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INFORMATION:

Charlotte Fire Department Provides Assistance to the Asheville Fire Department

Staff Resource: Jon Hannan, Fire, 704-336-2791, jhannan@charlottenc.gov

On Thursday, July 28, 2011 Captain Jeff Bowen with the Asheville Fire Department (AFD) lost his life after battling a 4 alarm fire. The Charlotte Fire Department extended an offer to assist the Asheville Fire Department in any way possible during this difficult time. Fire Chief Scott Burnett responded with the following request as a necessity to balance the needs of protecting their city, along with providing assistance and support for his employees:

- Provide two (2) firefighters with hazardous materials certification to assist Friday – Sunday;
- Individuals to assist in the command center organizing resources as needed;
- Provide individuals trained in critical incident stress management to council firefighters;
- Honor Guard members to assist during the visitation on Monday, August 1st as well as the funeral on Tuesday, August 2nd;
- Pipes and Drums Band to play at the funeral on Tuesday, August 2nd;
- One (1) Haz-Mat Engine Company to provide coverage for Asheville residents during the visitation and funeral; and
- One (1) Battalion Chief was requested to work on Tuesday during the funeral.

The Charlotte Fire Department is grateful that staff had the opportunity to assist the Asheville Fire Department during their time of need.

Disparity Study Update

Staff Resource: Nancy Rosado, Neighborhood and Business Services, 704-336-2116, nrosado@charlottenc.gov

On July 18, MGT, the consultants hired to conduct the Disparity Study, presented staff with preliminary data for the total dollar spending by vendor for various categories of City contracts. This data will ultimately provide the basis for determining whether there is disparity in City contracting, and for developing the Findings and Recommendations chapter of the Disparity Study Report.

Upon review of the preliminary data, staff discovered a number of discrepancies that need to be addressed, including:

- Contractors incorrectly classified as to race/gender/ethnicity;
- Missing payment data, including all payments related to the NASCAR Hall of Fame (which were inadvertently excluded because the contractor was paid by wire transfer); and

- Payments that were included in the utilization data but should not have been, such as payments to property owners in real estate transactions.

Data review is essential in any disparity study. In order to ensure the data sets are accurate, staff has addressed these issues and is reviewing the utilization detail for all departments to confirm procurement type and vendor race/gender/ethnicity.

As a result, we have adjusted our timeline for communication to the Disparity Study Advisory Committee and distribution of the Disparity Study Report to Council. The revised schedule is as follows:

August 4

- Staff meets with Disparity Study Advisory Committee to discuss process timeline and expectations.

September 26

- MGT presents Disparity Study findings and recommendations to Council.
- Staff requests a referral to ED Committee for review, and to the Disparity Study Advisory Committee for comment.

ATTACHMENTS *(scroll down to view):*

June 20 Transportation and Planning Committee Summary

June 26 Community Safety Committee Summary



Charlotte City Council
Transportation & Planning Committee
Meeting Summary for June 20, 2011

COMMITTEE AGENDA TOPICS

- I. **Subject:** **2020 Center City Vision Plan**
 Action: Passed Unanimously
- II. **Subject:** **Transit Ridership From May 28**
 Action: None

COMMITTEE INFORMATION

Present: David Howard, Warren Cooksey, Patsy Kinsey, Nancy Carter, Michael Barnes
Time: 3:37 pm – 5:07 pm

ATTACHMENTS

Agenda Package

DISCUSSION HIGHLIGHTS

Chairman David Howard called the meeting to order and asked everyone in the room to introduce themselves.

I. **2020 Center City Vision Plan**

Howard: The first item is very important us. Why don't I give this to Debra first and then we'll turn it over to Michael and we'll go from there.

Campbell: I will let Michael start and then I'll take over from there.

Smith: I want to start with a thank you. Our planning legacy and what we've been able to accomplish through public/private partnerships and our planning legacy has created an asset that is an incredible economic development tool that will drive capital investment, it will grow jobs, it will improve this city, and we have become renowned throughout the world as a place that does its urban planning and development correctly. Part of that is being celebrated in September when we will host the International Downtown Association here in Charlotte.

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Howard: What does it look like? How many people?

Smith: It is 600 or 700 of my contemporaries of other downtowns, mostly North America.

Carter: Is that in conjunction with the IABC (International Association of Business Communicators)?

Smith: The beauty of it is, we're about to have kind of a triple crown of economic development initiatives in Charlotte. This fall, back to back, we will host the International Economic Development Council, the International Downtown Association immediately after that, and in the spring we'll host the annual meeting for the Urban Land Institute.

Howard: That's great.

Smith: It's incredible because we've gone through a period where we've taken our knocks in the investment community and there are a lot of cities that were put on a black list. We enjoyed that monitor. We are lining up, very intentionally when all those investors come to Charlotte, to be able introduce them to the city that we are. It is a perfect opportunity for those three.

Howard: We've got a couple of small events next year too.

Campbell: I thought you were talking about the North Carolina American Planners Association.

Howard: Does that happen here too?

Campbell: Yes, that's happening as well. October 5th through the 8th, I believe. We realize that you all have a very long agenda and we have quite a few slides so we're going to step through this presentation as quickly as we can. I want to take the front end pieces, which essentially provides you with an overview of the plan, the framework, gives you some of the background, and then Michael is going to talk to you more specifically about the recommendations. Then I'll come back and talk about the plan implementation. Before we get into a lot of details about the plan, I want to make sure that you understand that this plan will be organized the way that we normally have area plans, which is a concept plan, then an implementation piece that you will not adopt. It is presented to you as information. For this particular effort in terms of why we are doing the plan is because we have a history of planning for our center city. A lot of what has happened in our center city has not been by luck or by chance, it has been extremely deliberate. It has been guided and it has been very specific in terms of where we want things to occur in this area we call Uptown. The last plan that was adopted was for the 2010 horizon. We are now updating the 2010 plan for the 2020 horizon and obviously it provides an overview of future growth and development recommendations. It is a vision plan, so it's more about being inspirational and aspirational rather than being very specific in terms of land use recommendations. The actual plan boundaries for 2020 go beyond the traditional 277 loop and extends out into the neighborhoods. In terms of specific recommendations for these neighborhoods that are outside 277, we spent a lot of time with the consultants getting them to

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look at existing adopted plans, or plans that were in the process of being developed, to incorporate any type of specific recommendations that relate to these neighborhoods like an Elizabeth, a Dilworth, Wesley Heights, and you see all the way around the loop (see slide 5).

Kinsey: Why was NoDa not included?

Smith: It was really a look at the adjacent neighborhoods and the most urban part of our community. It wasn't a decision to not include NoDa. It was really trying to just capture the adjacent city to Uptown.

Kinsey: The reason I ask is you have Optimist Park and Lockwood extended out, which is just about where NoDa would sort of cut off. That was glaring to me.

Smith: So much of the planning for the neighborhoods is about connectivity into uptown and connectivity between them, and then also each having a neighborhood center. When you go one row beyond, it's harder to have that same strategy or approach. That was why.

Kinsey: I disagree, but that's okay.

Campbell: There was no deliberate intention of leaving them out. It was simply a matter of how far we cast the net and we decided on that line.

Carter: I'm interested in the concept of this embracing set of neighborhoods. Southend has its own MSD (Municipal Service District) and contributes. None of the others do. I think we need to balance what we do. If it is funded, then it is a higher escalation of investment I think, of time and staff, etc. But, I want to caution again, and you know that I resisted taking in the neighborhoods to the east. Because these are the neighborhoods, and I don't know whether Patsy will agree with this or not, that these neighborhoods are crucial to the development of the east side. If we can link them into an MSD that will ultimately complement what's going on in the Uptown, I think that's the strongest position that we can take.

Smith: This is not intended to be a recommendation of new MSDs. This plan is not Charlotte Center City Partners' plan. This is intended to be Charlotte's plan for its urban neighborhoods. We care about this plan so that's why we partnered with the Planning Department to create Charlotte's plan.

Carter: Thank you.

Barnes: I want follow up on a point that Mrs. Kinsey made about NoDa. As we look at the neighborhoods that are around the center city (see slide 5), some of those neighborhoods were bisected by 277 and other things that happened to dislocate the people who live in them. One of the things that we have been trying to do as a Council is spread the growth and positive development. Because Davidson St. goes right through NoDa, it would seem to make some sense to include it because it would be in that gap where Belmont and Optimist Park aren't touching. I see Smallwood is not necessarily continuous either.

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Howard: Villa Heights separates Optimist Park from NoDa, doesn't it?

Kinsey: No. Villa Heights is sort of to the right.

Smith: I think it's even north.

Campbell: Villa Heights would be to the top right (see slide 5)

Kinsey: To the top right. Yes.

Barnes: From the perspective of trying to create new value and new opportunities, especially because NoDa is an arts district and it's somewhat unique in the City, it would be interesting to see if we could find a way to include it. What we don't want to do is lose some of the momentum that we have seen take place there over the last few years. If it's possible to do that, I think it would be good for the tax base and behoove us as a community to include it. Now, you don't want to extend the responsibilities of the MSD too far away, but it might be a good thing if you all would give that some thought.

Howard: Just to be clear, because I know we've got a lot of slides to go, what you just said in response to Mrs. Carter is that you're not expanding the MSD.

Smith: No. That is correct.

Howard: You are not expanding the influence of what it touches. Does this mean that you will take somewhat of a more active role in what happens in those areas? I do get what you are saying about the corridors. I just want to know, are you going to care about what happens in those areas?

Smith: I would separate it from the plan because the two are separate. The way we try to provide our services as Charlotte Center City Partners is that we care specifically about Uptown and Southend because that's our major funding sources and that's who we're programmed to serve. However, we care about the development of the neighborhoods that are adjacent and we advocate on their behalf. We don't do it as directly as we do for inside of Uptown and Southend, but we will continue to support and serve those areas. But it will be as neighbors.

Howard: Alright, let's keep going.

Ms. Campbell took over the presentation at Plan Development Process beginning with slide 6.

Kinsey: Just given the map and the different neighborhoods, I think neighborhood preservation should be elevated (see slide 5).

Campbell: Yes ma'am. You want us to move this up on the list rather than having it last?

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Kinsey: I'm surprised you didn't know that I would say that. Also, does Council have to approve this document?

Campbell: Yes

Kinsey: Can we get it well in advance? Not the Wednesday before we are supposed to approve it.

Campbell: Yes ma'am. I think we both failed to say this is a joint initiative by the City of Charlotte, the County and Center City Partners through funding the actual process, and then we hired MIG, who was the consultant who assisted our team.

Kinsey: Thank you.

Howard: My hesitation is that you're asking us to make a recommendation today to send this to Council?

Campbell: No. Send to Council for public comment.

Howard: Okay. Before the public comment, there will be the final report?

Campbell: Yes. You will get the report before the final public comment in July.

Howard: Thank you.

Ms. Campbell continued with the Plan Framework Enduring Vision slide (see slide 11).

Campbell: In terms of the Framework, this is the Vision Statement, goals, transformative strategies, focus areas and then the other Plan component. This is the action that we will ask you to adopt. The implementation piece will be submitted to you for information.

Howard: So, those are the chapters of the book. The book is arranged by these goals.

Campbell: By the Vision and these goals. The majority of the document is around the transformative strategies in the focus areas. Then there's another section that's called implementation. We will be asking you to adopt the conceptual framework for the Plan. The implementation strategies, like you do with all other area plans, we submit that as information.

Howard: Okay.

Campbell: In terms of the key highlights of the Vision, I will just add that viable, livable and memorable were part of the 2010 Vision Statement. We are now adding a sustainable Center City. So we're adding the word sustainable as part of the Vision Statement. What was really important for us was to not stray away too far from what we did in 2010, because we think that vision statements ought to have some sense of longevity.

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Barnes: Ms. Campbell, would you go back one slide. I've got what could be a very brief question and a brief answer. Under "focus areas," (see slide 11) you've got the Charlotte Transportation Center. Could you tell me the significance of including that?

Smith: We'll go through these in greater detail.

Barnes: Thank you.

Ms. Campbell continued the presentation with Plan Framework Goals (see slides 13 & 14).

Campbell: Moving into the Plan Recommendations (see slide 19) because I think that's where you all want be.

Mr. Smith presented Plan Recommendations beginning with Transformative Strategies (see slide 20).

Carter: I am surprised there is not a node in the Elizabeth Avenue area given the construction of the street car.

Campbell: If we do not create room in this Center City Plan, there is an Elizabeth Area Plan that may address it or not, but it would be handled through that Area Plan.

Carter: But, if you're indicating areas of focus that would be essential to the contribution to the center of the city, I think that's one as well.

Campbell: I think these may be examples, but not all inclusive.

Smith: Let us review it please.

Carter: Thank you

Mr. Smith continued the presentation with the Applied Innovation Corridor (AIC) (see slide 21) and AIC- North End (see slide 22).

Barnes: On that concept, Mr. Smith, leading economists say that that part of our economy is gone, perhaps forever. I see you have tech-based businesses listed, but I just wanted you talk more about what would that future for the North End would look like from an employment perspective. A lot of what I saw growing up were the factories and plants and now people are working at Walmart. It doesn't really provide the sort of living that those jobs that you describe used to provide. So, could you describe more about the employment base that you envision in that area?

Smith: Recognize that the level of specificity and the strategy that we're all going to want is not going to be in this plan. Part of the recommendation will be for us to study it further and figure out, how we create the tools so that the Chamber and us reach a partnership and can then sell into

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it, because we've got this great infrastructure. I think you're right that we're going to have less manufacturing. I think we're going to get the front end of innovation cycles. When we innovate something here, we create the first two years of production and it chases labor markets. So we're going to need infrastructure that allows for jobs and workforce that is continually retrained. I think connecting University to Uptown to Southend creates a pretty natural swap for us to do that.

Barnes: I agree. So what I'm saying is that by connecting those two campuses there are a number of opportunities, I think, that exist with respect to UNCC and the research piece. They've already got CRI finding some way to either locate independent businesses along the corridor as well as over in the URP (University Research Park), cause now you've gone ten miles away from the MSD up into Northeast Charlotte, but to take advantage of some of the synergies that exist with the URP and potentially along the corridor from the main campus to the uptown campus. So, my point is that if we are very intentional about it, it could actually look like what we're envisioning here in 2011 in 2020; if we're intentional about it.

Smith: It's a research triangle park kind of thinking.

Howard: It's interesting that you say that. I'm sitting here thinking how you segregate those innovative areas so that you don't start to take away from what UNCC is trying to do with EPIC (Energy Production and Infrastructure Center), I believe, as well as what is happening up in Cornelius and Kannapolis. How do you start segregating those so that everybody serves something different, so we're not chasing the same companies, dollars, research and otherwise.

Smith: I think this could even be the next phase.

Howard: So it's more about the phasing of the technology, not about the different segments of it.

Smith: I think it's both.

Carter: Some of the people I've been talking to are saying that they're noticing a reversal of that trend. They say manufacturing is coming back to the United States. I think that's what we need to capture and that's why I think the International Cabinet can be extraordinarily important to us. We have some significant people who are involved with their efforts. And if we turn them towards economic development, we might have more support and more response here than we ever dreamed.

Howard: Let me do a time check. This is such an important subject. I'm inclined not to stop us from asking questions while we're going through it, so let's talk about our agenda. We actually have Elizabeth Avenue next for fifteen minutes then we have the Transit Ridership item. I'm inclined to say that unless someone has a burning issue with the Transit Ridership item, maybe we can wait on that one. We got a report from Carolyn last time. That way we can let Carolyn go. I just don't see us getting to that and going through this, and I'd like to ask more questions about this.

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Carter: Is there anything we need to know about July 4th in that presentation?

Flowers: What we presented to City Council was what we do to plan for all special events. So there is nothing different in our plans for the 4th of July. CMPD will be assisting us but what Councilman Barnes had requested was a ridership analysis and the impact on transit during special events. That's what we were going to talk about. That could be deferred to the next meeting.

Howard: We've got a choice. We either let them do this presentation and not ask questions, or we can put this off to the next meeting.

Barnes: Is there enough time for us to actually get through this even though it's 4:13? We may need to move the other two items and this one along to another meeting. This is fairly exciting stuff.

Howard: We need to take some time with it so that's why I'm asking.

Barnes: What I'm saying is, today may not be enough for the first item.

Howard: For Elizabeth either?

Barnes: Right. My concern about Ms. Flowers' item is, I wanted to make sure we have some strategies in place to address things we need to do to avoid from the May episode happening on July 4th.

Howard: Why don't you stick around and let's talk about that specific thing.

Kinsey: I would suggest you push Elizabeth off. I don't think it's ready. I know the neighborhood has not bought into it yet.

Howard: Is there a reason to push Elizabeth off? Is there something going on?

Campbell: The action we were asking is to have public comment, which would be coming up this Monday, I believe. But, Ms. Kinsey, if you feel that we are so far apart that we don't want to hear from the broader Elizabeth; I know we've heard from the Citizen Advisory Group, but I don't know if we've heard from the broader Elizabeth community as to what their issues or concerns are. I guess the only thing I would be concerned about is, we had an advisory group meeting. We tried to respond to some of their concerns, but we don't know the totality of the concerns without having the broader public input process. But, if you feel like we're not ready...

Kinsey: I just don't see the rush.

Howard: Let's follow Ms. Kinsey on this one.

Garet Johnson: The public has been notified that there is public comment on Monday.

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Kinsey: We can unnotify them. Pull it off the agenda. I just don't see any sense in going forward today. I'm always very leery about doing anything in the summertime because people don't turn out.

Howard: Alright, why don't we support that? We'll leave 15 minutes at the end to talk to Carolyn about July 4th. We'll leave the rest of the time for this.

Barnes: We all got an email from Martin Zimmerman; Mr. Schumacher got it. I don't know if today is the day to respond to this because of the time it will take. That's why I said maybe we'll have you all come back.

Campbell: I actually responded directly to Mr. Zimmerman. Michael and I are going to meet with him; we just haven't coordinated the dates yet. I will say that we had scheduled a meeting but unfortunately, there must have been some conflict in schedules.

Howard: The next step from this is public comment so they could respond to that the same night.

Campbell: July 25th is what we are asking for this particular plan.

Howard: I didn't mean to take up five minutes, I'm sorry. Why don't we go back?

Mr. Smith continued with Transformative Strategies piece of the presentation (see slide 23).

Howard: What's the thing about the soul of the community that Johnson C Smith just did? It gave me the opportunity to talk to Dr. Carter, and I talked to Art Gallagher about this very thing. You know with the whole ULI plan, my idea there was to pull them together to start talking at least on that end of downtown. I was just wondering; I may contact you about being part of that facilitation. I know they're different segments but they ought to have some synergies together.

Smith: Could there be a shared student union?

Howard: They could be exchanging kids to let them take electives on each other's campuses. There are a lot of ways we could do that.

Mr. Smith continued with the presentation (see slide 24).

Howard: One of the guys with the hospitality community talked to me about the fact that in some places, they have tennis in the Convention Center. You could have year round tennis tournaments.

Smith: You should see the girls' volleyball tournaments that they have at the Convention Center. It is incredible. The whole state of SC comes up.

Barnes: There has been some talk, not just talk, but some action to begin to locate amateur sports

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facilities in our districts. I would have an interest in seeing that move forward and not just get sucked into uptown. That's my point.

Campbell: I think it depends on scale. I believe it's appropriate to have certain types of events uptown, so you don't have an immediate impact on surrounding areas. Sure, there are opportunities.

Mr. Smith continued with Transformative Strategies of Neighborhoods of the Center City and Network of Parks, Open Space & Recreation (see slides 25 & 26).

Howard: The next step is fleshing out how you make this happen, because if that's so, one thing that comes to mind is transportation in and out, be it a car, parking, walking around or wayfinding. All these things planned, but people feel uncomfortable coming in and doing all that stuff.

Smith: I think a lot of the moves that we have already made in becoming a better destination are all creative to us getting retail here. Because we've got wayfinding for automotive, we're creating this network of our parking decks with realtime information. We've created the pedestrian wayfinding system and we've built some other reasons to spend time here, which I think of those as kinds of the anchors of a retail district; like the Bechler and the Nascar Hall of Fame. In the 70's and 80's we built a lot of buildings that don't have very inviting fronts. So there is some transformation that has to occur. Retailers like to be double loaded. They like to be on both sides of the street. They want co-tenancy, so they want like shopping near each other more and more. That's why you see four gas stations at one intersection.

Howard: That's actually a really good point. My question is for you, Deborah. I noticed with the the new Duke Energy building, for instance. We've talked a lot about retailers and having a small amount of retail in each building, but what we don't do is promote them putting it on the street. It's kind of internal and it usually serves just the people in that building. How do we start putting it back on the street? I know other urban areas have dealt with the skyscrapers, but still have the retail oriented to the street so people can get in and not go through a big lobby to get to the sub shop in the back.

Campbell: Obviously we have encouraged that, and in some instances we require it. We look at zoning ordinances in reference to office use buildings within 100,000 square feet of Uptown. In these we require activation at the ground floor. I don't know that it speaks specifically about the retail use.

Howard: What I'm asking is how we go to the next step so we can start doing that.

Campbell: We are using Brevard as a prototype and we'll see how it goes.

Howard: The last thing is the sporting events that we have. We have 42 Bobcats games a year, and there are a lot of people downtown. How do we get people to come early, do some other things and not just come and leave?

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Smith: There is a consultant we used for our work on the city market projects. They say to get someone to come to a place in mass you need ten reasons for them to be there, and retail just becomes another layer for that, so we've got ballgames and we've got transit, we've got great parks, we've got events. It's about layering; more reasons for people to spend time in places. I think part of what we need to do next is develop a strategic plan that is specific to this.

Howard: Got it.

Mr. Smith presented the Integrated Transportation Network (see slide 28).

Howard: We have NCDOT's attention right now the way we've never had it before.

Smith: We have been working with NCDOT and actually have made some good headway on the idea of doing that comprehensive study.

Mr. Smith presented Plan Framework / Focus Areas (see slides 29-33).

Carter: There are many major European cities that have more than one transportation center, so not to think that this is a trend, but there are many instances of either or.

Smith: I'd actually go further and say the normal model is multiple major transit nodes; Chicago, New York, and you just tick through them. These create employment centers so I think we should embrace that idea. If we do it right, Gateway Center will be a new employment center that connects Gateway Village up to Trade and Tryon.

Mr. Smith continued with the West Trade Corridor slide 34.

Carter: Are you closing the other one (Transportation Center)?

Smith: No. The idea would be building it on top of it and extending it across two blocks. The Railroad owns the block that is south towards the Convention Center down Brevard and the idea here is, what if the Transportation Center was over two blocks, and what if it was mixed with more retail and office above it?

Campbell: I think it's more intensification of the site.

Carter: Are we talking about the one on the west side being two blocks in extent?

Smith: We're talking about the existing Transportation Center.

Carter: Right across from the Arena?

Smith: Yes.

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Mr. Smith continued the presentation with the West Trade Corridor (see slide 34) and South End (see slide 35).

Howard: Any talk with Parks and Recreation about putting some type of office space there?

Smith: Yes. When we did the last referendum for bond money for parks, we specifically called out that some of that money would be earmarked for a park in South End. When you look at the aerial of South End, it looks like a hangar at an airport and it's screaming for open space. We've got good open space in the neighborhoods that are adjacent to it.

Campbell: I'd like to transition now to Plan Implementation and I know we don't have much time so I'm going to tick through these quickly (see slides 37-39). In terms of the next steps, we are asking for you all to agree to put this on the July 25 agenda for public comment. Then we will go back to the Planning Committee with another presentation and then return to this Committee for a recommendation on August 22 and hopefully final action by Council on September 12. With that I would be more than happy to respond to any additional questions that you all may have.

Cooksey: Has the linear park along 277 has shifted to more of a ward loop or is it still around?

Smith: With the cap of 277 it would be civic space. Whether it's a park or a plaza is to be defined.

Cooksey: In 2010 the idea was a linear park all around 77 and 277. So, when you threw the ward loop up there, I wondered if the linear park had been replaced by a ward loop internally.

Smith: We didn't think about it that way. The park, the loop of open space around the interior of 277 is not in this plan.

Cooksey: I'm looking forward to reading the full document.

Barnes: I make a motion to move this to full Council for a public hearing on the 25th provided that you are all going to address the issues that Mr. Zimmerman has raised prior to that time so that they can comment and you can comment on the 25th.

Carter: Second.

Cooksey: To amplify Councilmember Barnes' motion, I'm trusting that means there will be a written final version before public comments.

Howard: Two questions: The whole idea of looking at Trade St, 5th St., land and road diets. I didn't see any of that in here. Maybe that's just beyond this, but I would love for someone to study to see if we are using all that land between Trade and 5th streets. You said a mouthful Michael with the streets of Trade and Tryon not looking like Trade and Tryon. That's what's missing from this too. I hadn't thought about this until you said it. Alright, all in favor let it be

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known by saying I.

Motion carried unanimously.

II. Transit Ridership from May 28

Howard: Maybe we should hear the ridership analysis at the next meeting and hear today what Councilmember Barnes suggested, which is where we were at July 4. Jim, is that okay?

Schumacher: Yes

Flowers: I have John Trunk with me. He is over the security and safety area, and he works on each of the special events. We have provided an update to Council on the steps that we plan for our special events. The major special events are First Night, Speed Street and the 4th of July.

Barnes: This might save a moment or two. The issue that I raised at the Council meeting with you and Chief Monroe concerned the spike in ridership at a particular time that evening, and what I was curious about was whether we could identify which bus and rail stops have the greatest increase in ridership and whether there is anything instructive that we could take from that data and that night. I think you said you have it.

Flowers: We have it at the stop level and we also provide an analysis of the time of day, boardings, and alightings. We showed you how the peak ridership compared to our normal ridership and also compared to Bobcat games, which are the major events that you see here (see slide 4).

Larry Kopf presents the analysis of Blue Line Activity (see slide 5).

Carter: I wish Mr. Smith were here so he could help me out with this because I think this is an opportunity for some successful commercial business. If you have a spike like that, why not have decreased cost activities to disseminate those people for a little bit longer. It seems to me we could capture some of the money uptown with some uptown activity to delay that so that you don't have that increased surge.

Howard: You mean bars and restaurants?

Carter: Restaurants, bars and activities in parks; things like that.

Barnes: During Chief Monroe's presentation he indicated that there were people getting on the trains for free. Where did that happen?

Flowers: That happened at the 485 station. We had to do it for safety purposes. We had people standing on the track. We needed to get them off the tracks so we put them on the train. It was only one train.

Transportation & Planning Committee

Meeting Summary for June 20 , 2011

Page 14 of 16

Barnes: So it was not downtown, it was at 485?

Flowers: Yes. There were so many people queuing up for the TVM machines, they were standing on the tracks, so we loaded them.

Barnes: And so if it was happening there, Ms. Flowers, did we see that sort of activity at any of the other stops going towards uptown?

Flowers: No. 485 was probably the main station for loading people coming to the uptown area. We had a lot of people park at the 485 lot. On normal weekends, 485 and Scaleybark are the most used lots.

Barnes: Okay. What I'm hearing you say is that the bulk of the folks who were participating in Speed Street probably took the LYNX, and the bulk of the people that CMPD was talking about walking that looped around the Transportation Center and up College, drove.

Flowers: Well, some of them probably came by bus also. On a normal Saturday night, ridership includes people who come down to the entertainment venues that are adjacent to the Transit Center. We do have the Epicentre and then you have restaurants that are on the Trade and Tryon corridor, so on a normal Saturday night we do attract a lot of people down here to entertainment venues. The influx of people coming for Speed Street, I think, were serviced by rail because we had a 200% increase in rail ridership over normal Saturday ridership, and bus ridership was up 14% over our norm.

Barnes: Remember that there has been some suggestion that a lot of the young folks who were walking that loop I just talked about had taken public transportation, but it sounds like they drove on their own. Did you say 60,000 of them?

Flowers: Yes. I think they got there through a number of means. I think on a normal Saturday night they come down there from a number of different transportation means.

Barnes: What I was trying to get to then and now is whether there are some strategies that we need to put in place to control traffic in better ways and prevent that surprise spike. As Mr. Kopf indicated in the presentation, it went from a couple of thousand folks walking to 60,000 people who are all of a sudden walking in that loop. I think it caught us off guard as a city and I want to see if there is some way we can use public announcements to address some of it and to begin to deal with the usages of public transit as well as controlling inbound vehicular traffic into the center city.

Flowers: My conclusions were that public transit did what it was supposed to do.

Barnes: I think it did. But did you say there were about 5,000 more people using the buses than normal?

Flowers: Than a normal Saturday.

Transportation & Planning Committee

Meeting Summary for June 20 , 2011

Page 15 of 16

Barnes: Were there any spikes in the bus ridership? Is there a particular stop where you saw a spike in boardings for the buses?

Flowers: They were coming to the Transit Center itself and the Transit Center has so many bays in it.

Barnes: Do we not track where people get on?

Kopf: Yes we do. The Transit Center is our highest ridership stop on a regular day and it was on this day also. I think that a lot of those folks were getting off and on at the Transit Center. That's pretty typical.

Howard: What routes were they coming from? Were they coming from 7, 10, 11?

Kopf: I'd have to do more analysis to find that out.

Flowers: It's easier to do it on the rail.

Kopf: I would suspect our major routes are 9 Central Ave., 11 N. Tryon, 10 West Blvd., and I would imagine those routes did most of the work that night. But I haven't specifically drilled down to that level.

Howard: They cannot get on a bus without paying the fare.

Barnes: Right. That's what I'm getting at.

Cooksey: Ms. Flowers. I try to avoid detailed micromanagement things, but there are four ticket machines in the parking deck at 485. Why would machines on the platform drive folks to say, "go ahead and get on the train without paying." You can queue up in the parking deck.

Kopf: There are machines on the platform also and we had extra people at 485. They were overwhelmed trying to move people through the queue as quickly as possible, but the way the stairs are, a lot of them come up to the platform and queued over the track.

Cooksey: I'm envisioning them saying, "if you don't have a ticket, there are machines in the deck. Go get a ticket there." The choice was made to say, "even if you don't have a ticket, go ahead and get on."

Kopf: The problem is for the people who are out there working the crowds. At some point, people who are standing in line a long time are getting angry at you. People at some point want to make sure that people get to where they want to go. It has to be a call that people make while they are out there.

Cooksey: I field a lot of accusations that people ride for free routinely in spite of the fact that

Transportation & Planning Committee

Meeting Summary for June 20 , 2011

Page 16 of 16

when we do a ticket sweep and the numbers come back fairly good. When my constituents comment that they see people getting on for free all the time I say, "Well, do you know about the four ticket stations in the parking deck? That's where I buy mine. So if you think you see me just walk out of the parking deck and onto the train without buying a ticket, "I bought mine at a place you didn't see." That why I was thinking about those four that are inside.

Flowers: I think that was a good lesson for us in terms of the ambassadors at that station and how to control it in the future. That's a 4th of July lesson.

Schumacher: The strategy is to control the people coming from the deck. Keep the queue back away from the platform.

Flowers: And advance ticket sales for those special events.

Barnes: Thank you guys for doing this work. I don't know what the CMPD presence was like at that deck, but I don't like that idea of people riding for free. When I go to Target, if the line is long I don't just push my buggy out and go get in my car with all the stuff, so they have no business stealing a fare. You have to act right a pay your fare.

Cooksey: The message I heard was not that people on their own initiative got on the train for free, but they were directed to get on the train for free. This image of people bum rushing the train is I think fallacious one. It was a deliberate choice by CATS ambassadors to say, "Don't stand in line waiting. Go ahead, get on the train."

Barnes: There was footage of mass chaos on You Tube. Was that accurate?

Flowers: We're not sure. We have not tracked down that date on the You Tube. We think it's from that date.

Howard: I went to a concert one night at the Arena and we all came out at the platform at 3rd St. I was just worried about that bridge being about to handle it with every square foot of space having somebody in it. Have we looked at if we should limit how many people can stand on the platforms of these bridges from a safety standpoint?

Schumacher: Those are freight train bridges.

Flowers: So we owe you additional analysis on the bus origins.

Barnes: Please; And a plan for the police at 485.

The meeting adjourned at 5:07.

Transportation & Planning Committee
Monday, June 20; 3:30 – 5:00 PM
Charlotte-Mecklenburg Government Center
Room 280

Committee Members: David Howard, Chair
Michael Barnes, Vice Chair
Nancy Carter
Warren Cooksey
Patsy Kinsey

Staff Resource: Jim Schumacher

AGENDA

I. 2020 Center City Vision Plan - 45 minutes

Staff Resource: Debra Campbell & Ryan Trimble

The Charlotte Center City 2020 Vision Plan is a joint effort between the City of Charlotte, Mecklenburg County, and Charlotte Center City Partners. The plan area extends beyond the boundaries of previous planning efforts and includes adjacent neighborhoods outside of the I-277/I-77 Freeway Loop. The Center City 2020 Vision Plan provides a “big picture” framework and unifying vision for Center City’s growth and development over the next decade.

Action: Forward to Council for public comment on July 25

Attachment: 1. Center City 2020 Vision Plan Overview.ppt

II. Elizabeth Area Plan – 15 minutes

Staff Resource: Alan Goodwin

Planning staff, in conjunction with City and County staff, neighborhood organizations, and a 40-member Citizen Advisory Group, have developed the draft Elizabeth Area Plan. The plan seeks to guide future land use and development decisions in the Elizabeth area while maintaining and building upon the historic character of the neighborhood, preserving and enhancing parks and open space, and creating a more pedestrian-friendly environment.

Action: For information only

Attachment: 2. Elizabeth Area Plan.ppt

III. Transit Ridership from May 28 – 30minutes

Staff will provide an analysis of ridership on CATS’ system on Saturdays, comparing the impact of special events upon the ridership and the utilization of uptown transit facilities.

Staff Resource: Carolyn Flowers & Larry Kopf

Action: For information only

Attachment: 3. CATS Special Event Planning.ppt

Next Scheduled Meeting: Monday, July 25; 3:30 – 5:00 pm in Room 280

Distribution:	Mayor & City Council	Curt Walton, City Manager	Leadership Team
	Transportation Cabinet	Debra Campbell & Ryan Trimble	Alan Goodwin
	Carolyn Flowers & Larry Kopf		

Center City 2020 Vision Plan Overview

Transportation & Planning Council Committee Meeting
June 20, 2011



Presentation Outline

Purpose: To provide an overview of the Center City 2020 Vision Plan.

- **Plan Overview**
- **Plan Framework**
- **Plan Recommendations:**
 - Highlights of Transformative Strategies & Focus Areas
- **Implementation**
- **Next Steps**



CENTER CITY
20
20
VISION PLAN

Plan Overview Why do a plan?

- 44 - year planning history: began with Odell Plan – 1966
- 2010 Plan served as blueprint for future development
- New vision, goals & recommendations for future growth & development of the urban core
- Inspire public & private partnerships

Plan Overview
2020 Plan Boundary



More than Uptown

Focus on connecting adjacent neighborhoods & breaking down barrier of I-277

Plan Overview
Plan Development Process

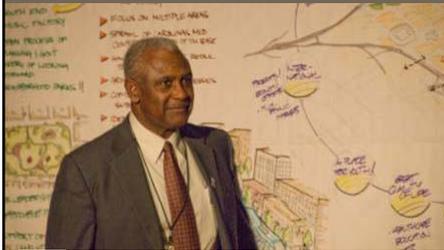




Plan Overview Community Engagement



- Steering Committee
40+ members
- Three Community Workshops
Convention Center
- Four Neighborhood Workshops
Regional Libraries
- Five Working Groups
Two meetings
- Youth Focus Groups
High School & college Students
- Website & Blog
500+ Involved through Blog



Plan Overview Community Values



- Welcoming, Culture, Diversity
- Learning, Education, Innovation
- Family-Oriented, Livability, Fun
- Business – Friendly Entrepreneurship
- Ecologically Sustainable
- Connectivity, Neighborhood Character, Walkability
- Memorable, Great Design, Historic Preservation
- Inclusivity, Accessibility, Affordability



CENTER CITY
20
20
VISION PLAN

Plan Framework



- **Enduring Vision**
- **Goals**
- **Transformative Strategies**
- **Focus Areas**

Provides the “Big Picture”

- Not parcel specific like most area plans
- Capitalizes on existing & planned investments



2020 Vision Plan
DRAFT April 2011

Plan Framework Enduring Vision

charlotte center city 2020 vision
viable | livable | memorable | sustainable



Plan Framework Enduring Vision

The Charlotte of 2020 will be a **viable**, **livable** and **memorable** community whose landscape, architecture and businesses create a **sustainable** City Center, staying true to its character while poised for a promising future.

Plan Framework Goals

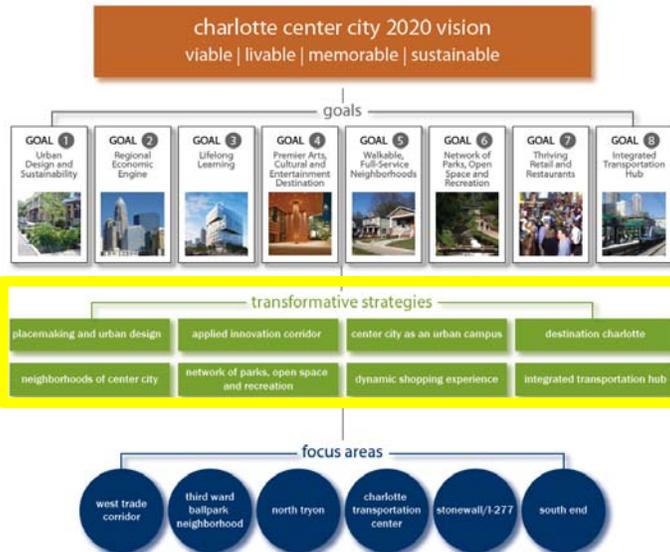
charlotte center city 2020 vision
viable | livable | memorable | sustainable



Plan Framework Goals

- Eight goals derived from the values the community expressed at multiple community workshops i.e.
 - Urban Design & Sustainability
 - Regional Economic Engine
 - Premier Arts, Cultural & Entertainment Destination
 - Walkable, Full-Service Neighborhoods
 - Network of Parks, Open Space & Recreation
 - Integrated Transportation Network

Plan Framework Transformative Strategies

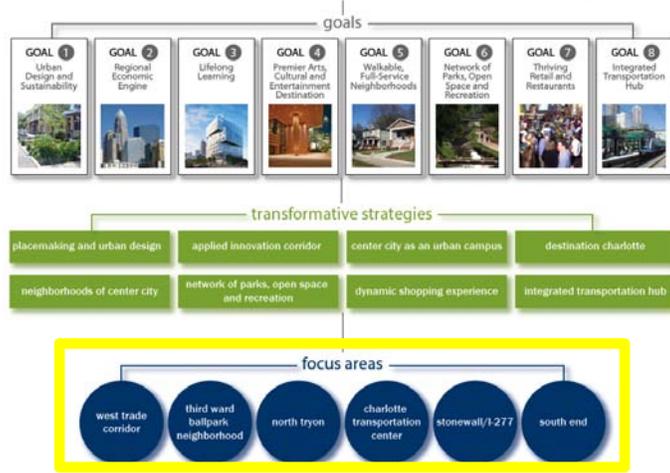


Plan Framework Transformative Strategies

- Eight strategic directives identified to elevate Center City's position among the great urban centers
- Support the Enduring Vision & eight Goals of the Plan
- Focus on retaining & attracting new residents, employers & visitors

Plan Framework Focus Areas

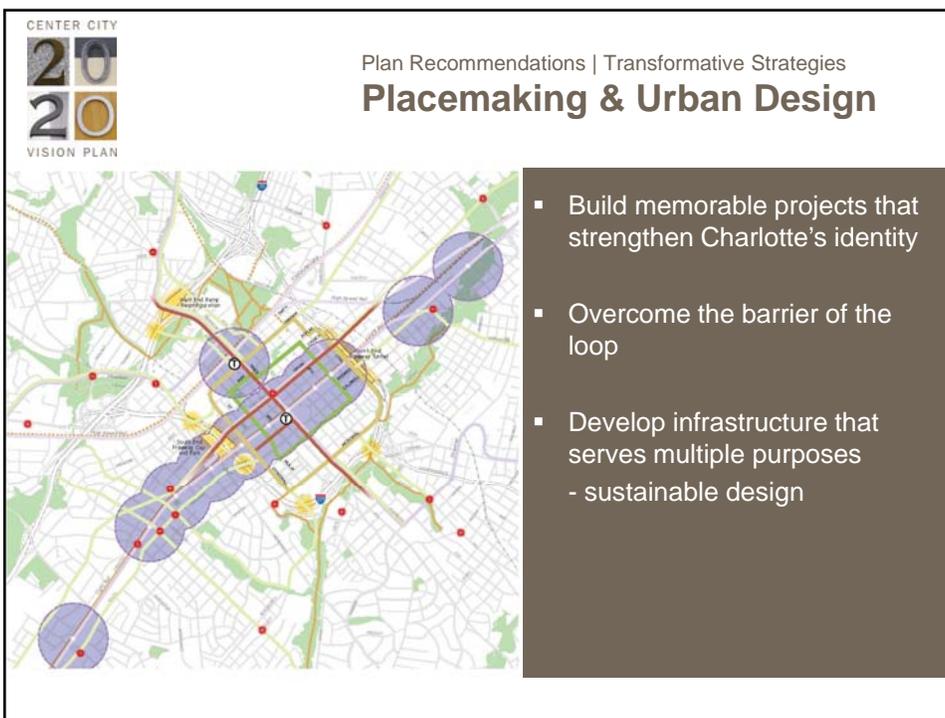
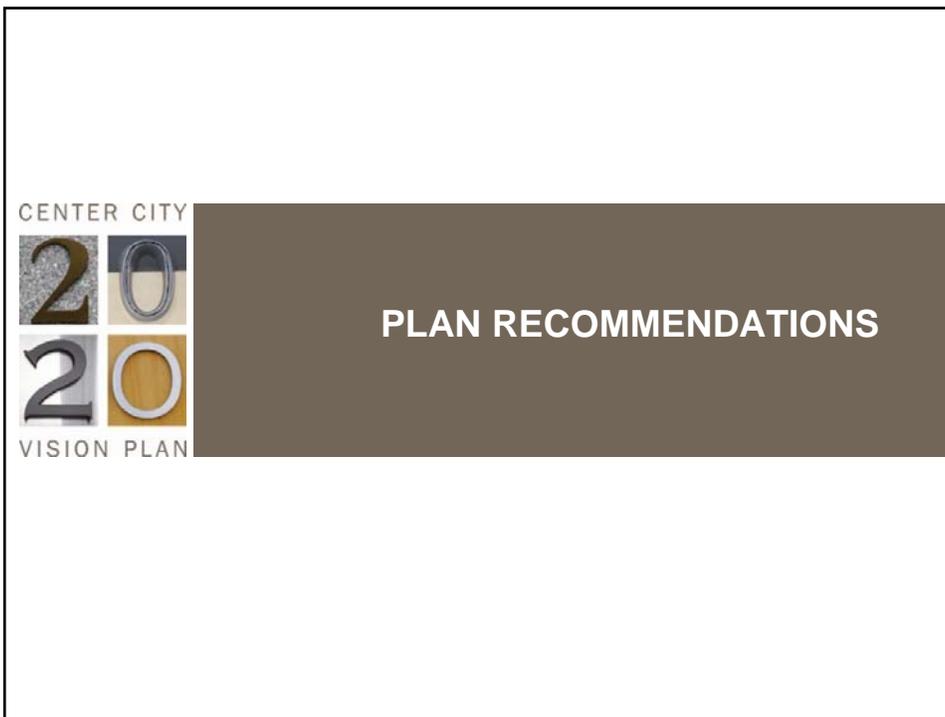
charlotte center city 2020 vision
viable | livable | memorable | sustainable



Plan Framework Focus Areas



- Potential for short-term development & implementation
- Provide key connections with adjacent areas
- Capitalize on recent & planned investments



Plan Recommendations | Transformative Strategies
Applied Innovation Corridor (AIC)



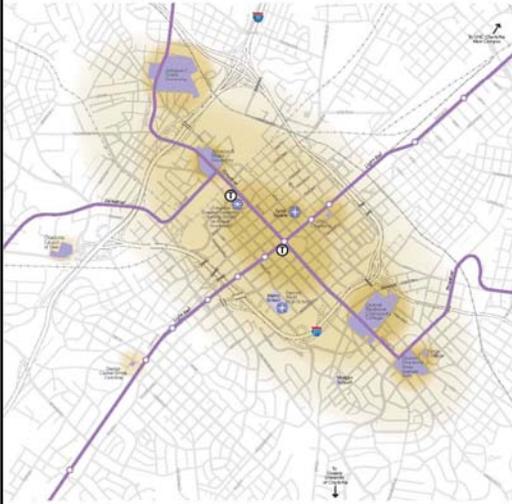
- Foster connectivity to promote research, development & innovation
- 21st century technology, energy & light manufacturing jobs

Plan Recommendations | Transformative Strategies
AIC – North End



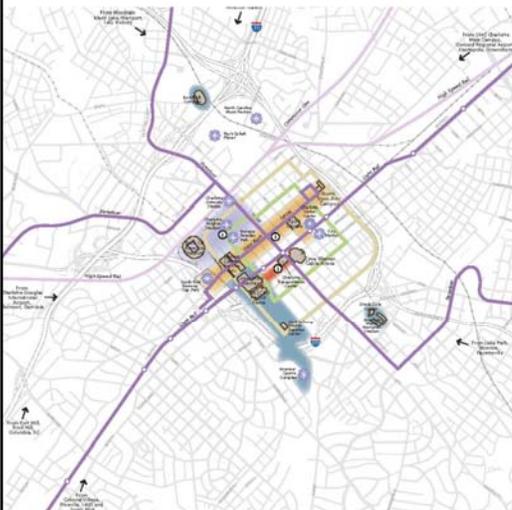
- Create & implement a North End strategy to attract innovative industries
 - Workforce Housing
 - Tech-based businesses

Plan Recommendations | Transformative Strategies
Center City Urban Campus



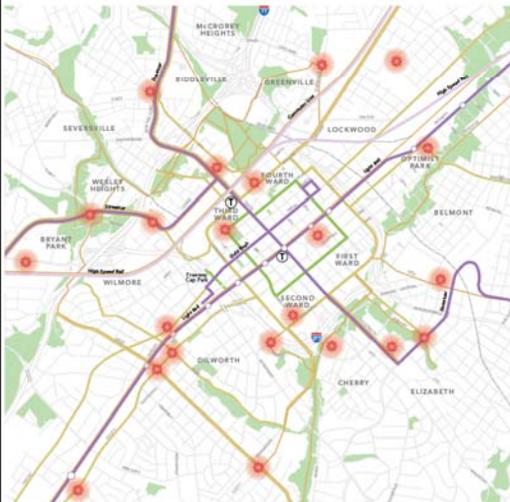
- Strengthen connections through transit, biking & walking options
- Establish shared programs & partnerships
- Establish new educational opportunities
 - Medical school
 - High school
 - Art & design school

Plan Recommendations | Transformative Strategies
Destination Charlotte



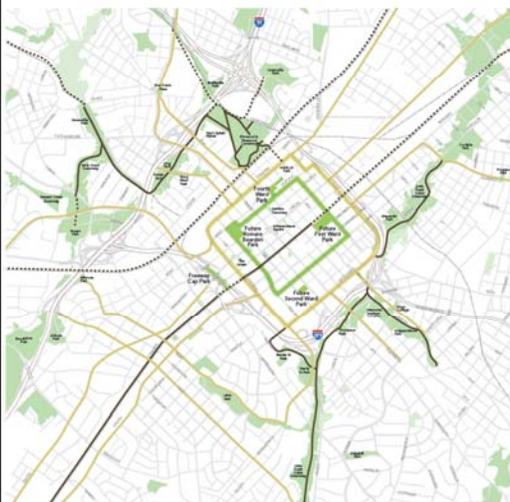
- Establish “Amateur Sports Cluster” to draw regional & national visitors
- Link existing & new arts, cultural & entertainment venues with memorable infrastructure
 - MLK Blvd
 - Brevard Street
- Convention center expansion & new hotel

Plan Recommendations | Transformative Strategies
Neighborhoods of Center City



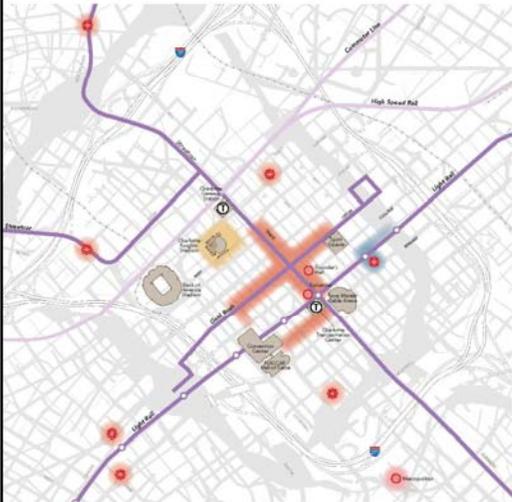
- Preserve & enhance neighborhoods
- Establish new neighborhood centers & strengthen existing centers
 - retail
 - civic, arts & cultural venues
 - public space
- Improve linkages between neighborhood centers & to Uptown

Plan Recommendations | Transformative Strategies
Network of Parks, Open Space & Recreation



- Continue to create a unique parks & recreation network
 - Greenways
 - "Ward Loop"
 - "Boulevard Loop"
 - "Rail Trail"
- Revitalize existing & build planned parks
 - Frazier & Bryant Parks
 - Bearden & Second Ward Parks

Plan Recommendations | Transformative Strategies
Dynamic Shopping Experience



- Develop & implement retail strategy to complement urban experience
- Create strategic retail clusters
 - Tryon Street
 - Trade Street
 - Brevard Street
 - The Green & Center for the Arts
 - Ballpark neighborhood
 - Neighborhood centers

Plan Recommendations | Transformative Strategies
Integrated Transportation Network



- Leverage the “dual hub” of Gateway Station & the Charlotte Transportation Center
 - employment centers
 - mixed use development
- Comprehensive I-277 Study
- True ‘City of Bikes’

Plan Framework Focus Areas



- Stonewall / I-277
- Ballpark Neighborhood
- North Tryon
- Charlotte Transportation Center
- West Trade Corridor
- South End

Plan Framework | Focus Areas Stonewall / I-277



- Coordinated design & development of high density, mixed use projects
- Redesign Stonewall Street to become southern section of Boulevard Loop
- Bridge the freeway with phased development

Plan Framework | Focus Areas
Ballpark Neighborhood



- Complete the proposed Knights Stadium to catalyze the area's development
- Integrate mixed use development into the design of Gateway Station & areas surrounding the stadium

Plan Framework | Focus Areas
North Tryon



- Instigate private sector redevelopment of the Hal Marshall site
 - include public arts, cultural and/or educational facilities similar to Levine Center for the Arts
- Connect across I-277 loop & support North End development

Plan Framework | Focus Areas
Charlotte Transportation Center



- Build a bold, new Charlotte Transportation Center
- Integrate new hospitality, entertainment & residential opportunities with an iconic civic plaza
 - Brevard Street

Plan Framework | Focus Areas
West Trade Corridor

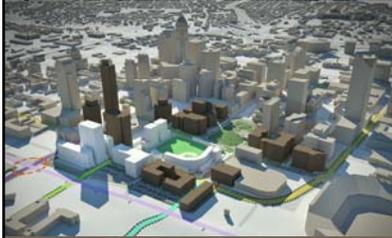


- Establish a strong mixed-use community anchor around Five Points
- Improve Trade Street through planned streetcar, streetscape improvements & gateway elements to spur development

Plan Framework | Focus Areas **South End**



- Focus new development along Camden Road, including creation of a new “neighborhood square”
- Attract an art and design school to further the development of a creative identity for South End



Plan Implementation

- Sensitive to current economic climate
- Overarching priorities
- Identifies public & private partnerships
- Builds on & leverages existing investments & initiatives

CENTER CITY



VISION PLAN

NEXT STEPS



Next Steps Adoption Schedule

- **June/July** Public Comment
- **July 19** Planning Committee
- **July 25** City Council Public Comment
- **August 22** Transportation & Planning Council Committee
- **September 12** City Council Final Recommendation

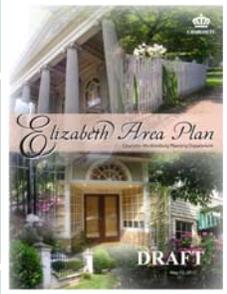


Questions?





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Elizabeth Area Plan
DRAFT

Transportation and Planning Committee
June 20, 2011

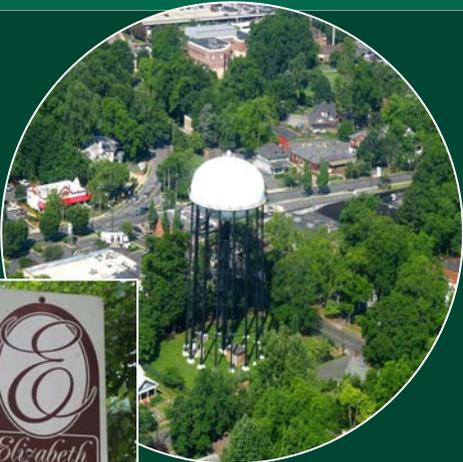
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CITY OF CHARLOTTE

Today's Presentation

- Plan Overview
- **Plan Development**
- Highlights of Draft Plan and Policies
- **Plan Implementation**
- Next Steps



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Elizabeth Area Plan Area Plan Boundary

Elizabeth Plan Boundary
Elizabeth Neighborhood

Produced by the Charlotte-Mecklenburg Planning Department
Date: May 2011

Plan Area

- **Area: 630 acres**
- **Population: 3,401**
(2010 Census)

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Plan Development Process

<p style="font-size: 8px;">Data Collection and Analysis 2009 - 2011</p>	Public Kickoff Meeting September 2009		Draft Document Winter 2011
	▽		▽
	Advisory Group Meetings (11) October 2009- November 2010		Final Public Meeting May 12, 2011
	▽		▽
Information Refinement Fall 2010 / Winter 2011		Review and Adoption - Spring/Summer 2011 <ul style="list-style-type: none"> • Public Comments with Planning Committee • Review and Recommendation by Planning Committee • Public Comments with City Council • Review and Recommendation by Council Committee • Review and Adoption by City Council 	

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CITY OF CHARLOTTE



Draft Plan



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CITY OF CHARLOTTE

Vision and Goals



Vision Statement

Elizabeth is a community that embraces its urban vitality, preserving its historic heritage and diversity of residential and commercial institutions. The area is a finely woven tapestry that delicately balances the buildings, open spaces, landscapes, and pedestrian scale. Elizabeth will strive to accommodate area-contextual housing types for various income levels.

Goals

- Preserve neighborhood character and scale
- Well-conceived infill development
- Broad community participation

Land Use

- Well-conceived infill development

Community Design

- Land Use

Transportation

- Infrastructure and Public Facilities
- Natural Environment

Land use and development important to the ongoing vitality of the area will be encouraged and balanced with neighborhood preservation. There should be broad community participation in planning and development decisions that affect the fabric of the community.

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Plan Concept

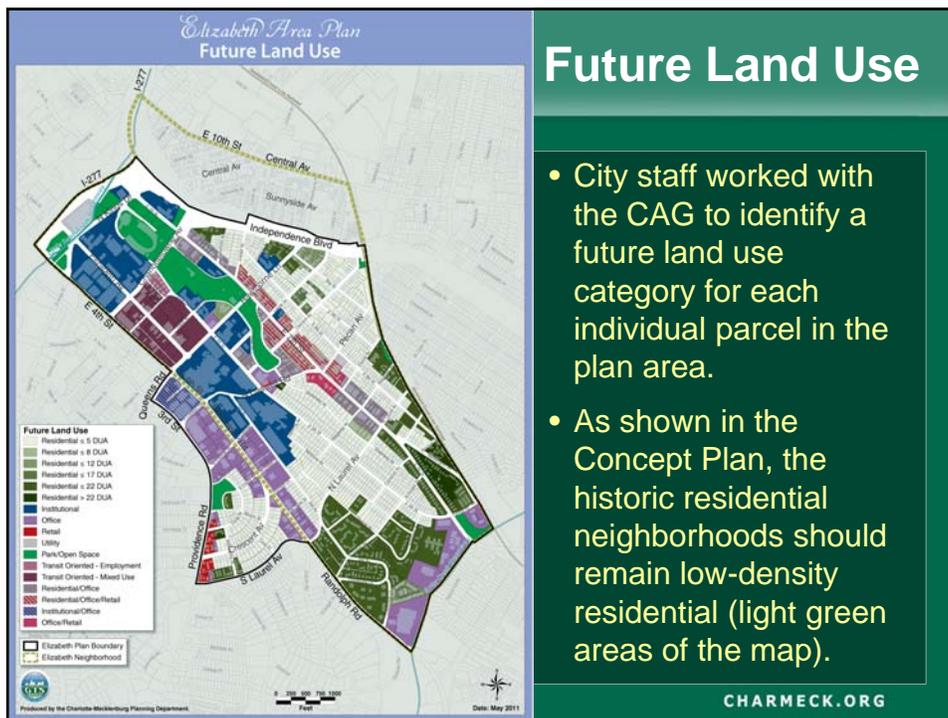
- ✓ Maintain and build upon the character of the established historic neighborhood
- ✓ Preserve and enhance parks and open space
- ✓ Create a more inviting pedestrian environment
- ✓ Recognize the importance of institutional and office uses
- ✓ Continue the transition to more intense, mixed use development near future transit stations and selected streetcar stops

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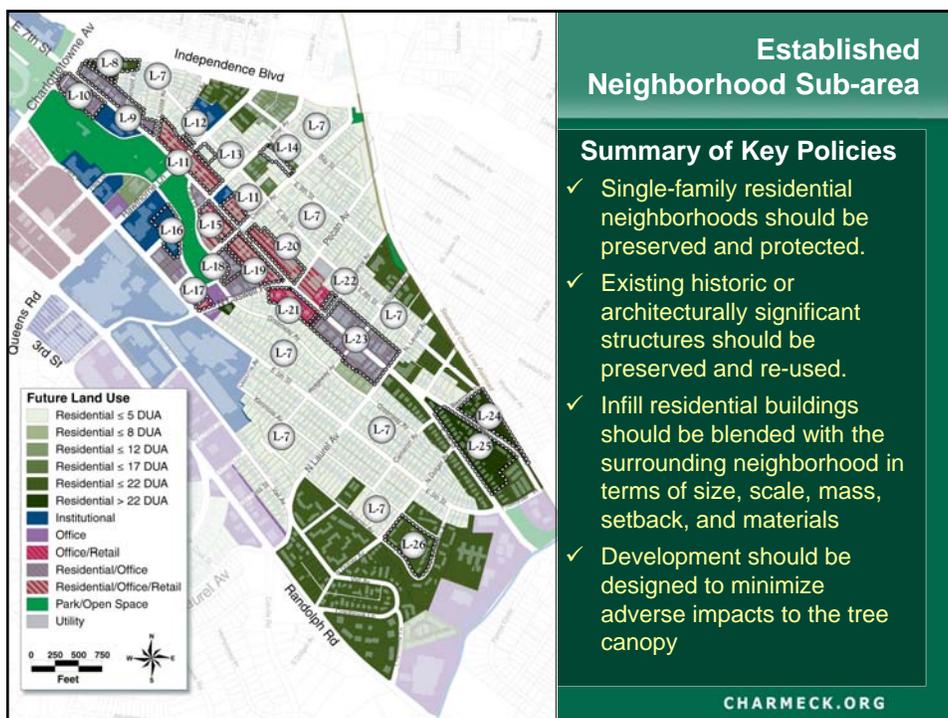
Land Use and Design Policies

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Future Land Use

- City staff worked with the CAG to identify a future land use category for each individual parcel in the plan area.
- As shown in the Concept Plan, the historic residential neighborhoods should remain low-density residential (light green areas of the map).

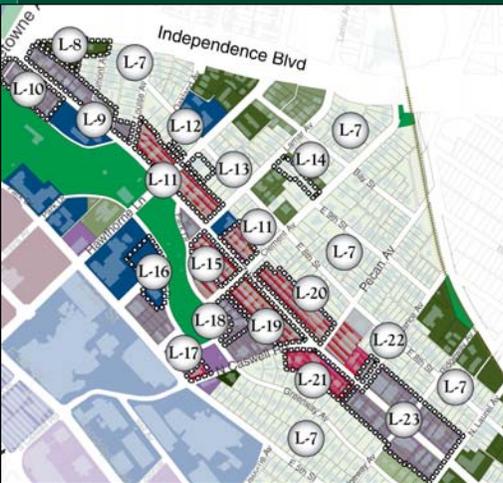


Established Neighborhood Sub-area

Summary of Key Policies

- ✓ Single-family residential neighborhoods should be preserved and protected.
- ✓ Existing historic or architecturally significant structures should be preserved and re-used.
- ✓ Infill residential buildings should be blended with the surrounding neighborhood in terms of size, scale, mass, setback, and materials
- ✓ Development should be designed to minimize adverse impacts to the tree canopy

CITY OF CHARLOTTE **East Seventh Street Land Use**

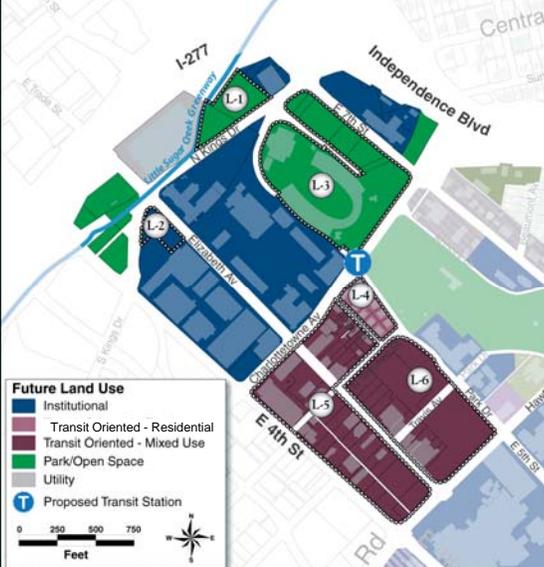


Summary of Key Policies

- ✓ As the area's neighborhood-serving commercial center, East Seventh Street should have a mix of uses (retail, office, and residential).
- ✓ Retail uses should be concentrated between Louise and Clarice Avenues.
- ✓ Encourage architectural design that complements the style, character, and materials of surrounding structures.
- ✓ Development should be sensitive to adjacent residential areas.
- ✓ Encourage the use of publicly-owned alleys for access to garages and parking

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CITY OF CHARLOTTE **Transit Station Sub-area**



Future Land Use

- Institutional
- Transit Oriented - Residential
- Transit Oriented - Mixed Use
- Park/Open Space
- Utility
- Proposed Transit Station

Summary of Key Policies

- ✓ Maintain Memorial Stadium/Grady Cole site as Park/Open Space.
- ✓ Encourage a mix of residential, office, service-oriented, retail, and civic uses.
- ✓ Disallow automobile-dependent uses, such as automobile sales lots, car washes, and drive-thru windows.
- ✓ Minimize setbacks and locate parking to the rear.
- ✓ Design open spaces to be centers of activity that include items such as benches, fountains, and public art.

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CITY OF CHARLOTTE

Key Transportation Policies

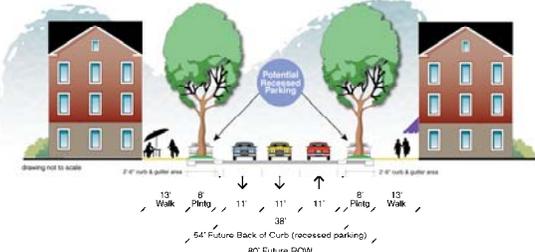
- No widening of East Seventh Street for travel lanes
- Pursue additional pedestrian crossings of East Seventh Street, Pecan Avenue, and Caswell Road
- Coordinate conversion (or “diet”) of Hawthorne Lane with new streetcar
- Provide cross-section diagrams for major plan area streets





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B1 East Seventh Street (Louise Avenue to Clarice Avenue)



B1 Future Development Standards	
Roadway and On-Street Parking	<ul style="list-style-type: none"> • Three 11' travel lanes • Center lane is either reversible travel lane (peak hours) or turn lane (off-peak) • 2' 6" curb and gutter • No bicycle lanes or additional travel lanes are included, based on the plan policy (T-2) of not widening the street • Recessed parking may be installed in place of the planting strip where it can be accommodated without damage to existing mature trees • Recessed parking must be broken up with vegetated bump-outs with street trees at minimum 100' intervals • Except for recessed parking spaces, curb lines will remain at existing locations
Planting Strip	<ul style="list-style-type: none"> • 8' planting strip with street trees per Charlotte Tree Ordinance
Sidewalk	<ul style="list-style-type: none"> • 13' sidewalk • Sidewalk may accommodate outdoor dining, pedestrian amenities, decorative lighting, public art • Optional street trees in curbed planters near street-side edge of sidewalk
Recommended Building Setbacks	<ul style="list-style-type: none"> • At back edge of sidewalk (21' from back of curb), or as near to back of sidewalk as zoning permits



East Seventh Street near Caswell intersection.

Sample Cross-Section Diagram

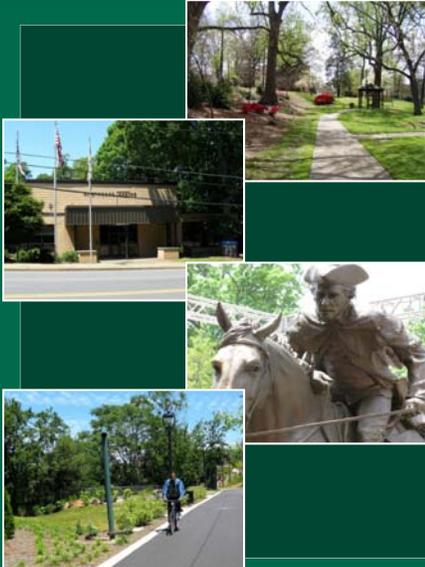
East Seventh Street (Louise Avenue to Clarice Avenue)

- Cross-section diagrams provide location, details, and dimensions for various elements of the streetscape
- Keyed to a location map

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Infrastructure and Community Facilities



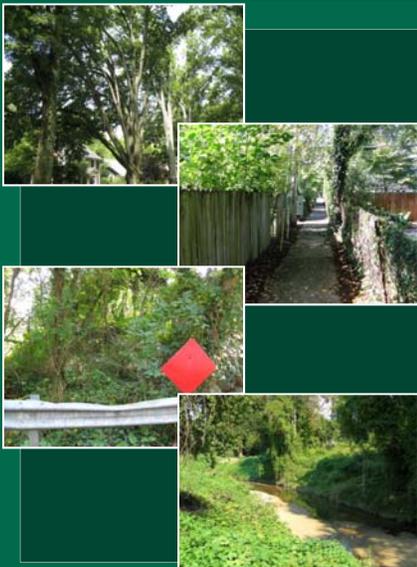
Summary of Key Policies

- ✓ Preserve the existing character of the portion of Independence Park southeast of Hawthorne Lane.
- ✓ Maintain public parks and recreational facilities in good condition and make them available for use by the community to the greatest extent feasible.
- ✓ Encourage the incorporation of public art into existing parks, greenways, and open spaces, and include public art as an integral component in the design of new park facilities.
- ✓ Provide additional pedestrian and bicycle connections within the neighborhood and between greenways and neighborhood parks and open spaces.

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 CITY OF CHARLOTTE

Natural Environment



Summary of Key Policies

- ✓ Minimize impacts to existing tree canopy when developing, maintaining, or constructing streets, sidewalks, pedestrian/bicycle paths, public facilities, and utilities.
- ✓ Maintain a high level of street connectivity and encourage new connections for pedestrian and bicycle travel to reduce vehicle miles travelled.
- ✓ Encourage the use of low impact design to facilitate better water quality protection.
- ✓ Utilize innovative best management practices for urban development and redevelopment projects.

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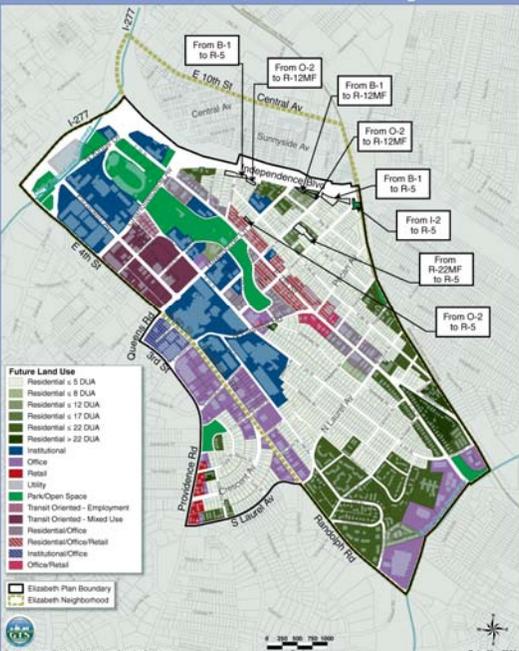


Plan Implementation



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Elizabeth Area Plan
Recommended Corrective Rezoning



Map 8

Produced by the Charlotte-Mecklenburg Planning Department
Date: May 2011

Recommended Corrective Rezoning

Through a separate process, that includes a public hearing, the Planning Department will initiate corrective rezonings identified in the Concept Plan.

Corrective rezonings should be considered for the following reasons:

1. To align zoning with existing land use to protect the surrounding residential area.
2. To align zoning with adopted future land use.
3. To protect environmentally sensitive areas.

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 CITY OF CHARLOTTE

Streetscape Implementation

Example: East Seventh Street
How do we transform the existing streetscape to the desired future street cross-section?

Urban Rezoning Cases

- Rezoning to one of the urban zoning districts (e.g. MUDD or UR) requires compliance with the adopted streetscape plan.

By-Right Development

- Right-of-way for future streetscape is protected but not built. Voluntary compliance only.

PED Overlay District

- Streetscape required of any significant expansion and/or re-development
- Level of community support for this option is unclear at this time, but will be discussed at June 15 CAG meeting.



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Next Steps – Plan Adoption



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Next Steps

Proposed Plan Review and Adoption Schedule

May 17	Planning Committee – Public Comments
June 15	CAG Meeting
June 20	City Council Committee – Introduction
June 21	Planning Committee – Recommendation
June 27	City Council – Public Comments
July 25*	City Council Committee – Recommendation
August 22*	City Council – Adoption

*tentative date



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 CITY OF CHARLOTTE



Thank You



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CATS
CHARLOTTE AREA TRANSIT SYSTEM

CATS Special Event Planning

Monday, June 20, 2011

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CITY OF CHARLOTTE

Summary of Ridership Analysis

- Transit ridership and service to Uptown was due to a combination of serving entertainment venues in center city overlaid with a Speed Street, a major special event
- This is reflected in the distribution of ridership alightings and boardings between 3rd Street Station for Speed Street and CTC which serves entertainment destinations (such as Epicenter and Square area)

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 **Conclusions**

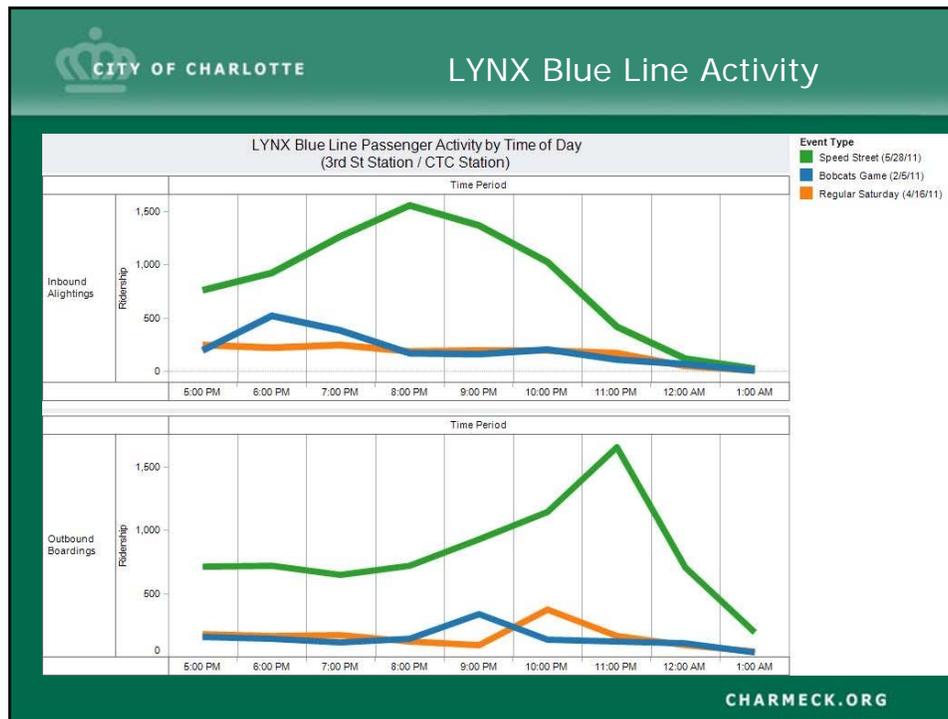
- Transit provided access, mobility options and congestion relief for Uptown events
- In the past three years, transit ridership has increased for special events
- Transit has been successful in serving the concentration of events and venues in Uptown Charlotte

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 **Special Event Ridership**

DATE	RAIL	LOCAL BUS	BUS CIRCULATORS	79X- EXPRESS TO CONCORD
5/28/11	31,797	35,729	2,631	152
Prior Year	35,703	31,081	2,012	109
Average Saturday Ridership	10,000	30,000	3,000	

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 CITY OF CHARLOTTE

Planning for Special Events

- Objective: Provide Adequate Transit Services, Crowd Control And Congestion Mitigation
 - **Extra Security Deployment**
 - Meet on monthly basis with CMPD and meetings are scheduled for planning all special events
 - Extra contingent of CMPD/Transit officers, Company Police and CATS Safety and Security are scheduled
 - Extra staff assigned to observing cameras

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Planning for Special Events

– Crowd Control Measures

- Barricades on Trade Street entrance to restrict access
- Portable lighting
- All bus movement from Center is directed to Fourth Street
- Officers stationed on Fourth Street, along Trade Street and at CTC and Third Street platforms
- Contingent fleet of ten extra buses are stationed near CTC to service demand needs
- Extra trains are put into service
- Bus bridge is used to transport train passengers directly back to I-485 station if demanded
- Retail at CTC is closed at 9:00 p.m. to ensure that CTC is only used for transit purposes

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Charlotte City Council
Community Safety Committee
Meeting Summary for June 29, 2011

COMMITTEE AGENDA TOPICS

- I. **Subject:** **Youth Protection Ordinance**
Action: None
- II. **Subject:** **Next Meeting**
Wednesday, September 21, 2011 at noon in Room 280

COMMITTEE INFORMATION

Present: Patrick Cannon, Patsy Kinsey, Michael Barnes, Andy Dulin, and Edwin Peacock
Time: 12:05 pm – 1:35 pm

ATTACHMENTS

1. Agenda Package

DISCUSSION HIGHLIGHTS

Chairman Cannon called the meeting to order and asked everyone in the room to introduce themselves. He then turned the meeting over to Assistant City Manager Eric Campbell to introduce the agenda item.

I. **Youth Protection Ordinance**

Mr. Campbell stated that a referral was made by the City Council to review the Youth Protection Ordinance for the City. The City Attorney's Office and staff will review the information we currently have, walk you through some of the options regarding the current practice in the Youth Protection Ordinance and give you some options and things you can consider going forward. He then turned it over to Police Attorney Mark Newbold.

Community Safety Committee

Meeting Summary for June 29, 2011

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Chairman Cannon question if we have the authority to be able to actually change the age of the Youth Ordinance to 17 years of age and Mr. Newbold responded that he thought we could, but there are specific exceptions to that ordinance that would have to be crafted. Those things are always subject to challenge. The key is in the exceptions, which allows certain youth to be out at certain times. Mr. Newbold went on to describe the constitutional boundaries that confront anybody or any city that is trying to regulate or have a curfew in place; the rights of children, the rights of parents and the governmental interests.

Mr. Newbold said when you have any type of constitutional issue you are looking at a balancing test. When you have individual rights, which the courts have recognized that children have a modified level, those have to be balanced against a type of governmental interest and when the governmental interest outweighs those individual civil liberties that people have, the government can regulate in some circumstances. When we are talking about children, the court does recognize that children do have protected constitutional interest. It is not protected at the same level as adults. The younger the child is the more control parents can have; likewise the more control a state or city can place upon that child. The next piece to look at when dealing with a curfew is the parents and the courts have recognized for a long period of time that when you are dealing that very personal relationship that a parent has with a child, it is very difficult to regulate in that area. Courts are very reluctant to approve any type of restriction on that in a relationship you have with a child. However, in our Circuit, our courts have separated the curfew from that personal relationship and they recognize that there is a certain point when the governmental interest gets to a certain level that we can regulate a curfew and not interfere with a legitimate constitutional interest that a parent has. Parents also have a qualified or limited right when it comes to curfews.

Mr. Newbold stated that when looking at the governmental interest many times the Supreme Court has recognized public safety and making sure that people are free from fear of crime. It is a legitimate place to regulate. It is a good place for Council and state legislatures to look at and see what they can do to help protect their community. The three things the courts are most focused on protecting minors from victimization, preventing minors from exposure to criminal activity, and reinforcing the role of the parent in raising children. One of those is to protect the child. If the parent can't protect the child, the courts have allowed us, in very limited services, to step in temporarily and take away custody, but help a parent to make sure that child is taken care.

Mr. Newbold continued and stated that ordinances dealing with curfews are highly litigated and there are two tests that generally pop up when you are trying to look at and predict the kind of ordinance we want. There is the strict scrutiny test and the intermediate scrutiny test. The Fourth Circuit says the appropriate test is an intermediate scrutiny and that is if you have a qualified constitutional protective interest. Our ordinance was modeled from Charlottesville and Dallas' ordinance, which passes the strict scrutiny test. Currently, our ordinance is 15 and under and we need to look at whether we can do 16 and possibly 17. The older the child the more restrictions and exceptions you have to have.

Barnes: Talk briefly about how the right to assembly has been addressed by the courts under these ordinances.

Community Safety Committee

Meeting Summary for June 29, 2011

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Newbold: I haven't seen a lot under right to assembly. I have seen some discussion about the right to attend religious services as being one of those clear First Amendment rights that there is absolutely no doubt that a child is going or coming to a religious function. I think a court would look to any type of right of assembly that is normally respected as part of a political speech as being highly protected, as opposed to commercial speech. That is part of free speech, but I think if a child or somebody that is within the parameters of curfew were attending a political rally, I do think the court would say that is something that needs to be protected and that should not be something that is regulated. I have not seen a lot of cases specifically address that issue.

Captain Pete Davis began reviewing the "Youth Protection Ordinance Overview" presentation (copy attached). Captain Davis reviewed and described the purpose of the ordinance, the enforcement jurisdictions, the curfew hours, the different exceptions and offenses, officer responsibilities, arrest processes, the area statistics and comparable ordinances from other cities.

Kinsey: Can a 16 or 18 year old not be the adult in charge of a juvenile?

Davis: An 18 year old can be in charge of a juvenile with parental consent, but not a 16 or 17 year old.

Kinsey: So, 18 is the cutoff for that?

Davis: Yes, and one of the recommendations that we would ask the Council to consider is to raise that age from 18 to 21 because a 21 year old is more responsible than an 18 year old.

Barnes: Let's talk about that parenting class you mention. How successful have the parents who have been through that course been, in terms of overall improvement?

Davis: I do not know the answer to that question.

Barnes: Can you find out?

Davis: Yes, I will. I did speak with the Director of the Center and she did say that parents were very engaged and they were appreciative of what they received from the training.

Barnes: Here is what would be useful for me. I would like to know how many people have been through the class in the last two years and what has been the recidivism rate, if any for the children, as well as, if we notice if they have any siblings who may have offended at some other point in time. In other words, I would like to get sort of a broad overview of the parenting course. Also, I would like to know whether the Friday mid-night curfew is just because we want to give people an additional hour on a Friday night because I would think there is a possibility that it should be 11:00 on Fridays as well, but I would like to hear your thoughts on that.

Peacock: With regards to Mr. Barnes' question, I would like to know who finances that and get the budget figures for how that is funded.

Kinsey: Do most parents opt for the parenting class rather than paying the fine or do you know

Community Safety Committee

Meeting Summary for June 29, 2011

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that?

Davis: Yes, they are opting for the parenting class.

Kinsey: Where do you take the juvenile in temporary custody?

Vicki Foster: We don't have anywhere to take them. There is not a facility or a holding place for them. We take them into custody and that could be at the Team Office or the main station.

Cannon: In Baltimore, Maryland they have a curfew shelter where they actually take the children to; a safe haven until the parent comes to get them.

Foster: It is a good thing and something we can look into and consider. Part of our issue is that we are tied up for hours on end because you have to hold that child.

Dulin: We do have the PAL facility over in Greenville. It is a great building.

Barnes: Along those lines, I recall that there is some excess capacity at Jail North. Is that still true?

Foster: I'm not sure. I have heard that, but I don't know what the current status is.

Kinsey: Along those lines, they also, unless they have changed it, have a juvenile area or a detention area.

Barnes: I'm not suggesting jail, I'm saying in terms of a safe place for them to wait.

Kinsey: They have in the general area a safe place I guess is what I was saying. I do know they built one some years ago.

Peacock: The presentation says a juvenile can be transported to the Gaston Detention Center. Is that in Gaston County?

Davis: Yes, there was one in Mecklenburg County, but it closed down a couple years ago so that is the nearest Juvenile Detention facility that we have. It used to be that we would transfer the juvenile to wherever they had space available. Sometimes we would go to Wilmington, but now we go to the Gaston Detention Center and the Department of Juvenile Justice has the responsibility to provide transportation for them.

Barnes: I wanted to ask you about the trend I think I see and that is that there have been fewer curfew cases, fewer general violators, fewer juvenile arrests and fewer adult arrests associated with juvenile violations. Is that because of the overall decrease in our crime stats or is it because our officers are giving people an opportunity to correct their behavior and not necessarily arrest them at the first opportunity?

Davis: It is a combination of all of that. Basically, with our department, we use the curfew

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strategically or situationally and that drives how we interact with juveniles regarding the curfew. If we thought that our rise in crime was the result of even juvenile victimization or juvenile committing criminal acts during curfew hours, we would strictly enforce the curfew to achieve our goals, but based upon our analysis of the crime, that is not the case.

Peacock: If, for example, an officer sees a child walking in the pattern that we saw in the video between College and the Transportation Center and the EpiCentre, just in a continual circle and the officer recognizes that we've got a youth that is clearly under 16, just walking out there after 11:00 p.m. on a Friday night and they are not doing anything at all, could we arrest them?

Davis: The process would be for the officer to address the juvenile, try to find out what the situation is. If the officer has probable cause to believe that the juvenile is in violation of the ordinance then yes, the officer would take that juvenile into custody. One thing that we do during the special events uptown is we have a juvenile arrest processing center at the Headquarters building.

Peacock: Your statistics show that the enforcement of the curfew is going down since 2007 and based on the incident and us realizing that you had almost 35,000 youths in our Uptown corridor at Speed Street, after a certain hour couldn't the Charlotte-Mecklenburg Police Department just begin pulling youth literally off the street and arresting them for what occurred?

Davis: We cannot without conducting some sort of investigation to determine the circumstances. If the juvenile is exercising one of those twelve exceptions, then no, we can't touch them, but we should investigate to try to ascertain what the situation is. If the juvenile is in violation of the ordinance then we should take action. When it comes to the major events, if we come in contact with a juvenile it is a zero tolerance situation, meaning that regardless of, except for the 12 exceptions of course, regardless of why you are there you are going to be temporarily apprehended and taken to the headquarters building to be processed.

Foster: Just to add a little bit to what you are asking, in the scheme of 35,000 kids, we don't have the resources to do that, but what we typically do is if we see some that are causing problems those are the ones that we address first and try to pull those away. When you have 35,000 kids it is virtually impossible to check youth protection ordinance violations on all of them. We are learning from that event and will be doing things differently. For the 4th of July, we are working with CATS more closely; we are looking at social media more closely and looking to see how kids are coming uptown, why they are coming, and why they are coming in groups. There are things that we are doing differently to try to better prepare, but you know you can never prepare for 35,000 kids.

Peacock: Are one of those preparation items, and could this be a remedy to a larger scenario where you are not actually detaining an individual, but CMPD is simply saying curfew is at midnight and if you use the loud speaker or if there was an announcement over the Transportation Center that if you are under a certain age, then you are violating the current law.

Foster: The problem is you can make the announcement, but if you don't enforce it, it means nothing so that is where a lot of the problem is.

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Peacock: Well, we should be putting our foot down and make them aware. You can have police officers on the segways simply saying, "it is time to go home if you are under 16." You are not arresting each one of them, but what you are trying to do is take care of crowd control, trying to take elements off the street that probably should not be there at that time and it could lead to trouble. Could that have prevented what occurred unfortunately several weeks ago?

Davis: I used to work off duty at the Transit Center, about three years ago and when we had major events uptown, we would do exactly what you said, over the loud speaker and let them know that curfew starts in 30 minutes and give them time and then say curfew starts in 15 minutes and in a lot of situations that did clear the Transit Center of the juvenile who was not with a responsible adult.

Cannon: We don't know if they went home or not.

Davis: No, I just know they got on the bus.

Cannon: What we are talking about is not just about uptown. A lot of the calls I've gotten were concerns from folks in southeast Charlotte.

Barnes: I wanted to ask a question regarding the Speed Street night, which is obviously where all of this sprang up. I recall seeing some data presented by either CMPD or CATS regarding when the crowds began to disperse. Do you recall what time that started?

Darrellyn Kiser: It was about 1:00 a.m.

Kinsey: What if your 17-year old is taking their 15-year old cousin from his house back to their house, that is point to point, why would that not be an exception?

Newbold: It might be something to look at, but it isn't under the current ordinance. When we look at restricting 16 and 17-year olds, there are going to be additional concerns because we all expect a 17-year old to have a little more freedom of movement unless a parent has said no, but as the age increases the exceptions will have to increase also. One of the policy issues for Council to look at is should there be any point to point that is different for 15 year olds than it is for a 17-year old. We certainly could make that exception and there is nothing to prohibit you from doing that.

Barnes: If you've got a 16-year old driver with three 13-year olds in the car, leaving Speed Street I would expect the ordinance to be enforced if the officer has probable cause.

Newbold: The officer has to have a reason to pull the vehicle.

Barnes: What I'm saying is it is very difficult to make an exception that is not subjective, which creates constitutional issues with enforcement of the ordinance.

Newbold: I think when you are dealing with 16 and 17-olds in the presence of 10, 12, 13-year

Community Safety Committee

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olds, we recognize that is a different issue than the 16 and 17-year old taking a family member. How does the officer tell how old they are? The officer tells by pulling them over, detaining them for a limited period of time, and asking questions.

Barnes: With respect to that geographical limitation in Austin, what has been their experience in terms of violations, enforcement, and what have they seen outside of that geographical limitation, in terms of violations of the curfew? When we visited there a couple years ago it had a similar feel of Charlotte in some respects.

Davis: I can research that and get back to you.

Barnes: I'd be interested in knowing that because I've had some thought about whether we should consider specific changes for uptown, but I don't want uptown to be quiet and dispersing it to southeast Charlotte. I want the whole city to be as quiet as possible so if we can find some way to address 35,000 kids. What I want to find out is if we consider geographic limitations based upon data from other cities, do those limitations have the effect of forcing problems in other parts of the city or is it the experience of these cities that the problem tends to go away citywide?

Davis: I'm going to assume, based upon my experience in law enforcement, that displacement takes place, meaning that it does not occur in the uptown area, but it is pushed out in other areas of the city or county.

Barnes: What I would submit is that we maybe consider having a specific change application for uptown, otherwise leaving the curfew written as is.

Cannon: I want us to be careful of what the perception would be of the overall community versus the reality on a proposal as such. I would be careful going in that direction because some would suggest that you are targeting.

Barnes: Well, I am targeting and it is targeting people either under 18 or under 17. There is some targeting going on, but unlike every other part of the city, we have a Transportation Center that is in center city Charlotte. There is no Transportation Center anywhere else in the City so people can use mass transit or even private transportation to meet in uptown like no other place in the City. It is not as easy to have those sorts of mass congregations of people in other places as it is for uptown and I think it is targeting, but it is targeting for the purposes of protecting young people. The concern I have for a lot of young people is they do something stupid while they are a kid and they have that record and they have to deal with it even though it may be a juvenile violation.

Cannon: Here is what I think we probably get ourselves into if we designate it for just uptown. We can allow ourselves to swing and miss, swing and miss those that are outside of the uptown area where the numbers already suggest that the number of arrests that occur are actually higher throughout the rest of the City of Charlotte than they are in uptown itself.

Barnes: Another issue for me is that uptown is about 5 square miles and the city is 208 square

Community Safety Committee

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miles, so it is out of that 3 or 4 square mile area that you have a concentration of issues. You are right with respect to the rest of the city there are more arrests for that group of young people under 18 and under 17, but it is a much larger geography that we are talking about.

Peacock: I think Mr. Barnes makes a valid point and just as we've gotten through the revisions of our Noise Ordinance which took into consideration some of the uptown establishments, unlike any time in our city's history, uptown is becoming a destination.

Kinsey: I think we should have the same ordinance citywide, but I do question if we had the two-tier uptown versus the rest of the city, that would put pressure on police officers and I have to remember which applies where. I don't need an answer now; I just think that is something that has to be considered, what pressure it would put on our police officers and how that might affect enforcement?

Cannon: Okay, so we have a question about our workload, we have a few questions about the issues Mr. Barnes raised and we have a question on the table about retention options for staff to bring back to us. I'd like to add something else when we look at the fines, I think adding a level of community service would be good.

Kinsey: I think that is a great idea.

Cannon: I like the community service aspect because they are giving back to the community whether they like it or not. They may not want to give back, which is why we make them give back. The fine right now is not to exceed \$100 so it sounds like they could be charged \$25, but it is not to exceed \$100. Am I interpreting that right?

Newbold: Right.

Cannon: There is a small piece in here about parental accountability, so where do we start to deal with that aspect?

Kinsey: If we do have some kind of community service it would be difficult for some kids because parents work, but as far as I'm concerned, the punishment for the parent just to have to take the kid there is enough.

Peacock: Did you say earlier that you all were making a recommendation that you would like to consider increasing the age from 16 to 18?

Davis: As far as a person having restricted hours. A juvenile can be out with a person 18 years of age or older with parental consent. We think it should be at least a 21-year old. Also we can go as far as to say a family member as opposed to any John, Dick and Harry out there. When it comes to the practical application of it, what good is it having a curfew if a person can be out with an 18-year old with parental consent.

Peacock: My next question is are there any other major changes or suggestions in our ordinance?

Community Safety Committee

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Davis: Yes, it would also be a tiered base progressive age curfew because right now, as it stands, you can have a 12-year old and a 15-year old out at 11:30 on Saturday night and not be in violation of the curfew. Should a 12-year old be riding anywhere he or she wants to go because of maturity issues? Or from a public safety standpoint, they should not have the same liberty because of the younger age.

Peacock: So two things, one is to move from age 18 to 21 and then a tier based curfew.

Campbell: I just wanted to make clear that some of that is still staff discussion and is not a formal recommendation. We wanted to see what direction the Committee wanted us to go first. .

Peacock: I would make a motion that we direct staff to provide us some type of a draft looking at the options discussed today.

Barnes: I don't think we should make a motion because there have been several questions I've had that I'd like to get that information back because I think we have a lot of questions that help frame my thinking.

Peacock: I want to see those answers also, but we need to begin the process so we aren't dragging this out for two years. We need to start looking at the language because it is pretty clear that you all have had some discussions.

Barnes: All I'm saying is the answers to my questions could be a part of your motion, so if you make that motion, I'm going to make a motion next time and it will keep rolling so we can bring back all of the information and then we decide how to make it. I agree with Mr. Peacock that we don't need to spend two years doing this. I think we can get it done in a timely manner.

Dulin: Our next meeting is on September 21st. That would give plenty of time for you all to help us arrange that. Is that okay with you?

Kinsey: There is other ordinances we have done and I want to make sure it is right and not rushed. I don't really expect a full fledged ordinance to come back in September. I want to hear what you all want, coupled with what we have suggested. Bring us something and if we like it in September we will take it on to Council, but I think it needs to be well thought out and not rushed.

Cannon: I agree and I don't think it needs to be rushed. But to Mrs. Kinsey's point, I would like to get some perspective from staff, CMPD and the Manager's Office of what they would recommend in the way of increasing the age limit or not, and if so what would be the level of justification to support it. Also relative to the level of importance, should there be a fine or community service or even something else, but help us with some options. We lean on the professionals and not on our own wants or needs or concerns.

Barnes: I would be interested in seeing an adjustment made to a first offense, either saying that the fine is \$100 rather than "up to" and also with respect to the second offense, I think the

Community Safety Committee

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parenting course should be mandatory and three hours community service by the child should be mandatory. With respect to the third offense, that is when the financial penalties accelerate to a minimum of \$500. Also with regards to the penalties at the third offense, are there any additional parenting courses the parents can be forced to go to and is there another style of community service the child can be required to participate in? For example, the sheriff's department has a crew of people who clean up Harris Boulevard and other large and long boulevards in this community. Folks need to have some buy-in into what goes on in this city and not ease their way around on what is happening in Charlotte.

Cannon: Very well said. Thanks to all for your involvement and information.

II. Next Meeting

Wednesday, September 21st at noon in Room 280

Meeting adjourned at 1:35 p.m.

Community Safety Committee
Wednesday, June 29, 2011; 12:00 – 1:30 pm
Room CH-14

Committee Members: Patrick Cannon, Chair
Patsy Kinsey, Vice Chair
Michael Barnes
Andy Dulin
Edwin Peacock

Staff Resource: Eric D. Campbell

AGENDA

I. Youth Protection Ordinance

Staff Resource: Captain Pete Davis & Tracy Evans

At the June 6, 2011 City Council workshop, a referral was approved for the committee to review the City's Youth Protection Ordinance. The ordinance review will include curfew age requirements, penalties, and parental accountability. City staff will review and discuss the current ordinance.

Attachment: 1. Youth Protection Ordinance Overview.ppt

Attachments – For Information Only:

Civil Service Board Annual Report

Residential Rental Property Review Board Annual Report

Next Scheduled Meeting: Wednesday, September 21 at noon in Room 280

Distribution: Mayor/City Council
Mac McCarley
Tracy Evans

Curt Walton, City Manager
Stephanie Kelly
Mark Newbold

Leadership Team
Rodney Monroe
Captain Davis



Youth Protection Ordinance Overview

Community Safety Committee
June 29, 2011

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CITY OF CHARLOTTE

Constitutional Boundaries

- Rights of Children
- Rights of Parents
- Governmental Interests

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Purpose

- Protect juveniles from victimization under the age of 16 years old
- Protect juveniles from exposure to criminal activity
- Reinforce and promote parental accountability for children's behavior and actions
- Business owner accountability

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Enforcement Jurisdictions

- The Youth Protection Ordinance is enforceable in the City of Charlotte and the unincorporated areas of Mecklenburg County

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Curfew Hours

- Sunday – Thursday:
 - 11:00 p.m. until 6:00 a.m.
- Saturday & Sunday:
 - 12:01 a.m. until 6:00 a.m.

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Exceptions

- A juvenile who is in a public place or establishment during the restricted hours shall not be in violation of this article if the juvenile is:
 - There are 12 exceptions (examples)
 - Accompanied by his parent or guardian
 - Accompanied by an adult 18 years of age ...
 - Engaged in lawful employment activity ...
 - Engaging in interstate travel ...
 - Exercising First Amendment rights ...

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Offenses

- Juveniles (under age 16) in a public place or business during restricted hours
- Parent or Guardian knowingly permits a juvenile to be in a public place or in a business during the restricted hours
 - The term "knowingly" includes knowledge that a parent should reasonably be expected to have concerning the whereabouts of a juvenile in that parent's legal custody.

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Offenses Continued

- Business owner/operator knowingly allows a juvenile to remain on premises during restricted hours
- A person sixteen or older aids or abets a juvenile to violate the YPO
- Parent/Guardian refuses to take custody of a juvenile during restricted hours

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Officer's Responsibilities

- Identify YPO violations
- Complete KBCOPS and Juvenile Arrest Reports
- Hold responsible adults accountable by issuing a citation
- Provide Parent Education & Diversion Program handout to cited parents or guardians

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Juvenile Arrest Process

- Temporary custody
- Juvenile arrest report completed and the juvenile is released to parent; or
- Arrest report completed and a secure custody order obtained
- Juvenile transported to Gaston Detention Center

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Juvenile Arrest Process

- ADA reviews the juvenile arrest report and forwards it to the Department of Juvenile Justice and Delinquency Prevention (DJJDP)
- Juvenile court counselor either files a petition or diverts the case
- Case resolved in juvenile court

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Adult Arrest Process

- A person is considered an adult at age 16 for arrest purposes in NC
- Officer transports the person to Mecklenburg County intake center
- The person is processed and a magistrate sets a court date
- The case is resolved in court

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 CITY OF CHARLOTTE

Curfew Stats

	2007	2008	2009	2010	2011 Jan - May 31	Total
Curfew Cases	124	131	103	64	10	432
Juvenile Suspects	141	175	140	102	19	577
Juvenile Arrests	66	73	110	48	17	314
Adult Arrests	57	47	27	8	3	142

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 CITY OF CHARLOTTE

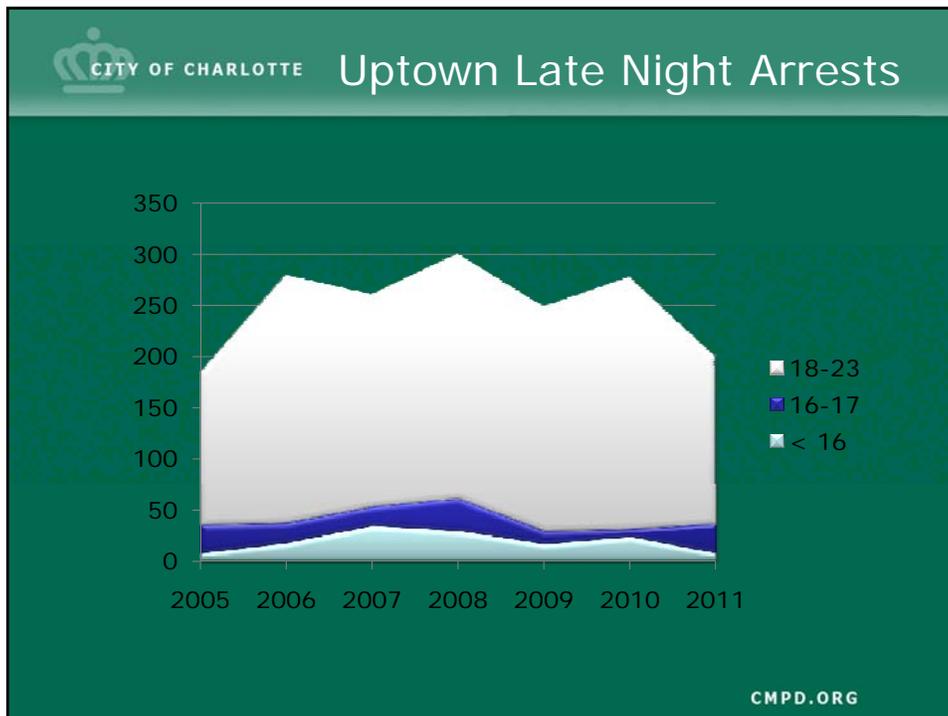
16 & 17 Year Old Arrests

	2006	2007	2008	2009	2010	2011 1/1-5/31	Total
11:00pm and 6:00am							
Uptown							
New Year's Eve	3	0	9	2	0	6	20
Speed Street	0	1	3	1	1	6	12
July 4	3	3	4	0	1	N/A	11
Non-Event	6	10	6	5	4	8	39
Uptown Total	12	14	22	8	6	20	82
Rest of Charlotte							
New Year	2	1	1	2	3	0	9
Speed Street	1	1	1	0	0	3	6
July 4	2	5	4	3	0	0	14
Non-Event	168	152	184	171	122	45	842
Rest of Charlotte Total	173	159	190	176	125	48	871
Grand Total	185	173	212	184	131	68	953

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CITY OF CHARLOTTE Arrests by Area and Age Group

		2005	2006	2007	2008	2009	2010	2011 1/1-5/31
Uptown	Under 12	0	0	1	4	1	3	2
	12-13	0	1	4	7	3	2	2
	14-15	7	16	29	18	12	18	3
	16-17	28	20	19	32	13	8	29
	18-19	38	77	54	62	44	57	45
	20-21	46	83	65	85	86	85	55
	22-23	64	82	88	91	89	104	63
	Uptown Total	183	279	260	300	248	277	199
Rest of City	Under 12	9	6	6	2	8	6	8
	12-13	29	35	26	32	31	10	9
	14-15	115	113	134	123	167	94	42
	16-17	190	251	221	234	252	159	64
	18-19	369	392	417	381	457	348	137
	20-21	433	499	526	517	563	526	207
	22-23	491	558	534	515	624	596	258
	Rest of City	1636	1854	1864	1804	2102	1739	725
Grand Total	1819	2133	2124	2104	2350	2016	924	



 **CITY OF CHARLOTTE** **Comparable Cities' Ordinances**

City	Affected Ages	Tier Times Based on Age	Event Driven Curfew	Geographic Limitations
Austin, TX	Under 17	No	Downtown Entertainment District	None
Dallas, TX	Under 17	No	No	None
Fort Worth, TX	Under 17	No	No	None
Phoenix, AZ	Under 16	No	No	None
San Jose, CA	Under 18	Under 16: • 10 pm – 5 am Under 18: • 11:30 pm – 5 am	No	None

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 **CITY OF CHARLOTTE** **Comparable NC Cities**

City	Affected Ages	Tier Times Based on Age	Event Driven Curfew	Geographic Limitations
Greensboro	Under 18	No	No	Downtown business district
Raleigh	No Ordinance	N/A	N/A	N/A
Winston Salem	No Ordinance	N/A	N/A	N/A

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CITY OF CHARLOTTE

Questions

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CHARLOTTE

**M E M O R A N D U M
FROM THE
OFFICE OF THE CITY CLERK**

DATE: June 24, 2011
TO: Community Safety Committee Members
FROM: Stephanie C. Kelly, CMC, City Clerk
SUBJECT: **Attached Annual Reports: Civil Service Board and Residential Rental Property Review Board**

The attached reports of the Civil Service Board and the Residential Rental Property Review Board are being sent to you pursuant to the Resolution related to Boards and Commissions adopted by City Council at the 11/23/09 meeting. This resolution requires annual reports from City Council Boards and Commissions to be distributed by the City Clerk to both City Council and to the appropriate Committee for review.

If you have questions or comments for the board, please convey those to staff support for a response and/or follow-up.

Section 6. **REPORTS OF BOARDS, COMMITTEES, AND COMMISSIONS**

The City Council finds it appropriate to periodically review each standing board, committee, and commission to which they make appointments for the purpose of assessing whether said board, committee, or commission should be renewed, dismantled, expanded or its charge redefined. To this end, each board, committee, and commission that is part of the City, or that was established by the City Council, whether acting alone or in conjunction with one or more other local governments, is required to submit annual written reports that must contain in depth reviews of the body's activities, including goals, objectives, successes, problems, and/or the need for City Council assistance. These reports shall be submitted to the City Clerk and will be staggered through the year according to a schedule established by the City Clerk. The City Clerk shall then provide the Mayor and City Council with copies of the reports and refer the reports to the appropriate Council Committee for the Committee's information.

Boards, committees, and commissions that are not part of the City shall submit reports in accordance with the reporting requirements set forth in their contract, if any, with the City.

In addition to required written reports, the City Council may request on a case-by-case basis that an oral report be made to the Council.

M E M O R A N D U M
OFFICE OF THE CITY CLERK

DATE: June 7, 2011
TO: Mayor and City Council
FROM: 
Faison Kuester, Chair
Civil Service Board
SUBJECT: Report of the Civil Service Board

As required by the Charlotte City Charter and City Council's current policy for Boards and Commissions, the Civil Service Board is hereby submitting a report of its activities for the calendar year 2010.

1. The Civil Service Board was established by the North Carolina Public Local and Private Session Laws of 1929, Chapter 124.
2. At present, its principal functions are to approve new applicants for employment as submitted to the board by the Fire and Police Chiefs; to approve all promotions recommended by the Chiefs of both departments; to hold hearings for employees of these departments who have been cited for termination by the Chief; to hold hearings for employees of these departments, upon their request, against whom charges have been assigned by the Chiefs of the respective department; and to require that the departments investigate matters involving Police Officers or Firefighters in the public interest.
3. Members of the CSB as of this date are:

Faison Kuester, Chair
Brenda Johnson, Vice-Chair
Norris Anderson
Karen Burke
German De Castro
Henderson Hill
Jason McGrath

Members have met attendance requirements and serve without compensation.

During the period of this report, calendar year 2010, other members of the Board were:

Rion Choate
Mary Hopper
T. Michael Todd
James Harrell
Mark Joyce

The Board meets the first Tuesday of each month at 4:00 pm in Charlotte Mecklenburg Government Center and holds hearings as needed.

The City Clerk serves as Clerk to the Board. The Board also receives assistance from the City's Legal Department.

4. The Board met in excess of 44 hours which included nine (9) regular meetings and three (3) hearings. In addition, Board members prepare for meetings/hearings by reviewing applications, promotion recommendations, and hearings documents. Board members attend graduation exercises for the Fire and Police Academies.

The Board certified 56 applicants for the Police Department, 32 applicants for the Fire Department and approved 17 promotions for the Police Department and 69 promotions for the Fire Department.

5. The Board restates its mission: By working with the Police, Fire and Human Resources Departments, the Civil Service Board endeavors to set standards and procedures to provide the citizens of Charlotte with the best Fire and Police protection available.

cc: Curt Walton
Police Chief Rodney Moore
Fire Chief Jon Hannan



MEMORANDUM

To: Mayor Anthony Fox
Charlotte City Council

From: Captain Stephen Willis, CMPD

Date: 6/24/2011

Subject: Residential Rental Property Review Board

The Residential Rental Property Board is in place to hear appeals from residential rental property owners whose privilege to rent in the City of Charlotte was revoked for violations of the Residential Rental Property Ordinance. During FY 2011 there were no appeals to be heard; therefore, the Board did not meet.