



City of Bowie

15901 Excalibur Road
Bowie, Maryland 20716

REGULAR CITY COUNCIL MEETING MINUTES

MONDAY, OCTOBER 5, 2020

CALL MEETING TO ORDER:

The Regular Meeting of the Bowie City Council was held on Monday, October 5, 2020 virtually. Mayor Adams called the meeting to order at 8:00 p.m.

PLEDGE OF ALLEGIANCE TO THE FLAG:

Mayor Adams led the Pledge of Allegiance to the Flag.

QUORUM:

In attendance were Mayor Adams, Councilmembers Esteve, Gardner, Harrison, and Woolfley, City Manager Lott, Assistant City Manager Mears, City Attorney Levan, City Clerk Hernandez, and Staff.

CITIZEN PARTICIPATION:

1. Carrie Weaver-Bridges, Bowie Community Recreation Committee Chair – Comment attached.
2. Steve Wehrenberg, Bowie Environmental Advisory Committee Chair – Comment attached.
3. John Teasdale, Bowie Environmental Advisory Committee Vice Chair – Comment attached.

COUNCIL ANNOUNCEMENTS:

Councilmember Harrison reminded residents that the Census deadline has been extended to October 31 and also to mail in their ballots.

CONSENT AGENDA:

Councilmember Woolfley made a motion to approve items A) Approval of Proclamation P-11-20 Proclaiming October 2020, as Energy Efficiency Month in the City of Bowie; B) Approval of Resolution R-71-20 Awarding a Contract for HVAC Modification at the Bowie Senior Center; C) Approval of Resolution R-74-20 Accepting Bid for the Residing of the Upper and Lower Salt Barns at the Public Works Facility; D) Approval of Resolution R-75-20 Regarding Variance Application BV-1-20, a Request by Alex and Phillip Russo for a Variance to Validate Existing Lot Coverage at 30.5% and to Further Increase Lot Coverage by 4.1% to Validate Construction of a 17' x 24' Storage Shed for a Total of 34.6% Lot Coverage at 3860 Irongate Lane, When, According to the Prince George's County Zoning Ordinance, Lot Coverage in the R-80 Zone Shall Not be More Than 30%; E) Approval of Resolution R-76-20 Accepting Bid Proposal for Maintenance of Roadside Drainage Swales. Councilmember Harrison seconded the motion. Motion passed 5-0.

OLD BUSINESS:

A. Approval of Resolution R-73-20 Declaring Black Lives Matter and Advancing Racial and Intersectional Equity - Councilmember Esteve made a motion to approve Resolution R-73-20, Councilmember Harrison seconded the motion. Motion passed 5-0.

NEW BUSINESS:

A. City Development Policies – City Planning Director Joe Meinert summarized the proposed policies for Transportation and Mobility, and the Natural Environment in reference to the Master Plan. Copy attached.

Council proposed priorities for improvements on Rt. 197, Rt. 450, nature trails and more open space in areas that abut the City but are owned by M-NCPPC.

B. Police Department Update – Police Chief Nesky briefed Council on stats from the department. Staffing is currently at 64 officers with one officer in the academy and 3 on medical status. The department will be participating in several community outreach efforts events such as the Drug Take Back Program on October 24th and Ride with the Chief on November 8th. Chief Nesky has been doing his periodical Chief Chat videos, the last couple of them have been on the department policies. They have also been working with the Chairs of the Diversity Committee and Public Safety Committee on putting together a Citizen Review Panel in order to obtain a fair and impartial review of the department with community input.

Council thanked Police Chief Nesky and Deputy Chief Preston for their presentation as well as Ms. Elveeda Dixon and Mr. Del Billings for taking on the responsibility of creating and working with the Citizen Review Panel.

C. Bowie Golf Course Discussion – Assistant City Manager Mears briefed Council on the management and maintenance of the Bowie Golf Course. The City has owned the golf course since 1981 and it has been operated and managed by the same company for almost 40 years. In September of 2021 the management contract will terminate and the current owners of the management company that is operating the golf course, will no longer continue with it. Knowing that this was happening, staff has been working on evaluating its next steps for the Bowie Golf Course. City obtained a contract with McDonald and Sons to prepare a renovation analysis for the golf course and has incorporated some their recommendations in this years' Capital Improvement Program.

Council had a consensus to discuss this item at a future retreat before the next budget cycle begins.

ADJOURNMENT AND MOVE TO CLOSE SESSION:

Councilmember Harrison motioned to adjourn the Regular City Council meeting and move to close session Statutory authority of the Md. Annotated Code, State Government Article, §3-305(b)(1): To discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction; or any other personnel matter that affects one or more specific individuals; and §3-305(b)(7): To consult with counsel to obtain legal advice. Councilmember Woolfley seconded the motion. Motion passed 5-0. The meeting adjourned at 9:51 p.m.

October 5, 2020

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Awilda Hernandez', with a large, stylized loop at the end.

Awilda Hernandez, MMC
City Clerk

Awilda Hernandez

From: My Name <carrieswb@aol.com>
Sent: Monday, September 28, 2020 5:37 PM
To: Awilda Hernandez
Subject: (EXTERNAL): Citizens Participation/Ice Arena Task Force (Corrected Version)

Good Evening, Mayor Adams, City Council, City Staff and Citizens of Bowie!!

I am writing regarding the special task force that was created for the Ice Arena. First and foremost, I would like to inform everyone that I applied to be a member of that task force. I believe as the Chair of the CRC, it is an opportunity for me to work directly with a group of individuals in our city as it pertains to recreation. I need to state emphatically that I have NEVER opposed anything that will make our city diverse and that is a benefit to our children. I believe that an idle mind is the devil's workshop and we must offer a range of activities for our youth. As a mom and a teacher, children have and will always come first for me. I am also confused as to why individuals were not encouraged to join the CRC and have a discussion with its members and the Staff liaison to eliminate unnecessary steps that are being taken now regarding this concern. If we are ever going to be on one accord as a city, it is imperative that we stop systematic isolation. We have to learn to have uncomfortable conversations around different people who may not understand. It is our duty to educate individuals while working collaboratively to build a stronger city...to be a better Bowie. It is not too late to rethink this idea and encourage individuals to sit at the table with a city committee that was formed to handle and address recreation in our city. If not, I am hoping this task force will include individuals that just have the city's best interest at heart.

Thank you...Carrie Bridges

Carrie
301-332-6028

"Love one another...always"

Good evening Council Members. My name is Steve Wehrenberg, a 30-year Bowie resident and the Chair of your Environmental Advisory Committee. I'd like to make a brief statement in support of an item on this evening's consent agenda proclaiming Energy Efficiency Month in the City of Bowie. I would also like to use that proclamation to connect a few dots.

Energy Efficiency Month is a nationwide effort to mobilize citizen actions to become more energy efficient, reduce greenhouse gas emissions, save money, and create a healthier environment in which we and our grandchildren can survive and thrive. We have joined this effort by proclamation for the past four years.

This year is special because it marks the 50th anniversary of Earth Day which the Council resolved, in R-9-20, to celebrate with a year of activities and events. The pandemic put a hold on our plans, but Councilman Woolfley suggested an extension at the last Council Meeting so the EAC, Green Team, and City Staff are ready to re-launch that effort whenever possible.

This year you also approved a new five-year Climate Action Plan, resolving to reduce emissions in the footprint of the city by 50 percent by 2030. This supports similar County, region, and State commitments – after all, we are all in this together. A recent example of Bowie's commitment is the purchase of three additional electric vehicles, installation of four charging stations behind City Hall, and a recent agreement to install additional public charging stations at City Hall and the Kenhill Center.

To celebrate Energy Efficiency Month the EAC and City Staff have planned a dedicated social media campaign full of tips and tricks to help residents be more energy efficient and learn about green programs offered in the City. Many of these tips are from the 100 Acts of Green created for Earth Year and the Climate Action Plan.

As a Bowie Citizen, I want to thank the Council and City Staff for these, and related efforts, and congratulate everyone involved for their commitment to a more sustainable City. On behalf of all residents, I encourage your continued support for the environment.

Interested residents can visit www.cityofbowie.org/greenbowie for more information.

From John Teasdale, Vice-Chair of the Environmental Advisory Committee.

Climate change is the biggest environmental challenge of this century. To meet this challenge the City of Bowie recently approved a Climate Action Plan that provides a playbook for reducing greenhouse gas emissions over the next five years and establishes a target for reducing emissions by 50% by 2030.

The current City of Bowie Development Review Guidelines and Policies does not mention climate change. It does a good job of identifying the need for protecting sensitive watersheds, preserving open space and tree canopy cover, and promoting native species, but there is no mention of the necessity for reducing greenhouse gas emissions.

Most of the major categories addressed when considering development including land use, housing standards, transportation, and urban design have a profound impact on greenhouse gas emissions and climate change. Maintenance of tree cover not only protects local watersheds but also is an important mechanism for capturing atmospheric carbon. Population densification in already developed urban centers can mitigate against climate change compared to suburban sprawl into undeveloped areas. High standards for energy efficiency in residential and commercial buildings can significantly reduce greenhouse gas emissions. Multi-modal transportation planning that includes options for pedestrians and bikers as well as improved mass transit will play an important role in addressing climate change. Establishing infrastructure for electric vehicles provides an important incentive for transitioning to a carbon-free transportation system.

Therefore, given the critical role that almost all development decisions can have on climate change, this message is a reminder to Council that the Climate Action Plan can be an important framework to inform development policies. I recommend that climate change should be a critical criteria for evaluating all development projects in the City of Bowie. Ask yourselves, "To what degree will each development decision improve, maintain, or degrade the climate?"

Thank you.

TRANSPORTATION AND MOBILITY

The area's transportation system is one of the most critical elements of infrastructure needed to sustain the City's quality of life as well as to accommodate growth and development both within the City and in the region. The transportation needs of the Planning Area are multi-modal. Regional access must be facilitated, but not to the detriment of existing or planned neighborhoods. Overall, transportation systems planning and adherence to sound engineering principles should guide the review of development proposals to ensure safe and efficient access and circulation. Any disruptive impacts of future improvements to the existing transportation network and quality of life should be minimized. The integrity of non-highway transportation facilities must be protected and enhanced. Walkability, biking and public transportation are key components of a truly integrated transportation system.

Regional Approach

1. A comprehensive ongoing review of a balanced transportation network for the City and its Planning Area, the Washington Metropolitan region, as well as the Statewide system is supported. This review should include not only an analysis of the operational capabilities of the existing and anticipated road network, but also the need to ensure that a multi-modal approach is taken in providing for current and future transportation needs. All modes of transportation, including, but not limited to rail, bus, High Occupancy Vehicles (HOV), bicycling and walking should be included in any analysis.
2. The City should support the study of new ways to fund all modes of transportation on a region-wide basis. This study should focus on such issues as advanced protection of right-of-way for not only highways, but also transit lines.
3. A feasibility assessment of a new roadway linking MD 197 near Bowie State University with MD 3 in Anne Arundel County should be undertaken.

Bikes, Trails and Pedestrians

4. The installation of on-road bike route signage (including "Bikes May Use Full Lane" signs, where applicable) should be used as an interim means of identifying streets for an on-road bike route system on City streets until those roads have been permanently improved to include either a wide shoulder for use by cyclists or the construction of an adjacent off-road, multi-use trail.
5. A new trail within the alignment of the former PT-1 corridor should be constructed to connect Church Road to Northview Drive, in order to link residential areas within the Church Road corridor with the new Northview Elementary School and Bowie Local Center.
6. The development of an uninterrupted linear trail network (including a bridge to Anne Arundel County in the vicinity of the WB & A Trail) for pedestrians, bicyclists and equestrians along the Patuxent River corridor should be a priority.
7. As part of the expansion of the trail system throughout the County, the development of service/rest areas and enhanced access to existing communities should be provided along the network.
8. An on-road trail should be identified between Tanglewood Park and the Bowie Heritage Trail trailhead at 12th Street and connect with new proposed trails between Old Town Bowie and Bowie State University/MARC Station.
9. Construction of a pedestrian crossing of US 50 (bridge or underpass) connecting Melford to Governor Bridge Road should be evaluated in the next Master Plan update.
10. Interim use of existing, but unimproved, rights-of-way for trails is encouraged where links to major trail systems can be provided to enhance access to these systems.
11. Planning for alternative uses for the publicly owned portions of the former A-44 right-of-way, such as for preservation of wildlife corridors and installation of needed trails and recreational facilities, should begin immediately. Use of this right-of-way for hiker-biker trails is recommended as per the Trails Master Plan.
12. The overall non-motorized transportation goal of the City shall be to make it possible for residents to walk or bike anywhere in the City, safely separated from vehicular traffic, where possible. The City will be a pedestrian- and bike-friendly community. Generally, all new development will be designed as such.

Transit

13. The City should work to increase use of available public transportation facilities, such as the Northview Drive Park-and-Ride Lot, Metrobus, and MARC train service. To provide better transit options for City residents, consideration should also be given to enhancing public transportation service within the City, including either alteration of existing bus routes or creation of new ones, or both. In addition, the City should increase its advocacy for more on-demand transit service providers and paratransit service for City residents.

Future Road Expansion

14. Any improvements to the transportation network in and around the City and its Planning Area should maximize traffic flow and operational efficiency, while minimizing disruptive impacts on public transit users, pedestrians and safe cycling operations.
15. To the greatest extent possible, no new highways should be constructed. Continued highway expansion should not be the sole means of accommodating new growth. The City supports a system of multi-modal radial corridors consisting of such alternatives as rail; exclusive bus service; High Occupancy Vehicle lanes; bikeways, etc. Innovative techniques such as Transportation Systems Management (TSM) should be used to improve the efficiency of existing and future transportation improvements. These corridors include the WB&A trail system, Amtrak Line, US Route 50, and MD Route 214, and a specific transit corridor serving the Bowie area, along with, and supplemented by, the establishment of a circumferential transit corridor. The preferred transit corridor would extend Metrorail from New Carrollton to Bowie and Annapolis via the right-of-way of US Route 50.
16. With the exception of US Route 50, MD Route 214, US Route 301, and the portion of Mitchellville Road north of Northview Drive, the City opposes the upgrading of all major roadways to six (6) "through" lanes.
17. All upgrades to the above roads should include HOV lanes/exclusive bus lanes (within the same lane).
18. With the exception of those roads identified herein, finite highway capacity limits of a four-lane road network should be used as the basis for setting the residential density and commercial intensity levels in the planning area.
19. The City should continue to work toward finding a means, such as the existing pedestrian/bicycle bridge over US Route 50 that was actively sought by the City, to minimize the physical separation of residential communities caused by major roadways such as US Route 50, US Route 301, MD Route 450, MD Route 214 and MD Route 197.

MD 197 Policy

20. MD Route 197 should be designed to accommodate a maximum of four (4) lanes for that portion of MD Route 197 between Kenhill Drive and relocated MD Route 450. Except where added width is needed at intersections, a continuous 8- to 12-foot wide median should run between the northbound and southbound lanes of MD Route 197 between the intersection of MD Route 197 with Tulip Grove Drive, and the intersection of MD Route 197 and Lerner Place. The alignment of the road should be configured for minimal roadbed and minimum disturbance of foliage on both sides of the new roadway, and minimal disturbance of the bike trail on the east side of the existing road. Safe pedestrian crossing from the Long Ridge Section to Foxhill Park is also a goal.

MD 450 Policy

21. Between High Bridge Road and MD Route 3, MD Route 450 shall have no more than four (4) through lanes of traffic. Breakdown lanes not to exceed seven (7) feet in width may be placed on the outside of the through-lanes. Medians shall not exceed 16 feet within the City limits, except at intersections where the width of the median may be adjusted to accommodate left-turn lanes. An eight (8) foot wide path shall be located along the entire northern side of the road to accommodate non-motorized travel. In general, left- and right-turn lanes shall be provided as required. Traffic signals shall remain at all intersections currently signalized. MD Route 450 between Highbridge Road and MD Route 3 shall be landscaped based on a design plan agreed to by the City, SHA and impacted residents.

US 301 Policy

22. The City supports the ongoing efforts by the Maryland State Highway Administration to develop acceptable alternates for the upgrade of US Route 301 in Bowie. The continued growth and development of this corridor, combined with increased volumes of regional through traffic, has substantially increased the degree of traffic congestion and accidents and will continue to do so in the future.

- Advanced land acquisition for all Master Plan roads is encouraged to protect the integrity of the local and regional transportation networks.
- The State should budget added funds for advanced land acquisition and access controls to protect future right-of-way and median properties from development.
- Growth should occur in compact locations adjacent to major interchanges to promote reduced burdens on public infrastructure, conserve farmland, and to preserve existing woodlands and wetlands.
- Interchanges on US Route 301 in the Bowie and Vicinity Planning Area should be limited to the Collington Corporate Center and at MD Routes 214 and 197.
- Frontage roads should be located on the east and west sides of US Route 301, where necessary, to provide access to existing roads and to maintain the viability of local business areas. (e.g. MD Route 450/3 intersection design).

The grade-separated interchange should provide options and/or a reasonable alternative path for bicycle access through the interchange.

MD 3 Policy

23. The City supports a completely grade separated interchange (Option A) at the intersection of MD Route 450 and MD Route 3 to encourage drivers destined for points west of Bowie to use US Route 50 as opposed to MD Route 450. Regarding the upgrading of MD Route 3, the City supports the Boulevard Concept (Alternate #3) with the following modifications:

- Eliminate proposed right-in, right-out at Columbian Way.
- Eliminate proposed cul-de-sac from Sylvan Drive to median residence.
- Lower roadbed for upgraded MD Route 3 between existing Columbian Way connection points.
- Connect Columbian Way to Forest Drive using bridge over MD 3.
- Construct half diamond for access to MD Route 3 on the south side of Columbian Way/Forest Drive bridge.
- Install 2-way stop on service road at Forest Drive and install stop signs at Sylvan Drive and Whitemarsh Park.

The grade-separated interchange should also accommodate east/west and north/south bicycle traffic through the interchange.

New Interchange on US 50/MD 193

24. In order to prevent the expansion of MD Routes 450 and 197 beyond four (4) lanes through the City, and to provide another north-south connection to MD Route 450, an interchange should be provided on US Route 50 between MD Route 197 and MD Route 704.
25. An interchange should be constructed at US Route 50 and MD Route 193. MD Route 193 should be upgraded to a multi-lane divided roadway with an enhanced landscape package similar to that developed for MD Route 450 between MD Route 193 and Stonybrook Drive. An off-road, hiker biker trail, with connections to existing and future planned multi-use trails, should be provided for the entire length of MD Route 193.

Rural and Scenic Roads

26. Preservation of existing rural and scenic roads should be supported whenever feasible. Rural and scenic roads should not be designed as main arterials. A list of scenic roads shall be developed and used during review of development proposals. These roads should also be classified by their function, i.e., local, collector, etc. The number of lanes should be minimized. Open section designs are acceptable for these roads. If designed as a rural collector, these roads may need to be designed to have a wider right-of-way and a landscaped median.

Traffic Management Techniques

27. Alternatives such as traffic calming techniques will be considered to slow traffic speeds where speeding has been documented to be a problem.
28. The use of state-of-the-art technological devices, such as speed cameras and red light cameras, is encouraged to enhance safety on area roads.
29. An inter-jurisdictional corridor congestion management system should be investigated as soon as possible, as a means to eventually alleviate heavy regional traffic on certain highways, such as US 50, US 301, MD 3 and the segment of MD 450 between MD 3 and Race Track Road.
30. New subdivision lots with individual or shared driveway access directly to Church Road should be prohibited.

NATURAL ENVIRONMENT

The natural environment is one of our most precious resources. Without proper guidance and management, development sprawl can overcome and destroy the community's irreplaceable natural assets. Monitoring natural ecosystems, such as 100-year floodplain, steep slopes, wetlands, wooded areas and critical habitat areas on a watershed wide basis, creation of a sustainable approach to development, establishment of performance standards, and preservation of significant open space and forested lands through conservation efforts and pollution prevention measures demonstrate a commitment to the long-term protection and enhancement of the natural environment.

Overall Policy

1. The local environment comprising the City of Bowie and surrounding community is worthy of preservation, protection and enhancement for the benefit of current residents and future generations. The City is committed to preserving and creating green space, habitat corridors, "green" parks, tree planting areas, etc.
2. The Patuxent River is recognized as being a valuable environmental resource within close proximity to the City of Bowie. This resource has a rich heritage dating back to pre-historic and Colonial times and is worthy of protection efforts from local government, residents and the business community. The network of environmental assets related to the Patuxent ecosystem includes "Sensitive Areas", such as 100-year floodplain, wetlands, steep slopes, and other natural characteristics.
3. The protection and enhancement of the Chesapeake Bay and its tributaries are endorsed. Furthermore, it is recognized that efforts to preserve and protect the local environment are essential in the successful joint restoration of the Chesapeake Bay.

Preservation

4. The Belt Woods should be preserved, protected and restored to perpetuate natural old growth forest habitat with its indigenous ecological community and aboriginal/native species.
5. The protection and preservation of open space to protect environmentally sensitive areas are strongly encouraged.
6. The Residential Agriculture (R-A), Open Space (O-S) and Reserved Open Space (R-O-S) zones (or any equivalent new zoning districts) should be expanded where possible to protect environmentally sensitive areas.
7. The preservation and protection of stream valleys, tracts of land with pristine environmental characteristics and a system of interconnecting greenways are primary objectives.

Woodland and Water Conservation

8. Recognition is given to the value of forested lands and wooded areas in the local environment. Trees play a vital role in the infrastructure of our community, contributing to the scenic beauty, the landscape and the overall quality of the natural as well as built environment. Trees support numerous ecosystems, including songbirds, small forest animals, wildflowers and smaller understory trees, improve air quality by removing pollutants and particulates and releasing oxygen. Trees reduce the amount of stormwater runoff at a development site and save thousands of dollars that would have been spent on drainage ditches and other solutions. Trees also play an important role in deadening noise pollution, contributing to overall energy conservation efforts and enhancing property values throughout our community. Woodland conservation/tree preservation efforts and corresponding Tree Conservation Plans (TCPs) that exceed County and State thresholds are encouraged within the Planning Area.
9. Conservation landscaping methods are encouraged in all new development and renovation/restoration projects. Water conservation techniques that reduce water consumption and re-use harvested rainwater are encouraged.

Sustainable Actions

10. Broad-based efforts, including public education and awareness programs, should be conducted regarding sustainable land use practices and pollution prevention measures to enhance the protection, preservation and restoration of the Chesapeake Bay and its tributaries.

11. The City encourages the use of native, non-invasive plants by residents, businesses and the development community and endorses BayScapes, a regional, environmentally sound landscape program promoted by the U.S. Fish and Wildlife Service (Chesapeake Bay Field Office).
12. Development proposals are encouraged to incorporate Green Building and Environmental Design techniques to the fullest extent possible as the Federal, State and City governments have all adopted Green Building policies. In order to prevent pollution and increase energy efficiency in buildings, the State of Maryland created tax incentives that benefit developers who build "green".

**PRESIDING OFFICER'S WRITTEN STATEMENT FOR CLOSING A MEETING ("CLOSING STATEMENT")
UNDER THE OPEN MEETINGS ACT (General Provisions Article § 3-305)**

This form has two sides. *Complete items 1 – 4 before closing the meeting.*

1. **Recorded vote to close the meeting:** Date: 10-9-20; Time: 7:50 Location: City Hall;
Motion to close meeting made by: Harrison Seconded by Woolfley;
Members in favor: _____; Opposed: _____;
Abstaining: _____; Absent: _____.

2. **Statutory authority to close session (check all provisions that apply).**
This meeting will be closed under General Provisions Art. § 3-305(b) only:

(1) ☒ "To discuss the appointment, employment, assignment, promotion, discipline, demotion, compensation, removal, resignation, or performance evaluation of appointees, employees, or officials over whom this public body has jurisdiction; any other personnel matter that affects one or more specific individuals"; (2) ☐ "To protect the privacy or reputation of individuals concerning a matter not related to public business"; (3) ☐ "To consider the acquisition of real property for a public purpose and matters directly related thereto"; (4) ☐ "To consider a matter that concerns the proposal for a business or industrial organization to locate, expand, or remain in the State"; (5) ☐ "To consider the investment of public funds"; (6) ☐ "To consider the marketing of public securities"; (7) ☒ "To consult with counsel to obtain legal advice"; (8) ☐ "To consult with staff, consultants, or other individuals about pending or potential litigation"; (9) ☐ "To conduct collective bargaining negotiations or consider matters that relate to the negotiations"; (10) ☐ "To discuss public security, if the public body determines that public discussion would constitute a risk to the public or to public security, including: (i) the deployment of fire and police services and staff; and (ii) the development and implementation of emergency plans"; (11) ☐ "To prepare, administer, or grade a scholastic, licensing, or qualifying examination"; (12) ☐ "To conduct or discuss an investigative proceeding on actual or possible criminal conduct"; (13) ☐ "To comply with a specific constitutional, statutory, or judicially imposed requirement that prevents public disclosures about a particular proceeding or matter"; (14) ☐ "Before a contract is awarded or bids are opened, to discuss a matter directly related to a negotiating strategy or the contents of a bid or proposal, if public discussion or disclosure would adversely impact the ability of the public body to participate in the competitive bidding or proposal process." (15) ☐ "To discuss cybersecurity, if the public body determines that public discussion would constitute a risk to: (i) security assessments or deployments relating to information resources technology; (ii) network security information . . . or (iii) deployments or implementation of security personnel, critical infrastructure, or security devices."

Continued →

3. For each provision checked above, disclosure of the topic to be discussed and the public body's reason for discussing that topic in closed session.

Citation (insert # from above)	Topic	Reason for closed-session discussion of topic
§3-305(b) ☒ 1	Personnel	
§3-305(b) ☒ 7	Consult with legal counsel	
§3-305(b) ☐		
§3-305(b) ☐		
§3-305(b) ☐		

4. This statement is made by Samuel J. AL, Presiding Officer.

WORKSHEET FOR OPTIONAL USE IN CLOSED SESSION: INFORMATION FOR SUMMARY TO BE DISCLOSED IN THE MINUTES OF THE NEXT OPEN MEETING. (See also template for summary.)

- For a meeting closed under the statutory authority cited above:

Time of closed session: 9:55

Place: City Hall

Purpose(s): (1) Personnel (7) Consult with legal counsel

Members who voted to meet in closed session: Alonso Esteve Gardner Harrison Woolfley

Persons attending closed session: Alonso Esteve Gardner Harrison Woolfley Loran Lott Mears

Authority under § 3-305 for the closed session: (1) (7)

Topics actually discussed: Lobbying Services for upcoming session

Actions taken: _____

Each recorded vote: _____

- For a meeting recessed to perform an administrative function (§ 3-104): Time: _____

Place: _____

Persons present: _____

Subjects discussed: _____