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## ***Questions and Answers***

### ***From April 10<sup>th</sup> Council Dinner Briefing***

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The following information is provided in response to questions posed by the Mayor and Council members during the April 10, 2017 Dinner Briefing on the Charlotte-Mecklenburg Police Department Central Division Office.

**Question 1:** *What were the selection criteria used for considering and selecting alternative sites for constructing the new Central Police Division Office?*

In January 2009, the Charlotte-Mecklenburg Police Department (CMPD) formed a Strategic Facilities Committee charged with creating a Facilities Strategic Plan that would be used to guide leaders as they made decisions related to the capital needs of the CMPD over the next 15 years. The Facilities Strategic Plan has been updated several times, most recently in September 2016. Since the formation of the Strategic Facilities Committee, the key objectives have remained the same for the location and construction of new CMPD Patrol Division Offices, and include:

- Patrol division offices must be located in highly visible and accessible locations that contribute to the community's perception of safety and security.
- Patrol division offices must be sized to accommodate future personnel growth and support the functions a patrol division is expected to provide to the community.
- Each patrol division office, while reflecting the exterior design context of the community where it is located, will be of similar design in order to be highly recognizable as a CMPD patrol division office.
- Patrol division offices should support its neighborhood crime reduction mission and become a vital part of the neighborhoods where they are located.

CMPD Patrol Division Offices, constructed since 2009, have been situated within their respective patrol division to serve its community's local residents. These new Patrol Division Offices include the Metro Division (1118 Beatties Ford Road), Providence Division (715 Wendover Road), Steele Creek Division (2227 Westinghouse Boulevard), Eastway Division (305 Central Avenue), and the Westover Division (2550 West Boulevard).

In order to meet these key objectives of the Facilities Strategic Plan, CMPD believes it is important that the new Central Division Office be located within the I-277 loop. Each Patrol Division is designed and workloads calculated with the goal for the Patrol Division Office to be centrally located within the Division to maximize response times. Constructing the Central Division Office outside the I-277 Loop will have a detrimental effect of response times. The alternative sites listed below are either outside the I-277 Loop, or entirely outside the Central Division boundaries.

- |  |   |
|--|---|
| • N. Poplar Street & 12 <sup>th</sup> Street               | • N. Tryon Street & 12 <sup>th</sup> Street |
| • S. Tryon & Tremont Avenue                                | • W. Morehead Street & Freedom Drive        |
| • W. Morehead Street & Wilkinson Blvd                      | • Wilkinson Blvd. & Suttle Avenue           |
| • College Street, 12 <sup>th</sup> Street, N. Tryon Street | • Summit Avenue near Bryant Street          |

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Some of the alternative sites considered by CMPD and the City's Real Estate Division were also deemed inappropriate due to security concerns associated with significant grade differences surrounding the properties. In addition to some of them being outside the I-277 Loop, the sites listed below also have the real potential of debris being thrown from higher elevations on 12<sup>th</sup> Street or I-277 onto the new Central Division Office, potentially damaging CMPD patrol cars or injuring officers. CMPD has experienced such occurrences at other Division offices in the past, particularly at the previous Providence Division office on Latrobe Drive, where debris was thrown from the higher elevation of nearby property on a regular basis, damaging patrol cars and personal vehicles of officers.

- College Street & 11<sup>th</sup> Street
- College Street, 12<sup>th</sup> Street, N. Tryon Street
- N. Tryon Street & 12<sup>th</sup> Street

Some of the alternative properties were eliminated from consideration because of challenging access to the sites, which would delay egress from the station and increase response times. Alternative properties with access concerns include:

- College Street & 11<sup>th</sup> Street
- College Street, 12<sup>th</sup> Street, N. Tryon Street
- N. Poplar Street & 12<sup>th</sup> Street
- W. Morehead Street & S. Cedar Street

**Question 2:** *What were the estimated purchase costs for the alternative properties considered as potential sites for the Central Division Police Office?*

**Table 1** below lists the sites considered as possible locations for the CMPD Central Division, along with the estimated value of each property. The sites highlighted in gray are within the Central Division boundary. The estimated valuations shown for each alternative site were determined in 2014 by Real Estate staff through an analysis of comparable properties. These amounts represent the value of the property at that time. A complete appraisal was not conducted on these properties, and property owners were not approached because the property was eliminated from consideration by Real Estate Division staff and Police Chief Rodney Monroe for the reasons cited in the comments section of the table. For additional explanation of the reasons cited, see the response to Question 1 above.

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**Table 1**

PROPERTY	INSIDE DIVISION (YES/NO)	ESTIMATED LAND COST (2014)	COMMENTS
<b>CURRENT LOCATION: 119 E 7<sup>th</sup> Street</b>	Yes	NA	- Building is 9,470 sf on two floors
<b>Proposed Site: W 5<sup>th</sup> Street &amp; W 6<sup>th</sup> St.</b>	Yes	\$4,320,000	- 1.1 Acres owned by City - Would acquire 0.17 acres to provide efficient inbound access (estimated to cost approximately \$840,000, which is already included in the \$26M project budget)
College Street, 12 <sup>th</sup> Street, N Tryon Street	Yes	\$5,100,000	- Outside the I-277 loop - Below W 12th Street; security concern - Challenging inbound access into Uptown would increase response times (no signal for left-turn onto N Tryon)
N Poplar Street & 12 <sup>th</sup> Street	Yes	\$4,500,000	- Outside the I-277 loop - Challenging inbound access into Uptown would increase response times (no signal for left-turn onto N Tryon)
College Street & new 10 <sup>th</sup> Street	Yes	\$4,000,000	- County requested CMPD front the tracks; reduced visibility - County development timeline was anticipated to delay project schedule - Highest and best use on remainder of parcel would be impacted
N Tryon Street & 12 <sup>th</sup> Street	Yes	\$3,500,000	- Outside the I-277 loop - Below W 12 <sup>th</sup> Street; security concern
W Morehead Street & S. Cedar Street	Yes	\$3,267,000	- CMPD concerns about increased response times - Reduced accessibility and visibility
College Street & 11 <sup>th</sup> Street	Yes	\$2,400,000	- Parcel is too small to construct station - Below I-277; security concern - Challenging access to northern portion of the Division would increase response times (would require going around several blocks)
S Tryon Street & Tremont Avenue	No	\$3,000,000	- In the Westover Division response area - CMPD concerns about increased response times - Reduced accessibility and visibility
W Morehead Street & Freedom Drive	No	\$1,700,000	- In the Metro Division response area - CMPD concerns about increased response times - Reduced accessibility and visibility - <b>This site has been developed since originally investigated in 2014</b>
W Morehead Street & Wilkinson Boulevard	No	\$1,660,000	- In the Metro Division response area - CMPD concerns about increased response times - Reduced accessibility and visibility - <b>This site has been developed since originally investigated in 2014</b>
Wilkinson Boulevard & Suttle Avenue	No	\$1,400,000	- In the Metro Division response area - CMPD concerns about increased response times - Reduced accessibility and visibility
Summit Avenue near Bryant Street	No	\$1,150,000	- In the Metro Division response area - CMPD concerns about increased response times - Reduced accessibility and visibility

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**Question 3:** *Will the allocation of additional funding to construct the Central Police Division Office impact the ability to complete other Police division offices currently funded in the Council-approved General Community Investment Plan?*

Allocation of additional funding for the Central Division Office will not impact the ability to complete other Police stations currently funded or programmed in the Council-approved General Community Investment Plan. Additional funding for Central Division would be provided from new, unallocated debt capacity created by growth in property and sales tax revenues supporting the Municipal Debt Service Fund. Funding for the six new police stations approved by City Council for construction between 2014 and 2020 has been dedicated from debt capacity created by the 3.17 cent property tax increase approved by Council in June 2013. The Westover Division Station was funded in FY 2014, and the completed station is now in operation. The Hickory Grove Division and South Division stations were fully funded in FY 2017, and land acquisition and design work are currently underway for both stations. Funding for land acquisition for Independence Division and University City Division was approved in FY 2017, and remaining funding for construction of those two stations is programmed for FY 2019. The sixth and final approved station for the new Northwest Division is programmed for funding in FY 2021.

**Question 4:** *Did staff consider the site at 501 E. Trade Street as an alternative location for the new Central Police Division Office?*

This property was not considered for the CMPD Central Division Office because the parcel was anticipated to be developed as a new courthouse when the Central Division site analysis was conducted in 2014. In 2015, City Council approved a property exchange which will result in the City taking ownership of this property, effective after November 2017. Located along the LYNX Gold Line, the land is anticipated to be valued around \$20,000,000 and is well situated to serve as an economic development catalyst in the area. This location has strong potential for a multi-use development with pedestrian-friendly ground level amenities. If sold for private development, this property would generate significant revenue from the proceeds that could be allocated to critical capital needs and would create additional property tax revenue to support future City operations.