

**MINUTES OF WORK SESSION
OF THE NEWPORT NEWS CITY COUNCIL
HELD IN THE 10TH FLOOR CONFERENCE ROOM
2400 WASHINGTON AVENUE
JULY 10, 2018
4:00 P.M.**

PRESENT: Sandra N. Cherry, D. Min.; Marcellus L. Harris III; David H. Jenkins; McKinley L. Price, DDS; Sharon P. Scott, MPA; and Dr. Patricia P. Woodbury-6

ABSENT: Tina L. Vick-----1

OTHERS PRESENT: Cynthia D. Rohlf; Collins L. Owens; Mabel Washington Jenkins; Alan Archer; David Freeman; Darlene Bradberry; Lisa Cipriano; Susan Goodwin; Sheila McAllister; Florence Kingston; Marc Rodgers; Derek Perry; Flora Chioros; Everett Skipper; Louis Martinez; Dawn Barber; Dustin Rinehart; David Harris; Cleder Jones; James McElheney; Venerria Thomas; Michael Poplawski; Eoghan Miller; Kim Lee; Zina Middleton; Indiana Brown; and Josh Reyes

I. Virginia Port Authority Briefing

Ms. Cynthia Rohlf, City Manager, introduced Mr. Dustin Rinehart, Director, State & Local Government Affairs, The Port of Virginia, to provide the annual presentation by the Port of Virginia (PORT).

Mr. Rinehart recognized Mr. Dave Harris, Director, Breakbulk & Ro-Ro Sales, the PORT, who shared information occurring at the Newport News Marine Terminal. The mission is to provide economic growth to Virginia. The PORT's volumes were up, but the ship calls were down. Mr. Rinehart advised that the PORT was able to celebrate more than \$1 billion invested in Virginia by PORT customers. The PORT was able to break ground on two major investment projects in the amount of \$670,000,000. The PORT placed the largest crane order in the history of the Maritime industry in 2018, and created more than 4,000 jobs across the Commonwealth of Virginia. The PORT received the largest container ship to call the U. S. East Coast out of all of the ports located up and down the East Coast. The PORT hit a record rail volume landmark on the East Coast by moving more boxes by rail (a copy of the presentation, "The Port of Virginia – Building on Momentum, Driving Virginia's Economy, Providing Results," is attached and made a part of these minutes).

Mr. Rinehart advised, approximately 30 different companies had located and/or expanded their businesses throughout the Commonwealth. He advised that three existing port users had expanded their business in the past 12 months (Printpack; Continental Corporation; and Ferguson Enterprises), which resulted in 623 new jobs.

Mr. Rinehart explained that another way that the PORT was able to help the City of Newport News was to partner in economic development with the Newport News Seafood Industrial Park (SIP). The PORT had a grant program (Aid to Local Ports Program) that supported the SIP with approximately \$600,000. Another application was submitted in 2018, and the SIP received an additional \$400,000 to help with continued improvements.

Mr. Rinehart noted the top ten Newport News Port users (see list of users in the presentation attached to these minutes). He stated \$175 million and 37,000 tons of cargo flowed from Newport News through the PORT. The PORT handled large machinery, automobiles, and

anything that did not fit into a container. The PORT executed a Strategic Road Plan in October 2016 to look at the non-containerized sector, and wanted to double the amount of automobile units that they handled by 24,000 within four years. The PORT implemented an active marketing campaign to market its facility to provide users with a one-stop destination for all cargo. Mr. Rinehart introduced Mr. Harris to elaborate on specific projects that the PORT targeted, and some of the advancements made in the Newport News Marine Terminal.

Mr. Harris advised that he was the sales and operations representative for nine containerized freight in the PORT. He shared that he saw a television announcement on public television for the PORT, exclusively about Newport News and cars coming off of the ships, which is where the PORT diversified its portfolio. He advised that General Motors (GM) had declared Newport News as a part of their Global operations bid, meaning Newport News was listed as the delivery point for the U.S. East Coast for GM imports and exports. In May, the first load of GM (Silverado trucks delivered from Mexico. Instead of 36,000 vehicles per year, this could increase to 120,000 vehicles per year.

Councilwoman Cherry inquired about the number of vehicles coming in to Newport News. Mr. Harris replied that 78,000 were handled in 2017, but was normally around 36,000. Councilwoman Cherry questioned where the vehicles were being housed. Mr. Harris responded that the vehicles were housed in Newport News for a shorter period, then were processed, with the processor installing wheel kits, stereos and other accessories, which equated to 45 jobs. Councilwoman Cherry inquired whether there was enough space at the processing point. Mr. Harris replied, no, but were working with GM to get the crew pit would work faster; i.e. from two weeks to five days. The PORT was attempting to go after new markets, i.e. Project Cargo, which used wind turbines and gas turbines, and special sand, and fertilizer. The other commodities were sand, fertilizer, and steel, which kept the economy moving.

The PORT was approved by the London Metal Exchange Portsmouth power generation project that was funded by Amazon.com with 137 wind turbines directed to Elizabeth City. The PORT was the only port on the U.S. East Coast, besides Baltimore, to be approved by the London Metal Exchange. This would allow London metal sellers and traders in New York, Chicago, and other locations, to bring products to the City of Newport News. This not only affected the PORT, but all participating warehouses in the community. The PORT was in the middle of its application and should have an update by the end of 2018, which would make the area a center of gravity for metal coming into the United States. The PORT brought in a huge amount of metal. A ship that arrived in April 208 included approximately 16,000 tons of steel, which could easily increase to over one million tons.

- Delivery of the new Nissan RTG automobile with a Manufacturer's Suggested Retail Price of approximately \$116,000
- Delivery of 42 brewing tanks that were shipped to Roanoke, Virginia

Councilwoman Woodbury inquired about the unloading of the trucks due to being in line for so long before they could unload. Mr. Harris responded that had been addressed by instituting a reservation system which allowed truck drivers to utilize their mobile phones to make reservations, reducing the wait by approximately 20 minutes. The PORT experienced delays at the Virginia International Gateway in Portsmouth. The wait lines were a little less than one hour. Mr. Harris advised the wait time was not where it ought to be.

Mr. Rinehart advised that the PORT would welcome bigger ships. They were building the capacity for greatness daily, and within three years, it was hopeful that there would be an additional one million containers. Councilwoman Cherry inquired about the depth. Mr. Rinehart responded the depth would be 55 feet in the Newport News channel.

Mr. Rinehart noted the upcoming future Craney Island Marine Terminal – a 522 acre state-of-the-art terminal, to include 8,400 feet of wharf; 7 berths, plus 28 Suez class container cranes, and on-dock intermodal rail access.

Reiterating comments by Councilwoman Woodbury, Councilwoman Cherry inquired about the length of time for truckers to process through as it had a direct impact on the Southeast Community. She hoped the PORT would do their part in reducing gasoline, diesel, or other fuels that would affect the environment. Two terminals were running on electricity would be converted. Along with the reservation system, this helped raise the quality of life for the truck drivers.

Mayor Price inquired whether there was any value for the PORT to double stack cars. Mr. Harris responded that the PORT was looking at the cost of a parking garage to be able to double stack cars. A high-end manufacturer, such as Bentley, could sustain such, but it was an expensive proposition. The PORT was in discussion with Volkswagon, which owned Bentley.

Mr. Rinehart advised that the PORT experienced a 6.8% increase in cargo movement in FY 2017, over FY 2016, which resulted in the following;

- 2.28 million containers
 - Retail containers: 37%
 - Truck containers: 60%
 - Barge Containers:
 - Atlantic 3%
 - Richmond Marine Terminal 37.7%

Mr. Rinehart noted specifics of the Norfolk International Terminal (NIT) South Expansion:

- Increase capacity by 400,000 containers (40%)
- 2018: first stacks complete
- 2020: all 30 stacks complete
- \$350 million investment

Mr. Rinehart noted phases of the NIT South Expansion:

- Phase I – Engineering and Design, which was scheduled for September 2, 2017
- Phase II – Virginia International Gateway (VIG)
 - \$320 million investment
 - Increase annual container capacity to 1.2 million
 - 4 new STS cranes
 - 2018: First stacks complete
 - 2019: All stacks complete (38)

Mr. Rinehart advised that the PORT expansion would allow the storage of 1,000,000 additional containers annually, which was a 40% increase. The PORT partnered with State and Local economic developers to market the Region and City as a place for businesses to grow.

Mr. Harris advised of a meeting scheduled for July 30, 2018 with the Virginia Offshore Wind Executive Summit regarding the offshore wind industry. This would bring together decision makers from throughout the State with offshore wind industry experts. The Summit would provide a forum for education and networking and provide a platform for discussing next steps in securing Hampton Roads' position as a hub for offshore wind industry. Councilwoman Cherry inquired about the environmental issues and whether the PORT was governed by the DEQ (Department of Environmental Quality). Mr. Harris replied, yes, governed by the DEQ and the Army Corps of Engineers. Councilwoman Cherry inquired about dredging and how it would impact the Chesapeake Bay and what they did for preservation. She inquired whether there had been conversation with the Army Corps. Mr. Harris responded yes, and with the Sierra Club and Lynhaven River.

Councilwoman Scott inquired about the reservation system and whether the drivers could be alerted to whether there was a back-up and potential wait time, in advance. Mr. Rinehart replied yes, and added there was a Text Alert System which helped. Mr. Harris also mentioned WAZE as a consideration along with the reservation system for truckers.

Councilwoman Scott inquired about tainted air quality and whether the trucks using diesel had the ability to shut down the engines while waiting, or whether the trucks continued to run. Mr. Rinehart advised that he was unsure, but understood with diesel, the trucks kept running. The PORT was looking at sustainability on a daily basis and was constantly testing.

Councilwoman Woodbury referenced the prior three years when the PORT was not very stable financially. She inquired about the current financial outlook. Mr. Rinehart indicated that the PORT posted a profit during the past three years, and expected to do so in the future, but currently the PORT was in a tight budget and 2018-2019 would be difficult.

II. Sign Ordinance Briefing

City Manager Rohlf introduced Ms. Sheila McAllister, Director, Department of Planning, to provide a briefing on suggested amendments to the City's Sign Ordinance. No action was required.

Ms. McAllister provided updates to the City's Sign Ordinance (a draft copy of the ordinance and the presentation, "Sign Ordinance Update" is attached and made a part of these minutes). She introduced the team that worked on the ordinance. Members included Ms. Lynn Spratley, Deputy City Attorney, City Attorney's Office; Ms. Christine Mignogna, Zoning Administrator, Department of Codes Compliance

Ms. McAllister advised, once adopted, the Sign Ordinance would not change the signage in the City. The existing signage would remain, but it would change the landscape moving forward. The draft had also been sent to sign companies and the realtor prior to bring forward to the Regulations Committee, but had received no comments to date.

Ms. McAllister advised that the revisions to the Sign Ordinance were as a result of a Supreme Court Ruling of the case Reed v. Town of Gilbert, Arizona, in 2015, which declared the sign ordinance unconstitutional. The Court Ruling said that Signs could not be content based. The size, height, distance and area could be regulated, but content could not be regulated, which changed the City's sign ordinance significantly. There were certain signs in the City which were identified by content, which presented the opportunity to review, update, clarify, and simplify the sign ordinance.

City Attorney, Collins Owens, shared that after the Supreme Court Ruling of Reed v. the Town of Gilbert, Arizona, the Local Government Attorneys of Virginia put a study group together to create a draft ordinance. Every locality in Virginia had to change their sign ordinance. He indicated that the existing signs were grandfathered. New signs could be regulated by size and location, but not content.

Councilmembers questioned that ruling. City Attorney Owens replied that anything pornographic or offensive would create an issue, but other signs had protection under the First Amendment.

Ms. McAllister reviewed the changes in each section of the draft sign ordinance as follows:

Section 33.01-1 – Findings, Purposes and Intent: Interpretation

- *The only change reflected the Supreme Court Ruling.*

Section 33.01-3 – Definitions

- *The change created content neutral language and updated definitions to match those in the Zoning Ordinance.*

II. Sign Ordinance Briefing Continued

Section 33.01-3 – Definitions Continued

Councilwoman Woodbury asked for an example of the revision under Definitions. Ms. McAllister responded that the sign ordinance referenced duplexes and townhouses, but in the Zoning Ordinance, it was noted as two family dwelling or single family attached.

Section 33.01-4 – Generally

- *Revised by adding content neutral language*
- *Updated code references*
- *Added references to overlay and special review districts*
- *Added an explanation for a double-faced sign (two signs that were triangle in shape, separated, but there was a sign on both sides, based on distance between the two points)*

Section 33.01-6 – Permitted signs; number, sign area, height and placement

- *Revised with content neutral language*
- *Matched residential uses with the Zoning Ordinance*
- *Simplified minimum separation between signs requirement*
- *Established maximum number of signs per developed site to two (allowing ½ foot per linear foot)*
- *Removed Planned Development Flexibility Option*

Section 33.01-6.1 – Electronic display signs

- *Revised with content neutral language*

Section 33.01-7 – Temporary and other permissible signs

- *Revised with content neutral language*
- *Established requirements for temporary signage that would cover real estate signage as well as special events*
- *Matched residential subdivision signage with Chapter 38 requirements*

Section 33.01-8 – Prohibited signs

- *Revised with content neutral language*
- *Updated to reflect current State law*
- *Added portable signs*

II. Sign Ordinance Briefing Continued

Section 33.01-9 – Existing signs

- *Replaced Commission with Zoning Administrator to approve existing sign requirement reduction and/or relocation when meeting criteria*

Section 33.01-10 – Abandoned conforming signs

- *Changed time period from 90 to 365 days to align with State Code*

Section 33.01-11 – Abandoned non-conforming signs

- *Established criteria for removal of non-conforming signs per State law*

ARTICLE II. Regulations Governing Use of Portable Signs

- *Removed due to obsolescence – not used as often*

Councilwoman Scott questioned whether they could remain for an indefinite amount of time. Ms. McAllister responded yes, portable signs could remain for an indefinite amount of time.

Chapter 38 – Streets and Sidewalks, Sections 38-24 – 38-26.1

- *Revised with content neutral language*
- *Updated insurance requirements*
- *Reduced signs from 20' to 15'*

Councilwoman Scott questioned whether this sign was reduced to 15 feet. Ms. McAllister responded the height requirement was reduced for consistency.

Councilwoman Cherry inquired, for clarification, whether 20 feet was the maximum, but now it was reduced to 15 feet.

Councilwoman Woodbury inquired whether the Planning Commission was required to act on the Code amendments first. Ms. McAllister replied yes, but the Planning Commission had a Work Session to review the suggested amendments.

City Manager Rohlf advised that the matter would come back to City Council sometime in the Fall of 2018.

III. Pre-65 Health Insurance Briefing

City Manager Rohlf introduced Ms. Susan Goodwin, Director, Department of Finance, to provide an update on the proposal for health insurance for Pre-65 retirees. She reminded of discussions about the matter. She further reminded City Council of the financial impact and the cost to the City associated with the matter. Staff had researched the matter and met with the Retirement Board. The retirees had been engaged to keep them abreast of the matter. City Manager Rohlf advised that this would be looked at in October 2018 during the Open Enrollment period, to take effect in January 2019.

Ms. Goodwin explained that Other Post-Employment Benefits (OPEB) were benefits, other than pension, provided to eligible retirees of the Newport News Employees' Retirement Fund (NNERF). Benefits included health insurance, dental insurance, and life insurance. She advised that, in 2005, the City's contribution to all retiree health and dental insurance was capped at 75% of the premium at that time, in order to ensure the financial stability of the OPEB fund. The City's contribution had increased each year by the same percentage as the pension Cost of Living Adjustment (COLA). The amount of contribution varies by years of service – retirees with 25 years or more would receive the maximum. The total cost to provide benefits in FY 2017 was \$9.5 million.

Ms. Goodwin noted that employees must have met Newport News Employees' Retirement Fund (NNERF) eligibility requirements to retire (age or years of service). Although NNPS retirees did not participate in the City's OPEB plan, they were offered different benefits through a fund established by the Schools on their behalf. Retirees with 10 years of service received a contribution from the City. Those with less than 10 years of service were allowed to participate, but were responsible for the full premium cost. Once coverage is terminated, it cannot be reinstated. This was a cost controlling measure that discouraged healthy employees from leaving the plan and returning when less healthy. The total number of retirees was 6,145, of which 3,603 were school retirees, leaving approximately 2,500 City retirees, or 56%, participating in retiree health insurance plans.

Ms. Goodwin advised that there were two City sponsored Health Insurance Plans – a Post-65 Plan and a Pre-65 Plan. The Post-65 Plan was a Humana Medicare Advantage Plan, which was a fully insured plan and had experience a stable cost structure since implemented. This plan had affordable premiums, and outside of prescriptions and monthly premiums, almost all services in this Plan were free. Approximately 905 members participated in this plan. In FY 2017, the City's cost to offer this benefit totaled \$3.1 million. The Pre-65 Plan is with Anthem, with coverage mirroring the plans of active City employees. The Pre-65 Plan was separately rated, and was a self-insured plan. Approximately 525 members participated in this plan. In FY 2017, the City's cost to offer this benefit totaled \$4.7 million.

Ms. Goodwin provided the following Pre-65 Retiree Insurance Overview: Health care costs were increasing faster than the CPI. Pre-65 retirees were the most expensive population to insure, with per member per month claims more than double those of active employee members. In calendar year 2017, the claims for approximately forty-four percent (44.5%) of all Pre-65 retirees totaled over \$75,000. Ms. Goodwin noted that retiree premiums

III. Pre-65 Health Insurance Briefing continued

increased an average of 19% from 2017 to 2018. She advised if no changes were made, retirees were projected to experience a 22% premium increase in 2019. Councilwoman Woodbury inquired whether the Pre-65 members were more at risk. Ms. Goodwin responded yes, and reminded that 44.5% of all Pre-65 retirees were high cost claimants and per member claims were more than doubled those of active members.

Ms. Goodwin researched the Retiree Health Insurance Marketplace and found that Newport News' plan was competitive with both premiums and benefits offered. The premiums in the Marketplace were three times higher than premiums in the City's Plan. Ms. Goodwin advised that rising health care costs was a nationwide problem, and not limited to Newport News. The City's Pre-65 Plans were competitive when compared to the Health Insurance Marketplace. She indicated that it was hard to find solutions for the Pre-65 population.

Ms. Goodwin advised that the Retirement Board's Benefits and Welfare Committee had met on a regular basis to review options to address the rising costs of health care in a fiscally responsible manner. The committee studied two ways to reduce rates (1) retiree plan design changes; and (2) reallocation of the City's contributions based on the demographics of the retiree populations. After several discussions, options that would increase the Fund's liability were not considered.

Pre-65 Health Insurance

Coverage Level	Retirees	Annual Contribution
Single	358	\$4,968
Single + 1 Child	19	\$8,064
Single + Spouse	96	\$11,304
Family	52	\$13,644

Ms. Goodwin advised that changes to the City's contribution structure were not recommended as it would not stabilize rates for all members and could result in higher premium for some retirees (family plans).

The committee recommended several plan changes to the retiree plan as follows: (1) adding calendar year deductibles and co-insurance; (2) adjusting out-of-pocket maximums; and (3) adjusting office visit and prescription drug co-pays. She advised that changes to networks or covered services were not considered. Ms. Goodwin indicated that while review of final details continued, projections suggested that the proposed changes would stabilize premiums for all retirees. All changes would be effective January 2019. Ms. Goodwin reported, 2019 would be the first year that Pre-65 retirees would not see an increase in premiums in over five years.

For clarification, Councilwoman Scott understood there would be no increase in premiums, but there would be an increase in co-pays and prescriptions. Ms. Goodwin responded yes. Councilwoman Woodbury inquired whether the Pre-65 retirees bought into the proposal.

III. Pre-65 Health Insurance Briefing continued

Ms. Goodwin replied that approximately five retirees attended the Retirement Board's Benefits and Welfare Committee and they were pleased. They were able to see that when managing a chronic condition, i.e. diabetes, the cost difference was not that high cost condition. Increases were not that huge and the retirees were comfortable with those. For those hanging on to a plan for coverage would see less dollars going out per month, and when needed, there would be money available.

Councilwoman Woodbury inquired how the City would be affected. This was the first time the City's Plan and the retiree's plan were different. Ms. Goodwin responded that the City was self-insured and would pay claims no matter what. The changes would help the retirees stabilize their premiums.

Councilwoman Cherry understood that Pre-65 retirees that opted out of the Plan, could not be re-instated. City Manager Rohlf confirmed for a Pre-65 retiree, that once coverage was terminated, it could not be re-instated. Councilwoman Cherry inquired if a Pre-65 retiree remained covered in a Health Insurance Plan, they would have to choose from one of the plans. Ms. Goodwin replied yes. City Manager Rohlf added that the retiree must then designate the level of coverage desired – single, single plus 1 child, single plus spouse, or family. City Manager Rohlf advised that some of the issues had been addressed, but the conversation should be continued. The equity of a single person getting less of a contribution than a person with family coverage makes more sense for an active member than a retiree. She stated this was for NNERF employees only. This benefit was not provided to those in VRS (Virginia Retirement System).

Councilwoman Scott questioned whether employees on VRS would experience this issue when they retired. City Manager Rohlf replied this was not a benefit that was required – the City was not required provide OPEB benefits. City Attorney Owens advised these could be changed. Basic retirement could not be changed OPEB benefits which include COLA could be changed.

Councilwoman Cherry referenced the chart on page 9 for Pre-65 Insurance and inquired whether the 52 retirees paid \$13,644 per year. Ms. Goodwin responded that the \$13,644 was the City's contribution. City Manager Rohlf reiterated that a retiree with 25 years, of service, would receive the maximum contribution paid by the City.

City Manager Rohlf advised that there would be additional conversations with the Pension Board.

A copy of the presentation "Pre-65 Retiree Health Insurance Update" is attached and made a part of these minutes).

IV. Comments/Ideas/Suggestions

Councilwoman Cherry thanked City Manager Rohlf for having staff clean-up the grass on the curbside on the street next to the former around the Marine Corps building.

Councilwoman Cherry advised she had been contacted by a number of residents who owned rental properties and had received Rental Inspection Notices. They did not know what was looked for in the Rental Inspection Program. She wondered whether the homeowners could be alerted. City Manager Rohlf advised they looked for standard code issues in the Rental Inspection Program, and the properties must meet code requirements. Councilwoman Cherry inquired whether this was under “renters.” City Attorney Owens advised that the City had adopted the State Maintenance Code, which was a part of the Virginia Uniform Statewide Building Code (Property Maintenance Division) and each locality was required to adopt the same code. City Manager Rohlf stated the homeowner may receive some assurance if they were to speak directly to someone in the Department of Codes Compliance. She reminded that the Rental Inspection Program was new, it would be a good idea to educate the property owners, particularly regarding some of the requirements and timelines.

Councilwoman Scott advised that there was construction in the North District, but the portion where there was no construction, she observed tall grass, approximately 12-18 inches tall. She asked that the City Manager have staff address this matter. Councilwoman Scott advised that it appeared to be an ongoing issue. She observed many City trucks in the area, and hoped they could monitor the issue.

Councilwoman Woodbury inquired about the noise issue with City Life Church, who rented space from North Riverside Baptist Church at 311 Selden Road. City Attorney Owens responded that his office was reviewing ordinance around the Commonwealth, and found there were a number of localities that had similar issues. He was reviewing consideration of decibel levels. The ordinances in municipalities with the most support were those that had a specific decibel level. City Attorney Owens advised that he hoped to have something for City Council to consider in August 2018 or September 2018. Councilwoman Woodbury advised that her neighborhood had a similar issue with a party going until 1:00 a.m. The Newport News Police Department was called, but they could not do anything. City Attorney Owens suggested that the neighbors could swear out a warrant, but many did not want to take matters to that extent. Councilman Harris inquired about a possible time frame regarding loud noise. City Attorney Owens responded yes, typically from 10:00 p.m. – 8:00 a.m., but the largest employer in Newport News was the Shipyard with thousands of employees, working three different shifts, and citizens were sleeping at all hours. There were older provisions that referenced “quite zones” and his office would research incorporating some of that wording into the City’s noise ordinance.


Councilwoman Woodbury shared that she received a call from a 71-year old citizen, who resided on 36th Street, and needed a roof on her home. She inquired to which Department this matter should be directed. City Manager Rohlf asked that the information be forward to her. She would look into the matter. There were a number of programs within the City, but she would have staff look into the matter and would match the citizen up with some other resources that could provide assistance.


IV. Comments/Ideas/Suggestions Continued

Councilman Harris shared that he received a call from a citizen regarding public basketball courts in the City. He inquired who was responsible for nets on the basketball poles/hoops on the City's courts. The citizen had offered to personally install the nets, but wanted to make sure he followed proper protocol. City Manager advised that typically that would be the Department of Parks, Recreation and Tourism if it were a City Court. She asked that Councilman Harris identify the areas without nets, and she would have staff look into the matter and be glad to help coordinate the effort. Councilman Harris advised that he would, but felt some basketball poles/hoops without nets were on school sites.

Councilwoman Scott shared that citizens living in the Southeast Community had contacted her and were told that their homes would be inspected to determine whether they had tenants, through the Department of Codes Compliance. They were upset because they would have to personally pay for the inspection. City Manager Rohlf advised of the Rental Inspection Program. Councilwoman Scott advised that this citizen was a homeowner. City Manager Rohlf suggested that the citizen contact the Department of Codes Compliance, who would address the issue.

THERE BEING NO FURTHER BUSINESS,
ON MOTION, COUNCIL ADJOURNED AT 5:18 P.M.


Mabel Washington Jenkins, MMC
City Clerk


McKinley L. Price, DDS
Mayor
Presiding Officer

A true copy, teste:

City Clerk

A true copy, teste:

City Clerk