

**FAYETTEVILLE CITY COUNCIL  
AGENDA  
WORK SESSION MEETING  
AUGUST 3, 2009  
5:00 P.M.**

**VISION STATEMENT**

**The City of Fayetteville  
is a GREAT PLACE TO LIVE with  
a choice of DESIRABLE NEIGHBORHOODS,  
LEISURE OPPORTUNITIES FOR ALL,  
and BEAUTY BY DESIGN.**

**Our City has a VIBRANT DOWNTOWN,  
the CAPE FEAR RIVER to ENJOY, and  
a STRONG LOCAL ECONOMY.**

**Our City is a PARTNERSHIP of CITIZENS  
with a DIVERSE CULTURE and RICH HERITAGE,  
creating a SUSTAINABLE COMMUNITY.**

**FAYETTEVILLE CITY COUNCIL  
WORK SESSION AGENDA  
AUGUST 3, 2009  
5:00 P.M.  
CITY HALL COUNCIL CHAMBER**

**CALL TO ORDER**

**INVOCATION**

**ITEM 1. APPROVAL OF AGENDA**

**ITEM 2. FORT BRAGG/POPE AFB REGIONAL LAND USE ADVISORY COMMISSION (RLUAC)**

**PRESENTED BY:** James H. Dougherty, Executive Director, Ft. Bragg / Pope AFB Regional Land Use Advisory Commission  
**PAGE: 5**

**ITEM 3. UPDATE ON WATER AND SEWER ASSESSMENT PROCESS**

**PRESENTED BY:** Joe Callis, Business Planning Manager, Public Works Commission & Dwight Miller, CFO, Public Works Commission  
**PAGE: 6**

**ITEM 4. UPDATE ON THE FIBER-TO-THE HOME (FTTH) CONCEPT EXPLORATION**

**PRESENTED BY:** Stanley Victrum, City Chief Information Officer & James B. Rose, Chief Administrative Officer, Public Works Commission  
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**ITEM 5. BLANKET ORDINANCE FOR NO PARKING SIGNS**

**PRESENTED BY:** Rusty Thompson, PE, City Traffic Engineer  
**PAGE: 38**

**ITEM 6. BRIEFING ON THE STATUS AND PROCESS FOR APPROVAL OF THE FIRST FUNDING AGREEMENT UNDER THE ECONOMIC DEVELOPMENT PROPERTY TAX GRANTBACK PROGRAM**

The specific project is commonly referred to as the Bellagio Development.

**PRESENTED BY:** Rob Anderson, Chief Development Officer  
**PAGE: 43**

- ITEM 7. UPDATE ON IMPENDING ADOPTION OF RESOLUTION AUTHORIZING PLACEMENT OF CITY OWNED LAND INTO CLEAN WATER TRUST FUND CONSERVATION EASEMENT  
PRESENTED BY: Craig Hampton, Special Projects Director  
PAGE: 45**
- ITEM 8. PRESENTATION ON WRECKER ROTATION SOFTWARE  
PRESENTED BY: Sgt Matthew Dow, Fayetteville Police Department, Operations Support Bureau  
PAGE: 48**
- ITEM 9. ELECTION 2009 INFORMATION  
PRESENTED BY: Dale Iman, City Manager  
PAGE: 77**
- ITEM 10. COUNCIL MEMBER REQUESTS**
- A. EXPLORE OPTIONS FOR RED LIGHT CAMERAS  
REQUESTED BY: Council Member Bates  
PAGE: 87**
- B. AMEND CITY CODE SECTION 6-226 (KEEPING HOGS WITHIN CORPORATE LIMITS)  
REQUESTED BY: Council Member Bates  
PAGE: 88**
- C. PROHIBIT PORTABLE SHELTERS  
REQUESTED BY: Council Member Bates  
PAGE: 90**
- D. REVIEW CITY ORDINANCE SECTION 16-311 (PARKING OF VEHICLES IN RESIDENTIAL DISTRICTS)  
REQUESTED BY: Council Member Bates  
PAGE: 91**
- E. MANN STREET CEMETERY MAINTENANCE  
REQUESTED BY: Council Member Evans  
PAGE: 95**
- F. DOMESTIC VIOLENCE TASK FORCE  
REQUESTED BY: Council Member Evans  
PAGE: 96**
- G. CITY OF FAYETTEVILLE ETHICS COMMISSION  
REQUESTED BY: Mayor Chavonne  
PAGE: 97**

**COUNCIL MEETING WILL BE AIRED  
AUGUST 3, 2009 - 5:00 PM  
COMMUNITY CHANNEL 7**

**COUNCIL MEETING WILL BE RE-AIRED  
AUGUST 5, 2009 - 10:00 PM  
COMMUNITY CHANNEL 7**

***Notice Under the Americans with Disabilities Act (ADA):*** *The City of Fayetteville will not discriminate against qualified individuals with disabilities on the basis of disability in the City's services, programs, or activities. The City will generally, upon request, provide appropriate aids and services leading to effective communication for qualified persons with disabilities so they can participate equally in the City's programs, services, and activities. The City will make all reasonable modifications to policies and programs to ensure that people with disabilities have an equal opportunity to enjoy all City programs, services, and activities. Anyone who requires an auxiliary aid or service for effective communications, or a modification of policies or procedures to participate in the City program, service, or activity, should contact the office of Ron McElrath, Acting ADA Coordinator, at [rmcelrath@ci.fay.nc.us](mailto:rmcelrath@ci.fay.nc.us), 910-433-1605 or 910-433-1696, or the City Clerk at [cityclerk@ci.fay.nc.us](mailto:cityclerk@ci.fay.nc.us), or 910-433-1989, as soon as possible but no later than 48 hours before the scheduled event.*

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# CITY COUNCIL ACTION MEMO

**To:** Mayor and Members of City Council  
**From:** Dale Iman, City Manager  
**Date:** August 3, 2009  
**Re:** Ft. Bragg / Pope AFB Regional Land Use Advisory Commission (RLUAC)

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**THE QUESTION:** Mr. Jim Dougherty will provide a presentation on the role / purpose / services of the Ft. Bragg / Pope AFB Regional Land Use Advisory Commission (RLUAC) in this community.

**RELATIONSHIP TO STRATEGIC PLAN:**

Growing City, Livable Neighborhoods – A Great Place to Live

RLUAC assists the City with reviews of all zoning actions and subdivisions proposed for the 5-mile boundary area surrounding Fort Bragg and Pope AFB for compatibility with the 2008 Joint Land Use Study. It also assists with the facilitation of communication and cooperation between the military installations and 21 member governments regarding planning issues of mutual interest.

**BACKGROUND:**

RLUAC was first created in 1991 in response to one of the 1991 Joint Land Use Study Recommendations. As per its Bylaws, membership is limited to Fort Bragg, Pope AFB, and local governments within the 8 counties surrounding the military installations. Fayetteville is one of the twenty-one local government members. It has been active since RLUAC's creation.

RLUAC seeks to balance the need to protect the military training mission from incompatible urban development, guard the health and safety of the civilian population living near the installations, and preserve the Longleaf Pine Ecosystem from destruction.

**THE ISSUE:**

This presentation is for information purposes only.

**OPTIONS:**

N/A

**RECOMMENDATIONS:**

This presentation is for information purposes only.

000005

ITEM

2.

# CITY COUNCIL ACTION MEMO

**To:** Mayor and Members of City Council  
**From:** Joe Callis, PWC  
**Date:** August 3, 2009  
**Re:** Water and Sewer Assessment Process

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**THE QUESTION:**

Council has asked about the assessment process and the interest rates that apply to same

**RELATIONSHIP TO STRATEGIC PLAN:**

Goal 1-Growing City, Livable Neighborhoods=A Great Place to Live

**BACKGROUND:**

Report to be provided at work session. Finance director for PWC and city to be on hand to answer any council questions.

**THE ISSUE:**

N/A

**OPTIONS:**

Receive report

**RECOMMENDATIONS:**

Receive report and provide any feedback to staff

000006

ITEM 3.

# CITY COUNCIL ACTION MEMO

TO: Mayor and Members of Council

FROM: Stanley Victrum, City Chief Information Officer & James Rose, PWC Chief Administrative Officer

DATE: August 3, 2009

RE: IT - UPDATE ON THE FIBER-TO-THE-HOME (FTTH) CONCEPT EXPLORATION

## **THE QUESTION:**

What is FTTH and why is it something in which the City should be interested?

1. Per the SearchNetworking.com web site, FTTH is defined as "the installation and use of optical fiber from a central point directly to individual buildings such as residences, apartment buildings and businesses to provide unprecedented high-speed Internet access. FTTH dramatically increases the connection speeds available to computer users compared with technologies now used in most places, [allowing] connection speeds of up to 100 megabits per second[(Mbps), which is] 20 to 100 times as fast as a typical cable modem or Digital Subscriber Line (DSL) connection".

2 The attached Base Realignment And Closure (BRAC) Regional Task Force (RTF) Executive Summary (see enclosure [1], page 16) noted that the availability of region-wide, high-speed broadband access should be a goal for the 11-County region of the BRAC RTF. As the largest metropolitan City in the BRAC RTF area, the City of Fayetteville has a relatively high percentage of broadband access in the 3 – 5 Mbps range available to residents and businesses from private telecommunications providers. Other North Carolina Cities, such as the City of Wilson and the City of Salisbury, have either implemented or plan to implement very high-speed broadband service, up to the 100 Mbps range, for their residents and businesses. The City of Wilson is currently leveraging its FTTH network, called Greenlight (see enclosure [2]), to provide cable, telephone and Internet services to their Community. Both the City of Wilson and the City of Salisbury view these very high-speed FTTH networks as Community infrastructure projects and as a means of differentiating their Communities as preferred places for people to live, work, raise a family and start new businesses. In light of the planned growth in the BRAC RTF area, the City of Fayetteville is exploring the FTTH concept for the Fayetteville Community for similar reasons.

## **RELATIONSHIP TO STRATEGIC PLAN:**

1. This concept exploration relates to City Vision 2023 Guiding Principles A.2, A.4, G.1, G.5, G.6, G.7 and to the City 2014 Goals 2.1, 2.3, 4.1 and 5.5.

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ITEM 4.

**BACKGROUND:**

1. The BRAC RTF Executive Summary (see enclosure [1], pages 15 and 16) noted the following assessment of the Information and Communications Technology in the BRAC RTF area, inclusive of the Fayetteville Community: "...In general, demand for high-speed Internet will be driven by the growing number of tech-savvy citizens and businesses moving to the area, increased demand for on-line education and workforce training, an increase in the number and use of telemedicine applications and the need to support interagency data transfers in the health arena, increased demand and cost efficiencies to be gained from electronic delivery of government services, and the need for never-down and interoperable first responder communications.

The technologically adept military personnel relocating to Fort Bragg will expect to have immediate and sophisticated on- and off-base access to "e-applications "of all kinds and to the hardware and software that supports them—high-speed broadband connections in particular. No less dependent on state-of-the-art computer-based technologies, the region's civilian populations will rely on them to support and enhance the quality of both their public and their private lives. Without high-speed access, the region's business, institutional, and commercial interests will find it considerably more difficult to compete and succeed in the 21st century marketplace."

2. The City of Fayetteville has conducted preliminary research of FTTH networks in light of the assessment in the BRAC RTF Executive Summary and in light of the FTTH networks implemented or being considered by other NC Cities. One of the key components for implementing a FTTH network is having a fiber backbone throughout the Community to facilitate the delivery of broadband services. The City's PWC already has a fiber backbone laid throughout much of the City of Fayetteville, connecting many of the City, County and PWC facilities in order to meet their internal business needs.

3. The Fayetteville City Council, in opposing the proposed NC legislation, "The Level Playing Field Act", noted in the Council Resolution R2009-028 (see enclosure [3]) that "...deployment of a true high-speed broadband internet is a new public utility vital to the future economic development, educational outreach, and community growth in North Carolina...". The Resolution also noted the Federal Government's plan via the American Recovery and Reinvestment Act to assist with the funding of Community broadband expansion efforts in order "to provide affordable access to high capacity broadband services in un-served and underserved areas".

**ISSUES:**

1. There are no pending issues as far as the concept exploration is concerned.

**OPTIONS:**

1. Continue with the FTTH concept exploration by doing the following:
  - a. Ascertain to the degree possible the private providers' plans and timetables.
  - b. Ascertain if there is a market/demand for FTTH in our Community.
  - c. Have interested members of Council tour the City of Wilson's Greenlight operation.
  - d. Provide another update to the Council at the Council Work Session in December 2009.
2. Discontinue exploring the FTTH Concept for the Fayetteville Community and provide



guidance to the City Staff on how the Council would like to proceed.

**RECOMMENDED ACTION:**

1. Continue with the FTTH concept exploration by doing the following:
  - a. Ascertain to the degree possible what are the private providers' plans and timetables.
  - b. Ascertain if there is a market/demand for FTTH in our Community.
  - c. Have interested members of Council tour the City of Wilson's Greenlight operation.
  - d. Provide another update to the Council at the Council Work Session in December 2009.

*Submitted to the:*

# **FORT BRAGG AND POPE AFB BRAC REGIONAL TASK FORCE**

[www.bracrftf.com](http://www.bracrftf.com)

*Developed by:*



[www.tdainc.org](http://www.tdainc.org)

*In Partnership with:*

Corporation for a Skilled Workforce (Workforce)

Developmental Associates, LLP (Public Safety)

ERISS Corporation (Workforce)

The e-NC Authority (Information & Communication Technologies)

Health Planning Source, Inc (Health Care)

Hobbs, Upchurch & Associates (Water and Wastewater)

Kenan Institute for Private Enterprise, UNC-Chapel Hill (Air Travel)

ICF International (Economic Modeling & Transportation)

Martin/Alexiou/Bryson, PLLC (Transportation)

Operations Research/Education Lab, N.C. State University (Education k-12)

PKF Consulting (Hospitality and Cultural Resources)

Richardson Smith Gardner & Associates (Solid Waste)

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Enclosure (1)

## DISCLAIMER

This report is intended as an aid to planners, managers, elected officials, and other decision makers in the Fort Bragg region. Our aim is to not to dictate what should be done, but to assist in ongoing efforts to achieve goals and objectives identified and valued by the residents of the region. The recommendations presented in this report are suggestions for how the region could work towards those goals and objectives, based on best available information and current understandings.

The information, projections and estimates in this report are based upon publicly available data and have been prepared using generally accepted methodologies and formulas. The projections and needs presented in this report are based upon best estimates using the available data. It is important to note that currently available information and understandings are incomplete, and cannot account for the inevitable but unpredictable impacts of unexpected global, national, state, and/or local events. Actual results and needs may differ significantly from the projections of this report due to such unforeseen factors and conditions, as well as inaccuracy of available data, and/or factors and conditions not within this scope of this project. Persons using this information to make business and financial decisions are cautioned to examine the available data for themselves, and not to rely solely on this report.

Neither the BRAC Regional Task Force, Training and Development Associates, Inc. nor its subcontractors, guarantee or warrant that the projections set forth in this report will, in fact, occur. The BRAC Regional Task Force, Training and Development Associates, Inc. and its subcontractors, disclaim any liability for any errors or inaccuracies in the information, projections and needs analysis regardless of how the data is used, or any decisions made or actions taken by any person in reliance upon any information and/or data furnished herein.

# Summary for Policy Makers

In response to mission growth at Fort Bragg, the BRAC Regional Task Force (RTF) was formed to evaluate economic, employment, infrastructure, and social impacts associated with this expansion and to identify actions required to address future growth needs. The Office of Economic Adjustment (OEA), within the U.S. Department of Defense, provided funding for the assessment. The BRAC RTF hired Training & Development Associates, Inc. (TDA) to conduct this evaluation and develop a comprehensive regional growth plan that would project the probable impact of defense-related initiatives on many areas of community living, including workforce and higher education, K-12 education, housing, transportation, infrastructure, health care, social services, hospitality, and cultural activities.

This Summary highlights the anticipated impacts of mission growth on the region and suggests many actions that will better prepare the community for the coming changes. The complete *Regional Growth Plan for the Fort Bragg Region* contains details of anticipated impacts and action plans, on both a regional and a county-by-county basis. The draft Plan is available for public review, and comments and suggestions are welcome. The Plan is expected to be finalized in September, 2008.

## Study Area

Eleven counties were identified by the BRAC Regional Task Force and the Department of Defense as the study area: Cumberland, Hoke, Harnett, Moore, Lee, Richmond, Robeson, Scotland, Montgomery, Bladen, and Sampson (Figure 1). Seven of these counties—Cumberland, Hoke, Harnett, Moore, Lee, Richmond, and Robeson—are expected to receive the most significant growth impacts, and have thus been identified as Tier I counties. Scotland, Bladen, Sampson, and Montgomery are referred to as Tier II counties because they are expected to receive mostly secondary expansion-related effects.

The *expected growth scenario* assumes that 2,651 active-duty soldiers, 2,091 civilian employees with the Army, 3,116 embedded contractors, and approximately 1,000 private defense contractors will be added to the communities surrounding Fort Bragg between the years 2006 and 2013. An additional 1,675 reservists will also train at Fort Bragg one weekend each month. The number of active-duty soldiers and civilian jobs with the Army reflect the net gain in personnel after considering all gains and losses of personnel from both Pope Air Force Base and Fort Bragg. In addition, the expected growth scenario includes expected construction expenditures for military projects managed by the Army Corps of Engineers as well as privatized military housing projects managed by Picerne Housing. Military construction expenditures will total \$2.24 billion between 2006 and 2013, and privatized military housing construction will total \$336 million in the same period.

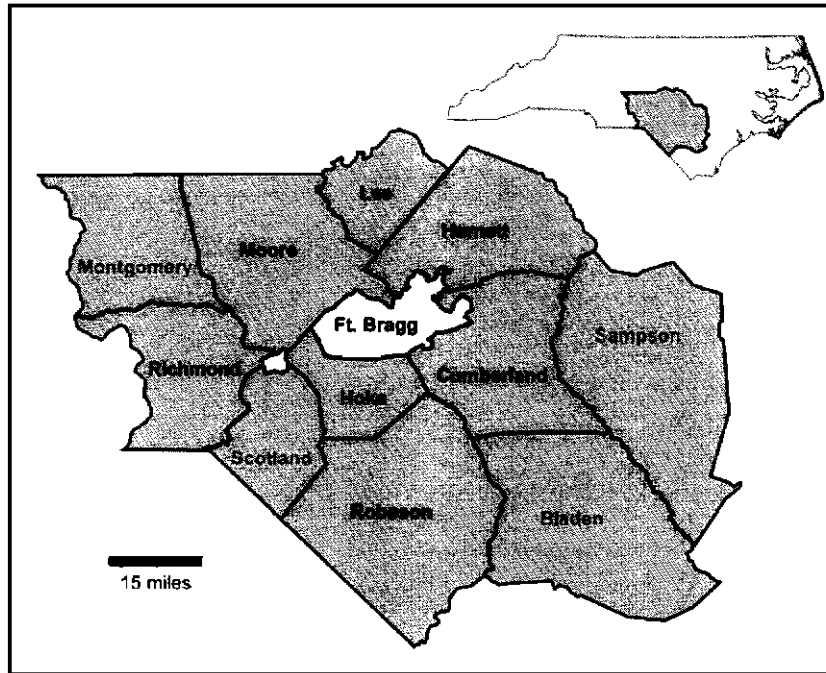


Figure 1: Map of the Region

## Population

As of 2013, 40,800 new residents will have moved to the area as a result of the growth at Fort Bragg. These new residents will consist of four major sub-populations: active-duty military personnel, Army civilians, employees of private defense contractors, and other economic migrants who move to the area for employment. These individuals and their spouses, children, and other dependents will significantly impact the region's resources.

### *Active-Duty Military*

Active-duty military personnel make up a significant portion of the incoming population. Because the move involves two Army Commands, the estimated number of re-locating higher-income field-grade and general officers is relatively large. Dependents of the incoming soldiers—spouses, children, and adult dependents—substantially outnumber the soldiers themselves. It is expected that there will be 1.64 dependents in every military household (Table 1).

*Table 1: Active-Duty Military Personnel and their Dependents*

<b>Active-duty soldiers</b>	2,651
<b>Spouses</b>	1,836
<b>Children</b>	2,505
<b>Total active-duty and their dependents</b>	<b>6,992</b>

### **Army Civilians**

Due to the U.S. Army Forces Command and the U.S. Army Reserve Command's relocation to Fort Bragg, as well as other personnel movements at the Base, there will be a net increase of 2,091 Army civilians by 2013. There will be an estimated two dependents in every Army civilian household (Table 2).

*Table 2: Army Civilians and Their Dependents*

<b>Army Civilians</b>	2,091
<b>Spouses</b>	1,673
<b>Children</b>	2,509
<b>Total Army civilians and their dependents</b>	<b>6,273</b>

Over half of the Army civilian positions were transferred in 2006 and 2007, and the remaining positions will be relocated in 2008 and 2009. The average salary for these positions is nearly \$40,000. Nearly 200 positions with Womack Hospital have already been transferred to the area; nearly 500 positions—with the JFK Special Warfare Center and School, the 1<sup>st</sup> Special Warfare Training Group, and the 1<sup>st</sup> ROTC Region—will relocate to the area in 2008 and 2009.

In 2011, relocated jobs will be filled by civilians moving from the Atlanta area, residents of the Fort Bragg region, and others from areas throughout the country. Many of these Army civilian jobs are high paying and require a bachelor's degree at a minimum. Although it is difficult to predict what kinds of individuals will be taking these jobs, information about the persons currently holding them will be of use in determining the needs of the newcomers.

The demographics for existing FORSCOM and USARC personnel describe a workforce that is predominantly male (61%) with an average age of fifty-three and an average salary of between \$75,000 and \$78,000. Listed below are the major findings of a survey distributed to all FORSCOM personnel at Fort McPherson during October of 2007.

- About 30% of existing FORSCOM personnel will relocate to Fort Bragg.
- The primary factors considered by those contemplating relocation included the overall cost of living in the Fort Bragg area, the cost of appropriate housing in this area, the availability (or lack) of help with the sale of their present homes.
- Over 70% of respondents considered community safety as a major criterion.

- Over 40% of respondents identified the availability of high-speed Internet, proximity to a major airport, and easy access to major shopping centers as important factors to consider when contemplating relocation.
- Nearly 90% of respondents plan on buying their next homes; 77% need to sell their existing homes.
- Nearly 90% of respondents prefer a single-family, detached house.
- The majority (56%) of respondents prefer a three-bedroom home, while 38% prefer four or more bedrooms.
- Thirty-three percent of respondents prefer a house with 2,000-2,500 square feet, and 33% of respondents prefer a house of 2,500-3,000 square feet.
- Forty-seven percent of respondents prefer suburban living, while 30% prefer rural living.
- Thirty-seven percent of respondents prefer living in a gated community.
- Fifty-nine percent of respondents reported commuting to work between thirty and sixty minutes each way; 88% use a car to commute.

### ***Private Defense Contractors***

Defense contractors provide products or services to the U.S. Department of Defense. Products provided typically include military aircraft, vehicles, weaponry, and electronic systems. Services can include logistical, technical, training, and communications support as well as staff augmentation in a variety of other areas.

Numerous defense contractors have found it beneficial to be near the US Army Forces Command (FORSCOM) and the U.S. Army Reserve Command (USARC) in the Atlanta area. In fact, 3,116 embedded private contractors—that is, contractors officed on a military installation—are being relocated to Fort Bragg. It is likely that other private firms that work outside Fort McPherson in Atlanta will want to maintain their close proximity to key Army decision-makers and therefore will relocate to the Fort Bragg area along with FORSCOM and USARC. The addition of FORSCOM and USARC to the large military population already at Fort Bragg will attract additional businesses. Startup businesses seeking proximity to key decision-makers and to thousands of soldiers needing training and other mission-related products and services will also be attracted to the area. Large Army contractors that have not historically had a significant presence at Fort Bragg or Fort McPherson may also recognize the post-transition opportunities at Fort Bragg and elect to expand existing operations or open new offices in the area.

Although the number of contractors that will establish a presence in the Fort Bragg area cannot be predicted with complete accuracy, our analysis indicates that roughly 1,000 new private, defense-contractor jobs—in addition to the 3,616 embedded contract jobs mentioned above—will be created in the Fort Bragg region by 2013. Defense contractors—together with their spouses, children, and other dependents—are expected to add 12,348 to total population growth (Table 3).

Table 3: Defense Contractors and Their Dependents

<b>Defense Contractors</b>	4,116
<b>Spouses</b>	3,292
<b>Children</b>	4,940
<b>Total Defense Contractors and their dependents</b>	<b>12,348</b>

### ***Economic Migrants***

The term *Economic Migrants* refers to people who move to other areas to find employment and other opportunities not available at their present locations. Approximately 15,181 economic migrants are expected to relocate to the area to take advantage of the opportunities created by the expansion at Fort Bragg.

## **Economic Impacts**

### ***Employment***

A total of 19,200 jobs will be created in 2013 as a result of additional military investment in the region. Of these new jobs, the largest number will be in government employment. In 2011, governmental bodies in the area will have added about 6,450 jobs. Owing to the increased need for housing, the next largest economic impact of the expansion at Fort Bragg will be felt in the construction-related sectors. Region-wide demand for additional construction jobs will peak in 2011 at approximately 6,265. From 2013 onwards, as the demand for housing and related construction activities decreases, fewer jobs will be required in this sector. Only 1,860 construction-related jobs will be needed in 2013 and fewer than 1,500 will be needed in 2014 and beyond. The third biggest job gain is expected to be in the professional and technical services sector. At the peak of the expansion—that is, in 2012—the professional and technical services sector should be able to support an additional 3,000 jobs in the region (Table 4).

Other sectors expected to have significant job growth in the region include health care and social assistance, administrative and waste services, and accommodation and food services. Sectors that should expect lesser employment gains include finance and insurance; arts, entertainment, and recreation; and wholesale trade.



*Table 4: Projected Number of Jobs Added in the Leading Growth Sectors*

	<b>2011</b>	<b>2013</b>
<b>Government</b>	6,450	7,330
<b>Construction</b>	6,267	1,862
<b>Professional &amp; Technical Services</b>	2,515	2,965
<b>Retail Trade</b>	1,617	1,353
<b>Health Care &amp; Social Assistance</b>	1,158	1,302
<b>Administrative &amp; Waste Services</b>	851	814
<b>Accommodation &amp; Food Services</b>	795	717

***Income, Gross Regional Product (GRP), Sales, and Demand***

Personal income in the region will increase in 2013 as a result of mission growth at Fort Bragg from around \$43.67 billion to \$45.14 billion, or by \$1.47 billion. Disposable income in 2013 will grow significantly as a result of military growth—from \$38.26 billion to \$39.53 billion (that is, by \$1.27 billion). Gross regional product (GRP), the most commonly used metric for measuring value added to the regional economy, is analogous to the gross domestic product used for benchmarking activities in the national economy. In the Fort Bragg region in 2013, the increase in GRP resulting from expected military growth is expected to be \$1.11 billion (from \$31.42 billion to \$32.54 billion). Total sales to local businesses (output) is affected by changes in industry demand, by the local region's share of each market, and by international exports from the local region. In 2013, the increase in output attributable to military growth is expected to be \$0.86 billion. Total demand is defined as the amount of goods and services demanded by the local region; it includes both imports and local supply. Under the Fort Bragg expansion, total demand for the region is expected to grow by about \$1.69 billion in 2013 (from about \$59.98 billion to \$61.67 billion).

*Table 5: Economic Impact of Additional Military Investment*

	<b>2013</b>
<b>Personal Income</b>	+ \$1.47 billion
<b>Disposable Income</b>	+ \$1.27 billion
<b>Gross Regional Product</b>	+ \$1.11 billion
<b>Total Sales (output)</b>	+ \$.86 billion
<b>Total Demand</b>	+ \$1.69 billion

## **Action Plans**

Many specific actions are suggested in response to the challenges identified in this assessment. The county-level Action Plans found in the complete Comprehensive Growth Plan describe specific actions, funding issues, responsible parties, and timelines. "Critical Actions" and "Important Actions" are identified. Critical actions are actions that are critical to the mission of Fort Bragg; failure to implement them could jeopardize this mission. Important actions are suggested actions; they represent more of a "best practice." Failure to implement an important action would not jeopardize the base's mission, but it could adversely affect community planning.

### ***Housing***

#### **Assessment**

The housing market in the Tier I counties continues to outperform the national and southeastern housing markets. Housing in the area is substantially more affordable than it is in most parts of the United States and is characterized by a history of price appreciation. A significant number of owner-occupied and rental homes will be needed to house the expected population increase in the seven-county Tier I region between 2008 and 2013. The majority of these ownership units will be needed to accommodate the population associated with the military growth at Fort Bragg; the remainder would have been needed even without the base expansion.

#### **Impact**

Each of the seven Tier I counties offers a wide variety of housing choices, ranging from smaller homes for less than \$100,000 to larger estate homes for \$350,000 and above. Although the local market began to slow in the last eighteen months, this downturn is being offset by military spending at Fort Bragg. The arrival of additional military personnel is expected to reduce inventories of previously existing as well as newly constructed homes. The resultant tightening of the market is likely to prompt an increase in new construction by late 2009 and 2010. In addition, niche buyers unable to find what they want on the market will drive new construction activity, as will the lack of adequate housing in specific neighborhoods. For the average homebuyer, however, the quantity and quality of housing already available on the region's housing markets should suffice for the immediate future.

#### **Suggested Actions**

*Action H-1: Secure state and Federal funds to provide homebuyer financing, counseling, and education for potential homebuyers – Secure favorable financing and provide housing counseling and education to promote awareness of the home-buying process, to educate homebuyers on financing alternatives, and to give advice regarding the sustaining of home ownerships*

*Action H-2: Encourage development of affordable rental housing in Cumberland County - Encourage development of more affordable apartments and other rental housing to*

accommodate lower-ranking military personnel and civilians that earn moderate incomes.

*Action H-3: Participate in FORSCOM Housing Fairs and other events organized by the Army and the BRAC RTF - Participate in homebuyer fairs at FORSCOM in Atlanta and develop a regional website designed for the FORSCOM and defense contractor audiences.*

*Action H-4: Promote "green building" in all counties - Encourage use of a rating system, such as the LEED's Program for Homes, that promotes the design and construction of high-performance "green" homes.*

## **Education (K-12)**

### **Assessment**

School districts in the seven Tier I counties will experience an increase of 7,100 students between the 2006-07 and 2013-14 school years. Increases will be heaviest in Cumberland, Harnett, and Hoke counties. The areas that are likely to experience the most school overcrowding are the Jack Britt and Gray's Creek areas in Cumberland County, the Overhills and West Harnett areas in Harnett County, and the Rockfish Hoke, Upchurch, and Sandy Grove areas in Hoke county. The areas expected to experience the most significant military-related population growth are also those that are already experiencing the highest levels of school overcrowding.

In the Tier I counties, the average per-pupil expenditure for supplying new schools with teachers and supporting staff is over \$7,800. An average of 17% of this amount comes from local sources. This means that, if they were to maintain current levels of educational services from 2006 through 2013, the Tier I counties would need an additional \$54.6 million. To accommodate the growth expected between the 2006-07 school year and the 2013-14 school year, another \$293 million would be needed for new school construction.

### **Impact**

Owing in part to the mission-growth at Fort Bragg, several school districts in the area are expecting to experience significant increases in enrollments—and thus additional facility and operating costs—in the 2008-09 school year. The gap created by these increases, which will be especially pronounced at schools in parts of Harnett, Cumberland, and Hoke Counties, will need to be addressed immediately. In the long term, overcrowding will persist at selected schools until a lasting solution is found.

### **Suggested Actions**

*Action K-1: Identify potential funding sources for the creation and operation of additional school capacity - Form a committee to identify potential sources for additional funding. Funding possibilities include: the issuance of general obligation education bonds, raising property or sales taxes, implementing impact fees, and securing additional federal funding through the Federal Impact Aid program or other special earmarks.*

*Action K-2: Identify short-term strategies for accommodating expected enrollment increases in the next few years* – Counties expecting significant increases in the next few years should consider convening an ad hoc group of policy makers and school staff to consider available short-term strategies, such as:

- Mobile or modular classroom facilities
- Temporary capping of enrollments at over-crowded schools plus temporary busing of students to under-utilized schools
- Alternative-calendar schools
- Rental of off-site swing-space buildings to accommodate students over the short term

*Action K-3: Promote local government and school system collaboration in locating schools, houses, and neighborhoods* – Because the projected capacity gap in regional schools is not evenly distributed, efficient use of limited capital improvement funds will require strategic distribution of new facilities. Local governments and school districts should consider integrating school facility and local government planning efforts to maximize progress towards multiple community goals—educational, economic, social, and fiscal. Collaboration across governmental and functional boundaries on decisions regarding the location of schools, houses, and neighborhoods will increase efficiency and lower costs.

## **Workforce Development and Higher Education**

### **Assessment**

A significant aspect of this regional impact assessment has been the identification of the region's Top 25 High Skill/High Wage careers. The quality of the jobs on this list is very high; the likelihood of unemployment in any of them is low; and the salary for each is well above average. Medical-related occupations are the most numerous on the list; careers in the computer field are a close second. The region's current low level of educational attainment is low, and the number of college graduates in selected fields is not sufficient to meet expected demand.

### **Impact**

Too few of those working in the Fort Bragg area today are prepared to compete for tomorrow's high-wage/high-skill jobs. If present and future employment challenges are to be met, many more members of the Fort Bragg area's workforce will need to possess qualifications like those required for the top jobs. Acquiring more of the education, skills, and experience needed to succeed in so many of this economy's challenging, technology-oriented careers will benefit employee and employer alike. Key workforce stakeholders in the Fort Bragg region include its employers; eight community colleges; five universities; four workforce development boards; twelve JobLink Centers; eleven County Boards of Commissioners; and several state agencies, business organizations, economic developers, Councils of Government, and key philanthropies. If the challenges of a 21<sup>st</sup>-century economy are to be met, it is imperative that the work of these stakeholders be collaborative, coordinated, and mutually supportive.

## **Suggested Actions**

*Action WD-1: Increase the number of local graduates of business, health-care, and public services-related programs.* Two and four year institutions are encouraged to assess the alignment of their present program offerings with the anticipated labor market demands.

*Action WD-2: Develop an information network among regional employers, educators, and workforce.* Expand the demonstration program recently implemented by the BRAC Regional Task Force to cover the entire eleven-county region.

*Action WD-3: Fully develop the planned All-American Center for Workforce Innovation.* Continuing to build on earlier efforts to develop this center at Fayetteville Technical Community College will expedite connection—virtual and physical—among the region’s key workforce, economic, and educational and assets.

*Action WD-4: Recognize the BRAC Regional Task Force as a regional workforce intermediary.* Regional workforce-development stakeholders should request that the BRAC Regional Task Force take on the responsibilities of

- Facilitating labor market activities and services,
- Coordinating multiple partners and funding streams so that services for individuals as well as employers are seamless,
- Advocating public policies that support regional workforce and economic development, and
- Projecting a vision that motivates and guides partnerships and activities.

*Action WD-5: Improve High-School graduation rates.* Identify and implement strategies to increase the adult and youth population’s academic and occupational skill sets; continue to strengthen curriculums and promote student engagement in middle schools and high schools. To accomplish these goals stakeholders should

- Encourage the development of “Learn and Earn” early-college high schools,
- Provide students with access to leadership-development programs,
- Create a comprehensive long-term (birth to adulthood) campaign for improving literacy, and
- Explore other innovative strategies.

*Action WD-6: Develop regional skills partnerships.* Support the development of sector partnerships, and align incumbent worker training grants with the growth and retention strategies of the region’s economic developers.

*Action WD-7: Conduct ongoing research on regional labor-market and employment needs.* Regularly update important labor-market information regarding such issues as job availability, emerging career opportunities, and the changing skill expectations of employers. Make the information available in a form that is useful to members of the workforce as well as potential employers.

## ***Transportation***

### **Assessment**

*Highways and Traffic Control Points.* The primary transportation issues in the Fort Bragg region are congestion and access to Fort Bragg. The convergence of several arterial roadways in Spring Lake causes intense traffic congestion, particularly during peak military traffic commute times. The six primary access points to Fort Bragg experience long traffic delays during peak conditions and, combined with existing security procedures, produce significant traffic queues that cause further disruption of vehicle flow on adjacent roadways. Congestion in some other communities is increasing due to rapid growth; for example, congestion is common in both Sanford and Southern Pines, where major highway corridors run through the downtown. Planned roadway improvements that will impact traffic in the near future include the I-295 extension, Murchison Road improvements, and the closure of Bragg Boulevard.

*Aviation.* The Fort Bragg region is served by Fayetteville Regional Airport and Moore County Airport. Currently, there is no direct service between Fayetteville Regional Airport and Washington DC. Many travelers from the region find it more convenient to drive the seventy-two miles to Raleigh-Durham International Airport.

*Rail Service.* In most of the Fort Bragg region, rail service is more than sufficient to meet current customer demand. In Fayetteville, however, neither of the two daily northbound trains traveling to Washington and the Northeast Corridor meets the needs of the military or civilian business communities. Their schedules simply do not consistently accommodate those desiring to do business in the Washington area. Another deterrent to passenger travel in the Fayetteville area is that freight services are operating at or near capacity, which limits the potential for passenger train service on these tracks.

### **Impact**

*Highways and Access Control Points.* The military-related growth in the Fort Bragg region will aggravate stresses on the region's transportation infrastructure. On-post roadways, the Base's Access Control Points (ACP), and the major travel corridors surrounding the Base will be particularly hard hit, most notably Spring Lake and the southern access roadways to Fort Bragg. The most immediate need is to provide easy access to Fort Bragg from those counties anticipated to be most significantly affected by the military-related growth—Cumberland, Harnett, Lee, Moore, and Hoke Counties. There are several Transportation Improvement Program (TIP) projects in various stages of completion (and funding) throughout the Fort Bragg region that have the potential to improve traffic flow. The increase in personnel working at Fort Bragg will increase traffic at the already strained Access Control Points.

*Aviation.* The expansion at Fort Bragg will increase air travel demand in the region, particularly among military personnel traveling to and from Washington, DC. Even with the expected growth in population, and thus demand for air travel, the region may not be able to support daily service from Fayetteville to Washington, DC. This lack of direct service could prove to be very costly and inconvenient for military travelers.

Rail Service. The transfer of U.S. Army Forces Command and the U.S. Army Reserve Command will increase demand for service to the Washington DC area, particularly given the lack of a convenient air travel option. Current passenger service is inadequate to meet that demand.

### **Suggested Actions**

*Action T-1: Support funding and construction of priority TIP projects.* Several ongoing and projected TIP projects will provide direct support for Fort Bragg's expansion efforts, regional connectivity, and connectivity to external areas. These priority projects will need ongoing support if they are to be funded and constructed in a timely fashion.

*Action T-2: Initiate a sub-area transportation planning and traffic study for the area adjacent to the perimeter of Fort Bragg -* This study would entail creation of a travel simulation model to be used for measuring the effects of NCDOT highway projects on travel in Cumberland, Hoke, Moore, and Harnett counties. It would also target on-post highway projects, providing enough detail to support the creation and assessment of alternative traffic scenarios. A travel simulation model would also support evaluation of the traffic flows and queues at the post's ACP locations and congested intersections.

*Action T-3: Improve access to and integration of the Fayetteville Area System of Transit (FAST) and the On-Base Shuttle Service:* FAST should consider expanding existing service and developing additional express bus service along high-priority routes. This expansion would include creating an additional transit interface with the on-base shuttle. Army transportation planners should consider reducing the time between buses for the on-base shuttle, should evaluate the potential for shuttle service between the base and Heritage Village in Hoke County, and should conduct a fiscal impact analysis to identify the costs and benefits of providing additional service.

*Action T-4: Widen/improve Murchison Road to accommodate the closure of Bragg Boulevard:* For security reasons, Fort Bragg will be closing Bragg Boulevard to general traffic. Murchison Road, which is parallel to Bragg Boulevard, will require significant improvements in order to accommodate the traffic that currently uses Bragg Boulevard. Although improvements to Murchison Road were already programmed by the Fayetteville Metropolitan Planning Organization and the NCDOT, the increase in traffic demand due to the expansion at Fort Bragg will result in much higher traffic volumes than those previously projected. As a result, there will be a need to construct grade-separated interchanges on Murchison Road at Randolph and Honeycutt Roads (rather than the at-grade intersections originally planned). Planning and implementation of this modification will require additional funds.

*Action T-5: Hire Base TDM Coordinator-* Fort Bragg needs a Travel Demand Management (TDM) Coordinator. The Coordinator would oversee development and implementation of TDM Programs (carpooling, vanpooling, priority parking, improving transit interfaces at the ACPs, and the like). The Base TDM Coordinator would also develop and market alternative transportation options for the Fort Bragg community and would develop annual reports that included assessments of commuting modes (carpool, vanpool, bus, driving alone, bike, walk, etc.).

*Action T-6: Support expansion of passenger rail service connecting the Fort Bragg region with destinations outside the region. Service could be expanded by*

- Adding a Fayetteville stop on Raleigh-to-Wilmington routes,
- Establishing alternative Fayetteville to Raleigh commuter rail service (possibly including Fayetteville as a third leg of the Southeast High-Speed Rail Corridor), and
- Establishing intercity passenger service between Fayetteville, the Washington, DC area, and the Northeast Corridor.

Other possible ways of enhancing the region's passenger rail system should be explored. These might include a cost-benefit analysis of the Selma and Lillington to Fuquay Varina routes as well as implementation of proposed US Highway 401 improvements where these parallel rail lines.

*Action T-7: Explore options for improving air service between the Fort Bragg region and Washington, DC. Obtain from the military clear, well-documented, and detailed data on all facets of air travel that relate to the Base realignment. Negotiate for government fares that are more closely aligned with the airlines' costs and traveler value. Explore the possibilities for acquiring supplementary funding for service to Washington, DC.*

*Action T-8: Initiate discussion of the larger issues associated with the movement of people and goods in and out of the region. Convene a working group to explore the relationships among transportation modes, and between transportation and land use in the region. The group should look for opportunities to improve overall function of the transportation system through integrative planning.*

## **Information and Communication Technology (ICT)**

### **Assessment**

Region-wide, high-speed Internet is available for purchase at 89% of households. This compares favorably with the state average of 83.54% but falls far short of the 97% access enjoyed by FORSCOM personnel in the Atlanta region. True access at the community level ranges between 0% and 100%, depending on location. Access is particularly problematic in rural areas. In general, demand for high-speed Internet will be driven by the growing number of tech-savvy citizens and businesses moving to the area, increased demand for on-line education and workforce training, an increase in the number and use of telemedicine applications and the need to support interagency data transfers in the health arena, increased demand and cost efficiencies to be gained from electronic delivery of government services, and the need for never-down and interoperable first responder communications.

### **Impact**

The technologically adept military personnel relocating to Fort Bragg will expect to have immediate and sophisticated on- and off-base access to "e-applications" of all kinds and to the hardware and software that supports them—high-speed broadband connections in particular. No less dependent on state-of-the-art computer-based technologies, the region's civilian populations will rely on them to support and enhance the quality of both



their public and their private lives. Without high-speed access, the region's business, institutional, and commercial interests will find it considerably more difficult to compete and succeed in the 21<sup>st</sup> century marketplace.

### **Suggested Actions**

*Action ICT-1:* Bring high-speed Internet connectivity access to 100 percent. Broadband Internet is increasingly the platform on which growth and development in all sectors will be delivered. Making connectivity a cornerstone of its action agenda will support all other elements of the growth plan for the region and for individual counties. This can be supported by developing proposal to engage the support of federal and state governments to incent private sector partners to fully connect the region.

*Action ICT-2:* Develop a regional ICT Council to guide technology-based economic development in the region. The Council will be comprised of a Chief information Officer for each county in the BRAC region, as well as from Ft. Bragg.

*Action ICT-3:* Support a regional first responder VIPER network and establish a regional First Responder Council. A white paper seeking federal monies to fully implement the VIPER network in the region has been developed.

*Action ICT-4:* Pilot a regional K-20 network and regional Digital Learning Council. The DLC will leverage resources and sponsor professional development opportunities in instructional technology for teachers at all levels. The Council will work with the BRAC Workforce Demonstration Project to ensure adequate output of trained and certified computer and networks technicians in the region.

*Action ICT-5:* Define and develop plans for a regional Health ICT network and establish a regional Health Network Council: The Council will work with statewide health network planners to ensure connectivity among the regions healthcare providers and to establish joint training programs in the use of web-based applications, upgrade connectivity to public health centers and clinics, and develop a regional health ICT network

*Action ICT-6:* Develop a Government Services best practice portal and train leaders in use of regional GIS resources to pan and manage public services. County and BRAC regional leaders will work with e-NC and its government and university partners to create regional and local models for sustainable e-government to better serve highly mobile military and established citizens and businesses.

### **Water, Sewer and Solid Waste**

#### **Assessment**

The increase in solid waste and the additional demand for public water and sewer services resulting from the projected population increase is expected to be relatively minimal. It is likely these impacts can be handled by existing facilities and practices. In several instances throughout the region however, contaminated wells and failing septic systems are creating a public health risk.

Financing the needed infrastructure to remedy environmental health issues will be a challenge. Private market lenders, who are the primary source of water and sewer financing, account for 70% of the total financing for such projects. The availability of grants for infrastructure improvements have been reduced significantly in recent years.

### **Impacts**

Although the impact of military expansion is minimal, the lack of adequate water, sewer and solid waste funding will increase the incidence of environmental health risks.

### **Suggested Actions**

*Action SW-1: Revisit the concept of sewer districts and bond financing (Cumberland).* Consistent with Cumberland County's clean water task force recommendations the feasibility of establishing districts should be explored.

*Action SW-2: Conduct feasibility studies related to new water and/or wastewater facilities (Cumberland and Hoke).* The need to develop new water and/or wastewater facilities should be considered as a strategy to address water issues in Cumberland County and lack of sewer capacity in Hoke County.

*Action SW-3: Develop partnerships with regional water and sewer providers (Cumberland, Hoke).* Working collaboratively with local providers of water and sewer services will allow counties in need to better assess partnership opportunities.

*Action SW-5: Promote the creation of new recycling programs and educate the public accordingly.* New initiatives such as the City of Fayetteville's curbside recycling program should be considered by other local governments.

### **Public Safety and Emergency Services**

#### **Assessment**

Crime rates vary widely across the region; Cumberland, Richmond, and Robeson have crime rates that are higher than the state average, while crime rates in the other counties are lower than the state average. Fayetteville has the most paid police and fire personnel in the region. Most municipalities and the county jurisdiction largely depend on volunteer fire personnel. However, volunteer fire and rescue departments are having an increasingly difficult time meeting community needs. Fort Bragg has mutual aid agreements with adjoining counties, and routinely assists with fire response.

#### **Impacts**

Military-related population growth plus the return of large numbers of troops from tours in the Middle East are expected to cause a rise in crime rates throughout the Fort Bragg region. Demand for emergency rescue services is also expected to increase due to growth in population. In addition, the expansion of Fort Bragg's mission and the number of high-ranking general officers stationed in the region are likely to raise the Base's value as a target for terrorism. Public safety and emergency management personnel should

concentrate on building a flexible and resilient response capability. Adequate facilities and equipment as well as trained personnel are critical to this effort.

*Action PS-1: Coordinate closely with local transportation planners to ensure that emergency response times are not compromised during roadway construction.* Emergency responders should meet with transportation planners to describe in detail the projected consequences of planned roadway construction and to determine potential alternative routes that can be used when primary routes are blocked.

*Action PS-2: Coordinate closely with local community planners to anticipate future development so that public safety and emergency facilities can be appropriately located.* Emergency responders should meet with local community planners to discuss likely changes in population distribution and development patterns.

*Action PS-3: Fully integrate with the NC Department of Emergency Management's Regionalization Process.* Meet with the Executive Directors of the relevant Domestic Preparedness and Readiness Regions (DPRR) to identify potential actions (joint planning and training, funding applications, and the like) that would enhance regional preparedness and cross-discipline interoperability.

*Action PS-4: Seek federal and state emergency-preparedness funding.* Initiate a cooperative process through which relevant agencies and service providers can identify priorities and develop proposals.

*Action PS-5: Establish Mutual-Aid Agreements among all counties in the region and with Fort Bragg.* Identify those counties and local jurisdictions that do not have Mutual-Aid Agreements, and encourage the establishment of such agreements.

*Action PS-6: Work with the North Carolina Criminal Justice Training and Standards Commission to change the Administrative Code so as to permit lateral entry of military and civilian police officers.* Contact state-level agency personnel and lawmakers to show support of the proposed change in the Administrative Code that would permit former military and civilian police from Fort Bragg to begin a civilian career in law enforcement without taking the state's Basic Law Enforcement Training Program.

## **Health Care**

### **Assessment**

Cumberland County is region's largest referral center for health-care service, particularly for TRICARE enrollees who have access to the Womack Family Medical Residency Clinic (Womack). Moore County also plays an important role in the region as a secondary referral center. The remaining Tier1 counties provide their residents with primary and secondary level services and send patients requiring tertiary and quaternary care to referral centers elsewhere.

### **Impacts**

There is an anticipated need for at least twenty-two additional primary care providers, sixty-two surgeons, and 133 dentists in the Tier I counties. Military-related growth will

not add much to that demand. The existing number of inpatient acute-care, behavioral-health, and inpatient rehabilitation beds is adequate to handle the expected growth. Simply looking at the numbers suggests that the supply of medical specialists and behavioral-health providers in the Tier I Counties is sufficient. However, access to care is reduced significantly because of limited provider participation in TRICARE. Deployments related to the war on terrorism are expected to result in an increased near-term demand for behavioral-health services, particularly in Cumberland County.

### **Suggested Actions**

*Action HS-1: Convene task force to focus on the recruitment of additional specialists, particularly surgeons. Work to fully identify and fill needs by convening a collaborative working group consisting of regional health providers.*

*Action HS-2: Recruit additional dentists to the Fort Bragg region. Work with the leadership of the UNC dental school and the ECU dental school (which is under-development) to meet the substantial need for dentists in the region.*

*Action HS-3: Make the case to TRICARE that access to health care in the Fort Bragg region is severely limited by the reluctance of providers to accept TRICARE payment rates. A lobbying effort is needed to convince the Defense Department to increase payment rates. The DoD can elect to do this in response to a severe access problem in a given location.*

*Action HS-4: Tier II counties should remain engaged with the BRAC Regional Task Force to pursue implementation of existing initiatives. Tier II counties should take advantage of the opportunity to benefit from regional initiatives as they pursue their health-care goals.*

### **Social Services and Child Care**

#### **Assessment**

Although a wide range of social services is available in the region, most of the social-service providers in the region are already operating at or beyond capacity. The biggest gap currently is the need for more services for all types of children. Transportation and access issues are also significant. Issues stemming from the deployment and return from deployment of soldiers is a pressing concern. Fort Bragg has a wide range of services available for soldiers and their families, but many are under-utilized due to concerns about confidentiality (warranted or unwarranted) and transportation/access limitations.

#### **Impacts**

The social services and child care capacity gap is expected to grow as the population increases due to military-related growth. The return of large numbers of soldiers from deployments in the Middle East is also expected to exacerbate the capacity gap in the near-term, particularly in the areas of counseling and emotional support, transportation and access to services, high-quality affordable child care, and emergency crisis support.

## **Suggested Actions**

*Action SS-1: Develop and implement a highly-visible marketing and public awareness campaign.* Army Community Services (ACS) should consider initiating a public awareness campaign to encourage military personnel and their families to increase their usage of the Army's extensive and quality array of social-services programs.

*Action SS-2: Design a multi-purpose facility on-base where access to counseling is not distinguishable from access to other types of services.* A facility designed to house service providers of all kinds (that is, not just counselors) would reduce the likelihood that social-services visitors would be recognized as such.

*Action SS-3: On-base shuttle bus should consider expanded routes to major Base services:* Consider expanding on-base shuttle-bus routes to include service to all main locations, including Army Community Services, hospital, grocery store, post exchange, child development centers, and connections to regional public transportation.

*Action SS-4: Expand existing respite-care program for caregivers of children with special needs to include respite care for spouses of deployed personnel.* Expand existing respite-care program, which is available for military families living both on- and off-base, to include spouses of deployed personnel. Continue development of social networks for spouses.

*Action SS-5: Increase the coverage area of NC 2-1-1 to include all counties in the Fort Bragg region.* Work with the United Way of North Carolina to introduce the service to the six counties in the Fort Bragg region that do not have or are scheduled to have a 2-1-1 service in place.

*Action SS-6: Convene region-wide networking task force of social-services providers.* Local Continuum of Care coalitions should be the foundation of larger community task forces that meet on a regular basis to share best practices information and increase coordination, reduce duplication of services, and increase effectiveness in the delivery of services.

*Action SS-7: Locate Fort Bragg's newly-hired clinical social workers and counselors in local Department of Social Service Agencies and County Health Departments.* Locate these counselors in the community (as opposed to on-base) in order to improve access by soldiers and their families and to reduce the load on the local agencies.

*Action SS-8: Create reciprocity between graduates of the Army's Child Care Training Program and North Carolina Community College System.* Begin discussions between Fort Bragg staff and the North Carolina Community College system aimed at easing the transition from the Army's training program to full licensure, potentially resulting in a cooperative educational/training program.

*Action SS-9: Create dialogue between Fort Bragg and Smart Start Local Partnerships in the region.* Find ways to work together to obtain funding so as to increase the availability of high-quality, affordable child care in the Fort Bragg region.

*Action SS-10: Support local planning efforts to prevent rape and domestic violence and provide emergency shelter and services for victims of rape and domestic violence. Fort Bragg and local partners should work together to expand the availability of services and to stabilize funding for the local rape crisis center.*

*Action SS-11: Establish an Individual Development Account (IDA) Program. Local organizations should work with the North Carolina Department of Labor to set up the program and to find private and public sources of funding to match contributions by lower-income participants.*

*Action SS-12: Evaluate the effectiveness of the "Sponsorship Assistance Program" at Fort Bragg and implement improvements as needed. Army Community Services should establish a set of minimum expectations for sponsors and provide follow-up services to assess these sponsor's effectiveness.*

## **Hospitality**

### **Assessment**

The available lodging supply in Fort Bragg region is largely concentrated within metropolitan areas in Cumberland, Moore, and Robeson Counties. Cumberland County, with the largest number of hotel rooms, primarily caters to Fort Bragg, Pope Air Force Base and businesses located within the City of Fayetteville. Moore County caters to a more upscale, destination-leisure segment and to a lesser extent to Fort Bragg and the businesses located in Pinehurst, Southern Pines and Aberdeen. Robeson County predominantly supports the travelers on Interstate 95 who are in transit from the Northeastern United States and Canada to Florida and back. The vast majority of hotels and motels within the Tier I counties are small, independent or economy branded limited service hotels. Full service hotels with meeting space in Cumberland County and resort hotels in Moore County help to diversify the available supply. Accordingly, the average daily price per room in most areas is at or below the prevailing government lodging per diem rate. In general, an ample supply of small to mid-sized meeting space venues exist in the Tier I counties, though most facilities are located within Cumberland County. There are several tourism-related efforts underway in the Fort Bragg region, but most are at the grassroots level, and could benefit from greater networking.

### **Impact**

The expansion of Fort Bragg will result in increased demand for hotel rooms and meeting space in the Tier I counties. Cumberland County will accommodate the vast majority of the new demand, while Moore, Harnett, and Lee Counties will accommodate an increased amount of overflow demand. The increase demand will require new hotel development, ideally collocated with substantial meeting space. The relocation of the US Army Forces Command and the US Army Reserve Command will bring an additional ninety-five conferences to the Fort Bragg region annually; average attendance at these events is expected to be between 130 and 140 persons. Thus, the region will soon be in need of additional large-venue meeting space, preferably space that is co-located with hotel accommodations.

## **Suggested Actions**

*Action H-1: Conduct a detailed feasibility study for a new, full-service hotel with meeting space.* Explore the possibility of developing a hotel in close proximity with underutilized, already existing, large-meeting spaces—the Crown Center in Fayetteville, for example.

*Action H-2: Discourage the development of additional economy hotel properties and encourage the development of mid-market, limited-service and full-service hotels.* Increasing the availability of higher-end lodging options in some parts of the region should be matched by a complementary increase in the military's lodging per-diem rate.

## **Parks, Recreation, and Cultural Resources**

### **Assessment**

The Fort Bragg region has numerous and diverse parks and recreational facilities. Outdoor activities are particularly well served, with many areas suitable for hiking, biking, equestrian activities, and team sports. Golf, of course, is an important activity in Moore County; equestrian events are another recreational focus in Moore County. The rivers are also an important recreational amenity in many of the Tier I counties. The region offers a modest but diverse array of cultural activities, with several annual festivals attracting people from both within and outside of the region. Cumberland County serves as the hub for cultural and arts events and attractions for the region east of Fort Bragg. The Crown Center in Fayetteville offers a venue for sporting events and national musical tours. Small theaters and art centers/museums are found in several of the Tier I counties, with a particular concentration in Cumberland County. Historical sites provide a focus for some cultural activities. In general, funding of cultural resources, both facilities and programs, is a constant challenge.

### **Impact**

While the expansion at Fort Bragg will significantly impact many of the region's institutions and activities, it is not expected to appreciably increase demand for the region's parks, recreational, and cultural facilities or programs. The region's generally well-developed infrastructure and programming in these areas appears to be well equipped to absorb any additional demand generated by the new area residents. However, the funding of cultural resources will continue to be a challenge.

### **Suggested Actions**

*Action PRCR-1: Coordinate regional parks, recreational, and cultural resources programming.* Establish an organization that brings a collaborative, coordinated approach to the creation and maintenance of the region's parks, recreational, and cultural resource facilities and activities. Together with the organizations whose mission it is to support the communities most affected by BRAC, work to secure additional operating funds for use in cross-regional programs.

## ***Regional Planning, Compatible Land Use, and Sustainable Development***

Included among the established objectives of the BRAC Regional Task Force are: to ascertain requirements for maintaining a well-functioning green infrastructure and conserving the region's natural resources and working lands, farms and forests; to ensure that land uses near Fort Bragg and Pope Air Force Base are compatible with military operations and training; to preserve and enhance the unique, globally-recognized Sandhills longleaf pine ecosystem; and to establish a framework for launching the region toward sustainable growth and development. These objectives derive from an understanding that land use and development patterns have enormous impacts on the responsibilities of local governments in services as diverse as road construction, water and wastewater infrastructure, installation and maintenance, environmental protection, school construction, public safety, and taxation.

The actions suggested constitute a comprehensive and integrated regional approach to sustainable growth for the Fort Bragg region. These actions have important implications from a national, strategic perspective as well, considering the prevalence of key military installations within the Sandhills Ecoregion of the United States.

### **Suggested Actions**

*Action RP-1: Educate citizens, planning board officials, and elected officials on Planning for Sustainability (Growth Suitability Models, Smart Growth Principles & Implementation). Education program will culminate in county-wide 'visioning' exercises in advance of Land Use Plan rewrites & updates.*

*Action RP-2: Initiate a thorough review and update of local land use plans and zoning regulations to reflect the findings of the Regional Growth Suitability Model. Continue to provide training for land owners, planners, and developers to demonstrate the utility of the model in land-use decision-making.*

*Action RP-3: Address Compatible Land Use Issues by Implementing the Recommendations of the 2008 Draft Joint Land Use Study (JLUS).*

*Action RP-4: Create a Research & Demonstration Program for Sustainable Development.*

### **Moving Ahead**

Change is coming to the Fort Bragg region. Those immediately involved with this change will enjoy an unprecedented opportunity to shape it in ways that enrich their communities, the region, and Fort Bragg.



### ***The Need for Coordinated Regional Planning***

Numerous individuals, organizations, and agencies are involved in the day-to-day work that will shape the region's future. Each has its own particular mission and goals; each plays a slightly different role in planning or management. It is important to remember, however, that the actions—and the destinies—of all these parties are intertwined. Individual, independent actions can complement or they can interfere with the actions and interests of others. Without some degree of collaboration and coordination among stakeholder organizations, there is a genuine danger that the efforts of one could compromise the efforts of the others, that improperly addressed challenges can escalate into critical problems.

Coordination takes time and effort; working together places unfamiliar demands on those accustomed to focusing solely on their own individual missions. Successful collaboration often requires changes in behavior and attitude on the part of those in the habit of assuming that collaboration must entail unacceptable sacrifice—the expenditure of effort and funds that ought to be strengthening their own bottom line. A major challenge facing the Fort Bragg region, then, is that of finding ways to enhance the ability—and increase the willingness—of individuals, organizations, and agencies to work together successfully.<sup>1</sup>

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<sup>1</sup> BRAC Regional Task Force Tabletop Exercise – After Action Report developed by Booz Allen Hamilton

# Frequently Asked Questions

## What is Greenlight?

Greenlight is the new fiber optic communications system that the City of Wilson manages. This system brings advanced cable, Internet, and telephone services to the residents and businesses of Wilson. To best meet the needs of the community, the system is a Fiber to the Home system ensuring the availability of reliable and advanced services for homes and businesses.

## What is a Fiber to the Home System?

A Fiber to the Home system (FTTH) is an advanced telecommunications technology that utilizes 100% fiber optics throughout the entire system. Unlike traditional cable or telephone systems that use copper wire or a mixture of coax and fiber optics, the FTTH system is more reliable, provides virtually unlimited bandwidth and requires less maintenance once it is constructed. If the local cable provider or the telephone company were to significantly upgrade their system in Wilson today, the FTTH technology would be the technology of choice.

## What will we be able to do with the fiber optic system?

The fiber optic system will allow the City of Wilson to offer state of the art television, Internet and telephone services to the community. Services will be more reliable, faster, and clearer. More importantly, since the community will own the system, Greenlight will have a community flavor. Overall the FTTH system will improve the quality of life in this community and provide a strong economic development tool by attracting new business and enhancing the competitiveness of our current business community.

## Who will own the system? The local cable provider has had several names in the past.

The City of Wilson will own and operate the system.

## Will we be the first city in the United States to operate a fiber telecommunications system like this?

No. In the last several years many cities throughout the United States, some larger and some smaller than Wilson, have constructed fiber to the home systems (FTTH). The Fiber to the Home Council reports that as of 2007 there were over 8 million homes in the U.S. have FTTH services available to them.

## Will my taxes go up because this project is so expensive?

No. The funds for constructing the fiber network come from bonds issued by the City of Wilson. Tax revenues are not being used to fund this project in any way.

Source: <http://www.greenlightnc.com/about/faq/>

Page 1 of 2

Enclosure (2)

## When will these services be available to my home or business?

The network is complete now, so it's open to everyone in the city limits.

## Will I need special equipment to use FTTH services?

No. All necessary equipment will be provided at installation. In general, the FTTH system will use the current wiring in your home or business. Where needed, your installer will provide any additional cabling.

## What are the minimum specifications for my PC?

Greenlight recommends the following guidelines for your PC in using our Internet service:

- Operating System: Windows 95, 98, Me, 2000, XP. Macintosh 8.0 or higher.
- CPU: 100MHz or greater
- Memory: 32MB or greater
- Free Disk Space: 100 MB or greater

## Do I have to buy new appliances to use this service?

No. If your computer, TV or phone works with their current connections, you should not have to upgrade. Your current electronics will work fine.

## Will I have to change the wiring inside my house?

No. In most cases, the wiring you already have will work just fine.

## Will these services be available to homes and businesses?

Yes. They will be available to every address in town.

## Right now, the current cable provider doesn't offer broadband down my street. Will the city make this service available?

Yes. Wilson's mission is to provide this to every address in the city limits.

**RESOLUTION OF THE CITY OF FAYETTEVILLE, NORTH CAROLINA  
AGAINST SENATE BILL 1004 and HOUSE BILL 1252  
*Level Playing Field Act***

**WHEREAS**, Senate Bill 1004 and House Bill 1252 (*The Level Playing Field Act*) have been introduced in the 2009 Session of the General Assembly of North Carolina and referred to the Senate Commerce Committee and House Committee on Science and Technology, respectively; **AND**

**WHEREAS**, these bills do not provide a "level playing field" to cities, towns and counties, but greatly hinder local governments from providing needed communications services, especially advanced high-speed broadband services in underserved areas; **AND**

**WHEREAS**, these bills impose numerous obligations on cities and towns that private broadband companies do not have to meet; **AND**

**WHEREAS**, private companies, despite having received favorable regulatory and tax treatment to enable broadband investment, have chosen to avoid the financial commitment necessary to provide top quality services and instead are offering lesser quality, slow non-state-of-the-art infrastructure technologies that are not even available to all residents; **AND**

**WHEREAS**, while private companies declare top quality service is cost-prohibitive in our country, the United States continues to lose ground to other nations in broadband access, cost and growth in number of users, thereby falling behind the United Kingdom, Korea, France, Japan and Canada to name a few, and Japan has internet access that is at least 500 times faster than what is considered high-speed in the United States and at a lesser cost; **AND**

**WHEREAS**, the U.S. Congress provided funds in the American Recovery and Reinvestment Act (federal stimulus) to reverse our country's catastrophic broadband decline by making local and state governments – not private communication companies – directly eligible for \$4.7 billion in federal grants to provide affordable access to high capacity broadband services in unserved and underserved areas; **AND**

**WHEREAS**, these bills would prohibit North Carolina cities and towns from using federal grant funds to deploy or operate locally owned or operated broadband systems, thereby denying North Carolina residents access to billions of dollars of federal assistance available to the rest of the country and hindering employment opportunities; **AND**

**WHEREAS**, deployment of a true high-speed broadband internet is a new public utility vital to the future economic development, educational outreach, and community growth in North Carolina as well as being necessary to replace the lost textile, tobacco, furniture and manufacturing jobs; **AND**

**WHEREAS**, the General Assembly has already established 1) statutory provisions for Public Enterprises (NCGS Chapter 160A, Article 16); 2) conservation finance provisions in the Budget and Fiscal Control Act (NCGS Chapter, 159 Article 3); and 3) oversight by the Local Government Commission (NCGS Chapter, Article 2) and a local government must comply with all of those requirements in order to undertake providing an enterprise service to its community; **AND**

**CITY OF FAYETTEVILLE RESOLUTION**

Page 2

April 27, 2009

**WHEREAS**, the bills are counter to the Local Development Act of 1925 in NCGS Chapter 158 that allows local governments to aid and encourage economic development in communities throughout North Carolina; **AND**

**WHEREAS**, North Carolina law has long permitted local governments to engage in public enterprises and there is no justification for treating communications enterprises differently from other public enterprises that are essential for a sound economy; **AND**

**WHEREAS**, historically, it was government that funded much of the current corporate telecommunications infrastructure in the United States and government paid for and developed the Internet; **AND**

**WHEREAS**, there are telecommunications designers, equipment manufacturers and suppliers in North Carolina who will be negatively affected if local governments are not allowed to provide the needed communications services, meaning that **North Carolina will stand to lose more jobs by not investing** in top-quality broadband infrastructure than it will lose due to government provision of such services; **AND**

**WHEREAS**, many for-profit companies with operations in North Carolina have joined our local governments in opposing these bills.

**NOW THEREFORE BE IT RESOLVED** that the Mayor and members of the Fayetteville City Council oppose Senate Bill 1004 and House Bill 1252 and urge all members of the North Carolina General Assembly to vote "no" in committee and, if necessary, on the floor of the General Assembly.

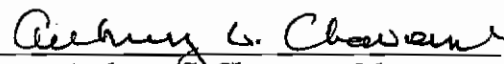
Adopted this 27<sup>th</sup> day of April 2009.

**CITY OF FAYETTEVILLE, NORTH CAROLINA**



ATTEST

  
Candice H. White, City Clerk

  
Anthony G. Chavonne, Mayor

0000.17

# CITY COUNCIL ACTION MEMO

**To:** Mayor and Members of Council  
**Thru:** Dale Iman, City Manager  
**From:** Rusty Thompson, PE, City Traffic Engineer  
**Date:** August 3, 2009  
**Re:** **Blanket No Parking Ordinance**



## THE QUESTION:

- Council requested staff to investigate the need for a blanket No Parking Ordinance that would give staff authority for placement without council approval.

## RELATIONSHIP TO STRATEGIC PLAN:

- More Efficient City Government

## BACKGROUND:

- City ordinances currently allow staff to install certain signs considered safety issues without adoption from council.
- To be legally enforceable, regulatory signs (no parking, stop, yield signs, etc.) must be adopted by council.
- We polled 12 cities and found 6 use our process, 5 have special legislation approved by the general assembly for the installation of signs without council approval and one did not respond.

## ISSUES:

- A blanket no parking ordinance would eliminate the requirement for council adoption.
- Opportunities for public information and input would be reduced.

## OPTIONS:

- Agree to seek special legislation from the general assembly
- Take all regulatory ordinances to council for adoption quarterly
- Take no action

## RECOMMENDATION:

- Take all regulatory ordinances to council for adoption quarterly

0000.28

ITEM

5.

To: Council Members

From: Rusty Thompson, Neil Perry, Rob Anderson, Jeffery Brown, Janet Smith

Re: Mr. Evans inquiry regarding "no parking" designations

This is in response to an inquiry from Mr. Evans regarding the mechanism of designating "no parking" areas within the City. Mr. Evans inquired whether a staff member has the authority to perform this function, rather than each request coming before Council for consideration.

North Carolina General Statute §160A-301(d) contains the following language:

"The governing body of any city may, by ordinance, regulate the stopping, standing, or parking of vehicles in specified areas of any parking areas or driveways of a hospital, shopping center, ...or any other privately owned public vehicular area,..."

The rules of statutory construction indicate that only the City Council ("the governing body") has the authority to regulate these actions because it must be accomplished by passing an ordinance. This is in order to make the action enforceable by the Police Department. Therefore, legislature made it clear that this function was to be performed by the governing body, rather than allowing for the designation of a staff member.

Secondly, staff collected information from North Carolina municipalities have dealt with as evidenced by the attached chart. Clearly, other governing bodies have struggled with the same issue. However, they have obtained special legislation giving the City manager or his staff the authority from N.C.G.S 160A-301. Please see attached legislation for the City of Durham as an example of this legislation.

In conclusion, in order to delegate the authority of the Parking statute to the City Manager or other staff, the City of Fayetteville will need to acquire special legislation from the General Assembly.

GENERAL ASSEMBLY OF NORTH CAROLINA  
SESSION 2003

SESSION LAW 2003-85  
HOUSE BILL 651

AN ACT AMENDING THE CHARTER OF THE CITY OF DURHAM TO ALLOW  
THE CITY MANAGER TO MAKE DECISIONS REGARDING ROUTINE  
TRAFFIC CONTROL MEASURES.

The General Assembly of North Carolina enacts:

**SECTION 1.** The Charter of the City of Durham, being Chapter 671 of the 1975 Session Laws, as amended, is amended by adding the following new section:

"Sec. 54.1. Traffic Control Measures. – The City Council may, by ordinance, delegate to the City Manager or the Manager's designee the authority to make routine determinations regarding speed limits, parking, loading, standing, and traffic control measures, including the location of stop signs, yield signs, turn restrictions, loading zones, bus stops, and parking restrictions in rights-of-way."

**SECTION 2.** This act is effective when it becomes law.

In the General Assembly read three times and ratified this the 27<sup>th</sup> day of May, 2003.

s/ Marc Basnight  
President Pro Tempore of the Senate

s/ Richard T. Morgan  
Speaker of the House of Representatives



**ORDINANCE AMENDING CHAPTER 20 OF THE DURHAM CITY CODE TO  
ALLOW THE CITY MANAGER TO MAKE ROUTINE DETERMINATIONS  
REGARDING TRAFFIC CONTROL DEVICES IN THE CITY OF DURHAM**

WHEREAS The U.S. Secretary of Transportation, under authority granted by the Highway Safety Act of 1966, decreed that traffic control devices on all streets and highways open to the public travel in accordance with 23 U.S.C. 109(d) and 402(a) in each State shall be in substantial conformance with the Standards issued or endorsed by the FHWA; and

WHEREAS The Manual on Uniform Traffic Control Devices (MUTCD) is approved by the Federal Highway Administrator as the National Standard in accordance with Title 23 U.S. Code, Sections 109(d), 114(a), 217, 315, and 402(a), 23 CFR 655, and 49 CFR 1.48(b)(8), 1.48(b)(33), and 1.48(c)(2); and

WHEREAS the MUTCD is recognized by the City of Durham as the standard for traffic control devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or blkeway by authority of a public agency having jurisdiction; and

WHEREAS the General Assembly of North Carolina enacted Session Law 2003-85, House Bill 651, An Act Amending the Charter of the City of Durham to Allow the City Manager or his/her Designee to Make Routine Decisions Regarding Routine Traffic Control Measures; and

WHEREAS the City Council desires to grant this authority to the City Manager's designee to improve the timeliness of the installation of routine traffic control devices with greater efficiency while adhering to proscribed State and Federal standards;

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL, OF THE CITY OF DURHAM THAT:

Sec. 1. Chapter 20 of the Durham City Code is hereby amended by adding the following new provision:

"Sec. 20-48. Authority to Make Certain Traffic Control Decisions Delegated to Public Works Director.

In addition to the authority delegated to the City Manager by the foregoing provisions, the Public Works Director, as the City Manager's designee, and the professional engineers working for such Public Works Director, shall be authorized to make routine determinations regarding speed limits, parking, loading, standing, and traffic control measures, including the locations of stop signs, yield signs, turn restrictions, loading zones, bus stops, and parking restrictions within the rights-of-way using professional standards for such determinations, such as the Manual on Uniform Traffic Control Devices. The Public Works Department shall maintain a properly indexed inventory of all signs installed or removed under this authority."

Sec. 2. All ordinances or resolutions to the contrary are hereby repealed to the extent of the inconsistency.

Sec. 3. This ordinance is effective upon passage.

APPROVED BY  
CITY COUNCIL

OCT 6 2003  
*D. Ann Gray*  
CITY CLERK

City/Town	Contact	Requires Council Ordinance For No Parking sign placement and enforcement
Asheville, NC	Ken Putnam	No, has special legislation from General Assembly
Burlington, NC	Nolan Kirkman	Yes
Cary, NC	Lori Cove	Yes
Chapel Hill, NC	Kumar Neppalli	No response
Charlotte, NC	Charles Able	No, has special legislation from General Assembly
Durham, NC	Phil Lozuik	No, has special legislation from General Assembly
Gastonia, NC	Don Lowe	Yes
Greensboro, NC	Adam Fischer	No, has special legislation from General Assembly
Hickory, NC	Nathan Vanoy	Yes
Highpoint, NC	Mark McDonald	Yes
Raleigh, NC	Sherry Beville	Yes
Wilmington, NC	Rich Brown	No, has special legislation from General Assembly

# CITY COUNCIL ACTION MEMO

**To:** Mayor and Members of Council

**From:** Rob Anderson, Chief Development Officer *RAA*

**Date:** August 3, 2009

**Re:** Economic Development Incentive – Property Tax Grantback for the Bellagio Project

**THE QUESTION:** To discuss the process and terms for possible approval of the Bellagio Project as the first participant under the Property Tax Grantback Program. Staff proposes a public hearing and consideration of approval on the August 24, 2009, regular meeting of the City Council.

**RELATIONSHIP TO STRATEGIC PLAN:** Strong Local Economy & More Attractive City

**BACKGROUND:** The City and owner of the subject property have explored a variety of projects for this site since at least 1991. The Bellagio project is comprised of 239 multi-family dwelling units ranging from one to three bedrooms constructed on approximately 12.3 acres. In addition, a common multi-use facility of approximately 5,250 feet will be constructed as part of the estimated \$20,000,000 private investment.

As part of this proposed funding agreement, the developer has committed to three things of important value to the City of Fayetteville. In addition to the economic activity of the investment itself, the developer will deed to the City of Fayetteville a 100 foot wide right-of-way extending the entire distance to connect between Pamalee Drive and Bragg Boulevard (3.62 acres). They will also construct at their expense within that right-of-way infrastructure improvements necessary to provide full access from Bragg Boulevard to the project site.

Finally, the developer will remove old building foundations adjacent to the site along Bragg Boulevard and replace the blighting influence with new sidewalks and landscaping. This will substantially improve the visual appeal in that area and establish a new standard for excellence in development and pedestrian/bicycle facilities for that area of Bragg Boulevard.

**ISSUES:**

As the first project in process under this new Economic Development Program, staff felt it would be appropriate to make a preliminary presentation at a work session prior to scheduling a public hearing.

This project as proposed has the potential to serve as a catalyst for additional high quality development in this area of Bragg Boulevard.

This project represents an important private investment to serve the housing needs of the influx of population anticipated by the BRAC program.

The three important contributions by the developer as noted above may not have been achieved in the absence of participation in the Property Tax Grantback Program.

**OPTIONS:**

1. Schedule a public hearing and an Agenda Action Item for the August 24, 2009, regular meeting of the City Council to consider approval of this item as recommended by staff;
2. Delay action on approving the first eligible applicant under the Property Tax Grantback Program adopted by City Council on March 17, 2008, and amended by City Council on April 13, 2009.

**RECOMMENDATIONS:**

Schedule a public hearing and an agenda action item for the August 24, 2009, regular meeting of the City Council to consider approval of this item as recommended by staff.

ATTACHMENTS: None

# CITY COUNCIL ACTION MEMO

**To:** Mayor and Members of City Council  
**From:** Craig Hampton, Special Projects Director  
**Cc:** Michael Gibson, P&R Director  
Jeffery Brown, City Engineer  
Cynthia Pres, Real Estate  
**Date:** August 3, 2009  
**Re:** Conveyance of City-Owned Land into Clean Water Trust Fund

## **THE QUESTION:**

Council will be asked to adopt the attached resolution that will authorize the conveyance of approximately 200 acres of city-owned land into the Clean Water Trust Fund Conservation Easement Program.

## **RELATIONSHIP TO STRATEGIC PLAN:**

Goal #1-Growing City, Livable Neighborhoods, A Great Place to Live (expand and upgrade parks); Goal #3-More Attractive City-Clean & Beautiful (increase green space throughout the city). Also listed in approved Capital Improvement Project (CIP) Plan.

## **BACKGROUND:**

In 2008 the City of Fayetteville received award of a \$1.3 million grant from the state Clean Water Trust Fund to provide some funding for the next phase of the Cape Fear Rivertrail. We also received grants from NC DOT for \$1 million making the project total \$2.3 Million. The grant conditions require, among other things, that land be conveyed into the Trust Fund in perpetuity in order to receive the funding. There will also be some county owned land conveyed into the trust through a separate action. Maps are attached that shows the land to be conveyed. The land is primarily along the path of the next phase of the Cape Fear Rivertrail and will serve as a buffer for that trail. The attached resolution is one of the final actions needed to conduct the actual conveyance. Prior to this action the city conducted surveys of the land, as well as environmental assessments and other studies as required by NC DOT and the grant conditions.

## **THE ISSUE:**

There are no unresolved issues known.

## **OPTIONS:**

1. Adopt the Attached Resolution and convey the property.
2. Do not adopt the Resolution and provide guidance to staff.

## **RECOMMENDATIONS:**

1. Adopt the Attached Resolution and convey the property.

000045

ITEM 7.



City of Fayetteville  
Clean Water Management Trust Fund  
Date: August 09  
Attachment A - Resolution #

**Legend**  
Conservation Easement  
Proposed Cape Fear River Trail  
Existing Cape Fear River Trail

0 750 1,500 3,000 4,500 6,000 Feet

000046

**A RESOLUTION AUTHORIZING CERTAIN CITY-OWNED LAND TO BE CONVEYED INTO THE NORTH CAROLINA CLEAN WATER MANAGEMENT TRUST FUND CONSERVATION EASEMENT PROGRAM**

WHEREAS, The City of Fayetteville (hereinafter City) and the state of North Carolina acting through the NC Clean Water Management Trust Fund (hereinafter CWMTF) have agreed upon and executed a grant agreement commonly know as CWMTF Project Number 2006B-006 (hereinafter Grant) with an effective date of October 29, 2008 and a value of \$1.3 million dollars, and;

WHEREAS, the purpose of the Grant is to provide additional funding for the creation of the second phase of the Cape Fear Rivertrail extending along the Cape Fear River from Methodist College to the Cape Fear Botanical Gardens, and beyond, and in return the City of Fayetteville is to convey certain city-owned land into the CWMTF for the purposes of establishment of a perpetual conservation easement for a riparian greenway along the Cape Fear River that includes portions of the Cape Fear Rivertrail, a public use amenity enjoyed and used by thousands of Fayetteville and Cumberland County citizens and visitors, and;

WHEREAS, the Grant Agreement contain various terms and conditions that City must comply with in order to obtain the funding and one of those aforementioned terms and conditions is the conveyance, in perpetuity, of certain previously identified and approved city-owned land into the CWMTF by passage of a resolution by the governing body of the City of Fayetteville, and;

WHEREAS, the City is prepared and able to comply with the terms and conditions of the Grant and specifically to convey, in perpetuity, the below described city-owned land into the CWMTF

Parcel Number	Acreage
0447-16-5763	12.12
0438-87-6231	21.17
0448-07-1742	4.14
0449-11-5573	16.14
0449-24-2838	112.62
TOTAL	166.19

said city-owned land also being shown on attachment A-Map of CWMTF Conservation Easement Area-Cape Fear Rivertrail-Phase 2, and;

NOW THEREFORE BE IT RESOLVED, The city council of the City of Fayetteville hereby authorizes the perpetual conveyance of the above described city-owned land into the NC Clean Water Management Conservation Trust Fund for the purposes of establishment of a perpetual conservation easement for a riparian greenway along the Cape Fear River that includes portions of the Cape Fear Rivertrail, and authorizes the City Manager or Designee to complete and execute any and all future documents or instruments necessary to effect this order.

Authorized this Date of August 10, 2009

\_\_\_\_\_  
Anthony Chavonne, Mayor of City of Fayetteville

\_\_\_\_\_  
Attest: City Clerk (Seal)

# CITY COUNCIL ACTION MEMO

**To:** Mayor and Members of City Council  
**From:** Dale Iman, City Manager  
**Date:** August 3, 2009  
**Re:** Rotation Wrecker Management Software (Complied Logic)

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**THE QUESTION:** Sgt. M. Dow will provide a presentation on the services of the Complied Logic software and how it can impact our community.

**RELATIONSHIP TO STRATEGIC PLAN:**  
Police Department's Community Wellness Plan

The C:Logic software will benefit all those involved in the towing process. Tow companies will report tows via the internet where citizens can then query a website to quickly recover their vehicle. This software also assists with several other management features that would be beneficial to the PD.

**BACKGROUND:**

Through the growth of the city and the eagerness of local tow companies to represent the city by becoming members of the rotation wrecker list, it has become more relevant to implement a management system.

Complied Logic is located in Houston, TX and specializes in the management of wrecker lists for municipalities. This is accomplished at no cost to the taxpayers or tow companies.

**THE ISSUE:**

This presentation is for information purposes only.

**OPTIONS:**

N/A

**RECOMMENDATIONS:**

This presentation is for information purposes only.





## FPD Non-Consent Towing Initiative Ordinance Overview

What is the Fayetteville Towing Initiative (FTI)? A Fayetteville Police Department (FPD) sponsored program to improve the visibility and oversight of non-consent towed vehicles (police-initiated, private property impounds (PPI), repossessions and special event) within the city limits. The proposed ordinance changes do NOT impact consent towing.

What are the benefits of the FTI? Under this initiative, FPD will be able to more effectively provide enforcement against predatory towing practices and financial abuses, combat auto theft and erroneous stolen vehicle reports and provide a simple, cost-effective method for citizens, soldiers and visitors to find their missing or towed vehicles. FTI will enable the department to transition to electronic tow slips, automate towing fee audits and owner notification and take advantage of recent FPD technology upgrades including CAD./RMS, mobile printers and web-enable patrol cars. The towing industry would benefit from electronic compliance reporting, better customer service and lower citizen vehicle inquires on missing vehicles. Soldier will also be allowed to register their vehicles in the event they are towed while deployed.

How does the program work? Through participation in the North Carolina Towed Vehicle Locator Initiative (NCTVLI), Fayetteville will join other NC cities and counties (including Cumberland County) in electronically reporting and the sharing of non-consent towing information within a centralized repository. This repository facilitates information-sharing between FPD, area law enforcement agencies, towing and storage operators and the general public.

What is the cost to the City, FPD and Area Towing & Storage Lot Owners? Zero. The service is entirely funded by the vehicle owners that have their cars towed. If you never get your car towed, you never pay a dime for this service. For those vehicles that have been towed, a \$10.00 service fee is added to the tow bill to cover the costs of tracking and oversight of the non-consent towing process. This fee is only collected on those vehicles recovered by their owners and is split \$7/\$3 between the repository owner and storage lot.

How can a citizen, soldier or tourist search online for a towed or missing vehicle? Anyone wishing to find a missing or towed vehicle can go to <http://nc.towedcar.com> and type in their license plate or Vehicle Identification Number (VIN). Information on the location of the vehicle, law enforcement agency authorizing the tow and release information is returned for a vehicle match. The site is linked from FPD website and accessible from any browser or web-enabled phone. (Give it a try by entering plate number: S6I55RZ). There is no cost in using this website and as part of the program; a public awareness campaign will be done to educate the public on the service. For those who do not have internet access, this website is available to city and other non-emergency help desk personnel to quickly answer phone or walk in inquiries.



# FPD Non-Consent Towing Initiative

## Ordinance Overview

What additional benefits will the City of Fayetteville and surrounding area see? As part of this initiative, towing information from surrounding communities, including Cumberland County, will be available to FPD to combat auto theft and expedite vehicle recovery. A program administered by the vendor will provide vehicle registration and free towing notification for deployed Ft. Bragg soldiers.

What ordinance changes are required? In order to facilitate a timely, accurate transmittal of towing information, changes are necessary to require the electronic reporting of ALL non-consent towed vehicles. Language authorizing a pass-thru fee for the operation of the centralized repository will be included.

What towing information must be reported and within what time frame? Towing information includes the description of the vehicle, plate number and state, Vehicle Identification Number (VIN) and where the vehicle is located. To address any privacy concerns, no owner, driver or lien holder information is shared with the public. Towing information is required to be electronically reported to FPD within 1 hour of receipt and release of the vehicle from the storage lot.

What is VINS? VINS (Vehicle Information-sharing and Notification Service) is a secure, collaborative, cross-jurisdictional, centralized repository designed specifically for the reporting of non-consent towing information. It is accessed over the web, hosted on 3rd party infrastructure and simplifies the method how information is captured, audited, and shared by FPD. PPI towing operators and area law enforcement enter towing data using their native applications to avoid double entry of data and improve information accuracy.

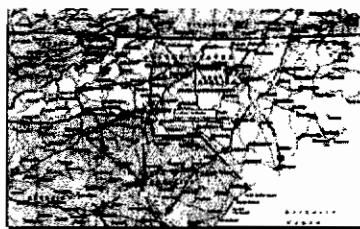
How does Towing Information Enter the Repository? Towed car information flows directly from FPD MDTs and CAD/RMS systems (interfaces with OSSI application). A secure portal for Law Enforcement provides access to the storage lot inventory records, allowing direct management and control of vehicle holds/releases and compliance performance reporting. Towing and Storage companies use a secure access to the VINS portal or their existing lot management software to report private property tows and releases, and communicates electronically with FPD on vehicle holds.

When is the FTI schedule to begin and end? The service is operational today within the police department and 14 of the 31 contract towing operators are participating voluntarily. Once the ordinance is passed, the FTI will expand the scope to include all private property towing companies operating within the city limits.

Where can I learn more about Fayetteville Non-Consent Towing Initiative? The FPD contact point is: Sgt Eric Dow | FPD | 910-433-1561 | MDow@ci.fay.nc.us



**C:LOGIC**



## NORTH CAROLINA

### *Towed Vehicle Locator Initiative*

The Towed Vehicle Locator Initiative connects the dots and enables disparate law enforcement agencies to easily locate vehicles that have been towed in neighboring jurisdictions, dramatically lowering the number of erroneous stolen vehicle reports as well as the time required to locate a missing vehicle.

#### The Scene

Late one night a car is stolen in Raleigh-Durham, taken for a joy ride and abandoned at a mall in Fayetteville. Mall security has the car towed. The towing company stores the car and reports the tow to the Fayetteville Police Department. Fayetteville PD runs a stolen vehicle check when the tow is called in, but takes no further action when the check comes back negative. The next morning, the vehicle owner realizes their car is missing and calls 911 to report the theft. The 911 call is routed to the Raleigh-Durham Police, who file a stolen vehicle report.

#### The Problem

Connecting the dots. The reality is that cities and counties find it difficult, if not impossible, to share information. The Towed Vehicle Locator Initiative took root when cities and counties in a major metropolitan area decided to participate in a cross-jurisdictional effort to help citizens locate missing vehicles. In our example, because the stolen vehicle report was filed after the car was towed, the NCIC check run when the tow was reported comes back negative. The next morning, when the Raleigh-Durham Police file a stolen vehicle report, they have no way of knowing that the missing car was towed and is sitting in a storage lot in Fayetteville. Neither agency has enough information to connect the dots. As a consequence, the missing car is essentially lost in the process and may remain lost for days...or even weeks. To complicate matters, North Carolina has numerous city, county, and state law enforcement agencies who do not share data.



“ The visibility of towing information with the Cumberland County and other North Carolina communities delivered under this initiative provides the Fayetteville police department an effective tool to located missing and stolen vehicle and a simple method for our citizens to find their towed vehicles more quickly. ”

**Sgt. Eric Dow**  
Fayetteville Police Department



The Towed Vehicle Locator Initiative connects the dots and enables disparate law enforcement agencies to easily locate vehicles that have been towed in neighboring jurisdictions.

## The Solution

The North Carolina Towed Vehicle Locator Initiative. Through this initiative, agencies can easily locate vehicles towed in neighboring jurisdictions, dramatically reducing the number of erroneous stolen vehicle reports, as well as the time required to locate a missing vehicle. The cornerstone of this program, VINS, enables high-speed, cross-jurisdictional information sharing on a regional basis through a secure data repository accessed over the web and hosted on 3rd party infrastructure - no hardware or software to purchase or install. The system is easy to use and readily adaptable to existing departmental policies and procedures.

*VINS streamlines management of the non-consent towing life cycle, delivering relief to law enforcement agencies, cost effective, compliant operations for wrecker drivers, storage lot operators, and recovery specialists, as well as faster resolution for citizens.*

*VINS automates a variety of manual, paper-based processes, increasing efficiency, reducing costs, and enabling highly-skilled law enforcement personnel to focus their time and attention on police work, not paperwork.*

## The Benefits

- Enables highly-skilled officers to spend more time policing.
- Enables cross-jurisdictional collaboration and data sharing.
- Streamlines management of non-consent towing operations.
- Eliminates erroneous stolen vehicle reports.
- Accelerates recovery of stolen/abandoned vehicles.
- Facilitates online compliance reporting and lien-holder notification.
- Helps citizens quickly and easily locate a towed vehicle.

## For More Information

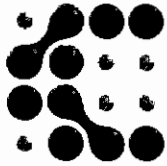
C:LOGIC provides Vehicle Information-Sharing and Notification Services to people impacted by towing issues including law enforcement agencies, state and local municipalities, the towing and storage, automotive, and insurance industries, and private citizens. As the leader in Towing Lifecycle Management solutions, C:LOGIC's multi-jurisdictional solutions are used by major US metropolitan areas to provide the least disruptive, lowest risk answer to lowering towing management costs, providing effective industry compliance oversight and helping citizens locate missing or stolen vehicles.

To learn more C:LOGIC and our Towed Vehicle Initiatives, please contact us at: 1-888-876-VINS (8467) or visit [www.compiledlogic.com](http://www.compiledlogic.com)

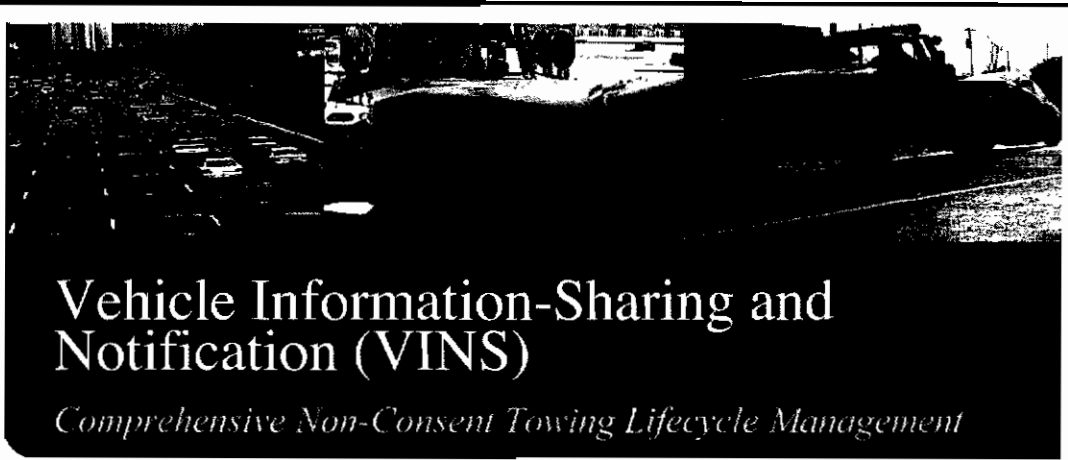


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## Vehicle Information-Sharing and Notification (VINS)

*Comprehensive Non-Consent Towing Lifecycle Management*

**VINS is a NO COST solution to Cities and Counties, Law Enforcement Agencies, and Towing & Storage Lot Operators that streamlines towing operations and enables collaboration and information sharing via a single secure, multi-jurisdictional repository.**

### Limitations in Non-Consent Towing

Each day, in major metropolitan areas across the U.S., an estimated 30,000 automobiles are towed in non-consent scenarios, such as law enforcement tows, private property tows, and repossessions. A typical metropolitan area may have numerous law enforcement agencies residing in overlapping and adjacent jurisdictions, hundreds of storage lots and wrecker drivers, and thousands of private property owners involved in non-consent tows. Today, these entities typically can't share data.

The result is a burdensome and costly challenge for everyone involved. Law enforcement agencies expend significant resources managing towing operations and servicing citizen requests. Regulatory compliance for towing- and recovery-industry professionals is costly.

### VINS Benefits: Total Towing Lifecycle Management

#### **Law Enforcement:**

- Eliminates phone and in-person inquiries
- Enables oversight and electronic audit trail
- Reduces and streamlines officer workload

Enables Business Critical Task Focus

#### **Towing & Storage Industry:**

- Lowers complexity of compliance reporting
- Reduces inbound calls to locate vehicle
- Automates registered owner & lien holder checks

Lower Costs & Improved Customer Service

#### **Cities & Local Government:**

- Raises and promotes image
- Improves citizen and industry satisfaction
- Facilitates regional and state collaboration

User Funded, Outsourced Solution

#### **Citizens**

- Enables self-service to locate vehicle
- Lowers vehicle recovery time and storage cost
- Eliminates search confusion and frustration

Improved Public Satisfaction

"VINS helps us identify stolen cars quicker and steer the public in the right direction when they call the substations to find out where their car is"

Under Sheriff Sal Baragiola, Bernalillo County

## Features and Benefits Summary

Feature	Benefits
<b>Full Non-Consent Life Cycle Support</b>	<ul style="list-style-type: none"> <li>Automates manual, paper-based procedures</li> <li>Reduces law enforcement workload</li> <li>Delivers accurate, up-to-date vehicle status and location</li> <li>Provides real-time storage lot inventory</li> </ul>
<b>Electronic Compliance Reporting</b>	<ul style="list-style-type: none"> <li>Lowers cost of regulatory compliance</li> <li>Reduces law enforcement workload</li> <li>Facilitates regulatory oversight and revenue reconciliation</li> </ul>
<b>Multi-Jurisdictional Shared Data Repository</b>	<ul style="list-style-type: none"> <li>Lowers cost of regulatory compliance</li> <li>Reduces law enforcement workload</li> <li>Facilitates regulatory oversight and revenue reconciliation</li> </ul>
<b>Scalable Architecture Auction Support</b>	<ul style="list-style-type: none"> <li>Easily accommodates growth</li> <li>Automates paper-based procedures</li> <li>Reduces law enforcement and storage lot workload</li> <li>Facilitates auction fee invoicing and revenue reconciliation</li> </ul>
<b>Support for Holds and Watches</b>	<ul style="list-style-type: none"> <li>Enables law enforcement to place, extend and release holds and watches on stored vehicles</li> </ul>
<b>Software as a Service</b>	<ul style="list-style-type: none"> <li>Hosted solution: nothing to install, operate or maintain</li> <li>Runs on reliable, high-performance infrastructure</li> <li>Enables seamless software upgrade</li> </ul>
<b>Flexible Deployment/Seamless Integration</b>	<ul style="list-style-type: none"> <li>Can be deployed as a stand-alone system, accessed via full featured, browser-based IO over the web</li> <li>Can be integrated with existing IT (MDTs, CAD, RMS)</li> </ul>
<b>Browser-Based User Interface</b>	<ul style="list-style-type: none"> <li>Enables access from any computer or mobile device</li> <li>Eliminates need to distribute, install or maintain client software on individual users' machines</li> </ul>
<b>Role-based Security</b>	<ul style="list-style-type: none"> <li>Secure: requires individual users to log in</li> <li>Controls access to functionality and data based on user's identity, affiliation and role</li> </ul>
<b>Administration</b>	<ul style="list-style-type: none"> <li>Provides designated administrators with user admin and reporting capability</li> <li>Supports batch processing for user-account creation and maintenance</li> </ul>
<b>Reporting</b>	<ul style="list-style-type: none"> <li>Provides variety of predefined reports that can be customized and saved</li> <li>Supports data export to Microsoft Excel, Microsoft Access</li> </ul>
<b>Call Center</b>	<ul style="list-style-type: none"> <li>Dramatically reduces law enforcement workload, enabling highly skilled personnel to focus on mission-critical tasks</li> <li>Provides reduced call-answer times and consistent quality of service for citizens</li> <li>Flexible staffing model accommodates spike in demand</li> </ul>



C:LOGIC

Compiled Logic is the leading provider of towing lifecycle management solutions to law enforcement, the towing and storage industry, and municipal governments. Our flagship product, VINS™ is based on patent-pending technology and delivers a comprehensive Software as a Service (SaaS) solution that can streamline towing operations and enable collaboration and information sharing via a secure, multi-jurisdictional data repository.

Compiled Logic's solutions are used by major US metropolitan areas in California, Georgia, North Carolina and Texas. Our Regional Towed Vehicle Locator Initiatives connects the dots between public and private owners to provide multi-jurisdictional towing information.




C:LOGIC

TOWED CAR.com



**Results Page**



**Record 9YI-0006**  
 This vehicle was towed from 950 WEST PEACHTREE STREET 8TH STREET IN PARKING GARAGE on Monday May 18, 2009 at 12:28 AM. If this is your vehicle, you may contact the storage lot by phone at (404) 577-8950.

**Vehicle Information**  
 Make: **Mercury**  
 Model: **NA**  
 Year: **1998**  
 Color: **Green**  
 Plate: **AWK8918**  
 Plate State: **Georgia**

**Storage Lot Information**  
 Name: **ATOW Atlanta**  
 Address: **180 Harriet Street, S.E**  
 City/State/Zip: **Atlanta, Georgia 30315**  
 Phone: **(404) 577-8950**  
 After Hours: **(404) 577-8950**

**Law Enforcement Agency Information**  
 Name: **Atlanta Police Department**  
 Address: **(404) 853-3434**  
 City/State/Zip: **Atlanta, Georgia 30308**  
 Phone: **(404) 853-3434**  
 After Hours: **NA**  
 Home Page: [Click Here](#)

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State Level Towed Vehicle Locator Initiatives



ga.towedcar.com



nm.towedcar.com



nc.towedcar.com

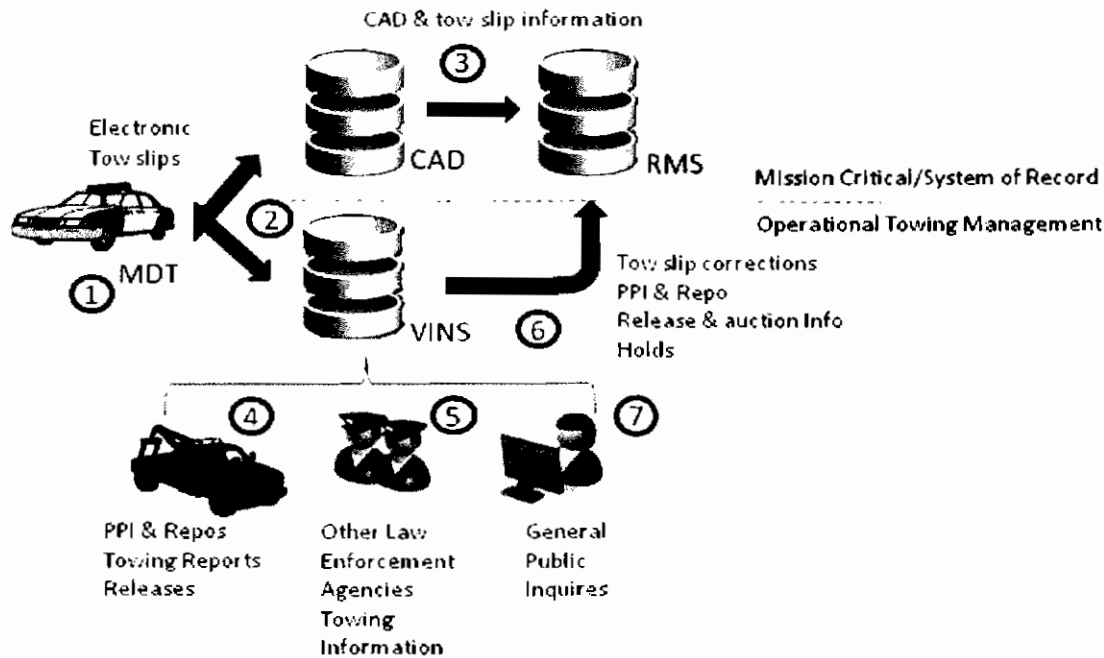


nv.towedcar.com



tx.towedcar.com

# Capturing VINS Towing Information



## Process

- 1) NCIC information is used to populate MDT tow slip
- 2) Electronic tow slips information is sent to both CAD and VINS
- 3) CAD & Tow slip information is transferred to RMS
- 4) Tow slip corrections, release information and Private Property Impounds (PPI) Information is entered in VINS by towing & storage operators
- 5) Jurisdictional towing information is entered in VINS from other law enforcement agencies
- 6) VIN send towing information in steps 4 & 5 to RMS
- 7) Citizens, law enforcement agencies query VINS for non-consent towing information on missing vehicles

## Benefits

- Eliminates phone and fax reporting
- Eliminates double entry of data
- Integrates seamlessly into officers applications and processes
- Pre-populates the MDT-based tow slip with data from NCIC
- Improves data accuracy through field level error checking
- Minimizes free format fields through checkboxes and list boxes



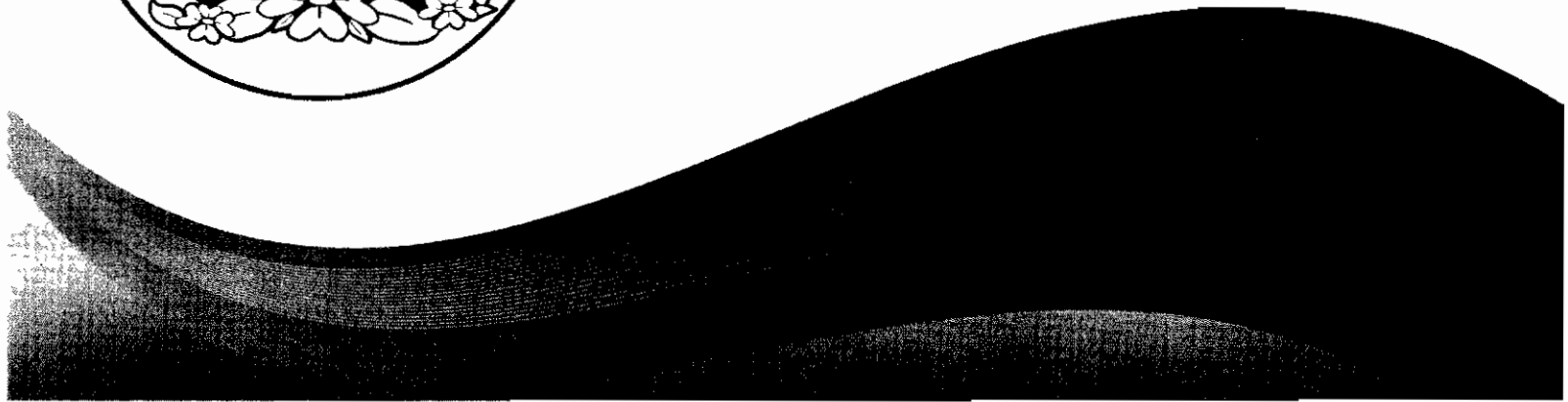
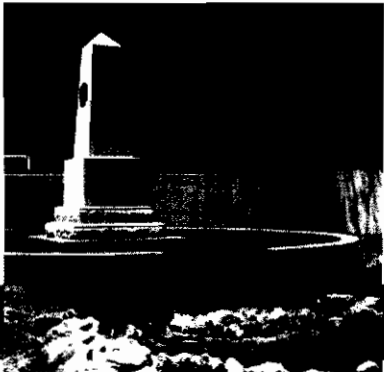
C:LOGIC

2/10/2009



# City of Fayetteville 2008 Annual Report

*City of*  
**Fayetteville**  
*North Carolina*



**Police Training Officer Program** - The PTO program was reengineered to follow the Field Training Officer program model with a problem-solving component included. All training officers are scheduled to attend FTO School.

## Training

**Employee Turnover** - As of October, the Police Department has experienced a 20% reduction in employee turnover.

**Training Center** - Implementation of a written Police Officer Selection Test for new applicants; goal is to obtain more qualified applicants. This is grant funded.

## Enhanced Technology

To improve overall efficiency, the Police Department changed the mapping software package. It has improved response time for problems to the same day, continues to share real time data with all stakeholders and crime statistics are sent directly to Community Watch leaders via computer.

**Towing Initiative** - This software technology called Vehicle Information-sharing and Notification Service (VINS) is aimed at providing better, more efficient customer service to assist citizens and soldiers in locating and recovering their vehicles when towed. With VINS-enabled communication between local law enforcement agencies and rotation contract towing businesses, the issues of erroneous stolen vehicle reports and the process of holding and releasing vehicles will be simplified by providing citizens with a website where they can type in their plate number and find their towed vehicle anywhere in Cumberland County. VINS electronic tracking will eventually be expanded to track private property towing, vehicle repossession and all non-consent towing done within the county.

## Improved Coordination with District Attorney's Office

The department developed and enhanced a debriefing strategy with the District Attorney's Office, enabling officers the opportunity to obtain additional information on crime activity. This includes monthly FOCUS meetings and weekly Crime Mapping meetings. The Police Department also debriefs military officials if a soldier is involved in high profile cases.

## Child Advocacy Center

A partnership was developed with the Child Advocacy Center to enhance investigative needs and training for our detectives in the prevention of juvenile crime.

**BE THE  
BEST  
BE THE  
BADGE**



## **Multijurisdictional Repositories: A Possible Solution for Nonconsent Towing Problems**

*Ron Smith, Vice President of Sales and Marketing, Compiled Logic, Houston, Texas*

**A**cross the United States, more than 30,000 cars are relocated each day without the owner's consent, in such situations as law enforcement or private-property tows, and are ultimately stored in public and private impound lots. Coupled with the reality that most metropolitan areas have multiple enforcement agencies residing in overlapping and adjacent jurisdictions, hundreds of towing companies, and thousands of property owners, locating a towed car can be a daunting, costly, and time-consuming task.

With the national average for recovering a towed car estimated at five to seven days and with vehicle abandonment rates greater than 25 percent, many vehicles are never recovered because they cannot be found or the storage bill outweighs the value of the car. The result is that the vehicle owner often walks.

Why is this allowed to happen? Stakeholders in the towing life cycle do not or cannot share data about towed cars.

### **Towing Life Cycle Challenges**

Although the process of vehicle towing, storage, and recovery seems straightforward, it is fraught with complications. Many of these challenges come from the antiquated manner in which data are collected, processed, and disseminated. Following are just a few examples.

**Inadequate Ordinances:** Nonconsent towing ordinances cover only police-initiated towing and do not require the reporting or oversight of private-property impounds and lienholder repossession towing. As a result, the majority of negative media headlines and citizen complaints involving predatory towing or billing abuses are focused in these two areas.

**Paper-Based Reporting:** Most aspects of the process, from the initial tow slip to the reporting of inventories by storage lots, are recorded on paper and subsequently transcribed into record management systems at a later date. These manual processes are inefficient, prone to error, and inaccessible.

**Different Motivations:** The parties involved in the towing life cycle are not necessarily motivated for the same reasons or interested in achieving the same results. Law enforcement agencies are interested in improving operations and reducing resource and manpower constraints. Storage lots must balance profitability with the cost of meeting regulatory mandates. Politicians are focused on improving services delivered without levying additional taxes on voters. Vehicle owners just want to locate their vehicles in a timely, cost-effective manner.

**Jurisdiction View:** For a given locale, multiple governmental agencies may possess the authority to authorize nonconsent tows. For metropolitan areas, information is generally not shared among jurisdictions, and there are few coordinated efforts when it comes to vehicle recovery.

## **Multiagency Approach**

A single, electronic source of nonconsent towing information for all stakeholders across the towing life cycle is the key to improving management and oversight. Creation of an authoritative repository would enable effective communication and tracking by a "connect-the-dots" approach that enables the sharing of information within a discrete towing operation as well as among surrounding cities and counties.

The collaborative benefits that can be achieved through intra- or multijurisdictional data sharing are many. Some of them include a welcome relief to overburdened law enforcement officials; cost-effective and compliant operations for the towing and storage industry; a positive image for state and local governments; and, most important, a single source to which vehicle owners can turn to find their towed cars.

C. O. Bradford, former chief of police in Houston, Texas, agrees. "A multijurisdictional towing repository can enable law enforcement agencies to more efficiently, effectively manage towed vehicles. Today, law enforcement agencies that are utilizing sworn personnel who could be and should be in the field responding to crime issues are stuck inside offices handling administrative tasks."

All stakeholders can benefit from this arrangement in the following ways.

**Law Enforcement Agencies:** A single, authoritative repository removes the barriers in today's information technology (IT) systems and/or manual processes so that officers can manage the entire nonconsent towing situation and gain the necessary visibility to ensure proper, cost-effective industry oversight; ensure public safety; and answer vehicle owners' towing inquiries. Such a repository can mitigate erroneous stolen vehicle reports, thus enabling highly skilled law enforcement personnel to focus their efforts on police work—not paperwork.

**Storage and Towing Industry:** A single, authoritative repository can lower operational costs, increase inventory turnover, and improve customer service. It can eliminate the need for arbitrary compliance reports and provide a simple method for reporting private-property impounds.

**Cities/Municipalities:** Cities and counties can benefit by providing better services to their constituents by reducing the financial burden and emotional stress related to towing and storage fees. An authoritative, multijurisdictional repository improves collaboration and promotes cooperation among local, regional, and state law enforcement agencies and governmental bodies.

**Vehicle Owners:** Vehicle owners would spend less time and money recovering their towed vehicles by accessing information about the repository from a single Web site and a phone number, regardless of where or by whom the vehicle was towed.

## **Change in the Air**

The collaborative benefits achieved through intra- or multijurisdictional data sharing are clear. Cities and counties across the country are rewriting ordinances that cover nonconsent towing rules, towing fees, and private-property reporting.

"It's something I think all governments should do, because it's a basic service that can be provided to people and at the same time really cut down on the resources that are used by city government to deal with towed vehicles," said Lee P. Brown,

former Houston mayor and chief of police.

In just the last several months, Houston; San Diego, California; Baltimore County, Maryland; and Detroit, Michigan, have announced publicly that they are looking either to create new towing management systems or to outsource all nonconsent towing operations completely.

These changes, coupled with the implementation of more robust municipal IT infrastructures, set the stage for much-needed improvements to the management and oversight of the entire nonconsent towing process.

*For more information on towing management solutions, the author can be reached at [rsmith@compiledlogic.com](mailto:rsmith@compiledlogic.com) or 281-451-0766. ■*

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## ARTICLE VII. WRECKER AND TOW SERVICE

### Sec. 24-221. Definitions.

The following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

*Applicant* means a person, firm, or corporation engaged in the business of, or offering the services of, a vehicle wrecker or towing service whereby motor vehicles are or may be towed or otherwise removed from one place to another by the use of a motor vehicle manufactured and designed for the primary purpose of removing and towing disabled motor vehicles.

*Chief of Police* means the executive head of the police department of the city or anyone designated by him.

*Licensee* means a person, firm or corporation, or employee, agent or contract agent of any person, firm or corporation issued a license under the terms of this article.

*Rollback* means a truck chassis having a minimum gross vehicle weight rating of 14,000 pounds, a minimum deck length of 16 feet, and being constructed of steel or aluminum. The deck must have a minimum load capacity of 7,000 pounds, a deck winch with a minimum capacity of 6,000 pounds, and a winch cable with a minimum diameter of three-eighths of an inch and a minimum length of 25 feet.

*Rotation list* means a list maintained by the police department containing the names of those wreckers licensed by the city to respond to requests made by the police department for the towing of vehicles.

*Wrecker* means a truck chassis having a minimum gross vehicle weight rating of 14,000 pounds, a boom assembly having a minimum lifting power of 16,000 pounds, a wheel lift having a minimum lifting power of 3,000 pounds retracted, as rated by the manufacturer. A wrecker must also have any additional safety equipment as specified by the Chief of Police and incorporated by reference as set forth in this article. Any licensee that is currently on the rotation list as of September 1, 2000, may meet the requirements set forth in section 24-223 by using the size requirement set forth in section 24-224 until such equipment is replaced.

**"Non-consent tow"** means a tow that occurs without the prior consent or authorization of the owner or operator of the motor vehicle that is to be towed. For purposes of this provision, a "non-consent tow" includes:

- (i) a repossession ;
- (ii) a city (county) initiated tow from public or private property;
- (iii) a law enforcement initiated tow from public property;
- or
- (iv) a tow of a vehicle initiated by a private party.

(Code 1961, § 20-164; Ord. No. S2001-004, §§ 1, 2, 2-5-2001)

**Cross references:** Definitions generally, § 1-2.

### **Sec. 24-222. Policy.**

In order to protect persons who operate motor vehicles inside the City, it is desirable and necessary to adopt this article to ensure licensing, storage, availability, and other controls over persons and firms licensed to provide wrecker service.

(Code 1961, § 20-165)

### **Sec. 24-223. Duties and requirements of licensees under this article.**

(a) The licensee shall provide a wrecker vehicle of sufficient size and weight as defined in section 24-221. The operator of such wrecker shall follow the manufacturer's operation manual in the operation of such wrecker. The wrecker operator shall not attempt to tow any vehicle that would reduce the weight of the front axles of the wrecker by 50 percent or more.

(b) All wreckers shall be equipped with warning lights required under state law. Wreckers shall operate all warning devices while on scene and while vehicle is in tow. Pursuant to North Carolina state law, all wreckers shall also have the name of the owner printed on both sides of the vehicle in letters not less than three inches in height.

(c) The licensee shall provide continuous 24-hour-a-day service each day of the year, and there shall be an employee of the licensee, on duty at the storage lot, during regular business hours, 8:00 a.m. to 5:00 p.m., Monday through Friday except for emergencies and wrecker service calls. The daytime calls at the daytime rate will be for calls received from 8:00 a.m. until 5:00 p.m. Monday through Friday. The nighttime call rate will be for calls received from 5:01 p.m. until 7:59 a.m. Monday through Friday. The night rate will be charged for all calls received on weekends and holidays.

(d) The licensee shall assume all liability and shall indemnify and save the City of Fayetteville harmless from such liability for damages sustained by vehicles while being towed or stored and for all personal injuries occurring to any of the firm's employees or other persons and shall maintain the required insurance policies.

(e) The licensee shall not release any vehicle directly impounded by the City without authorization by the police department.

(f) The licensee shall charge for services such rates as may be fixed by the City Council.

(g) Wrecker services shall perform towing service for the City on a rotation basis.

(h) No licensee or agent of the licensee shall intercept police calls by any means for the purpose of soliciting business.

- (i) No licensee or agent of the licensee shall engage in unfair and deceptive trade practices in the course and operation of its business.
- (j) Only wrecker drivers licensed by the State of North Carolina may respond to city rotation calls. Drivers licensed by states other than North Carolina are prohibited from responding to city rotation calls. Drivers with offenses involving moral turpitude or the offense of driving under the influence of an intoxicating liquor or drug, or who are habitual offenders of traffic laws, will not be authorized to respond to city rotation calls.
- (k) The licensee shall provide:
  - (1) Available space for properly accommodating and protecting a minimum of 15 disabled motor vehicles to be towed or otherwise removed from the place where they are disabled. Such storage space for vehicles shall be enclosed by a minimum six-foot chain link fence or a fence of similar strength and shall have all entrances and exits secure from public access;
  - (2) A storage vault or storage room on the storage lot or premises which is adequate to secure and protect personal property which may be left in vehicles towed to a private wrecker, along with an office space with proper signage identifying the business and telephone number
  - (3) The storage lot shall be located within the corporate limits of the City Fayetteville. If a licensee and/or applicant is a family member of another licensee and/or applicant, or has a monetary interest, or is otherwise employed by another licensee and/or applicant, the respective businesses must be at least one-mile apart.
- (l) Licensees shall be held responsible for the actions of their employees. Failure to correct or prevent conduct that is in violation of this article that the Licensee had knowledge of, or should have had knowledge of by the exercise of due diligence, will result in action being taken against the Licensee, up to, and including, removal from the City rotation list.

(Code 1961, § 20-166)

**Sec. 24-224. Additional equipment authorized.**

- (a) After having met the requirement of subsection 24-223(a), an operator may have an additional wrecker of not less than 10,000 pounds GVW (one ton) with dual rear wheels. This wrecker must have at least a single cable with no smaller than a 5/16 inch in diameter, 100 feet in length and a 6,000-pound winch and boom structure and a minimum of 3,000-pound wheel lift as rated by the manufacturer. All auxiliary equipment must be duplicated on this additional wrecker as required by the Wrecker Inspector for large wreckers.
- (b) After having met the requirement of subsection 24-223(a), an operator may have a rollback for the purpose of initial response to rotation calls. This rollback must have a minimum gross vehicle weight of 14,000 pounds, a minimum deck length of 16 feet and be constructed of steel or aluminum. The deck winch must



have a minimum capacity of 6,000 pounds and a winch cable with a minimum diameter of three-eighths of an inch and a minimum length of 25 feet. All auxiliary equipment must be duplicated on the rollback as required by the Wrecker Inspector for the primary rotation wrecker, except dollies.

(c) It is not the intent of this section to allow the wrecker defined in subsection (a) of this section to be used as a substitute for that required in subsection 24-223(a), in order to be eligible to be on the rotation list.

(Code 1961, § 20-167; Ord. No. S2001-004, § 3, 2-5-2001)

### **Sec. 24-225. Application for license.**

Any person desiring to be added to the city wrecker rotation list as a licensee for the city shall submit an "application for wrecker service license" in duplicate to the Wrecker Inspector. Applications shall be obtained from the office of the Wrecker Inspector. This application shall include:

- (1) The name, home and business address and telephone number of the applicant/owner, and name of the business if different from name of owner;
- (2) That the storage lot on which towed vehicles will be stored is located within the city limits and additional information concerning the size and security features of the lot;
- (3) The towing equipment available, its size and capacity;
- (4) A complete listing of the insurance policies, complying with section 24-229 and the carriers and agents the wrecker applicant would place into effect upon license approval;
- (5) A copy of a current City privilege license;
- (6) Copies of all valid North Carolina driver's licenses for its wrecker drivers.
- (7) Such other information as the Wrecker Inspector may find reasonably necessary to determine whether or not the requirements of this article will be complied with and that it is in the best interest of the public health, safety and welfare to issue a license to the applicant;

(Code 1961, § 20-168)

### **Sec. 24-226. Licensing.**

(a) Within a reasonable period, but no later than ninety (90) days after receiving an "application for wrecker service license," the Wrecker Inspector shall conduct an investigation to determine if the applicant has complied with the necessary standards and criteria of this article, and that it is in the best interest of the public health, safety and welfare that a license shall be issued to the applicant after having complied with the provisions of section 24-223. If approved, the applicant's name shall be placed at the end of rotation list; provided, that if an

applicant is refused a license by the Wrecker Inspector, the applicant shall have the right to appeal the denial to the Wrecker Review Board for a determination concerning the issuance of license to such applicant. The appeal shall be in accordance with section 24-243.

- (b) After the initial approval of the licensing, the Wrecker Inspector shall conduct an annual inspection to ensure that the licensee maintains the necessary equipment and is otherwise in compliance with the requirements of this article.
- (c) The rotation list shall be limited to thirty wrecker companies. Prospective applications will be placed on a waiting list and considered for selection to the City wrecker rotation list in the order that the applications were received.

(Code 1961, § 20-169)

### **Sec. 24-227. Mandatory refusal of application.**

If an applicant has been convicted, entered a plea of nolo contendere, or received a prayer continued for judgment within the last five years for any criminal offense as defined by Chapters 14 or 90 of the North Carolina General Statutes or the offense of driving under the influence of an intoxicating liquor or drug, or is an habitual offender of traffic laws, it is the finding of the City Council that it is not in the best interest of the public health, safety or welfare to issue a license under this article to such applicant and therefore any such application shall be denied.

(Code 1961, § 20-170)

### **Sec. 24-228. Conditions precedent to issuance of license.**

When an application is approved, a license will be issued when:

- (1) Insurance policies required by this article have been procured and a copy of each policy has been given to the Wrecker Inspector. Each policy shall be written by a company licensed to do business in North Carolina, and issued in the name of the licensee.
- (2) Each licensee must have its own insurance policy to insure its business, including, but not limited to, equipment, employees, real property and other personal property. Licensees are prohibited from including multiple licensees on one policy, or having licensees as additional insureds on their respective policies.
- (3) The requirements of this article and all other governing laws and ordinances have been met, including that each licensee maintains a business with a business telephone listing within the city limits. This business will be at the same location as the storage lot.

(Code 1961, § 20-171)

**Sec. 24-229. Insurance.**

The following are the minimum insurance requirements to be kept and maintained by any licensee under this article at all times such license is in effect:

(1) *Garage liability policy.* A garage liability policy covering the operation of the licensee's business equipment, or other vehicles for any bodily injury or property damage. This policy shall be in the minimum of \$100,000.00 for any one person injured or killed and a minimum of \$300,000.00 for more than one person killed or injured in any accident and an additional \$50,000.00 for property damage.

(2) *Garage keeper's policy.* A garage keeper's legal liability policy for each storage premises covering fire, theft, windstorm, vandalism and explosion in the amount of \$100,000.00 (\$20,000.00 per claim per vehicle). This shall not be a requirement for open storage areas.

(3) *Notice of change.* Each policy required under this section must contain an endorsement by carriers providing ten days' notice to both the City and the insured in the event of any change in coverage under the policy.

(Code 1961, § 20-172)

**Sec. 24-230. Hold harmless provision.**

Any licensee shall indemnify, save and hold harmless the City, its officers, agents, and employees, from any and all claims, actions, defenses, suits, and proceedings arising out of any negligent, grossly negligent or intentional, willful or wanton misconduct on the part of a licensee, employee, or part-time employee of the licensee, when such misconduct is the proximate cause of damage to any vehicle towed or stored in a lot authorized under the terms of this article.

(Code 1961, § 20-173)

**Sec. 24-231. Wrecker inspector; office created.**

There is hereby created the office of Wrecker Inspector, who shall be appointed by the City Manager.

(Code 1961, § 20-174)

**Sec. 24-232. Duties generally.**

The Wrecker Inspector shall be responsible for:

(1) The practical administration of the wrecker ordinances and regulations, and the safety and welfare of the public in connection with the operation and use of rotation wreckers;

- (2) The inspection of wreckers;
- (3) Advising the Chief of Police, the City Manager, and the Wrecker Review Board with respect to matters governed or incidentally involved in the operation or administration of the wreckers and the rotation wrecker ordinance.
- (4) Making recommendations for submission to the City Manager, Wrecker Review Board, and to the City Council with respect to the adequacy of wrecker service in the City to serve the public convenience and necessity;
- (5) Making such studies and recommendations as he may deem advisable looking towards more efficient operation of wreckers and rotation wreckers to the end that the public safety and welfare will be served and proper as adequate wrecker service to the general public will be promoted;
- (6) May collect data and statistics related to non-consent tow and release of vehicles.
- (7) The Wrecker Inspector may prescribe procedures for the reporting of information relating to the impound and recovery of non-consent tows and, consistent with state law, operate a centralized data system for the tracking of this information.
- (8) All other duties as required by this article.

(Code 1961, § 20-175)

**Sec. 24-233. Cost and inspections.**

- (a) Except as provided in section 24-234, all costs incident to towing and storage shall be paid by the owner, or person in charge or possession of the towed and stored vehicle, to the licensee, and a receipt for payment shall be issued to such person. The City shall assume no liability or responsibility for any vehicle removed from any place without the authority of the police department. Each licensee shall maintain approved records and a claim check system to assure release of vehicles to the rightful owner or authorized person. Such records shall be open to the police department and/or the Wrecker Inspector for investigation of specific complaints, in writing, and for compiling surveys under this article. Any licensee shall permit any person appointed by the Wrecker Inspector to inspect his records, vault, security room, or storage area at such reasonable times as the Wrecker Inspector shall deem appropriate..
- (b) Any administrative costs due to the City, to include any service fee due for the operation and maintenance of a centralized electronic data reporting system, and imposed by this article shall be collected by the licensee at the same time

the cost incident to towing and storage are collected in subsection (a) of this section, and immediately paid to the City's Finance Department by the licensee.

(Code 1961, § 20-176)

#### **Sec. 24-234. Wreckers called by the police.**

The police department shall ensure that wreckers are called to the scene of an accident or to impound vehicles on a rotation basis, distributing the calls from the rotation list. The Chief of Police shall not call or cause to be called any wrecker not on the rotation list unless all such wreckers are unavailable, or unless the owner of the vehicle to be towed requests that a specific wrecker be called; any wrecker called by the police department not on the rotation list shall comply with statutory insurance requirements. In accordance with North Carolina General Statute 20-161(f), as may be periodically modified, it is specifically permitted for the police department to call a wrecker out of sequence where, due to the public's health, safety and welfare, or in an emergency or life-threatening situation, proximity to the wreck and estimated response time make it more necessary to do so. Out of sequence calls shall count as rotation calls.

(Code 1961, § 20-177)

#### **Sec. 24-235. Storage of vehicles.**

(a) It shall be the responsibility of any licensee to secure in a safe manner any vehicle or personal property contained in such vehicle that is placed in the custody of the licensee as a result of being called by the City police department to perform a tow. The area within which such vehicle and/or personal property shall be stored shall meet the minimum requirements of subsection 16-223(i). If at the time the vehicle was towed the storage area provided by the licensee is full, then the licensee shall secure the vehicle and/or personal property elsewhere as permitted by the police department. In the event that the vehicle or personal property placed in his custody is the subject of a police investigation for evidentiary purposes, and the storage area is full, then the licensee shall immediately contact the Wrecker Inspector or the desk Sergeant on duty and make arrangements to secure the vehicle and/or personal property in a safe manner.

(b) Whenever a vehicle is impounded and held for evidentiary purposes as the result of a criminal arrest, the owner of the vehicle shall be reimbursed by the City for any towing and storage fees incurred during the period of time that the car is held for evidentiary purposes only upon the following conditions:

- (1) If the owner is not arrested with any crime arising out of the alleged criminal activity resulting in the impoundment; or
- (2) If the vehicle is returned pursuant to the provisions of G.S. 90-112.1;
- (3) If the owner is arrested, only if the charge is dismissed or there is a finding of no probable cause in district court.

(Code 1961, § 20-178)

**Sec. 24-236 \_Electronic Reporting of Tow Information**

(a) The City shall, consistent with state and local law, prescribe a form or other method for the electronic reporting of all non-consent tows in order to facilitate and expedite the recovery of a vehicle from a vehicle storage facility, as defined in this ordinance.

(b) The licensee shall provide to the City, within a reasonable time period, but no later than sixty (60) minutes, all necessary information required to assist the City in notifying the registered owner regarding the towing and release of their vehicle. This information includes, but is not limited to, the following:

- (1) the name and address of the registered owner of the vehicle.
- (2) the location of the stored vehicle;
- (3) a description of the stored vehicle, including the color, make, and model; and
- (4)
- (4) motor vehicle registration information.

If applicable, the licensee shall also provide the following:

- (1) the owner's driver's license/identification number;
- (2) the date the vehicle was released from custody; and
- (3) the identity of the individual to whom the vehicle was released, to include the name, address and driver's license/identification number if different from that of the registered owner.

**Sec. 24-237. Fees.**

The City Council, from time to time, upon the recommendation of the Wrecker Inspector, after having consulted with the licensees, shall establish a table of maximum fees and costs that may be charged by licensees under the provisions of this article, and establish any administrative fees to be charged per tow for the costs incurred in administering the provisions of this article, including the assessment of an administrative fee for all non-consent tows initiated under this ordinance.

(Code 1961, § 20-179)

**Sec. 24-238. Other regulations.**

The Wrecker Inspector, subject to approval by the City Manager, shall establish and cause the enforcement of reasonable rules and regulations for licensees as from time to time he deems appropriate for the safety, well-being, and protection of citizens

within his jurisdiction and their property. These rules and regulations, as approved by the City Manager from time to time, shall be incorporated in this section by reference. A copy of these rules and regulations shall be available for inspection in the office of the Wrecker Inspector at all times.

(Code 1961, § 20-180; Ord. No. S2001-004, § 4, 2-5-2001)

#### **Sec. 24-239. Solicitation of business.**

(a) It shall be unlawful for the operator of any wrecker or person acting on behalf of any wrecker or towing service, whether that vehicle or towing service is licensed under the provisions of this article or not, to stop or approach within 1,500 feet of a scene of an accident or disabled vehicle either for the purpose of soliciting an engagement for towing service, either directly or indirectly, or to contact the owner/operator or legal possessor of a disabled or wrecked vehicle, either directly or indirectly, or to solicit by phone, for the purpose of soliciting business or to furnish any towing service, unless the wrecker operator has been summoned to such scene by the owner/operator or legal possessor of a disabled or wrecked vehicle or has been requested to perform such service at the request of a law enforcement officer or agency pursuant to that agency's procedures. For purposes of this section, unlawful solicitation shall include the distributing of business cards, tokens or items of any kind bearing the name of a wrecker or towing firm within 1,500 feet of a scene of an accident or disabled vehicle by a licensee not summoned to such scene as provided in this section.

(b) It shall be unlawful for a city, county or state employee to solicit for any towing or wrecker service. For purposes of this section, unlawful solicitation shall include the distributing of business cards, tokens or items of any kind bearing the name of a wrecker or towing firm at anytime.

(Code 1961, § 20-181; Ord. No. S2001-004, § 5, 2-5-2001)

#### **Sec. 24-240. Suspension or revocation of license.**

(a) The following shall be grounds for suspension or revocation of a license issued under this article:

(1) The license was secured by fraud or by the concealment of a material fact by the licensee and such fact, if known, would have caused a refusal to issue a license;

(2) The licensee, or any employee, representative or agent of the licensee, is charged with any criminal offense as defined by Chapters 14 or 90 of the North Carolina General Statutes, or the offense of driving under the influence of an intoxicating liquor or drug.

(3) The licensee failed to procure insurance as provided in Sections 24-228 and 24-229.

(4) The licensee has violated any of the requirements of the regulations established by the Wrecker Inspector under this article;

- (5) Past services rendered by any licensee are shown to be detrimental to the public health, safety, and welfare, including overcharging of wrecker fees or false charging of items done by the wrecker business;
- (6) The licensee paid in the form of a gratuity any third person for information as to the location of the accident;
- (7) The licensee has violated the fee schedule by overcharge or false charges;
- (8) Failure to operate the wreckers specified in such a manner as to serve the public adequately and efficiently;
- (9) Failure to maintain recovery equipment, to include all vehicles used in towing, in good condition;
- (10) Failure to pay the City privilege license fee imposed upon licensees;
- (11) Failure to report accidents while towing city rotation call vehicles or to furnish such other records and reports as may be required by this chapter and/or the Wrecker Inspector;
- (12) Failure to pay civil penalties issued pursuant to this ordinance;
- (13) Failure to comply with any of the provisions of this chapter, ordinance or state laws relating to the operation of wreckers; and
- (14) Failure to comply with the reporting requirements of this ordinance, as may be periodically modified.

(b) If the Wrecker Inspector determines that any of the above violations have occurred, he shall have the authority to revoke or suspend a license as follows:

- (1) For violation of subsection (a)(1) through (3) of this section, revocation;
- (2) For a first time violation of subsections (a)(4) through (14) of this section, suspension up to 30 days;
- (3) For a second violation of subsections (a)(4) through (14) of this section, within a period of two years from the date of the first suspension, suspension up to 60 days; and
- (4) For a third violation of subsections (a)(4) through (14) of this section, within a period of two years from the date of the first violation, revocation.

(c) Any licensee who has his license revoked shall be eligible to apply for a new license one year from the date of the revocation. For purposes of this section, the date of suspension or date of revocation shall be the date of the notification by the Wrecker Inspector pursuant to section 24-240, or if an appeal is made, the date of the final action by the Wrecker Review Board.

(Code 1961, § 20-182)

**Sec. 24-241. Notification of suspension or revocation by Wrecker Inspector.**



Such revocation or suspension shall be in writing and notify the licensee of the following:

- (1) The nature of the violation;
- (2) The Wrecker Inspector's recommendation as to whether the licensee should remain on the rotation wrecker list, should be suspended, or its license revoked;
- (3) That the licensee has a right to appeal such action to the Wrecker Review Board.

(Code 1961, § 20-183)

#### **Sec. 24-242. Wrecker Review Board.**

There is hereby established a Wrecker Review Board whose function is to hear appeals from any decision of the Wrecker Inspector pursuant to this article. The board shall be composed of a chairman, two individuals selected by the licensees, and two individuals appointed by the Chief of Police. The chairman shall be selected by the City Council, and shall be a disinterested person who is not a licensee, wrecker owner or operator, or a City employee. Two members of the Wrecker Review Board shall be selected by the licensees by means of a vote of the licensees. The Chief of Police shall appoint two members of the police department who hold the rank of Sergeant or higher to the Wrecker Review Board. All members shall serve for a term of two years, and no member shall serve more than two consecutive terms. The Wrecker Inspector shall serve as a non-voting advisor and to bring complaints to the Wrecker Review Board.

The Wrecker Review Board will meet on a quarterly basis irrespective of whether they receive any notices of appeals. All meetings, to include appeal hearings, will be governed by North Carolina's open meeting laws.

(Code 1961, § 20-184)

**Cross references:** Administration, ch. 2.

#### **Sec. 24-243. Appeal to the Wrecker Review Board.**

Whenever any provision of this article shall provide for an appeal of a decision of the Wrecker Inspector to the Wrecker Review Board, the following procedure shall be followed:

- (1) The appellant shall give written notice of appeal to the City Clerk within ten days of receiving the notice of the action he is appealing;
- (2) The Wrecker Review Board shall hold a hearing on the appeal within 30 days of receipt of the written notice of appeal;
- (3) The written notice of appeal shall state whether or not the appellant wants an open or closed hearing before the Wrecker Review Board. In

the event of the failure to make such a request, such hearing shall be open.

(Code 1961, § 20-185)

**Sec. 24-244. Action pending appeal; lapse of time; waiver.**

(a) Whenever a provision of this article states a specific time within which an appeal must be taken, and regardless of the level of authority from which the appeal may be taken, if the appeal is not taken within the time prescribed, then the action of the Wrecker Inspector from which the appeal may have been taken is deemed to be final.

(b) The action of the Wrecker Inspector suspending or revoking the rights granted under the authority of this article shall be effective upon receipt of notice by the licensee; provided, that if the licensee files a timely appeal, then any right under this article heretofore existing shall continue in effect during the pendency of any appeal or 30 days, whichever occurs first.

(c) Any hearing may be continued upon 48 hours' written notice prior to the date of the hearing; provided, that if the new date for the hearing is more than 30 days from the date of the original notice of appeal, then the rights of the appellant pursuant to subsection (b) of this section may only be extended upon a showing of good cause.

(Code 1961, § 20-186)

**Sec. 24-245. Hearing; action of Wrecker Review Board.**

(a) The purpose of the hearing before the Wrecker Review Board shall be to determine whether or not the action of the Wrecker Inspector in suspending or revoking the rights and privileges of the appellant was in the best interests of the public health, safety, and welfare of the City. The appellant shall be permitted to present any evidence relevant to the subject matter of the appeal. The hearing shall be administrative in nature, and the action of the Wrecker Review Board shall be final.

(b) If the action of the Wrecker Review Board is to affirm the action of the Wrecker Inspector, then the effective date of the action shall be the date of the hearing. Any period of actual suspension as the result of a continuance prior to the hearing shall be counted toward any period of suspension approved by the Wrecker Review Board.

(Code 1961, § 20-187)

**Sec. 24-246. Hearing procedures.**

Any hearing before the Wrecker Review Board shall use the following procedures:

- (1) The hearing shall be open, unless specifically requested by the appellant prior to the hearing;
- (2) The appellant shall be entitled to make any statements either by an attorney or someone of his own choosing;
- (3) The appellant shall be entitled to make any statements or present any witnesses on his behalf that he desires;
- (4) The hearing shall be administrative in nature, there shall be a right of cross examination;
- (5) The appellant shall be entitled to transcribe the proceedings at his own cost.

(Code 1961, § 20-188)

**Sec. 24-247. Applicability to previous licensees; noncompliance.**

Whenever this article is amended from time to time by the City Council and such amendments shall render any current approved licensee in noncompliance with this article as amended, such noncomplying licensees shall have a period of one year from the effective date of the amendment of the article within which to comply.

(Code 1961, § 20-189)

**Sec. 24-248. Persons prohibited from holding a license.**

No City Council member, or employee directly involved with the administration of this article shall be permitted to hold a license under the terms of this article.

(Code 1961, § 20-190)

**Sec. 24-249. Enforcement.**

(a) A violation of section 24-238, solicitation of business, by a licensee, shall submit the violator to a civil penalty in the nature of a debt in the sum of \$3,000.00 for each large rotation size tow and \$500.00 for each automobile rotation size tow. The civil penalty shall be imposed by a citation served personally or by registered mail to the violator by the Wrecker Inspector.

(b) Any violation of this article, other than section 24-238 by a licensee, shall submit the violator to a civil penalty in an amount in accordance with the fee schedule as adopted by the City Council, as may be periodically modified. In addition, if a wrecker or towing service is in violation more than three times in one year for a violation of this article, the wrecker or towing service shall also be subject to removal from the rotation list for a period of one year. For purposes of removal and/or revocation, the violations can arise from the same incident, occur simultaneously and during the same incident.

(c) If a civil penalty issued under this section is not paid as set forth in the citation within thirty (30) days of receipt thereof, failure to pay shall result in the City instituting collection procedures to collect the debt. The licensee will be suspended from all City rotation lists until the civil penalty is satisfied.

(Code 1961, § 20-191; Ord. No. S2001-004, § 6, 2-5-2001)

Secs. 24-249--24-270. Reserve

# CITY COUNCIL ACTION MEMO

**To:** Mayor and Members of City Council  
**From:** Dale Iman, City Manager  
**Date:** August 3, 2009  
**Re:** Election 2009 Information

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**THE QUESTION:** Attachments are for information purposes only.

**RELATIONSHIP TO STRATEGIC PLAN:**  
More Efficient City Government

**BACKGROUND:**

Attached is recent information shared with all 2009 candidates for Mayor and City Council to make sure all candidates for office are fully aware of the procedures in place for obtaining information from City staff.

In addition, the City Council Protocols are being provided for information purposes only.

**THE ISSUE:**

For information purposes only.

**OPTIONS:**

N/A

**RECOMMENDATIONS:**

For information purposes only.

000077

ITEM 9.



July 24, 2009

Mayor Tony Chavonne  
1132 Longleaf Drive  
Fayetteville, NC 28305

Dear Mayor Chavonne,

*Tony:*

The Cumberland County Board of Elections has informed me that you have filed as a candidate for the Fayetteville City Council. Citizen involvement in local government is key to the success of our community. Accordingly, I appreciate your desire and willingness to serve.

As you begin your campaign, you may have a need for information and reports from the City. Likewise, you may desire background information on ongoing projects and issues. In any event, that information will be provided to you upon request. To ensure that we are able to respond to such requests in a timely and complete manner, I ask that you direct all information inquiries to Assistant Manager Doug Hewett who is available by calling 910-433-1978 or via email at [dhewett@ci.fav.nc.us](mailto:dhewett@ci.fav.nc.us).

I have instructed Mr. Hewett to respond to all reasonable requests from City Council candidates within 48 hours. While gathering the requested information may take more time, we will acknowledge all requests in that time frame and provide an estimate on the time required to provide the requested information. Additionally, we will publish a listing of all answered questions posed by City Council candidates on the City's website, [www.ci.fayetteville.nc.us/election/](http://www.ci.fayetteville.nc.us/election/).

To further aid you, I am enclosing a list of websites with information on the City's budget for FY 2009-2010, the Strategic Plan, as well as additional information from the International City/County Management Association (ICMA) pertaining to ethics and the Council/Manager form of government. I think you will find this information useful in summarizing the City's operations and long-term goals.

Again, I appreciate your willingness to serve and look forward to meeting with you in the near future.

Sincerely,

A handwritten signature in black ink that reads "Dale".

Dale Iman  
City Manager

cc: Fayetteville City Council  
File

433 HAY STREET  
FAYETTEVILLE, NC 28301-5537

The logo for the City of Fayetteville, North Carolina, featuring a stylized graphic of a building or structure.

An Equal Opportunity, Affirmative Action Employer

**CITY OF FAYETTEVILLE  
FISCAL YEAR 2009-2010  
INFORMATION**

Below are links to FY 2009-2010 budget and other City of Fayetteville information:

**2009-2010 Annual Adopted Budget**

[http://www.ci.fayetteville.nc.us/files/10/budget\\_archive/entry3387.aspx](http://www.ci.fayetteville.nc.us/files/10/budget_archive/entry3387.aspx)

**2009-10 Annual Recommended Budget**

[http://www.ci.fayetteville.nc.us/files/10/budget\\_archive/entry3183.aspx](http://www.ci.fayetteville.nc.us/files/10/budget_archive/entry3183.aspx)

**Strategic Plan**

<http://www.ci.fayetteville.nc.us/splan/>

**Managers Budget Message**

[http://www.ci.fayetteville.nc.us/Downloads/budget\\_0910/CM\\_budgetmessage.pdf](http://www.ci.fayetteville.nc.us/Downloads/budget_0910/CM_budgetmessage.pdf)

**Capital Improvement Plan FY 2010 - 2014**

[http://www.ci.fayetteville.nc.us/files/10/general\\_files/category1108.aspx](http://www.ci.fayetteville.nc.us/files/10/general_files/category1108.aspx)

**Fee Schedule**

[http://www.ci.fayetteville.nc.us/files/10/general\\_files/entry3309.aspx](http://www.ci.fayetteville.nc.us/files/10/general_files/entry3309.aspx)

**General Fund Financial Forecast Fiscal Years 2010 to FY2014**

[http://www.ci.fayetteville.nc.us/files/10/general\\_files/entry3029.aspx](http://www.ci.fayetteville.nc.us/files/10/general_files/entry3029.aspx)

**City Council Meeting Agendas:** These are posted to the website by each Friday before Monday City Council meetings.

[http://www.ci.fayetteville.nc.us/files/10/2009\\_council\\_agendas/default.aspx](http://www.ci.fayetteville.nc.us/files/10/2009_council_agendas/default.aspx)

**City Council Meeting Minutes**

[http://www.ci.fayetteville.nc.us/portal/council\\_meeting\\_minutes/default.aspx](http://www.ci.fayetteville.nc.us/portal/council_meeting_minutes/default.aspx)

**ICMA Code of Ethics 1**

[http://icma.org/documents/ICMA\\_CODE\\_OF\\_ETHICS\\_Amended\\_7-2004.pdf](http://icma.org/documents/ICMA_CODE_OF_ETHICS_Amended_7-2004.pdf)

**ICMA Code of Ethics 2**

<http://www.icma.org/main/bc.asp?bcid=40&hsid=1&ssid1=2530&ssid2=2531>

**ICMA Council-Manager Form of Government FAQ**

<http://icma.org/main/ld.asp?ldid=12171&hsid=10&tpid=20>

# **SECTION III**

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## **OPERATING PROTOCOLS FOR MAYOR AND COUNCIL**



# Mayor and City Council Protocol Operating Guidelines

## Protocol 1

### Simple Information (Readily Available)

- Appropriate Assistant City Manager/City Manager

## Protocol 2

### Complex Information (Requiring Staff Time)

- Contact appropriate Assistant City Manager or City Manager with Problem and Timeframe
- If going to take a significant amount of time, the request shall be taken to Council for direction from majority
- Appropriate Assistant City Manager, City Manager or Department Head responds within timeframe

## Protocol 3

### Research on a Topic

- Have item presented at City Council Work Session using City Council Request Form
- Present your item and how it links to the Strategic Plan
- Obtain Council direction from majority at end of City Council Work Session

## Protocol 4

### Citizen Service Request (Has Not Contacted the City)

#### INTENT:

- Help Citizens to understand the system and Council responsibility
- Provide a timely, accurate response
- Be accountable for City's actions
- Recognize that some citizens have special needs – limited capacity to learn or use the system

#### First Contact (No Prior Contact)

- Refer Citizen to 433-1FAY or [www.1fay.com](http://www.1fay.com)
- Link Citizen to appropriate person or department
- City tracks the request

**Protocol 5****Citizen Service Request  
(Unresolved or Unsatisfactory Response to Issue)**

- Get the name and departments
- Contact appropriate Assistant City Manager or City Manager with information
- For Police matters, contact the City Manager or Acting City Manager

**Protocol 6****Question on Printed Agenda Item**

- Contact appropriate Assistant City Manager, City Manager or City Attorney
- Respond with information to all – Mayor and Council Member
- “OK” to re-ask the question at the Council Meeting

**Protocol 7****E-Mails to Manager and Staff**

- Emails to/from City Council are public record, with exceptions, and are subject to public disclosure
- Responses from staff will be provided to entire City Council

**Protocol 8****Communications from City Manager and City Staff**

- Information provided to Mayor and Council Members at the same time

**Protocol 9****Communications Among Mayor and Council Member**

- To be determined by City Council
- Written communications are subject to public disclosure

**Protocol 10****Placing an Item on Agenda**

- Contact the City Manager
  - Present Goal, Intent and Background
  - Must be submitted by 10 AM the Monday prior to Council Meeting

<b>Protocol 11</b>	<b>Employee Contact</b>
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**A. Council Initiated**

- Refrain from doing, as it is inconsistent with the Council-Manager form of government
- Instead discuss issue with City Manager

**B. Employee Initiated**

- Ask employee if they've followed their chain of command
- Refer issue to the City Manager

# **House Rules**

## ***Our Code of Conduct***

- 1. Treat each other with trust and respect**
- 2. Communicate in an open, direct and truthful manner**
- 3. Do not speak for another councilmember**
- 4. If "I" have a problem, with another person, go to them directly**
- 5. Do not share information (conversation, email)**
- 6. Avoid criticism: Council or individual**
- 7. Focus on future, not past**
- 8. Decide, move onto the next issue; support the city decision**
- 9. Share information with all**
- 10. Leave as friends, ok to disagree, not personal**
- 11. Decide on what is "best for the city"**
- 12. Do not play another Council as a fool**



July 27, 2009

Dear Fellow Employees,

Candidates began filing for the Fayetteville City Council on July 6, 2009 and the filing period ended July 17, 2009. While all citizens enjoy the right to engage in political activities, whether running for office or actively supporting one candidate over another, the North Carolina General Statutes prohibit political activity of city employees in the workplace. Similarly, the Fayetteville City Code Section 19-182 reflects state laws regarding this issue.

Section 19-182 of the City Code states that city employees have a civic responsibility to support good government by appropriate means such as joining political groups, attending political meetings or advocating a certain candidate or political position. However, the code also states that city employees are prohibited from engaging in political activity or displaying campaign materials while on duty or while on city property. Additionally, city employees are prohibited from soliciting campaign funds from fellow employees or to use city supplies or equipment to aid any campaign for public office. Furthermore, your supervisor cannot coerce campaign contributions or support of a particular candidate or position by implying that doing so is a condition of employment. In accordance with state statutes, any violation of Section 19-182 may result in disciplinary actions against an employee to include dismissal.

In addition, it is my policy that information provided to one candidate is to be shared with all. Please keep these guidelines in mind during your interactions with candidates for the office of City Council and/or Mayor of Fayetteville.

I think it is important that you be well informed about the laws that affect our behavior during the campaign season. I strongly encourage you to err on the side of caution when interacting with candidates for elected office. Should you have any questions, please contact your supervisor or the City Attorney's Office.

Sincerely,

A handwritten signature in black ink, appearing to read "Dale Iman". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Dale Iman  
City Manager

Enclosure

cc: Karen McDonald  
City Attorney



Sec. 19-182. Political activity restricted.

- 1) Each employee has a civil responsibility to support good government by every available means and in every appropriate manner. Each employee may:
  - a. Join or affiliate with organizations of a partisan or political nature;
  - b. Attend political meetings; and
  - c. Advocate and support the principles or policies of political organizations in accordance with the Constitution and laws of the state and in accordance with the Constitution and laws of the United States of America.
- 2) However, no employee shall:
  - a. Engage in any political or partisan activity or display campaign materials while on duty or while on city property for purposes relating to campaigns for public office;
  - b. Use official authority or influence for the purposes of interfering with or affecting the result of an election or a nomination for public office;
  - c. Be required as a duty of employment or as a condition of employment, promotion, or tenure of office to contribute funds for political or partisan purposes;
  - d. Coerce or compel contributions for political or partisan purposes by another employee of the city; or
  - e. Use any supplies or equipment of the city for purposes relating to campaigns for public office.
- 3) Any violation of this section shall subject an employee to disciplinary action up to and including dismissal.

(Code 1961, Sections 22-36)

State law references: City employee political activity, G.S. 160A-169.



City Council Agenda  
Item Request

Date of Request: 3 JUNE 2009  
Name of Requester: BATES, KEITH  
Agenda Item Title: RED LIGHT CAMERA'S

What do you want to accomplish with this item?

EXPLORE OPTIONS FOR RED LIGHT CAMERA'S

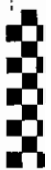
How does this item connect to the City's Strategic Plan?

SAFE CITY

Comments:

WHAT ARE THE OPTIONS TO INSTALL  
RED LIGHT CAMERA'S

- Moved to Aug 3 WS



Date of Request: 30 JUNE 09

Name of Requester: BATES, KEITH

Agenda Item Title: AMEND CITY CODE SEC 6-226

What do you want to accomplish with this item?

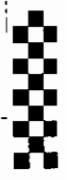
AMEND TO EXCLUDE POT BELLY PIGS, <sup>AND ADD</sup> NOT TO EXCEED 125 LBS AND NO MORE THAN ONE PER HOUSE

How does this item connect to the City's Strategic Plan?

PRINCIPLE A MEANS 2, 4  
PRINCIPLE H MEANS 1, 2, 8  
PRINCIPLE I MEANS 1, 2, 4

Comments:

MOST DOGS ARE LARGER THAN P.B.'S  
DO NOT BARK  
NO MEAN PIG ATTACKS





**DIVISION 1. GENERALLY**

**Sec. 6-226. Keeping hogs within corporate limits.**

It shall be unlawful to keep hogs within the corporate limits.

(Ord. No. S2001-021, § 1(7A-1), 11-19-2001)

**Sec. 6-227. Keeping certain animals within 100 feet of dwelling, school, church or eating establishment.**

It shall be unlawful to keep, stable or house any horse, mule, pony, cow or goat within 100 feet of a dwelling house, school, church or eating establishment.

(Ord. No. S2001-021, § 1(7A-2), 11-19-2001)

**Sec. 6-228. Keeping chickens or rabbits.**

(a) *Sanitation requirements.* It shall be unlawful to keep, house or pen chickens or rabbits on premises which fail to meet the sanitary standards approved by the county board of health.

(b) *Number limited.* It shall be unlawful to keep, house or pen more than ten chickens or more than ten rabbits at a dwelling or on the lot on which such dwelling is located.

(Ord. No. S2001-021, § 1(7A-3, 7A-4), 11-19-2001)

**Sec. 6-229. Stables to be kept clean.**

Every stable or other place where cattle, horses or animals are kept shall be maintained at all times in a clean and healthful condition.

(Ord. No. S2001-021, § 1(7A-5), 11-19-2001)



City Council Agenda  
Item Request

Date of Request: 9 JULY 09  
Name of Requester: BATES, KEITH  
Agenda Item Title: PROHIBIT PORTABLE SHELTERS

What do you want to accomplish with this item?  
PROHIBIT PORTABLE SHELTERS TO BE USED AS PERMAMENT CARPORTS

How does this item connect to the City's Strategic Plan?  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Comments:  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_





### City Council Agenda Item Request

Date of Request: 9 JULY 09

Name of Requester: BATES, KEETH

Agenda Item Title: REVIEW CITY ORD SEC 16-311

What do you want to accomplish with this item?

REVIEW ORD. TO SEE IF IT NEEDS TO BE  
UPDATED.

How does this item connect to the City's Strategic Plan?

Comments:

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Sec. 16-311. Parking of vehicles in residential districts.**

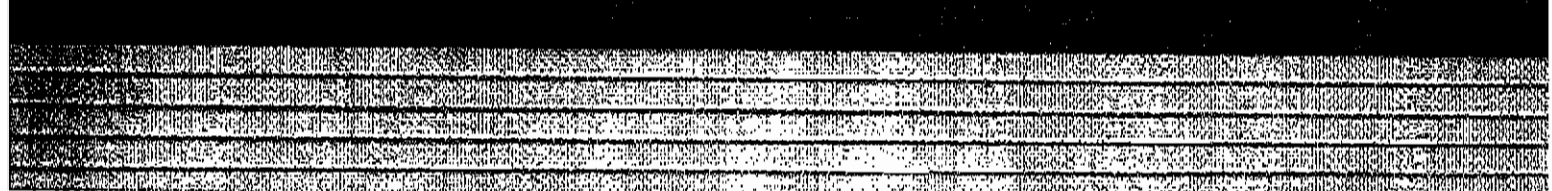
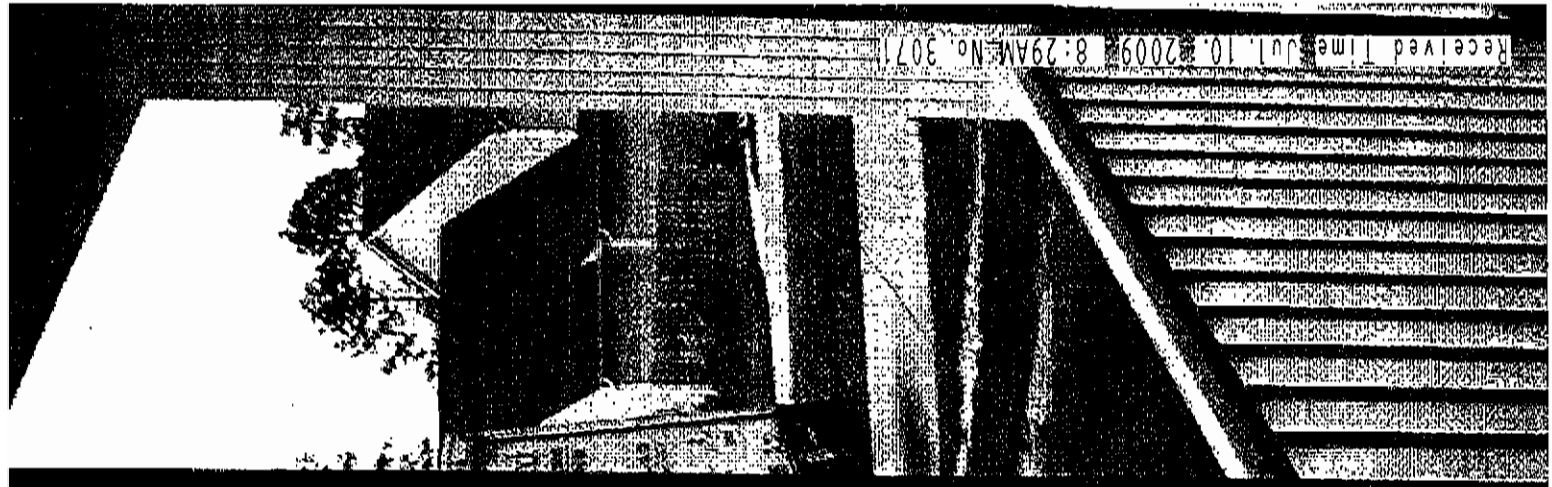
(a) It shall be unlawful for any person to park or stand any truck, semitrailer, truck-tractor, road tractor or van with a rated capacity of more than 2.5 tons or any travel trailer or recreational vehicle upon any street or public right-of-way in a residential district except for the purpose of loading and unloading goods, merchandise, and other activities to and from such vehicles, and only for the period during which such operation is being carried out.

(b) For the purposes of this section, residential districts shall mean those areas designated R5, R5A, R6, R10, and R15 on the official zoning map of the city, on or after the effective date of this section.

(c) The provisions of this section shall not apply to city transit buses and vehicles owned by the city or school buses, while being operated and used to conduct official business.

(Code 1961, § 20-138; Ord. No. S2008-010, § 1, 7-28-2008)

Received Time Jul 10, 2009 8:29AM No. 3071



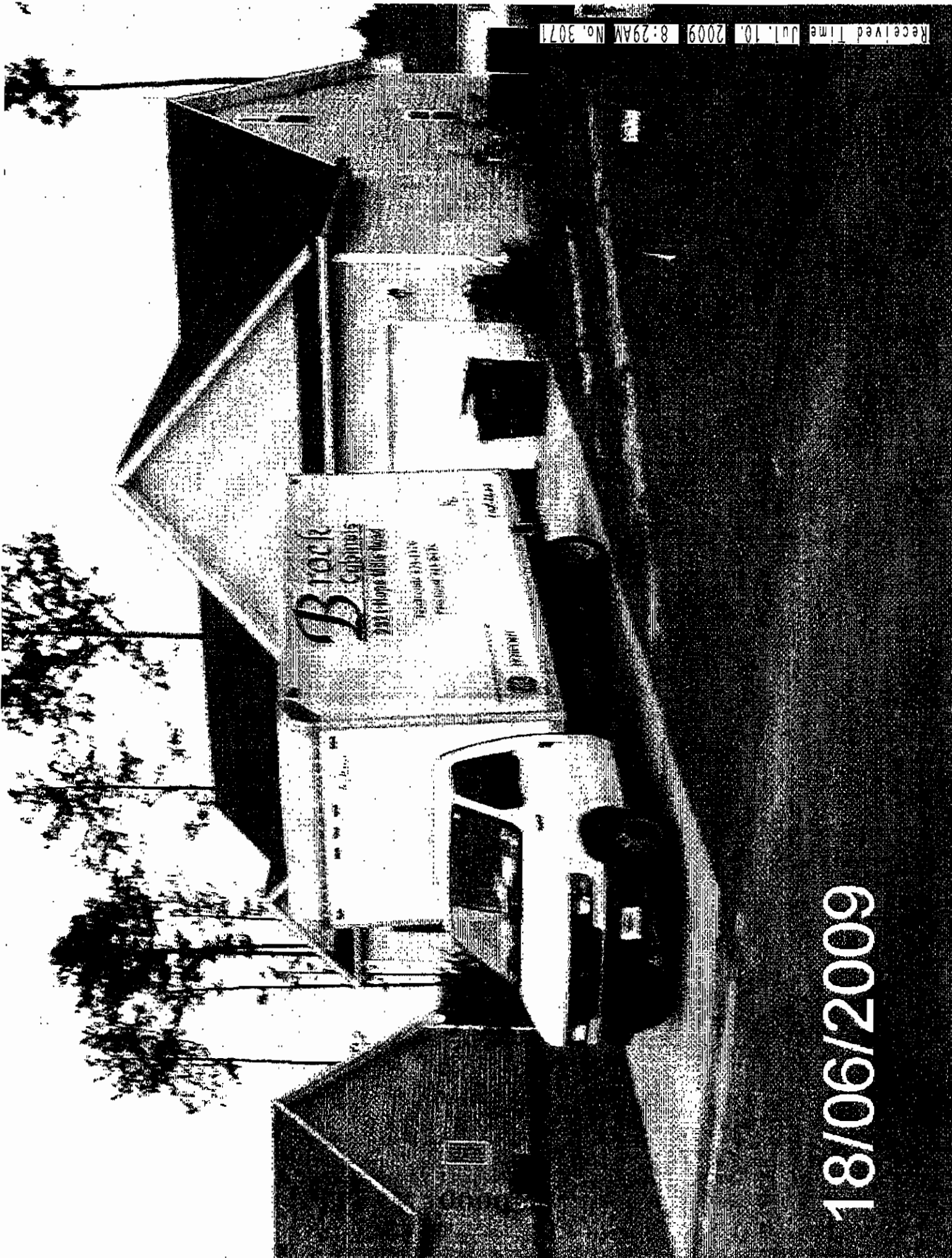
**Block**  
Cabinets  
2321 Hope Mills Road

Fayetteville, NC 27404-1796  
Pinehurst, NC 215-0724

WATERLOO

18/06/2009

Received Time Jul. 10. 2009 8:29AM No. 3071



18/06/2009

**City Council Agenda  
Item Request**

**Date of Request:** 07/13/09

**Name of Requester:** Charles Evans

**Agenda Item Title:** Mann Street Cemetery Maintenance

**What do you want to accomplish with this item?**

Ensuring beautification of this historic cemetery as part of the Hope VI project by having the City provide maintenance.

**How does this item connect to the City's Strategic Plan?**

Goal 3 - More Attractive City - Clean and Beautiful.

**Comments:**

**City Council Agenda  
Item Request**

**Date of Request:** 07/09/09  
**Name of Requester:** Charles Evans  
**Agenda Item Title:** Domestic Violence Task Force

**What do you want to accomplish with this item?**

To discuss the possibility of establishing a domestic violence task force for the safety of all citizens.

**How does this item connect to the City's Strategic Plan?**

Goal 1 - Growing City, Livable Neighborhoods - A Great Place to Live

**Comments:**



**City Council Agenda  
Item Request**

**Date of Request:** July 19, 2009

**Name of Requester:** Tony Chavonne

**Agenda Item Title:** City of Fayetteville Ethics Commission

**What do you want to accomplish with this item?**

To review a modified proposal to create a City of Fayetteville Ethics Commission that is fiscally responsible.

**How does this item connect to the City's Strategic Plan?**

Transparent government.

**Comments:**

After the last presentation to council, Mrs. McDonald and I reviewed other options that would allow council to consider implementing the suggested components of an Ethics Commission at a more reasonable cost to the taxpayer.