

The City Council of the City of Charlotte, North Carolina convened for Council Committee Discussions on Monday, December 2, 2024, at 6:01 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council members present were Tariq Bokhari, Tiawana Brown, Ed Driggs, Renee Johnson, Marjorie Molina, and Victoria Watlington.

ABSENT: Councilmembers Dimple Ajmera, Danté Anderson, Malcolm Graham, Lawana Mayfield, and James Mitchell

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Mayor Lyles said [inaudible] Charlotte City Council Committees and we want to have what they have done as an output or an information item so that we can make sure that everybody understands what each other is doing. So, today I just still want to remind people that you can watch us on the government channel and the City's Facebook page and our YouTube channel which is what I did today for most of this. We also have a report after the Committee discussions from the airport and we'll be doing that. Then by that time if there's no closed session tonight, we will be ready to have adjournment.

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ITEM NO. 1: COUNCIL COMMITTEE DISCUSSIONS

Mayor Lyles said so with that, I'm going to begin with our Committee on Economic Development.

Councilmember Bokhari said sure, glad to do it. Mr. Driggs the Co-Chair can chime in, but I'll hit the high points. We discussed the arts funding strategy which was referred to Committee and while we didn't get into the weeds of what the ultimate strategy should be, we took a deep dive look at the Hospitality Funds, at the affordability going forward of those funds for the long term, and we determined as a group to take a vote and the position on that one that while the arts discussion, there's more to be had and more needed. Did we vote on that?

Councilmember Driggs said yes, unanimously.

Mr. Bokhari said we did vote on that and recommend not to consider those funds to be utilized for it. You can add to that if you'd like.

Mr. Driggs said so, we did receive a detailed presentation on the anticipated uses of Hospitality Funds and their intended uses, their allowed uses, and I think the upshot was that the hospitality business is kind of a stand-alone sector. The industry incurs those costs through the tax and delivers great value with their use of the proceeds. So, I think the view that I expressed, and I think was shared was that we should use our General Fund to fund the arts. One critical point that was made was the volatility of Hospitality Funding is such that you can have a steep drop off as we experienced during the recession. It's not the most reliable source of continuing funding for the arts. So, the unanimous conclusion of the Committee was that we should continue to fund the arts from the General Fund.

Mayor Lyles said Mr. Driggs, I think that will come up as the Manager's preparing the new budget as well as what we'll be talking about at our Strategic Retreat for 2025. Is that accurate?

Mr. Driggs said right. I think the Committee dealt with the referral on the question of the accessing Hospitality Funds and having heard a detailed explanation, it's the recommendation of the Committee that we do not do that. That we go with the General Fund.

Mayor Lyles said alright. Thank you very much.

Mr. Driggs said number two is Providence Road.

Mayor Lyles said Mr. Bokhari, you want to take Jobs and Economic Development?

Mr. Bokhari said yes, same Committee and there were two other topics. One was a good but brief one with the Chair of the Business Advisory Committee. It's always good to have those updates, and they are interested in some particular small business-related initiatives that once again we will work with staff to try to align. Then finally the more complicated one, which happens to also reside in my district, the three rezonings that are happening simultaneously this month on Providence with the three petitioners that have brought it forward. This was to hear about the TIG, the Tax Increment Grant request that is also simultaneously running through the Economic Development Committees of the City and the County. We went through all the details from staff. Our premise at that point was overall it looks like a fair to good deal as it stands to move forward into full Council consideration in the next Business Meeting, but they're ongoing kind of negotiations and efforts to figure out how to take something from good to great. That work is underway and parallel with it coming towards us. So, that is happening in parallel with the County's work, parallel with the rezoning. So, certainly one of the more complicated items, but also one of the more transformational.

Mr. Driggs said so did you mention [inaudible].

Mayor Lyles said that's a great way of looking at it.

Mr. Bokhari said so, we voted on the TIG to move it forward, just to clarify.

Mayor Lyles said yes, move it forward. So, we have a vote to move that forward and as you said Mr. Bokhari, transformational but really making a big difference in terms of what I saw. Not just the housing that Inlivan has, but housing that may be marketable for many, many people in this community. So, exciting to hear about that.

Mr. Driggs said Mayor, if I could just note on that. These proposals contemplate the creation of about 1,800 residential units and there are 400 to 500 more in the horizon piece that's also part of the overall scheme. In my mind, this is the most powerful way that we can pursue our UDO (Unified Development Ordinance) goals. We're not going to be able to use City money or ordinances to create the kind of housing. We need to see development like this in order to increase the supply and address the cost of housing. Just want to mention that.

Mayor Lyles said I just imagine that it doesn't need to happen in Mr. Bokhari's district the next time.

Councilmember Mayfield said [inaudible] conversation on this now or are we still hearing from the [inaudible]?

Mayor Lyles said I think it's done. The report out has been good, but I also heard you talk about this this afternoon from the housing perspective.

Ms. Mayfield said so I just want us to take into consideration when we're talking about TIG, especially since there's going to be a request for us to actually vote on this next Monday. There were a few questions that I have for staff that I would like to get a response to. One, 15 years is not a long period of time. I've shared concerns that I have on short periods of time even though I appreciate the fact that there is a housing affordability component. I didn't feel like that was necessarily a selling point for the request of this TIG. I want to know from staff, where are we currently? How many TIGs do we have out there led up to 2039 that will be expiring by that time period? What is that financial impact since the TIG is to be able to pay a reduced amount? We are continuously growing. I am concerned that financially we may run into a wall sooner rather than later. I gave the example earlier that from 2011 to 2019 was only eight years, but in that eight short period, we saw over 200 percent increase in the cost of housing here in the City, but it was not just housing. The cost of doing business, period.

Small businesses, others that have closed their doors or not ever have the chance to really get started without having additional funding support. So, I want to get an idea of exactly where are we on TIGs that are outstanding? What is the anticipated dollar amount and revenue that we're not receiving? After those TIGs end, if we've had any that have completed within this last 15 years what is now the revenue we're receiving? Or are we seeing that these companies before the TIG is over or near the end of the TIG, it transitions to something else just with the model of how we utilize it?

So, I have a concern that when we're talking about addressing our housing needs, there's a need. We have very creative and strategic ways to address that need. I want to make sure we're not setting ourselves up in the long run with looking at a short-sighted goal of saying this is a great thing, but then if the anticipated growth of the City continues on this path, we are in a much more stringent financial position. We're trying to address what's happening. So, for me, that housing piece was not something that is a selling point. Also, for me, the selling point is not what they're giving to the County. That \$500,000 to go towards our housing and a million going towards Parks, our deficit is still our deficit and our deficit of 35,000 plus units has been there for a while even though we have a number of new units that are out there. I just think there's other opportunities.

Mr. Bokhari said I think the Council woman has raised some valid questions that I think we should all be able to look at the look back on the different TIGs' performance over the last 15 years. I would just note for clarity on this, there's the rezoning thing which we're still working through and handling. We were just focused on the TIG, and number two, the TIG is an instrument that can't be directly correlated to one aspect of this. So, while there is what we will refer to as Naturally Built Affordable Housing as part of this without subsidy, while there's park space and greenways, while there's a whole bunch of different things, the TIG more directly aligns with the spend that's going to be on the Transportation infrastructure, but you have to step back and look at the entire deal as it relates to all the benefits as to why you'd make it. So, not saying that the questions aren't good ones, just it's going to be super hard for someone to align TIGs to the affordable housing components of this deal or other. So, I just wanted to kind of clarify that.

Councilmember Johnson said I just wanted to know when full Council would get a presentation on this deal?

Mayor Lyles said I believe it's Monday.

Mr. Bokhari said Monday.

Ms. Johnson said Monday, okay. Thank you.

Mayor Lyles said alright, anything else? Okay. We'll now go to Transportation.

Mr. Driggs said so the members of the Committee are myself, Ms. Molina, Mr. Graham, Ms. Johnson and Ms. Watlington. We discussed in the end two items today. Didn't really get a chance to deal with our third agenda item in detail. One was a CATS (Charlotte Area Transit System) update. A lot of that was a briefing on the FTA's (Federal Transit Administration) review of CATS which identified eight areas of need for attention. All of these were areas that we knew about as a result of the process we've been through for the last couple of years. So, we feel comfortable that we are on track to deal with things that the FTA brought to our attention. They also included in their remarks some favorable comments about the management and operation of CATS. So, I feel that that was in general, a very benign report. It came about because we asked for a special review from the FTA on finance and operations back when the trouble started a couple of years ago, and we have now had the benefit of their scrutiny as well as the work that was done by the management consultants. So, my own view is that we have a good handle now on the situation at CATS. That it is normalized. There is some work left to be done, and there is always the aspiration, as Mr. Graham pointed out, to go from good to excellent, but I believe that we can treat the referral to this Committee about CATS as having been discharged and that furthermore the working group that was

established as kind of a SWAT (Special Weapons and Tactics) team to work on the issues there has fulfilled its purpose. In response to Ms. Johnson's comments, CATS will continue to be subject to the oversight of the Council, of the Transportation Committee and the MTC (Metropolitan Transit Commission). We have a lot of work to do in the coming year on the update of the 2030 Plan to align it with the prospect of getting a sales tax passed and having revenue for more projects. So, there's going to be a lot of work around CATS, but I do feel that the situation has been stabilized enough that we do not have to have that extraordinary kind of crisis mode oversight.

Mayor Lyles said thank you Mr. Driggs for acknowledging that we did have an issue, but I also wanted to let you know that the MTC in its meeting also found that this was, as Mr. Driggs said, it was an issue that has been resolved. Now I think the issue is how do we make sure that we can keep people in places where we can have bus service and have places where people can get to work and live more comfortably instead of it just being I've got to ride the bus. We need to begin to think about what does it really mean to ride in the bus and how can we make it a better system for all of us with locations as well as how we make sure that work is available for other people?

Ms. Johnson said one of the things that I did say during the meeting is this City and City staff does a wonderful job of strategic planning and having that vision, but I feel it's important that we manage the change. There's a difference between leadership and management and I really think we need to tighten up on our management of all of the cumulative impact and the changes. You know, almost like when we talk about growth versus infrastructure. That's managing versus leading. So, we did not vote on disbanding the working team. So, that wasn't a vote. So, that is something Mr. Driggs mentioned, but it wasn't an action of the Committee, because I think that there's still room to continue to have this spotlight on CATS. The reason that the working group was formed was because of a crisis that was uncovered. So, I think because what gets measured gets done, I think that it's appropriate that we keep our foot on the pedal. One of the comments during the meeting was there was this particular route that will never run on time. Well, that's not acceptable. So, I think that we need to continue to work on those issues. Ms. Mayfield brought up an excellent point about safety. She'll probably elaborate, but safety on the trains, on the buses, at the stops. So, I don't think it's appropriate for us to disband the team or the emphasis and attention on CATS. We still don't even have a permanent executive director. We're still in interim. We're still in a transition. So, I would not have supported disbanding the team, but again we did not vote on that as a Committee. It is something that Mr. Driggs brought up, but it was not a formal action.

Mayor Lyles said thank you for your comments. Those were good comments. I think that we really do have to look at this as a way that we do want safety, we do want to be on time, but I also think that you can have so many people overseeing. The Committee was an Ad Hoc Committee and now we have a Committee made up of the MTC where the executive director, that's even temporary right now, he is responsible for reporting to the MTC. Then with the MTC, with all the representation in the County, it's not getting away from, it's just a matter of making sure that the people at the MTC have the opportunity to do exactly as the review has stated. That we want to make sure that our bus system works for everyone. So, with that, I think my suggestion would be to provide your comments to the MTC at the next meeting which is I think in the next couple of weeks and see where they sit and we can have a recommendation from them if we need to do something differently.

Mr. Driggs said so, the second item we talked about, there was some consternation at our Zoning Meeting about a text amendment you may recall, and it was a couple of pages of little text amendments. We weren't quite sure what it all amounted to. So, we had a presentation from staff today explaining that these amendments are essentially administrative and operational in nature. They're intended to align the implementation of the UDO better with the 2040 Plan and with our goals. They don't constitute a departure or any new policy, and they're just trying to remove some kinks that have come to light by virtue of our experience with the UDO up until now. They think it's going to be the last text amendment that is needed. So, the Committee agreed unanimously to

recommend to the full Council that we do go ahead adopt those, approve those. I think some of the concern that people had was it said they can do such and such under certain conditions, and the thing was you didn't know what the conditions were. So, therefore it was hard to know what it meant. I asked the staff to provide us an assessment of the overall impact. Like, is this going to make a huge difference? How many different zonings will now be different because of these text amendments? My own conclusion and I think that of the Committee was that these were indeed in the realm of operation and administrative proper text amendments because they then went on to talk about proposed residential refinement. This would be a policy initiative talking about modifying some of the permissions for housing types in districts other than N1 to accommodate the purpose of those districts and allow certain types of construction of residential property within them. That's something that they're working on. So, we'll hear more about it. Not final yet, but they just gave us an indication that that's what they were looking at and I think that's very usefully because as I mentioned before, we need to do everything we can to maximize the opportunities for residential development. Increasing the supply of housing is the strongest thing that we can do to address the cost of housing.

Then the last item on our agenda was a Community Area Planning update. As it turned out, we ran out of time. So, we got a very brief update on that, and I will just mention that there was a description of what these Community Area Plans are. We've heard that before. I hope everybody understands what that's about. What we were told in the meeting was the work that's being done is scheduled, the outreach to the community and the general nature of what is expected to come out of that. There is a document that they showed us, the name of which I don't have right here, but anyway there is a document that actually talks about the Community Area Plans and that process, but again, no action on that in any case.

Mayor Lyles said that is our blueprint for infrastructure? Am I in the right place? The Community Area Plans?

Mr. Driggs said yes. The plans in general, there are 14 of them. They are intended to sort of adapt and customize the UDO to the circumstances of each of those 14 areas. They don't modify the language of the UDO. They will affect an update to the Policy Map that is intended to be adopted at the same time so that it conforms better to the circumstances, and they will express goals that we have for developing in those 14 areas. I mentioned to them that I wanted them to be sure that there was a lot of involvement by any Council person who's affected in any of the 14 areas so that we get the benefit of that input.

Mayor Lyles said I think almost every Council member will have several areas to have an input.

Mr. Driggs said well if there's 14 of them, yes.

Mayor Lyles said 14 of them. So, I guess Mr. Driggs, you expect this to come back in December 2024 or January 2025? What's your thinking? What's the Committee thinking?

Mr. Driggs said no, we had a timeline that goes out a little further than that and I don't know if I have that time.

Mayor Lyles said alright, that's okay. I just wanted to make sure we didn't put it on agenda really fast. Okay.

Mr. Driggs said that's not next week or anything.

Mayor Lyles said okay, thank you. Alright.

Ms. Mayfield said back to the conversation around CATS. I just wanted to make sure that all of my colleagues knew the direction that I was asking a question in Committee

earlier. One, I think Transportation, CATS, also needs to be presenting to Housing and Neighborhood Services as we keep talking about access to housing, access to workforce, access to Transportation. I have asked for Mr. Cagle and the team to really look at how we're utilizing our technology. So, I actually forwarded an email to Mr. Cagle probably about 10, 15 minutes ago from a constituent. The routes that they need, the two different buses that they need to take have the exact same time. We know that we have the CATS app. We also know the technology of where people are starting, what they're putting into the app where they need to get to. So, if we're looking at this map and we're seeing vehicle A and we know the route that it's going, just like when you're on the trains and you know all the connecting. We have to do a better job of making sure that that second vehicle is actually connecting and that we're not doing this. Then you're waiting 45 minutes. It does not make sense when our airport is growing at the level it's growing and eventually probably sooner rather than later, it will be a 24-hour airport, that if you live in Steele Creek it takes you two and a half hours to get to work at the airport. If you live out on the east side, it takes you two and a half plus hours, one way. That's five hours a day you're spending just on transportation and the airport, you need to be there at 3:30 a.m. 4:00 a.m. in the morning and sometimes you're getting off late at night depending on what shift you're working.

So, we're talking about we are a small town that wants to be a big City. We're having big City discussions. We need to make sure that our transportation is aligned with our workforce. We know where the people are. I don't know if we're necessarily utilizing the technology that we have accessible. We just made a major investment recently on technology. How are we using AI (Artificial Intelligence)? How are we looking at our transportation needs? I also asked Mr. Cagle in his presentation, are we looking at crime and safety? How are we utilizing AI again? CMPD (Charlotte Mecklenburg Police Department) is showing up after the fact, that's the effect. We can probably capture that cost. We have had May 2024, August 2024, September 2024, November 2024 and last night someone who's life has ended at our CATS station. We can't say that we want quality safe housing options along a rail line if we're not utilizing the technology that we have to actually monitor our rail lines to make sure that they're safe. So, we're telling people to go out and use this public transportation system, but we're not having the real conversations that we need to have regarding public safety and making sure that people are, to the best of our ability, government cannot do everything but to the best of our ability, that people are safe when they are utilizing our public transportation whether it's to get to school, to work or even to one of the many events that we have Uptown. So, I would've liked to have heard what does that conversation look like and the conversation can't be, "Well we're partnering with CMPD," because I promise you, I can give you pictures from where I have been at the rail station and I have seen CMPD officers sitting in their vehicle but not actually patrolling. I don't know if they're supposed to be patrolling, but we have cameras, we have technology. We could be utilizing that more. Everybody has a Ring camera, Simplisafe, some type of security measure, most people at their home. We can be utilizing that better to create more safety and create the feeling of safety because imagine if you have that 311 operator or that CATS operator that comes over the speaker system that we already have installed, to let it be known that this station is monitored and that'd be for all our stations.

Mayor Lyles said again, this is an opportunity. The CATS MTC meeting included the requirements for the Safety Plan and you're right. CMPD does not actually act on this because they have an additional set of people that they contract with to do this. I think it's timely that you know that you want to try something different on safety. There is a safety technology group within the organization that could do this, but I think it's really most important that what makes people feel safe is being around a lot of people, and I think that what you've asked for is to say how do we make sure that we can keep people from being on the side of the road or in the bus way, and not be on the bus in a way that we can create and make sure that they feel safe about it. So, Mr. Cagle will have a lot of work to do.

Ms. Mayfield said that and just for clarification, the Safety and Technology team, the impression I received, that is not the target. The target is the safety on the actual tracks, them not leaving. I am talking about using the technology that we already have at our

stations through the boxes, through the cameras to do better monitoring and create not just the appearance, but to create that truly safe environment.

Mayor Lyles said that is included in the document that they just presented. It is an important area, and they have a whole team working on it. So, David Moskowitz I believe, I think you will see that Mr. Cagle and he will be able to give you some information and you'll be able to give them this information. I think it'll work really well.

Ms. Mayfield said thank you Madam Mayor.

Mr. Driggs said I just wanted to add. Today's conversation was about winding down the special effort that was initiated as a result of the problems at CATS. It doesn't mean to minimize at all the need to continue to strive to make CATS better and safer. In fact we are going to embark on a six month at least extensive planning process to revamp our 2030 Plan and align it with the prospect that we hope we will have as a result of a referendum for a sales tax in November 2024 that would provide funding and among other things based on the expected proceeds from a sales tax, we would have about \$4 billion to invest in buses and similar non rail type of public transportation. I'm sure there will be a very robust and fundamental conversation because I agree with Ms. Mayfield. I think housing and transportation go hand in hand. I mean it's the question of how long does it take to get from this place to that place. So, no question about that. I think we will have abundant opportunities to deal with it. The main point was that the special arrangements we had because of the problems at CATS are not needed anymore. Thank you.

Councilmember Molina said I think in the meeting, Mr. Cagle, he hit on a lot of very important points. I think one of the bigger ones that I saw that he hit on was exactly what we're talking about, is our bus ridership. More than 60 percent of our users ride buses which means that that particular conversation takes precedent whether we're talking about safety or transporting our community members in a reliable way. I like the updates that he shared with the body. There was one that I thought that stood out to me. We've had conversations. I know that you tasked Mayor Pro Tem and I with having the conversation around information and technology some time ago and an Enterprise Resource Planning System for the City of Charlotte. The CATS Department has already taken an initiative to begin what we will actually vote on. He said that he's going to introduce to the Council for I think a December 2024 vote for an asset management system that would kind of be subsequent to the ERP (Enterprise Resource Planning) System. So, they're already creating efficiencies that would make us from an information and technology perspective, they're actually ahead of where we are as far as the Citywide timeline. So, I thought that was outstanding. Very commendable to say that, in such a short time having Brent onboard, that he's taken that initiative that we've seen these types of clear and concise milestones, but then taking it a bit further is that he's actually already with anticipation of our Enterprise Resource Planning System he's actually creating a resource that would work in alignment with what resources we would have within CATS. He also broke down how they decentralized the operations of the CATS system, which would work with an asset management system because they don't have to be centralized in one place then. Using information and technology, we could actually communicate within and know what resources we have to deploy. So, I just heard good things from him today, and I know that there's work to do. I don't want to deemphasize or not place emphasis on any of the other areas of opportunity that we have, but I just want to say that I was very encouraged by those updates that we had today and some of the milestones that they've completed in the department. Mr. Manager, I don't know what conversations you've had with Mr. Cagle, and I don't know if he likes us enough to stay, but I do think that he's done an excellent job in the amount of time that he's been tasked with this very difficult challenge of putting us back on track with CATS. So, I just wanted to say that.

Ms. Johnson said I just want to say again, that I think the loss of life and the crime and the ridership are a crisis. So, if you're disbanding the group then that is not with full Council support. I'm just opposed to that. Another thing I wanted to address is Mr. Driggs mentioned that there was unanimous support of recommending the UDO. There

was not a vote on that. As a matter of fact, when I asked a question, I was told not to ask the question. It wasn't related. So, there wasn't a unanimous vote for the moving forward with the UDO. I had a lot more questions and we were rushed with our agenda. I don't think that there was again enough time for Council to absorb the information to make that recommendation.

Lastly, the Community Area Planning, I wanted some more information on that. There were some dates and Mr. Jones maybe you can answer the question as far as the Community Area Planning. We did get an overview, and she said that the period for I think community input was closed, but there would be opportunities for questions. I specifically asked for the District Four Coalition to receive a presentation. I spoke to the Chair of the community coalition, and she said their presentation was in January 2025 because she wasn't aware that that period was going to be closed. So, that would've been an opportunity for that staff to say, "Well January 2025 will be too late to define the difference," because the community members don't know that. So, that's a challenge when we talk about engagement versus questions and the same thing happened with the UDO. When the rubber met the road, residents were like, "What happened? What is this?" So, this was a specific example of an opportunity for a very large constituency in District Four, members from precinct 212 and 204 and different large precincts to have this information and they're not getting the information until after the comment period I think is closed. So, can you tell me what the timeframe is? What's closed and what's going to happen in January 2025 or where we are in the Community Area Planning phase?

Marcus Jones, City Manager said sure Councilmember Johnson. If I'm not correct, somebody will chime in. The group that I think you're referring to, staff met with them last month and are willing to meet with them again in January 2025 is my understanding.

Ms. Johnson said I talked to the Chair today.

Mr. Jones said okay.

Ms. Johnson said she said their presentation is in January 2025.

Mr. Driggs said yes, that's right.

Mr. Jones said okay, that's different than what staff said to me.

Ms. Johnson said so, can you tell me the difference in what's expired or what deadline passed?

Mr. Jones said sure. So, I think Alyson is here. Let's just have Alyson come in and I think she can address your questions directly.

Ms. Johnson said okay, thank you.

Mr. Driggs said while we wait, you asked the question about the Community Area Planning. The intention is that there will be a presentation to the full Council on January 25, 2025, and the goal is to release a draft on March 25, 2025. I wanted to mention too in our Committee meeting today, to clarify what happened, we were discussing the text amendments and whether they were appropriate or not. The conversation started to branch into policy questions that I didn't feel were within the scope of that topic. So, that was why I reigned in and then I did suggest that even though it was an information item, that without objection I would like to be able to report to the Council that the Committee felt it was okay to go ahead with those, and I didn't hear an objections. So, that's what happened.

Alyson Craig, Director of Planning said good evening, Mayor and Council. I'm going to ask Kathy to answer the question. Kathy Cornett leads the Community Area Planning process and has some of the details that you were just discussing. So, Kathy?

Kathy Cornett, Planning Program Manager said good evening. In relation to the District Four meeting. So, a member of our staff Catherine Mahoney who is a project manager actually for Community Area Planning. Spent some time on the phone, walking I believe it was the coalition president or director through the website and where all the information can be found. That was when the conversation happened where she invited us to the January 8, 2025, district meeting. So, we are happy to have other discussions. I believe the last name was Evans. We're happy to have other discussions with anyone that needs help. The closing of it was just the web pool which closed Phase Three of the process. So, it's actually a five-phase process. Phase One kind of setting the stage. Phase Two focused on the Policy Map and Phase Three focused on projects and programs. Phase Four is now assembling the document and then it goes into review and adoption, but throughout the entire process, there's also open for comment. We're happy to meet with anyone. All of the information is still on the website. So, happy to do any of that.

Ms. Johnson said when did Phase Three close?

Ms. Cornett said so, the last Phase Three meeting was November 15, 2024, and the web tool closed November 29, 2024.

Ms. Johnson said so, November 29, 2024. So, the person would've met with the D4 Coalition prior to November 29, 2024?

Ms. Cornett said yes.

Ms. Johnson said what I was saying is they were unaware that there would be a difference between meeting in November 2024 and meeting in January 2025. So, that's the kind of information that's helpful to residents. You know, they don't have the technical knowledge or those timeframes. So, rely on the experts for guidance and that wasn't given. What I'm afraid of, even with the UDO, we were told, "This phase is finished, and it would be open for comment," and it just kept moving forward and members didn't feel like they were able to give that input. This is a specific example because I mentioned D4 Coalition months ago. So, it's concerning to me that we don't have the input from the Coalition when they represent District Four when District Four is changing so much. I would've hoped that the Coalition's input was taken, or the opportunity to be given. So, I don't know. So, what I don't want to see is this draft and then they have the comment. That wasn't their desire either.

Ms. Cornett said right.

Ms. Johnson said so, I don't know if there's an opportunity to extend that deadline or something because I mentioned D4 Coalition at the beginning presentation of this. So, it's concerning that this is scheduled after the Phase Three period is closed.

Ms. Cornett said I understand. We can certainly look at that and we're happy to follow up with the leader that we spoke with of the D4 Coalition and make sure that questions were answered. See if they were perhaps able to attend the workshop and we can go from there. We're happy to do that.

Ms. Johnson said thank you.

Mayor Lyles said okay. Any other comments? Okay. So, let's move on to the Housing and Safety Committee.

Councilmember Watlington said because I know we have presentation; we'll keep this extremely brief. So, I'm just going to ask Shawn to just come up real quick, share real briefly the highlights from our year in review which is what we spent on our time on and then a couple of items that were lifted up as potential topics for next year.

Shawn Heath, Assistant City Manager said thanks Chair Watlington. I'll be exceptionally brief. As Chair Watlington mentioned, the Committee did a quick review,

the year in review. There were a number of meaty referrals that went through the Housing, Safety and Community Committee this year, starting the year with a review of City ordinances where Council ultimately restored the criminal penalty option for a handful of ordinances. In tandem with that, there were a number of nonenforcement strategies that were launched earlier in the year such as City investment in street outreach, focused on the Uptown area. Before the summer break, there was a focus on the community safety framework, which was the Youth Crime Referral that came out of your January of 2024 Strategy Retreat. The first investment associated with the Youth Crime Referral was a \$2.5 million Council authorized support for the Katie Blessing Center which will be a transformational one of a kind pediatric behavioral healthcare facility on the east side of town. Then the Committee rounded out the year with a discussion around the Affordable Housing Funding Policy in tandem with the \$100 million bond that was passed by voters. Now this Council has a very definitive point of view on policy focus associated with affordable housing investments, in fact with explicit investment categories.

Also, a quick conversation on a number of things that weren't brought through as a referral, but the Committee had a chance to and will continue to shape going forward including the Faith Based Housing Initiative. So, one of the things the City can do to help be a catalyst for houses of worship that have an interest in affordable housing, but maybe aren't sure where to start. So, they're a number of things that will be done including providing technical assistance etc., in order to help activate on some of those ideas. Then A Home For All, which is the public-private partnership the United Way is leading focused on both housing and homelessness continues and to the extent there are funding opportunities associated with A Home For All. Those will come through for full Council deliberation before there's anything put on for an Action Review.

Most of the conversation was really focused on the look ahead and calendar year 2025 with the Committee just wanting to take a moment before the end of the calendar year to reflect on things that could inform the end of January's Strategy Retreat conversation, and what are the types of things that this Committee feels most passionate about. There were a few ideas that came up in conversation today. I'll mention three of them in particular. One was, as we think about leveraging new channels and communication methods with our stakeholders, are there things that we should be thinking of differently going forward to better ensure we're getting the right kind of information to the right stakeholders at the right time. This second item wasn't really so much policy driven, but more of a reminder given that we have many funding pathways for our affordable housing resources, we have more resources available than we've ever had before. Let's ensure that we're building equity into those funding pathways to the fullest extent possible. Then third, there seemed to be a strong consensus across Committee members that there could be an opportunity to build on some good things that are already being done here in Charlotte with City of Charlotte involvement. For example, related to the intersection point between sustainability, affordable housing and residential energy usage. So, a lot of times when we've talked about cost burdened households, we'll typically focus on rent and mortgage and that's clearly the biggest piece, but energy cost can be large as well. So, are there opportunities for the City to be a catalyst to help residential homeowners be more energy efficient, leverage renewable energy technologies, etc. So, that could be something Council members from the Committee want to focus on at the Strategy Retreat at the end of January 2025. Those were the highlights.

Ms. Watlington said thank you so much Shawn. Questions?

Ms. Mayfield said so, I am going to take it upon myself to bring all the joy and energy and excitement around the fact that our Committee gave a report out for our end of year for you all to see the amazing things that we have done. So, I want to publicly thank my Chair as well as all of my Committee members. I want to definitely thank Councilmember Brown and Councilmember Johnson for pushing us on some of the language to help us really look at equity and to Councilmember Driggs for the three of us having an opportunity over the summer. We did not travel over the summertime. We were here working trying to come up with something very different and innovative. So, I

am going to be my Chair's cheerleader and thank Shawn and Rebecca and the entire team because they are doing amazing work within Housing and Neighborhood Services and Community Safety. Again, we see how all Committees, Transportation, Economic Development, Workforce, are all tied into what we are also creating within Housing.

Mayor Lyles said okay. Thank you.

Ms. Molina said just really quickly. Did you highlight the Faith in Housing?

Ms. Mayfield said [inaudible]. He did it so quick.

Ms. Molina said that little bit?

Mayor Lyles said alright. So, BGI (Budget, Governance, and Intergovernmental Relations Committee). Mr. Bokhari is going to give us the summary.

Mr. Bokhari said yes. Thank you I'll finish this up briefly for us. So, we had three items. I think all three are items this Council will be interested in in a night like this. We got our preview from the Manager of the Annual Strategy Meeting. He talked about the potential location and again, these were ingredients. He was very conscious not to get ahead of any of us in our ideas of what we'd like, but brought forth the Asheville concept to support that part of the State obviously and they're other reasons we should be there from a strategic perspective, but obviously none more relevant and timely than the crisis that they have been going through. Focused in on key areas of discussion of mobility, small business, workforce development. That's when the Committee conversation came up. It was talked about to make sure that Council is able to truly lead a lot of the conversations at the strategy tone, not just necessarily be presented to. I think we've heard that theme before. As external speakers are identified, consider leaders from cities with Council manager forms of government in similar forms to government that we exist in, in the State, another good point. We talked about building on potentially the ongoing series that we're in the middle of, the public safety updates in these business meetings to be able to have a takeaway where we actually have more time to digest. So, we don't, at the end of each meeting in a business session have to sit there and say, "Okay, well did we get all the conversations out and what's the takeaway?" The takeaway can be directing towards a segment of that meeting when we really get to get into the weeds of it, which I was in favor of.

So, they'll be more to come on that, but that was the initial kind of unveiling of that. We got our FY (Fiscal Year) 2024 external audit presentation by Cherry Bekaert, and I think the punch line is we got a clean audit. There was an internal control deficiency related to a \$5.5 million FEMA (Federal Emergency Management Agency) accounting item of a grant that we got there, but we asked a bunch of questions and felt that it has been remediated and there won't be any ongoing issues that we'll experience from that. Then finally the 2025 legislative agendas were discussed. Dana Fenton brought through the update we all got the last time we were together, and we went through Councilmember Johnson's recommendation was actually the one change we made. We made a slight wording clarification around the immigration related language to point specifically at the 2019 work that we had all done and put together, not whatever the federal government comes up with on that front which I think balanced the comments we heard from her last week. Then while we discussed in depth around some of the public safety concerns that Councilmember Watlington brought up, we had a good deeper dive update on to some of the safety issues, particularly around arcades. We were pretty satisfied that what's going on in Raleigh paired with the abilities we have here, those were solved for and we all agreed that some elements of the density of establishments serving beer and wine and other related issues there, is a relevant but complex topic and one that perhaps as the take away not to change the legislative agenda now, but have that deeper conversation if it's the Council's will in the retreat so that we can get deeper into it. So, like I said a lot of people online everywhere saying it was an amazing meeting. I don't know if I agree but it was definitely well-run.

Mr. Driggs said I would just like, as the numbers geek on Council, to highlight the fact we got a clean audit. Everybody appreciate that, alright? It's a big deal. A huge amount of work went into it. Congratulations to the Finance staff and the Manager. It's not something you take for granted. I've seen less than clean audits, and we should be grateful. Thank you.

Mayor Lyles said alright, thank you. Well, this concludes the review from the Council Committees. Thank you all for all of your participation and the ideas that you've brought forward. We have a list of things that we can work and continue to work on. So, we'll just close this part of the meeting and I'm going to ask the Manager to address the next part of our agenda.

Mr. Jones said thank you Mayor and members of Council. I know we had a series of group meetings dealing with the Part 150 Noise, but we also thought it was very important to have a discussion tonight as a part of the committee day. So, I'd like to turn this over to our CEO (Chief Executive Officer) of the airport, Haley Gentry and she will walk us through what tonight will look like.

Haley Gentry, Airport CEO said good evening Madam Mayor, Mr. Manager and Council members. Good to be with you this evening. My name is Haley Gentry and I'd be remiss to not introduce our staff, but I have Ted Kaplan, Chief Business and Innovation Officer. Jack Christine, Chief Infrastructure Officer, Katie McCoy, raise your hand Kaite, Strategy Director and Stuart Hair, Community and Economic Affairs Director. All things team airport, we also have a representative from American Airlines, who you know very well, Tracy Montross. We're going to get started. I'll try to be brief in the interest of time. I want to allow you time to ask questions if needed, but I also know that some of you have been gracious with your time and have shared that with us previously to discuss this.

Okay, we'll get started. We're going to start with a brief overview of what the Part 150 is and is not. We will recap the timeline as well. Community involvement will be touched upon and then we'll get into the draft recommendations. So, what is a Part 150? The Part 150 is the mechanism with which the FAA (Federal Aviation Administration) uses to guide and control planning for noise compatibility in and around airports. So, that's pretty straightforward but you would be surprised how a lot of the community when we start to engage in these conversations doesn't understand that this has a specific focus and is limited to specifically what we just cited. We started out first program in 1987 at the airport and the program is, using the FAA's words, "A goal of the program is to develop a balanced and cost-effective plan for reducing current noise impacts." So, what does the Part 150 include? It has three elements. Noise exposure maps, noise compatibility program and public involvement. These are the elements which you'll see the recommendations coming forward later in the presentation. I'm not going to read all of those details, but that does recap for you the various elements of the program that we'll be discussing. So, as I've mentioned to you, we've had a Part 150 program since 1987. This is not new to CLT (Charlotte Douglas International Airport) but it has gone through several reiterations. In 1996 the program was updated and then again in 2015, our noise exposure maps were updated to reflect our newly added runway. Charlotte has invested more than \$120 million in local community efforts that are related to the Part 150. That includes sound insulation of churches, schools and homes as well as property buyout, residential property acquisition.

So, what was the timeline like for the project? Well, we started in January 2022 with this very body approving our contract with Landrum Brown who actually conducted the study on behalf of the airport. The middle of the chart here talks about numerous milestones for the programs. Many of you are aware of that. We've updated you as we've gone through this. Then again, in October 2024 and November 2024, thank you for your time where we sat down and actually had small group briefings to bring you up to speed. We are here tonight in hopes that we will be on the December 9, 2024 agenda, at which time we will bring you a document for recommendation to the FAA.

So, community involvement. We've talked about that a lot. There was a high level of community engagement, a high level of public contact. I'm not going to go through every one of these, you can read all of them, but we had stakeholder involvement. We had general community involvement. We also had a public hearing where there was a court reporter who put things on the record for official comments and in conjunction with that, we had a ton of public outreach including social media, newspaper, dedicated website, dedicated emails.

So, what are the key recommendations? There are three overarching themes, safety, efficiency, sustainability, and geographically balanced distribution of flights. Again, the three elements of the program, noise abatement measures, land compatibility use and land use mitigation measures. So, let's jump into the details of the recommendations. Okay, in the very beginning we talked about noise exposure maps and what the Part 150 is. For those of you who are not familiar with it, this is our current noise exposure map. You can see the contour lines. I've had some people refer to this as the giant amoeba. That is actually a graphical depiction of what the noise looks like around the airport. So, this is our current environment. The Part 150 Program is designed to study the noise within those noise contours. So, having that bit of background, let's go through the key measures. Updated measures as you will see on the chart are things that are carried from the previous program to the current program. The new things are new or changed. So, I'm not going to comment on the updated items, they're minor. A lot of them are recognizing runway headings, changes. They're very technical in nature, but in general there's been no significant change.

The new items, however, I will comment. On this one, on this particular slide under noise abatement measures, we have the Run Up Policy. The Run Up Policy is a function of the airlines that operate in Charlotte, and it means they have a designated place where they test their engines and they run them up. Run them up at capacity very loudly. So, this is something that happens in various locations on the airport. It is noisy and this policy dictates the time and the location which they can do that. The second change here is the new nighttime runway use. What we are dealing with there is we have a runway that has come out of service. Runway 523 and it is being decommissioned as part of the airfield expansion. As part of that, this study will look at, how do we accommodate nighttime restrictions? Where are the airplanes coming in? How is the airfield being used to minimize noise in our community?

So, let's go on to the second category. Noise abatement measures. So, there's a lot happening on this drawing, but what you can tell is in the purple, those are existing flight paths. So, this plan is scheduled to implement new divergent headings for departures to disperse aircraft across a wider area, of course pending environmental review by the FAA. What you're seeing in the blue is the proposed future flight paths. Now this drawing was produced from simulations. It shows all future proposed headings. It is not intended for all of them to be used simultaneously. It was just done for this simulation purpose. Right now we currently have eight. We have eight headings, and you can track that if you were to count all the purple lines. There has been no significant change to our air space modernization efforts since 1979, but yet we have quadrupled our passengers in Charlotte and our airfield traffic. So, this is a result of that and this is something of course you will hear a lot more from. I will tell you that this is something that will have to be studied. This is a recommendation of the program. This cannot just be implemented. It will go through an environmental process with the FAA as well as an additional public comment.

The next to the last category is land use compatibility measures. Basically, this is updated. These have been in the plan. They've been updated to reflect the fact that we're going to continue in our community to recognize the real estate disclosure process, which is the airport noise disclosure overlay. It's been in place for many years, and this is a real estate process that requires the realtor to identify that the property you may be buying is located in the noise disclosure overlay and there is a picture there of what property lies within the noise disclosure overlay and that has not changed and will not change with the program.

Lastly, we have our land use mitigation. I think public information is extremely important. This is a process that will continue. We must do this to advise our neighbors of what's happening and to help people understand what's happening in the community. We'll also continue our sound insulation efforts as I mentioned to you earlier. We've invested \$120 million in our community. That will continue through our voluntary acquisition program as well as homes, schools and churches that are eligible for sound insulation.

So, what's next? We intend to bring forward a Council action to you on December 9, 2024, at which time we will ask for your support in recommending this program to the FAA. The Part 150 has been in the works for two and a half years. Once that happens, we will send it on and then the FAA has 180 days to review the documents. As a result of that, we anticipate that it will take them two years to implement recommendations of the program. Because as mentioned earlier, anything that changes the airspace, the way it is operated will have to go through an environmental analysis, a public participation process and then the FAA has to figure out how they're going to actually work those particular recommendations within their own organization. Here is a follow up timeline for those of you who are interested in the details once it leaves your hands. These are projected timelines based on information that we have now. Clearly, the FAA may change course when it gets to them. We don't have any reason to believe that that would happen, but this is our projection based on the information we have from them at this point.

So, having said that, I tried to go through this quickly. I will tell you in anticipation of Monday evening that this is something that the FAA specifically, air traffic control, is extremely supportive of. This is also something that our hub carrier, American Airlines is extremely supportive of. I think you will also hear from our airport community roundtable which is a group we meet with and work with routinely on how to mitigate aircraft noise in our community. I think you will also see that they are supportive of this effort. I'll be happy to take any questions you have at this point, and I appreciate your attention.

Mayor Lyles said alright, are there questions from anyone on the airport?

Mr. Driggs said not so much a question, I just wanted to clarify the roundtable, I spoke to them today and this group is important because they bring to us the message of people who might be affected by this. It works in conjunction with our other community outreach to give us an understanding of what the public response is. What they explained to me was they are supportive. They did express some frustration with the cooperation that has existed between them and the airport and it think that's something that we can talk about, but the key takeaway is that they too, along with [inaudible] and a number of other parties, have sent us messages of support. I think it's important to note, you can imagine that when you see a picture like that, and you see those light blue lines going places where they weren't before. They're going to be people who aren't happy. So, this is not an easy thing for us to do and if you think about the metroplex process that some of us were around for when this was done six years ago. So, we're going to have to work through that. I can tell you that because of the critical contributions that the airport makes to Charlotte, we need to be prepared to minimize the impact on people and to achieve an outcome that does as far as possible, reduce the noise but we're going to have to accept the fact that some people may not like what we're doing. We have to do it. We just have to do it. The airport is such a critical driver for us, job creation, the economy, and we need to modernize the way the airport operates, achieve greater efficiencies. So, I personally, having spent quite a lot of time looking at these materials, will be supporting the action that is proposed to go ahead and submit to the FAA, understanding that after that comes the environmental review and they're other steps, but this is our moment to weigh in on the proposal. Again, my personal position is that we have to do this the best way we can, but end up supporting the airport. Thank you.

Ms. Johnson said so it looks like we'll receive the presentation on the December 9, 2024, and also vote on it as well?

Mayor Lyles said to forward it to the appropriate federal authority.

Mr. Jones said unless I'm mistaken, you're doing the presentation now.

Ms. Gentry said yes.

Ms. Johnson said okay.

Mr. Driggs said, and we have the small group meetings.

Ms. Johnson said so, when does the public have an opportunity to speak on this?

Ms. Gentry said if I could comment to that.

Ms. Johnson said okay.

Ms. Gentry said the Part 150 has been a public process the entire time of the study. So, if you'll go back to those community engagement slides, it will actually indicate for you how many times the public has been invited to participate in the process. I'm assuming because this is a business action that you could sign up and you could sign up to speak for or against on December 9, 2024, as part of the regular Council process. Beyond that, until the FAA was to start investigating these, I don't see where there is an additional opportunity for the public to engage.

Ms. Johnson said so, I think you heard me just a few minutes ago talk about the public engagement and how members of the public do get overlooked somehow. So, I don't know. We've experienced this with the UDO and different large initiatives. So, I'd like it clear. I want to hear from the public and how they feel, and Councilmember Brown I know you're working very closely with the community. I don't know how many neighborhoods or how much construction this will require for these additional runways. Are these runways? I don't know if there's going to be additional runways.

Ms. Gentry said those are flight paths.

Ms. Johnson said if there's a map of what areas are going to be impacted, do we have that information? Will neighborhoods close to the airport, is there any demolishing going on? I mean, do we have details?

Ms. Gentry said no ma'am. Well, there's no demolishing.

Ms. Johnson said okay.

Ms. Gentry said let me clarify.

Ms. Johnson said okay.

Ms. Gentry said if you look at the drawing that is on the draft recommended noise abatement measures, those are simulated flight tracks. Those are not runways. That's in the air as the path that the aircraft takes.

Ms. Johnson said okay.

Ms. Gentry said to your point about has the community been engaged, I think we shared this in our small group meetings, but I'll be happy to email you all the documentation about who's been engaged, when they've been engaged.

Ms. Johnson said so, will there be additional runways that need to be built? I know these are the flight paths simulations. Will there be additional construction? What do I need to ask that we don't know? Okay. So, there's no plan for expansion around the airport that would demolish any of the neighborhoods?

Ms. Gentry said no ma'am.

Ms. Johnson said okay.

Ms. Gentry said we do have a new runway that is under construction now, but it is being taken into consideration in this study and it's part of why we are looking at the airspace analysis.

Ms. Johnson said okay. Yes, I'd like to see a map where these areas are if we could. If there's an actual map.

Ms. Gentry said okay. I'll follow up with you afterwards.

Ms. Johnson said maybe not just for me, maybe for public consumption as well. If there's anything on the website where the public can see this information.

Ms. Gentry said there's a lot of information on the website.

Ms. Johnson said there's a lot of information.

Ms. Gentry said yes.

Ms. Johnson said in plain terms? Where on the website can the public find this?

Ms. Gentry said this particular drawing that is here is not on the website yet. We have not put it there yet because it was produced just in a week's time from a conversation we had last week with some of your peers.

Ms. Johnson said is there a map? Because people want to know how it affects them personally. So, is there a map where someone can see their street and just know that they need to be paying more attention?

Ms. Gentry said it's not done in that granular of detail at that point. This map, it's difficult to see here but there are Council districts indicated on this map and that is the closest we have to pin pointing where this is going to be because this is a simulation that the FAA will study. So, putting some of this information out in that format has not been something that the airport was doing or our consultants have done at this point.

Ms. Johnson said Mr. Jones, do you understand my concern? We've gone through this with the UDO and different plans. When you talk about granular, that's the level that residents need to know the information. It's not engineers speaking to engineers. This is the public that needs to know how this is going to impact them. We've lived through this with the UDO. You know, all the engagement and the games and the drive through and then we hear from our residents now who are opposed to the development because they didn't understand how it applied to them. We've gone through this Council. We understand how this impacts our residents. So, we need to do better. So, I appreciate you, your presentation Ms. Gentry, you're doing what you're supposed to do. This is on us. So, I say we need at least a map with the street names or areas so that residents who live near the airport understand that there's going to be a change to noise abatement measures. If you're concerned if it's going to impact you, we need to hear from you on Monday. I guess that's your opportunity.

Ms. Gentry said Ms. Johnson if I may. I would caution us from putting something out that is so specific that might not be accurate because the FAA will make the determination about where these flight paths are. We did a simulation for exercise purposes only to give some sort of concept and/or inkling of what it would look like to go from eight headings to 27, but that is not necessarily what the FAA will approve and/or implement in our community. So, I think you could put yourself in a precarious position by doing something so specific at this point.

Ms. Johnson said so, what are you asking us to vote on?

Ms. Gentry said we will send these measures, the noise exposure map at the very beginning that shows the noise. We'll send this. We'll send the measures to the FAA. It is a federal requirement that your governing body endorse your project, and we will send that to the FAA and then they will start to study it. This is what we think is our best option in our community for bringing forward an updated Part 150.

Ms. Johnson said thank you. Again, I think our public needs to have the information we have in terms that they can understand. So, again, all of our decisions, there are people that are attached to them and I'd like to see a map or something. You're asking us to vote. I'd like to know what the areas are that we're voting on and I think the public should have access to that information as well. Thank you.

Ms. Gentry said Jack do you have something further about the map?

Jack Christine, Airport Chief Infrastructure Officer said yes ma'am. Good evening everyone. Councilmember Johnson, this measure in the starting point. There will be another public process where the FAA will conduct if this measure is approved that will allow the community to comment on these headings that could be utilized in the future for diversion headings. So, this is not the only opportunity that the community will have. There will be another with multiple opportunities for the public to comment in that process.

Ms. Johnson said thank you for that information, but one of the challenges that we're faced with is transparency. So, we want to make sure we're giving all the information to the public sooner than later. At least I do. Thank you.

Councilmember Brown said Ms. Haley, thank you so much for your presentation. While Councilmember Johnson, those are not foreign questions and statements that she's making. I spent a great deal of time with you at the airport and I understand the capacity. I've also sat in the small groups. Councilmember Johnson, did you get to sit in the small groups? Did you take advantage of that?

Ms. Johnson said virtually?

Ms. Brown said no, it was in person.

Ms. Johnson said oh no I didn't go.

Ms. Brown said okay. So, there a great deal of information that they submitted out in detail and allowed you, kind of a small setting and allowed you to ask one on one. I don't oppose anything that you're saying. I'm just saying for all of the relevant questions that you had, they presented those in the small group settings. The information, the data, everything that you're asking. Still very valid. While we are on that topic, I got a message from a constituent that said the [inaudible], "We are very alarmed that the current airport noise disclosure overlay district is changing to reflect the current noise levels or future noise projections. We are concerned that the proposed use of the larger outdated 1996 boundaries will allow the airport to designate a greater swath of land as incompatible for residential use." This is from our legal team. So, I guess they're concerned about the overlay of the map around the other [inaudible]. Can you explain that?

Ms. Gentry said yes ma'am. There is no change to the boundaries of that [inaudible] document.

Ms. Brown said okay.

Ms. Gentry said we are going to continue to use the old boundaries. This is a clarification in the program. It says we will still use it in our community, but there is no change.

Ms. Brown said so, it was very beneficial for me for the record and for everybody listening and looking at it on YouTube tuned into our City Council meeting, very, very useful for me to be in the meeting to ask my questions, to understand the community piece of it, because community had a lot of concerns about transparency. I asked those tough questions. You answered those, you and your team. If there's still something out there open and someone wants to know, I would like for them to email me so I can send that information to you as you and I are working through. Yes, it's the number one economic driver for our City, but we also want to make sure that community is engaged. You shared the information from the community's perspective. I asked you about SEIU (Service Employees International Union) and the union, about neighborhoods, people around. So, those groups were very beneficial if we could have the time to attend them. I know sometimes our schedules prevent us from doing so. If there's something that you would like for me to get for you Councilmember Johnson, I'll be more than happy to do that. My questions were answered in the meeting and so if there's anything unanswered, I would like for it to be addressed for you because you are a part of his body and you do care about the concern and the transparency of the community just like I do.

Ms. Johnson said yes, absolutely. My issue is for the public. It's not just my questions. I want to make sure there's public engagement, the information is transparent so individuals can see how that applies to them. This is what happened with the UDO. It's very, very high level. When you talk about granular or getting into the weeds, the residents want to understand it at that level. So, that's my concern.

Ms. Gentry said Councilwoman Johnson, if I may. We do have a group called the Airport Community Roundtable and that is a group that we meet with routinely and they do represent our community. They're people who live in the highest noise zones and they're people who live north of the City and some into the edge of South Carolina. So, this is an ongoing group that represents the community all the time in our conversations, not just when there's a Part 150. In the Part 150 process, they were actually on our Stakeholder Technical Committee, and they have worked very closely with us through this process. In addition to that, we've had three community meetings which are two days at a time when we have them and then we also had a public hearing. The public hearing has community commentary. We had great participation at those meetings, people who were really interested. So, I do feel confident about telling you that we've had a thorough public participation process and would be happy to share more documentation with you offline if interested.

Ms. Brown said so, I'm dialoguing with Councilmember Johnson and Ms. Haley from the airport. So, Councilmember Johnson, when I say me, I mean my seat which belongs to the constituents. When I say I, I mean I attended representing for the people. So, you and I are on the same page once again. With the information that has been received and transpired, I communicated to community leaders. I don't have any opposition. If there's any of my colleagues that have opposition because this has been going on for quite some time, for a very, very long period of time, and for the information that I dug into for the answers that I asked for the years of the studies and the mechanisms that it takes for this to get off the ground, just the Part 150 I'm speaking of, and for the information that has been presented, I'm saying your questions can be answered had you attended the roundtable.

Ms. Johnson said no. So, we have a letter from SEIU. It's in our email right now and they're asking for weekends and different times of the night when working folks can attend the meetings. So, again this is just one letter I opened right now. We've lived through the UDO process, and I understand what you're saying, but I also represent citizens who didn't get the engagement they needed. So, I understand you've done a lot, but here's one example and I'm sure we'll get more after this discussion. I just want to make sure that the public can understand it and when you look at this map, it's not very clear on who's going to be impacted by this. Thank you.

Mr. Jones said thank you Mayor and members of Council. So, Councilmember Johnson, I understand what you're saying and if there's anything that we can do as a staff, as a

team to look at the way we engage, we are open to that. I am extremely supportive of what Haley has been doing over the last couple of years in terms of getting us to this point today, but wanted to make sure that I support one what the team has been doing, but also I understand your concerns and very open to other alternative methods of engaging with our community.

Mr. Bokhari said so, this is a difficult one, and I'll just lay it out like this. On the plus side it seems with the detail we've been given this is no brainer for our airport, for our tower controllers, for our carriers for a variety of reasons. I think that's almost undisputable. I'd be shocked at some point if we found out that was not the case. I think on the con side, which again I agree with some of the comments made, that really falls more squarely in our lap than anyone else's as a responsibility. I have in my seven years on this body never experienced the level of passionate outcry that I experienced when the FAA rolled out the Metroplex stuff that changed routes and noise patterns almost in the same kind of approach that we're seeing here. I mean it was substantial. It was most directly impacting my district, and I was out there hearing first-hand how they felt. So, that's the thing we have to balance, and I think the unfortunate part of this is there's a week to basically do anything that hasn't been done. I know a ton of work has been done up into this point, but I sat in front of a neighborhood meeting two weeks ago and there was probably 70 people in it and I brought this up. I said, "How many of you have heard of this?" Obviously, nobody had heard of it in that room. So, I gave them the website and I said, "You guys should get up to speed." Because I think this is the punch line that while there are many steps to come and it will take many years to bring this to fruition, there's only one shot that this Council is going to have at it and when it gets into the FAA's hands I will tell you first hand, the FAA was absolutely no help to me in those community meetings during Metroplex. They wouldn't engage. In fact, the only saving grace was the fact that I said, "I had nothing to do with this, the Council had nothing to do with this."

So, now we're at this unique spot where the Council does have something to do with this. It doesn't mean that even if we were to say no that it can't go forward, and I'm not trying to discount. I know it's critically important to the airport and we have to balance these things out, but there's a week. I would love to see a dedicated spot of a public hearing, even it's on the same day of where neighbors could have a chance to voice their concerns or support. I would love there to be some kind of outreach process to neighborhood associations and folks. I understand why people may be hesitant to kick that hornet's nest, but there's only one chance to hear that. Unfortunately, I think what the case is, is even if we do that, it will be like the UDO, but it will be like the UDO where we screamed about it, talked about it for two years straight, no one fully understood until stuff started happening different next door to them. Then all of a sudden that's when the backlash is going to come and we're just going to be once again, "I'm sorry there's nothing we can do," and "I'm sorry you weren't paying attention in the week that it was public for the general population." So, if you're looking for the simple answer of what this is going to do as far as I understand it. It's not going to demolish neighborhoods. It's not going to change the configuration of the airport, but it's going to drastically change where airplanes fly over in this community to places that haven't had it before. It may benefit some that are getting a bulk of it now, but the punchline is if they ask there's nothing, we can tell them. You can tell them predictions and models of where it could go, but you can't say that well it's going to be less here or more here because we simply don't know at this point which is part of the catch 22.

So, as someone where those new blue lines go over a distinct and large portion of my district that didn't get it before and I have experienced my district firsthand. I'm very hesitant in my approach to this. I understand the other side of this coin and I don't want to gum up the works, but Mr. Manager if there's some way that we can do a little more with the general population of neighborhoods so they're aware and they have a chance to talk to us, I mean, to me that would be the only way that I could even humor supporting something like this at this point if I knew that in the last push we made a big effort to make sure we heard their voices. Because right now I think there's a very small percentage of people that are on the inside baseball portion of this that have had their voices heard and many of them do represent communities, I'm not trying to say they

don't but there's a difference when someone's like, what's that noise over my house and I've never had that before." I've seen that anger firsthand. So, again, I'm trying to be as balanced as I can to say this is not a no brainer either way, but there is some truth to the aspects of making sure the community had a chance to voice their opinions because we only get one shot at this as a Council and it's out of our hands for the rest of the process.

Mr. Driggs said so, I'm interested in your comments because 2040 Plan, I-77 North, it is really difficult to get a large number of people to participate and take an interest before they see it coming and then you go well, we tried. We tried. So, I don't know whether there's anything that we could've done that we didn't do in order to get the message out on a large scale, but I just know experience has shown that over and over again we've tried and then we got the backlash when everybody saw the outcome of the decision rather than during the making of the decision.

Mayor Lyles said so, I just wondered I remember when we did this on the west side of town and all of the planes landed there and this was a big deal because it was trying to make sure that there was an ability for them to be included. I was wondering, how many times have we had to do this in the lifetime of the airport? How many times have had to submit these documents? Does anybody recall that?

Ms. Gentry said we've only had two updates to our [inaudible].

Mr. Christine said we've done two major updates, and we've updated the maps numerous times.

Ms. Gentry said the flights paths have not had a significant change since the program started in 1979.

Mayor Lyles said right. So, this has been something that has helped us create a great economic engine, at the same time, there is sacrifice with it. I think that Mr. Bokhari described it well. The group that I sat on with, they were at the coffee shop every day talking about how do we something differently. At the end of the day, if you talk about a lot of this, people have come to say well there is a way that you have to look at this to say, "What are we trying to do to achieve?" We are trying to give people more information about it. My suggestion Haley would be you've got an Airport Advisory Committee group that's working with this. They understand it. They know it, and to Mr. Bokhari's point, if there are people that really need to understand this, they will not hear it from us as well as they would hear it from those folks that are already engaged and have worked in the process, and I think have the ability to do it. The time that we did this, the last one that I was involved in, it was hard, but at the end of the day the neighborhoods were able to work through, this is where we would go and what we would do. Some of this is just going to be growing pains for everyone, but I think that it's a good idea to have people that are citizens in this community, be able to talk to citizens in the community, and I think that includes the Council members. I mean, Ms. Brown, you're out there all the time. You get a lot of information. You're in a district that's fast growing. A lot of these things have taken place, and they went through that same process and they just had good leadership and good information to be able to accomplish it. So, I think that Mr. Jones asked and said as well as Mr. Bokhari let's figure out a way to get some information that's easily accessible. Let's do that for the mission of what we're doing, but again we have this plan that has to go to the FAA and I would like to say what are the consequences that we would have to have if we could move more quickly to get education out or processes out? I mean, you can do a lot of that in I think the time that we have.

Ms. Gentry said if I may comment to that Mayor?

Mayor Lyles said yes.

Ms. Gentry said the Part 150 if you'll go back to slide two, the Part 150 is only addressing the area within the noise contour map.

Mayor Lyles said okay.

Ms. Gentry said so, what we're talking about is beyond the noise contour maps. So, the areas that would receive over flights, we did not go there. We ran a simulation based on the exercise of the additional gateways, but we did not go there because that is exactly what will happen when the FAA launches their process. We will go through a series of public meetings, a series of public input and opportunities, but that was not part of this study.

Mayor Lyles said okay, thank you for sharing that.

Ms. Brown said I have to come back it's my district and you know I get one vote even though I have to go out there and take all the hits and do all the work and show up for SEIU and all of the community gatherings. So, I would like to say that we are in this position and Councilmember Johnson feels the way that she feels because of transparency, because we're always feeling rushed, that there's not enough information. I understand that maybe the Part 150, the community team did their due diligence, but if we go back to our community meetings on how we're getting information out to our constituents, when I get a community meeting when we're getting ready to do rezoning and there's zero on there, it's so concerning to me. So, I would challenge us to at the beginning of the year as we strategize and we go into our strategy meeting, the same way that we lobby for people to vote for us when we knock on doors and send out whatever we're sending, people get the message then. We have really got to make sure that the message is out there. Our reputation has been tarnished on transparency. So, that's why there's a lot of push back when it comes to the area of the airport and transparency in what we need to do, but that's why I, as a district rep for the people, elected for the people by the people that's why I go out, meet with the airport. That's why I took it upon myself to build a relationship with Haley and her airport staff. So, it's one of transparency where I'm weighing in for the community, for the people that chose me to be in this seat and they know I'm fair and they know I fight.

So, with the information that you presented to me Haley, hearing my colleagues, because they're very important, I stand with supporting because of the information and how I dug deep. I also don't want to excuse the fact that there are some very valuable questions and concerns out there. So, what are we going to do with just seven days left? We're always in this situation where there's always just seven days or we have two days or we have to make a decision. I brought that up to Mr. Heath in our meeting earlier today that there's just not enough time for anything in life when we're getting ready to come to our Council meetings. When you look up, it's time to be here. So, what are we going to do and how are we going to do it strategically and be intentional when we move forward in trying to make sure that our community is informed, our constituents, the folks that put us in these seats are informed about our decisions because I've done my part. The people that put me in this seat know that I fight for them hard every single day and I'm not going to stop fighting for them while I'm here in my two years, but it's important because transparency has been a big concern around issues with the airport. I hear it all the time about what we're going to do and that's why I took the initiative and the desire whether I want to or not, I'm showing up. I'm being there, I'm engaged, I'm committed. I'm going to SEIU meetings. I'm taking the emails. I'm taking the text messages. So, what are going to do? We have a week left. I'm asking, what are we going to do? We know that we sent out information. We go to community meetings, there's one person showing up, there's three people showing up. What are we going to do? I'm listening. I'm all ears. I yield to my colleagues.

Mayor Lyles said Ms. Brown, I think that we've been asked by the airport to approve this after having it on the next Council meeting, and to understand what I believe has been discussed is how do we do this and provide for additional information about it as we're moving forward. So, how do we create more opportunities? I think that's something that is really going to require the Council's participation because it's what you said. It's like the people that you want to be able to talk with and explain and I think it's best when Council members understand that and participate with the community.

Ms. Johnson said so one of the things that was mentioned is a public hearing on this next week. You also mentioned Mayor there's been I guess twice, we've had some major changes. I don't know if the last one was in 1979?

Mayor Lyles said I'm talking about when actually there was an airline called Eastern. So, don't worry about that.

Ms. Johnson said so, we didn't have Twitter or Nextdoor or Facebook or internet or the interweb or any of that stuff there. So, I will wait for Mr. Jones. Mr. Jones, I don't know if there's a website, because I'm sure this will be on the news. Is there a website where people can get more information between now and the December 9, 2024? I also think that this map, I don't know how long this has been public, but I can look at this and I can see part of my district, but I don't know what streets this is going to impact. I think we need something on a more granular level so people can really see that the traffic patterns are going to change and have the opportunity to speak out. Another thing, again, we can have a public hearing on December 9, 2024, we could do some social media outreach and again, this map needs to be more clear on what areas are impacted. You're right Mr. Bokhari, it looks like District Six is really impacted, yes, and all of our districts. District Four is going to have some additional traffic patterns. So, this needs to be more clear. This is not even clear to us as far as what areas this is on the map. So, I think we need to be intentional and deliberate about being transparent in this process and get this information out this week. Thank you. We have the technology.

Ms. Brown said so, as far as this map. No, we can't see that, that's why as Council members when we're elected, we are given an opportunity to show up to these small sessions, these small groups and I challenge us if there's not an emergency or something going on, this is the opportunity to bring all this to the table Councilmember Johnson. You and I fight for the same thing. I would have to tell you that yes, I'm not saying what you're saying is not correct, but you had the opportunity to get all your information for District Four. You and I have a rhetoric. I'm saying did you show up because you're asking about a map. I'm talking to you about this because you're so passionate about something that's in my district that I show up for. On this report right here like I said, there was an opportunity to show up. I have been going out to the airport. There is nobody that could reach out to SEIU. They will tell you that I show up more than anybody that's sitting at this dais. I'm going to take the heat for this because I go out and I show up. Thank you. I yield to the Council.

Mr. Bokhari said I just want to clarify one thing from my comment just in case it creates extra work which is not my objective. It is that I threw out the public hearing and things like that as a last ditch hope to figure out a way that I can get from my current position to a yes vote. I'm not at all confident that that is achievable inside a week and even if it was, with all the detailed information you have to get, we had the UDO debates for two years and people still weren't basically paying attention until after the stuff started happening. So, of course I'm looking for a way to get from my current position to be able to support this in a week. If there's some magic bullet in there, I'm certainly open to it, but I don't want to give the impression that I want to create a whole bunch of new work between now and then. I will say though that the crux of my issue isn't that I think that there's some magical bullet that's going to give me the community feedback that will give me cover to make a decision. I think the problem is it's a simple two-part question that people have to answer for people all across Charlotte. Do you value our airport and it's growth and want us to invest in the things necessary to make its future successful? I think most people would say yes to that, but then when you look at my district and you say, I'm going to make the number up but it's probably directionally correct, for the 50 percent additional people that didn't have the problem before this but will have airplanes at some level flying over their house now, are you okay with that, right?

Mayor Lyles said I'm okay with it.

Mr. Bokhari said I appreciate that Mayor. The point is people aren't going to activate in a week or even a month or a year and actually tell us that, but we have to sometimes stand up and say, "I'm going to make a decision for you based on how I think it's going

to come and turn out in the end.” I think this is one of those scenarios. So, I’m looking for a way to get past that issue that I have right now. I just wanted to clarify. I don’t want a whole bunch of extra work because I’m not confident that anything can be achieved there.

Mayor Lyles said okay. So, we have until December 9, 2024. This will be on our agenda for December 9, 2024.

Mr. Driggs said I just wanted to say for one, I don’t think that not accommodating the growth of the airport in the City by making some of these changes is an option and therefore we’re going to have to grapple with this question of having a whole bunch of policy reasons for making a decision and accepting the fact that inevitably there will be people who don’t like it. Our task is to improve the ratio of the benefits to the cost, but we are not going to achieve an outcome hoping not to have any costs. There will be people who are affected and who won’t like it. That won’t change if we give ourselves another month and that’s why when I discussed this, if you remember, Ms. Gentry in the beginning, we got deep into the weeds. There was a website, and I said, “You know what? For us here, the real issue is dealing with the public’s reaction to a change in the noise patterns.” I don’t think there’s going to be a huge debate on this group about whether or not from the airport’s standpoint this is an essential or whether or not the airport is an important resource to us. What we’re dealing with is public opinion in our respective districts. I sit out on my deck in Ballantyne, and I hear planes. It’s not really loud, but I hear them. So, I’m hoping that in the coming week, we can be as responsive as possible to the suggestions that have been made, try to raise the profile of awareness, take steps to do that. Also, I would like to try to gather in the course of the coming week what the mix is of sentiment on this body because I know there is a mix of opinion, and it’s to be expected that we will not achieve unanimity because of what I just said. There are going to be people who are unhappy. So, the question is, is it going to be possible to pass something on December 9, 2024, and I personally am prepared to keep working on it and try to achieve more clarity around that. I hope you will think of ways that we can respond to the notice. Like, do we issue a press release? Do we kind of get the word out to people that this action is being contemplated so that no one can come back later and say, “Hey, I didn’t have any idea that was happening.”? Anyway, that’s my position. Thank you.

Ms. Brown said thank you Mr. Driggs. There’s always going to be someone that say they don’t know anything is happening. I mean, you’ve got to understand. Even with this election, these results. I’m just being honest. Look at the results that we had of the election. So, clearly, there’s always going to be something that people disagree with or don’t want to happen, but what I would like to see as a district rep for someone that has one vote on this Council, for all the work that I put in, for us to move forward with transparency, to be able to show our constituents that we do care about them. That we’re not just siding with the airport. Anybody knows that I’m not just siding with anybody. I don’t go along to get along, okay? I make good trouble and sometimes bad trouble depending on who you’re asking, okay, but at the end of the day when it’s all said and done, I want to do the best job that I can possibly do for my constituents. I know that I’ve been doing that. I’ve learned a lot in my 11 months and there’s still a whole lot more to learn, but what I came here with was representing the people. What I swore in with was representing the people. That ain’t changed. So, again, I made it my business to build a relationship with airport staff because there were some transparency concerns there and so that’s my job for District Three. The airport is in my district. They’re all types of construction, hills, mud, dirt. I travel through it every day. Airport, the sounds, all of that stuff is around my house. This City is growing. I’m not going to be here forever. So, moving forward with transparency, what are we going to do so that our constituents know that we care about them and that we’re not siding with anybody because I didn’t take this seat to side with anybody except for the people that put me in this seat.

Mr. Driggs said you’re doing a good job.

Ms. Brown said so, I would like to see what we're going to do within the next week. I heard Bokhari say that it's impossible. Nothing is impossible. So, we need to put something out there to show our efforts that we care about the people.

Mayor Lyles said okay, thank you. Alright, I believe everyone has had at least once or twice to speak on it, those that were recognized. Alright. So, Mr. Jones?

Mr. Jones said that's all we have.

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ITEM NO. 2: CLOSED SESSION (AS NECESSARY)

No closed session occurred.

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ADJOURNMENT

Motion was made by Councilmember Bokhari, seconded by Councilmember Driggs, and carried unanimously to adjourn the meeting.

The meeting was adjourned at 7:55 p.m.



Ariel Smith, Lead City Clerk

Length of Meeting: 1 Hour, 54 Minutes
Minutes completed: March 10, 2025