

CONCORD CITY COUNCIL  
ANNUAL PLANNING SESSION  
JANUARY 31 and FEBRUARY 01, 2019

A special meeting of the City Council for the City of Concord, North Carolina, was held on January 31 and February 01, 2019, at City Hall located at 35 Cabarrus Avenue, West. The January 31<sup>st</sup> session began at 6:00 p.m. in Conference Room #330, and the February 1<sup>st</sup> session began at 8:00 a.m. in the Council Chambers. Mayor William C. Dusch presided.

**Members Present:**

Mayor Pro-Tem Samuel M. Leder  
Council Member W. Brian King  
Council Member Ella Mae P. Small  
Council Member JC McKenzie  
Council Member Terry L. Crawford  
Council Member Jennifer H. Parsley  
Council Member John A. Sweat, Jr.

**Others Present:**

City Manager, Lloyd Wm. Payne, Jr.  
City Clerk, Kim J. Deason

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Mayor Dusch called the meeting to order and welcomed everyone. The following was discussed:

**Presentation of the Strategic Plan 2020-2023**

The City Manager presented the proposed Strategic Plan 2020-2023 for the City of Concord.

The City Manager stated, if approved, the proposed Plan would be used as a guide or filter for the City.

The Council reviewed the current Mission Statement, Core Values and Principles of Excellent Service. It was the consensus of the Council to make no changes to these.

The City Manager presented the existing 2018-2019 City Council goals. He explained that some of the existing goals are included in the proposed Plan, some are considered directional goals for staff and are not included in the proposed Plan, and a few were eliminated as they were no longer relevant.

The Plan features the following six (6) headings:

- General Government
- Public Works
- Public Safety
- Recreation and Culture
- Economic Development
- Transportation

The Council discussed the proposed Goals & Objectives for each section. The following were suggestions from the Council:

- General Government – add a goal to authorize the City Manager to take necessary steps to recruit and maintain adequate staff. The City Manager stated he is proposing an increase to the minimum wage for City of Concord.
- Public Works –add a goal relating to review and possibly establishing a

Solid Waste Fee.

- Public Safety – no additions
- Recreation and Culture – add a goal to pursue funding and land acquisition for active and passive recreation in the northwest portion of the City.
- Economic Development – no additions
- Transportation – amend the goal of “Work with Cabarrus County to implement recommendations form the Public Transit Master Plan” to include the City of Kannapolis.

The Council commented they liked the format of the Plan.

The City Manager stated he would take Council’s recommendations and incorporate those into the Plan and present the revised Plan to the Council to their final approval.

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On February 1, 2019 at 8:00 a.m., Mayor Dusch reconvened the meeting.

**Members Present:**

- Mayor Pro-Tem Samuel M. Leder
- Council Member W. Brian King
- Council Member Ella Mae P. Small
- Council Member JC McKenzie
- Council Member Terry L. Crawford
- Council Member Jennifer H. Parsley
- Council Member John A. Sweat, Jr.

**Others Present:**

- City Manager, Lloyd Wm. Payne, Jr.
- City Attorney, Valerie Kolczynski
- City Clerk, Kim J. Deason
- Department Directors

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The following items were discussed:

**Administrative, Financial and General Policy Issues**

**State Legislative Agenda Presentation from Rose Vaughn Williams, Associate Executive Director of Public & Government Affairs.**

Ms. Williams discussed the State Legislative Agenda and legislative issues that are being discussed or proposed for discussion.

The following are the proposed 2019 State Legislative goals for the City of Concord:

- “Government closest to the people governs best” – oppose laws that centralize authority in Raleigh and Washington to undermine the ability of local elected officials, those closest and most accessible to the people, to govern and urge the General Assembly to use this adage as a yard stick when considering legislation that impacts municipalities and replace local governance with dictates from Raleigh.
- Funding and Control of Local Infrastructure – support legislation that eliminates municipalities’ repayment of water and sewer growth related fees that have been previously collected and that provides municipalities with the authority to assess

the level of fees and charges necessary for the continued growth and economic development in the future. Continue to oppose the forced taking of any local government infrastructure as it sets a dangerous precedent in the State of North Carolina and opposed to legislation that forces the transfer of any municipal water system or other infrastructure to another entity.

- Local Government Revenues and Tax Reform – Support continued efforts regarding tax reform, and request the General Assembly make sure any changes impacting local government are at least revenue neutral. Support efforts to provide municipalities with additional locally controlled revenue options. Oppose efforts to divert local and State revenues from urban counties and support open dialogue to develop creative ways to help those areas in North Carolina with declining tax bases. Also, oppose any legislation imposing mandated requirement on municipalities unless full funding or adequate new revenue sources are provided for implementation.
- Economic Development – support State economic development funding to spur job creation and revenue in low growth areas and urge the promotion of stability among those performing economic development duties for the State.
- Planning and Providing Services for Urban Growth – oppose state-wide or local bills that will further undermine annexation and other local authority such as tools within zoning ordinances to impact development that is or will become urban in nature.
- Surface Transportation – opposed to shifting more of the responsibility of funding State roads within cities to the respective municipalities, but support efforts to make sure North Carolina has revenue to support the schedule for the Concord related improvements outlined in the STIP and to add critical projects as proposed.
- Air Transportation – support the legislation introduced to promote the use of public/private partnerships to construct needed facilities at airports.
- Collective Bargaining – oppose any effort to change existing laws impacting public employee collective bargaining in North Carolina.
- Provide for annexation of “donut holes” – request the General Assembly to annex the balance of the Hallstead subdivision to eliminate any confusion on responsibility for service delivery existing between the City and the County.
- 2019 NCLM and Metro Mayors Legislative Agendas – support items listed on the agendas of the North Carolina League of Municipalities and the Metro Mayors Agendas not covered in the items listed above.

### **Federal Legislative Agenda Presentation from Jennifer Imo, The Ferguson Group**

Ms. Imo discussed the following 2019 Federal priorities:

- Concord Regional Airport – Ensure projects that are included on FAA’s Work Plan maintain priority and funding; support full funding for the contract tower program in FY 2020 budget and appropriations; support provision in FAA Reauthorization law that allows small airports to use Airport Improvement Program (AIP) funds for tower projects; ensure FAA’s AIP funds can be used for remote tower operations.
- Rider Transit – support full funding for FTA programs and efforts to secure discretionary funding for system needs; maintain special operations cap (100 bus rule) in FAST Act reauthorization.
- Water Infrastructure – monitor federal assistance for infrastructure projects, such as sewer and waterline rehabilitation/replacement, water treatment upgrades to meet new treatment standards, stormwater culvert replacement for failing infrastructure, and regional stormwater treatment facility construction; monitor the status of the EPA/Corps’ proposed rule on “Waters of the U.S.”; monitor and report the EPA’s Lead and Copper Rule revisions.
- Concord Police Department – monitor funding opportunities for law enforcement technology and personnel needs; explore opportunities to secure funds from the Republican National Convention for the 2020 Convention in Charlotte; Monitor funding opportunities to help support the Public Safety Complex, including the indoor firearms range and firearms simulator.

- Concord Fire Department – pursue federal assistance for department needs, including the FEMA Assistance to Firefighters Grant program and FEMA SAFER Grant.
- Housing – Pursue federal assistance for department needs; HUD FSS Services Coordinator Grant, Resident Opportunity and Self Sufficiency Program, Emergency Safety and Security Grant, Lead-Based Paint Capital Fund Program, Mainstream Voucher Program, Family Unification Program through the Housing Choice Voucher Program, Project Safe Neighborhood, and Good Neighbor Next Door.
- Greenways – pursue federal assistance for greenway system; work with NC Division of Parks and Recreation to secure funds through Recreational Trails Program (program information sent and pre-application due 2/24/18) and with the Cabarrus-Rowan MPO to secure transportation enhancement funds, Carolina Thread Trail Grants (applications due 4/27/18 and 10/19/18), and DOT's Congestion Mitigation and Air Quality Program.
- Future Park Sites – Pursue federal assistance to secure land for future park site.
- Financing – support tax-exempt municipal bonds and advance refunding bonds.
- Infrastructure Package – TFG will monitor and report on Administration's infrastructure package and resulting legislation.
- Labor Standards – monitor and report on legislative and Administrative (FCC) efforts to accelerate broadband deployment and preempt local authority on ROW and land use decisions, as well as fees for pole attachments.
- FY 2020 Budget and Appropriations – support full funding for priority federal programs.

### **Financial Analysis - Comprehensive Financial update for FY 18-19 and FY 19-20 projections**

The Finance Director, Pam Hinson, summarized the local economic conditions including unemployment rate, new construction of single family homes, residential home sales, and average home sales price. The top ten taxpayers represent 11.31% of the City's revenues.

#### General Fund

Operating revenues continue to outpace operating expenditures in 2019.

In 2019, total operating expenditures increased 11%. Operating revenues increased 5%. Local option sales tax increased 4% in FY ending 2019. Ad valorem collections increased 2% in 2019.

Utility Sales Tax collection in FY19 is estimated at \$4.6 million. Beer and wine distribution remained stable. FY19 collections are estimated at \$385,000.

The Powell Bill collection for 2019 was \$2.3 million. Development fees are projected to meet FY19 estimates of \$380,000.

#### Fund Balance

The Finance Director stated that the City is always very conservative and has always tried to keep adequate reserves. A City Council goal is to keep 30-35% in the Unassigned Fund Balance, which has been achieved.

#### Debt Administration

There is no new debt budgeted for FY2019. Future debt issues for consideration include Transportation Improvement Projects, Fire Stations, Electric Systems Improvements, Fleet Operations Building, Recreation Master Plan implementation, and Water/Wastewater Master Plan implementation.

#### Upcoming Budget Issues

The Finance Director stated upcoming budget issues include the possibility of the federal government withholding funding for HUD, transportation, and airport; possible loss of Powell Bill funding; growth; and personnel requests.

#### Transportation Improvement Fund

The FY19 reserves are estimated at \$800,000. This amount does not include estimated for future agreements.

#### Airport

Operations (takeoffs and landings) increased 9.1%. Allegiant Enplanements increased 21% and Allegiant Passengers increased 22.5%. There was a 7% increase in the number of Jet A fuel gallons sold. Revenues from fuel sales are 56% collected during the first six months of FY19. Parking revenue increased 81%.

#### Utility Funds

- Water – Consumption increased 5% and rate revenue increased 7% compared to FY 2018. Operating revenues are 50% collected. Year-end estimates of operating revenue are projected to meet budget projections.
- Wastewater – Consumption and rate revenues increased 3.5% compared to FY18. Operating revenues are 46% collected.
- System Development Fees – Raftelis study was completed and implemented. Current Development Fee project reserves projections include \$4 million allocated to water projects and \$2.1 million unreserved for sewer projects. These fees must be spent as described in the NC General Statutes.
- Stormwater – Revenues are coming in as anticipated. Rate increase occurred in FY18. This increase is intended to fund projects/reduce length of time to complete projects listed in the Master Plan. The year-end expenses are projected to meet budget projections. This includes the transfer of funds for the culvert replacements throughout the City and the match to fund the revised Stream Restoration project.
- Electric – Usage billed and rate revenue has increased 7%. No rate increase is planned for 2020. Electric Capital Project reserves is \$12.3 million. The rate stabilization reserve is currently \$6.75 million. The new electric power purchase contract began January 1, 2019. There will be one final true up from Duke Energy expected.

#### Other Funds

- Transit – Fixed route ridership increased 2.4% for calendar year 2018. Operating revenue is 49% collected to date. The total budget is \$4.6 million.

### **City Employee Minimum Wage**

The Budget Manager, Robin Barham, stated an increase is needed to attract and retain employees. The new proposed rate will be \$15 per hour. The recommendation is to raise the minimum wage of the permanent full-time and permanent part-time employees; seasonal employees are not included. Firefighters are also not included.

The recommendation is to: eliminate Salary Grade 201; raise the minimum pay rate for Grade 202 to \$15 per hour (\$31,200 annually); reduce the compensation ratio between Grades 202-207 from 9% to 3%, which will raise the minimum for each grade; reduce the compensation ratio between Grades 207-208 from 9% to 6.4%; the remaining Grades 209-212 will have no adjustment. The total cost for the adjustments will be \$686,088 (half will come from the General Fund). Implementation could happen all at once or it could be a 2-year phase.

After some discussion, it was the consensus of the Council to support the

increase and directed the City Manager to present the 19-20 budget with 1 year implementation and 2 year implementation figures.

### **Concord ABC Laws**

The Planning and Neighborhood Development Services Director, Steve Osborne, referenced NC General Statutes 18B-603(d)(2) and 18B-603(c). He explained the ABC requirements for mixed beverage permits and for private clubs. He also explained the City of Concord requirements for a private club. He then explained the difference between breweries and wineries per the NC General Statutes.

He stated Concord restricts malt beverage with mixed beverage permits. He stated the Council could choose to have a referendum added to either the 2019 municipal, primary, or general election ballots to permit the “on-premises” and “off-premises” sale of malt beverages.

After some discussion, it was the consensus of the Council to add the referendum to the November 5<sup>th</sup> municipal election ballot. Council also directed staff to provide education and information to the public regarding the referendum prior to the election.

### **Transit – Cabarrus County Long Range Public Transportation Master Plan**

The Transit Manager, LJ Weslowski, stated the project began in June 2018. The top 5 service improvements as determined from the survey are: more stop amenities; later service; more frequent service; improved on time performance; and more routes/service.

He stated the Plan would be presented to elected officials across Cabarrus County at the May 8<sup>th</sup>, 2019 Quarterly Summit.

Staff's recommendation is to adopt the Plan as a guiding document for the development of public transportation services and community enhancements in the next 20 years and determine the path for securing funds and/or developing one or more funding mechanisms to successfully implement and execute the Plan to as to match the growing population and needs of the area.

### **Water Resources – Water Loss Protection Plan**

The Water Resources Director, Christie Putnam, stated the purpose of the Plan is to increase benefits to City customers, increase efficiency of Customer Service Call Center, and minimize annual leak adjustment write-offs. The program is proposed to assist with high bills by adjusting two consecutive water bills back to an average bill. The adjustment is proposed to be available one time in a 24 month period. The cost of the program is proposed as \$1 per month for each meter and would be included in the monthly bill. Staff is proposing to accept applications from citizens wishing to opt out of this program. If a citizen should choose to opt out of this program there would be no assistance with high bills due to a leak. At the end of FY18, there were 39,903 meters resulting in a proposed increase in revenue of \$478,836. A total of \$320,687 in leak adjustments was wrote off in FY18.

After some discussion, it was the consensus of the Council to direct the Water Resources Director to bring the following two scenarios to Council for their consideration of adoption: 1) \$1 charge for all City customers; and 2) prorated rates for residential, commercial, and industrial customers.

### **Solid Waste – Contract Renewal / Solid Waste Fee Implementation**

Assistant City Manager, LeDerick Blackburn, stated it is the City's goal to provide a high level of collection services at a reasonable cost. Currently, there are approximately 32,929 collection points with the City and this number is expected to grow

to approximately 38,000 in the next five years. Currently, the cost for these services is solely covered by the General Fund. Fiscal Year 2017-2018, Concord's cost to provide solid waste collection and recycling services was \$1.6 million.

Staff has been investigating the market to determine whether it is in the best interest of the City to renegotiate with Waste Pro for a new contract period or send out an RFP and get responses from the market. Staff has also investigating whether or not a solid waste fee should be instituted to shoulder some of the increasing cost associated with these services.

For the past seven (7) years, the City's collection cost has remained below \$7 per unit per month due to the fuel adjustment clause. The Assistant City Manager stated that it may be beneficial to consider eliminating the fuel adjustment clause going forward with renegotiating the contract. In discussions with Waste Pro, they have indicated that they are willing to continue to provide the current level of service at a cost of \$8.25 per unit/per month using the National CPI to govern their annual price increase for the next 3-5 years.

He also stated that staff's recommendation to renegotiate with Waste Pro at \$8.25 per unit / per month with contract amendments to original CPI, fines, fuel adjustment, etc.; agree to a three-year term with a renewal option of two one-year terms to allow the City time to research on bringing this service in-house, and to consider implementing a solid waste fee to help limit future budget impacts to the General Fund.

After some discussion, it was consensus of the Council to accept staff's recommendation to also to review the establishment of a Solid Waste Fee.

### **Transportation – Sidewalk Funding**

The Transportation Director, Phillip Graham, there is currently 254 miles of sidewalk throughout the City and an unidentified number of gaps and missing links. Staff is currently working to develop a comprehensive Sidewalk Inventory and Prioritization Plan that will revise the current Pedestrian Improvement Plan (PIP) by identifying and prioritizing all the needs throughout the City's sidewalk network to develop a more manageable and efficient plan that will fill the greatest needs first and provide the most benefit to the City and the public based on available funding.

Currently, the PIP list includes 67 separate sidewalk segments (28 miles). Phase 1 of the Sidewalk Inventory Prioritization Plan has identified 291 centerline miles of sidewalk needs throughout the City along both City and state maintained roads (57 City and 41 State). An additional 90 centerline miles were identified throughout residential subdivisions that do not have any sidewalk present.

Since the inception of the PIP there have been 14 projects completed for a total of approximately 3.75 miles of sidewalk at a cost of approximately \$1.1 million. This amount includes funding participation from sources beyond the PIP fund. It is estimated to cost between \$21 and \$34.5 million to complete the remaining 26.5 miles of PIP segments.

Staff recommended increasing the existing Transportation Fund tax revenue approximately \$1 million by increasing the Municipal Vehicle Tax (MVT) from \$15 to \$30 (maximum); allocating a total amount equal to a \$20 portion of the MVT (approx. \$1.4 million) as required by NCGS 20-97, to the Transportation Fund to be used for resurfacing, preservation, construction, and maintenance of City streets; continue to allocate a \$5 portion (\$350,000) of the MVT to the Transit Fund as required by NCGS 20-97; allocate an additional \$5 portion (\$350,000) of the MVT authorized for general use PIP and sidewalk projects; and to continue to dedicate \$150,000 from the General Fund to PIP and sidewalk projects making the total annual budget \$500,000.

### **Parks and Recreation – Open Space Connectivity Analysis**

The McAdams consulting Firm presented the findings of the Open Space Connectivity Analysis.

The Parks and Recreation Director, Bob Dowless, stated McAdams also completed the Parks and Recreation Master Plan. He stated McAdams is creating a strategic plan to create and improve connectivity for pedestrians and bicyclists throughout the City; to prioritize the development of five (5) priority greenway segments.

He stated staff's recommendation is to create and fund a new "Connectivity Program", separate from the PIP managed by Transportation, to include bike lanes, multi-use paths, sidewalks, and crosswalks improvements; contract with consultants to provide full-service development of the priority greenway projects, including land acquisition, surveying, wetlands delineation, preliminary design and construction documents, permitting, bidding and construction administration; and allow staff to continue seeking open space opportunities through participation in the Development Review Process, the establishment of funding for land acquisition as opportunities arise and the development of appropriate ordinances.

### **Housing – New Maintenance Building and Affordable Housing Needs**

The Housing Director, Angela Graham, stated to sufficiently serve the Housing maintenance needs, a building with approximately 2,200 square feet is needed. With property available adjacent to the Technology Center, a newly constructed Maintenance Building would provide adequate storage as well as easily accessible work space for both staff and clients. If a new building could be constructed, the existing site, near Spring Street, could be used to provide much needed affordable housing. The corner lot could be utilized to accommodate 5-6 townhomes or apartments. This would provide mixed income housing while providing the Housing Department another source of revenue.

She stated relocation of the maintenance building would be complete in roughly one year and construction of the new housing to follow approximately one year later. To accomplish this goal, Housing would request City funds in the form of a loan and look into other Federal funds that could assist. The cost would only be for the structures as the land is currently owned by the Housing Department/HUD.

Estimated construction for the new maintenance building is \$330,000 - \$375,000. The estimated cost for the new 5-6 affordable housing units on Blume Ave, SW would be approximately \$125 per square foot.

### **Concord-Padgett Regional Airport – Remote Towers**

The Aviation Director, Dirk Venderleest, explained remote towers is a concept of carrying out air traffic control (ATC) services from any location using a multitude of local sensors, visual and infrared cameras and surveillance solutions creating an opportunity to change the way air traffic is monitored and managed. These towers are also referred as Virtual Towers. The Aviation Department for the City of Concord is responsible for the management of hardware and software of those facilities. The Federal Aviation Administration (FAA) contracts out the monitoring for those services to Robinson Aviation at JQF. FAA designates these towers as Federal Contract Towers (FCT). There are currently 253 FCT's in the country, JQF being one of them.

FAA is currently evaluating remote tower technologies at two airports: Leesburg Executive Airport, Leesburg VA and Fort Collins Airport, Fort Collins, Colorado. At each of those locations the current operator for handling the air traffic control services is Robinson Aviation, also known as RVA. The lead company for Virtual Tower in Leesburg is Saab while at Fort Collins is C-Ridge, both companies have remote towers experience outside the U.S. The objective for both RVA and technology companies is to obtain certification from the FAA. FAA is considering two other locations in the United States to validate hardware and software integration of remote air traffic control services.



For the last eight months, the City's current operator RVA for the monitoring those ATC services at Concord-Padgett Regional Airport, has discussed a path in determining the implementation of remote tower at JQF. At the request of RVA, the Aviation Director met with outside vendor for remote tower technology, Kongsberg Defence & Aerospace AS. Kongsberg Defence & Aerospace recently received corporate approval to proceed with feasibility study at JQF, subject to City Council approval. The feasibility study proposes the installation state of art remote tower equipment at JQF. Total investment that Kongsberg is proposing is approximately \$2 million dollars, along with personnel in order to obtain certification from FAA. Proposed funding for the City is \$20,000, which will be allocated between engineering service (airspace analysis) and temporary power for the remote tower and office space. If Kongsberg is successful at the airport, the Aviation department would be in position to integrate the equipment for our remote tower system, potentially saving half million dollars.

Staff recommended the City Council consider approving a Memorandum of Understanding between City of Concord, Aviation Department, Kongsberg – Defence & Aerospace AS and RVA.

### **Public Safety – Joint Public Safety Training Facility (JPSTF)**

The Fire Chief, Ray Allen, and Police Chief, Gary Gacek, provided a joint presentation. The Fire Chief explained, the current fire training facility, located at fire station #3, was constructed in 1986. Over the last 32 years, the department has grown immensely and the limitations at this facility, both space and functionality, have been exhausted. At present time, there is no dedicated law enforcement training facility in the city, although the police department does utilize the fire training facility for some of their SWAT and specialized training exercises. Both departments have outgrown this location and are not able to deliver the mission critical training needed for their personnel.

Both the fire and police departments, in various capacities, are required to meet state, local and federal training requirements which are directly tied to certifications and designations in which the city receives.

The Police Chief stated annual qualification is required for all firearms carried by a law enforcement officer. The commission requires the qualification course to be no less stringent than that of the North Carolina Basic Law Enforcement Training standard. This includes day/night firing, as well as a "combat course." Also, less lethal weapon systems (Baton, OC Spray, Taser, Direct Impact Munitions, etc.) require initial and recertification training. These systems require both practical exercises to demonstrate the officer's proficiency, as well as classroom instruction.

Both departments (police and fire) recommend that the JPSTF would include the following elements:

- Minimum of 15 acres, 20+ preferred (\$750K – 1M);
- Indoor Firearms range (6M);
- Burn buildings, residential and commercial (3.8M);
- Multi-purpose space -special vehicle storage, open warehouse style for simulated training (500K)
- Classrooms, auditorium, offices, showers/lockers and strength/fitness equipment (2.5M);
- Firearms simulator room (175K);
- Driving Pad for police and fire apparatus (275K)
- Designated area for Technical Rescue and Specialty training sessions -vehicle extrication, hazardous materials, etc... (175K)

Staff's recommendation is to fund a JPSTF, as submitted in the CIP, utilizing funding mechanisms consistent with other public safety CIPs; proposed timelines include: land acquisitions in FY19, design/engineering/architecture in FY20 and

construction in FY21.

**Communications and Radio Shop – Communications Joint Facility Proposal**

The Communications Director, Bethany Ledwell, stated that both divisions within the Communications department are in need of a larger, co-located facility. She explained the locations of each division. She stated a centralized location for both divisions would allow the administrative team to be housed in a single location and eliminate the time spent traveling back and forth between the two fire stations.

Staff's recommendation is a Communications facility to house both divisions. The estimated cost of construction is \$4 million dependent on size, location and inclusion with another capital construction project.


**Buildings and Grounds – Street Trees & Other Urban Trees**


The Buildings and Grounds Director, Susan Sessler, stated in the last several years the City Council directed staff to engage in work establishing parameters that would support Street Trees in the City's Development Ordinance. As a result of these directives a City Arborist was hired and now reviews site plans and works with developers when alternative designs are requested/needed, residential street tree spacing has been improved to allow for tree spacing of one tree every 50 foot, the planting strip width has been increased from 6 – 8 foot, residential street trees shall be planted in the planting strip and the City may allow the planting of street trees outside of the street row if unique situations arise, and two inspector positions were created and filled with the Engineering Department to assist the City Arborist with residential street tree inspections.

Staff's recommendation is to create a Tree Ordinance as part of the City of Concord Code of Ordinances and to improve forest protection and landscape requirements in the CDO that implement the goals of the 2030 Land Use Plan.

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With there being no further business to discuss, a motion was made by Council Member Sweat, seconded by Council Member Crawford, and duly carried, to adjourn the meeting—the vote: all aye.

  
 Kim J. Deason, City Clerk

  
 William C. Dusch, Mayor