

A work session of the Beaufort City Council was held on October 5, 2010 at 5:00 p.m. in the City Hall Planning Conference Room, 1911 Boundary Street. In attendance were Council members Donnie Ann Beer, Mike McFee, Mike Sutton, Gary Fordham and Mayor Keyserling, and Mack Cook 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.

Mayor Keyserling called the work session to order at 5:05 p.m.

#### **PRESENTATION: STRATEGIC FOCUS ON LABOR CAPITAL AND EQUIPMENT**

Mr. Dadson said this is the culmination of **Chief Sammy Negrón** and senior staff of Beaufort Fire Department's efforts regarding labor, capital and equipment. Chief Negrón's presentation was called "A Smart Approach to Labor, Capital and Equipment." It was a capital expenditure overview and addressed "rolling stock," labor, capital, and financing.

The team determined the requirements for new fire trucks. The reserve apparatuses are no longer reliable. They had hoped to get a few more years out of them, but they showed their age and lack of reliability this year. Fortunately, they were able to use the reserve apparatuses of the Town of Port Royal. They blended their 10-year projected needs with those of the 10-year comp plan and the Boundary Street Redevelopment plan. He stated that the bulk of their calls are EMS calls.

They need to replace two large pumpers and one medium rescue truck with two heavy-duty undecorated trucks and two small rescue/pumper trucks. The savings will be directed to sprinkler grants in "target hazards" neighborhoods; improved water mains in neighborhoods with less than desirable water supply capabilities; and other preventative life safety efforts of a capital nature to keep firefighters away.

Chief Negrón listed the factors considered in determining the type of equipment needed. Councilman Fordham asked for clarification that the building codes restricted them from having sprinkler systems in residential homes. Chief Negrón said they're restricted from *mandating* sprinkler systems. Councilman Fordham asked why they can't require them. Chief Negrón said the South Carolina Building Code Council regulates the adoption of codes in South Carolina. It's composed of 12 members who are experts in the industry. Councilman Fordham asked if the Fire Department thought mandating sprinklers would be a good idea. Chief Negrón said yes, but they have just 2 seats on that board, and the builders say sprinklers systems in residential buildings are too expensive, which he says in reality isn't true. Mayor Keyserling asked the cost. Chief Negrón said nationally it's \$1.64 per square foot. It can be up to \$3.50 per square foot depending on location. Mayor Keyserling told Councilman Fordham that the lobbying defeated the issue in the General Assembly.

Chief Negrón said a smart approach to delivering fire service that goes with form-based code involves the fire department being real about where they should be to provide a safer

community for citizens. They maintain the same capability by going after this equipment they want. Mr. Dadson reiterated that the majority of time and call volume is in first responder calls. The vehicles' chassis are smaller for this; the equipment they did have was two steps up from what was needed. Mayor Keyserling said the other element in the equation is the partnership with Port Royal; the city found that they have more horsepower than they need for their requirements.

Chief Negrón showed a comparison of the existing trucks and the apparatuses needed in terms of costs, size and capability. The expected replacement costs were \$1.4 million, and they found they can replace the trucks with what they need for \$664,000.

Councilman Sutton asked the average gallon per minute available for pumping existing today. Chief Negrón said that's not the system capacity. Councilman Sutton questioned the difference in the number of gallons per minute capacity of the big and smaller pumpers. Chief Negrón said a good hydrant will give 700-1000 gallons per minute depending on the location. Councilman Sutton said he wants to ensure that the new pumpers don't undercut the ability to do the job. The city doesn't have a system that's big enough for the trucks that have been bought, traditionally. Chief Negrón said that's true and they need to consider the number of gallons per minute to put a fire out. Codes require a minimum of 1500 gallons per minute for all commercial occupancies, and 1000 gallons per minute for residential properties. Ideally, a water grid built in the last 15-20 years should have no problem providing that capacity for a pumper. In downtown Beaufort, there's no way they will get that many gallons per minute. Councilman Sutton said Mossy Oaks' system hasn't changed since it was annexed into the city in the 70s. He suggested that the money that has traditionally been spent on big pumpers needs to be put into infrastructure. Mr. Dadson and Chief Negrón agreed.

Chief Negrón said they looked closely at the needs and capabilities of labor. 66% of calls are for EMS. 34% are fire calls. 2490 was the total number of calls, including cancelled calls. He broke down the allocation of fire hours. Mr. Dadson said an EMS call might be 10-30 minutes, but a structure fire could last many hours. The numbers of responses for fire suppression might be lower, but the amount of time spent on them would be higher. Chief Negrón said they looked at a variety of types of shifts, trying to determine what would be best to serve Beaufort citizens. They determined that the "24 hours on-48 hours off" model is the most appropriate for the fire department at this time.

Chief Negrón went on to discuss the division of labor in the fire department. The ICMA recommended a battalion chief to be in charge of each shift. At current staffing levels with 3 fire stations, a captain is the most appropriate rank for the shift supervisor. As they grow, a battalion chief will be considered to supervise operations at the shift level. A fire station is commanded by a captain or lieutenant. He said compared to others in the county, the Fire Department is not top-heavy at the command administrative level. Chief Negrón then showed a proposed organizational chart and discussed the operational impact of it.

Chief Negrón said there is an urgent need to replace the Mossy Oaks Station 2 with a new station. Current living and working conditions are “deplorable and unacceptable” for firefighters. It reflects poorly on the neighborhood and makes it appear that it has fallen behind. The Central Headquarters on Ribaut Road is also “desperate” for repairs, including need for a new roof.

They’re proposing a Main Station in Mossy Oaks that is a shared station with Port Royal; large equipment and headquarters would be moved there. The current headquarters on Ribaut might be sold or leased to a private developer, sold or leased to the county EMS, or considered for other redevelopment options. They would also reserve lots for a small station in the Boundary Street Redevelopment District and the Pigeon Point / Old Commons area. The vision is to build smaller fire stations that blend with the neighborhood; Chief Negrón said this will show the commitment of the city to the neighborhoods. Mayor Keyserling said more than ½ the residences in Port Royal and Beaufort surround the Mossy Oaks area. Mr. Dadson said it’s the primary station.

Mack Cook discussed the finances related to the Fire Department plans. As of 12-30-10, they’ve expended the funds earmarked for the construction of the municipal center. \$2.5 million was the referendum amount for fire buildings. As of 9-30-10, \$2.28 million was earmarked for fire buildings. He discussed the costs remaining on the contracts and the retainer, which amounted to \$1.3 million. They owe \$1.75 million. The current surplus is \$394,000. They have ample cash to complete the municipal complex. They won’t have to draw on any other General Funds to complete this project.

Mr. Cook addressed the demands of other department’s capital needs, i.e., police patrol cars, light duty pickups for Public Works, etc. On October 22, surplus equipment will be auctioned off and he detailed what some of the items are to be disposed of. The goal is raise funds to replace 24 old Crown Victorias with 4 new patrol cars. He presented options for purchasing at the level the Fire Department wants. In terms of cash options, if it’s bonded on a prepayment, at 100% they will be willing to lend at a \$19,000 discount which is about a 2.65% earned savings. At 75% of the purchase price, it’s a \$14,000 discount and at 50% it’s a \$10,000 discount.

In the next 60 days, they bottom out the cash flow cycle (lowest cash position) at November 30 at a \$4 million General Fund balance. Purchase is different than financing, Mr. Cook explained. They could continue to do it out of cash flow. Or, if they do it through a loan, they have options. Mr. Dadson said it’s a game of cash flow and securing pricing structures, then which option is chosen. He recommends purchases of rolling stock, then that they take time to determine the financing options. He said there are advantages to not going to the bank. There will be an interest charge. A disadvantage is a draw-down on cash.

With the option of capital leases, Mr. Cook said the best way to determine how long to finance something is on engine hours. He recommends getting no lease terms longer than 50% of the engine hours. He discussed the impact on future budgets if the equipment is leased. Mr. Cook stressed that no decision needs to be made tonight, and they have ample time. Mr. Dadson said

the amount made at the auction, and how cash is at the time of borrowing are 2 things to be considered. Mr. Cook said they will talk more in April-May about financing. Mr. Dadson said the staff has tried to play "if and then games," considering various scenarios for capitalization. How to deal with the fixed assets (the stations) is another consideration. There needs to be a bid on the roof of the main station, no matter what they decide to do with the building. The Mossy Oaks should be the priority major station, Mr. Dadson feels. If it can be maneuvered in the Ribaut / Mossy Oaks area, in partnership with Port Royal, it will be a crucial part of that area.

Mr. Dadson said if they elect to go ahead and do something different with the main station, i.e., lease a bay, they still need a station in that area, and the better option is the Pigeon Point/Old Commons area. The other positioning – which doesn't need to be done for some time - is in the Boundary Street Project area, into the farther end. Mayor Keyserling said big parts of the decision are acknowledging that 66% of the calls are EMS and what will come from the county study. If the county is going to better cover the EMS needs, that will have an impact on this. Mr. Dadson said regardless of those decisions, this is better managing of what the city is responsible for. He said the effect 388 and tax structures have on it in terms of raising and lowering rates will have a huge impact on consolidation, etc. There will be more collaboration and consolidation, he feels, between the public service players in the next 4-6 years. The empty lots South of the Broad, the fate of F-35, and the length of the bottom of the economic trough also need to be considered. Mr. Dadson reiterated that Mossy Oaks is clearly the station that needs attention.

Councilman Sutton asked if the fire department is currently undermanned. Chief Negron said they can meet their mission with the current manning. He'd like more, but they can meet their mission. Councilman Sutton asked if, based on what's in the three stations, they are manned to the level where they should be. Chief Negron said as they position themselves for expansion with a smaller station downtown or down the Boundary Street corridor, they will need to increase personnel. Councilman Sutton asked, based on the equipment purchase with smaller trucks and less equipment, how that will affect the manning once they're rolled in the stations. Chief Negron said the manning and expectations will be based on the current staffing levels of 10 per shift. There is an issue with personnel deployed that makes one shift uneven, but that was taken into consideration and they thought of every possible scenario with personnel calling in sick, etc. They concluded that they'll be able to deliver the same level of service when those two units arrive. They will be required to split the personnel they have now to man those two units, but the units will respond to fires and the firefighters will respond to all type of emergencies. They're not limited.

Councilman Sutton asked if there's a policy shift in terms of ideals with the smaller trucks with a maximum capacity of 4 firefighters. He asked if they'll be rolled with 2 firefighters on them. Councilman Sutton confirmed that the first responder and big pumper won't roll on the same call. Chief Negron said that's right. Councilman Sutton said he doesn't want to see 5 trucks in the station and every truck goes out the door on a call. He has seen every piece of equipment go to every fender bender, and there were redundancies in service delivery owing to dispatch. With less equipment on the trucks, he wonders if there is a shift in ideals. He supports the

concept of smaller trucks but not of doing what used to be done. Chief Negron said they considered equipment they currently carry and how it plays with this smaller type of apparatus. They agree in management at the Fire Department that the 2 all-response vehicles maintain the level of service without duplication and redundancy for emergency calls. They still need the Class A pumper. They are getting ahead of others in terms of adapting to the real needs.

Councilman Sutton said he believes in the first response concept; the firemen don't have to always put the fire out. The people are saved first and other units can come and back the others up; not everything needs to roll out on every call. Chief Negron said the staff understands what the real needs are. All the equipment will go out on a structure fire, and the Class A and the 2 all-response vehicles will go out, but a vehicle accident on Boundary Street will not have two big fire trucks sent out.

Mayor Keyserling said having sat for 6 months in negotiations and learning how other fire departments work, this is very different. However, he said, they need to be prepared to hear some criticism. Councilman Fordham said he'll believe there will be fewer responders when he sees it. Mr. Dadson said he wants to be clear that council understands the financial situation. They'd like to act appropriately on the RFPs; they don't need an action on it. They'd also like to go forward with the roofing and begin the study immediately with staff, council, and Port Royal to consider options on Mossy Oaks. Councilman Sutton said the bids are the cheapest they're going to get right now. There was general assent for Mr. Dadson to move forward. Councilwoman Beer said she trusts that they are getting good information.

**Councilwoman Beer made a motion, second by Councilman Sutton, to add an executive session on a personnel matter to the agenda. The motion passed unanimously.**

#### **DISCUSSION REGARDING STATUS OF HORSE CARRIAGE STUDY**

**Peter White** asked if there is a TMAC and **Heather Winch** said it's an ad hoc committee now, and the ordinance needs to be reviewed in February 2011. Councilman Sutton said when the study was done, the time period for the trial period ended last month, and he wanted the report from the tour coordinator on how things are going. These things need to be part of the TMAC review. The city manager has the ability to do a lot of these things without an ordinance change.

Police Officer **William Carter**, tour coordinator, said they had identified ticket sales, clean up, and safety concerns as the main things that needed to be looked at. With ticket sales, they altered the system, abandoning the time slot system they had. They changed it to the operators adhering to slot times which worked better for them, so they kept that. There were few instances of complaints in the first 4-5 months, but then there were a few. Central to those complaints was the building of a kiosk. One of the operators was to oversee its construction, but it was not built or put into place. They created a sign with the times and that's worked well for them.

Officer Carter said the operators agreed not to sell discounted tickets without coupons; the operators have alleged only a few times that this was violated. The clean-up schedule was to be changed when the kiosk was put in place, but since it wasn't put in place, the schedule wasn't altered. The log is to be used to note spills as they occur and then they're done at the end of the day. Recently one company has been cleaning up throughout the day.

Safety concerns have been addressed, Officer Carter reported. Each operator rebuilt loading steps, etc. They requested assistance in crossing Bay to Newcastle, and Mr. White placed a pedestrian crossing sign there for a few weeks, and the operators found it effective to help their crossing, but the sign wasn't sanctioned by DOT, and there were concerns because there's no actual crosswalk.

Councilman Sutton said it appears there are fewer complaints from the operators. He didn't see the crosswalk happen. He asked Mr. Dadson if they can request a crosswalk. Mr. Dadson said he could write a letter to DOT saying the city supports a crosswalk. Mayor Keyserling said it's a big crossing place for pedestrians, apart from the carriages. **Walter Gay** said there was an accident with one of his carriages in that area recently that injured a driver and damaged the carriage. Mr. Dadson said he'd write the letter.

Councilman Sutton asked Officer Carter if any other agreements were unmet. Officer Carter said no. He asked Mr. White if the city has provided all it had promised. Mr. Gay gave out pictures of the kiosk. He said it's been finished for 3 weeks, and Public Works needs to determine how it will be anchored, etc. It's ready to be moved. Councilman Sutton asked the operators if putting the kiosk down is the next best move. He said the kiosk looks great. Mr. White said there was 100% change with the table and umbrella, but people are still confused so they need the kiosk. They think the sandwich board is for parking times, etc. He thinks the kiosk will finish it, because there will be no question that that's where people should go.

Councilman Sutton said the reports prior to the study and trial period were alarming. He wanted to make sure that the recommendations for safety were all followed. **Stuart Wagner** said his feeling is that the pilot program seems to be working well. The issues of maintenance and clean-up may still need to be looked at. His main concern is safety for the horses, riders, drivers, and carriages. He wants to ensure that the tour coordinator has the ability to recognize the safety issues and then follow up and address them.

Mayor Keyserling said he'd like to hear more from Ms. Winch. The squabbling seems to have ended, except now there's a problem with the buses. Councilman Sutton said he wants to close out this piece tonight and the city will do what it needs to about the crosswalk and the kiosk. He feels TMAC should fold this study into the general tourism responsibilities review. Mayor Keyserling said that's where they would pursue the safety issue. Mayor Keyserling asked if there was impact on the clean-up issue. Ms. Winch said it's improved but is still somewhat lax on weekends, but that's not consistently true with both companies. Manure spills aren't cleaned up immediately still; they can go for several hours. She said this is not limited to the Point. There are violations of the safe operation within traffic rules, the angle of the driver,

traffic, etc. Those issues continue to be a problem. Clean-up has improved, and there's less urine smell, but this could be because of less carriage operation this summer.

Councilman Sutton said the drivers need to have a mandatory meeting with the tour coordinator "as part of the safety piece." Councilwoman Beer said in the many years since this began, this is the best report they've ever had.

Mr. White agreed they've gotten a lot better. He appreciated Councilman Sutton and others coming up with the ideas and getting to the better place where they are now. He commented that on ticket sales, the most important thing, he thinks, is "striving to be honest." They are working through it. There's been an issue with reserve tickets being interfered with. The other problem, he said, is on Bay Street where tickets are sold at one office at \$18, and the people go to shop and are approached by the other office offering a lower price if they turn their ticket in. The only safety issue they've had is with one particular horse. The drivers haven't seen what happens when a horse takes off in the waterfront area. They need to be constantly reminded what to do in a situation where people could get hurt. The one horse wants to trot to the water trough and back to the loading steps so the brakes needs to be used most of the time which leaves black skid marks on the parking lot. He's concerned someone will get run over.

Mayor Keyserling said there are still issues about buses, cleanliness, etc. He feels they need to reassemble TMAC to lead council through a thorough review of these issues and anything else. Carteret Street has been changed, and there will be other zoning changes. This is the time before contracts are awarded to review what they have. All the players should be at the table. Ms. Winch said the ordinance language has changed and says 7 members from the affected areas need to be on the committee.

Councilman Sutton asked Mr. Dadson to coordinate with Mr. Gay on getting the kiosk down there. Mayor Keyserling said he feels a future agenda should include the reinstatement of TMAC. There was assent to put it on the agenda. Ms. Winch said she'd let them know the past composition of the committee. The slot bid rotation comes up soon, and the ordinance review is prior to that.

#### **DISCUSSION REGARDING DERELICT VESSELS IN THE MOORING AREA**

Mayor Keyserling said there have been repeated complaints about derelict boats over the years, especially in the last 3-4 months. Three different commissions who have looked at it. Mr. Dadson said until DHEC gives the city a permit for mooring, they can't enforce Title 50, and this takes resources which the state doesn't have. Last time a boat was cleaned up, it was an extensive process and they worked with DNR. Mayor Keyserling said they have an ordinance and authority, which Mr. Dadson said is not funded, though. The boat owner needs due process and resources are required to dispose of the boat.

**Edward Dukes** said that they need to dissuade the boats that will be a problem. Mr. Dadson said the first step is to get a mooring field and enforce the need to be moored there. The state

stopped the process in the past. **Rick Griffin**, Harbor Master, said the moorings that are there now aren't eligible to be permitted. Mr. Dadson said the Yacht Club has a mooring field. Councilman Sutton said the city owns the Bluff, so they can permit it. Mr. Griffin said the illegal people can be gotten out of there. Mr. Dadson said the commission report is clear on where they should be.

Councilman Sutton asked about the law on non-registered boats that are moored. Mr. Dadson said he didn't know. Councilman Sutton said there should be some tracking for the boats; Mr. Dukes said they need to be documented or registered. Councilman McFee said once they have a mooring field, the harbor master has control, but without it, he can try to track them and try to compel them to register, but they have no authority. Legally they can't tell them what they can and can't do. Mr. Griffin said the boats were all given letters saying they were required to register, but there was no enforcement ability, so little or nothing happened.

Mr. Griffin said they have a handle on a sunken boat, but they can't get the supposed owner to respond. He described it as an abandoned derelict vessel. He said it's probably not worth the expense to float it. Mr. Dadson said that, in the past, the boat that was blown up involved a very long process. DNR handled all the costs for that one.

Mr. Dukes said the boats had to operate under their own power. One was towed to the sandbar and people were living on it for a couple weeks. Mr. Dadson said they have a file with OCRM, and they can be contacted if they have staff. If they can't issue a permit, they can't issue a permit. Councilman Sutton said absent a mooring field, he wants to have another option, somewhere in the law where "there are teeth to stop it before it gets to that point."

Councilman McFee said Title 50 offers enforcement but there are limitations. If they're not in-state residents, the city doesn't have jurisdiction. Mr. Dadson said all up and down the coast, this is a frustrating problem, even for those with more resources. He said the mooring walls aren't a very expensive process in the long run, and there's obviously need. They need to see if DNR will participate and if OCRM can issue a permit. Councilwoman Beer asked if it were a state requirement and Mr. Dadson said yes. Title 50 applies to waterways. Councilman Sutton asked for bullet points.

Councilman Sutton is concerned about dinghies on the day dock taking up space. Mr. Griffin said they're pointed to a space that's not on the area where a boat could go. Councilman Sutton said they need to go if they are clearly derelict. One has beer cans and gas cans in it and is half-sunk, and it needs to go. Mayor Keyserling asked if the legislative delegations can be gotten together. Mr. Dadson said that's a good idea and also good to start the process with OCRM, etc.

There was general, overlapping discussion of other possible options. Mayor Keyserling asked if a mooring is complicated. Mr. Dadson said not if you're private or a yacht club, etc., but they want to be permitted for the marina and other places in the river between the bridges.

Councilman Sutton reiterated that there are two sunken vessels in this jurisdiction and asked what is being done about it. It's a hazard to navigation and another boat in swing radius could go down with it. Mr. Dadson said he'd get the police department to coordinate with DNR and see what can be done with those. Councilman Sutton also wants to know what they can do if the mooring dock doesn't happen. He thinks they're being ignored, and they might respond. Mayor Keyserling said the permitting process will be looked into, and the police and DNR will deal with the two sunken boats. They will also initiate a collaborative legislative effort.

### **POWER LINE BURIAL**

**Barbara Farring**, chair of Tree Board, said she had heard that the SCE&G franchise fees are being considered for use burying the lines on Boundary Street. The board would appreciate council consulting with them before they do it. Mr. Dadson said the amount under discussion is \$380,000, and it's not all the franchise fees. Council has already taken some action. There is a percentage that is part their money and part city money that has been used on Port Republic and Bladen. Boundary Street will be a special case. The non-standard service agreement means SCE&G can use all the revenues in a district; Boundary Street will probably be expensive enough to require a separate agreement and district-oriented tax. Also, they can go district-by-district up to 7%; they can create a district tax for that area. There are various options depending on what is where. There will be some moving of things, some burial. On Boundary Street, they'll probably have to have a special one because of the size and the cost.

Mayor Keyserling said the Tree Board should look for solutions to protecting trees, not how to pay for them. He said the SCE&G rep had said on Bay they could have saved the trees if they had thought of it earlier; Councilwoman Beer said they are going to look at areas to relocate the lines to save trees. That's an option, burying is another, and Ribaut is the most difficult because it has transmission lines. Only SCE&G can determine the cost structure. They can't force the other utilities off their line and 4 other carriers may be on a pole, even if SCE&G is off.

Ms. Farring said the SCE&G rep the previous week had said burial will prevent the severe pruning every 5 years, so they would like to suggest starting with a certain neighborhood. The rep was quoting high numbers from \$80 per foot for a single phase to much more for a three phase. Councilman McFee said the franchise fees associated with that have to do with the Boundary Street Master Plan. That doesn't mean there aren't funding sources. There was general discussion among those present on possibilities for solutions.

Councilwoman Beer discussed a \$6 million project to bury the lines. Mayor Keyserling said the Tree Board needs to figure out "what the problem is and what the opportunities are going to be." Mr. Dadson said there are various solutions for different areas. Councilman Sutton said the big poles are up. The next step is getting the distribution off the poles and to the houses. Ms. Farring said the Tree Board will walk the Point next week and come up with recommendations for underground utilities on the Point.

Councilwoman Beer said SCE&G said the right-of-ways to bury the lines will lead to losing trees. Ms. Farring said they were told they can bore under the trees. Councilman Sutton asked Mr.

Dadson if the low-voltage companies were now trimming. Mr. Dadson said he didn't know. Councilman Sutton said the trimming on the lower voltage stuff "seems like a repeat," and they weren't at the table before. Ms. Farrior said burying the lines will preclude them having to trim severely every 5 years. Councilman Sutton said most of those trees are on private property, and if the owners don't trim the trees, who will trim them? Mayor Keyserling said they need to look at low voltage as they reconsider franchise agreements. Mr. Dadson said he doesn't know what the city's ability is to dictate to them. The franchise is to operate a business, and the easements are on private property. They are perpetual easements, outside the city's control. SCE&G has been the one the city is most able to compel.

Mr. Dadson asked Ms. Farrior how far the Tree Board was from getting a study done and getting information back from SCE&G. Ms. Farrior said they were going to submit a recommendation for the loop system on the Point in the next few months and submit it to SCE&G for a cost.

#### **EXECUTIVE SESSION**

On motion of Councilman McFee, seconded by Councilwoman Beer, 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 discussion of a personnel matter. The motion was approved unanimously.

Councilman Sutton, seconded by Councilwoman Beer, made a motion to come out of Executive Session and resume the regular council meeting. The motion was approved unanimously.

#### **ADJOURNMENT**

There being no further business, Councilman Sutton made a motion, seconded by Councilman McFee, to adjourn. The motion passed unanimously and the meeting was adjourned at 8:15 p.m.

ATTEST: \_\_\_\_\_  
IVETTE BURGESS, CITY CLERK