues there, and pipe has collapsed. They anticipate construction will begin in October. Design costs have been budgeted for, he said.

Azalea Drive Drainage Project: Surveying and conceptual design is complete, Mr. Taylor said. He showed an aerial image of the watershed. The size of the pipe is being doubled to handle the amount of water flowing through it. The estimated cost is \$87,000. They will talk to the Town of Port Royal about possibly contributing money to the project, he said, as a portion of the water is from the Port Royal watershed.

Lafayette Street Drainage Project: \$25,000 has been budgeted for design of this project, Mr. Taylor said, and he described the area in which there are flooding issues. Public Works, the Redevelopment Commission, and the contractor are working together, and design costs will only be \$14,000. He described a property owner who “is willing to give us an easement at no charge, to be able to put that pipe into the Beaufort River,” which means the project will cost much less than it might have if they had needed to use twice as much pipe.

It will take a year or more to permit this project, Mr. Taylor said, “because it is a new outfall into the Beaufort River.” It will be a good project, he said. There was no flooding there “before the first house was built,” because then the water soaked into the ground. Mayor Keyserling suggested that there should be cost-sharing with those property owners, who had “met with OCRM” and “knew, I think before they even closed, that there was a problem.”

Mooring fields: Mr. Taylor said the last concrete anchors had been placed before and during Water Festival. 41 total moorings are proposed; 30 have been installed to date: 16 at 105’ radius and 14 at 160’ radius. The estimated cost is \$131,000+, he said. A second MOU (memorandum of understanding) needs to be developed for the second phase of the 14 moorings “before we can pay subcontractors” and others; staff will bring this to council. “The last (MOU), for the first 16,” was done in 2014, Mr. Taylor said.

Mayor Keyserling asked the difference between this and the original mooring field plan. Mr. Taylor said the original contractor proposed “around \$64,000 to put the additional 14 in,” but because of drilling problems, the current estimate is about \$10,000 more than the original amount. Mr. Taylor will come to council “with that change order,” he said, “as well as a memorandum of understanding with” **Rick Griffin**, the harbormaster.

Ms. Todd said there are two MOUs with Mr. Griffin, who “had . . . committed to all 14 (moorings), plus an additional 16” and marker buoys, for which “he was supposed to pay 100%.” She said he pays \$1000 per month to the city in addition to his rental fees. Mayor Keyserling said at that rate, it would take longer than the length of Mr. Griffin’s contract for him to pay it back; Ms. Todd said that’s why the MOU is being readdressed.

Downtown marina docks: Mr. Taylor said the city has a contract with **Duncan O’Quinn**, who has ordered the transient dock; the anticipated date for beginning the complete replacement of the transient dock is November. They will also install a new fire suppression system. Mr. O’Quinn feels the best time to do this work is between the holidays and January, Mr. Taylor said.

The dinghy dock will be improved after the Dragon Boat races, Mr. Taylor said. The proposed day dock permits have been approved, but now a permit is needed from the National Marine Fisheries Service (NMFS), and this federal agency’s review process will take another 9 to 12 months, he said, at a minimum, though the city is ready to go. This is a new requirement, Mr. Prokop said, from an agency “that never was involved in this before.” It’s not 9 to 12 additional months from today, he clarified, but that many months from last April. Neither the Army Corps of Engineers nor the NMFS “will change their process.”

Craven Street sidewalk project: Mr. Taylor described the work that has been done in preparation for resurfacing. SCDOT had requested five streets in the City of Beaufort that it could repave, he said, and this is one of them. Councilman Murray clarified that this phase is on Craven Street from Carteret to Church Streets. Mr. Taylor said it is.

Mr. Sutton asked, “on the elevations of the new work that was done,” what is DOT going to do when they’re paving “to lower the road to meet” those areas where it’s 6” to 8” below the surface of the existing asphalt. Mr. Taylor said it will “probably have to be reconstructed.” The “hump” at Craven and Charles that Mr. Sutton referred to has accrued over time, Mr. Taylor said, because of previous resurfacing. Mr. Sutton said there are “a couple manholes hidden under that asphalt (that) have popped up over time.”

Newcastle Street sidewalk project: Mr. Taylor said the sidewalk between Newcastle and North Streets has been done to prepare for the paving contractor coming through.

Southside Park dog park: Mr. Taylor showed pictures of the dog park as of the prior week; they anticipate a grand opening in about a week. As an in-kind service, BJWSA should be installing a water line, he said, so Public Works can then put in a pump for a water fountain.

Bowling alley parking lot: This project has been successful so far, Mr. Taylor said.

500 Carteret Street (former Bank of America building): Councilman Murray said they had discussed buffer planting. Mr. Taylor said that has started. Mayor Keyserling asked what the plant materials would be. Ms. Lutz said there are only two shrubs there now. Mr. Taylor said that’s because the irrigation wasn’t working, but it’s back on now. Mr. Prokop said **Liza Hill** has recommended a landscaping plan. Councilman O’Kelley said this is a bad time for new plants. Mr. Taylor said they would plant more when it’s cooler, for the plants’ sake.

Mr. Prokop said some projects, like Allison Road, for example, are “way over what was budgeted,” so staff is looking for other areas where they can cut, and at “what our stormwater fees are (that are) coming in.” Also, **Linda Roper** will do a presentation on contract management at a August or September council meeting. When selecting any contractors, the city must “hold people to what the requirements of the contracts are,” Mr. Prokop said, so the city doesn’t always choose the bidder whose price is lowest, because “we’ve got to have performance,” so the city “can do better planning.”

Some current projects, especially sidewalks, “are state issues,” Mr. Prokop said, because the problems are on state-owned property, but the city is doing the work. For example, “a major drainage system,” which goes from “virtually Ribaut Road . . . through” **Lolita Watson’s** property, needs to be repaired. SCDOT representatives and various city officials have looked at it, and now they need a contractor. Mr. Taylor said, “We have a plan in place.”

Mr. Prokop said it needs to be brought to the attention of the state that the work the city is doing on state property “is costing us a lot of money.” In addition, Allison Road is \$200,000 - \$300,000 over its original budget, *and* the project has been on hold for two years while permitting was held up “over a 12” (difference in the) width of the road.”

The city needs to discuss “what we can afford to spend,” Mr. Prokop said. Should it be for sidewalks on state roads, for example? He added, “If it’s a stormwater project, it only can come

out of our stormwater fees.” The CTC gave the city the money “to get the Southside Boulevard sidewalks done,” or that project wouldn’t be happening, Mr. Prokop said.

Mr. Prokop replied to Councilman Cromer that council will be given notice about any city work on state road projects, as will the state; council will have to determine where the money will come from, if it’s not budgeted. Councilman Cromer said the state “needs to be put on notice” that a repair is being done “at their request,” so the state accepts responsibility for it, because “once you fix something, you assume liability.” Mr. Prokop said that if the city fixes something that belongs to the state, the city cannot assume the liability.

Ms. Howard said the tennis courts at Southside Park – which the county maintains – are closed because a power pole was knocked down during a storm; it was rotten, and there was concern others might be as well. She said she would let everyone know when the courts are open again.

Mr. Prokop said official funding approval has not been obtained yet for the grant for the Southside Park trail, and it is not expected for 60 – 90 days. At that point, though, \$100,000 should be transferred to the City of Beaufort.

#### **DISCUSSION REGARDING ANNEXATION INCENTIVE REIMBURSEMENT PROGRAM AND PROPOSED GRANT ORDINANCE PROGRAM**

Mr. Prokop said a report was provided to council that shows the major “donut holes”; staff concentrated on those on Lady’s Island. This incentive program is meant to be more of a marketing plan than what the city had, which he said was “basically nothing.” The report shows the value of properties and the taxes the city “could end up with,” if the properties were annexed.

**Danny Crowe**, the city’s bond counsel, had recommended a “grant program,” Mr. Prokop said, explaining that it is an incentive program for annexation. After people in the program pay their city property taxes, “we give them a grant . . . covering the difference, should there be one . . . between a fire district fee and the city’s.” For commercial properties, the city “would give them the difference in the stormwater fee . . . for a set period of time.” Others (e.g., the county) would still get their full share of taxes, he said, so they will not lose revenue. This program is aimed at commercial properties, which would receive a discount over 7 to 10 years, at decreasing percentages, until they are paying the full rate. Ms. Todd described the annexation incentive under the city’s current ordinance.

Mayor Keyserling said the city pays the Burton fire district to provide service “to areas of the city that they can service more efficiently than we.” There are people, he said, who live in the city, and “are paying Burton fire district,” but “we’re servicing them.” He asked if Burton fire district pays the city in such cases, and Mr. Prokop said no. He said he believed Mayor Keyserling was referring to Broome Lane; Mayor Keyserling added, “And Brotherhood Way.” Mayor Keyserling suggested that “as we straighten things up with Burton,” this matter should “be on the table.”

Mr. Prokop said staff hopes to discuss such points about the city “paying for some things that we’re not getting.” The service area in Burton is shrinking, Mayor Keyserling said. “Council has a will to close the donut holes” on Lady’s Island, and is primarily interested in offering incentives to do that to commercial properties. Mr. Prokop said the ISO (Insurance Services Office) rating for the City of Beaufort is a 2. Property owners on Lady’s Island who are in the city aren’t necessarily getting the city’s ISO rating for the purposes of their insurance, he said. Staff is looking at how all city residences can get the city’s ISO rating, which will be a benefit to the owners’ insurance costs.

Councilman Murray said this is “a financial exercise.” It’s considered more expensive to be in the city than to be in the county, whether that’s true or not; services are “another issue.” This is complicated for those on Broome Lane, for example, for whom there is not any incentive to annex, he said, because their emergency services are provided by the City of Beaufort. Councilman Murray feels the current annexation incentives “give a lot away,” but he’s unsure that “what you’re proposing is enough to encourage folks to come in” to the city.

Based on the figures staff had provided that compare 4% and 6% properties, Councilman Murray said a 6% property on Lady’s Island would pay approximately \$10,500 in property taxes, while a 6% city property pays approximately \$12,000, so if the Lady’s Island property were to annex into the city, for “three years, you’re going to give (them) \$1,500, but at the end of the three years, it’s going to go up to \$12,000.” In addition, in the city, “the difference in the stormwater fee” and “the significant difference in the business license fee, if you’re a commercial owner, that erodes the benefit of the \$1,500 (over) three years, of the difference,” Councilman Murray said. Therefore, he suggested, the city might want incentives that are “more aggressive” than these, but less than what it currently offers.

Councilman Murray said staff had also suggested “revising the business license incentive that we currently have to a minimum of 5 years.” He asked if that “would just be for parties who annexed into the city, or for all . . . business license holders.” Mr. Prokop said the MASC (Municipal Association of South Carolina) will soon be doing the first review of business license fees since 2007, so that may change things, but “our feeling would be that . . . (for) new businesses” that are annexed, “we would go to a 5-year type of program.” Ms. Todd said they can’t do that within the business license ordinance by law; “it would have to be a separate ordinance altogether.” Mr. Prokop said the grant gives the city flexibility, because the grant can be written to target an industry, an area, etc. and give incentives to annex.

Councilman Murray asked if the city has considered its cost for providing services (e.g., to Polk Village), and if they knew the average cost in services per residential address in Polk Village, for example. Mr. Prokop said they are pulling records (e.g., of police calls made) to determine this, and comparing it to potential tax revenues. The city “is just backup” for the county’s emergency services there, he said, and this is the reason the city must “look at (annexation) on a case-by-case basis.” Mayor Keyserling said, “That’s the reason the county has wanted us to annex Polk Village, and the reason the city historically has not wanted to,” though it’s not been discussed recently. Boundary Street redevelopment will have an impact on this, he added.

Councilman Murray said most parcels that request annexation do so because of “the reality – or the perception – that our development process is more than, say, the county’s,” so he asked if it was “necessary” for the city “to offer incentives on development processes” like design review fees, “or are we really trying to go after parcels that have existing development?” Mayor Keyserling said, “We know there’s going to be infill” under current zoning, and **Libby Anderson** is working with the county on “that stretch” of Highway 21 on Lady’s Island where the city knows there are “development and redevelopment opportunities in these donut holes.” The donut holes drive the offer of annexation incentives “more than what the business is,” he said.

Councilman Murray said he understands if the idea is to “help encourage infill development on parcels that are coming in, but it would be interesting to see how many of the parcels that we’ve identified for annexation are developable and need redevelopment.” He added that he thinks it’s a great idea to have a marketing program and materials so that the city can make its case for the benefits of annexation; he cited the recent decision by Citgo, Sherwin-Williams, and Steamers to come into the city.

Councilman Murray asked if the city “can un-annex,” and give parcels back to the county. Mr. Prokop said he thinks there is a process, but it is “very cumbersome.”

Mayor Keyserling asked that this information about annexation incentives be put online, so those in the public who are interested could look at it.

### **IS THERE CITY INTEREST IN 135 PARKING SPACES IN 303 ASSOCIATES’ PROPOSED PARKING STRUCTURE?**

Mr. Prokop said about 6 weeks ago, Mayor Keyserling, Councilman Cromer, **Jon Verity**, and he met with **Dick Stewart**, 303 Associates, who said he would be building a parking facility to meet the needs of his various businesses; one of the properties that the city had considered for a parking garage would no longer be available because Mr. Stewart plans to build the parking facility there and develop what remains.

The city received an email from Mr. Stewart on July 14 that stated that he would develop a three-level parking garage that would have 450 – 480 spaces, Mr. Prokop said, which is the number of spaces that 303 Associates needs. He said Mr. Stewart had asked if the city could “grant administrative relief for the height,” in order to allow them “to take it to 38.5 feet,” which would fulfill Mr. Stewart’s requirements, and the city was able to do so. After 303 Associates did a preliminary design, Mr. Prokop said, they determined that with a 7’ setback, they could go to 42 feet, which would allow them to create an additional 135 spaces, which they asked the city if it would be interested in.

Mr. Prokop said the city is doing a parking study and is looking at three sites downtown other than this one that Mr. Stewart’s parking garage would be developed on. If the city did have 135 spaces in this facility, Mr. Prokop said, it might build a smaller garage than had originally been planned, if the penny tax passes, for example.

Mayor Keyserling said whether the city is interested in these spaces is a hard question for him to answer; there are many questions: Would the city be a partner in the parking garage with 303 Associates? Would the city get only the spaces on the top deck? Does the city assume liability for it? Would the city operate it?

Councilman O'Kelley said he also wonders what will happen to the old Western Auto parking lot. They would need to discuss a lot of issues with 303 Associates before proceeding, he said, adding that he "can't fathom how 303 (Associates) would need 450 spaces." Mayor Keyserling said at the meeting, Mr. Stewart had said Tabby Place has been quite successful, plus he is "looking to grow the Beaufort Inn," perhaps to 200 rooms, Mayor Keyserling thought, some plans for which are already approved. Mr. Stewart is also looking at putting additional rooms on the Western Auto property. He has said he would require overnight guests of the inn and employees at his various properties to park in this garage, Mayor Keyserling said.

Councilman O'Kelley said the City of Beaufort has an easement on the old Western Auto lot, which is 27 or 28 spaces; "303 Associates has a right to move that." He asked if Mr. Stewart would move those spaces into this parking facility. Mayor Keyserling said he assumes that Mr. Stewart would do that because of discussions that took place when Mr. Stewart was going to build townhouses at the old Western Auto site.

Councilman Murray asked Mr. Prokop if 303 Associates had been asked to participate in this work session discussion. Mr. Prokop said they knew this topic was on the work session agenda. Councilman Murray said that because Mr. Stewart or a 303 Associates representative wasn't present, council was left to speculate on their plans for development downtown. Mayor Keyserling said that those who were at the meeting were relaying what 303 Associates had told them.

Mr. Prokop said there is supposed to be a public hearing on the plan for this parking structure on August 5 at 4:00 p.m. but the location hadn't been determined. Councilman Murray asked if the 7 foot setback was 7 feet from the roadway or 7 feet from the liner buildings. Councilman Cromer, Mayor Keyserling, and Mr. Prokop all said, "No liner buildings." Councilman Murray said the liner buildings are in the Civic Master Plan, which is "not a legal requirement, but (are they) required in our codes?" Mayor Keyserling said liner buildings are "desired in the city's Civic Master Plan," not required in its codes.

Mr. Prokop said he believed 303 Associates had met with the Historic District Review Board (HDRB) "to go through the first concept of their plan." Instead of liner buildings, they were thinking of "a living wall," he said, which he understood **Joel Newman**, the HDRB chair, had found "acceptable."

Ms. Lutz said 303 Associates is meeting with Historic Beaufort Foundation on August 5 at noon. She said the conceptual design for the parking garage was one that had "been presented in the

past.” There was general discussion about that design. Ms. Lutz said the application for the parking garage would come to the HDRB in August.

Councilman O’Kelley asked if the plan was to build around the specimen trees that are on this property. Ms. Lutz agreed with Councilman Cromer that 303 Associates’ plan is to take those trees out.

Mayor Keyserling said the city is in “an awkward position.” A company was chosen to do the city’s parking structure study, “and it was not Darden,” he said, “and now 303 Associates (is) looking at a parking garage.”

Councilman Murray said the answer to the question about the city’s interest in the spaces is, “Well, that depends,” and there would certainly be interest if the spaces were “free.” Councilman O’Kelley said the city could be interested if the spaces are not free, but people pay rates that are comparable to what they’d pay in other lots. Councilman Murray said that council could express interest in seeing a proposal from 303 Associates.

Mr. Sutton said the answer to whether the city is interested in additional parking is “yes,” because it is always looking for that, which is why building a parking structure was put on the penny sales tax list. So if someone is poised to build a parking structure in downtown Beaufort, he said, and the city could collaborate with them, it would save city taxpayers money and could be “folded into the penny sales tax” project, if that happens. If taxpayers can get parking spaces in a garage built on a private developer’s dime, Mr. Sutton said, “that’s great,” as long as there is liability protection, etc., but there are a lot of unknowns, and Mr. Stewart’s plans could potentially go nowhere. The city has unknowns, too, Mr. Sutton said. If the county gets the penny sales tax, and the city gets money for a parking structure, the city has to be ready.

Mayor Keyserling said he feels that the answer to the question about the city’s interest in parking spaces in 303 Associates’ structure is “yes,” but the city needs to make clear that there are a lot of questions that need to be answered, and it needs to know what it is being offered, he said.

Ms. Lutz said that she “understood all along that (this proposed structure) was four stories.” Mayor Keyserling said when they talked to Mr. Stewart, he said it was three stories. Councilman Cromer said it might have been a ground level with 3 stories above it.

There being no further business to come before council, the work session was adjourned at 6:28 p.m.

A regular meeting of the Beaufort City Council was held on July 26, 2016 at 7:00 p.m. in the Beaufort Municipal Complex, 1901 Boundary Street. In attendance were Mayor Billy Keyserling, Councilmen Mike McFee, George O’Kelley, Phil Cromer, and Stephen Murray, and Bill Prokop, city manager.

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 regular meeting to order at 7:00 p.m.

### **INVOCATION AND PLEDGE OF ALLEGIANCE**

Councilman McFee led the invocation and the Pledge of Allegiance.

### **PUBLIC COMMENT**

**Chuck Newton**, Sea Island Corridor Coalition (SICC), said he’d like to see an issue on a future agenda, and he proceeded to read from a statement. (*The statement has been scanned and is attached to the minutes. – steno.*)

Mayor Keyserling said he is on the Northern Regional Plan Implementation Committee, as is Councilman McFee. He asked Mr. Newton if what he had cited “was a recommendation.” Mr. Newton said it was a report made in March by **Rob Merchant** and Ms. Anderson. He said he believed Councilman Murray was at that meeting. Mayor Keyserling told Mr. Newton, “We’re in the process of commissioning a traffic study,” and Mr. Newton replied that the SICC welcomes that. Mayor Keyserling said he’d never been invited to one of the group’s meetings.

Councilman O’Kelley said the area Mr. Newton was “talking about is east of where the Walmart is going, to Cowan Creek . . . and none of that (corridor) is in the city.” Mr. Newton said, “Outside of Distant Island, there is no city property out there currently.” Councilman O’Kelley suggested that the county might be the entity that could best address the coalition’s concerns. Councilman McFee said this corridor is in the city’s growth boundary. Councilman O’Kelley said there are no plans to annex there. Mayor Keyserling said that because of the Northern Regional Plan process, that area is “a little bit sacred, not that it shouldn’t be discussed.” Mr. Newton said Ms. Anderson had a different view, as to whether “it should be a confirmation of existing zoning or a pull-back on the growth boundary.”

### **MINUTES**

**Councilman Murray made a motion, second by Councilman McFee, to approve the minutes of the work session and regular meeting June 14, 2016.** Councilman Cromer said on page 1, in the first paragraph, in the last sentence, “was absent” should be struck. On page 9, in the second paragraph, in the phrase “raised its tag fee by \$17 per vehicle,” “by” should be “to.” Councilman McFee said on page 8, in the first full paragraph, the figure should be \$325,976, not \$33,976. Councilman McFee said on page 10, the reference to Washington Square Park should be to Washington Street Park. **The motion to approve the minutes as amended passed**

unanimously.

**Councilman Murray made a motion, second by Councilman McFee, to approve the minutes of the work session and regular meeting June 28, 2016. The motion to approve the minutes as presented passed unanimously.**

State Representative **Shannon Erickson** thanked council and the City of Beaufort for its work on behalf of the homeowners and business owners on Lady's Island who are concerned about traffic issues there. Rep. Erickson said she had contacted the city, the county, and SCDOT in February to meet about these traffic concerns, and the city "answered that request . . . and helped us staff those meetings." Though Rep. Erickson feels it should be "a local-decision issue," SCDOT has been involved because this is "an evacuation route."

Rep. Erickson said she hopes that the compilation of old traffic data will help the new traffic study "go forward." She also thanked Mr. Taylor, who chaired the meetings and "coordinated all of it," for his "service for our citizens." Lost Island residents brought this matter to her attention, she said, and they appreciate the time and effort that has been put into working on it.

**ORDINANCE TO REPEAL PART 6 CHAPTER 4 ARTICLES A AND B (ANIMAL CONTROL ORDINANCE) OF THE CURRENT CODE OF ORDINANCE, AND TO CREATE A NEW PART 6 CHAPTER 4 OF THE CITY CODE OF ORDINANCES, ADOPT BY REFERENCE THE BEAUFORT COUNTY ORDINANCE CHAPTER 14, ARTICLE II (ANIMAL CONTROL), AND PROVIDE FOR SEVERABILITY AND EFFECTIVE DATE**

**Councilman McFee made a motion, second by Councilman Murray, to approve the ordinance on second reading.** Mayor Keyserling said this ordinance ensures that the four municipalities and Beaufort County all have one uniform animal control ordinance. **The motion passed unanimously.**

**ORDINANCE ANNEXING A PARCEL OF PROPERTY LOCATED AT 255 SEA ISLAND PARKWAY ON LADY'S ISLAND**

**Councilman McFee made a motion, second by Councilman Murray, to approve the annexation on second reading.** Mayor Keyserling and others said this parcel, which formerly belonged to the Open Land Trust, is between Highway 21 and the old transfer site. **The motion passed unanimously.**

**ORDINANCE ZONING A PARCEL OF PROPERTY LOCATED AT 255 SEA ISLAND PARKWAY ON LADY'S ISLAND, HIGHWAY COMMERCIAL DISTRICT**

**Councilman McFee made a motion, second by Councilman Murray, to approve the zoning on second reading.** Councilman Murray said this is the same parcel that was just annexed. **The motion passed unanimously.**

**ORDINANCE SETTING ELECTION, RELATED DATES, AND FILING FEE FOR MAYOR AND TWO MEMBERS OF CITY COUNCIL PURSUANT TO SECTIONS 1-8001 THROUGH 1-8006 OF THE CITY**

## **OF BEAUFORT CODE OF ORDINANCES**

**Councilman O’Kelley made a motion, second by Councilman Cromer, to approve the ordinance on second reading. The motion passed unanimously.**

## **FY 2016 BUDGET AMENDMENT #3**

**Councilman McFee made a motion, second by Councilman Cromer, to approve the budget amendment on second reading.** Ms. Todd said this is “a perfunctory exercise,” part of the close-out of the 2016 fiscal year. The amendments pertain to the following: the sale of Carteret Street property; the purchase of the Sea Eagle Market and the building at 500 Carteret Street; refunding of general obligation bonds; the use of those general obligation proceeds; the decrease in revenues due to the Town of Port Royal contracting with an entity other than the City of Beaufort for recycling; the set-off debt program; development fees the city received, and the receipt of grant funds – from a JAG (Justice Assistance Grant), FEMA disaster recovery, Community Pride, the HOME Investment program, an MUSC (Medical University of South Carolina) fire grant, and SCMIT (South Carolina Municipal Insurance Trust) – and the expenditure of those funds.

Councilman Cromer asked if the SCMIT grant was for the police; Ms. Todd said it was for Public Works. Councilman Murray asked Ms. Todd to explain how OpenGov works for the public that was present, which she did. **The motion passed unanimously.**

## **AUTHORIZATION FOR CITY MANAGER TO ENTER INTO CONTRACTUAL AGREEMENT WITH WARD EDWARDS FOR TRAFFIC STUDY OF SEA ISLAND PARKWAY CORRIDOR**

**Councilman McFee made a motion, second by Councilman Cromer, to approve the authorization.** Mr. Prokop said after many months of discussion about what needed to be done about the traffic and infrastructure problems that have resulted from development on Lady’s Island, SCDOT, county engineering staff, and the City of Beaufort had “determined a scope of services” and selected Ward Edwards from among three bidders. The cost to the city was to \$87,500, he said, which is not in its budget, so an agreement was made that Mr. Prokop would go to the county’s Finance Committee meeting on August 9 to ask for the funds “to offset the cost of this study” from the road impact fees the county will get from Walmart. The county will still get \$100,000 in impact fees if they agree to this, the study will benefit both the county and the city, and “nobody’s budget will be affected,” he said.

Councilman Cromer and Councilman O’Kelley said this traffic study is “long overdue.”

**Councilman Murray made a motion to amend the motion on the table, seconded by Councilman McFee, by adding that the authorization to enter into the contract with Ward Edwards is “contingent on approval of the contract amount by Beaufort County.”** Mr. Prokop said he has an issue with that amendment because it would mean he couldn't enter into the contract with Ward Edwards “until the county approves” the use of part of its road impact fees for this purpose. This could mean a delay in Ward Edwards’ work until September. Councilman Murray asked if Mr. Prokop had ideas about where the funds would come from if the county did not approve using the road impact fees, and the city had already entered into the contract.

Mr. Prokop said if that happened, he would come back to council to request a budget amendment in order to use some of the approximately \$200,000 that remains in the fund balance committed to capital. **Councilman Murray withdrew his amendment and Councilman McFee his second.** Mr. Prokop said city staff has met with the county council chairman and with county staff, and they have all assured city staff that “the support is there.”

Councilman Murray said he trusts that the county will approve this use of the funds, and that if they don’t, the city “will find \$89,000 to fund this thing.” He said that he hopes the residents of Lost, Distant, and Lady’s Islands, know that while they “cannot vote for us, this is absolutely a good faith gesture. We really do want to solve the problem (and) be a part of the solution out there.” **The motion passed unanimously.**

#### **REQUEST FOR NOISE ORDINANCE WAIVER UNTIL 12:30 A.M. FOR PRIVATE EVENT AT TABBY PLACE**

**Councilman O’Kelley made a motion, second by Councilman McFee, to approve the request for the December 31, 2016 event.** Victoria Hendrick said she and her fiancé, Chris Waters, would get married on New Year’s Eve, and they were applying for the noise waiver so their reception can go on past 10 p.m. All of the music would be indoors.

Mr. Sutton said he thinks council “should endorse and support (the) venue,” but the couple doesn’t need to apply for a noise ordinance waiver for an event at Tabby Place because the ordinance does not apply to this venue, which is not in the “nighttime music district.” If there is no music being played outside, he said, there’s no restriction on how late it can be played, because “this corridor” is not in the district. Mr. Sutton said he wanted to make this point because he feels many people don’t understand how the noise ordinance works and what it says. It is “poorly written,” he concluded. Councilman McFee pointed out that Mr. Sutton was noting “the ambiguity of the ordinance.” **The motion passed unanimously.**

#### **REQUEST FOR CO-SPONSORSHIP FOR USE OF THE WATERFRONT PARK FOR A BACK 2 SCHOOL BATTLE BALL EVENT**

**Councilman McFee made a motion, second by Councilman Murray, to approve the request for the September 17, 2016 event.** Ms. Hill said the event organizers are requesting use of the entire park; the deposit has been paid, and there is a contract for safety services. No alcohol will be served, she said, there is no fee to get in, and the event is open to the public, so it meets all of the criteria for co-sponsorship.

**Jodie Miller** described what battle ball is and said the event is a fundraiser for the Northern Beaufort County Boys and Girls Club; it is meant to “promote healthy lifestyles.” All Boys and Girls Club members can participate free, but there’s a fee for other children (over 48”) and adults to play, she said, which is how funds will be raised. The event is from 12 p.m. – 4 p.m., she said, but they need the park from 8 a.m. – 6 p.m. to load in and out. **The motion passed unanimously.**

#### **REQUEST FOR CO-SPONSORSHIP FOR USE OF THE WATERFRONT PARK FOR FIRST ANNUAL**

## **FESTIVAL LATINO-AMERICANO**

**Councilman Murray made a motion, second by Councilman McFee, to approve the request for the October 9, 2016 event.** Ms. Hill said this would last almost 12 hours. Event organizers are requesting the use of “Green Area 1” in Waterfront Park; the fees waived would be \$2,150. The event will be open to the public, and no alcohol will be sold, but there will be retail sales, she said. Organizers expect 100 or more people, and Ms. Hill had recommended they lease this size space.

**Veronica Bugarin**, an event organizer, said that with this event, they hope to help integrate the various Latin communities in Beaufort. They will not be charging admission; any money raised will go to the organization, which is a 501c3. Ms. Bugarin said they are asking those who attend to donate a new or used pair of shoes. They are asking for co-sponsorship this time, she said, but if they have another festival in the future, they may not ask for it.

Councilman O’Kelley said in one place on the application, it says there will be alcohol sales, but in another place, it says there will not be alcohol sales. Ms. Bugarin said the event would not have alcohol. Ms. Hill said the group had originally planned to sell alcohol, but now they are not.

Councilman Cromer asked if the city has liability insurance for this. **Ivette Burgess** said this group would be required to carry the same liability as others that rent Waterfront Park, with or without co-sponsorship.

Councilman Murray asked Ms. Bugarin if the “retail sales” that are noted on the application would be by the food and beverage vendors. Ms. Bugarin said they were. Mayor Keyserling said the event organizers need to be aware of the “blanket business license fee” for vendors.

Councilman McFee asked Ms. Hill if staff had recommended denying the request. Ms. Hill said she is new to this position, but she had been lead to understand that “as a matter of course, festivals are initially denied.” Ms. Burgess said “from a staff perspective,” denying co-sponsorship is recommended, but it’s council’s decision to make. Councilman Cromer asked if public safety departments had expressed any concerns; Ms. Hill said they have not been spoken with yet. Whether or not council co-sponsors events is “ultimately council’s decision,” Ms. Burgess said, as it was in the case of “Love Fest,” for which she recommended denial, but which council approved.

Mayor Keyserling said as long as event organizers “abide by the rules for festivals,” he thinks this is “a great thing.” **The motion passed unanimously.**

## **REQUEST FOR CO-SPONSORSHIP FOR USE OF THE WATERFRONT PARK FOR TRIBUTE TO VIETNAM VETERANS**

**Councilman O’Kelley made a motion, second by Councilman Murray, to approve the request for the August 12, 2016 event.** Ms. Hill said **Donnie Beer** has proposed this event for a tribute to Vietnam veterans; the fee that would be waived with co-sponsorship would be \$1,100. There

would be no food or alcohol sales, Ms. Hill said, and the event will be from 5:30 p.m. – 9:30 p.m. **The motion passed unanimously.**

**REQUEST FOR CO-SPONSORSHIP FOR US OF THE WATERFRONT PARK FOR 9/11  
COMMEMORATIVE CEREMONY**

**Councilman McFee made a motion, second by Councilman Cromer, to approve the request for the September 11, 2016 event. The motion passed unanimously.**

**STREET CLOSURE REQUEST FROM UNITED CHURCH OF JESUS CHRIST FOR ITS ANNUAL  
MARCH**

**Councilman O’Kelley made a motion, second by Councilman Cromer, to approve the request for street closure for the August 28, 2016 event. The motion passed unanimously.**

**RESOLUTION RELEASING COMMITTED FUND BALANCE – SEA EAGLE MARKET AND 500  
CARTERET STREET**

**Councilman Murray made a motion, second by Councilman McFee, to approve the resolution.** Ms. Todd said part of the City of Beaufort’s fund balance policy is that funds in the General Fund, if they are committed for a specific purpose, must be committed through a resolution by city council. There also must be a resolution by city council to release funds from the committed fund balance, she said. When council uses committed fund balance to acquire land or a building, those funds must be released via a resolution. In this case, the resolution is to release committed fund balance in the amounts of \$522,071.04 and \$522,269.19 for the acquisition of 500 Carteret Street and the Sea Eagle Market. **The motion passed 4-1, Councilman Cromer opposed.**

**RESOLUTION TO COMMIT FUNDS TO COMMITTED FUND BALANCE – SALE OF 302 CARTERET  
STREET**

**Councilman Murray made a motion, second by Councilman McFee, to approve the resolution.** Ms. Todd said this commits \$797,564.54 – the proceeds of the sale of 302 Carteret Street – to committed fund balance. **The motion passed 4-1, Councilman Cromer opposed.**

**RESOLUTION AUTHORIZING CITY MANAGER TO ENTER INTO ELECTRICAL SERVICES CONTRACT  
H & H ELECTRICAL SERVICE, LLC FOR BOUNDARY STREET STREETScape PROJECT**

**Councilman Murray made a motion, second by Councilman McFee, to approve the resolution.** Mr. Prokop said this expenditure is already in the Boundary Street project budget. When the duct bank is finished, this company will connect these businesses to it. H&H Electrical “has an outstanding record of doing this kind of work,” Mr. Prokop said. **Bill Harvey**, the Beaufort city attorney, feels H&H was “very accommodating on our requests for the contract,” Mr. Prokop said. The money for this work is already set aside in the Boundary Street project fund.

Councilman Cromer said he would like council to remind itself to “be more transparent” in the future when the city “sole-sources” work as it did with this contract, since an RFP is required by state law for contracts over \$25,000. Mayor Keyserling said the intention to sole-source this work “was discussed in a work session.” **The motion passed unanimously.**

### **ORDINANCE CREATING THE CULTURAL DISTRICT ADVISORY BOARD**

**Councilman Murray made a motion, second by Councilman McFee, to approve the ordinance on first reading.** Ms. Burgess said this is before council based on a resolution that council passed last August, which was drafted by **Bonnie Hargrove** and **Deborah Johnson**. The specifics of the ordinance come from that resolution.

Councilman Murray said the ordinance requires the board to report twice a year to council, while other city boards and commissions are only required to report once. **Councilman Murray made a motion to amend the requirement in the ordinance to report to council “twice” per year to “once” per year; Councilman Cromer seconded the motion.** Ms. Burgess said she believes that the purpose of that provision was because the board will be seeking grant funds, so twice-yearly reporting would give them “leeway, if that is needed.” Mayor Keyserling said the board could come to council as often as it needed to “with any projects,” but reporting to council twice a year does not need to be a provision of the ordinance. **The motion to amend passed unanimously, and the motion as amended passed unanimously.**

### **CITY MANAGER’S REPORT**

Mr. Prokop thanked the organizers of Water Festival, and he thanked public safety personnel for the work they do. He said the federal Department of Justice is coming to Beaufort to interview the police department about its hiring diversity, which is an honor.

Mr. Prokop said he would clarify marina plans. An underwater investigation of the pilings in the park and marina showed there is “definitely damage,” but it was not as bad as engineers had thought it would be; however, if the penny tax passes, he said, “there are several hundred-thousand dollars of work to be done” on the pilings with the funds from it that Beaufort has applied for. If the penny tax does not pass, the city may have to fix two or three pilings a year. The penny tax is important so “taxpayers aren't paying for the repairs,” Mr. Prokop said.

There are finally 30 moorings, Mr. Prokop said, for use by transient and “everyday boaters,” and there is “room for 11 more in the future.” Also, as Mr. Taylor had said in the work session, there will be minor repairs to the dinghy dock, and an 8’ float will be put alongside it for various uses, including DragonBoat Beaufort’s Labor Day races. The city is awaiting a federal agency’s approval of the day dock, Mr. Prokop said, which could mean a delay of up to a year from April 2016. Rep. Erickson has said she would meet with Senator **Tim Scott** and ask for his help expediting this.

Mr. Prokop said questions have arisen recently about the City of Beaufort’s authority “to enforce laws on the waterway, on the Sandbar, and in and around the mooring fields.” This came to the city’s attention because of issues in another municipality’s waterway. The city attorney was asked what the powers of the police, codes enforcement, and the fire marshal are in this regard. He had responded last week that “going back to our charter in 1711,” the city “can do all the necessary enforcement” of all laws and ordinances from the downtown marina “to the shores of Lady’s Island.”

The harbormaster, police, codes enforcement, and the fire marshal will be patrolling, and “any violations will be enforced by the city,” Mr. Prokop said. People have been mooring their boats in the evening, for example, within 200 feet of the mooring field, and avoiding paying fees by moving the boats to the day dock at 7 a.m. It is the harbormaster’s responsibility to watch for such violations and to call the police when he sees them, Mr. Prokop said. Anyone who is not following marine laws and ordinances will be fined or arrested.

Mr. Sutton said, “This is a great report to receive.” The mooring field in the waterfront has taken more than six years, he said, “and we’re still not there,” but the downtown marina “has been a city operation for 45 or 50 years.” The harbormaster has “no boat . . . no badge . . . (and) no gun,” Mr. Sutton said, so he has had “no backup until the strong words we heard just now.” The city is “being played down there by local boaters,” he said, because no one is “watching the mooring field.” The use of the day dock needs to be addressed, because the new day dock is going to be built, and while the city wants boaters to use the marina, but not abuse it, without a full-time marine officer, Mr. Griffin will have to call and get a police officer to come to the marina, then that officer will have to “go out and write a citation,” which Mr. Sutton doesn’t believe will work well.

They have to enforce the rules, including on the new day dock, Mr. Sutton said. He recommends time restrictions for it, to keep people “from camping out there, and blocking the use of the dock.” A 33’ sailboat took up one-third of the dock every day for a month, he said, then moved it out into the mooring field and dropped anchor “within sight of the day dock,” but there was not a single incidence of police contact with that vessel.

What Mr. Prokop said is what Mr. Sutton said he had hoped to hear months ago: that the sheriff and the city’s police department will “enforce the standards.” He asked the city “to stay steadfast in this enforcement.” If they don’t, the derelict boats – which were the reason for the mooring field in the first place – will return, and they’ll be sinking in the mooring field or at the dock, Mr. Sutton said, like they did “before we put all this money into the waterfront.”

Mr. Prokop told Mr. Sutton, “We’re probably 85% there, but we are working on it.” He said staff would also be looking at ordinance changes and “tightening up things” at the marina.

Mayor Keyserling asked if the harbormaster could be given “some police authority to write citations.” Mr. Griffin has a boat there, and that makes more sense than having him call the police every time he sees a violation. Mr. Prokop said the harbormaster has to call the police and say that a person is “violating a city ordinance,” and then the police can write a ticket.

Councilman Murray said notification of offenders is an issue because they are difficult to track down. He asked if they could be cited by mail. Mr. Prokop said yes, but the harbormaster should know who a boat’s owner is. Councilman Murray said an offender’s registration could be seen from the day dock with binoculars, which would be enough for a police officer to write a citation. Mr. Sutton said that’s a good intention, but he served in the Coast Guard for 21 years,

so he knows that sometimes the boats' registration numbers aren't real. Titles aren't clear, or people can paint on registration numbers they make up, which he said has happened. Those "who play by the rules come in the front door," Mr. Sutton said, but these people they're talking about don't.

Councilman O'Kelley agreed that enforcement is, and has been, difficult for the city, the county, and even state entities. Councilman Cromer said there will eventually need to be a marine officer, because the city is liable for any actions by the harbormaster. Mr. Prokop said city staff is also trying to coordinate more with the sheriff's department, which has "a marine crew."

Councilman Murray said the parking management company in Beaufort has the legal authority to write citations, so he asked why the harbormaster couldn't be "grant(ed) the same authority." Councilman Cromer said if the harbormaster damages his boat "conducting this activity, we could be held liable." Councilman McFee said the harbormaster is a contractor for the city, so any liabilities are covered "under that umbrella, not a separate umbrella."

Mayor Keyserling said clarifying the expectations of the harbormaster and his role and responsibilities should be looked at. Councilman O'Kelley said Mr. Griffin might have to be deputized or made a constable in order to enforce the law; if that happens, the city would need to see if insurance covers that activity.

Mr. Prokop said the city would be investing close to \$1 million – most of which is grant money – in the marina, so they need to "make sure that it's functioning properly." Councilman Murray said council has discussed many of the marina issues "piecemeal" for a long time, so they should have a work session soon to discuss these issues with the harbormaster, a police department representative, "and other interested parties."

Councilman Cromer asked if they would also enforce the law against underage "drinking on the Sandbar." Councilman O'Kelley said the Sandbar is in the city.

Mr. Prokop said there have been some challenges, but overall, the Boundary Street project "remains on schedule and on budget." The opening of the Highway 170/Boundary Street intersection has been pushed back to mid-August. Traffic will flow more smoothly then, he said, and they are looking at installing left-turn lights elsewhere on Boundary Street.

Demolition of the interior of the new Beaufort Digital Corridor space has begun, Mr. Prokop said, and they expect to be open by November.

The review of the Beaufort Code is proceeding, Mr. Prokop said, and more than 200 changes have been recommended so far. He and Councilman Cromer have been at 95% of the meetings about the code that staff has held with "a group of developers." A draft of the code will be shown to contractors, too. Realistically, it may be next January before the code is finished, he said, but they are not rushing the process.

The Southside Park dog park will open soon, Mr. Prokop said. The tree farm there is growing, and they are awaiting funds from a federal grant for a walking trail.

### **MAYOR'S REPORT**

Mayor Keyserling said a group has been holding cookouts for young people in Washington Street Park. He went to one a week ago and saw two police officers playing ball with kids, and the chief and his deputy were sitting at tables talking to people. Seeing this “punctured” a “dark cloud” that he feels “seems to be hanging over the world lately,” and brought “sunshine . . . (to) our community.”

Mayor Keyserling said, “We had an almost incident-free Water Festival, which is great.” He noted that at “Motown Monday,” no police reports were written except about a missing cell phone.

### **REPORTS BY COUNCIL**

Councilman Murray said the Beaufort County Economic Development Corporation (EDC) had met; they are still accepting nominations for two at-large seats. He named the current representatives for the municipalities and the county.

The EDC decided to move forward on recommendations they had made to county council in February, Councilman Murray said, and #1 on that list was hiring a facilitator, whose duties he described. The EDC “has no assets, as of today,” he said, but the county has some money in its FY 2017 budget, so on August 9, the EDC will appear before county council to “request some funds to hire a facilitator and do some other activities.” County council indicated at its retreat that it would support such a request. They will issue an RFQ for an economic development facilitator, he said.

Beaufort Digital Corridor’s BASECamp is taking shape, Councilman Murray said, and they “rolled out BeaufortDigital.com” – “the website for the corridor” – which features a virtual rendering of what the facility will look like when it’s complete. The organization is looking for a manager/executive director for the facility, he said; Charleston Digital Corridor is accepting the applications.

Councilman McFee said as part of the Redevelopment Commission’s infill development initiative on Duke Street, there was recently “a walkabout,” and they “are making inroads” (e.g., by contacting Duke Street property owners). In the coming week, there will be meetings about some of the incentives that will be offered for various infill activities, he said.

There being no further business to come before council, **Councilman O’Kelley made a motion to adjourn the meeting. Councilman Cromer seconded. The motion passed unanimously,** and the meeting adjourned at 8:32 p.m.