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CITY COUNCIL WORKSHOP

Monday, January 7, 2008

Room 267

- 5:00 p.m. Dinner**
- 5:15 p.m. Community Safety: Feasibility of a Gang Prevention Coordinator**
- 5:35 p.m. Community Safety: Name Change for Animal Control to Animal Care and Control**
- 5:55 p.m. 2008 Federal Legislative Agenda**
- 6:20 p.m. Environment and Economic Development: Comprehensive Park and Recreation Master Plan**
- 7:00 p.m. Transportation: CDOT Street Snow Removal Plan and Policy Overview**
- 7:30 p.m. Citizens' Forum
Room 267**

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: Feasibility of a Gang Prevention Coordinator
(working title)

COUNCIL FOCUS AREA: Community Safety

RESOURCES: Keith Parker
Willie Ratchford

KEY POINTS:

- At the December 11, 2006 Council meeting, CMPD provided information regarding gang activity in Charlotte-Mecklenburg. Following the presentation, Council member Barnes requested (with no objection from Council) that City Manager Syfert engage the County regarding the feasibility of establishing a “gang czar.”
- At the April 23, 2007 meeting, City Manager Syfert updated the Mayor and Council about positive initial conversations she had with the County Manager. The City Manager reported that more research would be done and staff would make a presentation to Council.
- Staff, including the City Manager’s Office, CMPD, and the Community Relations Committee, has compiled information from cities around the country. In addition, staff studied information from the Office of Juvenile Justice and Delinquency Prevention (OJJDP) highlighting the best practices in prevention, suppression and intervention efforts.
- Recognizing the need for a comprehensive approach, meetings were held with representatives from CMS and the County to further discuss this issue.
- In November, officials from the City, CMPD, CMS, and the County made a site visit to Fairfax County, Virginia. Fairfax established a Gang Coordinator position three years ago and has seen a significant decrease in gang-related crimes.
- Coinciding with the City’s efforts, in May 2007 the County established the Mecklenburg County Gangs Work Group (later renamed the Gang Prevention Coalition). The focus of the group is “To develop and implement a community-based, comprehensive plan to prevent youth gangs.” The group includes representatives from several County departments and organizations involved in family and youth support services.
- Staff will present a draft organizational chart and job responsibilities.

COUNCIL DECISION OR DIRECTION REQUESTED:

If Council wishes to pursue this strategy, staff recommends working with the County's Gang Prevention Coalition to determine the appropriate next steps.

ATTACHMENTS:

None.

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: Name Change for Animal Control to Animal Care and Control

COUNCIL FOCUS AREA: Community Safety

RESOURCES: Captain Tim Jayne
Bureau Director Mark Balestra

KEY POINTS:

- The Animal Control Bureau is a section assigned under the Charlotte-Mecklenburg Police Department's Support Services Division.
- In the past, the services provided by Animal Control have always been perceived as strictly regulatory.
- Animal Control often faces the challenge of combating the stigma of the "pound" image and that associated with euthanasia of animals.
- Over the past several years, Animal Control has changed its business practices to forge strong partnerships with the Humane Society of Charlotte and rescue advocacy groups to save more animals.
- Animal Control desires to add the "Care" component to its name to more accurately depict the philosophical changes that focus more on education, prevention, pet management, animal health concerns and spay/neuter initiatives.
- The name change of Animal Care and Control amplifies the compassionate care of animals component without compromising the regulatory control services that provide public safety from domestic and wild animals.
- Adding "Care" to the name is a common national trend as seen in New York City, Chicago, Ft. Wayne, Indiana, Jacksonville, Florida and Maricopa County (Phoenix), Arizona to name a few.
- Animal Control is host to over 200 volunteers that assist staff with the daily maintenance and care of the 300 animals housed each day. Together volunteers and staff are able to provide minor medical procedures to create healthier pets available for adoption. This is made possible through the Second Chance Medical Fund from personal and corporate donations and sponsorships. Other animals lacking socialization skills are provided temperament testing and behavioral modification making them adoptable candidates rather than euthanasia statistics.

- Animal Control and its Humane Society of Charlotte partner have been hosting free and low cost public spay/neuter and rabies shot clinics to Mecklenburg County residents that cannot afford veterinary services.
- In FY07 Animal Control provided 801 free spay/neuter surgeries and 2,239 free rabies inoculation.
- The reduction of fertile animals and uncontrolled breeding, results in the positive overall decline of euthanized animals.
- The public spay and neuter programs have been made possible through grants and private and corporate donations coordinated and managed by the Animal Control Bureau.
- These are just a few of the initiatives that have changed the image of Animal Control and making it more palpable to develop alliances with humane groups, organizations and the community.

COUNCIL DECISION OR DIRECTION REQUESTED:

No Council action is required. The name change is scheduled to begin January 15. There are no new costs associated with the change. Stationery and vehicle decals will be switched out over time.

ATTACHMENTS:

None.

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: 2008 Federal Legislative Agenda

COUNCIL FOCUS AREA: All

RESOURCES: Boyd Cauble

KEY POINTS:

- After meeting with city staff and talking with several Council members, our Washington lobbyist, Holland and Knight, has prepared the attached proposed federal legislative agenda.

COUNCIL DECISION OR DIRECTION REQUESTED:

This item is for Council discussion and direction to staff about changes and/or additional items. Council will be asked to approve the Federal legislative agenda on January 14.

ATTACHMENTS:

Summary of Proposed FY2009 Federal Legislative Agenda

Summary of Proposed FY2009 Federal Legislative Agenda December 12, 2007

The purpose of this memorandum is to outline for the City Council's consideration a proposed work plan for federal appropriation and authorization projects for federal fiscal year 2009, as well as anticipated local government policy issues for the upcoming year.

Appropriations Projects:

Based upon the discussions we have had with the City about priority areas, staff would suggest pursuing federal funding for the following projects in the FY2009 appropriations process:

- Northeast Corridor Rapid Transit : Request of \$10 million (THUD – New Starts Account)
 - The Northeast Corridor Light Rail Project estimated at \$750 million, one of Charlotte's six transit corridors, extends 11 miles from Center City Charlotte through the North Davidson St. and University City areas to I-485 northeast of UNCC. The dual track system will be an extension of the South Corridor with 14 proposed stations. Although the exact alignment has not been finalized, it will operate generally within the existing railroad right of way from Center City to North Davidson and then remain within the North Tryon (US 29) right of way from Sugar Creek to I-485 north of UNCC.
- Briar Creek Relief Sewer (Phase 2): Request of \$4 million (E&W – Army Corps General Construction Account & Interior – EPA: State and Tribal Assistance Grants Account)
 - The Briar Creek Relief Sewer project consists of 10 miles of new, large diameter sewer lines. The project will provide for additional capacity within the Briar Creek basin, all of which is in the inner portion of Charlotte, primarily to address wet weather flows and to provide for additional growth capacity. The project will ultimately have 4 phases spread over about 8-10 years, with the total construction cost estimated at \$133 million. Phase 1 of the project consists of the first 3 miles of the sewer line at an estimated cost of \$42.6 million dollars. Construction began on this phase in mid 2007 and is anticipated to last about two years. Phase 2 will commence in 2008 with design and easement mapping and acquisition and is expected to start construction in late 2009 with a cost of \$33 million. Phase 3 is projected to begin construction in 2011 and cost \$19 million.
- Gang of One: Request of \$1 million (CJS – Office of Juvenile Programs Account)
 - The Gang of One Pilot Program is a community based initiative derived from the CMPD workgroup recommendations that will provide a resource network to young people who are being pressured to join a gang or who need assistance in getting out of a gang. The resource network responses will be based upon the individual needs

Summary of Proposed FY2009 Federal Legislative Agenda December 12, 2007

of each young person who becomes part of the program. These responses involve prevention, intervention and education.

- Eastland Mall: Request of \$750,000 (FS – SBA Account & THUD – TCSP and EDI Accounts)
 - Eastland Mall is a 1.1 million square foot regional shopping center developed in the mid-1970s. It was originally developed with four anchor stores and served a regional trade area of approximate radius of 5 miles. In the past several years Eastland mall has declined to today when only one anchor remains fully operational and 27 percent of the mall stores are vacant. The City of Charlotte has taken preliminary steps to implement a redevelopment plan which includes studying the agreements between the five owners of the Mall property and contacting possible public and civic agencies interested in space in a civic/community center. The requested \$750,000 in funding would be used to perform a more detailed analysis and conceptual design of the redevelopment plan that will be used to locate a private sector development partner for this project.

- ALERT: Request of \$500,000 (Labor/HHS – Public Health Improvement Account)
 - Since the spring of 1998, emergency response agencies in Charlotte-Mecklenburg have identified the area as a potential terrorist target. As a result, these agencies developed the Advanced Local Emergency Response Team (ALERT) comprised of local law enforcement, fire, emergency medical and physician personnel to ensure preparedness for urban terrorism and weapons of mass destruction. ALERT has been equipping, training and preparing for mass casualty responses including tactical operations, and chemical agent detection/disposal, decontamination, triage and scene treatment, hospital response and incident command. To further prepare for urban terrorism, ALERT has begun focusing on our Urban Search and Rescue Capabilities. After September 11, 2001 it was determined that Charlotte needed to begin development of this capability. The request includes equipment for mobile and satellite communications, technical search and rescue, mobile mass decontamination, biological detection, and enhanced base camp and operations capabilities.

Policy Issues:

As with every new year Congress convenes, there will be certain policy initiatives which will emerge and which will garner much attention in the chambers. It is our understanding that the following have the potential to be such issues:

- The current surface transportation law (SAFETEA-LU) expires in September 2009. We expect introduction of legislation to reauthorize the surface transportation law in the coming year. The legislation will include both 1) authorization of transit projects and 2) earmarked funding for specific highway, bus and other transportation related projects.

Summary of Proposed FY2009 Federal Legislative Agenda December 12, 2007

We anticipate seeking reauthorization of all remaining transit corridors as in the last reauthorization legislation. Over the coming months we will work with the City to identify areas in which the City wishes to pursue funding.

- **Water Resources Development Act:** Both Transportation & Infrastructure Chairman James Oberstar (D-MN) and Environment & Public Works Chairwoman Barbara Boxer (D-CA) have expressed their intention to take up another WRDA bill in calendar year 2008 to get it back on its original track of every two years.
- **Energy Efficiency Block Grant Program:** The current Energy Bill being considered on the floor has \$3 billion for cities and counties to undertake "green" projects. The funding would be for a new Energy Efficiency Block Grant Program, in which the Energy Department would award grants to state and local governments for an array of activities to improve energy efficiency. The grants would go to cities with a population of at least 50,000, or counties with a population of at least 200,000. Specifically, local governments could use the grants to develop energy-efficiency strategies, hire technical consultants, conduct energy audits, and develop conservation programs. Of the grant funding, 68% would go to local governments, 28% would go to state governments, 2% would go to Indian tribes, and 2% would go to competitive grants.
- **Collective Bargaining:** H.R.980, the *Public Safety Employer-Employee Cooperation Act of 2007* provides collective bargaining rights for public safety officers employed by states or local governments. The legislation directs the Federal Labor Relations Authority to determine whether state law provides specified rights and responsibilities for public safety officers, including: (1) granting public safety employees the right to form and join a labor organization which excludes management and supervisory employees, and which is, or seeks to be, recognized as the exclusive bargaining agent for such employees; and (2) requiring public safety employers to recognize and agree to bargain with the employees' labor organization. The bill was passed by the House on July 17, 2007 and now sits in the Senate awaiting action. We will continue to monitor this legislation and update the city as it moves forward.
- Finally, given the budget turmoil for federal fiscal year 2008, it is unclear whether there will be potential for increased funding for programs such as the Community Development Block Grant, Ryan White AIDS/HIV Program and Hope IV grants for FY2009 which we will continue to monitor.

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: Comprehensive Park and Recreation Master Plan

COUNCIL FOCUS AREA: Environment and Economic Development

RESOURCES: Jim Garges, Mecklenburg County Park and Recreation
Debra Campbell, Planning Department

KEY POINTS:

- This presentation will provide an update on the County Park and Recreation Master Plan.
- The department is currently working from the 1989 Park and Recreation Department Master Plan.
- The increase in population and decrease in green space requires new planning strategies for Park and Recreation in Charlotte-Mecklenburg County.
- This plan will include planning for all the Northern and Southern Towns.
- The update includes updating the Greenway Master Plan, updating the Nature Preserve Master Plan, Land Acquisition, a Demand Analysis, and a Program Plan.
- PROS Consulting, Inc. lead by Leon Younger, President of Pros, is heading up this project.
- Other members of the team include: Neighboring Concepts, PLLC, Land Design Greenways, Inc. Woolpert Inc. Leisure Vision, and Trust for Public Land.
- Focus Group meetings have been conducted at nine (9) different sites; four (4) public meetings have been held county-wide; key leadership meetings have been held with both City and County leaders and a county-side, random survey has been conducted.
- The Senior Leadership Team of the Park and Recreation Department as well as representatives from the Park and Recreation Commission, Trust for Public Land, Catawba Land Conservancy, GIS department, Stormwater, CMS, and other county agencies have met with the consulting team.
- Leon Younger will discuss the key findings from the focus group meetings, public workshops, key leadership meetings, and the survey.

COUNCIL DECISION OR DIRECTION REQUESTED:

None. This presentation is for informational purposes only. The final plan will be presented to the City Council for endorsement before adoption by the Board of County Commissioners.

ATTACHMENT:

None.

COUNCIL WORKSHOP AGENDA ITEM SUMMARY

TOPIC: CDOT Street Snow Removal Plan and Policy Overview

COUNCIL FOCUS AREA: Transportation

RESOURCES: Layton Lamb

KEY POINTS:

- Upon the City experiencing the major ice and snow storms of 2003 and 2004, the Charlotte Department of Transportation (CDOT) reviewed its snow and ice street clearing response. This review led to the following lessons learned:
 - The CDOT had not experienced storms of this magnitude for over 13 years. The expectations of current residents, with regards to street snow clearing, were much higher than in years past.
 - The City had only 12 snow plows with the responsibility to clear more than 2,000 lane miles of streets. The CDOT had 45 operators on the payroll, with no plows or spreaders for them to use. The CDOT was depending on supplementing the snow plow fleet with contractors, but the response time of that equipment was taking up to 6 hours to mobilize.
- The following improvements were made as a result of these findings:
 - Purchased 17 additional snow plows bringing the total to 32
 - Standardized the equipment so that it is interchangeable among trucks
 - Purchased 12 additional salt spreaders bringing the total to 32
 - Contracted for additional snow removal equipment
 - Established a higher service level standard including a time frame to clear streets, and
 - Implemented a plan to address residential streets in severe storms.

Service Level Standard

1) Street Clearing Policy

- Storm severity dictates service level
- Major thoroughfares, collectors, and emergencies receive top priority in all storms
- Non-emergency residential service is planned only in severe storms

2) Items not covered in City plan

- Drive entrances
- Sidewalks
- Parking lots
- NCDOT interstates, freeways, ramps, and major arterials

COUNCIL DECISION OR DIRECTION REQUESTED:

This presentation is for information only. No action is required.

ATTACHMENTS:

CDOT Snow and Ice Response Service Level Target

CDOT Snow and Ice Response Service Level Target

The purpose of this document is to communicate storm specific service level expectations.

An attempt has been made to generally categorize storms into Light, Moderate, and Severe classifications and define the thresholds for each. However, due to the numerous variables associated with storm conditions and response plans, (temperature, traffic, precipitation type and amount, etc.) CDOT may be forced to modify these goals.

“Condition A” Light (snow, ice, or potential of either exists for build-up on bridges, culverts, and isolated pavement areas) the CDOT will target brining and salting:

- Bridges & culverts on City streets and selected NCDOT streets
- Hospital entrances
- Emergencies

“Condition B” Moderate (snow storm up to 8 inches, or ½ inch of ice accumulation on the street) CDOT will target salting or plowing when appropriate:

- Priority #1 90% of all major and minor thoroughfares cleared within 48 hours from the end of the storm (includes emergency locations such as hospital entrances, and assistance to Police, Fire, and Medic).
- Priority #2 80% of all residential collector streets will be made navigable within 48 hours from the end of the storm (bus routes and school locations).

“Condition C” Severe (snow storm of 8 or more inches, or greater than ½ inch of ice accumulation on the street coupled with extended cold temperatures that immobilizes most traffic in neighborhoods) CDOT will supplement its resources with contractors to salt and plow. The addition of contract equipment will enable the CDOT to increase its service level target, and include residential snow plow services.

- Priority #1 90% of all major and minor thoroughfares cleared within 48 hours from the end of the storm (includes emergency locations, such as hospital entrances, and assistance to Police, Fire, and Medic).

- Priority #2 80% of all residential collector streets will be made navigable within 48 hours from the end of the storm (bus routes and school locations).
- Priority #3 75% of neighborhood streets not including cul-de-sacs made navigable (at least one vehicle width) within 72 hours from the end of the storm. Residential street priority will be based on snow depth/condition of the streets, efficient mobilization of equipment, and terrain of the neighborhood. The CDOT may reduce or suspend operations if temperatures increase and melt the snow/ice at a rate that is projected to meet or exceed the 72 hour goal.

Infrastructure **not covered** by the Charlotte Department of Transportation:

- Private and commercial drive entrances
- Sidewalks (except Tryon Street Mall)
- Parking Lots (except LRT Park & Ride, and select City operating facilities)
- NCDOT interstates, freeways, ramps, and major arterials

In the event of street plowing, the CDOT will not be responsible for removing mounded snow from drive entrances that will result from plowing the street.