

Mayor Patrick L. McCrory Mayor Pro Tem Susan Burgess

Michael Barnes
Nancy Carter
Andy Dulin
Anthony Foxx
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John W. Lassiter
Don Lochman
James Mitchell, Jr.
Patrick Mumford
Warren F. Turner

CITY COUNCIL WORKSHOP

Monday, October 1, 2007

Room 267

- 5:00 p.m. Dinner**
- 5:15 p.m. FY07 Year End Corporate Performance Report**
- 5:30 p.m. Economic Development: Carolina Theater**
- 5:50 p.m. Environment: Fall Cankerworm Report and Recommendations**
- 6:20 p.m. Economic Development: Inventory of City-Owned Properties**
- 6:40 p.m. Economic Development: City Operational Facilities Master Plan**
- 7:10 p.m. Enhanced Communication Tools for Council and Citizens**
- 7:30 p.m. Citizens' Forum
Room 267**

Request for Council Action

Adopt a motion pursuant to NCGS 143-318.11(a)(6) to go into closed session to consider the performance of the City Attorney.

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: FY07 Year End Corporate Performance Report

COUNCIL FOCUS AREA: All

RESOURCES: Randy Harrington, Assistant Budget & Evaluation Director

KEY POINTS:

- The City of Charlotte's 2007 fiscal year operated from July 1, 2006 through June 30, 2007. City Council approved the FY07 Focus Area plans during the spring of 2006.
- The FY07 Focus Areas included Community Safety, Housing & Neighborhood Development, Environment, Transportation, and Economic Development.
- The City's performance management and strategic planning approach consists of identifying organizational strategy based on City Council Focus Areas. The strategy is translated and communicated through the Corporate Scorecard (developing corporate objectives and measures). The strategy is then implemented as described in the Strategic Focus Area plans and Key Business Unit and Support Business Unit business plans. Finally, the results of our efforts are reported to City Council as a tool to help assess progress in meeting the needs of the community.
- The purpose of the presentation is to report on the results of our efforts by highlighting key accomplishments and challenges experienced by the City during FY07 through the Corporate Scorecard's four measurement perspectives: Serve the Customer, Run the Business, Manage Resources, and Develop Employees.

COUNCIL DECISION OR DIRECTION REQUESTED:

None. This presentation is for information only.

ATTACHMENTS:

None.

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: Carolina Theater

COUNCIL FOCUS AREA: Economic Development

RESOURCES: Tom Flynn, Economic Development
Clay Landers, Camden Management
Jim Donnelly, Encore Development Group

KEY POINTS:

- In January 2006 the City entered into a Purchase and Sale Agreement with Camden Management for the Carolina Theater. (See attached “Carolina Theater Development Framework”)
- This Agreement provided for a closing in January 2007, and allowed for two extensions, both of which would require a \$25,000 non-refundable payment. Council approved a third extension in 2007 that was accompanied by another \$25,000 non-refundable payment.
- Camden is requesting an additional extension until April 30, 2008 in order to accomplish the following items:
 - Finalize agreements on adjacent air rights
 - Resolve outstanding zoning issues
 - Finalize financing terms and conditions
 - Presale 50% of the units
 - Finalize partnership agreement between Camden Partners and Encore Development Group
- Camden will pay a non-refundable extension payment of \$50,000. This will be applied to the purchase price if the property is purchased.

COUNCIL DECISION OR DIRECTION REQUESTED:

Council will be asked to approve an extension of the due diligence period at the October 8th City Council meeting.

ATTACHMENTS:

Carolina Theater Development Framework

Carolina Theater Development Framework

- Sale of the entire tract (includes land, air rights and theater building) to Camden Management Partners for \$1 million
- City commits sale proceeds to the renovation of the theater
- 365 days from approval of City Council to close
- Closing on sale and purchase of City tract will be at the same time as the closing on the financing of the condominium tower and theater
- Camden pays \$50,000 earnest money due upon signing of Purchase and Sale Agreement, to be applied to purchase price at closing; City can use that money to fund outside Attorney expenses for the Development Agreement
- Extensions: Two three month extensions; \$25,000 each non-refundable to be credited against the purchase price
- Camden and City negotiate a Development Agreement for approval by March 31, 2006, with the following terms and conditions:
 - Theater Owner or Operator pays interest costs on the New Market Tax Credit loan(s) during the 7 year term of the loan(s)
 - City and County provide annual contractual payments to Owner/Operator for their providing an “arts center” and “arts programs” open to the public. Payment is modeled on the Economic Development Grant concept with annual payments equal to 90% of the property taxes collected on the entire project (Condo tower and theater).
 - The total amount of these payments will not exceed the net present value of \$4.5 million
 - Since the payment is for providing “arts programs” payments cease if the Theater Owner stops providing “arts programs”.
 - First payment would be made the January following the issuance of Certificates of Occupancy for the Theater and the Residential Condominium
 - Carolina Theater Preservation Society (CTPS) has the right of first refusal to purchase the Theater provided they have met the following contingencies, the accomplishment of which must be satisfactory to the City:
 - Raised and contributed \$2 million for the Theater renovation
 - Raised a Theater operating endowment of \$3 million
 - Demonstrated the ability to manage, maintain and improve the Theater
 - City has the contingent right to purchase the theater if CTPS declines or has not met the contingencies required for CTPS to purchase the theater
 - If the theater is sold the City receives the proceeds of the sale net of any remaining debt payments, general transaction costs and outstanding liabilities.
 - The County would share in these net proceeds based on the amount of County funds contributed to the theater project at the time of sale.

- Permanent prohibition on using the Theater for adult entertainment
- Establishment of SBE goals and programs to accomplish those goals.
- Closing Contingencies
 - Debt and equity funding of condominium tower closed and funds available
 - New Markets Tax Credit funding closed and funds available
 - Theater Scope of Renovation approved by the City and CTPS based on design detail, that includes exterior marquee and interior ornamental plaster
 - Project completion guarantees for both the tower and the theater acceptable to the construction lender, which will be provided to the City.
 - County Commission approval of County financial participation
 - Camden/ARK/CTPS operating and/or lease agreement approved by all entities that is reasonably acceptable to the City and provides CTPS the opportunity to make historical improvements to the theater and provides CTPS with a specified number of dates per year for programming sponsored by CTPS

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: Fall Cankerworm Report and Recommendations

COUNCIL FOCUS AREA: Environment

STAFF RESOURCE: Don McSween, City Arborist

KEY POINTS:

- Charlotte has had an infestation of Fall Cankerworm for almost twenty years.
- The City has conducted banding programs and aerials sprays in the past to lessen Cankerworm damage to our tree canopy.
- The current infestation covers 73,000 acres (40%) of Charlotte.
- The City Arborist recommends conducting a banding program, educational efforts, and an aerial spray. This recommendation is estimated to cost \$2.815 million.

OPTIONS:

- Increase banding of street trees and fund Neighborhood Grants program for Fall Cankerworm Banding.
- Increase banding of street trees, fund Neighborhood Grants, and conduct an aerial spray.

COUNCIL DECISION OR DIRECTION REQUESTED:

On October 8, 2007, Council will be asked to approve staff recommendations for dealing with the cankerworm infestation.

ATTACHMENTS:

Fall Cankerworm Report September 24, 2007

Fall Cankerworm Report
To Charlotte City Manager and Charlotte City Council

October 1, 2007

Donald McSween, City Arborist

Background:

The Fall Cankerworm is a native insect to eastern North America. Nationally known entomologists are unable to explain why Charlotte has been plagued with such high numbers over such a long period of time. The primary natural control for the Fall Cankerworm is Telenomus alsophilae. It is a tiny parasitic wasp that attacks the eggs in the top of the trees. Research has shown that the tiny wasp is not reproducing well in this area.

The Cankerworm is normally considered to be a nuisance to humans by defoliating many landscape plants, falling on people, and dropping frass. The primary damage is repeatedly stripping trees of their foliage in the spring. This weakens trees and makes them vulnerable to other stresses such as age, drought, other insects, disease, and damage by man. Delaying treatment for reducing Cankerworm populations will cause increased tree mortality on private and public property.

Although Fall Cankerworm has been noted by long-time residents of Charlotte for decades, the population has not been recorded in epidemic levels until the last 20 years. In 1987 reports of high Cankerworm numbers by citizens in the Cotswald and Myers Park areas began to emerge. The City started a banding program in 1990 for street trees. We requested homeowners to cooperate by banding their trees. By 1992, the Cankerworm population had increased to the point that the City conducted a 1,300 acre aerial spray of residential and business properties. The spray reduced the numbers for a few years, but the Cankerworm population and areas affected started increasing again. By 1998, another aerial spray had to be conducted. This time the area was expanded to 5,882 acres. This spray and other natural factors reduced the population for the next eight years. The banding efforts have continued for the last 16 years.

Banding can be effective in controlling this insect if the bands are placed on all large hardwood trees and the traps are maintained well. Some neighborhoods in heavily infested areas organized to band as many trees as possible this past winter. They also helped neighbors that were otherwise not able to participate. However, due to the inconsistency of banding by private property owners, cooperative banding was not as effective as we had hoped. This past year the City spent \$150,000 to band over 5,000 street trees. Installing so many bands in such a short period of time stretched the resources of all available contractors.

The current area of high infestation covers a much larger segment of the city than has been encountered previously. It covers about 73,000 acres or 40.6% of the city.

“Let’s Band Together” Program (2006-07)

The “Let’s Band Together” program was an initiative by the City to educate the public and encourage cooperation in banding private property trees.

Garden Centers and hardware stores were contacted in advance to make them aware of the program so they could order enough supplies. Neighborhood cooperation varied greatly. Some neighborhoods had less than 10% participation. Others, such as

**Fall Cankerworm Report
To Charlotte City Manager and Charlotte City Council**

October 1, 2007

Donald McSween, City Arborist

Plaza-Midwood, had over 75% participation. In the worst affected neighborhoods, some bands were overwhelmed and had to be replaced. [See Photo #1]

The benefit of the banding became evident as the caterpillars hatched this spring. [See Photo #2] The City banded Willow Oak street trees 24 inches in diameter and larger within the infested area of 73,000 acres. Thousands of adult Cankerworms were prevented from laying eggs in the tops of these trees. However, since the newly hatched caterpillars can “balloon” from tree to tree in the wind, nothing short of total participation on public and private trees and regular maintenance of the traps will provide 100% effectiveness.

Some neighborhoods that have had the largest infestations in the past were among the lowest participants in banding private trees. Even in the most cooperative neighborhoods, enough trees were not banded. Also, bands were overwhelmed due to the high numbers of insects in many areas. If the tree bands are not maintained through out the emergence of the Cankerworm adults, the bands loose their effectiveness and no longer prevent the laying of eggs in the tree canopies.

Costs in FY 07

Tree Management Program:

Street tree banding*	\$ 149,875	(Average of \$27.25 per tree)
Brochure development and printing	\$ 3,000	
Total Cost	\$ 152,875	

*To cover the costs, \$12,875 came from the operating funds for Tree Management.

Neighborhood Development Program:

16 participating neighborhoods \$ 35,137

Total Cost of both programs \$188,012

Current Condition of the Tree Canopy

Following the heavy Cankerworm defoliation in the early spring was a drop in temperatures to 20° F. This occurred as the large trees were trying to grow the third or fourth set of leaves. Dry weather in the early spring and during the summer has further drained the resources of the trees. The current rainfall deficit is more than 8 inches. [See Photos #3 & 4]

Throughout the spring and summer, several surveys of the tree canopy have been conducted. Fifty to sixty percent of the trees in the worst hit neighborhoods have stunted growth, yellow green foliage, or sparse canopies. Further defoliation next spring coupled with other environmental stresses could lead to widespread tree mortality.

**Fall Cankerworm Report
To Charlotte City Manager and Charlotte City Council**

October 1, 2007

Donald McSween, City Arborist

Potential Future Aerial Sprays

In the past, the most effective means of decreasing Fall Cankerworm populations in widespread areas of Charlotte has been through aerial sprays. Aerial sprays were conducted in 1992 and 1998 under the guidance of the nation's leading expert on this insect, John Ghent, of the USDA Forest Service. Since the Cankerworm is a native insect, attempts to eliminate it would not be possible and would be environmentally unsound.

The best control for Cankerworm is a product called Bacillus thuringiensis, known as Bt. It is a naturally occurring organism that kills leaf feeding caterpillars and nothing else. Bt is used by organic farmers in the control of leaf feeding caterpillars. Bt has one of the safest designations of insecticides by the Environmental Protection Agency and the North Carolina Department of Agriculture.

Approval for an aerial spray over an urban area such as Charlotte would require approvals by several federal and state agencies, including the Federal Aviation Administration, the N.C. Department of Agriculture, the Environmental Protection Agency, and the Department of Homeland Security. This process, along with bidding contracts and developing a public education program would take several months of preparation time.

Should the City pursue approvals and prepare for an aerial spray, a general timeline would be as follows:

September 2007: final decision to proceed; begin bidding process for aerial spray contractors;

December 2007: award the contract(s) for spraying, providing time for procurement of the spray agent, development of detailed flight plans, and implementation of a public education program on the spraying;

April 2008: conduct the aerial spray.

Projected Cost in FY08

Tree Management:

Street tree banding	\$ 165,000	(Average of \$30.00 per tree)
Brochure development and printing	\$ 10,000	
Aerial Spray	<u>\$ 2,600,000</u>	
Total Cost for Tree Management	\$ 2,775,000	

Neighborhood Development:

16 participating neighborhoods	<u>\$ 40,000</u>	
Total Cost of both programs	\$ 2,815,000	

Fall Cankerworm Report
To Charlotte City Manager and Charlotte City Council
October 1, 2007
Donald McSween, City Arborist

The Following Alternative Actions Have Been Reviewed By Staff:

1. Aerial Spraying
2. Banding All Large Street Trees In The Affected Areas
3. Supplying Materials To Citizens For Banding Their Trees
4. Contracted Banding Services For Private Trees Through City Funding
5. Provide City Funding To Non-Profit Organizations To Band Private Trees
6. Provide Tax Incentives For Verified Banding Of Private Trees
7. City Funding Of Further Research On The Fall Cankerworm
8. Spraying Street Trees from the Ground Next Spring
9. Releasing Beneficial Insects

Staff Contact: Don McSween, City Arborist – 704-336-5752



#1) Thousands of Fall Cankerworms overwhelmed this band in Plaza-Midwood (April 2007)

Fall Cankerworm Report
To Charlotte City Manager and Charlotte City Council
October 1, 2007
Donald McSween, City Arborist



#2) Queens Road West at Princeton Avenue – Un-Banded private tree causing spread of Fall Cankerworm to the banded street tree (April 2007)

Fall Cankerworm Report
To Charlotte City Manager and Charlotte City Council
October 1, 2007
Donald McSween, City Arborist



#3) Thin Crown and Yellow foliage on a dying street tree

Fall Cankerworm Report
To Charlotte City Manager and Charlotte City Council
October 1, 2007
Donald McSween, City Arborist



#4) Queens Road West at Princeton Avenue – thin crowns and yellow-green foliage on street trees (June 2007)

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: Inventory of City-Owned Properties

COUNCIL FOCUS AREA: Economic Development

RESOURCES: Eric Johnson, E&PM, Real Estate Manager

KEY POINTS:

- At the June 11, 2007 City Council Dinner Meeting, staff was asked to provide an overview of City-owned properties with an emphasis on surplus properties.
- This presentation will provide an overview of the City's real property assets.
- The presentation will also provide information about the revenues generated by the sale of the City's surplus properties and lease revenues generated via existing City properties.
- The City Council-appointed PCAC (Privatization/Competition Advisory Committee) is currently reviewing the City's asset management policy. Staff will be working with the Committee over the next few months as it develops recommendations for asset policy revisions. The recommendations will be presented to Council for approval at the conclusion of this process.

COUNCIL DECISION OR DIRECTION REQUESTED:

This presentation is for Council information.

ATTACHMENTS:

None.

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: City Operational Facilities Master Plan

COUNCIL FOCUS AREA: Economic Development

RESOURCES: Michelle Haas, Engineering & Property Management

KEY POINTS:

Staff will provide an overview of existing and future City operational facilities:

- History of locating operational facilities
- Inventory of existing facilities
- Future facility needs
- Current issues
 - Location of a new light equipment shop
 - Sweden Road property

COUNCIL DECISION OR DIRECTION REQUESTED:

None. This is for information only.

ATTACHMENTS:

Background: Central Yard Conceptual Relocation Study, November 2006

Central Yard Conceptual Relocation Study

November 2006

Prepared by Engineering & Property Management

With Assistance from: Aviation, Business Support Services, Solid
Waste, Budget & Evaluation, Fire, & Morris Berg Architects

Central Yard Conceptual Relocation Study

Prepared by Engineering & Property Management

With Assistance from: Aviation, Business Support Services, Solid Waste, Budget & Evaluation, Fire, & Morris Berg Architects

November 2006

Background

In recent years, several changes have begun to occur in the Belmont Neighborhood and surrounding area. A significant change now underway is the implementation of the Hope VI project. With this development came several requests for land at the City's Central Yard, some associated with plans to locate a Kroc Community Center in Belmont. As a result of these discussions, the Council decided against locating a Kroc Center in Belmont, but asked staff to look at the possibility of moving the City's Central Yard functions elsewhere; specifically to the Airport.

City Council Charge

On September 5, 2006, the City Council approved a motion of "staff to take a look at relocating Central Yard including Solid Waste and Heavy Vehicle Maintenance to the Airport and to do a full cost model for doing that including looking at the operational cost, the capital cost of building out there, as well as potential revenue from the sale of the Central Yard." This report is a conceptual evaluation of those ideas, intended to be a basis for making policy decisions. More detailed studies would be required to establish detailed budgets and schedules.

Current Central Yard Operations

The City's Central Operations Yard is approximately 26 acres and is located between Seigle Avenue and Hawthorne Avenue, adjacent to the Belmont neighborhood. It is the oldest, largest and most heavily used operations base for City services. While most of the facilities are barely sufficient for today's needs and are unable to accommodate future needs, their location at the center of the City has been extremely important to the efficiency of operations such as Solid Waste and Vehicle Maintenance. Central Yard consists of the following:

Function	Building Area (sq. ft.)	Acres occupied	# of pieces of Equipment	# of Employees
Solid Waste	11,925 sf	9.4	200 (owned)	225
Heavy Equipment	24,400 sf	3	590 (serviced)	38
Light Equipment	42,800 sf	7.45	1,900(serviced)	27
Fire Logistics	14,000 sf	1.25	3 (owned)	8
Street Maintenance	N/A	7.9	N/A	N/A
TOTAL		29 *	2,737 vehicles	423

*3 acres across Seigle Ave. that were being used by Street Maintenance and Light Equipment were given to the Housing Authority for the Hope VI project.

I. Solid Waste (Field Operations and Special Services)

Solid Waste occupies an administration building, a ready room building, and a storage building, all of which are in poor condition. Dates of construction range from the 1940's to the late 1970's.

Field Operations' services include curbside rollout garbage, recycling, yard waste and bulky item pickup. Special Services Division provides Central Business District maintenance, small business garbage collection, street sweeping, right-of-way cleaning, illegal dumps cleanups, special events support and dead animal collection.

Approximately 225 employees and 200 trucks currently operate from this central location.

II. Heavy Equipment Maintenance

Heavy Equipment Maintenance occupies a heavy equipment shop which includes an office area and a shop area. This building was constructed in 1980 and needs to be expanded for current operations. Other ancillary buildings include an automated vehicle wash and a 2-bay manual vehicle pressure wash.

Heavy Equipment Maintenance provides heavy truck fleet maintenance and unit rebuild/heavy maintenance (fabricating pieces for heavy equipment, re-building arms for automated garbage trucks, adding street sweeper pieces, adding salt and slag pieces to dump trucks, etc.). The primary focus is on servicing heavy trucks, fire apparatus, and heavy equipment utilized by

Street Maintenance, Fire, Utilities, and Solid Waste with their primary customer being Solid Waste.

Approximately 38 employees operate from this facility and service 590 vehicles.

III. *Light Equipment Maintenance*

Light Equipment Maintenance occupies a light equipment shop which includes an office area and shop area in addition to a paint shop building and a body building. The main shop was constructed in the 1920's and has seen many uses beginning as a horse barn. This facility is marginally sufficient for current use and requires ongoing maintenance. Circulation is severely restricted due to locations of ancillary buildings.

Light Equipment Maintenance provides light vehicle fleet maintenance and vehicle commissioning/decommissioning (installation and removal of necessary accessories such as light bars, radios, cameras, tool boxes, etc.). The primary focus is on servicing marked police cars, City staff vehicles, and other light equipment.

Approximately 27 employees operate from this facility and service 1,900 vehicles.

IV. *Fire Logistics*

Fire Logistics occupies a 2-story building that was constructed in the 1950's. The lower level has experienced flooding, thus making it unusable for storage of certain items. The building is inadequate in size.

Fire Logistics provides services for the purchase, repair, testing and warehousing of all fire fighting equipment, tools, clothing, and station supplies for all of the City's fire stations and training academy. They specify, purchase and receive all new fire apparatus in addition to commissioning new trucks at this facility. They also provide support and supplies for emergency operations on the scene.

Approximately 8 employees and three vehicles operate from this facility and service 42 worksites including stations and facilities.

V. Street Maintenance

Street Maintenance no longer works out of the Central Yard. They relocated to a new facility in the Spring of 2006, freeing up approximately 8 acres at Central Yard. Street Maintenance moved from a centralized service delivery to a geographical service delivery concept which domiciles employees and equipment closer to the work they perform. This was easily accomplished since they already had facilities located in two other sections of the City.

Current Plan and Budget for Facilities Upgrade

In FY04, the Capital Improvement Plan provided \$23.75 Million in funding for upgrading Central Yard. This funding provided new facilities for Light Equipment, Solid Waste, and Street Maintenance (relocation and new facility). Of the \$23.75 million, \$10,750,000 has been spent on the purchase of a new site and construction of a new Street Maintenance Facility, and schematic design of a new Light Vehicle Maintenance facility at the Central Yard, leaving a balance of \$13,000,000.

Two options for upgrading the Central Yard have been under consideration over the last year. As a result of Council direction to study possible relocation to an Airport site, staff has developed two additional options, as described below. The study of the two new options is conceptual, providing "order of magnitude" costs. Should the City Council wish to pursue them, additional more detailed study would be appropriate.

Option 1: Complete the Central Yard Upgrade Begun in 2003

Due to several factors, this option has become less viable and is not possible without additional funding. Changed conditions since implementation of the plan was begun in 2003 include: extreme cost escalation that was not anticipated in developing the original budget in 1998; overlap with the Hope VI construction resulting from the delay associated with the Kroc Center discussion; additional programming study, the possibility of stream and drainage repairs and enhancements that would encroach on the available land for the light vehicle facility; and the need for additional landscaping and buffering against adjacent residential development.

The overlap with the Hope VI construction is an operational issue for construction of a new light vehicle facility. The original plan would have constructed the new facility while vehicles were still parked on the west side of Seigle Avenue. Because of the Hope VI construction, those vehicles have now been moved to the site of the new facility south of Ott Street. To construct the facility south of Ott Street would require a temporary location for parking vehicles, probably away from the existing facility.

Construction of a new facility at the Central Yard is possible, but it requires an additional \$5 million capital funding, temporary operational changes for the Shop, and identifying a temporary location for parking vehicles.

Option 2: Move Light Equipment to West Craighead and Upgrade Solid Waste

This option reduces the City's presence in Belmont. It would move Light Vehicle Maintenance to a site identified on West Craighead Road, reconfigure parking, and construct a new building for Administration/ready room for Solid Waste at the Central Yard. Approximately 5 acres of land would be available to sell for new development. Fire Logistics and Heavy Equipment would remain as is. Assuming the sale of the 5 acres would net \$3 million, the option requires an additional \$3.1 million in capital funding.

An offer has been made to the City for 5.5 acres of Central Yard land at \$15/square foot or \$3.59 million. Demolition, environmental clean up and closing costs would provide a net price of approximately \$3 million. The City currently has an option to purchase a portion or all of the site on Craighead Road. Ten acres for a light vehicle facility would cost \$1.1 million; the entire tract would cost \$4 million and possibility the buy out of an existing lease on the property. Purchasing the entire site would provide flexibility for siting operation facilities such as the CATS Special Transportation Maintenance Facility, however that additional cost is not included in this evaluation.

New Option 3: Relocate All Current Central Yard Facilities to an Airport Site/Construct Light Vehicle Maintenance and Solid Waste as Currently Programmed at the Airport Site

Relocate all facilities at Central Yard (Light Vehicle Maintenance, Heavy Vehicle Maintenance, Solid Waste Services and Fire Logistics) to the Airport. Light Vehicle Maintenance and Solid Waste facilities would be constructed as currently programmed in the 2004 plan. Heavy Vehicle Maintenance and Fire Logistics would be replaced with similar size and layout as currently exists at the Central Yard.

& New Option 4: Relocate All Current Central Yard Facilities to an Airport Site/Construct All Facilities to Meet Future Growth Needs

Relocate all facilities at Central Yard (Light Vehicle Maintenance, Heavy Vehicle Maintenance, Solid Waste Services and Fire Logistics) to the Airport. Expanded facilities would be constructed to meet future growth and expansion needs for all Central Yard tenants.

Airport Site Options and Impacts

The first step in determining the development costs for these two scenarios was to look at available land at the Airport and its associated cost. Staff estimated that up to 60 acres would be needed to relocate all facilities, allowing for circulation, growth and expansion. It was assumed that only 30 acres would be needed for partial expansion.

The City owns significant acreage on and adjacent to the Airport which is not directly needed for Airport operations. Some of this property was acquired with Airport and FAA funds through the Airport's noise mitigation program. Other property has been acquired for Airport development, but is located such that it can be applied to non-aviation uses without diminishing its efficacy in supporting the Airport operations. All of this property is subject to Federal law and regulation concerning its use and disposal.

The Airport surveyed unoccupied land not needed for aviation activities and identified two parcels which meet the size criteria for Central Yard and are not required for aviation purposes.

- Site 1 lies in the approach to the new parallel runway 18W off Wilkinson Blvd. This property is presently owned by private interests, but must be acquired before the runway is put into service. Condemnation is anticipated if an agreement is not reached.
- Site 2 lies immediately south of and on the extended centerline of current runway 18L off the proposed West Boulevard.

Attached is a map depicting the location of both parcels and individual site sketches showing each site, as well as future development that will take place on and around the sites (Attachment A). The maps include comments from the Planning staff regarding zoning and other land use considerations.

Although this land is owned by the City, the Airport recommends the following caveats be taken into consideration:

1. Neighborhood Perception. The City has struggled significantly over the years with opposition that the Airport neighbors have with the activities of the Airport. Locating the Central Yard there could damage longstanding efforts to develop more harmonious relationships with Airport neighbors. Public discussion associated with the Westside Strategic Plan indicates residents feel the Westside is the dumping ground for heavy industrial, undesirable uses.

2. FAA Policy. Any use of the property for the Central Yard would be subject to FAA approval. FAA policy requires that for any such use the Airport Sponsor (the City) pay the Airport fund a “fair market value rental.” As a rule of thumb, the FAA will agree that a rental of ten percent of the fair market value of the property will satisfy the “fair market value rental” requirement. The initial fair market value of Site 1 would be the price established by the jury for condemnation. The initial fair market value of Site 2 is presently estimated at \$75,000 per acre. (For 30 acres, rental = \$225,000/year. For 60 acres, rental = \$550,000/year) For either site, the rental would have to escalate with market conditions over time.

3. Airport Rates and Charges Requirements. The City’s Agreement with the Signatory Airlines requires that the Airport charge a portion of the annual Airport overhead expense (described as “ASF Charges”) to all users of the Airport. This would include the Central Yard. The Airport currently allocates \$15 million of ASF per year to Airport users. The amount allocated to each user is dependant upon the amount of acreage occupied by the use and the amount of capital invested in improvements on the land. The amount of ASF chargeable to the General Fund for Airport ASF for a 60 acre tract of land with an approximate \$40,000,000 capital investment is estimated at \$600,000 - \$900,000 annually. The 30 acre site would be half of this estimate.

4. Disposal of Land Acquired for Noise Mitigation Purposes. FAA regulations also require that when land originally acquired for noise mitigation purposes is no longer needed for noise mitigation, it should be sold for fair market value and the Federal share of the purchase price be returned to the FAA. The Airport is currently considering whether Site 2 falls within this requirement. If so, it will have to be sold and eighty percent (80%) of the proceeds thereof returned to the FAA. If this land is to be sold, the General Fund could be the purchaser, but only for its fair market value as determined by appraisal. The initial fair market value of Site 2 is presently estimated at \$75,000 per acre or \$4.5 million for 60 acres. 80% to FAA = \$3.6 million.

The approximate land cost for 30 acres is \$1,800,000.

The approximate land cost for 60 acres is \$3,600,000.

Airport Site Construction Costs

The second step was to have a construction estimator and an Architect develop construction cost estimates. Very preliminary programming was performed to

project future needs. The architect gathered Information from the affected Key Businesses regarding the number of existing employees and customers, projected number of future employees and customers, operations, parking needs, etc. Existing facilities were surveyed and current construction costs were applied to determine replacement costs. Attachment “B” details the construction costs and other miscellaneous costs that were applied to come up with a total project budget.

The total estimated cost for Option 3 is \$35 million (including land).

The total estimated cost for Option 4 is \$60 million (including land).

Additional Operating Costs

The third step was to look at the increased yearly operational costs of all affected Key Businesses who not only provide service, but receive service from Central Yard facilities. The operating impacts include additional fuel, vehicle maintenance, and cost of labor as a result of additional travel time to the new location. It was assumed that the Speedway landfill is the only landfill available for garbage disposal and the “Foxhole” will not be available for City use, according to the County, until 2013 (see Attachment C). The attached spreadsheet, Attachment “D”, shows the relative costs for each KBU. This report does not address facilities’ operational costs. Without more detailed study and design of the facilities, building operational costs cannot be determined at this time.

The approximate, yearly additional operating cost is \$1.3 million.

Estimated Revenue from the Sale of Central Yard

As part of this study, staff obtained an independent appraisal of Central Yard’s 26 acres from Integra Realty Resources. The appraised value of Central Yard is \$9,999,999 (round to \$10 million). Staff estimated environmental cleanup costs to be around \$1.5 million if the land is rezoned to multi use as was assumed in the appraisal, which needs to be deducted from the appraised value. In addition, demolition costs of approximately \$500,000 need to be deducted, leaving the value at \$8 million.

Value of Central Yard if sold is \$8 million.

In summary:

	Option 1	Option 2	Option 3	Option 4
	Existing Site	Craighead Site	Partial Expand @ Airport 30 Acres	Expand @ Airport 60 Acres
Total Construction Budget (+)	\$18 M	\$18 M	\$35.5 M	\$60.3 M
Land Cost (+)	\$0	\$1.1 M*	\$ 1.8 M	\$ 3.6 M
Additional yearly airport ASF charge(+)	N/A	N/A	\$450,000	\$900,000
Additional yearly Operational costs (+)	\$0	\$100,000**	\$1.3 M	\$1.3 M
Central Yard Net Value (-)	N/A	\$3.0 M***	\$8 M	\$8 M
Money currently funded (-)	\$13 M	\$13 M	\$13 M	\$13 M
Total Additional Money Needed	\$5 M	\$3.1 M	\$16.3 M + \$1.75M per year	\$42.9 M + \$2.2M per year

*This price is for 10 acres only for Light Equipment facility. Total 36 acre tract of land is for sale for \$4,000,000 and is under a 6 month City option to purchase.

**Assumed cost. Minimal since only light vehicles would be affected and miles to this location is approximately half of that to the Airport.

***Assuming the City sold 5.5 acres at \$15/square foot = \$3.59 million. Demo cost approximately \$150,000 Environmental cleanup minimal on this particular piece of Central Yard.

Economic Development Impact

Based on information presented in the appraisal of Central Yard, it is estimated that the redevelopment of Central Yard will add \$1,300,000 in property taxes. This redevelopment will also most likely spur additional redevelopment in the area, the value of which cannot be quantified at this time.

While redevelopment of the existing Central Yard provides revenue for the City, development of 60 acres of industrial land at the airport for the Central Yard has an economic opportunity cost. Staff estimates, based on previous client interest, that a distribution facility development on 60 acres of airport land could generate 500+ jobs, \$1,000,000 per year in new property taxes, and an economic impact of \$36,000,000 per year. See attachment "E".

Schedules for Implementation:

Option 1: The original schedule for this option showed a new Light Equipment shop being designed and constructed within two years and a new Solid Waste Facility beginning construction once the old Light Equipment shop was vacated and demolished. Estimated construction time for a new Solid Waste Facility is one year. In short, if design started today, Light Equipment could be in a new facility in two years with Solid Waste occupying their new facility in three to four years.

Option 2: Add an additional year to option 1 to compensate for real estate acquisition and schematic design for a new Light Equipment shop at this location. Light Equipment could be in a new shop in two to three years with Solid Waste being in their new facility at Central Yard in the next four to five years.

Options 3 & 4: If all of Central Yard moves to the Airport, a Programming/Conceptual Study and Master Plan would be essential. This would take approximately nine months to complete. Once this was complete, all facilities could be designed at one time; approximately twelve to eighteen months. Construction of all facilities at one time could be accomplished in eighteen months to two years. Total time to design and construct would be approximately five years.

While these schedules are conceptual and subject to more detailed study, it is important that we move ahead with a plan of action. With time, construction costs continue to increase at an alarming rate and the employees in these facilities continue to endure substandard conditions. Several employees working at the Central Yard have voiced their concerns with the current conditions of these facilities.

Summary/Conclusions

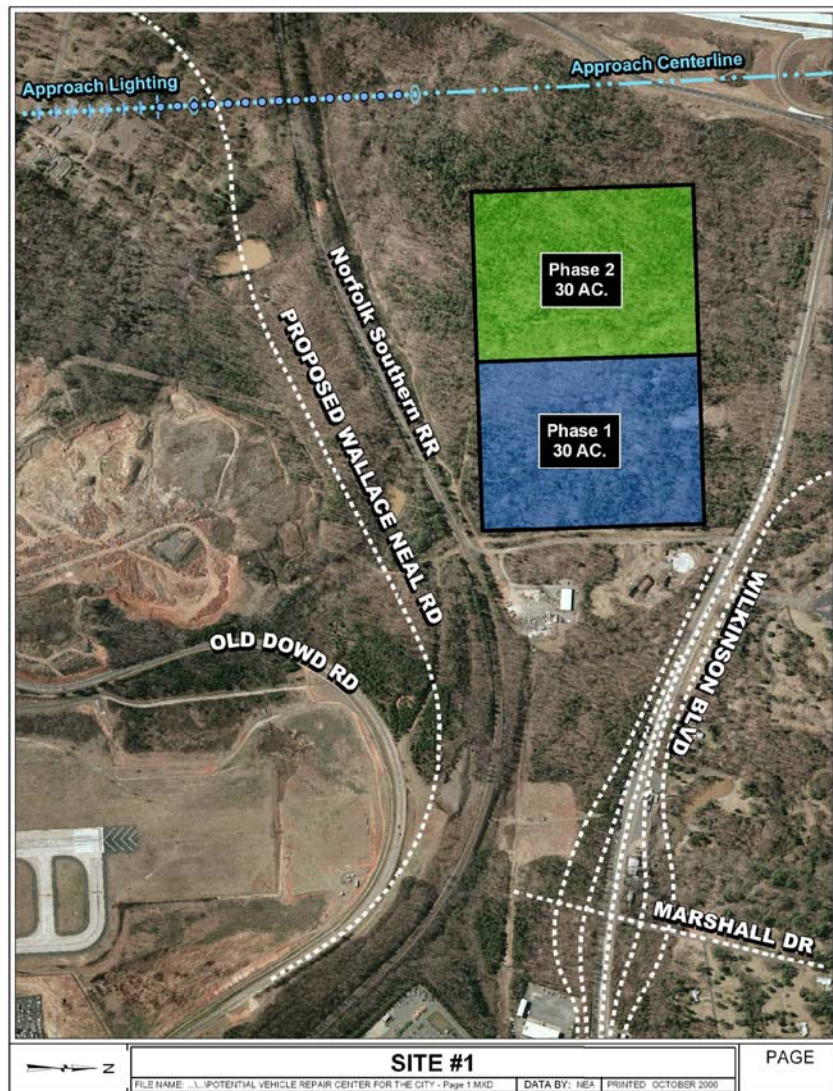
- The 26 acres at Central Yard is valued at \$8,000,000 after environmental cleanup.
- The existing Central Yard site for Light Equipment has become less viable
- Can reduce and upgrade presence in Belmont by moving Light Equipment to an available property and construct new Solid Waste facilities at Central Yard for an additional \$3.1 million.
- Two potential sites exist at the airport with good accessibility for Solid Waste.

- The City must pay for Airport land; approximately \$1.8 million for 30 acres and \$3.6 million for 60 acres plus yearly fees estimated at \$450,00 to \$900,000.
- Increased operational costs of services working from an Airport site are estimated at \$1.3 million/year.
- Additional capital costs to move to the Airport range from \$16,000,000 to \$43,000,000 in 2006 dollars.
- The City needs to move ahead with upgrading these critical support facilities for basic City services as soon as possible. Construction costs continue to increase. Further, current conditions negatively impact the morale of the employees who work in and out of these facilities everyday.

ATTACHMENT "A"



ATTACHMENT "A" continued



General Information

- * Property is zoned I-1 & I-2
- * Property appears to be currently vacant
- * *Southwest District Plan* recommends Industrial/Office uses on acreage in question
- * Property is located within the airport noise contour lines. Therefore, given additional residential development is being discouraged in such areas, there should be no issue with rezoning.
- * No residential in the immediate vicinity so shouldn't impact residential areas

Potential Issues

- * Given proximity to airport, Wilkinson Boulevard, I-485 and I-85, accessibility and traffic impacts may be both positive and negative. Site is near major thoroughfares but may also add to existing traffic circulation and access issues. Mitigation efforts may include turn lanes, signage and other improvements to accommodate these new trips.
- * An issue that was documented in the Westside Strategic Plan is residents feel Westside is the dumping ground for heavy industrial, undesirable uses. Neighbors voiced concern when the City located Street Maintenance in the Hovis Road area where land was currently zoned for industrial use and located in an existing business park. This issue will be unavoidable.

ATTACHMENT “A” continued



General Information

- * Property is zoned R-3 (property appears to be currently vacant and appears to incorporate or abut platted single family lots)
- * *Southwest District Plan* recommends Industrial/Office uses
- * Property is located within the airport noise contour lines. Therefore, given additional residential development is being discouraged in these areas, there should be no issue with rezoning.

Potential Issues

- * Accessibility – ingress/egress and potential heavy traffic possibly requiring turn lanes and other improvements. Additional street improvements to accommodate this new use (lighting, directional signage). Note a lot of industrial/warehouse type uses in area
- * Setback and buffer requirements – although recommended for Office/Industrial, still abutting single family zoned properties
- * An issue that was documented in the Westside Strategic Plan is residents feel Westside is the dumping ground for heavy industrial, undesirable uses. Neighbors voiced concern when the City located Street Maintenance in the Hovis Road where land was currently zoned for industrial uses and located in an existing business park. This issue will be unavoidable.

ATTACHMENT "B"

November 06,
2006

ITEM	<i>Option 3</i>	<i>Option 4</i>
	CURRENT PLAN + REPLICATE "AS IS" (at airport 30 acres)	UPGRADE TO PROJECTED NEEDS (relocate to airport 60 acres)
Light Equipment Shop	\$4,000,000	\$4,000,000
Parking (Staff and Light Vehicles)		
Solid Waste Services Ready Rm & Special Services Admin.	2,700,000	2,700,000
Sanitation Administration	2,700,000	2,700,000
Special Services Shop/ Storage	240,000	240,000
Fire Logistics	1,500,000	6,005,000
Equipment Washout	791,000	900,000
Equipment Wash		
Heavy Equipment Shop	4,450,000	8,988,000
Storage	150,000	
Equipment Parking (Sanitation)		*
Equipment Parking (Heavy Equipment Shop)		*
Equipment Shelters (SWS)		2,300,000
Fueling		600,000
Total Building and Fixed Equipment	16,531,000	28,433,000
Sitework including buffers	6,700,000	10,800,000
Total Construction	23,231,000	39,233,000
12% Construction Contingency	2,787,720	4,707,960
32% Soft costs (design fees, testing, survey, FF&E, inspections, etc)	7,433,920	12,554,560
Land Acquisition (Airport)	\$1,800,000	\$3,600,000
Total Budget (Constuction and Land Acquisition)	\$35,252,640	\$60,095,520
Moving costs, data connectivity, etc.	215,000	215,000
Total Project Cost in 2006 Dollars	\$35,467,640	\$60,310,520
Total Project Cost in 2009 Dollars @ 7% escalation	\$43,449,384	\$73,882,980
*included in overall site costs		
**all numbers estimated in 2006 dollars		

Prepared by E&PM and Morris Berg Architects

ATTACHMENT "C"



MECKLENBURG COUNTY
Land Use & Environmental Services Agency
Solid Waste

TO: Cary Saul, Director LUESA
FROM: Bruce Gledhill, Director Solid Waste
DATE: November 21, 2006
SUBJECT: Foxhole Landfill Availability for Charlotte MSW Disposal

This memorandum is in response to the questions raised by Julie Burch in her e-mail on the above matter addressed to Harry Jones and dated November 16, 2006. Currently, all of the City's municipal solid waste (MSW) is disposed at Allied Waste's Charlotte Motor Speedway Landfill under an agreement between Allied and the County. The term of the current multi-year agreement expires on June 30, 2007. This current agreement requires the County to direct all of the MSW tons it receives under the various interlocal agreements (City, County and 5 Towns) to the Speedway Landfill. No MSW is now received at the Foxhole landfill, only construction & demolition (C&D) waste is currently disposed there. Allied Waste has expressed an interest in continuing to provide disposal capacity to the County and, with the recent permitting of an expansion area, has the capacity to continue operating at current levels for another 15 years.

While there will not be a firm impediment to receiving MSW at the Foxhole Landfill as of July 1, 2008, there are several reasons that persuade County Solid Waste that it is best to postpone that action. First, in 1999 the County entered into a settlement agreement with the Group Responsible for A Clean Environment (GRACE) who had been litigating against the granting of a solid waste permit to the Foxhole Landfill. This Settlement Agreement cleared the path for permit issuance. Both the original agreement and the 2002 amendment state that "Mecklenburg County will continue to work on long-term, cost effective alternatives for municipal solid waste disposal through the private sector for the period following the termination of the existing BFI contract; and, if such agreements are worked out, Mecklenburg County would limit the use of the U.S. #521 Landfill Site (Foxhole) during the terms of such agreements....". The County has been seeking alternatives to fulfill the spirit of this agreement.

Related to the above, and in the pursuit of long term disposal options for the County and its partnering municipalities, we entered into negotiations with Allied Waste for an extended disposal agreement at the Charlotte Motor Speedway Landfill. The negotiations have been proceeding for over six months. The Foxhole Landfill's availability as the sole nearby and available alternative disposal capacity has substantially benefited the County's position in these negotiations. We are nearing an agreement that County Solid Waste staff would support to the Board of County Commissioners.

The agreement will likely be for a term of five years beginning in July 2008 on similar pricing terms to the current agreement. This is highly favorable given the rising tipping fees in the area and the frequent assessment to others of fuel surcharges. As is the case currently, part of the arrangement to secure favorable tipping fees will be the direction of all MSW tons to Allied facilities. Any split of MSW tons between the Foxhole Landfill (or any other vendor) and the Allied facilities will result in higher tipping fees to that remaining portion handled by Allied. As part of the negotiations, and in recognition of Charlotte Solid Waste Services' desire to have an MSW tipping location in South Charlotte, we have included in those negotiations obtaining capacity at Allied's Fort Mill transfer station, located just off Carowinds Boulevard over the state line in South Carolina. The tipping fee being negotiated at the transfer station is also well below market at that facility.

Another concern in receiving MSW at the Foxhole as of July 1, 2008 relates to the facility permit issued by NCDENR. The County is in the midst of the NCDENR review process on a major modification to the facility permit. This permit process began in 2002 and when complete will increase the overall capacity of the Foxhole Landfill by 47%, while at the same time decreasing the overall acreage of the active landfill. This redesign has, in part, made available portions of the Elon Park site now under development. If we were to begin receiving MSW from Charlotte, the Towns, and some from the two neighboring counties in FY2008, the annual tonnage received would likely more than triple over that now being received as a C&D landfill (500,000 tons per year v. 150,000 tons per year). This accelerated rate could cause us to begin the construction of additional landfill cells before the permit modification is granted. Therefore, we would need to construct the new cell under the current design/permit, permanently forgoing significant additional capacity that the new permit modification would provide. By continuing with the reduced filling rates of C&D we would have two years more before additional cell construction is required, ensuring that the permit modification is in place and disposal capacity optimized in construction.

Finally, accelerated cell construction presents a cash flow issue for County Solid Waste. From the higher tipping fees on the current C&D disposal we are accumulating a capital reserve to be used to fund further construction at the Foxhole Landfill. Inasmuch as the next cell will cost over \$10 million to construct, the additional accumulated reserves from delaying the cell construction will reduce the amount borrowed for construction and the tipping fees required to repay that debt. These reduced tipping fees will ultimately benefit our municipal partners. The life of the Foxhole Landfill varies with the intake rate, but if we were to begin receiving at the higher MSW rates next year there is about 23 years of remaining capacity, 35 years at the lesser C&D rates.

For the reasons above, we believe the long term MSW disposal needs of City, Towns and County are best met at this time through a continuing agreement with Allied and the delayed opening of the Foxhole Landfill to MSW until the conclusion of the new agreement, probably at the beginning of FY2013.

ATTACHMENT “D”

**Estimated Annual Operating Impact of Relocating Central Yard
To the Airport Property**

The table below details the information from a citywide study coordinated by the Budget and Evaluation Department and including Key Businesses involved with operations and/or vehicle maintenance at the Central Yard. Budget and Evaluation worked with the Key Businesses to determine three assumptions for calculation of operating impact costs:

- Labor costs were estimated based on changed driving times and average actual salaries and benefits of the vehicle operators.
- Fuel costs for both diesel and gas were set at \$2.41 per gallon (October 2006 price). Due to the unpredictability of gas and diesel prices, it was necessary to take a “snap shot” in time to perform the analysis. Higher or lower gas and diesel prices, compared with the assumption, would impact the analysis.
- Vehicle Maintenance costs were estimated based on miles driven and actual per mileage maintenance costs.

<u>KBU</u>	<u>Labor</u>	<u>Fuel</u>	<u>Vehicle Maintenance</u>	<u>Total</u>
Police	\$36,015	\$9,469	\$3,156	\$48,640
Fire	48,978	40,913	11,794	101,685
Solid Waste	331,802	303,680	426,961	1,062,443
CDOT	36,412	5,246	3,302	44,960
Engineering & Prop. Mgnt.	2,523	2,233	0	4,756
Neighborhood Development	1,568	718	239	2,525
Special Trans. Services	<u>6,743</u>	<u>6,554</u>	<u>0</u>	<u>53,297</u>
Total	\$504,473	\$368,813	\$445,452	\$1,318,306

The above analysis does not include the Charlotte-Mecklenburg Utilities, Planning and Storm Water operations as the annual operating impact is minimal.

ATTACHMENT "E"



CITY MANAGER'S OFFICE
Economic Development
MEMORANDUM

December 7, 2006

TO: Julie Burch, Assistant City Manager



FROM: Tom Flynn, Economic Development Director

SUBJECT: Follow-up to Leadership Team Discussion of Central Yard Report

We have looked into the two issues that you requested as part of the upcoming Central Yard Report discussion by the Leadership Team. The first issue involves the potential property tax gain if the City Yard facilities were moved and the property made available for redevelopment. The second issue involves the potential opportunity cost of giving up two land sites at the Airport if either were used to develop a new Central Yard.

Our response is based on information presented in an MAI appraisal of the Central Yard, prepared by Integra Realty Resources, for the City's Real Estate Division in October, 2006, discussions with the Charlotte Housing Authority (CHA), the Charlotte Chamber, Grubb Properties, and a local market analyst.

Issue 1: Potential property tax gain of a redeveloped Central Yard (25.8206 acres)

- The highest and best use recommended by the Integra appraisal is for mixed-use development. There is no reasonably probable use of the site that would generate as high a residual land value as phased mixed-use with the primary concentration being apartments.
- In terms of proposed housing unit density, the appraiser assumed 30 dwelling units per acre, based on comparable land sites, which yields 773 dwelling units for the City land (25.8206 acres x 30 units per acre). Assuming an average 10% land price per unit or \$13,500 (Integra appraisal basis) an average value per

dwelling unit is conservatively estimated at \$132,000. The CHA agreed that this unit value was on the mark for the City land. Grubb Properties thought \$13,500 may be a little low, based on their planned condo projects in the area for land with completed infrastructure and a higher density. Those unit prices would range from \$170,000 - \$280,000. Other developers in the vicinity are also proposing higher land prices per dwelling unit, but involve land with developed infrastructure and higher density.

- Assuming 773 dwelling units developed on the City land at an average \$132,000 per unit, new City/County property taxes in the amount of \$1,303,510.00 would be realized per tax year at the current tax rate. This assumes a new (at cost) tax value of \$102,036,000.00. There is no tax collected currently, due to City ownership being tax exempt. Therefore, the tax base gain is \$1,303,510.00 per year.
- We also recognize that there is a greater economic impact on the area by developing the City land which would result in a longer term increase in the tax base in areas adjacent to the City yard. That type of economic impact would have to be determined by an economic study, as was done in First Ward several years ago.

Issue 2: Opportunity cost of relocating to Airport

- The Airport has identified two sites which meet the size criteria needed for current use and future expansion specifications for a central yard facility. Both sites could potentially meet site selection specifications for recruitment or retention opportunities for distribution and manufacturing facilities.
- The City, Airport, Chamber, and the State recently proposed a 60-acre airport site to a company for a distribution facility. The company proposed to develop an 850,000 square foot distribution facility at a cost of \$72 million. They would have employed 650 people in this facility and generated \$958,000 in new City/County property taxes per year. Our economic impact model for this project projected an annual economic impact of \$36 million per year.
- While the land proposed for the Central Yard lacks the highway frontage of the example above, we would expect a similar type of project with similar fiscal and economic impact on the sites proposed for the Central Yard. The development of the Airport intermodal facility could make these proposed sites even more valuable.

If there are questions related to our observations, please call me at 432-1396.

cc: Jerry Orr, Aviation
Michelle Haas, Engineering & Property Management

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: Enhanced Communication Tools for Council and Citizens

COUNCIL FOCUS AREA: All

RESOURCES: Wendy Bing, TheGovernment Channel
Kim McMillan, Corporate Communications
Shawn Proffit, Corporate Communications/Web Services

KEY POINTS:

- Visitors to charmeck.org can now access more information in less time than before. A “news room” page has been created to provide a one-stop resource for the most accessed information by media and the public. Features include access to late-breaking news, an archive of previous news coverage, centralized posting of meetings and agendas, City Council Library, Public Records Law and the ability to now make a Request for Public Record online.
- The Government Channel now uses “Live Streaming” technology to provide more opportunities to watch programming live or view past episodes of any show or Council Meeting on charmeck.org. Residents without cable television or who live outside the County are now able to watch.
- The ability to view past episodes of any show or Council meeting is due to enhanced Archiving and Search functionality. Visitors can now search any show or council meeting by name or subject manner to generate a chronological report.
- Additionally the “jump to” function allows visitors to bypass having to watch an entire Show or Council meeting by clicking a drop-down menu and jumping to a certain segment or agenda item.
- The new emphasis for City Source is on Council actions and in-depth stories on Focus Areas and Key Business Units. Host Suzette Rhee is the main personality for the show vs. Answer Guy.

COUNCIL DECISION OR DIRECTION REQUESTED:

Corporate Communications is seeking Council feedback on these new communication enhancements as well as the methods suggested for promoting to the public.

ATTACHMENTS:

None.

. **Closed Session**

Action: Adopt a motion pursuant to NCGS 143-318.11(a)(6) to go into closed session to consider the performance of the City Attorney.