

**MINUTES OF WORK SESSION
OF THE NEWPORT NEWS CITY COUNCIL
HELD IN THE 10TH FLOOR CONFERENCE ROOM
2400 WASHINGTON AVENUE**

August 9, 2016

2:30 p.m.

PRESENT: Sandra N. Cherry, D. Min.; Marcellus L. Harris III; McKinley L. Price, DDS; Sharon P. Scott (arrived at 2:45 p.m.); Tina L. Vick; Dr. Patricia P. Woodbury (arrived at 3:05 p.m.); and Herbert H. Bateman, Jr.-----7

ABSENT: None-----0

OTHERS PRESENT: James M. Bourey; Collins L. Owens; Mabel Washington Jenkins; Cynthia Rohlf; Alan Archer; Lynn Spratley; Wanda Pierre; Lisa Cipriano; Florence Kingston; Paula Hirsh; Everett Skipper; Sheila McAllister; Claudia Cotton; Britta Ayers; Chris Morello; Reed Fowler; Cleder Jones; David Wilkinson; R.B. Alley; William E. Harrell; Samantha Sink; Dr. Nzinga Teule-Hekima; Karen Wilds; Jennifer Walker; RoShaundra Ellington; and Dave Ress

I. Zika Virus Update

Mr. James M. Bourey, City Manager, introduced Dr. Nzinga Teule-Hekima, MD, Director, Peninsula Health Center, to offer detailed information and precautions to take concerning the Zika Virus.

Dr. Teule-Hekima reported that the Zika Virus was closely related to viruses that caused Dengue, West Nile, and Yellow fevers as well as Japanese Encephalitis. The Zika Virus was transmitted by mosquitoes and the infection caused a “Zika fever” (a copy of presentation, “Preventing Zika Virus: An Overview”, is attached and made a part of these minutes).

Dr. Teule-Hekima advised that the primary hosts of the Zika Virus were monkeys and humans. She stated Zika could be transmitted by: 1) the bite of the Aedes mosquito species; 2) congenially (mother-to-child/pregnant woman to fetus); 3) through sexual contact; and 4) through blood transfusion from a Zika infected blood donor. The Zika fever affected approximately one in five people bitten by an infected mosquito. The incubation period was two to seven days. The most common symptoms included:

- Fever
- Maculopapular rash
- Joint pain
- Conjunctivitis (red eyes)
- Muscle pain
- Headache
- Death, although rare

Dr. Teule-Hekima advised that a blood or urine test was taken to determine whether one was infected with the Zika Virus. The test could be administered through one's local health department who then coordinated with the Centers for Disease (CDC). There were different diagnostic tests available to help determine whether a person was infected with the Zika Virus. Healthcare providers were encouraged to contact their local health department to facilitate the testing.

Dr. Teule-Hekima stated there was no specific treatment for the Zika Virus; however, one should get plenty of rest, fluids and medicine to reduce fever and pain associated with the Zika Virus. The main treatment for the Zika Virus was to avoid getting it by protecting oneself from mosquito bites. During the first week of illness, the Zika Virus could be found in the blood and one had to avoid being bitten by a mosquito. Should a person with the Zika Virus be bitten by a mosquito, that mosquito would then become infected and could pass the infection on to others.

Dr. Teule-Hekima stated that the main concern associated with the Zika Virus was that it caused Microcephaly and other severe fetal brain defects in infants born to infected mothers. Microcephaly was defined by having a smaller than normal head or brain circumference. The prognosis varied depending on the severity of the Microcephaly.

Dr. Teule-Hekima noted vector control was needed to help eliminate the spread of the Zika Virus. She reported that prevention measures included:

- Wearing loose fitting clothing with long sleeves and pant legs
- Using insect repellent
- Utilizing screens/air conditioning
- Keeping doors closed
- Removing areas of standing water
- Avoiding travel to affected areas, especially if pregnant or planning to become pregnant
- Avoiding mosquito bites for three weeks when returning from a Zika-affected area
- Isolating oneself, if infected, to prevent spreading the virus to mosquitoes and others
- Educate yourself, your family, and your friends

Dr. Teule-Hekima noted steps that the Health Department took to fight the Zika Virus:

- Conducted surveillance for cases
 - To better understand transmission and the risks to pregnant women
 - To detect potential local transmission
 - Approving testing
- Conducted mosquito surveillance
 - Important to know what kinds of mosquitos were present in Virginia and where they were found

- Educated the public
 - Citizen outreach presentations
 - Media campaigns
 - Educating Health Professionals
- Planned for management of locally transmitted cases
 - Developing guidelines to investigate locally transmitted cases and reduce spread of Zika in Virginia

Dr. Teule-Hekima stated that the Zika Virus was not spreading locally in Virginia. She stated 56 cases of the Zika Virus had been reported in the State of Virginia as of August 5, 2016, from travelers returning from areas where Zika Virus transmission was ongoing. The cases in Virginia were imported and travel related, but no transmission had occurred in Virginia. It was likely that more cases would be identified as additional travelers were tested.

Dr. Teule-Hekima cautioned that Zika could spread locally in Virginia. She stated that there was Continental U.S. local transmission. *Aedes aegypti* (Yellow fever) mosquitoes were found in Virginia and transmission could occur locally. *Aedes albopictus* (Asian tiger) mosquitoes could also transmit the disease. The likelihood of transmission depended on many environmental and societal factors, to include:

- Climate
- Travel, additional cases
- Public health actions
- Mosquito control

Dr. Teule-Hekima stated that citizens could contact the Virginia Department of Health and the Centers for Disease Control websites at www.ZikaVa.org and www.cdc.gov/zika for additional information concerning the Zika Virus. Newport News residents could contact the Peninsula Health Department at 757-594-7305.

Vice Mayor Vick inquired whether a person could go to the Peninsula Health Department if they suspected they were infected with the Zika Virus. Dr. Teule-Hekima replied that one's healthcare provider could call the Peninsula Health Department to arrange testing with the Virginia Department of Health and the CDC if they suspected that their patient was exhibiting Zika symptoms.

Councilwoman Cherry inquired whether the Peninsula Health Department would test someone automatically for Zika, if they exhibited symptoms. Dr. Teule-Hekima replied the person would be asked a number of questions, such as whether they had travelled to a Zika prone area to determine whether they needed to be tested for the Zika Virus. The symptoms would then be reviewed. There was a low threshold for those who had travelled.

Mayor Price inquired whether the Peninsula Health Department received federal aid to assist with prevention measures. Dr. Teule-Hekima replied that an update had been received as of Friday, August 5, 2016, noting they were going into a 12-week operational period, which corresponded with the end of the mosquito season. The State Health Commission was setting up an incident command system. She and her colleagues had briefed the Governor's Office and the Governor was communicating with the federal government. The Governor would declare a State of Emergency, should there be local transmission. Once that happened they would be able to acquire federal funding. State funding was available should the need arise to increase education.

City Manager Bourey questioned what would be an eligible expenditure to receive federal funding. Dr. Teule-Hekima replied that they were trying to determine the eligible expenditures to receive federal funding, but believed eligible expenditures would include testing that would bolster vector control. They would ensure that everyone had a Vector control plan. Funding would be used for additional staff or resources should local transmission occur.

Councilman Bateman inquired whether there was a certain temperature under which mosquitos could not survive. Dr. Teule-Hekima replied she did not know the exact temperature, but would get the information and provide it to Councilman Bateman.

Councilwoman Vick inquired whether any extra spraying was being done to eliminate mosquitos. Mr. Reed Fowler, Director, Department of Public Works, replied that targeted spraying occurred only in areas suspected of having a population of mosquitos greater than the threshold. Such populations did not necessarily have Zika bearing mosquitos.

Mayor Price inquired whether the military bases had increased their normal mosquito spraying. Mr. Fowler replied that the City did not use the assistance of the military, as the populations were not great enough to do so.

II. Hampton Roads Transit (HRT) Peninsula Fixed Guideway Study

City Manager Bourey advised that the Peninsula Corridor Study was being conducted by the Hampton Roads Transit (HRT). He stated the City was very interested in having the study done. State level approval had been gained, and HRT assisted financially with the Study. He introduced Mr. William E. Harrell, CEO, HRT, to provide the briefing.

Mr. Harrell thanked members of City Council for allowing him to speak. He introduced Ms. Samantha Sink, Transit Development Planner, HRT, who assisted with the briefing.

Mr. Harrell stated the Peninsula Corridor Study was very important. They had sought state dollars to get the study done but were unsuccessful. Because of the importance of looking at high-capacity transit to support the Peninsula, HRT prioritized some of their federal funds to ensure that the Study could be conducted (a copy of the presentation, "Peninsula Corridor Study," is attached and made a part of these minutes).

Mr. Harrell advised that the Peninsula Corridor Study was managed by HRT in cooperation with the Cities of Newport News and Hampton to identify high capacity transit improvements that:

- Connected key destinations
- Supported and contributed to local land use plans
- Reduced travel time
- Were user friendly and easy to understand
- Boosted economic development
- Provided service that was equitable, inclusive, and cost effective

Mr. Harrell stated that the Study was built on previous studies that were done, such as the 2012 – 2017 HRT Transit Development Plan, the 2030 Framework for the Future, the HRTPO Long Range Transportation Plan 2034, etc. (a list of studies are noted in the presentation attached to these minutes). He stated the Study focused on fixed-guideway transit alternatives to support vitality and sustainability on the Peninsula: 1) Light Rail Transit (LRT); 2) Bus Rapid Transit (BRT); and 3) Streetcars.

Mr. Harrell advised that the Study included many opportunities for public involvement through:

- Committee Structure
- Public Meetings
- Social Media
- Newsletters
- Pop-up Meetings

Mr. Harrell introduced Ms. Sink to report on the purpose and need for the Study. Ms. Sink reported that the project began with the Foundation of Purpose and Need that defined the transportation problems and what could be fixed with chosen solutions. She stated the Purpose and Need guided the development and selection of transit improvements that best meet the needs of the community.

Ms. Sink stated HRT asked elected officials, the general public, and City staff the following questions to determine the Purpose and Need:

- What they would like to see in terms of improved transportation services in Hampton and Newport News?
- What would be the most critical transportation challenges in Hampton and Newport News in the next 15 to 20 years?
- What role could transit play in helping to address those issues?
- In what ways could high capacity transit help to address future transportation needs?

Ms. Sink noted the preliminary themes which resulted from the discussion of the Purpose and Need:

- Transportation deficiencies due to roadway congestion and transit service was inadequate where one could not get from point A to point B
- Economic Development in how to lure and keep companies
- Sustainability and Quality of Life to ensure that people could age in place
- Growth in attracting and retaining young talent in the region
- Other

Ms. Sink noted the project schedule of public outreach and workshops for completion of the Study's Final Summary Report in July – August 2017 (see schedule in presentation attached to these minutes).

Ms. Sink stated the outcome of the Peninsula Corridor Study would determine:

- A plan prioritizing the strongest high capacity transit corridors on the Peninsula
 - Geographic corridor(s)
 - Transit mode
 - System definition
- A phased implementation plan that identified actions and responsibilities
- An assessment of the potential for funding through Federal, State, and Local sources

Ms. Sink noted the benefits of a successful high capacity transit system:

- Avoid congestion and offer a travel time advantage
- Was attractive and easy to use
- Supported and contributed to local land use plans and economic vitality
- Connected to key activity centers
- Improved quality of life, was equitable and transformational

- Effectively competed for federal transit funding such as the Capital Investment Grant, which was highly competitive. Roughly \$2 billion was appropriated each year. Demand for funds exceeded support. There were 65 current projects in the national pipeline. The Federal Transit Association provided one-half of the cost for a new project, with the locality or state paying one-half of the cost. Only the most cost effective projects obtained funding. Projects were ranked and rated against common criteria.

Ms. Sink noted the criteria and summary ratings that the FTA used to rank a project (see information in presentation attached to these minutes). She reiterated the project schedule and next steps beginning in March 2016 and moving forward, with the final report to be completed by July – August 2017.

Mr. Harrell stated that HRT planned to remain on schedule and meet with the various City Councils throughout the region. As they pursued the 18-month study, they planned to initiate a program called CONNECT Hampton Roads. He stated the big issue for the region was there was no dedicated service funding, or consistency of service. Other developed areas had transit from a defined period to an ending period; however, because there was no dedicated funding there was no consistent service across the region. Mr. Harrell stated, as the former City Manager for the City of Chesapeake, there was not much transit service and most routes ended at 7:00 p.m.; however, they were looking to expand. As HRT tried to “transit the region”, it became difficult to navigate. As a result, most of the ridership was transit dependent. The goal was to improve and offer a better level of service for choice riders, which was the reason that the Study was important. The Study could add a great deal in terms of providing choice ridership and better transit service as was seen in the Tide that served the City of Norfolk.

Mayor Price inquired whether the Study predicted the ridership changes and/or increases at a certain level of transit service. Mr. Harrell replied, as part of the Study, staff would identify two or three corridors to model and note future ridership per location. Such would help develop a strong case to acquire federal funding.

Mr. Harrell advised that HRT, through the legislative strategy, with help from its municipal partners, planned to ask for assistance to fund a study on dedicated funding options for public transportation for Hampton Roads. They believed that by the General Assembly taking a harder look at the matter, and comparing HRT with other regions, would be very helpful. HB2313 provided regional funds to support major road projects but excluded funding for public transportation. HRT felt there needed to be a similar effort to support public transportation that did not compete with the roads. There should be no competition between transit and roads. He asked the Mayor for his support as they tried to advance the matter to the HRTAC.

City Manager Bourey stated the City planned to include a request for a dedicated funding source as part of their legislative packet. He advised that there was no transit system in the country that had been successful without a dedicated funding source.

Councilwoman Woodbury stated that she would be happy if the City of Newport News was the first to step up to the plate in support of dedicated funding.

Vice Mayor Vick voiced support for express bus service from downtown Newport News to the Oyster Point area. She believed express bus service would make life much more convenient for citizens who now had to travel through 20 or more neighborhoods to get to the Oyster Point area. Mr. Harrell agreed and noted the CONNECT Hampton Roads plan could assist with the matter.

Councilwoman Scott inquired whether HRT had any additional funds allocated for shelters, because she had received complaints about disabled citizens standing while waiting for the bus. She indicated that she noticed there were six to eight empty shelters on Fishing Point Drive that were seldom used. She never saw citizens use the shelters.

Mr. Harrell replied that could be a touchy issue, and indicated he would share the information with his colleagues. He stated many times there seemed to be pressure to put shelters in various places, but HRT tried to maximize shelters where there were 20 or more boarding's per day. Some areas where they had received requests to install shelters, had not met such thresholds. HRT needed more shelters and the City of Newport News had been very aggressive in terms of providing some funding to help. He asked Councilwoman Scott to let him know of the specific locations. HRT could work with the City staff to determine whether such locations needed a shelter, benches and/or trash receptacles.

Councilwoman Scott stated that trash cans were needed in front of WaWa at Beechmont and Warwick Blvd. She received calls often for trash on the ground in that area. Mr. Harrell stated he would follow-up on the matter

Councilwoman Woodbury asked Councilwoman Scott to provide the information to her and she would forward to HRT. She understood that they had shelters waiting to be installed, but needed to know the specific locations. Mr. Harrell stated he would engage City staff on the matter as well.

Mayor Price inquired whether increased ridership would put HRT in a category to receive different types of funding, as that would result in a reduction of vehicles on the road. Ms. Sink replied that increased ridership would put HRT in a position to acquire additional funding.

Vice Mayor Vick commended HRT for developing community meetings and garnering community input.

III. Maxwell Lane Traffic Calming Recommendations

City Manager Bourey introduced Mr. Everett Skipper, Director, Department of Engineering, to provide the presentation.

Mr. Skipper reminded that during the summer of 2015, the Department of Engineering received a concern about speeding on Maxwell Lane. He stated that an Engineering Study was conducted and it was determined that there was an issue with speeding on Maxwell Lane. It was confirmed that 650 vehicles per day were exceeding the speed limit by approximately ten miles per hour down the roadway. This was a significant issue and deserved the City's attention (a copy of the presentation, "Maxwell Lane Traffic Calming," is attached and made a part of these minutes).

Mr. Skipper explained, after confirming there was an issue of speeding on Maxwell Lane, the Department of Engineering engaged the residents to pursue a traffic calming program by submitting a petition that represented approximately 81% of the 32 homes in the area. Engineering hosted a meeting for the residents on Maxwell Lane, where staff explained the Traffic Calming process, the next steps, and types of traffic calming devices available. Following the meeting, a Master Traffic Calming Plan was developed with the citizens. The Plan was endorsed by the residents, along the street, through a second petition. Mr. Skipper noted the chronological process for the Maxwell Lane Traffic Calming Plan:

- August 2015: Request Petition #1
- November 2015: Community Task Force meeting
- December 2015: Field Marketing of Speed Hump Location and start of 45 day comment period
- January 2016: Comment period closed, 205 total comments, 180 opposed
- February 2016: Speed Humps rejected, staff formed a Joint (for and against speed humps) Citizen Task Force to develop an alternate plan
- March 2016: Joint Citizen Task Force meeting which resulted in curb bump-outs and median islands
- June 2016: Field trail & Start of 30 day comment period
- June 2016: Trail terminated based on opposition, comment period remained open for the full 30 days
- July 2016: Comment period closed, 186 total comments, 155 opposed

Mr. Skipper advised that multiple comments received during the study recommended using solid white lines rather than curb/medians and adding speed limit signs with a \$200 penalty warning. Both were incorporated into a new plan that would be presented to City Council for approval in September 2016 (see pictorial views of recommendations on page 10 and 11 of the presentation attached to these minutes).

Mr. Skipper advised that the staff of the Department of Engineering believed it was important to do something significant as there was a legitimate problem with speeding on Maxwell Lane. They preferred to do one of the aforementioned physical changes, but also understood the concerns of the residents and believed that the white lines and \$200 penalty warning would provide a good beginning point for reducing the speeding on Maxwell Lane.

Mayor Price inquired whether parking would continue to be allowed on Maxwell Lane inside the solid white lines and, if so, would it increase the hazard to motorists entering and exiting their vehicles. Mr. Skipper replied that parking was already allowed on both sides of Maxwell Lane. The white lines were intended to make it clear that parking was permitted and to inspire all to be alert and drive safely.

Councilwoman Woodbury inquired whether the Department of Engineering had considered increasing the speed limit to 35 miles per hour in light of the fact that 85% of motorists were driving at or below 34 miles per hour due to the width of the street. She noted that there was a School nearby and inquired whether they had experienced speeding problems. Mr. Skipper replied that there had been traffic tickets issued within the School zone.

Councilwoman Cherry inquired about the number of officers that would be required to monitor the area should the \$200 penalty for speeding be approved. She stated that was something that had to be considered. She inquired about the number of tickets that had been written in the area. Mr. Skipper replied that approximately 50 tickets had been given out over the past year.

Councilwoman Scott stated that she had noted the \$200 penalty signage for speeding in other areas of Newport News and other Cities. She stated that the Police Officers did not just sit and watch, but monitored such locations on their regular shifts. The \$200 warning signage was usually erected to be a deterrent for individuals to stop speeding. She stated that a \$200 fine would raise the awareness of motorists.

Councilwoman Cherry inquired whether the residents understood the difference between a speed hump and a speed bump. Mr. Skipper replied yes, that they provided them with the same information and sketches as was provided to City Council.

Councilwoman Scott inquired about the impact that such penalties had caused in other areas of the City. She understood that the Beechmont area had been narrowed at some point to make sure people were aware that they should not be speeding. Mr. Skipper replied that he would provide the numbers for the City Manager to share with City Council, but he noted that there were reductions in speeding.

Councilwoman Woodbury inquired whether the speed limit was 35 mph on Madison Lane where the big ditches were located. Mr. Skipper replied the speed limit was 25 mph on Madison Lane.

Councilwoman Cherry inquired whether the residents had any suggestions. Mr. Skipper replied that the residents participated on both committees and offered comments throughout the process. Recommendations involved the City implementing matters that involved paintings instead of physical devices. Another recommendation was that a fine of \$200 be assessed against motorists who did not abide by the speed limit.

City Manager Bourey stated that City Council needed to technically take a vote on instituting a \$200 penalty for speeding, but this was an opportunity for City Council to provide their thoughts on whether they supported the plan.

Councilwoman Scott expressed support for the traffic calming grids. Whenever she veered over on the shoulder of the interstate and approached the grids it was very startling. She felt the grids were very valuable options. She had experienced such in other Cities as she had travelled around the world. She stated she was in support of the rumble strips that Mr. Skipper stated were not allowed in the State of Virginia. In other countries, such as South America, Mexico, Germany they actually used the rumble strips in intersections.

Mr. Skipper clarified that Councilwoman Scott was suggesting the rumble strips as an additional warning for people as they drove through the area. Councilwoman Scott replied yes. Mr. Skipper stated he would check on whether it was allowable in the federal standards and if so, they would install the strips.

Councilwoman Vick believed that the \$200 fine would make a huge difference in deterring citizens from speeding down Maxwell Lane. She stated people were going to think twice about paying a \$200 fine in addition to a \$50 or more ticket.

Councilman Bateman expressed support for the recommendations proposed by the Department of Engineering.

Councilwoman Scott shared that a constituent indicated that the traffic ticket figures provided by Mr. Skipper were a little understated. The constituent advised that the Police Officers had indicated that they had written as many as 40 tickets in 24-hours as opposed to 50 tickets per year as noted by Mr. Skipper. Mr. Skipper stated that he would look into the matter and report back to City Council.

Councilman Harris inquired about the timeframe for implementing a solution to speeding since the matter had been ongoing for more than a year. Mr. Skipper replied the City Manager was able to alter the signs within the next two weeks should City Council agree to the matter.

Councilwoman Woodbury inquired whether the machine that monitored one's speed limit had been installed on Maxwell Lane. She indicated that the machines caused her to slow down. Mr. Skipper replied that the Police Department had used the machines on Maxwell Lane.

Mr. Skipper noted the recommendations as shared above and agreed to by members of City Council:

- Paint parking lines on both sides of the roadway from Normandy Lane to the area just short of the School Zone on Maxwell Lane
- Include warning signs from Warwick Boulevard to Normandy Lane that note a \$200 penalty would be assessed on top of the normal speeding ticket
- Install raised pavement markings at the intersection locations
- Install level strips as an advance warning, as requested by Councilwoman Scott, if possible

Mayor Price inquired whether temporary warning flags could be installed on the roadway near the \$200 warning signs. Mr. Skipper replied yes; yellow warning flags would be installed for approximately 90 days.

Councilwoman Scott advised that this matter had been talked about for a long time. She was hopeful that a resolution would be forthcoming for the citizens as they were very concerned about the matter. She was in support of the above-noted recommendations.

Councilwoman Woodbury inquired whether City Council had to vote on the recommendation to install signage for the \$200 increased fine. City Manager Bourey replied that City Council would be required to vote on the \$200 increased fine.

Mr. Skipper inquired whether it was the intension of City Manager Bourey to install the signs in advance of the approval by City Council at their upcoming September 13, 2016 meeting. City Manager Bourey replied that he was in support of moving forward with the signage to notify the public that an additional fine of \$200 would be assessed for speeding. He did not hear any opposition from City Council in regards to installing the increased speed limit signage and assumed they supported the matter.

Councilwoman Scott questioned whether it was legal to install such signage before formal vote and approval by City Council. Mr. Skipper replied that this particular ordinance, just as the

one for residential parking, allowed the signs to be in place in advance of City Council action, at the next meeting.

City Manager Bourey stated that the ordinance would be prepared for the September 13, 2016 Regular Meeting of City Council.

Councilwoman Cherry stated, in summary, she understood that the City was going to paint parking lines and prepare signage for the \$200 penalty, but would not do so until City Council voted on the matter. City Manager Bourey replied that City Council would be able to vote on the matter within 30 days.

Councilwoman Cherry inquired whether the signs would be changed within the next 30 days. City Manager Bourey replied yes, and indicated that the rumble strips would be investigated.

Councilwoman Scott stated it did not make sense to her that the signage would be installed before an affirmative vote by City Council.

IV. Briefing on the Choice Neighborhood Initiatives Grant

City Manager Bourey introduced Ms. Britta Ayers, Manager of Comprehensive Planning, Department of Planning, to provide the briefing.

Ms. Ayers advised that the City received the announcement at the end of June 2016 that it was awarded a Choice Neighborhood Initiative Planning Grant. She stated the City was the recipient of a \$500,000 Planning Grant. The grant funds were specifically designated for the development of a Transformation Plan for the City's target area, which was the Marshall-Ridley Choice Neighborhood. This was a comprehensive and integrated planning process that was going to take a lot of people, support, and effort to be successful. It would be supported by partners and other stakeholders bringing together resources to ensure that the Transformational Plan resulted in a neighborhood of choice. The Transformation Plan must be completed within 24 months. That was a tight timeline and there was much to do, but staff felt that it was doable (a copy of the presentation, "Newport News Marshall-Ridley Choice Neighborhood," is attached and made a part of these minutes).

Ms. Ayers noted that the Choice Neighborhood Initiative was a program that awarded grants to help distressed neighborhoods address their economic, social and environmental challenges. Through the process, a vision and plan for transformation was formed which would result in a sustainable and viable neighborhood. The Choice Neighborhood Initiative was the successor program to the HOPE 6 program that focused on revitalizing distressed public housing. The program began in FY 2010 and

focused on promoting an innovative approach to community revitalization. The Comprehensive Approach to Neighborhood Transformation included:

1. Housing – Revitalize severely distressed public and/or assisted housing
2. People - Supported positive outcomes for resident’s health, safety, employment, mobility and education
3. Neighborhood – Transformed distressed neighborhoods into viable mixed-income neighborhoods with access to services, public assets, and amenities

Ms. Ayers noted that this was a competitive grant and winning was a big deal. The City was one of 10 grantees out of 64 applications for Fiscal Year 2015 – 2016. In the previous six years, HUD had granted 73 planning grants. The City had a great story to tell and an opportunity to transform a neighborhood that had many wonderful assets and opportunities into one where people wanted to live, work and play.

Ms. Ayers noted successes of the Choice Neighborhood Program (see success stories on page 4 in the presentation attached and made a part of these minutes).

Ms. Ayers stated that the planning approach for the Marshall-Ridley Choice Neighborhood was standard, yet flexible, because HUD recognized that every community was unique. While there was an overall approach that staff would take to get through to the Transformation Plan, how they went about it was going to depend on what the specific needs were. Staff was going to begin by establishing existing conditions. They would not be starting from scratch as they recognized that there had been a number of wonderful efforts in the community and various plans approved and/or adopted by City Council in the past. They were very much aware that they needed to avoid meeting and planning fatigue. As staff moved forward they would ensure a balanced approach was used to gain new information by building on existing work such as:

- Newport News Comprehensive Plan (Ongoing)
- Southeast Community Plan (2011)
- Jefferson Avenue Corridor Study (2009)
- Southeast Community Urban Waterfront Design Study (2007)

Ms. Ayers noted the boundaries of the Marshall-Ridley Choice Neighborhood:

- Marshall Avenue and the Chase Bag Site to the East
- The Waterfront to the South
- I-664 to the West
- 39th Street to the North

Ms. Ayers stated at the end of the process, they were going to have a Transformation Plan, which would be the roadmap that addressed the social, physical and economic initiatives and priorities of the community. This would be a community driven process. The Community would provide the vision and priorities; however, developing the strategies and actions for implementation would be a collaborative effort with all stakeholders. Another major aspect of the effort was Neighborhood Capacity Building. As part of the overall planning process, staff would focus on developing neighborhood leaders as well as strengthening relationships between various stakeholders in the community and area surrounding the community. Involvement was needed by all.

Ms. Ayers stated a group of City staff researched social, economic, and environmental factors to determine the target area. City staff found that the Marshall Ridley area was one of the most distressed locations in the City. The area met the specific criteria and had a concentration of HUD and distressed housing (see Social, Economic, and Environmental criteria on pages 7 - 9 of the attached presentation).

Ms. Ayers noted the staffing plan for the Choice Neighborhood Initiative (see Organizational Chart outlining the staffing plan on page 10 of the attached presentation). The lead applicant was the City of Newport News and the co-applicant was the Newport News Redevelopment & Housing Authority (NNRHA). The partners (Project Team) of the Choice Neighborhood Initiative ranged from non-profits to government agencies, educational institutions, and the Newport News Public Schools to include Armada Hoffler, the Boys and Girls Clubs, Christopher Newport University, the Newport News Department of Information Technology, the Newport News Police Department, and others.

Ms. Ayers reiterated that the Project Team had 24 months to finalize the Marshall-Ridley Choice Neighborhood Transformation Plan. She noted the initial planning schedule, which would be modified (see Planning Schedule on page 12 of the presentation attached to these minutes). The planning activities would take place within the next 24 months. The final six months of activities would be focused on neighborhood support, City Council adoption and review and acceptance by HUD.

Ms. Ayers stated there was a second Implementation Grant through HUD for the Choice Neighborhood Initiative. She stated that the City could receive up to \$30 million to help implement its Transformation Plan. City staff needed to move forward to apply for the next round of Implementation Grants in the fall of 2017. Staff wanted to have the Transformation Plan in place so that the strategies and priorities were clear and partners were lined up. Part of the process would identify a partner that would help develop replacement housing should Ridley Place be torn down.

Ms. Ayers stated that working with HUD put the City in contact with a number of resources that would help fund implementation actions through the Department of Education, the Department of Justice, the EPA and other federal agencies. HUD would be able to suggest grants that the City would qualify for. The grants ranged from \$500,000 up to \$30 million.

Mayor Price stated that he felt the Fire Department would be an important part of the initiative. Ms. Ayers replied that the Fire Department was part of the neighborhood group as was the Newport News Police Department and the Department of Information Technology.

Ms. Ayers reiterated that the Project Team was working on the Transformation Plan and would update the planning schedule and various documents. HUD provided them with the opportunity to update the schedule as some matters had changed since they first put the application together, including statistics, which had unfortunately gotten worse. The Project Team needed to update the information to gain HUD's approval. Once approved, the new schedule would be shared so all were aware of the events and activities over the next 18 to 24 months. It was important that the Project Team had a work plan that laid out the roles and the responsibilities of everyone who would be participating in the process.

Ms. Ayers noted the next steps for the Marshall-Ridley Choice Neighborhood Transformation Plan:

- City Council Actions
 - Appropriation – September 2016
 - Participation in Kick-off Events
 - Champion the Process
- Steering Committee Kick-off - September 8, 2016
- HUD Site Visit - September 20 – 21, 2016
 - Orientation/Briefings
 - Choice Neighborhood Tour
 - Community Stakeholder Meeting
- Project Schedule and Communication Plan

Ms. Ayers asked that City Council provide their feedback on the following:

- What else could be leveraged?
- Who else should be involved?
- How would a successful planning effort be defined?

Councilwoman Woodbury inquired about the request on the August 9, 2016 City Council Regular Meeting agenda to deny approval of a Resolution for a Multi-Family Housing Revenue Bond for the Ivy Towers Apartment Project. Ms. Karen Wilds, Director, Newport News Redevelopment & Housing Authority, stated that the applicant, Weston Associates, would like the opportunity to come back at a later date and had withdrawn their request (see attached letter from Mr. Michael J. Packard of Weston Associates, dated August 8, 2016). She stated part of the reason for holding off was because of the recommendation from the City Manager. Weston Associates wanted to be able to provide some

additional information. She felt there was an opportunity for Weston Associates to come back in the near future with a plan that would be compatible with the Choice Neighborhood planning initiative.

Councilwoman Scott stated she was not clear about the reason that the City Manager was recommending denial of the project. She indicated that she spoke to a representative of Weston Associates. City Manager Bourey voiced concern about the Towers being in the Choice Neighborhood. He stated the Towers had experienced problems over many years. The Towers had been sold from one property owner to another. The Choice Neighborhood Initiative provided a model of how the City provided housing to its residents, and a high-rise was not the best model. The City wanted to move more towards dispersed housing and housing that was a better model for residents.

Councilwoman Scott understood that the City Manager did not want the City Council to consider the matter at all. City Manager Bourey replied that at this point, he opposed to the matter entirely. He stated Weston Associates wanted tax-exempt financing to buy the property. He felt Weston Associates would do the same as previous owners, although they promised a different type of project.

Vice Mayor Vick stated she envisioned a mixed-income location for the future of the area. She indicated it was a problem that all low income residents were concentrated in one area.

Councilwoman Scott inquired whether Weston Associates would be able to do the project without the assistance of City Council. City Manager Bourey replied that Weston Associates could move forward and buy the property without the tax-exempt financing. Ms. Wilds agreed, but indicated that the tax-exempt financing was attractive because it offered funding for renovations. She believed Weston would look into other options.

Ms. Wilds voiced concern that there was only 18 years left on the Section-8 contract. She felt the planning process could provide an opportunity to look at other options.

Vice Mayor Vick stated that she was interested in the project, but voiced concern, particularly about Ridley Place in that so many of the residents felt it was okay to litter. While walking in the morning, she noticed NNRHA maintenance personnel picking up trash in and around the complex. She felt residents should be fined for littering and not maintaining their common areas. Maintenance personnel should not be required to pick-up trash. Ms. Wilds replied they tried fining residents, but they could not afford to pay the fines. NNRHA educated the residents about property maintenance, and there were some who volunteered to pick-up trash to receive rent credits.

Vice Mayor Vick believed some of the Choice Neighborhood activities would help residents become more aware of litter and the importance of personal responsibility to pick-up trash in front of their homes. Ms. Ayers stated that the Project Team would tailor their activity and outreach efforts once the conditions were identified. Part of the process would include building neighborhood pride and leadership. Clean-up events and programs could be planned to address specific issues.

Councilwoman Scott inquired whether such a program could be built into the Choice Neighborhood Initiative. Ms. Ayers replied yes. She stated that it was up to the City in how issues were handled. The Project Team would organize a number of activities that would help identify the needs and challenges in the community as well as the resident's priorities for improving their overall quality of life. It was up to the City in how the activities of the community were tailored.

Councilwoman Cherry voiced concern that the City wanted to do a Transformation Plan that would garner a \$30 million grant; however, she felt it was going to take heavy lifting to get a shift in the mindset of the people in the community. Generations of Section-8 Housing had been perpetuated. She did not know what staff was going to do to shift the mindset, and feared that history would repeat itself. We do not want to put a bandage on the matter. She had spoken with representatives of Weston Associates to inquire about what they planned to do different to cause the mindset of the residents to change. She felt it was going to take some work, especially for Marshall and Ridley Place. Ms. Wilds stated one of the aspects of the Choice Neighborhood project was to help bring in mixed income housing.

Mayor Price stated he was not in support of the project unless Weston Associates was looking at changing the statistics as noted on page 7 of the presentation. He believed that had to be part of the equation and they had to start from the foundation by changing the environment. He hoped that the project team had researched successful neighborhood transformations, such as the revitalization of the oldest part of Las Vegas. It was wonderful to see neighbors working and relating together. That was going to be very important in how the Southeast Community was transformed. Some very frank discussions were going to be needed.

Vice Mayor Vick felt that the Project Team had to include people that were comfortable with being around low income people. They had to include people that were comfortable with knocking on doors, and were excited about working with the residents.

Councilwoman Cherry stated that many Southeast Community residents did not want to attend meetings, so the Project Team had to include matters that would encourage them to get involved in the process. People had to be empowered to move. Ms. Ayers stated as part of the project, they had to include mixed income housing in the area. There would be many options to determine what worked.

Mayor Price inquired whether the project included the 1937 cast iron jetty that would cause a problem in the future, if nothing was done to alleviate it. Ms. Ayers replied the 1937 cast iron jetty was not in the project area.

Councilwoman Scott inquired whether there was an opportunity to apply for Choice Neighborhood Funding for the North District. Ms. Ayers replied yes. She stated that the project could be a paradigm to assist with obtaining Choice Neighborhood Funding in the North District.

Vice Mayor Vick felt everyone was concerned about people residing in public housing permanently. She hoped that the Transformational Plan would teach people that public housing was not to be viewed and used as permanent housing. Ms. Ayers replied that was part of the Workforce and Education Program that would come through this process.

V. Comments/Ideas/Suggestions

Councilwoman Cherry inquired about who maintained the bench and trash can at the bus stop adjacent to the 7-Eleven on 27th Street and Jefferson Avenue. She stated bus patrons were unable to sit and wait for the bus because of loiterers, and an overabundance of cigarette butts, and trash in the area. She had picked up trash from the area. A pond that drew mosquitos and frogs was also on the property. She inquired whether the City could ask the representatives of 7-Eleven to be better corporate partners by maintaining and cleaning-up the area. Assistant City Manager Rohlf replied that she would look into the matter.

Councilwoman Cherry stated there was a Route-143 sign located at the same place where the bus stop was that had fallen to the ground over three months ago. The sign was first located on the grass, but had transferred to the sidewalk. She asked that the matter be looked into. Assistant City Manager Rohlf stated she would look into the matter.

Councilwoman Cherry stated she had sent an e-mail message to Mr. Reed Fowler, Director, Department of Public Works, regarding excess dumping of bulk waste in various areas. She inquired whether there was anything that could be done about the excess dumping of bulk waste in one's community. She inquired whether the City could install "No Dumping" signs in various locations. Mr. Fowler replied it was difficult to monitor illegal dumping, because the targets seemed to move around. They were doing some different things with enforcement that he hoped would help. They were targeting certain areas where illegal dumping had taken place. He stated that Video Productions had done an exceptional job on composing an ad for the Department of Public Works that discouraged "Illegal Dumping." Investigative instructors were out in the field full-time as well.

Councilwoman Cherry inquired whether citations were issued for illegal dumping. Mr. Fowler stated that they provided two warnings before implementing a fine. Assistant City Manager Rohlf stated staff planned to look into updating the ordinance in relation to community maintenance and illegal dumping, as it was an ongoing problem.

Councilwoman Cherry thanked the City Manager for getting the "No-thru" signage up behind the apartments located on Jefferson Avenue, between 25th and 26th Street, by Interstate-664. She stated it was working as she had noticed that motorists were avoiding the area.

Councilwoman Cherry inquired about an e-mail message that was in reference to “Denbigh Decay”, and whether the matter was being looked into. City Manager Bourey replied yes. Assistant City Manager Rohlf stated she was working on a full report about the matter.

Councilwoman Cherry apologized to City Council for not reporting to them about the meeting of the Hampton Roads Planning District Commission (HRPDC). She stated she had been attending the meetings, but had not brought back any information to City Council to gain their input. She inquired whether staff would ensure the City Council received the summaries provided at the HRPDC meetings, until a better plan could materialize. City Manager Bourey replied yes; he would ensure that City Council received the summaries provided at the HRPDC meetings.

Councilwoman Cherry inquired about the Prince Drew Road construction plan that was in the Newport News Now, and the amount of time the project had been in the City’s plan. Assistant City Manager Rohlf replied that the project had been in the plan for years.

Councilwoman Cherry stated that she would continue to ask for a project for Harpersville Road. City Manager Bourey stated that the Prince Drew Road project was funded three or more years ago.

Councilwoman Cherry inquired whether cameras were or could be installed on Marshall Avenue in the vicinity of the recent shooting. It was heart-breaking to hear the news about the shootings that happened on August 8, 2016, on Marshall Avenue. City Manager Bourey replied that he would have staff look into the matter to see whether the cameras were moved or ever been installed. Part of the problem with installing cameras, was that members of the community moved the cameras around. He would have staff check to see whether the cameras were moved as well. He would be surprised if cameras had not been installed somewhere in the vicinity. He would have staff look into the matter.

Councilwoman Cherry inquired whether Hurricane Evacuation signs could be installed downtown, so that residents knew where to go in the event of a Hurricane. She did not recall seeing signage in the downtown area, and the question had been raised several times. Fire Chief R.B. Alley replied that he would ensure that signs were installed in the downtown area.

Councilman Harris stated there were a large number of teenagers who had access to guns. He inquired whether there were any plans for a gun buyback program. He believed such would get guns out of young people’s hands that should not have them. City Manager Bourey stated there had been a long history of buyback programs, but due to state law changes, such program had become problematic. Assistant City Manager Alan Archer stated that due to legislative changes, the Police Chief was put in a situation to discontinue the program.

Councilman Harris inquired whether something could be done to honor the family of Mr. Arnold Coates who was tragically and accidentally run over by a teen driver while mowing his lawn several weeks ago. Mr. Coates was a Denbigh graduate, played football, and was in the military. City Manager Bourey replied yes, something could be done to honor the memory of Mr. Coates.

Vice Mayor Vick thanked the City Manager for the leadership of Ms. Venerria Thomas, Director, Department of Human Services, who had been doing a great job. Many had provided great comments about Ms. Thomas.

Mayor Price agreed that Ms. Thomas was doing an exceptional job. He pointed out that she had taken hold of the Mayor's Initiative on Bullying and had done an outstanding job.

Councilwoman Scott stated she sent the e-mail message about the "Denbigh Decay" to Assistant City Manager Rohlf. She stated the e-mailer talked much about speeding and people running in the yards of residents and other matters. She inquired whether the Department of Engineering could look into whether traffic calming measures needed to be considered for the neighborhood. City Manager Bourey stated he would have staff look into the matter.

Councilwoman Scott stated that she had asked about the issuance of iodine pills from the Health Department for those that lived in a 10-mile radius of the Surry Nuclear Power Station. She believed the pills had probably expired because they were provided years ago. She recalled mentioning the matter at a previous Work Session, and was told that someone would look into the issue. She inquired whether she needed to call the Health Department about the matter. City Manager Bourey stated he did not recall the matter.

Councilwoman Scott reiterated that the pills had been issued several years ago. She stated that the City Clerk could pull the information up from the minutes (see synopsis the Work Session Minutes of October 8, 2002 and October 11, 2005, attached to these minutes). The Health Department offered the pills to anyone in a 10-mile radius of the nuclear plant to protect one's thyroid in the case of a nuclear accident. She still wanted her pills, as she was in the 10-mile radius zone. City Manager Bourey stated he did not recall the matter, but would look into the issue. Councilwoman Scott stated it was a concern of hers, and noted that someone else had mentioned the matter and the fact that the pills had expired.

Councilwoman Scott advised that she was approached by someone who wanted to know whether it was legal for a business entity to adopt a section of a street to keep it clean and maintained. Assistant City Manager Rohlf replied yes; the City had an Adopt-A-Spot Program. City Attorney Owens replied the Adopt-A-Spot Program allowed an individual, group or organization to keep an area clean of debris and trash. He stated the City was at risk of being sued if someone got hurt due to improper

maintenance efforts. The City did not allow someone to do maintenance on its property without supervision.

Councilwoman Scott inquired whether the person who wanted to adopt a certain section had to come to the City to note what they intended to do. City Attorney Owens inquired whether the individual was interested in doing anything other than collecting trash. Councilwoman Scott stated the individual was interested in keeping the grass cut, trimming weeds, planting new shrubbery, etc. City Attorney Owens replied that individuals could not landscape City property, due to liability issues.

Councilwoman Scott inquired whether the individual could donate and plant trees in a certain area. Assistant City Manager Rohlf replied that the individual would have to talk to the City to see what could be worked out.

Councilwoman Scott stated that the City was receiving more and more complaints about grass cutting issues since the closure of the City Farm. It seemed as though the grass cutting rotation was getting less and less. She was open to discussing the legalities of citizens maintaining areas of the City. The City had to find a way to keep areas maintained. She noted that greenery at Bland and Warwick Boulevards was overgrown with trash many times throughout the year. Assistant City Manager Rohlf believed that the property at Bland and Warwick Boulevards was owned by the City. Councilwoman Scott stated she was just posing the question so that the City Attorney could determine the legalities of the matter. Assistant City Manager Rohlf asked for the contact information for the individual who was interested in Adopting-A-Spot.

Councilwoman Cherry inquired whether one would be fined if they did not cut the grass in front of their home. Assistant City Manager Rohlf replied that by Ordinance, one could be fined. Legally, one was required to maintain the area in front of their home. City Attorney Owens replied that went back years ago when adjoining property owners were deemed to own property to the center line of the street. There were some parts of the city, particularly in older sections, where the streets were public easements of right-of-way and not fee simple.

Councilwoman Woodbury stated she received several telephone calls and inquiries that she could not answer about a plan to combine the Police Department and the 311 Contact Center with the City of Hampton. She understood that meetings were going on about the merger. She inquired whether the City Manager had been briefed about the matter. City Manager Bourey replied that there was a conversation going on with the City of Hampton about a joint dispatching operation. There had been conversations, but no decisions had been made; staff had been looking at the possibility.

Councilwoman Woodbury stated that she was specifically told that a couple of meetings had been held to discuss a regional Police and Fire force as well as a 311 Contact Center. City Manager Bourey stated that Councilwoman Woodbury had been misinformed.

Councilwoman Scott believed they were talking about covering the borders. She recalled that some discussions had been held.

Councilwoman Woodbury disagreed, and stated the information she received was not about covering borders; it was about merging entirely. City Manager Bourey stated that he was aware that there was a joint operation between the staff of the City of Newport News and Hampton in regards to the City borders. In addition, the Police Department's command staff of Hampton and Newport News met on a regular basis to work through their activities. The cooperation that was going on with the Police and Fire of both Cities was great, but there had been no conversation about combining the Police and Fire Departments.

Councilwoman Woodbury indicated that she even had documentation on the matter. She inquired about the 311 Contact Center idea that the City Manager was talking about. City Manager Bourey stated there were two initiatives, first beginning with a concept to potentially combine the operation for 911 dispatching as an efficiency measure. He introduced Mr. Alan Archer to talk further about the initiative.

Assistant City Manager Archer advised there were three components of a very high level discussion that were presently occurring between a planning team that consisted of representatives from the Police and Fire Departments of the Cities of Hampton and Newport News about working together: 1) Dispatch; 2) Emergency Management (to combine an operation center for Emergency Management functions); and 3) Merging 311 operations (discussion held, but no determinations had been made at this point). No concrete decisions were made about any aspects of the discussion other than putting in a placeholder into the Capital Improvements Plan (CIP) that would allow staff to push the objective within the next five years.

City Manager Bourey stated as staff of both localities looked at the matter they would come back to City Council to note the specifics of the initiative and the potential for instituting the process.

Councilwoman Woodbury stated she received a message from a constituent about refugees coming to the City. She recalled there had been discussions about Newport News not becoming a Welcoming City for refugees; however, she had seen a map that noted the City of Newport News had more refugees than any other locality in the State of Virginia. She wondered how that happened. City Manager Bourey advised that he was not aware of a map noting the number of refugees in the City.

Councilwoman Woodbury, in reply to the City Manager, stated that she had a picture of it which noted the Cities of Roanoke, Harrisonburg, etc., but none of the refugees were placed in Cities that had low median income, which did not make sense to her. An e-mail message was sent to her asking what happened and she recalled that City Council agreed to not become a Welcoming City and yet it was.

City Manager Bourey stated that City Council or staff had not taken any action or follow-up on the matter.

Councilwoman Woodbury stated that she understood that the refugees were sponsored by someone. City Manager Bourey replied that the City did not sponsor and/or tell anyone that they could not sponsor refugees.

Councilwoman Woodbury stated it appeared that Newport News had the highest number of refugees (51) as compared to Charlottesville (27) and other localities. City Manager Bourey stated that the Catholic Charities had been active and there had always been refugees relocating to the City of Newport News.

Councilwoman Woodbury inquired about how the City took care of the refugees after federal funding ceased in three months.

Mayor Price replied that the City did not take care of refugees and indicated that part of their process included job opportunities and training. Statistics showed that neighborhoods that had the highest refugee counts were more successful.

Mayor Price stated he attended a wonderful National Night Out event in Regency Square, which included a tremendous amount of refugees.

Councilwoman Scott agreed and noted there was another National Night Out event on Sharon Drive where 80% of the population was immigrants.

Councilman Harris thanked Mayor Price and Councilwoman Scott for accompanying him to his first VML Institute for Local Officials Conference (Key Training for New and Veteran Officials), in Richmond, Virginia, on July 22 – 23, 2016. He believed that they were the only veterans who attended, and he appreciated their company. He learned a great deal.

Mayor Price advised that members of City Council did not have to wait for City Council Work Sessions and Regular meetings to inquire about matters of concern. He stated that they could call the City Manager at any time. He also noted that the 311 Contact Center had an app (311), which allowed one to download photographs. Many matters could be addressed immediately rather than delaying concerns for a future meeting.

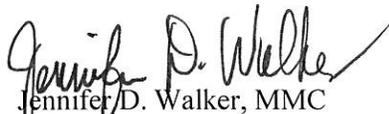
Councilman Bateman advised that he had read articles and opinions in the newspaper about capital expenditures for the School system. He stated that the perception of many was that City Council was at odds with the School division over certain matters. He stated that City Manager Bourey had been involved in talking with Superintendent Ashby Kilgore and City Council had encouraged

continued dialogue with the School Board. He felt it was important to stay open-minded, and seek opportunities to have the Schools better explain what their needs were. It was imperative to make sure that the staffs of the City and Schools stayed in contact with each other and agreed on funding matters. He encouraged additional meetings between City Council and the School Board, if needed.

Councilwoman Scott inquired whether the City was close to finalizing the negotiations regarding the SCOT Center. City Manager Bourey stated there were pieces of the matter that would be discussed in Closed Session; however, the staffs of the City, School division and WM Jordan were meeting to try to come up with a plan. He felt they were making very good progress and believed they would have a plan that all could agree with. Once all were in agreement, a contract that included a guaranteed maximum price that the School System could support, and which met their needs, would be submitted to City Council. He hoped the contract would be submitted within the next 90 days.

Councilwoman Scott asked the City Manager to schedule a tour of the SCOT Center on her behalf. City Manager Bourey replied he would plan a tour of the facility.

THERE BEING NO FURTHER BUSINESS
ON MOTION, COUNCIL ADJOURNED AT 5:22 P.M.


Jennifer D. Walker, MMC
Chief Deputy City Clerk

McKinley L. Price
Mayor
Presiding Officer

A true copy, teste:

City Clerk