

MINUTES OF THE PROCEEDINGS OF THE CITY COUNCIL

August 18, 2020

The minutes of the proceedings of a regular meeting of the City Council of the City of Coos Bay, Coos County, Oregon, held at 7:00 pm in the Council Chambers, 500 Central Avenue, Coos Bay, Oregon.

Those Attending

Those present were Mayor Joe Benetti and Councilors Lucinda DiNovo, Drew Farmer, Stephanie Kilmer, and Phil Marler. Councilors Carmen Matthews and Rob Miles were absent. City staff present were City Manager Rodger Craddock, Finance Director Nichole Rutherford, City Engineer Jennifer Wirsing, and Deputy Police Chief Chris Chapanar. City staff attending remotely by teleconference were Deputy Finance Director Melissa Olson, Library Director Sami Pierson, Community Development Administrator Carolyn Johnson, and Fire Chief Mark Anderson.

Flag Salute

Mayor Benetti opened the meeting and led the council and assembly in the salute to the flag.

Public Comments

Genevieve Martinez, North Bend addressed LGBTQIA+ awareness and for an alternate home to be opened in the city. Cameron Langley, Coos Bay stated as part of the Safer As One movement, he requested a committee for social, cultural, community development, and representation. Mitch (Michelle) Kennedy, Coos Bay stated nothing had been done regarding the racism in the city. Amber Carl, North Bend stated citizens were comfortable to be vocal and aggressive making others feel unsafe.

Public Comment Form

Genevieve Martinez, Cameron Langley, and Mitch (Michelle) Kennedy provided public comment forms of their spoken public comments.

Consent Calendar

Mayor Benetti reviewed the consent calendar which consisted of:

- 3a: Approval of August 4, 2020 Minutes
- 3b: Acceptance of July 2020 Check Registers
- 3c: Acceptance of July 2020 Financial Reports
- 3d: Acceptance of Federal Emergency Management Agency Grant for COVID-19 Personal Protection Equipment

- 3e: Acceptance of Federal Emergency Management Agency Grant for Cardiac Monitors/Defibrillators
- 3f: Acceptance of Community Development Block Grant Funds and Increased Signatory Authorization Limits

Community Development Block Grant (CDBG) funds for a Regional Housing Rehabilitation Program (Program) had been awarded with \$400,000 for rehabilitation of stick-built homes or manufactured homes on fee-simple land and another \$100,000 for rehabilitation of manufactured homes in manufactured home parks located in the cities of Coos Bay and Reedsport, and Coos County. Funds would be available for owner-occupied households at or below the federal low-moderate income limits (80% of the area medium income), adjusted for family size. In Coos County, a family of four with an annual income of \$41,500 or less would qualify to apply for a \$15,000 CDBG grant for housing rehabilitation.

The city council previously provided concurrence for the city to act as the program's lead agency (grantee) and Neighborworks Umpqua (NWU) as the subgrantee. Much program administrative time is required, with NWU doing a good deal of the work. However, the program requires authorization of individual grants by the city. When the council first reviewed this program, the city manager was authorized to act as a signatory for individual grants of \$10,000. Since the grant award and subsequent program preparation, the individual grant amount has been increased to \$15,000.

Council was presented with this information to consider acceptance of the grant funding and to approve the increase the city manager's signatory amount from \$10,000 to \$15,000 for individual grant sign-off. Absent council's approval of this request, the mayor's signature would be required for each application award sign-off. Optimally council would provide authorization for this change to ensure efficiency and ease in program administration.

Councilor DiNovo moved to approve the consent calendar as presented. Councilor Kilmer seconded the motion which carried. Ayes: Benetti, DiNovo, Farmer, Kilmer, Marler. Absent: Matthews, Miles.

Continuation of Library Bond Discussion

Library Director Sami Pierson stated in February 2014, major foundation issues were discovered in the current library building. Due to the cost of repairs, the age of the facility and other facility deficiencies, city council chose to pursue building a new facility instead of repairing the current building. In September 2014, city council created a library steering committee consisting of representatives from the Library Foundation, Friends of the Library, city staff, and the council. The committee was formed to assist the council with the new facility. In addition to the library steering committee work, public opinions and input were solicited throughout the entire process. In 2015, the library created a three-year strategic plan to identify current and future services which included a goal of obtaining a new facility. In April 2015, the Urban Renewal Agency of the City of Coos Bay contracted with Hacker Architects to conduct a needs assessment for a new facility. The final needs assessment was presented in September 2016. It included square footage, some space planning, and

cost estimates. The library steering committee attempted to find a new location in downtown but unfortunately could not achieve that goal. After widening the search, land was purchased in 2018 by the Urban Renewal Agency on Ocean Blvd. This piece of property is large enough for the building and parking, all of which is out of the flood and tsunami zones, and won't require extensive geotechnical stabilization.

In 2019, the library steering committee recommended contracting with Cascadia Consulting Partnership to conduct a funding feasibility study. The feasibility study explored potential, local donations, foundation and governmental grants, and a general obligation bond (GO Bond). Live interviews, an online pulse survey, and a telephone survey were conducted. The main question answered was - is it feasible for the community of Coos Bay to secure \$18,600,000 to construct a new library in the next five years? According to the study, it is feasible through a combination of funding options, including a GO Bond. Before the bond is placed on a ballot there will need to be a robust educational program, as well as applying for available grants and conducting local/private fundraising. The consultant recommended placing it on the ballot for the November 2020 election. The issue was discussed during the January 28, 2020 city council work session and at the February 4, 2020 city council meeting. The city council approved placing the bond on the May 2021 ballot. At the July 8, 2020 library steering committee meeting PAC/WEST presented some potential new funding opportunities through the Oregon Legislature that may alter the date the bond is placed on the ballot. In light of the new information, the library steering committee recommends city council move the date of placing the bond on the ballot to November 2021.

Anne Johnson and Phil Scheuers from PAC/WEST were available for council questions. Mr. Scheuers stated there may be a better chance for state matched funds after the economic stimulus package to lessen the tax burden. PAC/West has been speaking to legislators and been looking for other funding options. Councilor DiNovo requested a brief outline of all the information and options from PAC/WEST.

Councilor DiNovo moved to take the Library Steering Committee recommendation to move the date of placing the bond on the ballot from May 2021 to November 2021. Councilor Farmer seconded the motion which carried. Ayes: Benetti, DiNovo, Farmer, Kilmer, Marler. Absent: Matthews, Miles.

Zonta Club Request Approval for Chalk Drawings

Alissa Pruess, representative of the Zonta Club, requested authorization to use cement space for the "Chalk to Vote" project to write in chalk the amendments having to do with the right/freedom to vote for the 100th anniversary of the 19th Amendment of the U.S. Constitution which granted women the right to vote. City Manager Rodger Craddock stated one issue was the city's graffiti ordinance; allowing freedom of speech without encouraging additional graffiti, and the regulation of content. Mr. Craddock suggested contacting Black Market Gourmet for permission to place on their private property or Coos Bay Downtown Association to put up on plywood in spaces between vendors during the Farmers' Market, in front of Prefontaine memorial, or the Visitor's Information Center.

A Public Hearing Will Be Held to Consider Approval of Proposed Amendment to Coos Bay Municipal Code Title 17 and Update to Comprehensive Plan Transportation Element- Approval Would Require Enactment of the Proposed Ordinance

Community Development Administrator Carolyn Johnson stated the City of Coos Bay is required by Oregon statutes and administrative rules to enact a comprehensive plan and land use regulations that conform with Statewide Planning Goals and Guidelines, and coordinate with other affected units of government. Statewide Planning Goal 12 requires the city to have a "safe, convenient and economic transportation system." This was accomplished through an accurate Transportation System Plan (TSP) based on inventories of local, regional and state transportation needs. The Oregon Transportation Plan (OTP) is the State's long-range, multi-modal transportation plan and is the overarching policy document for a series of modal and topic plans with which a local TSP must be consistent.

David Evans and Associates (DEA) consultant Angela Rogge gave an overview of the TSP project; timeline, development, evaluation, and funding forecast. Capital projects are identified as either Tier 1 or Tier 2. Tier 1 projects could be constructed with funding anticipated through 2040. Tier 2 projects are needed but unfunded. Among other options, future funding could be achieved by the development community with the construction of new projects and/or the city as needs arise and funding is available, or a combination thereof. Ms. Rogge provided a list of some Tier 1 and Tier 2 projects.

Ms. Rogge stated the Empire Blvd and Newmark Avenue intersection is anticipated to pose future traffic challenges as adjacent properties develop in the next twenty years. Reflecting the potential for a Tier 1 project at this location to mitigate future traffic impacts, a possible Tier 1 project is suggested for inclusion in the TSP. Currently not referenced in the TSP draft but suggested is the following language: "A Traffic Impact Analysis completed for a development proposal outside the scope of the TSP indicates further evaluation of the intersection of Empire Boulevard and Newmark Avenue is necessary to accommodate traffic anticipated from future development within the 2040 planning horizon. Improvements at this intersection could qualify as a Tier 1 project. The estimated increase in traffic is expected to trigger safety and operational improvements such as modified geometry or traffic control. Initial analysis of this information indicated that a roundabout would be a safe and cost-effective means for future traffic impact mitigation. An expanded analysis of the intersection is necessary and will be developed for future projects near this intersection."

Ms. Johnson stated as described in the TSP, the city, with ODOT funded professional transportation and planning consultants, engaged the Public Advisory Committee (PAC) and the public in the development of an update of the 2004 TSP to reflect current and future Coos Bay transportation needs. TSP Volume 1 includes the project background and process, goals and objectives, a description of Coos Bay today and what can be anticipated in Coos Bay 2040, Modal Plans, Standards and Guidelines, funding and implementation and potential project (Ordinance Exhibit B). Volume II provides the TSP supporting documentation and technical appendices (Ordinance Exhibit C). Amendments to the CBMC to implement the TSP can be found in Ordinance Exhibit D.

The TSP includes the city's transportation multi-modal future facilities, operations, maintenance, future needs and implementation regulations. The 2020 TSP and its related CBMC changes would provide:

1. implementation of the city's transportation objectives,
2. compliance with State Planning Goal 12 Transportation "to develop a transportation system for all modes that will meet the needs of existing residents and support planned residential, commercial, and industrial growth",
3. guidance for managing, operating, and improving the multi-modal transportation system with priority projects, policies, and programs for a 20-year period,
4. flexibility to respond to changing community needs and revenue sources over the Plan life,
5. over the first five years of TSP life, it identifies the existing transportation maintenance backlog for operations, maintenance, and road rehabilitation. Note that a PAC priority is to maintain the city's current transportation infrastructure.

During the first five years of the life of the new TSP, new projects can be implemented if packaged as part of a larger maintenance or rehabilitation project. After five years, the amount of revenue directed towards operations, maintenance and rehabilitation would shift to nearly seventy percent, with the remaining thirty percent focused on new capital projects.

The 2020 TSP update and related Coos Bay Municipal Code (CBMC) amendments have been completed with Oregon Department of Transportation (ODOT) funding, and technical assistance from ODOT, David Evans and Associates (DEA) and Angelo Planning Group (APG). The updated TSP reflects consensus among the cities of Coos Bay and North Bend as well as Coos County and ODOT on Coos Bay transportation needs and priority projects. The project complies with CBMC Chapter 17.215 Plan Amendments and Zone Changes, the Coos Bay Comprehensive Plan, Oregon Transportation and the Oregon Highway Plan. The TSP update process since 2018 has involved regular Public Advisory Committee (PAC) meetings and public open houses. Citizen input informed policy direction and needed projects eligible for state and federal funding upon TSP adoption. On August 11, 2020, the planning commission reviewed and recommended council adoption of the 2020 TSP and its related CBMC amendments.

Mayor Benetti opened the public hearing, no public comments were made. The hearing was closed.

Councilor Farmer moved to enact ordinance to amend Coos Bay Municipal Code Title 17 and update Comprehensive Plan Transportation element. Councilor Kilmer seconded the motion. Deputy Finance Director Melissa Olson read the ordinance by title only and Ordinance 526 was enacted by the following vote:

Aye: Benetti, DiNovo, Farmer, Kilmer, Marler.

Nay: None.

Absent: Matthews, Miles.

Approval of 2020 Spring/Fall Asphalt Maintenance to be Completed by Knife River Materials

City Manager Rodger Craddock stated council approved the "2020 Spring Asphalt Maintenance Projects" and received two bids. One from Knife River Materials (KRM) in the amount of \$632,390 and the other from K & E (Benny Hempstead Excavation) in the amount of \$758,700. Approximately, ninety percent of the 2020 Spring Asphalt Maintenance projects were now completed. Staff would like authorization to do pothole maintenance throughout the

city, for which there is \$130,000.00 allocated in Fund 16. The city received a quote from Knife River Materials for pothole repair in the amount of \$25,500. In addition to these pothole repairs, staff requests the balance of the approved pothole funds, \$104,500, be used on other potholes throughout the city, and to complete the rest of Donnelly Avenue between 6th and 7th Streets, including new ADA curb ramps. There were three street projects slated for Fall 2020 repair, Donnelly Avenue (the other half) between 6th and 7th Streets, Koosbay Blvd from Teakwood to city limits, and Eastside bus traffic circulation route. The Koosbay Blvd (Teakwood to city limits) was completed this spring. Should we complete the Donnelly Avenue project, then the fall 2020 street projects would include the Eastside bus traffic circulation route plus an estimated \$200,000 for pothole repairs. Councilor Marler asked if the list could be adjusted as there were areas he believed should be added and if there were other funding options available. Mr. Craddock stated he would talk to staff regarding additional areas and review any grant options.

Councilor DiNovo moved to approve pothole repair quote from Knife River Materials for \$25,500, in addition to the pothole repairs authorize staff to use the balance of the approved pothole funds (\$104,500) to be used on other potholes throughout the city, and to complete the rest of Donnelly Avenue between 6th and 7th streets including new ADA curb ramps; total not to exceed \$130,000. Councilor Marler seconded the motion which carried. Ayes: Benetti, DiNovo, Farmer, Kilmer, Marler. Absent: Matthews, Miles.

Award of Construction Bid for Myrtle Avenue Storm Drain Realignment Project

City Engineer Jennifer Wirsing stated in 2019 city staff was contacted by a citizen along Myrtle Avenue who reported a sinkhole on private property. Upon investigation, it was determined that the sinkhole was caused by deficiencies in a public storm sewer line that conveys stormwater runoff from Myrtle Avenue south across private property to an outfall south of Laurel Avenue. Further investigation determined that this line was past its useful life and in need of replacement. It was not known what year the system was constructed but it was constructed of three-foot segments of eight- and twelve-inch concrete pipe. It was not desirable to replace pipe or even construct pipe on private property because it is difficult to maintain, needs an easement, and often times is more expensive to construct. It also was an encumbrance on private property and future development and in this case, when the pipe fails, can cause damage to private property. Staff compared replacing this segment in the same alignment versus a new alignment along Myrtle Avenue, then southerly along N. 14th Street, and then westerly along Laurel Avenue to the existing outfall. While it was more expensive to realign, because more pipe was needed, it did remove the public infrastructure from private property thus reducing the chance to cause future damage on private property and it removed the encumbrance. The project proposal was to replace 430 feet of concrete pipe with 580 feet of 8- and 12-inch PVC pipe.

The Myrtle Avenue Storm Drain Realignment project was not a planned project, and as such, was not identified on the Five-Year Capital Improvement Project (CIP) Plan. If this project was not repaired, it had the potential to have significant adverse impacts on private property; as a result, it was deemed an “emergency” project. Due to the fact that the project had challenges such as new construction, conflicts with other utilities, etc. it was decided that detailed engineering plans were necessary. The city contracted with The Dyer Partnership under the miscellaneous engineering services contract to perform this work. Plans and specifications were prepared, and the project was advertised in July 2020. Bids for construction were opened on August 5, 2020. Four bids were received, however one bid had to be deemed not responsive and therefore was not opened (contractor submitted bid on a

project sheet not related to Myrtle Avenue). The three responsive bidders that were received were: Benny Hempstead Excavation for \$497,325, Johnson Rock Products for \$417,939, and Billeter Marine for \$431,300. The engineer's estimate was \$367,200. The engineer recommended the city accept the responsive bid from Johnson Rock Products.

Councilor DiNovo moved to award the Myrtle Avenue Storm Drain Realignment Project to Johnson Rock Products in the amount of \$417,939 plus a 15% contingency for a total amount of \$480,630. Councilor Marler seconded the motion which carried. Ayes: Benetti, DiNovo, Farmer, Kilmer, Marler. Absent: Matthews, Miles.

Award of Construction Bid for N. 12th Street Sewer Replacement

City Engineer Jennifer Wirsing stated in 2019 city staff was contacted by a citizen along N. 12th Street who reported a sinkhole near the sidewalk. Upon investigation, it was determined that the sinkhole was caused by deficiencies in the public 8-inch concrete sanitary sewer line that was originally constructed in 1932. The deficiency was documented and staff had been periodically monitoring the sinkhole. Each year, the deficient lines were prioritized based on extent of deficiency, service area, location (along a major collector and/or arterial), etc. Due to budgetary constraints, only a certain amount of deficiencies could be fixed each year. This year, staff identified this project as a high priority titled "N. 12th Street Sewer Replacement Project". The N. 12th Street Sewer Replacement project was not a planned project, and as such, was not identified on the 5-Year Capital Improvement Project (CIP) Plan. If this project was not repaired, it had the potential to have significant adverse impacts on private property; as a result, it was deemed an "emergency" project. Due to the fact that the project had challenges such as new construction, conflicts with other utilities, etc. it was decided that detailed engineering plans were necessary. The city contracted with Civil West under the miscellaneous engineering services contract to perform this work. Plans and specifications were prepared, and the project was advertised in July 2020. Bids for construction were opened on August 12, 2020. Two bids were received: Billeter Marine, LLC for \$358,754 and Jessie Rodriguez Construction for \$238,065. The engineer's estimate was \$264,560. The engineer recommended the city accept the responsive bid from Jessie Rodriguez Construction.

Councilor Kilmer moved to award the N. 12th Street Sewer Replacement project to Jessie Rodriguez Construction for \$238,065 plus a 15% contingency for a total amount of \$273,775. Councilor Marler seconded the motion which carried. Ayes: Benetti, DiNovo, Farmer, Kilmer, Marler. Absent: Matthews, Miles.

Award of Construction Bid for 2020 Bundled Downtown Infrastructure Improvements

City Engineer Jennifer Wirsing stated City of Coos Bay engineering staff tracks and monitors deficiencies in both the storm and sanitary sewer systems. Each year, the deficient lines were prioritized based on extent of deficiency, service area, location (along a major collector and/or arterial), etc. Due to budgetary constraints, only a certain amount of deficiencies could be fixed each year. This year, staff identified several storm and sanitary sewer projects in the downtown area and decided to bundle the projects in an effort to streamline design and construction. The project was identified as the "2020 Downtown Infrastructure Improvements" and located in the following areas: Anderson Avenue Storm Culvert Replacement located approximately 800 feet west of S. 10th Street – remove and replace a seventy-five foot long culvert with eight-inch PVC; S. 8th Street Sewer

Replacement located approximately 340 feet south of Anderson Avenue – remove and replace thirty-five feet of sanitary sewer with eight-inch PVC and remove and replace one manhole; N. 2nd Street Sewer Replacement located immediately north of Highland Avenue – remove and replace 175 feet of sanitary sewer with eight-inch PVC; and 3rd and Commercial Storm Sewer Replacement – remove and replace thirty-six feet with twelve-inch PVC.

The 2020 Downtown Infrastructure Improvements were not planned projects, and as such, they were not identified on the Five-Year Capital Improvement Project (CIP) Plan. If these identified projects were not repaired, they have the potential to have significant adverse impacts (degrade road surface, undermine adjacent utilities, and discharge sewer at unauthorized locations); and as a result, they were deemed an “emergency” project. Due to the fact that each of these projects had challenges such as depth, conflicts with other utilities, etc. it was decided that detailed engineering plans were necessary. The city contracted with The Dyer Partnership under the miscellaneous engineering services contract to perform this work. Plans and specifications were prepared, and the project was advertised in July 2020. Four bids were received on August 11, 2020: Benny Hempstead Excavation for \$338,415, Upper Rogue Excavation for \$218,943, Billeter Marine for \$388,621, and Jessie Rodriguez for \$298,497. The engineer's estimate was \$214,025. The engineer is recommending that the city accept the responsive bid from Upper Rogue Excavating.

Councilor Farmer moved to award the 2020 Bundled Downtown Infrastructure Improvements contract to Upper Rogue Excavating for \$218,943 plus a 15% contingency for a total amount of \$251,784. Councilor Kilmer seconded the motion which carried. Ayes: Benetti, DiNovo, Farmer, Kilmer, Marler. Absent: Matthews, Miles.

Consideration of Entering into an Agreement for the Design of a Permanent Chemical Feed System for Plant 2

City Engineer Jennifer Wirsing stated the new Wastewater Treatment Plant 2, located in Empire, started accepting and treating wastewater November 26, 2018. Due to numerous mechanical failures and programming issues, the startup was extended beyond normal startup periods and was not officially turned over to the city by the contractor until February 2020. Additionally, it was discovered during the startup period that the influent had lower than normal alkalinity levels. This condition was readily apparent in the winter months. Low alkalinity levels affect the nitrifiers and if the nitrifiers were not adequately “fed” then the treatment process suffers. Further investigation by staff yielded that during the planning stages of design this issue was brought up and it was suggested that alkalinity addition may be required, however the final design did not incorporate this. Currently the plant had a temporary chemical feed system that supplements alkalinity to the plant’s influent. Jacobs, formally CH2M, who was responsible for final design of Plant 2, agreed to provide design services for a permanent chemical feed system at no cost to the city in exchange for releasing Jacobs from any future claims. However, the release of claims did not release any claim or potential claim the city may have in regards to the proposed permanent chemical feed system yet to be designed and constructed. The city would be responsible for construction of the permanent chemical feed system; however, this system should have been installed initially and would have been a cost that the city would have incurred anyway. Staff recommended the city enter into the agreement with Jacobs and proceed forward with final design of a permanent chemical feed system. Council discussion ensued.

Councilor Marler moved to direct staff to enter into the agreement presented August 10,

2020, regarding Wastewater Treatment Plant 2 Alkalinity Addition System Design. Councilor Kilmer seconded the motion which carried. Ayes: Benetti, DiNovo, Farmer, Kilmer, Marler. Absent: Matthews, Miles.

Consideration of Entering into a Cooperative Improvement Agreement for Coos Bay Village Development

City Engineer Jennifer Wirsing stated upon completion of the Coos Bay Village project there would be an increase in traffic in this area and thus a signal improvement was warranted at the Hemlock Avenue and Highway 101 intersection. Design was performed for the signal crossing and Oregon Department of Transportation (ODOT) approved the design. As a result, ODOT issued a Cooperative Improvement Agreement for the construction, operation, and maintenance of the signal crossing. The agreement was between ODOT, the City, the Port, and developer, Rock Face, LLC. The agreement outlined terms and obligations for each entity. With respect to the city's obligations they were summarized as follows: responsible for electrical costs, responsible for cost of maintenance, responsible to comply with Oregon's workers compensation rules, and grant the State the right to enter city right of way. Staff coordinated with the developer and the port, and while the developer had no comments, the port was concerned with some of the language. The port felt if they needed to be a party to the agreement then they needed language changed under their obligations that referenced federal laws as opposed to state laws regarding employee compensation. Furthermore, the port requested indemnification under the developers' section (Item 12), they wanted to be named as additional insured (Item 18c), and they requested the insurance requirements include railroad liability insurance. All of these comments were provided to ODOT and ODOT did not see any concerns and were currently amending the language to satisfy the port's comments. Once the language is updated, and the port has approved the changes, staff recommends the city enter into the agreement with ODOT, the port, and the developer. Once the agreement had been executed by all parties then the signal crossing project could be advertised for bids. It was anticipated that construction would take six months to complete.

Councilor DiNovo moved to authorize staff to enter into the Cooperative Improvement Agreement for Coos Village Development. Councilor Kilmer seconded the motion which carried. Ayes: Benetti, DiNovo, Farmer, Kilmer, Marler. Absent: Matthews, Miles.

City Manager's Report

City Manager Rodger Craddock stated League of Oregon Cities (LOC) annual conference would be virtual this year and Councilor DiNovo volunteered to be a delegate at the LOC annual business meeting. Council had been discussing and getting citizen feedback for the time of council meetings and work sessions, stated to move work sessions to city hall there was conflict of Planning Commission meetings on the second Tuesday of the month, Council discussed and consensus to continue having Council meetings at 7:00 pm and start having Work Sessions on only the fourth Tuesday of the month in the council chambers at 5:30 pm. Community Coalition of Empire wanted to focus and capitalize on the history of Empire with ideas of looking at historic looking street signs, wayfinding signs to historic places of interest, markers on historic buildings or homes, or new welcome to historic Empire signs at main entrances of district; suggested more vetting to choose the right idea, where the funds would come from, and with the opportunity zone in Empire look at a master plan process with a consultant to lead the community through a master plan process; Council consensus to add to the working list of potential projects. The Public Access channel wanted

to move the channel forward by uploading content directly to Spectrum in a newer format but needed assistance in negotiating it, would like a more permanent location, invited all those running in the upcoming election to have a session to provide voters information, and will be talking with school districts about providing distance education through their channel.

Council Comments

Councilor Farmer stated Council has done a good job acknowledging what had been seen in the community, acknowledged a high level of integrity of staff, the city sought an outside source to review allegations against staff as an independent observer, some organizations may be interested in a safe house or have grants to establish a safe house, and would discuss with anyone who was interested. Councilor Kilmer stated she appreciated Councilor Farmer's comments and the outside investigation was to make sure the city had an independent and arbitrary view of the allegations made against the staff. Councilor DiNovo thanked Councilor Farmer for his comments, encouraged citizens to continue meeting attendance, Council had been talking prior about doing equity and inclusion work, attempted to have listening sessions and doing items requested, but not all requests are the responsibility of the city and only so much Council could do, commended the Police Department for their patience and diligence, was concerned for the morale of staff, and was proud of what the city was doing.

City Manager Rodger Craddock stated the city had not received any first-hand knowledge or any first-hand complaints regarding the allegations on social media and were not made to staff at the city. City Manager Joe Benetti stated the investigator's contact information has been posted on the city's Facebook page and the Friday Update.

Adjourn

There being no further business to come before the council, Mayor Benetti adjourned the meeting. The next regular council meeting was scheduled for September 1, 2020 in the council chambers at city hall. These minutes were approved as presented by City Council on September 1, 2020.



Joe Benetti, Mayor

Attest: Nichole Rutherford
Nichole Rutherford, City Recorder