Village Council
Agenda for Work Session Meeting of October 8, 2024
Assembly Hall
395 Magnolia Road, Pinehurst, NC 28374
Pinehurst, North Carolina
4:30 PM

1. Call to Order
2. General Business
   A. Discussion on Parking in the Downtown Area
3. Closed Session
   A. Closed Session pursuant to NCGS § 143-318.11(a)(5)
4. Motion to Adjourn

Vision: The Village of Pinehurst is a charming, vibrant community which reflects our rich history and traditions.
Mission: Promote, enhance, and sustain the quality of life for residents, businesses, and visitors.
Values: Service, Initiative,Teamwork, and Improvement.

Discussion on Parking in the Downtown Area
ADDITIONAL AGENDA DETAILS:

FROM: Doug Willardson, Village Manager
CC: Village Council;
DATE OF MEMO: 10/03/2024

MEMO DETAILS

The Village of Pinehurst currently manages approximately 208 on-street parking spaces and 118 public parking lot spaces. Historical data indicates that parking congestion is most acute in specific areas and times.

Historical Context:

1988-2008: The Village enforced a 2-hour timed parking restriction in certain downtown sections using manual chalking of tires. Fines were set at $5, with 90% of proceeds allocated to the school system as mandated by state law. However, a 2008 study revealed that the cost of issuing and collecting fines exceeded the revenue, leading to the abolishment of timed parking restrictions.
2012 Study: A weeklong in-house parking study identified parking availability patterns by zone and time of day. Results indicated congestion primarily in Zone B (Market Square) and Zone C (parts of Chinquapin), with significant congestion from 10 am to 2 pm.
2017 Study: The same study methodology was repeated with similar results, confirming ongoing congestion issues in Zones B and C during peak hours.

Current observations indicate that while parking is generally available throughout the Village, congestion remains an issue in designated areas during peak hours, specifically from 10 am to 2 pm. For further details on this topic, please refer to the attached 2022 memo from Jeff Batton, which outlines the historical context. The "Dine & Shop" customer parking-only signs were implemented as a result of that 2022 memo.

I recommend that Village staff explore various parking technology solutions with vendors to identify the most suitable options for Pinehurst and assess potential implementation costs. This may involve considering timed parking limits or pay-to-park systems. Currently, Southern Pines and Aberdeen do not restrict downtown parking, but Sanford has recently adopted a technology-driven parking enforcement approach. Many larger cities and resort areas utilize app or kiosk-based parking technologies. We specifically examined the case of Boone, NC, for reference (Parking | Boone, NC (townofboone.net)).

ATTACHMENTS

1. 2022 Memo Dwtn Parking Report wAttachments
2. Downtown Parking Space Count
3. Parking Distances Map and # of spaces 300'
4. Village Parking RFP

Downtown Parking Space Restriction(s) Evaluation
January 5, 2022

Introduction:

At the request of the previous Village Council, staff has delved into options related to the age-old question of how to increase downtown parking availability without necessarily increasing parking quantity. To that end, staff considered three basic options.

Options considered were:

1. Re-establish 2-hour timed parking restriction along certain streets.
2. Establish paid parking along certain streets.
3. Remain status quo recognizing a new parking deck is likely to be constructed that may, or may not, relieve some of the concerns.

Background:

Before reviewing the options, some general information based on our experience and observations may help frame the issue.

From at least 1988 until 2008, there was 2-hour timed parking restrictions in certain sections of downtown. The method for enforcement was the manual chalking of tires by the police department and the fines were $5. 90% of fines were remitted to the school system as required under state law. In 2008, a study indicated it cost the Village more to issue and collect the fines than we received and the 2-hour timed parking restriction was abolished (see Exhibit 1 for report).

In 2012, the Village conducted a weeklong in-house parking study to understand parking availability by downtown zones and time of day. Exhibit 2 demonstrates the zones studied and Exhibit 3A is the findings for the two most congested zones. Zone B, consisting of Market Square, and zone C, consisting of parts of Chinquapin, were the two most congested. The numbers in the blocks represent spaces available by hour. Highlighted blocks indicate time of day when 15% or less of parking spaces in that zone were available. Parking congestion tends to be from 10 am to 2 pm in these zones. Not surprisingly, these zones coincide with the highest concentration of office space, retail, and restaurants.

In 2017, the same study was repeated with largely the same results (see Exhibit 3B). The same two areas were most congested and busiest time of day was generally between 10 am and 2 pm.

Both studies found parking was generally available in the balance of the Village and always available in the Village Green lot.

While these findings are dated, the general observations of today's downtown reveal a similar parking dynamic. Spaces are generally available with more congestion in the same two zones between 10 am and 2 pm.

Options:

The following presents how each option could work, the rough cost estimates associated, and advantages and disadvantages of each.

1. Re-establish 2-hour timed parking restriction along certain streets

Re-establishing 2-hour parking restriction will require alternate methods to enforce. The traditional chalking of tires was found to be a violation of the 4th amendment by a federal appeals court in 2019.

License plate readers (LPRs) are an alternate method that does not violate the 4th amendment. LPRs mount to an enforcement vehicle and link to DMV records. It reads license plates, pinpoints location and time stamps the record as it moves down a row of parked vehicles. The enforcement vehicle can then return two hours later and the LPR will recognize license plates that have not moved. Interfaced handheld units create and print out tickets that are placed on windshields. To outfit one enforcement vehicle with the LPR and handheld unit would cost about $25,000 plus an annual licensing fee of around $2,000.

In addition, signs must be installed at all restricted parking spaces. Sign costs can vary widely depending on the desired aesthetics. A painted wood post and sign may run $100 each while decorative posts to match the existing street signs can run as much as $400 each, not including installation. The number of signs needed is approximately 140. Sign costs will range from $14,000 to $56,000.

Parking enforcement can be by an employee of the police department or a sworn officer. If compliance and consistent enforcement were the ultimate goal, a dedicated P/T parking attendant (non-sworn officer) working a randomized 15 to 20 hour workweek downtown at $15/hour would be the best approach. Outfitting a staff member would require a simple uniform and handheld radio with an upfront expense of around $3,000. Cost for staffing is estimated at $14,000 annually. If consistent enforcement is not a primary concern, sworn officers could perform occasional checks however, additional LPRs and handheld units would be needed so that each shift has at least one vehicle outfitted to perform this function. To add one outfitted vehicle per shift would be an additional $75,000 to the start-up cost.

If a dedicated parking attendant is hired, they will need a vehicle. A basic sedan or compact on state contract is about $17,500. A surplus vehicle could possibly be retained to save this cost.

The time and cost for the Finance Department to track tickets issued, match payments received, invoice past-due tickets, and initiate collection proceedings for non-payment has not been included. Based on previous experience, this can be a significant time consuming, and thus, expensive process.

Revenue from issued tickets is not projected as an offset since a fine has not been determined and the choice of enforcement manner will affect the number of tickets issued.

The advantage of option 1 is a reduction of parking spaces occupied for extended periods of time by downtown workers. Each parking space should turnover every two hours thereby increasing the opportunity to locate a space within the restricted zone. The disadvantages of option 1 are high upfront costs for equipment and signs and the expense of ongoing enforcement. The addition of signage will create visual clutter and it is unclear if it will encourage or discourage more shopping. Visitors may perceive the 2-hour restriction as "un-welcoming" and downtown workers can easily circumvent the

intent by coordinating the switching of parking spaces to avoid a violation. This was a known tactic employed when 2-hour parking restrictions were in place.

2. Establish paid parking along certain streets

The best approach with paid parking is to use a third-party vendor to manage it. With a third party, all fees for parking are paid by the person using a mobile app. They can select the amount of time desired and can add additional time via the app if they choose to stay longer.

The third party vendor manages transactions and is paid an annual base fee and retains a small percentage of each transaction. The balance of fees paid are forwarded to the Village. The annual base fee is estimated at $13,000 per year. For an additional of approximately $12,000, alerts can be sent to the police department when time has lapsed on a vehicle so enforcement can be initiated. Without this additional service, the timed parking enforcement is non-existent and compliance relies on the honor system.

If the lapsed time notification subscription is included with the vendor, ticket issuance, tracking and collection by Finance will be an added time and expense as noted in option 1.

The amount of revenue generated from paid parking is unknown since utilization rates and hourly fees are unknown at this time, but presumably, the hourly rates could be help offset the annual fee paid.

Like timed parking, signs are necessary for each parking space to provide instructions and to identify each space. Sign cost would be the same as with 2-hour parking ($14,000 to $56,000).

Since the vendor notifies the police department for expiring times, enforcement can be by on-duty officers thus eliminating the need for dedicated part-time staff.

The advantage of option 2 is it permits flexibility for parking space occupation while discouraging complete monopolization of a space. The disadvantages are upfront costs are high and the addition of signage will create visual clutter. The use of an app could be a deterrent for some to use the spaces, especially among seniors who may be uncomfortable with the technology. It is unknown if paid parking will encourage or discourage more shopping downtown or if there could be a negative perception generated with its implementation.

3. Remain status quo recognizing a new parking deck is likely to be constructed that may, or may not, relieve some of the concerns.

This is self-explanatory and requires no action by Council. There is also no cost to remain status quo.

The advantage of this approach is it is a known situation and recognizes that parking is available albeit not exactly where someone may want it. It provides time at no expense for the addition of a parking deck and its overall impact to be determined.

Recommendation:

Staff's recommendation would be to keep the status quo recognizing the significant expense involved. In addition, the construction of a parking deck is currently within the 5-year plan. The impact of that deck on parking availability is unknown and may resolve concerns.

If parking restrictions were Council's desire, regardless of method, staff would recommend the following:

- Restrictions should be limited to the zones highlighted on exhibit 4. (Note the exclusion of the parking spaces in front of the old Department Store and The Theater Building. That is because those spaces are mostly on private property.)
- Restrictions be limited to Monday through Friday between the hours of 9 am and 5 pm.
- Applicability and management of restriction for residents living above storefronts would need to be determined.
- Existing parking ordinance amended to establish restrictions and set the penalty to a punitive amount. (Previous parking fines were $5. If the ordinance is constructed to not be a criminal offense, the fine can be raised to a higher amount)
- Wayfinding signs within downtown be considered to direct people to free all-day parking.

Exhibit 1

VILLAGE OF PINEHURST
PARKING TICKET PROCESS

In the spirit of continuous process improvement, the Financial Services department and the Police department evaluated the parking ticket process and together recommend that the practice of issuing tickets for overtime parking in the Core Village be discontinued. Our evaluation reveals that the cost associated with issuing overtime parking tickets far exceeds the benefits derived from this practice.

HISTORY

The Village of Pinehurst issues overtime parking tickets in the Core Village based on Village parking ordinances. According to the ordinances, parking is limited to 2 hours and only one ticket can be issued a day per vehicle. The current fee for overtime parking is $5.

PROCESS

1. VOP Police Officers walk the Core Village three times a day Monday through Friday to check parking and mark tires. Each round takes approximately one hour of an officer's time.

2. The original ticket is sent to Financial Services and a copy is retained by the Police Department (PD).

3. Financial Services has to look up the plate number to identify the correct customer account and input the parking ticket as a receivable in the accounting system. If the plate number does not already exist in the system, a request is sent to the PD to obtain the driver information based on the plate number. Under either scenario, the parking ticket is filed in an accordion file waiting for payment. Once the PD returns the driver information, a new customer account is set up in the system and a receivable is created.

4. Statements are mailed by Financial Services every other month.

5. To process a payment, the paper ticket has to be retrieved and the receivable transaction has to be cleared from the system. If a payment is received for a ticket that has not been entered in the system (see step 3 above), the payment is posted directly to revenue. The original parking ticket is filed along with the payment information in the cash receipts file.

6. On a monthly basis, Financial Services evaluates the total outstanding balance by customer. When the amount exceeds $50.00, a letter is sent to the customer informing them that their state income tax return will be garnished for the outstanding balance. If the balance is not paid, the Financial Services department has to pay an outside party to get the customer's social security number and then send the information to the NC Debt

Set-Off program for collection. Financial Services has to continually monitor the customer's account for payments and notify the NC Debt Set-Off program if a payment is received so that a duplicate payment will not be made.

7. At the end of each month, Financial Services balances the receivable account to a deferred revenue account and posts the difference to parking ticket revenue. This difference represents the payments received during the month. In addition, the receivable general ledger balance is verified against the outstanding customer sub-ledger to insure that they are in balance.

8. At the end of each quarter, Financial Services sends a check to Moore County Schools for 90% of the total revenue collected during the quarter. In addition, they verify that there is a paper ticket that matches up with an outstanding customer receivable in the system.

STATISTICS

Average number of tickets issued annually	768
Average number of payments received annually	415
Average number of tickets outstanding	474
Average receivable balance	$ 2,370
Average percent of receivable balance greater than 60 days old	87%
Plate numbers requested from PD each month	20+
New customer accounts established each month	20+
Average number of statements mailed every two months	130
Current number of accounts in Debt Set-off	5
Total number of Debt Set-off accounts collected	2
Total amount collected through Debt Set-Off	$ 245

COST

Fiscal Year	Revenue Collected	Disbursed to Schools	Net Revenue to VOP
2004	$ 5,145	$ 4,631	$ 514
2005	$ 4,800	$ 4,320	$ 480
2006	$ 3,630	$ 3,267	$ 363
2007	$ 4,793	$ 4,314	$ 479

Fiscal Year	Labor	Supplies	Total Expenditure
2004	$ 14,735	$ 125	$ 14,860
2005	$ 14,735	$ 125	$ 14,860
2006	$ 14,735	$ 125	$ 14,860
2007	$ 14,735	$ 125	$ 14,860

Labor includes: 108 hours annually by two Finance Technicians and one cashier
260 hours annually by a Sr. Patrol Officer
22 hours annually by a Dispatcher
Supplies include violation books and statements.

Besides the monetary cost to issuing overtime parking tickets, there is a subjective cost. The Village of Pinehurst is perceived as nickel and diming the Merchants and their customers to death and that our employees need to find something more important to do with their time than issuing and processing tickets.

BENEFIT

There is only one quantifiable benefit derived from issuing parking tickets which is the amount of money disbursed to Moore County Schools.

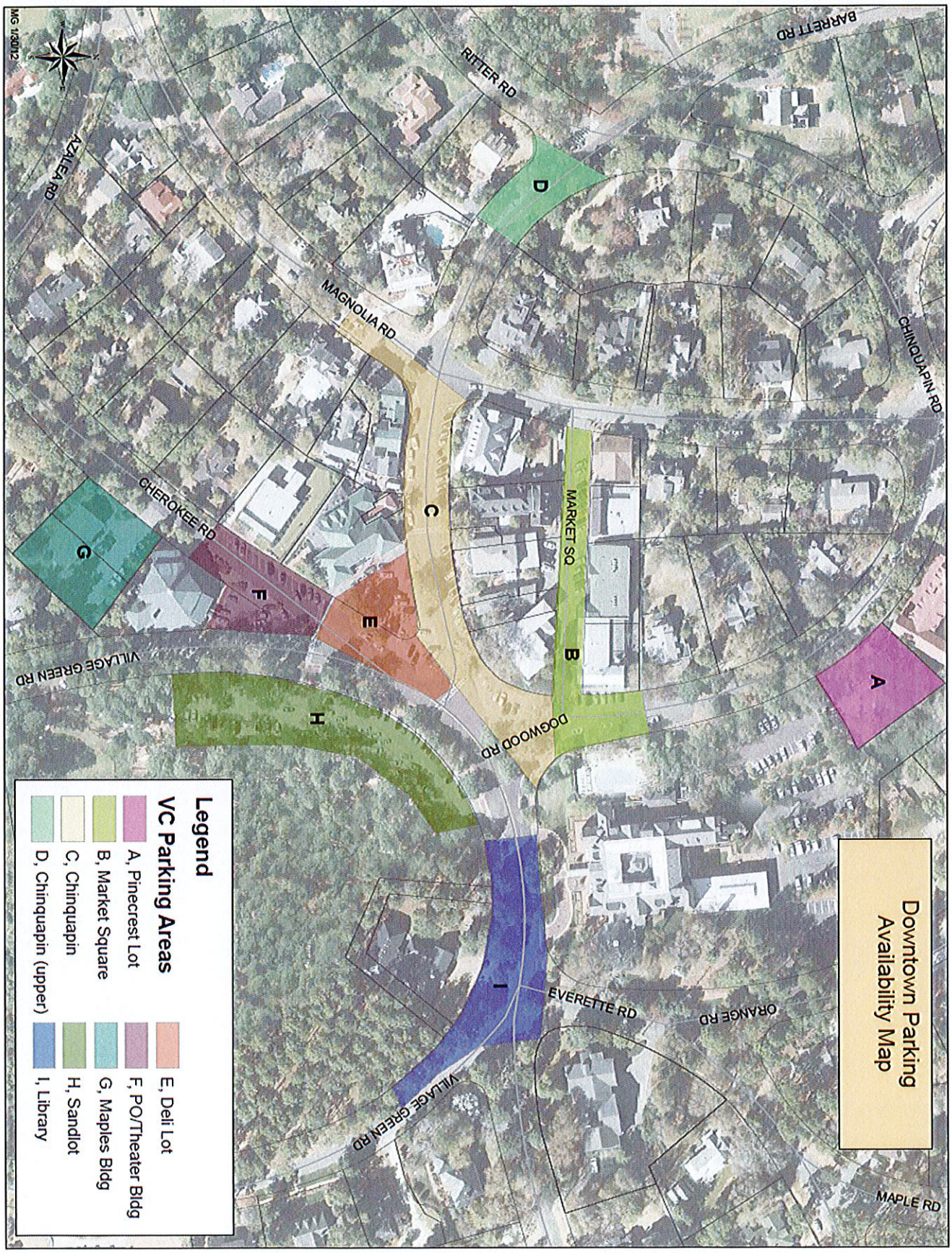
One could argue that the Merchants receive a benefit of increased customer traffic and therefore revenue because they have a place to park. However, the Merchants are receiving parking tickets on a regular/repeated basis so the availability of parking spots near their store fronts doesn't really appear to be an enticement or impediment to their business.

CONCLUSION

In order to foster a positive relationship with the Merchants in the Core Village, create an environment where residents enjoy a wonderful quality of life and visitors have a memorable experience, and save between $14,350 and $ 14,500 annually, we recommend that the issuance of overtime parking tickets in the Core Village be discontinued.

In order to advance this recommendation, we suggest that the idea be brought to the attention of the Merchants to get their feedback on the possibility of discontinuing the issuance of overtime parking tickets or implementing another more efficient and customer friendly method to promote commerce in the Core Village.

Exhibit 2


Downtown Parking
Availability Map
Legend
VC Parking Areas
A, Pinecrest Lot
B, Market Square
C, Chinquapin
D, Chinquapin (upper)
E, Deli Lot
F, PO/Theater Bldg
G, Maples Bldg
H, Sandlot
I, Library
BARRETT RD
RITTER RD
AZALEA RD
MAGNOLIA RD
CHINQUAPIN RD
MARKET SQ
CHEROKEE RD
DOGWOOD RD
VILLAGE GREEN RD
EVERETTE RD
ORANGE RD
MAPLE RD
MG 1/30/12

Downtown Parking Availaibility Log

CHINQUAPIN

54 spaces available

85% Full: 46 spaces; 15% Vacancy = 8 spaces

Area ↓ Time →	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Monday 2/6	54	17	11	10	10	13	10	15	11	13	21
Cool/Cloudy											
Tuesday 1/31	25	18	11	6	2	1	5	5	12	16	16
Cool/Mild											
Wednesday 2/1	30	21	9	7	4	9	19	16	11	13	9
Clear/Cool											
Thursday 2/2	41	26	19	12	5	6	0	23	18	12	17
Clear/Mild											
Friday 2/3	32	11	5	3	1	2	5	9	14	11	12
Cold/Mild											
Saturday 2/4	29	27	25	24	10	0	10	17	18	22	10
Cool											
Sunday 2/5	37	36	32	33	25	23	26	34	27	26	25
Rain & Cold											

Downtown Parking Availaibility Log

MARKET SQUARE

47 spaces available

85% Full: 40 spaces; 15% Vacancy = 7 spaces

Area ↓ Time →	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Monday 2/6	32	22	20	11	9	6	11		15	21	15
Cool/Cloudy											
Tuesday 1/31	27	18	15	11	2	2	6	11	13	18	21
Cool/Mild											
Wednesday 2/1	32	21	16	10	8	12	16	24	25	29	22
Clear/Cool											
Thursday 2/2	31	21	16	14	5	2	0	20	16	22	16
Clear/Mild											
Friday 2/3	22	8	3	4	6	2	12	11	13	9	12
Cold/Mild											
Saturday 2/4	25	21	18	20	14	0	16	19	23	28	17
Cool											
Sunday 2/5	30	31	29	29	25	24	26	28	27	28	26
Rain & Cold											

B Market Square

15% Vacancy = 7 spaces

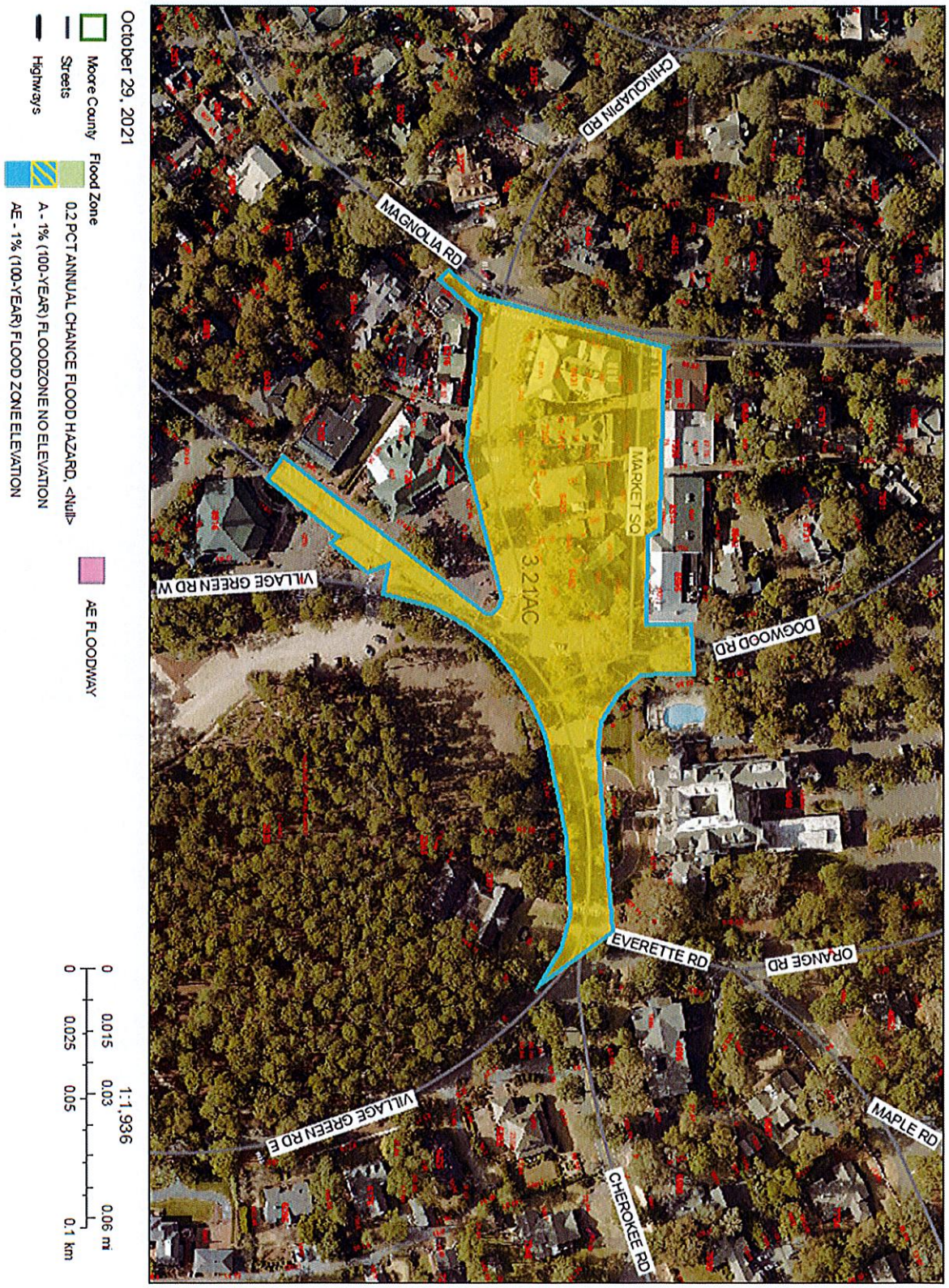
Day ⬇ Time	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Monday 2/6	26	12	14	9	11	11	8	9	8	11	12
Clear / Warm											
Tuesday 2/7	23	11	10	9	9	10	5	6	6	15	17
Clear / Warm											
Wednesday 2/8	21	24	7	No Count	No Count	2	2	8	11	No Count	11
Overcast											
Thursday 2/9	24	17	8	No Count	No Count	2	2	8	11	4	
Overcast / Cold											
Friday 2/10	26	10	4	5	2	1	10	12	13	11	9
Overcast AM / Sunny PM											
Saturday 2/11	36	34	27	14	7	8	12	19	12	6	5
Clear / Warm											
Sunday 2/12	26	21	19	11	9	10	17	15	18	14	12
Weather											

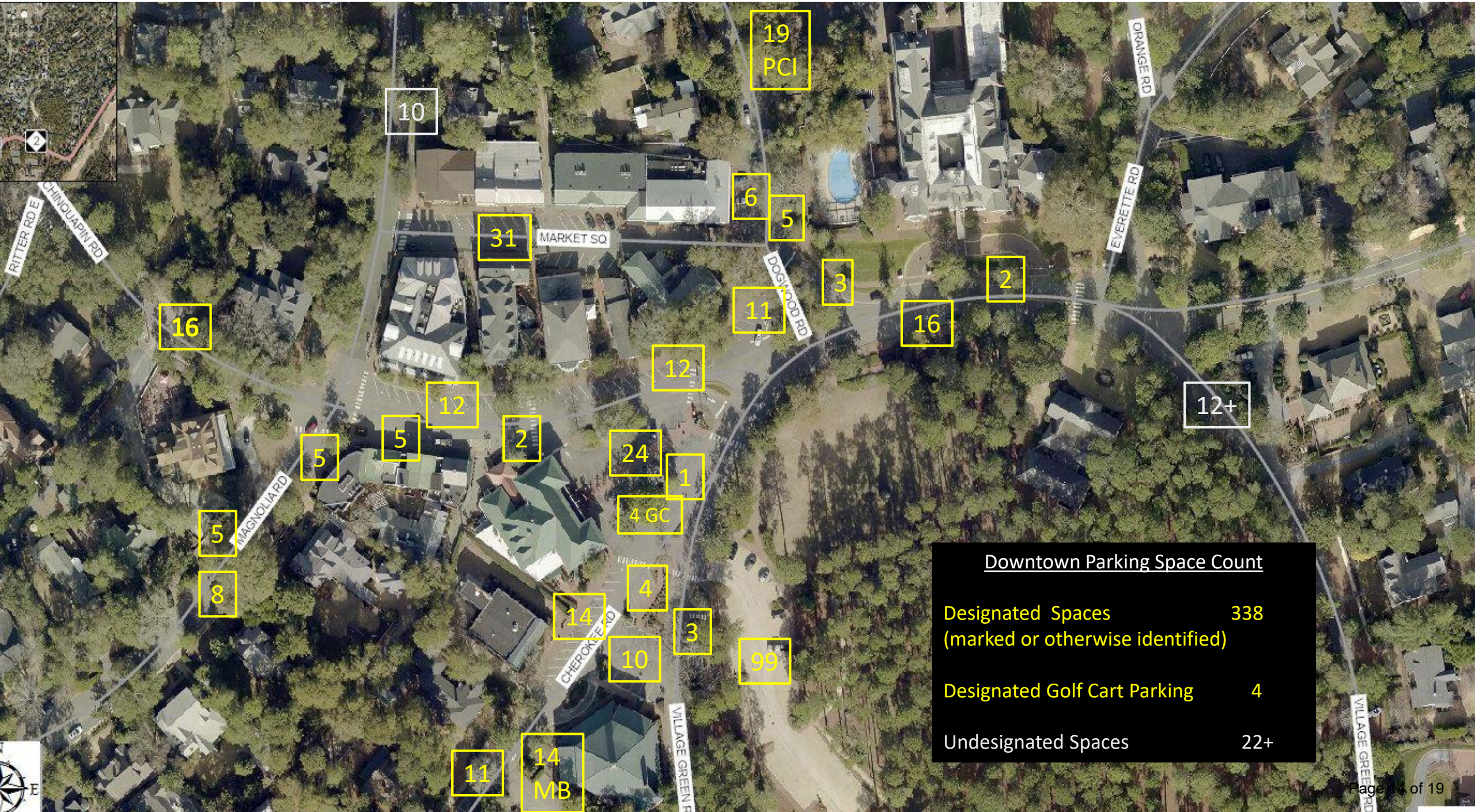
C Chinquapin

15% Vacancy = 8 spaces

Day ⬇ Time➡	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM
Monday 2/6	33	25	16	7	9	6	10	13	12	14	22
Clear / Warm											
Tuesday 2/7	38	31	8	3	7	3	13	7	6	9	15
Clear / Warm											
Wednesday 2/8	23	16	21	No Count	No Count	2	0	3	6	No Count	13
Overcast											
Thursday 2/9	23	15	9	No Count	No Count	0	7	2	2	12	
Overcast / cold											
Friday 2/10	30	18	5	5	2	1	4	11	8	8	3
Overcast AM / Sunny PM											
Saturday 2/11	24	13	12	5	6	8	6	9	18	15	21
Clear / Warm											
Sunday 2/12	36	30	23	14	17	12	12	22	18	12	15
Weather											

Downtown Parking Restrictions Zone




19
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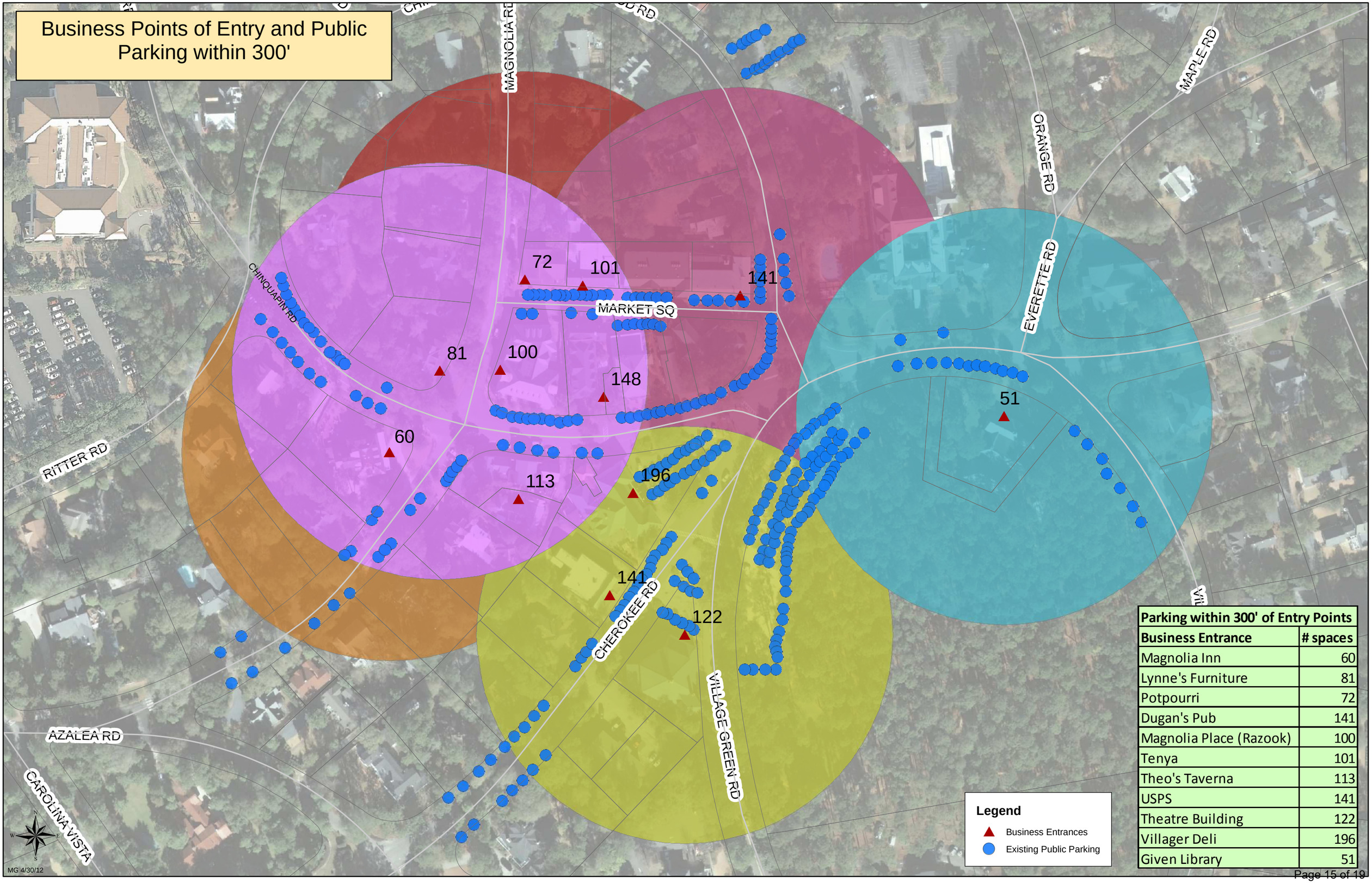
RITTER RD E
CHINQUAPIN RD
MAGNOLIA RD
CHEROKEE RD
VILLAGE GREEN R
ORANGE RD
EVERETTE RD
DOGWOOD RD
VILLAGE GREEN RD
Downtown Parking Space Count
Designated Spaces (marked or otherwise identified) 338
Designated Golf Cart Parking 4
Undesignated Spaces 22+

Business Points of Entry and Public Parking within 300'



Parking within 300' of Entry Points	
Business Entrance	**# spaces**
Magnolia Inn	60
Lynne's Furniture	81
Potpourri	72
Dugan's Pub	141
Magnolia Place (Razook)	100
Tenya	101
Theo's Taverna	113
USPS	141
Theatre Building	122
Villager Deli	196
Given Library	51

Request for Proposals (RFP) for Municipal Parking Solutions

Village of Pinehurst, North Carolina

RFP Issued: [Insert Date]
Proposal Due Date: [Insert Date]
Contact Information: Doug Willardson, Village Manager, dwillardson@vopnc.org, 910-295-1900

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1. Introduction

The Village of Pinehurst, North Carolina (hereinafter "the Village") is seeking proposals from qualified vendors to provide innovative and effective parking solutions. The Village aims to address ongoing parking challenges and optimize the management of its parking resources, leveraging the latest technologies and best practices in the field.

2. Background

The Village of Pinehurst currently manages approximately 208 on-street parking spaces and 118 public parking lot spaces. Historical data indicates that parking congestion is most acute in specific areas and times (weekdays from 10 am to 2 pm), and the Village is interested in addressing these issues with modern solutions.

Historical Context:

- **1988-2008:** The Village enforced a 2-hour timed parking restriction in certain downtown sections using manual chalking of tires. Fines were set at $5, with 90% of proceeds allocated to the school system as mandated by state law. However, a 2008 study revealed that the cost of issuing and collecting fines exceeded the revenue, leading to the abolishment of timed parking restrictions (see Exhibit 1 for the 2008 report).
- **2012 Study:** A weeklong in-house parking study identified parking availability patterns by zone and time of day. Results indicated congestion primarily in Zone B (Market Square) and Zone C (parts of Chinquapin), with significant congestion from 10 am to 2 pm (see Exhibits 2 and 3A for detailed findings).
- **2017 Study:** The same study methodology was repeated with similar results, confirming ongoing congestion issues in Zones B and C during peak hours (see Exhibit 3B).

Current observations suggest that while parking is generally available throughout the Village, congestion persists in the identified zones during the peak hours of 10 am to 2 pm.

The Village is once again considering timed parking limits as well as pay-to-park solutions. As the vendors are the most knowledgeable about new technologies and best business practices, the Village will look to the vendors for recommendations.

3. Scope of Work

The selected vendor will be responsible for providing a comprehensive parking solution, including but not limited to:

1. **Assessment and Analysis:**

- Review existing parking conditions, including current usage patterns and issues.
- Analyze historical data from previous studies to understand current dynamics.

2. **Technology Recommendations:**
    - Propose innovative technologies to improve parking management, such as:
        - Smart meters
        - License plate recognition systems
        - Mobile payment and reservation solutions
        - Real-time availability sensors
3. **Management Strategies:**
    - Recommend best practices for managing and enforcing parking regulations.
    - Suggest strategies for optimizing space utilization and reducing congestion.
4. **Implementation Plan:**
    - Provide a detailed plan for deploying the proposed solutions, including timelines, costs, and resource requirements.
5. **Training and Support:**
    - Offer training for Village staff on new systems and provide ongoing support and maintenance services.

4. Proposal Requirements

Proposals must include the following elements:

1. **Executive Summary:**
    - Overview of the vendor's approach to addressing the Village's parking challenges.
2. **Company Background:**
    - Details about the vendor's qualifications, experience, and relevant projects.
3. **Technical Approach:**
    - Description of proposed technologies and management practices.
4. **Project Plan:**
    - Detailed implementation plan with timelines and milestones.
5. **Cost Proposal:**
    - Comprehensive cost breakdown for all components of the proposed solution.
6. **References:**
    - Contact information for at least three references from similar projects.

5. Evaluation Criteria

Proposals will be evaluated based on:

- **Innovativeness and Effectiveness:** How well the proposed solutions address current parking issues and improve overall management. 35%
- **Experience and Expertise:** Vendor's relevant experience and understanding of best practices. 15%
- **Cost:** Total cost and value for money. 40%
- **Implementation Plan:** Clarity and feasibility of the proposed plan and timeline. 10%

The Village will invite the top three vendors to interview with the downtown parking taskforce to further explain and clarify their proposal as well as discuss any potential tweaks or alternatives that may better serve the Village's needs.

6. Submission Instructions

Proposals must be submitted by [Insert Date]. Submissions should be sent electronically to dwillardson@vopnc.org or delivered to:

Village of Pinehurst
395 Magnolia Road
Pinehurst, NC 28374
Attn: Doug Willardson

7. Questions

For questions regarding this RFP, please contact Doug Willardson at dwillardson@vopnc.org or 910-295-1900 by [Insert Date].

We look forward to your proposal and to exploring solutions that will enhance the parking experience in the Village of Pinehurst.

Closed Session pursuant to NCGS § 143-318.11(a)(5)
ADDITIONAL AGENDA DETAILS:

FROM: Doug Willardson, Village Manager
CC: Village Council;
DATE OF MEMO: 10/03/2024

MEMO DETAILS
Village Council will hold a Closed Session pursuant to NCGS § 143-318.11(a)(5) to establish, or to instruct the public body's staff or negotiating agents concerning the position to be taken by or on behalf of the public body in negotiating (i) the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease; or (ii) the amount of compensation and other material terms of an employment contract or proposed employment contract.

ATTACHMENTS
None