

The City Council of the City of Charlotte, North Carolina convened for a Business Meeting on Monday, September 22, 2025, at 5:35 p.m. in the Meeting Chamber of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council members present were Dimple Ajmera, Ed Driggs, Malcolm Graham, Renee Johnson, Lawana Mayfield, James Mitchell, Edwin Peacock III, and Victoria Watlington.

ABSENT UNTIL NOTED: Councilmembers Danté Anderson, Tiawana Brown, and Marjorie Molina

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Mayor Lyles said good evening, everyone. Thank you so very much for joining us here in person and for those who are watching us online for the September 22, 2025, Business Meeting of the Charlotte City Council. I'd like to get started with first our introductions around the dais.

Before we move to the invocation this evening, I'd like to recognize that tonight marks 30 days since Iryna was tragically killed on one of our train systems. Any one of us that have been mothers, even if you've done that in a way that matters, I think we all understand that our hearts go out to her and to her family, and that tragedy can sometimes, good people do not really actually have the ability to become who they are. So, I'd like to say, as our invocation tonight, that we take a moment of silence, and just remember Iryna has been a part of us, and what we can do better to make it better.

Councilmember Brown arrived at 5:27 p.m.

Councilmember Anderson arrived at 5:27 p.m.

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INVOCATION AND PLEDGE

Mayor Lyles gave the Invocation and the Pledge of Allegiance to the Flag was led by Boy Scout Troop 1, from Holy Comforter Episcopal Church.

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ITEM NO. 1: MAYOR AND COUNCIL CONSENT ITEM QUESTIONS AND ANSWERS

Marie Harris, Budget Director said I've had an opportunity to speak with several of you this evening, but at this time I'd like to take any other questions that you have on information on the consent items.

Councilmember Mayfield said Marie, I do appreciate you giving a response, but I do want us to highlight 36, 37, and 38 for a question that I have, as well as I'll ask a business question later, but specifically around 36, 37 and 38, Mayor.

Mayor Lyles said alright. So, Ms. Mayfield, would you go ahead and want to do that now?

Ms. Mayfield said thank you, Madam Mayor. So, Marie, thank you. I asked a question, because for Item No. 36, 37 and 38, which are pretty much stormwater repair and improvement projects, I noticed that one particular bidder, OnSite Development, what we're looking at tonight, is approving each of these individually with the same company. So, I was wondering regarding, how are we looking at bids to try to have as equitable of disbursement of tax dollars, as many opportunities as possible, knowing that we do generally look at lowest and most responsive with the focus being on lowest bid? So, I did want to have a chance for clarification on that.

Ms. Harris said thank you. Since this is a construction contract, to your point, yes ma'am, the law requires us to take the lowest responsive bidder. Stormwater has done

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several things, like you said, to variate the opportunities to make smaller bids and things to have opportunities for different vendors to bid, but for this like you mentioned, it was three separate opportunities to bid and for each one of those separately, that vendor was the lowest responsive bidder.

Ms. Mayfield said so, Mr. Manager, of which when we have our chance for Council comments, I would say that I think we have an opportunity to speak with the Attorney's Office, we're working on a separate issue, but when we look at most responsive, especially if the difference is under \$200,000, what does that breakdown actually look like? Because if we have an opportunity for some of these partners, where they potentially, in what is submitted to Council, a higher wage per se, then I think that to me falls more in responsive versus the focus being on lowest bidder. Because when we look at the totality of just these three items, one of them is over \$4,500,000, another one is over \$4,700,000, and the third is over \$2,200,000. So, I appreciate the fact that they submitted the lowest bid, but you also know I've questioned over the years if there are amendments, what is the tracking on those dollar amounts, and do we have an opportunity to imagine responsiveness in a different way to actual address the needs in community? Thank you, Marie. Thank you, Madam Mayor.

Mayor Lyles said alright, thank you very much. Are there any other questions regarding the consent agenda items for a separate vote?

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ITEM NO. 2: CONSENT AGENDA ITEMS 24 THROUGH 52 MAY BE CONSIDERED IN ONE MOTION EXCEPT FOR THOSE ITEMS REMOVED BY A COUNCIL MEMBER. ITEMS ARE REMOVED BY NOTIFYING THE CITY CLERK.

Motion was made by Councilmember Ajmera, seconded by Councilmember Anderson, and carried unanimously to approve the Consent Agenda as presented.

The following items were approved:

Item No. 24: 911 Console Equipment and Services

(A) Approve the purchase of 911 console equipment and services from a cooperative contract, (B) Approve a unit price contract with Evans Consoles, Inc. for the purchase of 911 console equipment and services for a term of two years under Houston-Galveston Area Council cooperative contract #HGAC EC07-23, and (C) Authorize the City Manager to extend the contract for additional terms as long as the cooperative contract is in effect at prices and terms that are the same or more favorable than those offered under the cooperative contact.

Item No. 25: Deicing Salt

(A) Approve a unit price contract with Government MLO Supplies, USA Inc. for the purchase of deicing salt for a term of three years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids

Government MLO Supplies, USA, Inc.	\$507,960.00
Cargill, Inc.	\$658,000.00
Lipsey Logistics Worldwide, LLC	\$870,000.00

Item No. 26: City Facility HVAC Systems, Related Products, and Services

(A) Approve the purchase of HVAC systems with related products and services from a cooperative contract, (B) Approve a unit price contract with Daikin Applied Americas Inc. for the purchase of HVAC systems with related products and services for a term of four years under Sourcewell Contract #080824-DIN, and (C) Authorize the City Manager to extend the contract for additional terms as long as the cooperative contract is in effect at

prices and terms that are the same or more favorable than those offered under the cooperative contract.

Item No. 27: City Vehicle and Equipment Graphics Services

(A) Approve a contract with Industrial Sign & Graphics, Inc. for vehicle and equipment graphics services for a term of three years, and (B) Authorize the City Manager to renew the contract for up to two, two-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 28: Discovery Place Phase 1 Roof and Skylight Replacement

Approve a contract in the amount of \$528,770 to the lowest responsive bidder AAR of North Carolina, Inc. for the Discovery Place Phase 1 Roof and Skylight Replacement project.

Summary of Bids

Nations Roof *	\$ 291,900.00
AAR of North Carolina, Inc.	\$ 528,770.00
Rike Roofing Services, Inc.	\$ 543,791.75
Radco Construction Services	\$ 551,477.00
Owens Roofing, Inc.	\$ 562,970.00
Davco Roofing and Sheet Metal, LLC	\$ 630,800.00
Eskola, LLC	\$ 647,788.00
Interstate Roofing Company, Inc.	\$ 670,000.00
Tecta America	\$ 734,833.00
Ruff Roofing and Sheet Metal, LLC	\$1,071,264.00

*This bid did not meet bid specifications.

Item No. 29: Fire Alarm Systems, Equipment, and Services for City Facilities

(A) Approve the purchase of facility fire alarm systems, equipment, and related services from a cooperative contract, (B) Approve a unit price contract with Johnson Controls Fire Protection LP for the purchase of fire detection, sprinkler, and suppression systems and other building automation equipment and services for a term of three years under Sourcewell contract #121024- JHN, and (C) Authorize the City Manager to extend the contract for additional terms as long as the cooperative contract is in effect at prices and terms that are the same or more favorable than those offered under the cooperative contract.

Item No. 30: Petroleum Tank Installation, Operation, and Maintenance Services

(A) Approve unit price contracts for petroleum tank installation, operation, maintenance, and testing services for a term of three years with the following: Guardian Fueling Technologies, JF Petroleum Group, Petroleum Equipment and Service, Inc., Petroleum Service & Calibration, Inc., and (B) Authorize the City Manager to renew the contracts for up to one, two-year term with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 31: Professional Engineering Services for Franklin Water Treatment Plant Electrical Upgrades

(A) Approve a contract for up to \$3,152,519 with Southeastern Consulting Engineers, Inc. (SBE) for professional engineering services for the Franklin Water Treatment Plant Electrical Upgrades project, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 32: Sanitary Sewer Rehabilitation Program

(A) Approve a unit price contract with D.E. Walker Construction Co. (MBE, SBE) for the Fiscal Year 2026 Sanitary Sewer Rehabilitation Program project for a term of one year, and (B) Authorize the City Manager to renew the contract for up to three, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids*

*The complete Summary of Bids is available in the City Clerk's Office.

Item No. 33: Water and Wastewater Valve Insertion System

(A) Approve the purchase of the Hydra-Stop valve insertion system and accessories by the sole source exemption, (B) Approve a contract with Hydra-Stop LLC for the purchase of the Hydra-Stop valve insertion system and accessories for a term of five years, and (C) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 34: Collective Storm Drainage Improvement Project – Series AC

(A) Approve a contract in the amount of \$1,193,341.20 to the lowest responsive bidder JM Custom Construction, LLC (WBE, SBE) for the Collective Storm Drainage Improvement Project - Series AC, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids

JM Custom Construction, LLC (WBE, SBE)	\$1,193,341.20
Hux Contracting	\$1,275,056.75
OnSite Development, LLC	\$1,308,130.75
GreenWater Development, Inc.	\$1,434,680.20
United of Carolinas, Inc.	\$1,466,652.50
Efficient Developments, LLC	\$1,619,531.20

Item No. 35: Pennwood/Amado Storm Drainage Improvement Project

(A) Approve a contract in the amount of \$1,107,570.20 to the lowest responsive bidder GreenWater Development, Inc. (SBE) for the Pennwood/Amado Storm Drainage Improvement Project, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids

GreenWater Development, Inc. (SBE)	\$1,107,570.20
Hux Contracting, LLC	\$1,142,744.90
Mountaineer Contractors, Inc.	\$1,275,112.30
GS Construction, Inc.	\$1,312,521.10
Efficient Development	\$1,336,707.81
United of Carolinas, Inc.	\$1,451,976.02
Sealand Contractors Corp.	\$1,860,000.00
JM Contractors*	

*There was no bid bond for this bidder.

Item No. 36: Storm Water Repair and Improvement Projects – B

(A) Approve a contract in the amount of \$4,560,829 to the lowest responsive bidder OnSite Development, LLC for the Storm Water Repair and Improvement FY2026-B projects, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids

OnSite Development, LLC	\$4,560,829.00
United of Carolinas, Inc.	\$5,263,241.14

Item No. 37: Storm Water Repair and Improvement Projects – C

(A) Approve a contract in the amount of \$4,776,361 to the lowest responsive bidder Onsite Development, LLC for the Storm Water Repair and Improvement FY2026-C projects, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids

OnSite Development, LLC	\$4,776,361.00
United of Carolinas, Inc.	\$4,784,246.97

Item No. 38: Storm Water Repair and Improvement Projects – D

(A) Approve a contract in the amount of \$2,254,509.40 to the lowest responsive bidder OnSite Development, LLC for the Storm Water Repair and Improvement FY2026-D projects, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids

OnSite Development, LLC	\$2,254,509.40
United of Carolinas, Inc.	\$2,364,213.31
Hux Contracting, LLC	\$2,373,436.73
GreenWater Development, Inc.	\$2,415,578.00

Item No. 39: Lease of City-Owned Property at Charlotte Gateway Station to Flix North America, Inc.

(A) Adopt a resolution to approve a ground lease with Flix North America, Inc. including its subsidiaries and affiliates, one of which is Greyhound Lines, Inc., to continue their temporary operations on city property at Charlotte Gateway Station for a term of 12 months, (B) Authorize the City Manager to renew the ground lease for up to four, six-month terms, and (C) Authorize the City Manager to negotiate, execute, and amend all documents necessary to complete the transaction.

The resolution is recorded in full in Resolution Book 56, at Page(s) 063.

Item No. 40: Lease of City-Owned Property at University City Boulevard Parking Deck to JuaMoto Sunfired Cuisine, LLC

(A) Adopt a resolution to approve a lease agreement with JuaMoto Sunfired Cuisine, LLC for a 63-month term for retail space in the University City Boulevard Parking Deck, (B) Authorize the City Manager to renew the lease for up to one, 60-month term, and (C) Authorize the City Manager to negotiate and execute all documents necessary to complete the transaction.

The resolution is recorded in full in Resolution Book 56, at Page(s) 064.

Item No. 41: Airport Fire Protection Equipment Inspections and Maintenance Services

(A) Approve a unit price contract with VSC Fire and Security, Inc. for fire inspection services for a term of three years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 42: Airport Fuel Products

(A) Approve the purchase of fuel products from a cooperative contract, (B) Approve a unit price contract with Mansfield Oil Company of Gainesville, Inc. for the purchase of fuel products for a term expiring February 10, 2027 under Sourcewell contract #121522-MNF, and (C) Authorize the City Manager to extend the contract for additional terms as long as the cooperative contract is in effect, at prices and terms that are the same or more favorable than those offered under the cooperative contract.

Item No. 43: Airport Master Plan Professional Services

(A) Approve a contract in the amount of \$5,703,032.74 with Ricondo & Associates, Inc. for Airport Master Plan professional services, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 44: Airport On-Call Electrical Services

(A) Approve unit price contracts for on-call electrical services for a term of three years with the following: AKW Electrical Contractors, LLC (SBE), Besco Electric Corporation (MBE), and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 45: Airport Pre-Conditioned Air Units and Ground Power Units

(A) Approve the purchase of pre-conditioned air units and ground power units by the sole source exemption, (B) Approve a unit price contract with ITW GSE, Inc. for the purchase of pre-conditioned air units and ground power units for a term of three years, and (C) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 46: Refund of Property Taxes

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$448,746.28.

The resolution is recorded in full in Resolution Book 56, at Page(s) 065-66.

Item No. 47: INLIVIAN Housing Revenue Bond Issuance Approval for Trella Uptown Apartments

Adopt a resolution granting INLIVIAN's request to issue new multi-family housing revenue bonds in an amount not to exceed \$3,000,000 to finance the development of an affordable housing development known as Trella Uptown Apartments.

The resolution is recorded in full in Resolution Book 56, at Page(s) 067-070.

Item No. 48: Meeting Minutes

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of: August 4, 2025, Council Committee Discussions, August 11, 2025, Business Meeting, August 18, 2025, Zoning Meeting, and August 25, 2025, Business Meeting.

Item No. 49: Set a Public Hearing on Ahsul Phase 1 Voluntary Annexation

Adopt a resolution setting a public hearing for October 27, 2025, for Ahsul Phase 1 Area voluntary annexation petition.

The resolution is recorded in full in Resolution Book 56, at Page(s) 071-072.

Item No. 50: Set a Public Hearing on Long Creek at McClure Voluntary Annexation

Adopt a resolution setting a public hearing for October 27, 2025, for Long Creek at McClure Area voluntary annexation petition.

The resolution is recorded in full in Resolution Book 56, at Page(s) 073-075.

Item No. 51: Resolution of Intent to Abandon a Portion of Right-of-Way off Mecklenburg Avenue

(A) Adopt a Resolution of Intent to abandon a portion of right-of-way off Mecklenburg Avenue, and (B) Set a public hearing for October 27, 2025.

The resolution is recorded in full in Resolution Book 56, at Page(s) 076-077.

Item No. 52: Resolution of Intent to Abandon an Additional Portion of Old Dowd Road and a Portion of Marshall Drive

(A) Adopt a Resolution of Intent to abandon an additional portion of Old Dowd Road and a portion of Marshall Drive, and (B) Set a public hearing for October 27, 2025.

The resolution is recorded in full in Resolution Book 56, at Page(s) 078-079.

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AWARDS AND RECOGNITION

Mayor Lyles said so before we move to our next step, I want to go ahead and begin to recognize that we have some awards and recognitions today. One of the very first ones, I'd like to wish a Happy New Year to our Jewish community and any one of those that are celebrating Rosh Hashanah coming up. I will have the opportunity to join the temple tomorrow to be a part of their program, and I'm excited about that.

ITEM NO. 3: NATIONAL SUICIDE PREVENTION MONTH

Councilmember Peacock read the following proclamation:

WHEREAS, suicide and suicide attempts affect the health and the wellbeing of families, friends, loved ones, co-workers, and the community; and

WHEREAS, suicide especially affects our young people with suicide being the second leading cause of death for people ages 10 to 34, for young black males aged 10 to 24, and on college campuses. It is also the number one cause of death for police officers, not in the line of duty; and

WHEREAS, according to the American Foundation for Suicide Prevention, suicide is the 11th leading cause of death in the U.S., and it is the most preventable kind of death and almost any positive action may save a life. Half of those who died by suicide had a diagnosable mental health condition at the time of their death, and research showed that 90 percent experienced symptoms; and

WHEREAS, in 2023, 49,316 Americans died by suicide, with men being 3.8 times more likely to do so than women, with firearms accounting for 55.36 percent of all suicide deaths; and

WHEREAS, the stigma around mental health is the number one reason people won't seek help and fuels suicide rates. Suicide is a global health crisis, not a personal character flaw; and

WHEREAS, mental health conditions and suicidality work against suicide prevention by discouraging persons at risk from seeking lifesaving help, it further traumatizes survivors of suicide loss and people with lived experience of suicide; and

WHEREAS, organizations like the American Foundation for Suicide Prevention, the Wellness Action Recovery, Mental Health America, and others continue to work to help those suffering in silence, and prevent suicide through advocacy, education, and action:

NOW, THEREFORE, WE, Vi Alexander Lyles, the Mayor of Charlotte, Mark Jerrell, Chair of the Mecklenburg County Board of Commissioners, do hereby proclaim the month of September 2025, as

“NATIONAL SUICIDE PREVENTION MONTH”

in Charlotte and Mecklenburg and urge all citizens to honor this observance.

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Councilmember Johnson said many of you know that I'm an advocate for brain injury survivors, and we do recognize brain injury in March, and thank you for that opportunity for the past five years. This month is actually Concussion Awareness Month, and many of us don't associate concussion as a brain injury, but they are a brain injury, and they can be lifechanging. In this City, I think it's important, and I've said this before, that we are leaders in recognizing it, and the awareness with the sports teams that we have, the Panthers, the Hornets, and the Charlotte FC, and actually if you know, Dale Earnhardt Jr., he retired because of concussions. Also, Keith Lamont Scott, his wife was saying he has a TBI (Traumatic Brain Injury). So, it's up to all of us to be aware of that, because one in four individuals have suffered a head injury. So, I'm honored today to read this, and I would be presenting it to Tracey Suggs with Protect Your Skull organization, but he was coming at 6:30 p.m., because we normally start this meeting at 6:30 p.m., so I apologize for that.

WHEREAS, concussions are a form of mild traumatic brain injury, and the Centers for Disease Control and Prevention, CDC, estimates that more than 2.8 million Americans sustain a TBI each year with concussions making up the majority of these injuries; and

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WHEREAS, an estimated 5.3 million Americans live with a long-term disability related to brain injury, and concussions can lead to persistent symptoms, such as headaches, memory loss, difficulty concentrating, depression, and an increased risk of suicide; and

WHEREAS, children and adolescents are particularly high-risk, with the CDC estimating that nearly 15 percent of high school students report at least one sport, or recreation-related concussion, each year, and multiple concussions may increase the likelihood of long-term neurological and psychological effects; and

WHEREAS, research shows that concussions affect, not only athletes, but also survivors of falls, motor vehicle crashes, domestic violence and military service, with concussions recognized as a signature injury of service members returning from combat; and

WHEREAS, studies published in the Journal of American Medical Association confirmed that individuals with a history of concussion or mild brain injury may have twice the risk of suicide, compared to those without such injuries, underscoring the urgent need for prevention, early diagnosis, and support; and

WHEREAS, raising public awareness of concussion as traumatic brain injury is essential for prevention, timely medical care, and long-term recovery, as well as for supporting the families and caregivers of those impacted:

NOW, THEREFORE, WE, Vi Lyles, Mayor of Charlotte, and Mark Jerrell, Chair of the Mecklenburg County Board of Commissions, do hereby proclaim September 19, 2025, as

“NATIONAL CONCUSSION AWARENESS DAY”

in Charlotte and Mecklenburg County, and urge all of our citizens to honor this observance.

Mayor Lyles said thank you very much, Ms. Johnson. I have also the opportunity to note that we have a former elected official that was a part of this body in the last row in the middle of the dais over here. Nancy Carter, please raise your hand and be recognized. Any time that you're ready to come back just let us know. You're still elected at Soil and Water, and I think that I'm going to talk about that a little bit later on this evening, but you'll always be just Nancy for me, so thank you very much. Alright.

Councilmember Johnson said Mr. Suggs is here with Protect Your Skull, so can I give him the proclamation?

Mayor Lyles said oh, yes, Mr. Suggs, come on down.

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PUBLIC FORUM

Mayor Lyles said I'd like to thank all of you for joining us, and on behalf of the entire City Council, I'd like to ask that all speakers and audience members be civil and courteous in their use of language. Speakers are encouraged to address Council and should refrain from responding to audience members. Likewise, audience members should be courteous of each speaker and not yell out or interrupt them. We want to ensure that everybody has a chance to be heard.

As a reminder for Council, Rule 4(b) allows for any issue that is raised by a speaker at the forum to be considered as an agenda item for the purposes of questions and discussion, but not for action. City staff will follow up with our speaker's concerns and provide Council with additional context as appropriate. Council can also discuss or ask for following information during the discussion time at the end of our meeting. We also have packets from the staff on the public forum speaker topics, as well as updates from

staff on actions taken to address issues brought up in the public forum. I would ask each Council member to refer to those packets that they have as well. Since there are more than 10 speakers, each speaker will have two minutes to address Council. So, thank you for being present and coming to speak with us.

Government Improvement

Carson Cone, 920 Spindle Street said thank you. Hi, I would like to use the great opportunity of speaking to discuss three opportunities of improvement for Charlotte City Council. First, I ask that the phone numbers of City Council meeting speakers, if they're not already, no longer be published on the agenda without our consent. The government places limits on businesses to protect consumers' contact information such as the Telephone Consumer Protection Act. So, why then should the government itself be allowed to share such information without its residents' permission?

Secondly, it is my understanding through discussion, observation, and experience that Council meeting speakers generally prepare their speeches without being told that the three minutes they would be allowed to speak will be cut short if a certain minimum number of speakers are on the agenda for a meeting. Please work with the City Clerk's Office for clarity on this issue.

Lastly, I ask that City Council enable for its Advisory Board members the right to free speech, which is currently discouraged by your Code of Ethics for them, which states to only include wording that is essential, "A volunteer's chief responsibility is to advise rather than to advocate when the position is contrary to a Council policy." Thank you for your time.

Crime

John Williams, 5145 Swearngan Road said alright, good evening, Council members and fellow Charlotteans. So, my name is John Williams, and I'm actually a third-generation Charlottean, maybe one of the only ones in this room, possibly. My grandparents came here in 1951 seeking a better life, and just like Iryna Zarutka, and just like the family of four-year-old Jayce Edwards, whose tragic murders have shaken our city. Their deaths and so many others are why I'm speaking today. My grandparents ran a small store in the Hoskins neighborhood until the 1970s when my grandmother was a victim of an armed robbery. The attacker didn't just rob the store, he locked my grandmother in a freezer, and then proceeded to grab a fire axe, and she would've been killed, but the neighborhood kids came in and rushed in and chased the guy off. So, the point there is that she survived because of community, neighbors looking out for one another, and that's the only way we can get out of this crisis, and it is a crisis. The kind of jovial nature of these meetings is kind of off putting, because this is serious.

So, I'm proposing three things to fix what's going on in our city. CMPD (Charlotte-Mecklenburg Police Department) and our courts are dysfunctional. We all know this. It's the elephant in the room. So, I'm proposing three things. One is we need to partner with Atrium or Novant to build a new psychiatric care facility. DeCarlos Brown should've never been on the streets, everybody knows that, and the lack of psychiatric care resources is why he was out on the streets, among many other things, and we need to address that. We need to do a serious recruitment effort for CMPD. Veteran officers don't want to work here, because they know that the laws aren't being enforced, and that's the bottom line. People are getting let out on plea deals, they're going, repeat violent offenders, getting out, doing the exact same thing over and over again, and we also need to provide supplementary grant funding to the D.A.'s Office.

Mayor Lyles said thank you very much for your remarks. I think we'll hear more about that as we continue to the review and study for what we can do.

Crime and Homelessness

Chandler Bouzek, 500 West Trade Street said good evening, Council. My name is Chandler Bouzek. I live and work in Uptown, Charlotte. I've lived here for about a year, and over the last year I choose to commute to work. I've continued to see the homelessness and violence continue to tick up. I've seen people getting in fights on the street. I've seen people struggling, and I myself am struggling as well, because I go to take my dog out this morning at 6:00 a.m., and there's a gentleman with a flashlight trying to figure out what's in the bushes. He has a hood on. It's very off-putting. This is something that I deal with every single day, and so my question for you guys is, how can I as a citizen help to work alongside you guys to make this city truly a better and safer place? Because I think that's what we all truly want to do, is come together as a community to really make an improvement. I am from Greenville, South Carolina, and when I was in high school, buildings were condemned, no one wanted to go down there, and the Mayor truly chose to dedicate time and effort to revitalize downtown, and it's getting international attention for a place to be. I want Charlotte to be that too. So, if you guys could, help me as a citizen to try to work with you guys, and then also maybe we can come up with something that we can publically have long-term for a plan. Thank you.

Mayor Lyles said Chandler, thank you very much for coming down to speak to us. We are working very hard on this, and sometimes it's not visible what we're doing, but I want you to know that this is something that has been going on for several months now, and we're trying to determine how can we best serve people that are homeless? It's a very difficult proposition, and we've gone to many, many places to see what they do, and we're just trying to make sure that places, like what you're talking about at your home and your house, that it's going to be something that we can do that's permanent and really makes a difference. We're not short handing this; this is all about what can we do? I really appreciate it when communities, or citizens like you, say we want to pitch in to help, because that makes all the difference in the world. So, just continue to watch us, continue to come down and speak with us about this, it's important, we all know that. So, thank you very much for being here today.

Ms. Bouzek said thank you, Mayor.

Safety

West Ellwanger, 4720 Nations Crossing Road said good afternoon and thank you for allowing the time to be here and listen to me. My name is West Ellwanger. I represent RangeWater Real Estate. We are a local apartment owner and developer here in Charlotte. We've developed 10 apartment projects, nearly 3,000 apartment units. Our most recent project is The Kingsman located in lower South End along the Woodlawn Road corridor, on the corner of Nations Crossing and Exmore. Since we've broken ground and [INAUDIBLE] our units four-months ago, we've experienced major incidents onsite in the neighborhood. After talking to neighbors, we witnessed multiple shootings, multiple overdoses, two drive-bys this year. There was an arson onsite. It was a hundred-million-dollar project, caused \$50,000 in damage that we paid for. There was an attempted arson in the church next door, and there's been continuous open drug use and prostitution in the neighborhood. So, to combat this, we have onsite security. We're paying \$20,000 a month for the security. We've offered a free unit for CMPD Courtesy Officer onsite, and we've worked with our neighbors to prevent this violence, drug use, and crime that's ongoing in our neighborhood.

So, my request is, we are concerned local business owners. We can't succeed when the City doesn't succeed. We have the same shared interests, and we want to work with you guys. So, my question to you is, how can we work together to relocate and house this unhoused population that's going on in our area? Thank you, guys.

Mayor Lyles said thank you very much. As I said, we really do want to work with you, and I appreciate very much that you give us an idea of what it's like, and begin to move forward with it. We have some ideas, and working with the County, I hope, that we will be able to move forward more quickly than not, especially since we have such interest in our community. So, thank you very much for tonight and your remarks.

Mr. Ellwanger said thank you.

Traffic Violations

Justin Roark, 225 Falls Lake Drive said good evening, Council. My name is Justin. I am 21 years old, and born in Charlotte, and I'd like to talk about red lights. In the two weeks since I signed up to be a speaker here, my girlfriend was hit by a driver running a red light, and that just adds urgency to this. I believe red light cameras should be instated with certain limitations to make them both constitutional and protective of privacy. The simplest solution would be to just add red light cameras at intersections, but that might lead to more people speeding to try and make it before it turns red, which would just displace one issue with another. To combat this, when the light turns yellow, the camera should start recording and pick up anyone speeding. In order to make it constitutional, you could have one individual who, if they were paid even \$25 an hour, all you need to do is catch one person every two hours, fined \$50. Something to make it a deterrent, but on the one occasion that I [INAUDIBLE] law enforcement officers, this was in 1930, ran a red light. It would not be debilitating to pay as a one-off accident.

I have almost been T-boned three times, and my father has been T-boned, not just by a car, but by a cyclist, it's not limited just to cars. I've seen so many things change in the City for better and for worse, but even Massachusetts-born individuals have commented on the abysmal state of the drivers here, which should say a lot.

I thank you for your time and consideration. Lastly, I'd like to add on to what Ms. Chandler, I believe, said, and just state that it is very important that we not just displace the homeless individuals, but try to remedy the problem at its worst. Thank you very much for your time.

Mayor Lyles said thank you very much. I hope that your girlfriend will be healed as well, thank you. We will determine how we can study these issues and see where we can land. So, we'll have someone talk with you about that and get that information to you.

Planning

Quandella Walker, 1567 Westdale Drive said hi, my name is Quandella Walker. I've been raised in Charlotte since I was four years old. Prior to coming to Charlotte, I was born in Jersey City, New Jersey, where I was in Pre-K school, and I was wrapped up with a rope, thrown in the closet, and with duct tape over my mouth by a teacher. I came to Mecklenburg County, and I was then placed in a behavioral emotional handicap program. During that time that I was in that program, I was attending Nations Ford Elementary School. They had trailers on the outside for the children that were in the program like me. At the time that I was placed in that program, they had timeout rooms that looked like jail cells. I'm here to speak up for those who are disabled, like me. I was diagnosed with PTSD (Post-Traumatic Stress Disorder), severe depression, and anxiety. I've been homeless, sleeping in my car, for the past few years on and off outside of my imprisonment. I have two daughters. I share with everybody that I put God first in all of my walks, because I do. During my time of imprisonment at McDowell County, I was held on federal hold. I had a dental infection. I had four root canals that needed to be done. I had to get four extractions. I almost died. I have severe nerve damage now. Not only am I battling mental health, but I'm also battling physical health.

I'm here today, because I know that it is hard when you have an income of \$973 a month, you cannot get housing. I applied for two apartments after being released, and I was denied. I don't have enough income, and I do have a representative payee, but for the people I'm in front of that have authority, and have the right to help, we need you.

Mayor Lyles said thank you very much.

Ms. Walker said we need you because I feel like, in every way possible, when I was approved for disability and diagnosed, I should've been given a Section 8 or Housing

Authority Voucher. I also do feel like every ability deserves a doorstep. You can give us a check, but you can't give us stability. We have children too.

Mayor Lyles said thank you, Ms. Walker, for that. I'm going to ask Shawn, if you would talk with her a little bit more about what the opportunities are that we can address.

Ms. Walker said thank you.

Safety on Public Transit

Hallie Pister, 1816 North Brevard Street said good evening, my name is Hallie Pister, and I live in NoDa, and I just moved to Charlotte five months ago. On August 22, 2025, Iryna Zarutka was brutally murdered on the Blue Line by a mentally ill, unhoused man. While this attack was not an everyday occurrence, feeling unsafe on the Lynx Line is, especially for women such as myself. In my five short months living in Charlotte, I cannot even count the number of times I have been sexually harassed by unhoused men on the train, not to mention the various times I have watched unhoused people on the train do things such as begin screaming, throwing trash, and have mental breakdowns. I once watched a man take his clothes off on the train, throw them at other passengers, then get off the train at CTC (Charlotte Transportation Center) Station, and proceed to hit a woman on the platform in the face. I have always had to be cautious on the train, but now, because of what happened to Iryna, I can never sit on the train again with a stranger behind me. From now on I must always stand with my back against the door and pepper spray in my pocket.

Security on our Lynx Line platforms and trains are essential for helping deter extreme situations like Iryna's, and everyday occurrences like mine. We need security on every train at all times, or at the very least, after dark. I understand this will cost money, which is often in short supply, but if we need more money to fund the Lynx Line, why are we using an honor system for the ticketing on the train? There have been times I have gone a month or longer without having a security officer approach me on the train asking to verify I've paid my fare. How much money are we losing by not ensuring every rider on the Line has paid for their ticket? I want to close by reiterating a statistic that is not talked about enough. Violent crimes, like what happened to Iryna, are on the decline in Charlotte. We have our City Council and CMPD to thank for this, but when faced with a setback like this murder, we need to double down and continue fighting to make the City safer. Thank you.

Safety

Jacob DiPasquale, 6047 Ingleside Drive said good evening, Council members. The supreme role of government is to aim society toward the good, and it is good to do justice, and it's evil to do injustice. When someone [INAUDIBLE] is arrested for a misdemeanor, and is a clear repeat offender, he should not be let out of jail before trial. When criminals continue to break the law, the gavel of justice ought to come down hard. Yet, our justice system continues to process and release career criminals. This is not an indictment of CMPD. This is an indictment of City leadership. Thomas Aquines teaches that laws are to be directed toward the common good. Human law, the law that you are in charge of legislating, is to be in accordance with natural law, and natural law dictates from God that we ought to do good and avoid evil, and this principle is universally true. It is not good to release felons onto the streets for them to commit murder. It is good to guard the citizens in your care. Inordinate compassion for criminals is an injustice to the afflicted. The mid-year report for homicides in Charlotte is 42. This number should be close to zero. Less than 10 percent of the City's budget is spent on justice and public safety. If you cannot keep the innocent safe, your other programs will bear no fruit. I understand there have been talks of reforming the justice system, which is good. I'm asking you to do something different. Start prosecuting felons to the fullest extent of the law, and massively increase the budget of law enforcement. We keep being taxed, yet our City continues to be unsafe. Strong enforcement of the law deters criminals from breaking the law. This does not mean we shouldn't love our enemies, we are called to

kindness, but we are also called to do justice, Micah 6:8. God bless, and thank you very much.

Councilmember Molina arrived at 6:13 p.m.

Crime Stoppers 5K

Adrian Johnson, 1013 Bloom Road, Waxhaw said good evening, Mayor, and good evening, Council. It's great to be here. It's great to hear us talking about security and safety in our community. I'm a Charlottean, former CMPD officer 14 years, I just left in 2021, and like I said it's great to be here. There's a lot of unfortunate situations going on in the community, and there's not just one group of people or agency that's going to solve the crime issue, and I know that from being a police officer, and from growing up in the 1990s on West Boulevard. So, there's a lot of things that we can do to solve a lot of these problems. I think it's more of a community issue, and us as a community, need to come together and do something about the crime, such as I did by joining a police department, stepping up, being a community reporting crime.

So, I'm here on behalf of the Charlotte-Mecklenburg Crime Stoppers Program, as a partnership with CMPD and the community, to invite everyone here, including you Mayor, Council, to the Charlotte-Mecklenburg Crime Stoppers 5K race that will be held October 4, 2025, at 8:00 a.m. at the Police Academy, 1750 Shopton Road. So, I love to hear all the talk. Let's put some of these plans in action, show up where it counts the most. The program in the past five years has received over 15,556 tips, led to 820 arrests, cleared 2,154 cases, and approved 585 rewards, and that's from 20 civilians who aren't sworn police officers, who don't work for the City, have everyday jobs like myself, that put in the work, put in the effort to reduce crime. So, that's what it's going to take, and I appreciate this time, and I'd love to see everyone out October 4, 2025, at the Police Academy for the Crime Stoppers 5K.

Mayor Lyles said thank you very much for your service, for the work that you're doing in Crimestoppers, that helps us a lot, thank you very much.

Native Plants

Elaine Alexander, 824 East Worthington Avenue said thank you, Charlotte City Council, for allowing me to request with urgency that you amend the overgrown vegetation ordinance by adding a height exemption for naturalistic landscapes. I am an urban nature advocate, a gardener, and yes, an educator. I say educator, because even though I do not teach in any school, I do have a classroom. It is my small front yard in Dilworth. It is there that science class takes place all day every day. People of all ages walking by can witness the wonder of what happens when a biodiverse pollinator garden replaces a manicured, monoculture lawn. Deliberately designed and attentively maintained by me, my native flower-filled yard is that rare property where one can experience an effortless education in ecology. Situated next to a busy sidewalk, walkers often stop and express awe at the site of hummingbirds snacking on Salvia, native bumblebees buzzing about the Black-Eyed Susans, swarms of goldfinches feasting on coneflowers and occasionally even one of our extinct-threatened monarch butterflies munching on milkweed. This onsite education shouldn't be confined to a school field trip. It should be an experience that Charlotteans should be allowed, and yes, even motivated, to enjoy in their own yards without fear of penalty. More than 22 percent of our native pollinators risk extinction, and one of the chief reasons pollinator populations are imperiled is habitat loss. So, I'm asking you, Mayor Lyles and City Council members, to allow Charlotteans to help reverse that trend. Rather than outlawing these sanctuaries, allow us to make life better for our threatened pollinators, and allow all residents to experience the wonderful education that happens when wildlife flourishes right outside our door. Thank you.

Mayor Lyles said thank you for helping us understand what we might be able to do, and I do think that we've talked about a referral on this one already. So, we'll keep you informed as much as we can. Thank you very much.

Storm Drain Work on Residential Property

Steven Mullis, 1615 Burnley Road said good evening, City Council. Thank you for giving me the time to speak. I'm Steven Mullis. I work over at the AME Zion Church Corporate Headquarters in Charlotte, graphic designer and do websites for multiple publications and departments for them. I'm also a graduate of UNC (University of North Carolina) Charlotte, so basically at this point, a native Charlottean. I have two things quickly I just wanted to address. One is the construction that's been going on in my property. OnSite has been the company, it's been the Rose Water Storm Drain Project. It's just been a really bad experience. Firstly, when they went to reinforce the house, they destroyed my fiberoptic line. I wasn't notified or anything. I was without internet for a day, two days. I'm a graphic designer, and I have a freelance, so that kind of affected me. I had to reach out to repair the internet myself, had them run a brand new line. I called the company OnSite and tried to get them to take care of it for me, since they were responsible, but they just said they'd look into it. So, I see the infrastructure plans, and ya'll mentioning this company. So, I'm just asking that you would just take into account the residents and put them first. I spoke with Stormwater, and they have helped me out with other issues, so I do appreciate Stormwater standing up for the citizens.

My second issue is just to talk about the Light Rail safety. I live over near Archdale and Tyvola Station, and every time I've been on the Light Rail to go over there, it's been homelessness. The elevators do not work half the time going up to the platforms. The stairs going up to the platforms are neglected, rusted holes through it. I've contacted CATS (Charlotte Area Transit System), and they've told me what they could do, but it's just Charlotte used to be this small town feel, but we're now a big city and we need to start taking policies for some of the big cities. So, I propose maybe just more security on ticket checking, and maybe like some of the big cities where they have the bars that you go through, maybe think about installing that to help with that.

Mayor Lyles said thank you very much for your suggestions. I think if Alyson would help out on this construction issue for you, she's coming around that way, I think that would be very helpful, maybe we can do something about it immediately. So, thank you very much.

Native Plants

Sara Gagné, 753 Poindexter Drive said hello, Mayor and Council. My name is Sara Gagné. I am an Associate Professor of Urban Ecology and Chair of the Department of Earth, Environmental, and Geographical Sciences at UNC Charlotte. I am here to follow up to passionately request that you amend the nuisance vegetation ordinance for a height restriction to permit more naturalistic landscapes in Charlotte, and specifically request a change referral, I think, to take action on the issue. So, I can quote some statistics, as an Urban Ecologist, and I'll also say I'm also on the Executive Board of the Mecklenburg Audubon Society, but some statistics that you may have heard, we've lost 3 billion birds in North America since 1970, and then also referencing one of the previous speakers, a recent study in science found that we've lost 22 percent of butterflies in the last 20 years in the United States. You can actually go on the New York Times article and search for Charlotte, and I think 70 percent of the butterfly species in our City are declining, according to that study. So, those are bad things. A good thing is that the primary cause of those losses are habitat loss and degradation, and that is a good thing because we can actually do something about this. So, changing this ordinance would actually increase habitat for wildlife in the City. There are lots of studies that show that actually mowing less and letting grass grow higher, and increasing species diversity, significantly increases insect abundance and diversity. So, this is a small change that we can do to massively impact wildlife populations, and that in itself will improve the quality of life of Charlotteans, and all the other species in the City. Thank you.

Trade School

Phyllis Caple, 95816 Huntsham Road said hello, Mayor. Hello, City Council. Thank you for letting me come up here today. I just wanted to present to you a proposition and a request. I'm making a request tonight. I was born and raised in Connecticut, but I've been living in Charlotte for almost 25 years. I'm a Registered Nurse, I've been a nurse for 30 years, and I realized how did I get that way? I attended a trade high school. A trade high school was a high school that, not only did you work toward your high school diploma, you worked towards a trade, and you had many trades that you could select while you were in high school. I feel as if this could possibly be a solution for a lot of our homeless kids on the streets, if they had a direction where they could possibly graduate with a trade, once they graduated out of high school, they could move in a possible better direction and path in life. They're saying a lot of kids are not going to college now because of the cost and the length of time they have to spend going in that direction. So, I'm asking, can we use taxpayers' money to possibly build a trade technical high school here in Charlotte. When I attended the high school, we had a variety of trades that were offered to the high school kids. Mine was fashion design, but momma tricked me into becoming a nurse. It was beauty culture. It was fashion design. It was carpentry. It was masonry. It was plumbing. It was electronics. It was electrical, and I don't see these types of schools here in this city. I even went to the point of getting signatures from people that said, yes, let's get this onboard, let's help the generation to a better future, and I even got arrested in trying to get these signatures.

Mayor Lyles said alright, thank you very much for the remarks. I believe that the Council believes in what you've said. I want you to know that I think it would be really helpful if you go to the school board meetings, because those are things that we can do. Think about Central Piedmont, and all of those other areas, because we do want people to be able to be successful and have jobs.

Mental Health Services and Safety

Amber Micale-Lutz, 4500 Fairvista Drive said good evening, thank you for the opportunity to be heard. I'm going to condense everything as best as possible. I've been in Charlotte 17 years. I did Child Protective Service investigations for 14, seven of them were here. I was also a Social Worker at the men's shelter in Charlotte three years ago, the Charlotte shelter run by Roof Above. They have two shelters in Charlotte, one on Statesville Avenue, which is the one that DeCarlos was supposed to have been staying at. I know that my son works at the airport, and saw DeCarlos there along with other staff many nights sleeping on the benches. So, at any point in time, any of us going through the airport could've been his victim if his schizophrenia had chosen to spiral while we happened to be there. So, it's not just narrowed down to the area, the mental health concerns. When I was working in Roof Above, they receive hundreds of thousands of dollars in funding from Bank of America, Truliant, Lowes, The Knights, The Hornets, etc. They have several apartment buildings in Charlotte. We had 200 men at Statesville. I was assigned to case manage 100 men. We had no security. We had murderers. We had rapists. It's a low barrier shelter. There's pedophiles. There's mentally ill. There's chronically, physically ill people in there. There is so much wrong. They could be doing so much right, but they're not, and I am now no longer there because I spoke out to advocate for the staff and the men that were trying to get the services that desperately needed them to prevent some things that can ultimately happen in our community, that have happened, the tragedies that are preventable, that's the biggest tragedy is that so many things that occur are preventable.

So, in my speaking out, I was silenced. I gave them one-month notice, so I could continue my rapport with the men, because it took a long time to build it if you know anything about mental health. So, anyway, I also did CPS (Child Protective Services) for the 2010 Chapman case that you can google. He went to mental health. I obtained his mental health records. I did give them to the newspaper. So, I think we need to take it more seriously. I raised four kids in Charlotte. They're onboard with the trade schools and everything else.

Councilmember Peacock said give your comments to the clerk, please. If you've got them written, do you want to provide them to the clerk?

Ms. Micale-Lutz said yes, so who do I give them to?

Mayor Lyles said right over here, the police officer will take them. Alright, thank you for sharing that information and your story. Thank you for the work that you’ve done. Thank you.

Injury at CATS Terminal

Anita Wright, 2024 West Sugar Creek Road said thank you Madam Mayor and Council. Thank you for this opportunity. I wanted to share with you an incident that occurred with me on July 27, 2025, at the main terminal bus station Uptown Charlotte. I had gotten off of Bus 22, headed towards First Baptist Church, that’s how I know the timeframe, because I was late for church that day. Since I’m usually walking, I’m wearing pedestrian-friendly shoes. I passed two male security guards, and as I was walking on 4th Street, I tripped and fell where the cement is cracked and it’s not level. I tripped and fell, and there were a few people there who were loitering, and they were yelling, “Hey, this lady fell. This lady fell.” When I fell, I had a broken foot when I went to EMS (Emergency Medical Services), I had a broken ankle when I went to EMS, I thought my left arm was broken, because my left arm is what braced my fall, it was not. Again, I had the homeless people who were obviously inebriated, obviously had something in their system. I had people touching me who literally smelled like urine and feces. The security guards dismissed me. They ignored me. In my opinion, they were intentionally cavalier and nonchalant. People were yelling, “This lady fell,” and I was dressed for church. So, I’m curious, did I have to look like the stereotypical person there who is neglecting themselves, and also, there were two female security guards in the middle, and guess what, they were laughing with the other passengers, who were laughing at me as I lay down with a broken foot, a broken ankle, and I thought my arm was broken. Eventually, the two male guards come over, one is yelling at me, “You’ve got to get up. You’ve got to get up,” and guess what they did? He said can we lift you up? One of the young men who was attempting to have social conversation, he was on one side of me, and guess what the guard did, he just grabbed my arm and snatched it, and I thought my arm was broken. I’ve requested this footage. This is week number nine. I do not have that footage. Can someone tell me who can I speak with, and I’ve requested it, I have emails, and I have pictures. Thank you.

Mayor Lyles said thank you. I think that we’re going to have Liz, would you work with her to address her comments. Where is Liz? Shawn, okay, sorry, thank you Shawn. So, we’re going to help. Alright, if you would just give it a moment, Shawn Heath is going to join you in a minute, okay? Thank you for sharing your story with us. So, that’s our 15th speaker for tonight’s City Council for our forum. We appreciate that.

PUBLIC HEARINGS

ITEM NO. 5: PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF 31ST STREET

There being no speakers, either for or against, a motion was made by Councilmember Mayfield, seconded by Councilmember Driggs, and carried unanimously to (A) Close the public hearing, and (B) Adopt a resolution and close a portion of 31st Street.

The resolution is recorded in full in Resolution Book 56, at Page(s) 001-005.

ITEM NO. 6: PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF ALLEYWAY OFF HOVIS ROAD

There being no speakers, either for or against, a motion was made by Councilmember Watlington, seconded by Councilmember Anderson, and carried unanimously to (A) Close the public hearing, and (B) Adopt a resolution and close a portion of alleyway off Hovis Road.

The resolution is recorded in full in Resolution Book 56, at Page(s) 006-011.

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POLICY

ITEM NO. 7: CITY MANAGER'S REPORT

Mayor Lyles said City Manager, do you have a report today?

Marcus Jones, City Manager said yes, Mayor, I have a brief report. I guess for the past several years we've been talking about public safety, and with a great intensity over the past several months. One thing that has become very evident is that CMPD sworn officers are in the community and that's extremely important, but we also realize that it's important to have the police officers actually doing policing, as opposed to some of the jobs that are associated that a civilian could do. So, you may remember that we used the data from the Police Executive Research Forum recommendations, as well as SAFE Charlotte, and we were able to free up 30 or so vacant positions that would've been for police officers, sworn, that we can use civilians. For example, the individual who supervised the 911 Center, instead of being a police captain, is a civilian. The reason I say that is that what we've been able to do is utilize the civilians to help us have more officers patrolling on the street, and that really came to fruition a lot this week, and we had a Panthers game where the Panthers won that game. Maybe what you didn't notice is that we didn't have to call back any police officers, because our use of our Civilian Traffic Control Officers, as well our Civilian Crash Investigators. You may not know many of our Civilian Traffic Control Officers, but I think there's one that you know, Antoine Scofield. So, what this has allowed is for some of our employees to have opportunities to be a part of the teams that help us with that. So, again, we will continue to, not only recruit and retain exceptional police officers, but when we can find opportunities for those officers, to have civilians do some of the jobs that in the past that they have done, that we'll seek that too.

Lastly, I believe you understand that we have a forward thinking organization, and in 2028, we have to renegotiate the Interlocal Agreement with Mecklenburg County, as it comes to Solid Waste Services, where you'll say, well, Marcus it's 2025, why are we talking about that, that's years away, but what we need to do is be in a partnership, be collaborative, but maybe more importantly, be innovative, because what we're trying to do is not have a lot of things go to the landfill. How can we be resilient, how can we upcycle, how can we recycle? We've had some very successful initiatives through our partnerships with The Barn, our partnerships with Sustain Charlotte, and our own Office of Sustainability. While it may seem like it's something that's not that important, tonight I wanted to recognize our folks from Angela Charles' group, hey Angela, from Charlotte Water. What you have before you is, last week Charlotte Water debuted two beverages brewed with highly purified recycled water, which we call QC Water. Again, what you have in front of you is a Crown Bucha, which is made by Lenny Boy Brewing, and we are going to double down again with the Renew Brew fall classic, a lager, with Town Brewing Company. I guess, the key with all of this is, while you may think it's light, I think it's very important that we're able to be innovative when it comes to our resources. So, the QC Water starts as treated effluent from Charlotte Water's McDowell Water Resource Recovery Facility, that undergoes a state-of-the-art purification process, including carbon filtering, reverse osmosis, and advanced oxygenation. So, Angela Charles, and if your whole crew could stand, thank you so much for your forward thinking [INAUDIBLE].

Mayor Lyles said alright, thank you very much.

Councilmember Mayfield said Manager, are we not going to mention what Ms. Charles led last week?

Mr. Jones said I think we can have you mention it.

Ms. Mayfield said can we have Ms. Charles come down and share? So, Ms. Charles, would you please, because I had the opportunity to join Ms. Angela Charles and the Mayor, as well as the City Manager of Mount Holly, as well as Ms. Alyson Craig, because we did a pretty amazing thing that took about 18 minutes for it to happen. I want, while we have you here, to give an opportunity for you to share, when we're talking about an MOU (Memorandum of Understanding) with the County, this partnership that was 20-plus years in the making.

Angela Charles, Director of Charlotte Water said thank you, Councilmember Mayfield. Good evening, Mayor, Council, and Manager Jones. We did connect the City of Mount Holly to Charlotte Water system. This has been 20 years in the making. We have two pipes, 65 to 75 feet below the creek bed, the Catawba River, connecting that whole city to Charlotte Water. So, thank you for attending, and we're happy to get that done. That's part one of the Stowe Facility project.

Mayor Lyles said thank you, Angela.

Ms. Mayfield said thank you. Thank you, Mr. Manager.

Ms. Charles said and thanks to the staff. We have the greatest team.

Mayor Lyles said thank you. Alright, so if I could take a moment with Council. You know we've been talking about the idea of moving ahead with quality-of-life referrals for all of the Council Committees. As we've been discussing this and thinking about the issues around safety and security, especially on our transit line over these several weeks that we've had, this really means that I think it's time for us to focus on what the opportunities might be for referrals that I think are important for us, as we continue to work to make sure that we have quality of life, and that we have the ability to be fast on our feet, than we perhaps have been in the last several weeks.

So, I'm hoping that I can send out tomorrow some referrals, first one being in the Budget, Governance, and Intergovernmental Relations, to identify opportunities to align with safety, especially with the State Legislature, all of the people that we're working on this. We need someone to knit this together, and I think that the Budget and Governance and Intergovernmental Relations would do that well. Also, as we're doing that, we cannot forget the opportunities that I think the young man that talked about this, having the ability to have a job, or the young lady that talked about having a job. So, for this next step, I hope that Budget, Governance and Intergovernmental Relations will identify and evaluate opportunities that we have not yet found, and make it possible for us to keep people employed in a way that we can have people thrive in our City.

Then, the next one that I wanted to say is Housing and Safety Community mixed together. All of us have heard today about this idea of what it means to be homeless on our streets, and what the results are and what that means for us. So, Ms. Watlington and Ms. Mayfield will team up again for Housing and Safety in the Community Committee, looking at where we can develop partnerships or any private sector collaboration, or what ideas are going to behave. I think Ms. Watlington has done this one time before when she first came onboard, and maybe it's another time to go, and Ms. Mayfield, I know that you will support her. So, I just wanted to say that those would be the referrals, and I would hope that everyone would be able to move them forward, as we begin to understand we're going to have an election, but we're going have an election that I think has quality in it for all of our service in the works. So, I will be sending out those referrals tomorrow morning.

Councilmember Watlington said thank you for the referrals. I just wanted to speak a little bit to some of the work that we've been able to do with our intergovernmental partners, and I know that Councilmember Ajmera, who is also on the Housing, Safety and Community Committee, will be instrumental in that work as well. Many of the comments that we heard tonight were things that we've been discussing for some time, and many of you know that a lot of it doesn't sit necessarily within the City. That being said, I've been very pleased with the amount of engagement that I've gotten from Councilmember Graham, Chair Jarrell, Commissioner Griffin, Representatives Brown and Lofton, Senator Mujtaba Mohammed, and our judges, who have been wonderful with informing us where in the process can we really make an impact. I know that we're looking at State legislation that's being drafted right now, and that hits a couple of items, but it really needs a comprehensive approach. So, Dr. S. over at the County was very, very helpful in laying out the SIM, which I'm going to get the acronym eventually, but I believe it's the Sequential Intercept Map, and it really lays out where our systems touch our neighbors, particularly those who are faced with mental health challenges, and each of those intercepts really touch on policies within each of our governments. So, from a City standpoint, there are things there that we certainly will begin to discuss through this referral, but if you're interested in following that along through that process, we'll be kicking that off October 6, 2025, at the Committee meeting, and we hope to have our intergovernmental partners there as well, but it's multifaceted, it's a very complex system, but I'm very hopeful with the engagement that I've seen from our colleagues at various levels of government, and also within the nonprofit sector. So, it's a big task, but I think we're up to it. So, more to come.

Mayor Lyles said alright, thank you. Alright, Mr. Graham, I think I forgot to say that your responsibilities, if we can go forward, about Jobs and Economic Developments, will be the focus, particularly on the NEST (Neighborhood Equity and Stabilization) Committee, as we begin to look at what we're going to do with our Mobility Plan, and where we are going to have opportunities to have people assured that they will not be displaced. People will have the opportunities to participate in our economy, and without losing their place in our City.

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ITEM NO. 8: FINANCIAL PARTNERS POLICY UPDATE

Motion was made by Councilmember Mitchell, and seconded by Councilmember Driggs to adopt revisions to the Financial Partners Policy consistent with the Budget, Governance and Intergovernmental Relations Committee's recommendation.

Councilmember Ajmera said I would like to make brief remarks. What you see in front of us, the Financial Partner Policy, has been revised to be good stewards of our taxpayers' dollars, while addressing the community needs. This is a bold step forward, and I appreciate my colleagues' input along the way, Committee members, Mayfield, Brown, Mitchell and Peacock. So, I hope that full Council will adopt this unanimously as well.

Councilmember Mitchell said let me thank staff. Is Cherie here? There you are. Let me thank you for your patience and understanding, and taking the Committee feedback, and then coming back to us with great talking points for us to discuss. So, one thing I'd like to bring you up, because you know what I'm about to say about the mandatory meeting, that I'm hoping that you have a date in October 2025. I hope I didn't steal your thunder. While she's approaching, and this is to all our financial partners, it's very important you attend this meeting on the date that she's going to share with you, because we're going to have some challenge this year from financial funding of all our partners. This meeting is very important, so you understand the application and how you will be graded on. For this Council, we're hopeful we've got [INAUDIBLE] that can take the politics out of us raising our hand, and we have a policy that we can go by. So,

Ms. Cherie, first of all, thank you, but do you have a date for the mandatory meeting in October 2025?

Cherie Smith, Strategy and Budget said I will reiterate. Mandatory meeting will be in October 2025. We have not finalized the date. However, I can promise that the date will be advertised on October 1, 2025, which is also the date that our application will be live, at charlottenc.gov/budget on our financial partner page.

Mr. Mitchell said okay, can you repeat that again, because some of my colleagues were writing it down. October 1, 2025, what's the website?

Ms. Smith said October 1, 2025, the FY (Fiscal Year) 2027 Financial Partner application will be live on our website at charlottenc.gov/budget, and you'll be able to find it at the link for the financial partners section on that website. Of course, if you have any questions, comments or concerns, all Council members and staff feel free to point any interested organizations to me personally, and I'll make sure that they have all the information that they need. Again, the mandatory meeting will be posted on our website as of October 1, 2025.

Mr. Mitchell said thank you, Ms. Cherie. Thank you, Mayor.

Mayor Lyles said thank you very much.

Ms. Ajmera said please send all of us a link, so that when nonprofits reach out to us, we can send the link out.

Mayor Lyles said yes, that is great.

The vote was taken on the motion and recorded as unanimous.

Mayor Lyles said so that is a big achievement, and we know how much work we spent on it in the last budget cycle. It looks like it might be a smoother process this year. So, thank you very much for what you're doing.

Ms. Ajmera said I forgot to give a big shoutout to Shawn and Monica. They were the support staff, including Cherie. They've put in a lot of work, and Shawn has been always available and accessible, even including weekends and evenings, and I certainly appreciate that, Shawn.

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BUSINESS

ITEM NO. 9: AUTHORIZATION OF GENERAL OBLIGATION REFUNDING BONDS AND GENERAL OBLIGATION BOND ANTICIPATION NOTE

Motion was made by Councilmember Mayfield, seconded by Councilmember Graham, and carried unanimously to (A) Adopt a resolution to provide for the issuance of General Obligation Refunding Bonds not to exceed \$201,510,000, (B) Adopt a resolution to authorize a bond anticipation note program for up to \$200,000,000, and (C) Adopt Budget Ordinance 1012-X appropriating \$201,510,000 in bond proceeds to the Municipal Debt Service Fund.

The ordinance is recorded in full in Ordinance Book 69, at Page(s) 013.

The resolution is recorded in full in Resolution Book 56, at Page(s) 012-051.

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ITEM NO. 10: PRIVATE DEVELOPER CONTRIBUTION FOR WATER MAIN IMPROVEMENTS

Motion was made by Councilmember Driggs, seconded by Councilmember Mayfield, and carried unanimously to (A) Approve a developer agreement with Trinity Housing Development, LLC for water main improvements required for service, and (B) Adopt Budget Ordinance 1013-X appropriating \$81,300 from Trinity Housing Development, LLC to the Charlotte Water Capital Projects Fund.

The ordinance is recorded in full in Ordinance Book 69, at Page(s) 014.

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ITEM NO. 11: MUNICIPAL AGREEMENT WITH PROFESSIONAL POLICE SERVICE, INC.

Motion was made by Councilmember Anderson, and seconded by Councilmember Driggs to (A) Adopt a resolution to expand the jurisdiction of Professional Police Services, Inc. DBA Professional Security Services in areas adjacent to City-owned transit assets, and (B) Authorize the City Manager or his designee to negotiate, amend, and execute a municipal mutual aid agreement with Professional Police Services, Inc. to aid in addressing safety and security issues at properties adjacent to City-owned transit assets.

Mayor Lyles said I do know that I had to ask the Manager to explain it a little bit more for me, because I wasn't quite sure where we were headed, but I don't know, Mr. Jones, if you want to say anything further?

Marcus Jones, City Manager said I think you have some discussion.

Mayor Lyles said alright, let's go ahead with some discussion.

Councilmember Graham said some of the questions that were submitted earlier to staff were really good questions that clarified a lot for me, but there were three points that I really wanted to quiz staff on, just for my education, as well as the public education, on the particular topic. Conceptually, I'm going to vote yes for it. I think it's something that we need to do, but my first question is around training. Is someone from staff here?

Mayor Lyles said Brent, thank you for joining us.

Mr. Graham said notwithstanding the fact that they're going to have more territory to cover and more interaction with the public, can you talk to me about the training of the private security officers, as it relates to the training that a CMPD officer may be given?

Brent Cagle, Interim CATS CEO said yes, sir. Good evening, Mayor, members of Council. I'm Brent Cagle, Interim CEO (Chief Executive Officer). To your question, I have Celestine Ratliff here with me. She is co-owner, operator of PPS (Professional Police Services) or PSS (Professional Security Services), and she'd be happy to speak to you about the training protocols that they have in place, and the state requirements and guidelines that their officers meet.

Celestine Ratliff, PPS said good evening.

Mayor Lyles said good evening.

Ms. Ratliff said so, with regard to Professional Police Services, our officers are certified, sworn police officers, just like CMPD is. They go through the exact same training. They

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have to go through Basic Law Enforcement Training. They also have to complete a minimum of 24 hours of in-service training every year. Because I'm the Training Coordinator for Professional Police Services, my officers actually complete more than 24 hours. I ensure that they complete 26 to 28 hours, in addition to some in-house training that we do as well. We've invited in a judicial official to talk to our officers about arrest, search, and investigation, and also keep our officers abreast of any legal changes that are coming up, and work with our officers on just basic questions that they may have about court testimony, anything that our officers may be dealing with on a daily basis. We do utilize that resource to provide additional training to our officers, that is ongoing. So, in answer to your question, our officers receive the same amount of training to become law enforcement officers as CMPD, and they have to maintain the same level of in-service training that CMPD has to uphold as well.

Mr. Graham said and for the public education, are these officers armed?

Ms. Ratliff said they're police officers, so yes sir, they are armed.

Mr. Graham said okay. The second question is for Brent, in terms of, I know there's currently 20 CMPD officers filling the gap currently. When we met last time, I talked specifically about whether or not there was a more formal relationship with CMPD. I think the slide that we saw last time said that there were only two officers assigned to CATS, and my question was, was there a way for us to have a permanent law enforcement present at CMPD as the lead agency, whether or not it's a special taskforce specifically assigned to CATS? Can you give me an update on that?

Mr. Cagle said yes, sir. So, last time we spoke, we mentioned the two CMPD liaisons that work together with CATS, as well as PSS. Since that time, we've entered into an agreement. It's an off-duty assignment for 800 hours per week, which is roughly the equivalent of 20 FTE (Full-Time Equivalent) officers. We will continue that agreement indefinitely until further notice, but certainly no intention to remove that off-duty assignment at any point in the future that I can foresee. So, that is a formal relationship with CMPD, in that we work together with CMPD to create those assignments and those postings, and then officers can volunteer or sign up for those assignments as an off-duty assignment.

To your second question, we think about how we continue to collaborate with CMPD. I will say tonight's action is one of those ways, a Mutual Aid Agreement. You had asked about the expansion of duties or abilities for PSS under this agreement. It is not a significant expansion. It certainly is a limited expansion of their ability to conduct enforcement activities in specific areas outlined in the agreement and MOU's that we have with CMPD. It allows us better collaboration and better results, quite frankly, as we all work to reduce criminal activity or non-transit activity near or inside or around transit facilities, the Charlotte Transit Center or other transit facilities, as well as the Rail Trail.

Mr. Graham said who would be the lead agency?

Mr. Cagle said for?

Mr. Graham said for security on the CATS system, CMPD or the private?

Mr. Cagle said so, PSS is our primary contractor, and they have primary responsibilities in their areas, as outlined in the contract and the Mutual Aid Agreement. However, they frequently work and collaborate with CMPD as they're conducting their duties.

Mr. Graham said well, I hope that we can move forward with really formalizing a more permanent agreement with CMPD, and that the private security is a supplement to that. I know that's a long-term goal, but that's where I think we should be headed. I took last week, and I rode transit, rode the bus, rode the streetcar, talked to customers. There's a feeling of more perception of better safety with CMPD involved, and I just think that as we rethink how we police transit now, and even in the future, that we don't need two agencies, that we should have one agency, which is CMPD, not overlapping with any

other security force, leading the charge for us on this. So, hopefully, that's something that Mr. Manager, that we can begin to think about, work on. I'm interested to hear the comments from my colleagues, but I think that as we move forward, I would love to see a permanent taskforce of officers assigned to CATS, supplemented with private security. Even on the streetcar, I rode it several times, didn't see anybody there. So, I think we have to really, really use this opportunity to think broad and wide about a permanent solution that regains public confidence, and that's all I have. I think for the moment, the expanding of their authority is needed. Hopefully, they'll be a bigger presence on all platforms, station, the streetcar itself, but I think as we think forward, that CMPD should take a major role in terms of securing the facilities. Thank you.

Councilmember Anderson said Mr. Cagle, thank you for the update. I remember the meeting a couple meetings ago where we had an exhaustive conversation around PPS, our security measures on our public transportation system, the use of technology, etc. So, I'm just looking within the resolution here, and it states clearly in the resolution that nothing in this resolution should impact, reduce or limit the jurisdiction of CMPD, correct? So, CMPD will continue to have their jurisdiction. However, the augmentation of PPS will allow for an immediate action, so we can take action now, as we work on a long-term plan. I notice also that the agreement can be modified or extended up to two one-year terms, is that correct?

Mr. Cagle said that is correct.

Ms. Anderson said okay, and if that occurs, will any of that action come back to Council, or it's just a part of this particular agenda item?

Mr. Cagle said it would authorize the Manager to execute those extensions without it needing to come back to Council. So, the reason there are two extensions, the agreement is intended to flow over the same time period as the contract with PSS. So, PSS contract has a term with two one-year extensions. So, clearly, if we were not to execute either of those extensions, this agreement would also not be executed, because it is specific to the security provider for transit, that is PSS at this point, and that's why the term is written that way, because it's commensurate or mirrors the contract terms that we have with them.

Ms. Anderson said so, we've heard a lot of information from constituents that they don't feel the presence of security on the transportation system. Can you talk about the impact of when riders and residents will feel the presence of this resolution?

Mr. Cagle said so, let me answer that. As PSS has become our sole provider, they have consistently increased staffing and changed approach to how they're conducting security activities throughout transit, as we have executed the agreement with CMPD to bring in an additional 800 hours. All of those things are working together to create a stronger visual presence throughout the system, including on the Blue Line. So, that is continuously increasing as we move forward. Last week, as we said, again, a visual presence, a significant increase of 800 hours with CMPD, but just last week PSS was able to hire and bring in new people as well. So, that is continuing to increase, and we acknowledge that there is more to do, and we will continue to increase visual presence throughout the system, as well as increase fare enforcement activities, and all of that will work together. Again, we mentioned last week deployment of a Bike Unit for PSS, as well as deployment of UTVs (Utility Task Vehicle) to give them more mobility in certain areas of the system, specifically along the Rail Trail. So, all of those things are in works and being deployed over the next few weeks with bikes and UTVs, as well as continued hiring and the additional CMPD presence.

Ms. Anderson said okay, so the answer is now, right?

Mr. Cagle said it's right now.

Ms. Anderson said we should be feeling it right now, today, tomorrow, this week, yes. I can also say that I frequent a light rail station quite often in South End, and I can visually

see the effects. I see CMPD cars there, I see more officers there than I typically would, so thank you for that. The other piece, though, is we also hear about timing in particular in the evening, and we've heard from some residents who are women that say they feel like they're potential at risk. This augmentation, is it around the clock as transportation runs and operates, or is there specific targeted time periods for day parts?

Mr. Cagle said yes. So, for the CMPD Officers, it's across all shifts, during all parts of the service day for us, which is approximately 20 hours, and so, it is across all parts of the day, all days, seven days a week. Related to deployment of PSS personnel, again, they're looking at the data, they're looking at "hotspots," and they're also looking at the districts and the needs of each of the districts, specifically to the Blue Line, that constitute the different areas that the Blue Line covers, north, south, central, those things, because the needs, or the rhythm, if you will, of those different areas of the Blue Line are different. So, it's trying to pair the right response with the needs of each of the areas.

Ms. Anderson said okay, thank you. Those are all the questions that I have. I just think this is a really important step for short-term action. I know we're working on mid-term and long-range actions, but this is very important for the now. That our residents and our transit riders can feel and see the increased safety. Thank you, Madam Mayor.

Councilmember Driggs said yes. So, as we discuss this, I think people are watching us and they're thinking, where's the passion? Where's the energy? It's like, guys, there's a bit of a war going on right now. It may be a war of a public opinion, it may be a literal war of safety, but we're going to have to demonstrate a lot of commitment. I think this step that we propose to take tonight is a good step, 800 hours is a good step, but it's a big city, a lot of people. So, it's going to take scale, something big, and that's going to be my engagement. So, I will vote for this tonight for sure, but as we contemplate larger-scale action, bigger impact, then we need to think a little more about how that works, what kind of money is involved, and also are we going to change the social contract? Are we going to change the way that we deal with people out there? Because one of the difficulties in my mind, about a lot of this is, you have people out who are not misbehaving, but are potentially misbehaving, or they make other people uncomfortable with their behavior. So, are we going to get rough with them? How are we going to handle that? What are we going to do? Are the police going to be able to intervene when they see situations that they recognize from their experience are dangerous, but nothing has happened yet, didn't actually see any drugs changing hands, or that person is just sitting there right now, but I'm worried about that person.

So, I'm just saying to you, I certainly am going to think and encourage us all to think on this larger scale. I want to engage with the legislature, the General Assembly. They are working now on legislation that they're talking about, and frankly in my mind, it's probably not enough. We have a history of hearing about underfunded District Attorney's Office and courts. I've engaged with leadership in Raleigh a number of times and I'm going to say why not? You've got a billion-dollar surplus, it takes \$10 or \$15 million more. So, I don't want to criticize anybody in Raleigh, but I'm just saying our message to them can be to tell them, what do we need? How do we feel that we can address this? We have to address it in a way that's sensitive to our local culture and our society, but I believe that a larger-scale commitment is going to be required, and so, this tonight is a good thing, and we are doing the things that we can do very quickly. Other things that we may want to do will take a little more time.

The last point I'd like to raise, Mr. Cagle, is next year our goal is to have an authority, and that changes everything. So, what do you think that the safety environment will be under the Authority? Will they have their own police force? Will they work? Does this contract extend through the creation of the Authority? How does that work?

Mr. Cagle said well, I hate to predict the future, but I feel reasonably confident that if an authority is created, and the transit is under a transit authority, there will be an independent transit police department.

Mr. Driggs said because I think we should be clear about this. One of the reasons we have a contract with outside people, instead of just giving \$18 million more to CMPD, is the limitation on the ability of CATS to police itself, is that right?

Mr. Cagle said yes, sir.

Mr. Driggs said right, so that will be different, under the authority that will be different, and that entity will have the ability to have its own police force, and with any luck, if the sales tax can pass, it will have the resources that are necessary to make the system safe. So, I just want to put the plug in for the sales tax right there, and say that that is going to be the environment in which this larger vision, that we need for safety, can be developed for CATS. Thank you.

Councilmember Peacock said Mr. Cagle, I plan on supporting this this evening, thank you [INAUDIBLE] earlier. I just wanted to clarify, in the actual resolution itself, it says to extend the territorial jurisdiction of PPS beyond the real property or in the possession of the City, which is utilized for transit purposes. Am I to interpret that, that this includes all stations, not just the four that are listed in here, meaning it's all stations along the Light Rail? So, any area around CATS, you will have authority through PSS to be able to provide extra protection for citizens?

Mr. Cagle said so, this agreement pertains to the four transit centers and areas immediately adjacent to them, and only those transit centers. We already own the station platforms for rail, and so, this is about the Rail Trail in between. We do not necessarily own all of the property that the Rail Trail is on, so this is those in between places. The platforms are already CATS property, the transit centers are already CATS property, but we do find that there are some areas that are directly adjacent where we may see those activities being conducted, or those activities may then come in and out of transit properties while they're being conducted. This allows PSS to really assist police to continue their mission, which is making transit safe, and eliminating those elements from transit. It is not to replace in any way the mission of CMPD or the roles that they play, it's really there to support CMPD while also allowing PSS to do what we've hired them to do.

Mr. Peacock said what can PSS not do?

Mr. Cagle said so, right now PSS is contracted to CATS, which means they have authority on CATS property, because we're contracting with them. This gives them a slightly larger footprint for enforcement activities. Again, as Ms. Ratliff said, their certified law enforcement officers are law enforcement officers. They go through the same training. They have those same abilities. It's really about the contract limitations and where they can conduct those enforcement activities.

Mr. Peacock said can a PSS officer enforce a fare that someone hasn't paid, and do they?

Mr. Cagle said yes.

Mr. Peacock said they can?

Mr. Cagle said yes and yes.

Mr. Peacock said okay.

Mr. Cagle said so, fare enforcement is by definition conducted on CATS property on a vehicle or on a platform. So, yes, they have the authority to do that, and they do, do that.

Mr. Peacock said okay, and so, could they arrest somebody on a train, like we'd heard from many of our citizens who felt disturbed by people that are threatening them? If

someone's threatening a rider, and one of them is on a train, would they be there to help them? Can they respond the same way CMPD can?

Mr. Cagle said their certified law enforcement officers have the same powers as any other law enforcement officer. They can detain and make arrests.

Mr. Peacock said and when they write a ticket, or they write an infraction, is it done on CMPD paper, or is it public record, do we see those?

Mr. Cagle said that is a civil citation. Certainly, we have those records, but that is a civil citation that is written.

Mr. Peacock said okay. Next question, Mr. Cagle, goes back to my first request, and you've indicated to us in our response that, you all are compiling, along with the City Manager, my request for 36 months of history, so that we as a Council, and Mr. Driggs brings up a great point on the bigger picture, but the bigger picture of public safety has to do with where is the criminal activity occurring across all of our system. You told us last time we have 48 trains. We have four transit centers. We have even more bus stations, but are you able to opine just broadly speaking where is the majority of the criminal activity occurring on CATS right now?

Mr. Cagle said so, criminal activity, just like in our community, occurs all over. It occurs throughout the system. Certainly, there are areas that PSS and our security team, in collaboration with CMPD, that become hotspots at certain times, and they respond accordingly, but these incidents occur throughout the system, just like they do throughout the community. Our security has the ability to respond and deal with those incidents when they come up, and we are working on that data for you. We're going back to 2022, so a little bit longer than the 36 months, and we are pulling that data for you, as well as the rest of the Council and Mayor.

Mr. Peacock said so, will Council have the ability to help PSS to staff adequately if we notice that you have much more crime than maybe we originally anticipated? I mean, where does the staffing model come from is what I want to know? I want to know how you all are determining where individuals are going to be placed along all of our Light Rail, and along our bus system?

Mr. Cagle said PSS works through that, they are the professionals, that's why we hire them, and their background, so they're making those decisions on deployment and how to deploy throughout the system to protect the customers, the employees, the assets across the entire system.

Mr. Peacock said okay, and just final question, Mrs. Mayor. Again, it's just a question that I get from citizens. They ask me, "Why is CMPD not the primary law enforcement agency?" Why are they not the first responders for all of this?

Mr. Cagle said we have, for many years, had a corporate security model. This is not new in the last three years or the last 10 years, I don't believe. So, this is the model that we have utilized, but again, we are working with PSS, as part of this action and other things, so that they can work really to be a transit police entity, although, they are contracted. This has been the model that has been deployed at CATS for many years.

Mr. Peacock said and I know your colleague behind you is our individual who came to us from Metro New York. Those New York systems, are they their own transit authorities? I know that we have one of our officers with CMPD who is a former transit. He was on a beat for much of his time in New York. So, I'm just trying to get to the visibility of cops on trains. This is part where I think the citizens are really confused. We have individuals that are riding these trains right now, that people do not know why they're there. They don't feel safe, and people want to know are we responding to it with police, people with yellow vests, are these like bobbies that you have in London where they're carrying billy clubs? I testified before that I had seen somebody with handcuffs and what looked like mace, maybe a billy stick, I couldn't tell. Again, who's in charge

here? I think that's the part that we need real clarity from you guys, as we move through the MOU and then we move to the next phrase, which is responding to all of these bodies that are requesting all this information. We've got, obviously, Department of Transportation, FTA (Federal Transit Administration), State of North Carolina. It's like it just keeps coming guys, and I'm waiting to hear, like give me some confidence that this is going to change.

Mr. Cagle said we are responding to all of the agencies that you have referred to. We've already responded to the North Carolina State Auditor's Office. We will be responding to FTA within the designated timeline. They gave us 15 days to respond. All of those responses are going through, and we are passionate about this. As this Council has said, there needs to be passion and energy around this, and this is what we are doing. We are working together with CMPD and PSS as we continue to increase visibility, but also look at other deployment strategies, technology based, as well as people.

Mr. Peacock said okay. I'll let your colleague behind you answer the question, but I want to piggyback off what Mr. Graham had said as well too. He's talking about wanting to have CMPD play a primary role, and I really don't care how we get to the destination of public safety. If we have a combo here, or we have one team moving forward, but I think everybody at this dais wants to make sure that we have a very visible presence on our trains, so that we don't have a citizens forum that's filled with the majority of the speakers who are feeling like all of transit and all of Uptown is unsafe.

Mr. Cagle said yes, sir. So, I'll let Eric respond. Oh, I'm sorry.

Mr. Jones said let me jump in, okay?

Mr. Cagle said okay.

Mr. Jones said so, thank you, Councilmember Peacock. I think what's extremely important is a little bit of a level setting. So, we had this management partner study a few years ago that talked about transit systems throughout the Country, and ours is a little different, in that it's not run by an authority. Years ago, there were a lot of discussions about the half cent sales tax, the current half cent sales tax, and what it can and can't do in terms of the sustainability of CATS, and maybe call it a cliff. I don't know if it's 2028, I don't know if it's 2029, but at some point, that half cent sales tax is not enough to grow the system, expand the system, help with frequencies, and do a lot of the things that we've been talking about with mobility. In terms of the law enforcement piece, what we have is a system that has used these this contract, and what we've learned recently, and I know Brent would agree, is that in order for the CATS Safety Plan to be fully implemented, they were down about 30 officers, and what we've done is with these 800 hours began to supplant that. I think the key is the system can get better, both from a safety standpoint, a frequency standpoint, modernization standpoint, innovation technology standpoint, with additional resources, but without those additional resources, it will become a very difficult conversation to start talking about shifting resources from CMPD to somewhere else. Last thing I'll say is that why this works so well is they're off-duty assignments. So, the supplemental hours, we're not taking away from any policing in any neighborhood across our community. So, while we're addressing this on the short-term, and clearly we have to do more, I believe that right now this combination is working given the environment that we're in and what we need.

Mr. Peacock said okay. I like that you're thinking through it in that manner, Mr. Manager. What I'm concerned about is, are we making this safer, and while we don't want to take CMPD resources out of the neighborhoods, per se, I'm hoping when you all provide us this data back to 2022, if we are seeing a lot of criminal activity on our trains, that CMPD will be heavily involved.

Mr. Jones said and I believe where you're headed is, make sure the resources are where the problems are, much like we do.

Mr. Peacock said anywhere else.

pti:pk

Mr. Jones said anywhere else, exactly, yes. So, I agree.

Mr. Peacock said okay. Well, I just wanted to hear our difference between us and New York, and how they have cops, and they have visibility, and they enforce fares, but yet we seem to be really light in that category.

Mr. Cagle said yes, so I will answer it two ways. One, New York City, the MTA (Metropolitan Transportation Authority), is a transit authority. Two, they do have a transit police force, but the last point is fare evasion, crime, they have those things too. There was just a study that came out that estimated the MTA loses a billion dollars a year in fare evasion. So, again, this is not something that a closed system or an authority or a governance structure resolves. This is something that transit agencies across the Country of all different sizes, of all different governing structures, of all different security enforcement structures, we're struggling with this. This is a nationwide thing, and Charlotte is included in that. So, I will say, as the Manager said, this is about how do we provide more resources today. We have started that, and we can demonstrate that, that we have continuously added resources towards security and towards state of good repair to the system since 2022. I can speak directly to that since 2022, and we'll continue to do that, because we also acknowledge that more can and needs to be done, and we will continue that.

Mr. Peacock said thank you, Mrs. Mayor. Again, I'm going to support this, Mr. Cagle. Thank you for your detailed answers, and this couldn't come soon enough.

Councilmember Mayfield said first, for clarification, we have the business identified as Professional Police Services, which is PPS, even though multiple times we have said PSS. So, for the records for our Clerk's Office, it is PPS, Professional Police Services, according to what we have on file. Now, in the explanation, we say under the proposed Mutual Aid Agreement, PPS will be authorized to enforce federal, state, and local laws, and have the authority to make arrests and issue citations within the expanded areas of jurisdiction, of which we've identified the expanded area. With that, Mr. Cagle, and/or for the representative you will probably be tag-teaming, I have a couple of questions.

So, currently, for level set, we do have a policy not to stop individuals that are boarding our buses if they don't have the fare, yet we also need to recognize that it is not always the unhoused person that's riding our Light Rail without paying a fare. I want to make sure that we're not letting a narrative be created that it is only our members who are unhoused that are riding our rail system without paying. We have plenty of individuals that seemingly could pay, they just choose not to, and I don't want us setting up a precedent where we are giving space to profile anyone. When we made the decision previously for, specifically bus, because the Manager and I have had this conversation multiple times, and I'm like, if the people not paying the fare on the rail, then just remove the cost for bus fare, because the people who are riding the bus more than likely are the ones who are actually utilizing public transportation for their major means, and not just on getting up town for convenience sake.

For clarification, there's no civil service board oversight, Mr. Cagle, this will be for you. Instead, what the language I read says that a company police administrator is who would do the oversight.

Mr. Cagle said yes, ma'am. The oversight is provided at the state level, the state of North Carolina, through a company police administrator, and let me check to make sure I said that correctly, yes.

Ms. Mayfield said so, for clarification, the responsibility and job of a company police administrator would be to defend the company, not necessarily the City. So, I'm trying to understand what that oversight would look like.

Mr. Cagle said no, ma'am. The company police administrator does not work for the company. It is a capital C, Company Police Administrator, through the State of North

Carolina, who is tasked with overseeing these kinds of matters if there are questions or concerns with misconduct.

Ms. Mayfield said so, for PPS is there a Duty to Intervene Policy?

Ms. Ratliff said there is.

Ms. Mayfield said just like with police?

Ms. Ratliff said just like with the police, yes ma'am.

Ms. Mayfield said so, since we're going back to the company police administrator, because currently right now if there were a concern regarding interaction with CMPD, we have the Citizens Review Board, which also has an appeals process. So, with PPS what would that appeals process look like if there were an incident that resulted in harm and/or fatality?

Ms. Ratliff said so, two parts to that. Number one, any complaint of misconduct or criminal activity on behalf of a company police officer is investigated through the North Carolina Department of Justice. It's Criminal Justice Education and Training Standards Commission, and the company police administrator is over that entire program. So, they actually regulate 74E, which is what gives company police officers their commission. So, if a company police officer, for any type of misconduct or complaint arising from negligence or illegal activity, that is investigated by company police. They have their own investigators, and they have the ability to revoke an officer's commission as a police officer. So, that's who regulates company police. We don't have a civil service board, but the complaints go directly to the State.

Ms. Mayfield said so, here's one of many challenges, but one of the challenges that I have. There was a reason that the civil service board was created, because there has been a long history regarding, whether it is the FOP (Fraternal Order of Police) or others within law enforcement, regarding how citizens mainly, overwhelmingly, black and African American citizens, and/or our unhoused and poor citizens have been treated, and we can take that back generations for why we have a civil service board. So, to know that that will no longer be an opportunity to try to help with identifying fairness is a concern for me. Will your company wear body-worn cameras?

Ms. Ratliff said yes, ma'am.

Ms. Mayfield said so, who is responsible for those body-worn cameras? Is your company funding, and then we get access to those body-worn cameras, or you're subject to the same rules, where if media requests the camera footage, how we have a time period that it needs to be released? Would that be the same expectation and responsibility for your company?

Ms. Ratliff said no, ma'am, it's a little different, because we're a private entity. So, we do have body-worn cameras, and we do cooperate with CATS if there's any footage that needs to be pulled. We also cooperate with the District Attorney's Office in regard to any cases that our officers are involved in.

Ms. Mayfield said but you will not be subject to the rules that our CMPD are when there's a public records request?

Ms. Ratliff said no, ma'am, we would not fall under that, again, because we're a private entity. Public records requests are usually for government entities.

Mr. Cagle said so, just to clarify.

Ms. Mayfield said yes, please.

Mr. Cagle said so, beyond the body-worn cameras for PSS/PPS, same company, slightly different names, but your first question was, what's the difference? They are both the same company, and I apologize for referring to them separately. So, beyond their cameras, CATS has, that are CATS cameras, over 3,500 cameras in our system. All of those cameras, as the media well knows, are recording, and anyone, whether it be the media or the public, can and do request that video and we provide it under open records law requirements. So, we have an extensive camera system on vehicles, throughout the platforms, throughout the network, throughout the facilities, over 3,500 cameras. That's different than body-worn cameras that may be deployed with PPS officers, but all of that is subject to opens record request, and we frequently respond and provide video to those requests.

Ms. Mayfield said so when we think about the fact that if the community supports this transit tax, and we're going to have an authority, if there is an instance that involves a resident, a visitor, whoever, and our hired security, what would be the role regarding open records request? Manager, I was going to put it into the ether, but what would it look like, as far as if this were to pass in November 2025, and we go to an authority, right now it has been identified that this private entity, even though they have body-worn cameras, because they are a private entity, they are not subject to the open records laws that we are. CATS has multiple cameras, and those cameras, if requested, information would be released. What would that look like under an authority?

Mr. Jones said I'm going to have to ask the City Attorney that.

Anthony Fox, Interim City Attorney said yes, it's very likely that that could still be covered through the contract that CATS will have with the provider. CATS could provide that any documents, materials achieved during the conduct of the contract remain the property of CATS. I don't know, we can look at that as a way to get it. There also can be a requirement that, because the police force is serving as the agent for CATS, that as the agent they're working on behalf of CATS, and therefore, CATS can dictate a little bit of the rules with regard to production of certain information that's gathered during the performance of the work that they're doing for CATS. It's something that certainly can be looked at and evaluated, and we can deal with that as well.

Ms. Mayfield said I would appreciate a follow-up on that, Attorney Fox. So, we've shared a lot of what ifs and the possibilities. Exactly, how are we going to share this information that we have a private security company that very well will be on our trains for when we have visitors to the City? So, like this weekend, yesterday, we had a game. Go Panthers, we finally won. So, we have people coming in all the time, concerts and events, and unfortunately, quite a few of those visitors have partaken in tailgating starting early in the morning, and very well may be very belligerent. This isn't necessarily an unhoused member of the community, because again, I feel like we're putting a lot of energy on just one segment of our community, when it's a much bigger issue. How is it going to be promoted inside, the banners that run inside the train station, around the train station? How are we going to promote that you very well may see an individual that does not have a badge and the CATS logo, but is our actual security, to make sure that we don't have an interaction that's going to negatively impact the City?

Mr. Cagle said yes, so today the officers that PPS has are readily identifiable in uniform, identifying them as transit security. That happens today. We also have been thinking about how we can better communicate to the public related to their roles and responsibilities, but again, their roles and responsibilities aren't really separate from CMPD. If there is a CMPD officer in the South End, and they see activities that shouldn't be occurring on a platform, they intervene as well and assist, and vice versa. So, the security personnel that we have with PPS is readily identifiable. It would be difficult to mistake them for anything but security personnel for the transit system, but we can certainly work more on communications to the public.

Ms. Mayfield said I think that will be helpful, because as we look at the uniforms that our officer's wear, and unfortunately, we're in a time and space where we have had

individuals walking around the streets in a uniform that looks like it could be worn by a police officer. Unfortunately, on a national level, we have had to experience the loss of individuals who were representing our nation, because an individual showed up in what they perceived to be was a uniform of law enforcement. So, you have individuals that do not have good intent. I want to make sure that we're at least thinking about, how do we make sure that, not only our residents but also the visitors, can identify, and if there's ways that if they have concern of an individual portraying someone that they're not, because in this environment that we are in, we have all seen articles across the nation of individuals portraying themselves as law enforcement? We had a number of women come down and speak tonight, and a number of women across this nation have been assaulted, have been attacked by an individual that represented themselves as being connected to law enforcement that wasn't. So, me being able to understand what that marketing, what that advertising, what those markers are, to make sure that our community is safe, that's something that I would like for us to take into consideration. Thank you. Thank you, Madam Mayor.

Councilmember Watlington said there's been a lot of discussion here tonight. I'm glad that some of the previous Council members brought up that we need to go to the legislature, because I know we're talking about CATS specifically right now, but as Mr. Cagle has indicated, and as we have discussed several, several times, this is a much bigger picture beyond transit, and this recent tragedy has driven national interest, because it is truly shocking and heartbreaking. However, there are at least 42 other victims that we've seen this year in this city that didn't draw nearly as much interest. So, I just want to make sure that our passion, as was alluded to earlier, is purposeful and is not political theatre. We understand that we are in North Carolina. We understand that next year there's going to be an awful lot of activity here and in other states across the nation, but let's continue to be who we are as a community that can work, regardless of party across the aisle as independents, to do what's right for our community. I want us to stay and focus there. Because as we think about what we need for this City and for this community, despite what you'll see in the media that we may be full of chaos or lawless, or those kinds of things, we know that's not who we are. So, if we can keep our focus on the first things being first, I think that that's the best place to start.

As I've been having conversations with many of our electeds and many of our community leaders in regard to these topics, I do want to lift up a few things that I hope are able to be discussed through our legislative agenda, as Mr. Driggs alluded to before, because we do need help from the legislature, we need help from the Governor's office, we need help from the Federal Government as well.

So, when we talk about things like sentencing considerations and requirements, that's something that's been brought up many, many times related to repeat offenders. That is not decided here at the local level, it's not even decided by judges, we need help from our legislature on that. So, Mr. Driggs, I imagine that you and others will continue to lead those conversations in a meaningful way, because that's something that we can do beyond what's currently on the bill. When we talk about involuntary commitment conditions and who has the authority to call for involuntary commitment, and how those things happen. Again, it does not happen here. We need support from the State Legislature. When we talk about the ability to conduct clinical assessments when people who are having challenges with mental health are detained and brought before our magistrate, there are things that we need to do there, and investments that we need in order to ensure that there's continuity of care even in that environment.

When we talk about D.A. funding, yes, as you mentioned, we've been talking for years about needing more District Attorney support, but one thing that we have not been talking about and that we're still going to need is more support in the Public Defender's Office, because we need to ensure that these cases are able to be processed, not just from the District Attorney's side of things, but also from the Public Defender's office.

When we talk about mental health, we cannot have that kind of discussion with seriousness without discussing Medicare and Medicaid, and the defunding that we've seen over decades from the Federal Government and the legislature in our very own

state towards those services. We need help from the legislature there. When we talk about outpatient supportive services for people, even if they've been involuntary committed, that lasts for a short period of time, less than two weeks often, and then where are they going to go? When we talk about jails and facilities and the capacity. We already know right now that we have issues there. We need funding. We need help from our legislature.

When we talk about re-entry housing, that I know Councilmember Brown is an expert on, those are the kinds of things that we need support. Employment opportunities, when we talk about banning the box, those are the kinds of things that we need support, not just at the local level, but at the legislature. So, while I hate that we are having these conversations under these circumstances, I am very hopeful that this will lead to real change, not political change, but policy change.

So, Mr. Driggs, I hear what you're saying, and I hear your passion, and I'm happy to continue to work with you to get real change at the level where that authority actually exists. Thank you.

Councilmember Ajmera said I appreciate what Councilwoman Watlington alluded to, that we want real change, policy change, and not political theatre. So, I'm really hoping something substantial will come out of this, not just at the local level, but also at the State level. We can only control our local level, so I'm going to have my remarks that are focused on the local level. First, let me just thank PPS and Mr. Cagle. Thank you for laying out on the security improvements to keep our riders and our operators safe in such a short timeframe. I know that past two weeks have been difficult for all of us, especially for CATS, and I appreciate how you have worked around the clock to help restore the confidence in our system.

I was looking at all the safety improvements that have initiated, having 800 hours of support from CMPD, having 20 officers, having PSS deploy more officers, having fare enforcement, all of these hats occurred in past two weeks, so I want to recognize that. I talked about how we cannot let fear drive people away, and what you have heard from our public forum and from citizens, is that there is not just perception, but reality where a lot of people do not feel safe after this incident that has happened. It's unfortunate, but that means that we need to work harder to keep our riders safe.

Ms. Ratliff, you talked about some of the training that PPS officer's go through, which is similar to what a CMPD officer does. Are they bound by the same standards of operations and procedures? Do they go through the same training academy as our CMPD officer's do?

Ms. Ratliff said so, CMPD runs their own Basic Law Enforcement Training, but it is a state standard. Our officers go through the exact same state standard, but it's not through CMPD, yes. So, many of officers go through local colleges to go through the BLET (Basic Law Enforcement Training) Program, which is offered through Central Piedmont, also Mitchell College, Rowan College. So, there are different community colleges that offer Basic Law Enforcement Training that our officers are going through, and we do have a couple of retired CMPD Officers, to include myself, that have been through CMPD BLET.

Ms. Ajmera said so, we often talk about, Mr. Manager, recruiting and retaining our police officers, and how we have a shortage of officers. So, maybe, Ms. Ratliff, you can talk about how you are able to recruit faster than we are.

Ms. Ratliff said so, that's a tough one. I don't know if I'm recruiting faster, but what we are doing is we try to demonstrate what we're doing, and many people come up to us after seeing our officers and seeing how professional our officers are, and how well-trained our officers are and disciplined they are, and they come to us, and they're asking for opportunities, some that have had BLET training, some that are retired, some who are looking to go through it. We also advertise on job boards, like Indeed, where we're actively recruiting for good solid officers who are looking for an opportunity.

Ms. Ajmera said yes, because I was looking at the security improvements, a presentation that Mr. Cagle had done, and just the increased amount of security presence in past two weeks, and just how we have ramped up hiring more officers, I mean that's speaks volumes to your ability to recruit and retain the talent that you have, but then also fill the gap that we have that I know that does exist, and we appreciate that.

To follow up on Councilmember Mayfield's question about policy, PPS officers, do they have instant activating holster monitors like CMPD officers do?

Ms. Ratliff said we do not. I think that's through Axon. So, we utilize a different provider for our BWC (Body-Worn Cameras). So, we don't have that now, but that is technology we are looking into.

Mr. Cagle said one thing I will say, Councilmember Ajmera, I know that August 22, 2025, was a terrible day that shook the community, but I will say, December 14, 2024, was a very important day for us. That was the day that we consolidated the contract with PPS, and they have been working diligently, not just in the last two weeks, but really from the beginning of our relationship, to meet the needs to help secure transit to make it safer for our passengers, but also to hire. So, I do want to say, I think that the last two weeks have certainly created an emphasis and the basis for all of the conversation, and really put us with an eye forward, but that has been going on much before that, as we continue to move forward. So, some of those things that you see over the last two weeks, they're moving quickly, because they've actually been moving for a while, and so those processes were in place and were already going.

Ms. Ajmera said and Mr. Cagle, you talked about fare enforcement. Will PPS be doing that fare enforcement, or would that be a CATS employee?

Mr. Cagle said for now, and traditionally, fare enforcement has been a function of the contractor. So, yes, PPS will continue doing that. They just had a fare blitz last week, I believe, and they'll continue doing that until we can staff up. What we're seeing is many transit agencies are having better success by creating a fare inspection unit. So, we would view that as in-house CATS employees who are supported by security as they're conducting their duties, which are focused on fare inspection, but that is as we move forward, but for now PPS will keep doing that as PSS.

Ms. Ajmera said so, I know when we look at this agreement, specifically MOU, it talks about patrolling areas adjacent to the City-owned transit assets. So, currently, who is patrolling that area? Is that CMPD?

Mr. Cagle said yes, so CMPD patrols the City. So, I think a question was, this feels like it was a one-way agreement, PSS or PPS with the City. That is exactly accurate, it is. This agreement isn't necessary for CMPD, because they patrol the City. So, anything outside of the contracted jurisdiction, i.e., transit properties, yes, primary responsibility, unless there's another entity that would take on that role. For example, UNC Charlotte, we have a station at UNC Charlotte, so primary responsibility beyond our platform would be the UNC Charlotte Police Force.

Ms. Ajmera said yes, so the reason I bring that up is because I see confusion when it comes to two entities, PPS and then you have CMPD. To Councilmember Graham and Councilmember Peacock's point, we have two separate entities patrolling areas adjacent to CATS facilities. We need to have clear communication, as to who is the point of contact, because I can see that creates confusion.

Mr. Cagle said well, I understand that that is the perception, but I will say that I believe in the field, on a day-to-day basis, that is not the reality. PPS works closely with CMPD, the liaisons who are dedicated to transit, as well as the rest of the officers. So, I believe that this helps clarify that and build on that collaboration. I don't think that there is sort of a lack of understanding as the officers are doing their job about what their job is and

how to do that, and I think that this Mutual Aid Agreement just extends that and furthers those efforts to create clarity.

Ms. Ajmera said and I know Mr. Driggs talked about limitations of CATS to police itself. Could you elaborate on those types of limitations?

Mr. Cagle said so, I think we were talking about if there is a transit authority, and what that future state could look like, and again, I don't want to try to predict the future. If I could that I'd be doing something else right now. What I would say is, I do think as we think about a transit authority as a separate body, it's reasonable to believe that as a separate body they will have a separate police department. So, I don't know that I'd characterize it as limitations, but I will also reiterate what the Manager has already said. When we think about limitations today, if there is not additional funding in the future, I think we will be having conversations about limitations and what that looks like between how we spend the dollars and the services we provide. As the Manager said, I don't know when that conversation is, but I do suspect that that conversation will be coming, because there is a limited amount of funds to provide the services we provide.

Ms. Ajmera said okay, and just one last question, Madam Mayor. I was looking at upcoming security improvements slide, Mr. Cagle, and you mentioned in the week of September 26, 2025, UTVs in service for hard-to-access areas. So, can you elaborate on that?

Mr. Cagle said UTVs are small, I'm going to call them golf cart-like vehicles. That's probably a terrible description, but that's what I think of. They are able to access station-to-station along the Rail Trail, where it takes you more time to get in a vehicle to get around to each of the stations, because of how the Blue Line, especially in the South End, is really integrated into the businesses and the communities and the traffic and all of those things. So, a UTV and a bike patrol are designed to give faster response and deployment, and better visibility throughout the system, especially in those areas, but also in areas across Uptown where it's more difficult to use a traditional vehicle than to use a Rail Trail.

Ms. Ajmera said so, would this be operated by PPS?

Mr. Cagle said yes.

Ms. Ajmera said okay. Also, on the security improvement slide you've got established fare zone at CTC that will be implemented in late fall. So, are we looking at some infrastructure improvements?

Mr. Cagle said yes. So, basically, when we think about the CTC, there were two steps, one is almost complete, remove the concessions, remove the restaurants, there was a convenient store as well, remove those so that the purpose for being at the CTC is solely transit, along with other things, lighting and other environmental design things. The second most fundamental thing is literally to put a line around the CTC that says, fare zone. So, if you go to our platforms today, you'll notice a blue line on the ground that says fare zone around all of them, and inside of that line is a fare zone and outside of it is not. The CTC will have a line around it literally stating fare zone. We need that so that it is a clear delineator of where the fare zone begins and ends.

Ms. Ajmera said so, yes, this will certainly help in terms of security enhancement, and I know we talked about open system versus closed system, and this will certainly be a step in the right direction to keep our riders and our operators safe. So, that's all I have, thank you.

Mr. Cagle said thank you.

Councilmember Johnson said thank you for the presentation. How much will this resolution cost?

Mr. Cagle said this resolution does not have a cost. The cost of the contract is a separate matter, but this resolution does not have a cost, it does not increase or change liability coverages in the contract. This is a zero-dollar resolution, but because it's a municipal agreement it comes before this body for approval.

Ms. Johnson said so, there's no cost for the expansion of services?

Mr. Cagle said there is no cost associated with this Mutual Aid Agreement.

Ms. Johnson said okay, and what about the 800 hours for the CMPD Officers, or the 20 officers, are those off-duty officers?

Mr. Cagle said yes.

Ms. Johnson said so, there's a cost associated with that, right?

Mr. Cagle said absolutely.

Ms. Johnson said so, has that information been presented to Council?

Mr. Cagle said it has not.

Ms. Johnson said okay. So, speaking of that, we asked for a report about the number of crimes that have been committed on the trains, on the bus, or surrounding areas. Mr. Peacock asked for that, you said the last three years. I asked for that, and I believe Councilwoman Mayfield and Ajmera also asked for that. So, I want to talk to Mr. Jones. This crime happened, and we're saying national, but this was international, and this happened on August 22, 2025, that's been 30 days. I don't know any other organization where, if the board of directors asked for this type of information, it wouldn't be available when there's this type of scrutiny on us. So, I would ask for that information, and I think that our residents expect us to have that. If we're going to be making changes, any time you make changes or improvements, you want to measure your current situation. So, I think it's a fair ask, Mr. Jones, if we know how many crimes have been committed in the CATS system in the last three years. We hear from public, and some people would say, had we acted sooner it might've saved her life. So, I'd like that information. Can you just touch on that, please?

Mr. Jones said sure. So, I think I'm correct with this, and Brent, can you help me out. The way the data are reported is two different ways, to the FTA and the FBI (Federal Bureau of Investigation). Had we given you the first run, I think the data would've been incorrect. So, now we have had an opportunity to look at it again, and I think we'll have those to you as early as tomorrow, if I have that right, Brent?

Mr. Cagle said yes, sir.

Ms. Johnson said okay, thank you.

Mr. Jones said no, I'm asking did I get it right in terms of the way the data are reported between the FBI and?

Mr. Cagle said so, I won't say it's incorrect, but there is a challenge, and believe me we are working very hard on this, it's a reasonable ask of the Council and of the community. How we think about crime is usually in context to how CMPD reports it, which is in context of national standards through the FBI. How criminal activity is reported in transit via the FTA is different, and that goes into what's called the National Transit Database. So, we are parsing through that, understanding that the way most people think about criminal activity or crimes is usually in the lens that we're all accustomed to, FBI standards, national standards, and this is slightly different with NTD, or National Transit Database. It does not mean that the data is inaccurate, it just means that we need to be thorough as we pull that together for you and the community to

provide you the full and complete answer to the question, but clearly, it is a reasonable question and we are working very hard on getting you that answer.

Ms. Johnson said thank you.

Mr. Jones said and thanks for cleaning it up for me, Brent.

Ms. Johnson said and it's beyond.

Mr. Jones said you asked another question.

Ms. Johnson said that's okay. It's beyond reasonable, it's expected, and there's a culture of lack of transparency, and this kind of just speaks to it, and Council, we're held accountable for it. On the campaign trail, we were beat up over certain things, I can speak for myself, and it's when we are trying to get this information and we're not able to. So, we need your help with that, Mr. Jones. Also, I wanted to ask, Mr. Cagle, do you know how long you've been the Interim Director of CATS?

Mr. Cagle said I don't know months. I will tell you the month that I started, December 2022. So, I haven't run that, roughly 3½ years. December 1, 2022, was my first official day as your Interim CATS CEO.

Mr. Driggs said 2½.

Mr. Cagle said 2½?

Mr. Driggs said 2½.

Mr. Cagle said alright, 2½ years.

Ms. Johnson said so, again, I would just speak to the culture. When we talk about what Council can do or what the City can do, these are the kinds of things that are under our purview. We're talking about state laws and all of that, but what bold action are we as Council willing to make. When we don't take any action, it seems as though we're subscribing or supporting inaction. So, I will just put that out there to my colleagues. I'm happy to see the referral, thank you, Mayor. These referrals are important, but we have to ask ourselves as Council members what is under our purview where we can make changes. Will there be an officer on each train, is that the goal?

Mr. Cagle said that is not feasible today. As we continue to develop strategies, I do not believe that will be feasible in the future, but that is clearly not feasible today.

Ms. Johnson said okay, thank you. Will these officers have qualified immunity?

Mr. Cagle said so, I do not want to give you a legal answer. As I understand it, qualified immunity is a federal concept that applies to certified law enforcement personnel, but that's as far as I would want to go related to qualified immunity.

Ms. Johnson said okay, thank you. I would like to see a cost analysis on what the difference would be for a CMPD officer to handle the security versus PSS. I'm thinking PSS is going to be much more feasible and efficient, especially, we know we're so understaffed with CMPD officers. We met with the FOP, and they gave us numbers quite high, 500 or 600. So, it may not be practical, but I'd like it if someone can provide the difference, so that we can provide that information to the public, because there are members of the public, there's been some talk about CMPD officers. So, I'd like to have justification or documentation on what the difference would be.

Mr. Cagle said sure, we can provide that. I will point out, and I think this is important. I think as we move forward, whether there's a transit authority or there's not, the off-duty assignments, the 800 hours, it is standard practice, it's not an either/or, it's a both/and. Transit agencies, it's not an either/or. So, to think about what the role of CMPD is going

forward, or other law enforcement agencies, it's really about how to strike the balance and the roles of law enforcement and security. Think about it in context of the airport or other transit agencies, it's not either/or, it really is both/and. In fact, that is one of the things that we do recommend going forward, is continuing the evaluation of striking that right balance. I think it's a little bit more complicated than just, what would it cost to make PPS all CMPD, it's really what is that right mix, and we can work on that, we absolutely will.

Ms. Johnson said and that makes sense, because they're obviously able to onboard. They can recruit, but it's the onboarding process where I think that we lose individuals. I've talked to the Chief about this a while back, and actually dissected the process, where are we losing candidates? So, if we can take a look at that report again to find out if there's an area that we can make changes to make it simpler to onboard officers. I mean it shows that it potentially can be done. I imagine those officers have the physical test and the background and lie detector, and all of that. So, we can certainly take some notes and get some information from this company. So, thank you.

Mr. Cagle said yes, ma'am.

Ms. Johnson said and then, lastly, Dr. Watlington, I'm excited that this is coming to the Safety Committee. This is a big problem, and we are passionate and we do care. The IVC (Involuntary Commitment) process is broken. So, yes, there was a tragedy on August 22, 2025, but there was also one on August 28, 2025, when there was an officer-involved shooting for a young person that their family member tried to get an involuntary commitment order the day before and they were denied. So, the IVC process, if that person, if that magistrate had issued that IVC process, the family member knew that that person was struggling. So, then, on August 28, 2025, the family had to call the police, and then that person pulled a weapon out on a police officer, so then he was shot, and he did live, but now he's charged with attempted murder on a police officer. So, again, there's another person that should not have been in the community. So, I look forward to this process. Dr. Watlington, when we bring folks to the table, let's definitely take a look at this IVC process. I don't know what the history was for DeCarlos Brown and the involuntary commitment, but it's definitely an area how we can get folks the help that they need, because it does save lives. That's all I have. Thank you.

Councilmember Molina said there's been so much said tonight. First of all, thank you guys for the information. I think with the death of Iryna, our City is looking at some very important decisions, as far as public safety in our transit lines. To be completely transparent to look at the national landscape and see Charlotte there, it's a bit heartbreaking to see the City that we all love so much being elevated, and so much discussion around what we intend to do at the municipal level. I have always envisioned municipal leadership as the most nonpartisan leadership that there is. Streets aren't partisan, public safety is not partisan. It doesn't matter where you subscribe politically. Everyone deserves public safety. Everyone deserves road infrastructure. Everyone deserves affordability, and being at the municipal level is the most grassroots level of all in my opinion. Within the scope of our ability as municipal services, what I find is it's tough because since this did happen in Charlotte, even though it's intergovernmental, even though there are so many dynamics, we own it. We own it as a city. We own it as a municipal government, and now our responsibility and our complete challenge is to bring an intergovernmental lens to something that is so very important, like I said, regardless of where you sit politically, what your race or ethnic background is, or anything like that.

So, what I'm looking forward to first off is, I know that our state legislative partners are having responsible conversations right now around Iryna's Law and what that will mean about delegating additional resources for there to be levels of accountability once our public or private law enforcement intentions are manifested, where be it, someone who is breaking a law, or etc. We are going to need intergovernmental cooperation, and I think that's been said more than once around the dais.

I had a lot of questions, but a lot of the questions were already answered, with regard to CMPD and this being a private service. Just to set expectations for the public and their consumption, this is a contract. This isn't a permanent solution. Just reiterating, I'm one of those people who believes in iterating the details to make sure that that consumption is well taken. That's set to expire in 2026 with the possibility of extension. This is areas adjacent to the CTC, which is the transit center in Uptown. East Trade Center, the sidewalks, the entire Rail Trail, and then Eastland and the Rosa Parks Community Center, is that right? So, that's basically everything that we have that's transit related. Is that right, Mr. Cagle?

Mr. Cagle said primary facilities plus the Blue Line, and then the East Trade is the Gold Line. That's what that's referring to.

Ms. Molina said okay. Let me ask you this, because I know that this is your professional opinion, are we doing right now everything that we can with this, or is there something different that the Council should be considering?

Mr. Cagle said we are taking action. We have been taking action, and we'll continue to take action, and we acknowledge there's more that we can do, and we're committed to doing it. So, yes, right now we are taking action. August 22, 2025, and before, we were taking action, and we'll continue doing that into the future. I think when it comes to security, you're never done, you're constantly evaluating, analyzing the data, understanding the needs, and you're making those changes. So, I think the simplest answer is yes, we are taking action, and we'll continue to do that, and our security approach will continue to evolve into the future as we meet the challenges to come.

Ms. Molina said I like that answer. Mr. Cagle, and actually Mr. Jones, the one thing that I've also enjoyed about service at this level is getting to know our law enforcement officers and the sacrifices that they make in the pursuit of our public safety, and I'm heartened to see an opportunity for them to continue service. A lot of them that I've met along the way have retired very, very early, what I would consider to be. I mean if you start with CMPD at 20 years old, you're retiring in your 40s, which you're extremely young with so much vibrancy and ability to continue service. I'm heartened by the idea that a lot of these partners are some of our own, and some that've come from other locations. I do trust that. I'm encouraged by that. I would personally like to have our State Legislature consider, for the officers that would like to continue service with CMPD, ways for them to continue. I think I've brought this up to you more than once, Mr. Jones, because I've seen quite a few of our officers retire really, really earlier, what I feel to be early, and they're still great human beings with so much service left. So, I see this in one light as a continuum of our public safety leaders to continue service with us, but I'd like to see us in the future look at how we do that in a way that maybe reorients that talent. Maybe it's a conversation that we have at the State Legislature. I think we will need their partnership.

Right now, I think what life is teaching us is that public safety is one of our top priorities, and how do we make sure that we continue to look for innovative ways to create that staff pipeline and keep that staff pipeline vibrant. I know with friends and family that serve in our military, and actually I was going to commission myself as an officer, so I know quite a bit, that level of service and keeping that continuity is something that I've spoken to the Manager about multiple times, and I'd be particularly interested in how we get creative about keeping our pipeline strong with our officers and the talent and things of that nature.

Based on the discussion, and your professional opinion, and understanding that the one thing about a project baseline, is that it has key milestones where we monitor and control that baseline, and we make modifications. Especially in the wake of such a tragedy that has drawn such attention, I don't know if there's a definitive, we have the answer. I would like to earn, on an interim basis, the trust of our community as they look at us and realize that we're adept enough to make responsible decisions, and I do feel confident enough to say, based on some of the discussion and the milestones we intend to meet, that this is a great step in the right direction, notwithstanding that there's more

to do. So, I appreciate the work. I look forward to continuing the conversation about our public safety pipeline, because I think that's a very important question, and conversation to entertain, and I'm hopeful, I'm very hopeful. Thank you, Mr. Cagle, Mr. Manager.

Councilmember Brown said my colleagues have said everything, a lot, they've said a lot. I do want to add though that CMPD shouldn't be the sole provider of safety in our City. I say that every time, all hands need to be on deck, and because I'm so closely connected to the marginalized community, and as Dr. Watlington has said, community of second chances, re-entering back. CMPD, they're great human beings, but they have their hands completely full.

Mr. Cagle, thank you so much for all the hard work that you do. I have a question for you. Did you connect with CMPD? Is there some data with CMPD to make the decision to cover the transit without having CMPD involved? What details went into that? I'm just curious to ask that, because I know that CMPD, they're busy. You call 911, and now you go on hold. So, I wouldn't completely be opposed to CMPD. They control the whole City, 900,000 plus people, and then 157 people moving into the City daily. We're going to have a lot of crime. Crime is going to continue to be out of control, that comes with a big city. I'd like to see the blueprint and the specifications that we're putting down to control it, but that question for CMPD, was this a collaboration to say that you're going to hire the private security team, or was it something that the City just made a decision to do, the MOU?

Mr. Cagle said so, the decision for predominantly using private or company police has been a decision that's been in place for many, many years. What we do is collaborate with CMPD, and I will say that collaboration, that cooperation, has become stronger over the years as we're working together to provide security, safety, not only throughout transit, but throughout the community, because many times it's hard to tell the difference. CATS is part of the community, and the community is part of CATS. It's altogether. So, the company police model has been utilized by CATS for many, many years. I'm not sure how far back it goes, but clearly as we have continued moving forward, that has always been and will continue to be together with CMPD as partners, because really PSS/PPS, their mission and CMPD's is the same.

Ms. Brown said so, you can't take CMPD out of the equation anyway, because they're the sworn officers that serve and protect in this great city that we live in. However, I just wanted to have that question of being isolated specifically to the MOU, and because we're heightened in the spotlight now, because of what recently happened, which is a tremendous tragedy, but so was Jayce Edwards, what happened to the four-year-old. I'm not going to excuse what happened to the four-year-old not long ago, and his family, and then we lost one of our own, one of the CATS drivers. So, to me, the scales have to be balanced, and they're way unbalanced for an incident that blew up, rightfully so, because it was a tragedy, but I'd be remiss to say there's been more tragedies that I've seen since I've been sitting on Council. When you laid out the safety plan for us in one of our meetings, I went down the list on how many incidents we had had in CATS that were really tragic. So, colleagues said everything, it's a lot of stuff being said. I wanted to point out that CMPD does need help. You call 911, you get put on hold. They're stretched wide and far, and all over the City trying to do everything. I've always been the one that said CMPD can't do everything in this city. They do great work, but having all hands on deck is what we should be moving to model. Then, with 157 people moving here, I want everybody to hear this that's listening to the sound of my voice, there's going to always be crime, and it's going to continue to happen. We have to see how we can control it, but if you think it's going to go way overnight, you might think again, it's not going to happen. It comes with having a big city.

Councilmember Mitchell said to my colleagues, I just think there's been great points made, great conversation. Ms. Ratliff, let me thank Professional Police Services for being a committed partner with us. This is very important to all of us, you can tell by the comments, as we restore confidence with our passengers on our Light Rail and our transit system. So, I want to echo Mayor Pro Tem's question, Brent. We need action immediately, so it could be visible, so people feel more comfortable. What I would like to

suggest, Mayor and City Manager, maybe at our October 2025, Business Meeting, to give an update. I don't think this should be the last time we have this conversation or get data back. So, I think maybe having an update where we are at our October 2025 Business Meeting will be helpful, not only to us, but to our citizens, so we continue to make sure we move in the right direction.

Brent, thank you for your honesty. I think we had a conversation with Secretary Foxx at Tuesday morning breakfast, and he talked about, there's not a perfect transit system in America, and I think what we need to continue to do is make this one better, and this is step one. I think having a relationship with some of our delegation is step two from a policy standpoint, and then there's the funding. I appreciate Councilmember Driggs putting it out to the table very early to our citizens. If we want to continue to make sure we have a safe transit system, it's going to cause us to have a great budget conversation next June 2026, and so, we all around this dais need to get prepared for that. Citizens, you need to get prepared for how that might look, but I'm glad that we're having the conversation. Let's continue to do our very best, and make sure our passengers feel safe on our Light Rail system. Thank you, Mayor.

Mayor Lyles said thank you to the entire Council for the opportunity that you've taken to speak with our CATS folks. I do too want to say PPS, you have done a tremendous amount of work. People, we're at a situation where, I think Brent and I went through this in a way, when we had the derailing of the cars. Remember that happened and how difficult that was, but this is about human life. So, I believe that the work that you do is especially important, because it is where you have to meet people where they are, and that means sometimes that it will be good. It might not be the best, but I hope that everyone understands that we're trying to do this with people in the first place, and then how they are treated and what we can do to make sure that they are able to continue to live in the City, but also the ability for you to help protect them. It's not just about taking someone out of it. It is about how do we make sure that they can stay in. So, I really appreciate that and thank you very much for the work that you've done.

The vote was taken on the motion and recorded as unanimous.

The resolution is recorded in full in Resolution Book 56, at Page(s) 052-053.

Mayor Lyles said thank you very much for the work that you're doing, and we look forward to the results that we need to make for all of our citizens.

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ITEM NO. 12: MUNICIPAL AGREEMENT FOR BROWN GRIER ROAD UPGRADES PROJECT

Motion was made by Councilmember Mitchell, seconded by Councilmember Mayfield, and carried unanimously to (A) Adopt a resolution authorizing the City Manager, or his designee, to negotiate and execute a municipal agreement with the North Carolina Department of Transportation to accept State Highway Trust Funds in the amount of \$11,170,000 for the Brown Grier Road Upgrades Project, and (B) Adopt Budget Ordinance 1014-X appropriating \$11,170,000 from the North Carolina Department of Transportation to the General Capital Projects Fund.

The ordinance is recorded in full in Ordinance Book 69, at Page(s) 015.

The resolution is recorded in full in Resolution Book 56, at Page(s) 054.

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ITEM NO. 13: MUNICIPAL AGREEMENT FOR THE EASTWAY DRIVE/SHAMROCK DRIVE INTERSECTION PROJECT

Motion was made by Councilmember Mitchell, seconded by Councilmember Molina, and carried unanimously to (A) Adopt a resolution authorizing the City Manager to execute a municipal agreement with the North Carolina Department of Transportation to accept Surface Transportation Block Grant-Direct Attributable Funds in the amount of \$15,819,000 for the Eastway Drive/Shamrock Drive Intersection Project, and (B) Adopt Budget Ordinance 1015-X appropriating \$15,819,000 from the North Carolina Department of Transportation to the General Capital Projects Fund.

The ordinance is recorded in full in Ordinance Book 69, at Page(s) 016.

The resolution is recorded in full in Resolution Book 56, at Page(s) 055.

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ITEM NO. 15: NORTH CAROLINA CLEAN WATER STATE REVOLVING FUND LOAN APPLICATION

Motion was made by Councilmember Anderson, seconded by Councilmember Molina, and carried unanimously to (A) Adopt a resolution authorizing Charlotte Water to apply for funding from the North Carolina Clean Water State Revolving Fund in an amount not to exceed \$10,000,000 for the construction of the Ashe Plantation Lift Station Force main, and (B) Authorize the City Manager to take necessary actions to accept and complete the financing, including application to the State of North Carolina Department of Environmental Quality and obtaining Local Government Commission approval.

The resolution is recorded in full in Resolution Book 56, at Page(s) 056-58.

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ITEM NO. 16: NORTH CAROLINA DEPARTMENT OF PUBLIC SAFETY HAZARD MITIGATION GRANT

Motion was made by Councilmember Driggs, seconded by Councilmember Anderson, and carried unanimously to Authorize the City Manager, or his designee, to apply for and accept a grant from the North Carolina Department of Public Safety's Hazard Mitigation Grant Program in the amount of \$3,590,850 for the Streambank Stabilization Program.

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ITEM NO. 17: TRANSFER OF CITY-OWNED PROPERTY TO THE NORTH CAROLINA RAILROAD COMPANY

Motion was made by Councilmember Mitchell, seconded by Councilmember Molina, and carried unanimously to (A) Adopt a resolution authorizing the City Manager to transfer property to the North Carolina Railroad Company as part of an exchange required by the City's lease with the North Carolina Railroad Company for the Blue Line Extension Project, and (B) Authorize the City Manager to negotiate and execute all documents necessary to complete the sale of the property.

The resolution is recorded in full in Resolution Book 56, at Page(s) 059-060.

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ITEM NO. 18: ACCESSORY DWELLING UNITY PILOT PROGRAM

Motion was made by Councilmember Driggs, and seconded by Councilmember Anderson to (A) Approve construction contracts in a cumulative amount up to \$1,700,000 for the development of four affordable single-family homes with accessory dwelling units on City-owned parcels, as follows: E-Fix Development Corp, LLC (up to \$880,000), J S & Sons Construction Company, LLC (up to \$420,000), True Homes, LLC

(up to \$400,000), and (B) Authorize the City Manager to execute, amend, modify, and renew contracts as needed to complete these transactions.

Councilmember Mayfield said I'm waiting for staff; I'm giving them a chance to get to the podium.

Mayor Lyles said Ms. Hefner, how are you doing?

Rebecca Hefner, HNS Director said hanging in there just like ya'll are.

Ms. Mayfield said thank you, Director Hefner. So, for clarification, this request is to fully fund the construction of housing using our ARPA (American Rescue Plan Act) dollars. This is not a percentage of the construction, which I will say I have a challenge with, that they're coming to us to ask for the total cost to build a few households. So, I just wanted clarification of understanding that that's what these requests are for?

Ms. Hefner said sure, thanks for the question. Good evening, ya'll. Rebecca Hefner, Director of Housing and Neighborhood Services. So, this is actually the accessory dwelling unit pilot program, separate from the program that's rolling out this week, the full program. You all will recall we've been talking about this for a couple of years, because actually piloting ADUs (Accessory Dwelling Unit) is a very challenging activity. So, this is the City utilizing City-owned land, three infill parcels in existing neighborhoods, to pilot the construction of a single-family home with a detached accessory dwelling unit. So, out of this investment you would get four affordable homeownership units, and four rental units in the ADUs. So, we put out the RFP (Request For Proposal), meaning that we ask for the cost of construction. We pay for that construction, and then the units with ADUs will be sold to eligible House Charlotte households. So, then some of that money also comes back into the City and revolves into future investment in the ADU Program.

Ms. Mayfield said for clarification, E-Fix Development is asking for \$880,000, that is for them to fund two homes that will then be sold, \$420,000 is for the construction of one home, \$400,000 is for the construction of one home through the ARPA dollars, so this isn't hitting our trust fund dollars. I want to be clear that there's no crossover there, but we are funding the full construction of these homes for them to then be sold, of which I would then think that these homes are going to be sold under this amount, since what our 80 percent AMI (Area Median Income) is, because \$420,000 is market rate. That is the cost that you can go into the market now where nine in 10 chances, especially since we have used government land that we have donated toward this, that we're paying the full development cost for these to then be sold at a price for our workforce to be able to afford it, meaning they're going to be sold under the amount of construction.

Ms. Hefner said that's correct. So, subsidy will remain in the property. It's a pilot, it's a demonstration. These are not the most accessible lots you can find, it's not the most cost effective lots that you can find out in the community, but we're advancing this as a recommendation from the NEST Commission to pilot and to demonstrate to the community, one, how an ADU can fit into the existing community character, how we can create revenue source for a low-income homeowner, because it's not just the single-family home, it's plus the ADU, so we're demonstrating how that works. It's even demonstrating how you get a mortgage on a home and ADU. So, there's a lot of moving pieces to the pilot.

Ms. Mayfield said I appreciate that. I look forward to Council receiving an update once these sell to let us be able to track who was able to actually qualify and benefit from this to see if this was the strong investment that we hoped for.

Ms. Hefner said and I will add that because this is City-owned land, you will actually get to see this again when the properties are conveyed to homeowners. So, this will be House Charlotte eligible homeowners, meaning maximum 80 percent AMI.

Ms. Mayfield said slow down, because you're creating another conversation, because I need us to have as much transparency as possible. We're getting ready to pay these three developers using ARPA dollars for them to build these. So, we're paying you to build these, they're going to be sold, and then we're saying that potentially when they sell, of which they should be selling under market anyway, that the individuals who may be applying whether they go through DreamKey or one of our other partners, that they will then also be able to access our Downpayment Assistance, because again, let's just think at our potential house. Developer you done building. We already paid for this. So, then we're going to sell this. In theory, okay, it's going to be sold under market, we're done. What we're saying is we have paid this money for you to build it, and then when it's time for it to be sold, we are going to assist the third party, you, to be able to buy this that we already paid for. That's going to be a much longer conversation to explain that logic to me, because I'm not understanding why I've already paid for the creation of something that is basically to help community, but community I'm telling you, you need to buy this, but we're going to help you buy this. This should already be paid for, because I've already paid for it in the construction.

Ms. Hefner said so, House Charlotte eligible buyers doesn't necessarily mean that they're leveraging the City's Downpayment Assistance. It means that they are a household at 80 percent AML. So, yes, subsidy will remain in the units, and they will be sold according to that program eligibility.

Ms. Mayfield said I look forward to seeing what that sale looks like to ensure that we get it to our community that's most in need, and I truly hope that whether it's three months or seven months from now, there's not a request for money for any of these properties that we just paid for.

Ms. Hefner said well, you will get to see it again. So, this is one of those situations where you take one action now and another one later to ensure that.

Ms. Mayfield said I think the Manager heard me.

Marcus Jones, City Manager said I did.

Ms. Mayfield said okay, thank you.

Councilmember Johnson said okay, so I wanted to understand, because we've approved, or I recall, discussing an ADU pilot before. So, is this an extension of that? Is this phase two?

Ms. Hefner said so, in September 2023, October 2023, you approved \$5.9 million of ARPA funds to support a range of recommendations from the NEST Commission. Included in those recommendations was to fund accessory dwelling units, including the pilot program. So, we have been working for several years to develop the pilot program, and we've done that in fits and starts. It's a pilot. We would go down one avenue and run into a barrier and pivot, and so this is the result of the pilot. We pivoted to the utilization of City-owned land in order to move the pilot forward, but this funding, \$1.7 million, is a part of the overall \$5.9 million investment that City Council approved for those NEST recommendations, and this one comes back to you, of course, because it's a construction contract.

Ms. Johnson said okay. So, you all know I'm from Columbus, the original 14th largest city.

Ms. Mayfield said ya'll got knocked down.

Ms. Johnson said yeah, we got knocked down, which is fine, but we have experience in doing things. So, we had a land bank where citizens could access city-owned land. So, when we had this pilot discussion before, it was important to me, and I recall residents having access to the pilot dollars, because when we talk about equity and fairness, it's like the rich get richer, and where are the opportunities for everyday folks. So, I

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remember residents having access to this pilot. It doesn't appear that we're doing that now. So, I want to understand, like Councilwoman Mayfield. So, the developers, they're developing and building the homes, so they're going to get paid obviously for the purchase of the home?

Mr. Hefner said for the construction. This is for the construction contract. So, one thing that's a little bit different is that typically we put out the City-owned land when it's larger parcels for developers to give us a proposal, and for the development, and then they rent or they sell. This is a little bit different. Because we're doing it as a pilot, the City is contracting for the construction. So, yes, the construction company will be paid for the cost of building the home and each accessory dwelling unit, and then those units will be sold to low-income homeowners.

Ms. Johnson said or 80 percent.

Ms. Hefner said low-moderate, so 80 percent AMI and below, homeowners. So, the ultimate recipient of the subsidy and the benefit, and the ongoing benefit of owning and managing the ADU goes to homeowners.

Ms. Johnson said so, the homeowner will own the ADU also?

Ms. Hefner said yes.

Ms. Johnson said okay, so they'll own the parcel?

Ms. Hefner said yes.

Ms. Johnson said and so, what restrictions will they have as far as the land and selling the property?

Ms. Hefner said so, again, they'll have the same restrictions as you would see in our House Charlotte Program. So, they'll have deed restrictions for the length of the forgivable loan. So, the forgivable loan is a 30-year term, and then the ADU is a deed-restricted rental unit, so income restricted, and must be rented to a low- or moderate-income tenant, so that's how you end up with two affordable units on each property.

Ms. Johnson said okay. So, we require the homeowner to rent to a specific requirement, I guess, right? Okay. Then, I want to understand the \$880,000 contract also. So, will this developer need to sell the property at \$880,000?

Ms. Hefner said no, the property is not being conveyed to the developer. So, this is one parcel, it will be subdivided into two lots. So, there will be two single-family homes, each with an accessory dwelling unit, and the land is not being conveyed to the developer. The City is maintaining the City-owned land. We are contracting with these companies to conduct the construction and build of the units. They get paid for their construction activities. Then, at this point through the whole process, the City maintains ownership, and then once it's complete, then the City sells to the homeowner through a realtor.

Ms. Johnson said and I don't want to belabor, but if they're building it for \$880,000, what would be the sale price? Because a person at 80 percent, if the numbers are still the same, that's about a \$96,000 [INAUDIBLE].

Ms. Hefner said so, \$880,000 gets you four buildings, two single-family homes, each with an accessory dwelling unit.

Ms. Johnson said right, right, but if you are at 80 percent, and your household makes \$96,000 a year, you don't qualify for \$880,000.

Ms. Hefner said so, they'll be sold separately. I don't know that the construction contract, that they're two identical units, but let's say for conceptually speaking here, it's \$440,000 of investment in the construction on each parcel. So, then they will not be sold

for that full \$440,000, they'll be sold at a cost less than that. The difference is essentially the subsidy that the City leaves in the property, just like you leave subsidy in House Charlotte or you leave subsidy in Rehab, and you leave subsidy in multi-family communities, and that subsidy is left in the property, and it essentially buys you deed restrictions for a period of time.

Ms. Johnson said okay, alright. If your household is \$96,000 a year, and you qualify for three times the amount of your income, I don't see where they would qualify for \$880,000, the value of the construction of the homes, both properties.

Ms. Hefner said they wouldn't be sold together, they will be separated and be sold separately.

Ms. Johnson said you said the homeowner owns the home and the ADU property.

Ms. Hefner said yes, but \$880,000 is a construction contract that builds two homes and two ADUs. So, each half of that is approximately \$440,000.

Ms. Johnson said okay, alright, thank you.

Councilmember Anderson said thank you, Madam Mayor. Ms. Hefner, we have had conversations and the communities within District One for quite some time. So, I'm glad to see that there's movement here, and it is a demonstration project. I know that Belmont is looking forward to participating. As we had those conversations there was also a parcel across the street in Villa Heights as well. Can you just update us on where that one is? Did we pivot away from that?

Ms. Hefner said are you referencing the adjacent parcel on Pegram that was part of the community engagement discussions, or a different parcel?

Ms. Anderson said yes, because a part of the community engagement discussions were two parcels, and they're right across the street from one another. It's just that on the other side of the street it's Villa Heights. So, I know the community is going to be asking what happened to that parcel?

Ms. Hefner said so, the community consensus about that second parcel was that they wanted to see something that was, not only residential, but perhaps commercial, or had some mixed-use. So, that parcel remains in the City's portfolio of properties that we're working to activate, and is just not part of this demonstration project, specifically because of that community feedback.

Ms. Anderson said okay, great. I just wanted to make sure that we had that discussion out loud so the residents would understand where we were on that. Thank you, Madam Mayor.

Councilmember Ajmera said so, I have had this conversation with Ms. Hefner earlier today, because this is a new program that we are piloting. So, the way I look at this, this is just the construction contract. It's going to come back to the Council for the housing piece. So, after we talked, I know I asked the question, how much of our construction cost will be recovered, and you had mentioned it was 50 to 70 percent, is that correct?

Ms. Hefner said so, yes, I think. That's the percentage based on the numbers I gave you. Thank you for doing the math for me.

Ms. Ajmera said okay. So, you know when I add up the numbers, the return on investment, this is a very high per unit cost. So, first of all, if you factor in the land cost, which I have not even factored in, you look at first per unit, roughly \$300,000 to \$400,000, that's considering ADU. Then, you look at House Charlotte Program, that Councilmember Mayfield had alluded to earlier. Even though it may not be City's funds, it is ultimately the funds that could be used by other families. So, when you look at the per unit cost, it's really high, and I know that when we had looked at our Housing Trust

Fund proposals as they come in front of us, we've gotten really smarter, thanks to Mr. Heath and your team, where we have reduced our per unit cost anywhere between, I have seen, as low as \$20K, \$30K. To see this, it's very difficult for me to make sense of this.

Ms. Hefner said I can give you a little rundown of the per unit if that's helpful.

Ms. Ajmera said what I would like to see is how much is the developers fee? How much is the construction fee? Because ultimately, when we look at our Housing Trust Fund proposals, a lot of developers actually remove their developer's fee. So, are we seeing that in this project? Do we have a breakdown of how much is the construction materials and labor and how much is the developer's fee?

Ms. Hefner said I can certainly provide that for you. I don't have it with me tonight.

Ms. Ajmera said yes, I personally think it's important for us to take a look at comprehensive picture before I am able to get comfortable. We need to know how much is going to developer's fee, how much is going to construction, how much is going to materials and labor. Also, we need to factor in land cost, what is assessed values, to really arrive at per unit cost, and how far are we from our usual Housing Trust Fund proposal? I know this is ARPA money, I get it, but at the end of the day we need to be good stewards of the money that we have. I want to make sure to piggyback on Councilmember Mayfield's point, because we own the land, developers are just doing the construction. So, when it comes back, did I understand this correctly, will the buyer be able to tap into House Charlotte Program as well?

Ms. Hefner said so, I'll have to get details on how the per unit breakdown will go. So, one thing I will note for you is that, often when you are funding homeownership, which we're averaging around \$50,000 a unit for new production of homeownership, you are also funding Downpayment Assistance on the back end for those units. So, if you calculate the average subsidy amounts that are going into different types of affordable units, you're trending about \$50,000 for new homeownership production, you're around \$50,000 for new rental, and then the Downpayment Assistance. So, if we recover 50 percent, which I would say would be the low end, if we recover 50 percent of the cost, then your per unit subsidy that's left in the units is about trending on your average in terms of investment in rental units and homeownership production.

Ms. Ajmera said so, yes, I would like to see that comparison. So, what is our per unit cost at the end of the day? I mean that's how we value it, all the proposals. Why would we have an exception in this case? I think we've really got to look at more transparency around the developer's fee, just like we do with our Housing Trust Fund proposals. Other thing, Habitat for Humanity, you know they do a great job, and it's a nonprofit model. Did they not apply? Did they not submit our fee?

Ms. Hefner said I'd have to look at the list of who submitted for these particular parcels.

Ms. Ajmera said because another thing we ought to consider, as you bring back the comparison, if you can also factor in the land cost, because that's not currently being factored in when I did my math, so that would be helpful. Another path we ought to consider is, have we considered partnering with organizations like Habitat for Humanity? They are always in need of land. So, this is a City-owned land, and their developer's fee is much less, or maybe none, compared to the private developer. So, have we looked at that model? I would be interested in seeing that.

Ms. Hefner said I'll have to see if they submitted in response to the request for proposals.

Ms. Ajmera said perfect, and the last thing, I serve on the Housing and Safety Committee, and I was just talking to the Chairwoman and Vice Chair. I know this is a pilot program. We are looking at innovative ways, creative ways to build more affordable housing, with your help Rebecca obviously, and preserve more affordable housing. I

wonder if we need to look at this through Committee process to figure out the details. Rather than having to hash out all these details here, I think the Committee would probably be the right way to go about it, where we can really take a deeper dive. That's all I have, thank you.

Councilmember Mitchell said I just want to uplift this pilot project for a couple of reasons. One, you know we always ask our citizens to serve on our boards and commission, and the NEST Commission has been one of our most strongly talented advocacy board that we have working for us, and so, to the members of the NEST Commission, thank you. Then, we always get a question about anti-displacement strategy, and this pilot program addresses the anti-displacement, particularly for District One and District Two. I like the fact, on 1809 Taylor Avenue, you chose a developer who's currently working in that community for a long period of time. Chris Dennis and E-Fix Development have been renovating homes over 10 years. So, thank you for selecting, I think, the right people that are going to do a good job for us, and more importantly, letting this pilot program come forward. So, thank you.

Councilmember Driggs said so Ms. Hefner, this is not a good explanation of the transaction. I think it's clear, and I think the fact that it's up here for a vote tonight is really unfair to us. I mean, I'm a finance guy, I can't read this, and know what I need to know, and therefore, I'm not prepared to vote for it yet. I mean, a simple question, how much are you going to sell it for, and therefore, what is the actual cost to us going to be of the subsidy? We don't want to go ahead and commission these guys to build these places and not know the full scope of the transaction. I would have questions too about the new owners. They buy it. They own it, and then what? If you look at Habitat and the whole process of the loan, because they will borrow up to that, and what if they default? I mean, there's just a bunch of things that I think we ought to be able to discuss. I think the idea of referring this maybe to Committee, and I can help, I mean, I can work with you guys, but is there time sensitivity? If we decide to refer this to Committee, is this going to overturn anything, or do we have time?

Ms. Hefner said no, the only time sensitivity is the typical one of standard construction escalation concerns, but there's no time constraints on moving this forward.

Substitute motion was made by Councilmember Driggs, and seconded by Councilmember Mayfield to refer Item No. 18 to Housing and Neighborhood Services Public Safety Committee for discussion.
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Councilmember Molina said actually, I'm in agreement with Mr. Driggs. I'd just like to make a comment that, quite often, although District One definitely has East Charlotte in it, we get a lot of comments that District Five gets all of the affordable housing units placed there, and I think on this Council within the last year there's been a large amount in District One. I think the largest majority of affordable housing units that we've placed have been in District One by far per capita, but I would love to have some additional conversations on this and get some more information.

Ms. Mayfield said question for clarification. So, versus doing a motion to defer, what we're motioning is for it to come back to Committee, which in essence is a deferral?

Mayor Lyles said right, it would be a deferral, but because it's going to Committee. So, I think Mr. Driggs said go to Committee, that's what I thought, so that's what the motion is.

Ms. Mayfield said that's all I wanted to clarify.

The vote was taken on the substitute motion and recorded as follows:

YEAS: Councilmembers Ajmera, Brown, Driggs, Johnson, Mayfield, Molina, Peacock, and Watlington

NAYS: Councilmembers Anderson, Graham, and Mitchell

Ms. Mayfield said I would just like to add, if we go out right now on realtor.com, I'm looking at a four-bedroom, 2½ bath, 2030 square feet, on a 0.51-acre lot, \$320,000. So, I think we have an opportunity where, not just this, but it could benefit us if some of these conversations come back through Housing and Neighborhood Services Public Safety Committee before coming to full Council, because some of these questions would have been asked and/or answered prior to tonight.

I love the fact that we are utilizing the recommendations from NEST. We also need to take into consideration the reality that we're dealing with right now in community. If some of these requests start back, as once was done a number of years ago, coming through Housing Committee for discussion, we very well will be able to share whatever questions and concerns we have on the front end, before it comes to full Council, and then unfortunately, have a discussion where we're now looking at referring it back to Committee to get a number of questions answered.

Mr. Mitchell said with your example of the acreage, \$359,000, how big was the lot?

Ms. Mayfield said oh, sir, this is 0.51 acres, so just under an acre lot, 2030 square feet.

Mr. Mitchell said on Taylor Avenue?

Ms. Mayfield said no, no, I'm saying the cost of a home right now in the City of Charlotte, which is a brick home, which we don't have that many of, but I was just giving an example of right now within the City, we have a four-bedroom, 2½, 2030 square foot home that is just short of an acre lot for \$320,000. We don't know the lot size. We don't know the size of this home. Even though we know it's accessory dwelling, we don't know if it's an 1,100, 1,200, 1,300, 1,400, 1,500 square foot home. We don't know the size of the lot. There's a lot of unknowns with this particular request, but I think the opportunity is for us to revisit what was once done, and that is Committee being able to review and have questions on some of these financial proposals and requests before it comes to full Council.

Mr. Mitchell said so, I have no problem with the process. I just wanted to make sure that we're comparing apples to apples, because on Taylor Avenue, we don't have a \$351,000 home in that area. So, when I heard the cost of that home, I just wanted to make sure we're talking about District Two and Taylor Avenue, and that example is not truly applicable.

Ms. Mayfield said well, actually this is off of David Avenue, which is in 28214, close to Mt. Holly-Huntersville, which is an area that is very expensive to have a brick home. So, I get it, but I just think it's an opportunity for us in Committee to have some of these questions answered.

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ITEM NO. 19: 2025 CHARLOTTE-MECKLENBURG HAZARD MITIGATION PLAN

Motion was made by Councilmember Mitchell, seconded by Councilmember Anderson, and carried unanimously to (A) Adopt a resolution to approve the 2025 Charlotte-Mecklenburg Multi-Jurisdictional Hazard Mitigation Plan, and (B) Vest the Charlotte-Mecklenburg Emergency Management Office with the following tasks: Inform all concerned parties of the action; Cooperate with federal, state, and local agencies and private firms to study, survey, map, and identify floodplain areas and cooperate with neighboring communities with respect to management of adjoining floodplain areas in order to prevent exacerbation of existing hazard impacts; Continue oversight of the Radiological Emergency Preparedness program and countywide hazardous materials; and Appoint the Charlotte-Mecklenburg Emergency Management Office in collaboration with the city's Stormwater and Planning departments to assure that the Plan is reviewed

annually and that any applicable plan revisions are incorporated and resubmitted every five years to assure compliance with State and federal regulations.

The resolution is recorded in full in Resolution Book 56, at Page(s) 061-062.

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ITEM NO. 20: CHARLOTTE FUTURE 2040 COMMUNITY AREA PLANS AND REVISED POLICY MAP

Motion was made by Councilmember Driggs, and seconded by Councilmember Mitchell to adopt the proposed Charlotte Future 2040 Community Area Plans (Volume I – Program Guide, Volume II – CAP Policy) and Revised Policy Map.

Councilmember Driggs said I just want to say, colleagues, we've had this for 5½ months. It was always part of the original plan framework. We knew this was something we needed to do, and it's kind of critical for progress in our total planning process that we make this step, because these plans lay out on a specific basis for specific areas, some of the details of what our goals are. The plans do not modify the UDO (Unified Development Ordinance), as such. In some cases, they imply a modification of the Policy Map, but we have had a lot of time to look at this and think about it. There's been a huge amount of community outreach, and I'm just very hopeful that we can take this step tonight. It won't be the end. As always, we will be in an ongoing process of revision, but I think we need to get this out and start to find out how it works. It is not half-baked, this thing has been researched thoroughly, it's been developed by the staff, we've all had months to look at it and talk about it, and so, I believe tonight is the night. I hope we can get this done tonight.

Councilmember Anderson said can I ask some of the staff to come up from the CAT team, please, and as you come up, I'll go ahead and begin. I agree with Mr. Driggs that there has been a lot of work done on this, and I want to personally thank you, the team, for doing that, and leaning into some of my communities within District One. Having said that, there are a couple of outstanding questions in a couple of the communities that I'd like for you to address. The one, which I think it was sent to all of Council, but I know you know Dr. Bittle-Patton very well in Cherry, you all have met with her. She is a phenomenal community leader, and they still are struggling with the two areas that will be able to be upzoned, and I wanted you to speak to the conversation that you've had, any modifications that you've had, the engagement with community on that particular issue.

Kathy Cornett, Planning, Design, & Development said sure. Good evening, Kathy Cornett. I manage the Long-Range Planning Division and Charlotte Planning Design and Development. I'm here with my colleague Catherine Mahoney, who is the Project Manager and manages the Community Planning Program Area. She is really the expert, so I'll ask her to clarify a couple of things that we've agreed to with Cherry. So, we did meet with Dr. Bittle-Patton and other members out in the community to look in context at the sites that they were looking at. We did make some adjustments, and I'll ask Catherine to help me. I think there was one that, perhaps was it N-2 or Neighborhood-2 on the Map, and we made an adjustment on the Policy Map to Neighborhood Activity Center, am I right there?

Catherine Mahoney, Planning, Design, & Development said so, there were four areas of requested change. We are able to make changes to three of the four areas. The fourth area is inconsistent with the mapping approach, and is really an issue with the zoning translation, not the Policy Map methodology. We conveyed that to them in writing, and I think that was shared with leadership, both on their side and your side, and that was kind of staff's recommendation at this point, we can meet three of the four requests from them, and then it would be up to I think your decision as to whether or not to adopt the Policy Map with that additional fourth change.

Ms. Anderson said so, specifically, the areas of seven and eight. I'm not sure if you have that on your map, but what was shared to me was the area along Baxter Street, that's seven, and then the area on Torrence Street, which is eight. Those are the two areas of concern for them. In addition to that, I also had the leadership from Dilworth reach out as well, again, another very strong land use leader, and they shared concerns as well. I know that Ms. Johnson sent you all an email earlier asking about, you know we've had a lot of engagement, you've listened, but how much of the listening, how much of that has been incorporated into the actual plan? So, what you just said is a great example of, the Cherry community asked for four specific things, and you were able to address three of those specific things, but do you have any kind of metrics around the incorporation of feedback, because I think there's some concern that some communities feel like they're being listened to, but it's not being incorporated into the plan. So, can you speak to that?

Ms. Cornett said sure, well, there were over a thousand comments, and there are 74 changes to the plan. We do have a few breakdowns, as far as the number of changes, the percent of changes that were incorporated, but one thing I do want to stress is that, in many cases the comments were not asking for changes. They may have been questions or just general expressions of the amount of growth that Charlotte's experiencing, both some folks in support of it and some folks not. So, we don't have all the breakdown of every comment we received, sometimes there were duplicative comments as well. At some certain point, there's not really any new comments, it's just comments stated in a different way, but all of the comments were reviewed, catalogued, categorized, and if they were not directly incorporated, they did influence the thinking that went into the recommendations within the plan.

One other thing I would want to make sure to highlight is that we're trying to treat the entire community consistently. So, a situation that may be happening in one part of the community may have the same policy implication as a similar situation in another part of the community. We were very intentional about making sure, when Catherine mentions the mapping approach, that's part of that mapping methodology, is to make sure that we're treating situations consistently across the community.

Ms. Anderson said thank you for that. I think a part of the consternation around this is, there's some historical neighborhoods that are not officially designated as historical through going through that process, but there are historical neighborhoods all throughout the Queen City. Some of them want to ensure that their former area plans are preserved at some level with this new iteration of Community Area Plans, and Cherry is just one example, but there are others as well. So, I just want to make sure, as we're going through this process, and I do agree, I am an advocate for having these plans approved together. We don't need to have part of the City with updated plans and other parts of the City not, because I think that might potentially introduce some other opportunities legal and otherwise. So, we do want to move forward with the full 14 area plans. I just wanted to underscore, for some of our historical neighborhoods, that we're concerned about esthetic and charm and preservation, that we're mindful of that as we go through the plans. This work is very dense, and like I said, I want to say thank you again. I had several in District One, but specifically this one for South Inner is the one that I'm getting the most pushback on in community. Thank you, Madam Mayor.

Substitute motion was made by Councilmember Johnson and seconded by Councilmember Mayfield to defer approval of the plans.
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Councilmember Johnson said the reason I'd like to defer them, because Mayor Pro Tem mentioned her consternation. We can put some action behind that. Cherry is one area, Dilworth like you said is another. I know there's a neighborhood in District Three. There's some concerns in the Back Creek area. Even if you look at the document with the proposed changes, like one, the environmental justice, and the proposal or the response was, we're adding this language, or there's further explanation. So, there's not changes, and then when you say, we've heard from a thousand people and made 74 changes, that's seven percent. So, again, we're making these huge changes to these

neighborhoods, to the character of these neighborhoods, and the change is in the single numbers.

So, we know what happened when we approved the 2040 Plan and the UDO, and what continues to happen when we have this low level of input. When we had a talk, and thank you for your availability last week, we were able to have a conversation with one of the D4 Coalition members, but even some of the questions, the response was, well, that will be addressed in the next phase, and so that's what's happened. So, we'd like to have some more answers. I think we need more time. I was asked how much time we would need, and I mean, some folks would say 30 days, but I know the At-Large Representatives, you're campaigning, realistically, and I'm flexible with that, because I think that our City deserves all or our attention on this, and I said this last month from the dais, I can't speak to any of the plans in District Five or District Six. Just because we're district representatives, we know that, but our citizens don't care about that, and I think these plans deserve our attention. What I think would be a great idea is a webinar now, with the Council members available to hear from the citizens with the feedback. You know the plans, here are the plans, and I think if we had these webinars like we did before for the different groups, different timeframes, and the Council members hear from the residents, because we're the ones that are held accountable.

So, I'd like to defer. I'm open to the timeframe, if it's 30 days or 60 days, but I want to hear from the residents, and we don't want residents like Dr. Bittle-Patton, who's been engaged since the beginning. This is not someone who's just coming on board saying, hey, Johnny-come-lately, or whatever you might say, but she's been involved and she's been engaged, and she's been very engaged. For her not to feel heard and listened to, that's problematic.

Ms. Cornett said I will mention, if I can, that there are next steps. This would not be the end of our planning, and I think Councilmember Driggs mentioned the specific plans, which is the next level, and that's what I mentioned to you in our conversation as well. So, that's something that we're developing right now, is that next level of planning that focuses on very small areas and unique issues. That would be something like station area plans or environmental impact plans, activity center plans, again, focusing on very targeted issues in a much shorter timeframe, but again, involving robust public input as we did in this process as well. We also have a Community Area Planning Roadshow that we're pretty much ready to roll out to the community and also to our interdepartmental partners, that would again continue this dialogue with neighborhoods, the primary audience is neighborhoods, to be able to get out into the community and have deeper conversations about the area plans and what they mean to you, and also incorporating the work and the recommendations from the area plan into the Rezoning Staff Analysis. So, that's also something that we're prepared to do. So, I don't want you to think that this would be the end of the conversation or there wouldn't be other opportunities to look at issues as our community continues to grow and change.

Councilmember Mayfield said thank you Councilmember Johnson, for the amendment. While we're having this discussion, since we did have an amended motion and a second, are the conversations that we're having now for the substitute motion, and this is part of that, because we didn't say anything, even though we did have a substitute motion and a second on it.

Anthony Fox, Interim City Attorney said yes, what's on the floor is a substitute motion that received a motion and a second, and that motion is to be dealt with by this Council first. It is a motion to defer, so they should be deferred to a time and date, and I don't think the motion included the specific date of the deferral to. You were talking about whether or not it's 30 days or 60 days, but there needs to be some direction for the Council on when the matter will come back if that motion is successful.

Ms. Johnson said I would say 60 days.

Ms. Mayfield said I agree to the 60 days.

Amendment to the substitute motion was made by Councilmember Johnson and seconded by Councilmember Mayfield to defer approval of the plans for 60 days.

Ms. Mayfield said so now we're having discussion? Okay, so in this discussion, Manager Jones, I have shared more than once the concern I have of us fast forwarding 14 plans. Staff had the opportunity, and I appreciate the work that you're doing, but what you just shared as far as the clarifying on smaller plans, that's what we should be doing now. We have approved previous plans, and we are now looking at the impact of the language of unintended consequences, and we are constantly having to look at a proposal that comes before us, and in that proposal, this is inconsistent, but yet. Ms. Sylvia Bittle-Patton was extremely detailed in what she sent out. She is not the only community member that has reached out.

So, for me, even though I appreciate staff saying you have gone out, we must acknowledge that we have a history and some of us have an office filled with books, where community were engaged, and those books are sitting up on a bookshelf, because less than eight percent of what community said they were looking for or needed was actually implemented. So, when you have a very specific request in here stating the impact of spot zoning, talking about the impact of an area based on our language that changed it from a Community Activity Center, instead of the N-1, which was in our Policy Map, the impact of an R-8 to N-1, the impact of no block splitting position, using our own language and seeing how this is negatively impacting communities, mainly communities that are historical communities in our City that have been almost ravaged, when you look at Tuckasegee, when you look at Freedom Drive, when you look at Marlowe, when you look at Columbus Circle, when you look at Camp Greene, when you look a number of the communities that have directly been impacted, which were once communities that had a say, but still weren't listened to, and then once we say, well, we're going to make investments and we're going to identify these opportunity communities, the community isn't who benefited from that opportunity. New people moving in benefited from the so-called opportunities that we created. For those who live there, were heavily and overwhelmingly displaced and moved.

The idea that we can look at Colorado and other places and not understand and see some of the mistakes they made, and also welcome the fact that they slowed down and said, we're going to do the area plans independently, because there's no rush on it if we want it done correctly. We're constantly having to make changes based on that 2040 and that UDO. So, the idea of saying, well, let's get through this part and then we'll go back and fix it, I don't trust the process, I'm going to be perfectly honest. I don't trust the process based off of the 12-plus years that I have either been or been around this particular process, and things that we approved many years ago, and how it was reinterpreted within a three- to five-year, or a two- to three-Council change period.

We have the opportunity to do something very different. We moved up from 14 to 13, why? Because they're losing people. So, we have to look at the reality that we're getting very close to a precipice, and if we don't slow down and really pay attention to what our community needs, we are looking at, in less than a decade, seeing that same mass exodus from our City that is hoping to grow our City, because of the fact that we are becoming unaffordable. Part of our language is creating that space for that unaffordability, and if the workers cannot afford to live here, then those workers are going to find some place where they can afford to live.

That is why I support my colleague's recommendation on this deferral, but it is tiring to have to keep repeating, we need to break this up, because we're not doing justice and a true service to our community. I'm not as concerned about the 150, ya'll, that's coming to the City. I'm going to just go ahead and tell you that straight to the camera. I'm concerned about all those that have been living here paying taxes, and it's on their backs and our backs that the City has grown to the level that it's done, but we are losing our residents, and it's our language that is helping us to push out our residents. So, if we can't see the opportunity right now, with everything that's happening on the national level, and everything that we know that's coming in 2026 based on what was approved

in this bill and the financial challenges that's going to create, we are doing a disservice. Thank you.

Councilmember Molina said so, I think about, actually just about a week or two, we were at Grove Park, and we had a meeting in Grove Park about a by-right development, and it's on six acres in the middle of that neighborhood. With the by-right development, I think it's 38 units that the owner wants to put there. What we had to deliver to the neighbors at that moment was a mix of what's written in the 2040 Plan, and the word character not being able to protect them, because of there being existing language that would allow that development by-right, which would completely change the character of the neighborhood, because there's already an adopted policy on our books. It was a really tough discussion, because I wanted to say so much more. I wanted to, at the beginning of that conversation, be able to make the argument that based on the character of that neighborhood in East Charlotte, that we could make kind of a decision based on land use, for an example, or some type of consistency that would've been able to protect those neighbors from having density plopped dead in the middle of their neighborhood, and right now that can happen, even without this.

That's not a reason to not continue this conversation with some level of specificity, because the specific plans intend to actually address neighborhoods and smaller areas and smaller geographic regions, based on what we learn I believe over time. I think it's important to give that realistic perspective to our neighbors, because some of the humans that we represent see these types of changes already happening in their neighborhoods. If they see something like this, and rightfully so, because it's not their jobs for them to understand land use language or development or petitions, or things of that nature, it's our job to do our best to disseminate that knowledge in an understandable way, and I own that. I don't want to make a resident believe that if we delay this, that that stops, because that's already underway, because of the 2040 Plan. It's one of the reasons why what I've learned over this process is that when someone comes to us with a petition, they're asking us for an exception, because we already have a plan, and that plan says that they can already do things, and it was already worked on for five years. So, when something comes to us and it's established as inconsistent with our existing plan, and let me make sure that I say and, before that even comes to this Council, we have a Zoning Committee that takes a look at it, and most of the time if it's staff approved it's Zoning Committee approved. People don't even know that they can contact the Zoning Committee and say we don't like this and you should stop it there, which is why before I leave this seat I really hope that we take an initiative to offer some type of maybe ongoing training in perpetuity, so that our residents know where they can engage with this process, that it's not just Council, they have a Zoning Committee that's been appointed by the Council that can say yea or nay, agree or disagree, with the staff as well as petition the Council and a number of different iterations. We know that, but our residents don't.

If we go 60 days, you're going to be with a different Council. You're going to be really close to a different Council, because of the holidays and things like that, you will be, and that's not a problem, and notwithstanding that there's an election season coming and people will be distracted, and this needs emphasis. I just would like to make sure that we're specific about what we're saying and where we would like to take this as far as conversation purposes are concerned. This Council right now is somewhat adept. You're going to get at least three brand new members who have to learn where the bathroom is before they're prepared to make any type of decision. So, that's something additional to also consider.

So, from your perspective, this portion, what will it do or not do? In other words, you were at the Grove Park meeting. Would this have changed anything about Grove Park? Is there anything that we can implement that would've given Grove Park in East Charlotte more of an ability to make their case with regard to character of their particular neighborhood?

Ms. Mahoney said no, because it was by-right, and the entitlements are on the property. This is really about shaping future development that's coming, maybe through the rezoning process. This would give you more guidance for the rezoning decisions.

Ms. Molina said so, this is more rezoning specific?

Ms. Mahoney said rezoning decisions and capital investments and gradual change over time. That example was more of an immediate land development scenario.

Ms. Molina said okay. So, having been on the TPD, the Transportation, Planning and Development Committee, I've heard a lot of these updates, but obviously, our colleagues around the dais are like, we need more information. We don't feel comfortable. We're getting feedback from our residents that says, X. Like I said, I don't think it's a problem with continuing the conversation, but I think the milestone for consideration, Councilwoman, is where you're going to have that conversation and when, and that's not to urge you to change it, but to be mindful of when that would happen. So, saying out loud, making sure that I'm clear. There are lot of things that are happening as a result of by-right now developments across our areas that are promoting density in the name of increasing affordability and a number of different other things. This, in particular, is not something that would stave that off, particularly, because that is already adopted, but I'm sure that there are things within this that maybe we can take an additional look at to make sure that there's clear understanding on this Council before we adopt it Citywide. So, I mean, I'm open to it, with that being said. I think, Ms. Johnson, it's a question of when, or maybe that's an additional consideration for this body, to say when you would like to have that discussion, if it is in fact approved?

Ms. Johnson said so, 60 days would be November 22, 2025, and there is a meeting on November 10, 2025, and also November 24, 2025, so if it were 62 days or up to 60 days, and I just want to say, when you talk about Grove Park, that was one of the areas that I thought of when I opposed the 2040 Plan. I have a friend in Grove Park, her yard is six acres, and there's no HOA (Homeowner Association), and College Downs, and there's many neighborhoods like that. So, I will say, I was right then, and I think I'm right now. So, I understand what you're saying, but 60 days would still give us time. Thanks.

Mr. Driggs said so, if it is the will of the Council, then okay. I'm just curious, I'm hearing things now that it feels to me I should've been hearing as the Committee Chair and trying to move this thing forward three months ago. I don't understand why some of these issues are now coming to the floor. What's been going on for the last 5½ months? I do know that in Committee we have had repeated engagement with the staff, we've seen some breakdowns of exactly what changes were made, and it was explained to us, and I'm not certain that we're going to achieve anything in 7½ months that we haven't achieved in 5½ months.

So, I think we're going to end up right back where we are, not everybody is going to be happy. There will still remain work to be done. Meanwhile, the big picture progress towards the implementation of our planning and goals, pursuing the city that we want to be, we'll be held up for another two months. We're not going to get to a place where everybody is happy, it's just not going to happen, and the question is, at some point do the opinions of a few people that are still dissatisfied justify stopping the forward progress on a plan that's meant to benefit the entire City. I think we do have an issue in historical areas. There is disruption that comes with progress and growth and the passage of time. You can't freeze things in time, and just keep them exactly as they were, and every time we have rezonings you hear from people who don't like the fact that their neighborhood is going to change. Meanwhile, we are trying to reconcile that sort of desire to keep things the same way they are, with the pressure of wanting to keep housing affordable and accommodate the influx of people. If we don't accommodate the influx of people, what will happen is that housing costs will go up until they stop coming here, but they won't stop coming here until that happens, and that's not going to be easy for the lower income people. They are going to get crowded out.

So, I don't see anything being accomplished by waiting for two more months, and I do see us then losing time in terms of moving forward. Ms. Johnson is right, this Council could act in two months' time. I mean, the new Council won't be seated until December 2025, so I recognize that. I just really feel that we're not going to be any further than we are now, and we're still going to be talking about these issues, and then we will have no more excuses. It's like, we postponed, we postponed, and we're still not there, but in November 2025, it's going to be time to do something, and I don't think it'll be any easier then than it would be if we just did it right now, and then carried on with the work that's been explained to us, and do the things we need to do to include the people, the pockets of resistance that still exists. I don't believe that we have a large-scale popular outcry about this. I think we have certain people who live in certain neighborhoods, or have certain priorities, that for some reason are more vocal now than they have been for the last few months. I really believe it's in the interest of the City for us to take this step, and then just carry on with the work. We're going to need to be doing this work for a long time. We haven't had the alignment process yet, we haven't had the special plans that are going to be done, the detailed plans. So, I just wish we could take this step now and recognize that nobody is being ignored, because a big portion of the work can proceed while the issues are still being worked on. Thank you.

Councilmember Ajmera said well, a lot has been said by my colleagues, so I'm not going to repeat. I just want to thank Alyson and Monica and the entire team for being accessible and answering questions and concerns. What I hear from my colleagues is really the translation of the comments into actual change in the document, in Community Area Plans. Similar to my colleagues, I've heard from various neighborhood leaders, such as Stephanie Gardner and Dr. Bittle-Patton from Cherry community, as well as we have heard from neighborhoods near the airport about their concerns around having manufacturing facilities too close to their neighborhoods. The concern is that some of this feedback, it's not from one person or two, but entire neighborhood. It's not getting translated in making a change to the Community Area Plans, and I think that's where the struggle is. So, I hope that in next 60 days we are able to actually make changes to the Community Area Plans, based on the feedback that we have received from neighborhoods. We are not talking about one or two neighborhood leaders, we are hearing from neighborhoods that have stayed active and engaged throughout this process, whether that's Dilworth, whether that's Cherry, or even neighborhoods on the West Side near the airport. So, these neighborhoods, I remember meeting them when we first started the whole 2040 Plan exercise, and then we went on UDO, and then Community Area Plans. So, I think at some point Council has to say that we've got to make some changes that are necessary to respect the existing character of neighborhood, while also addressing and providing more housing, so that we can put downward pressure on house prices.

Ms. Cornett said oh, I was just going to respond, I'm sorry, to the Steeleberry Acres, which is the neighborhood near the airport. So, we did actually meet with that neighborhood, in the neighborhood, and there are 33 changes to parcels that they asked for that are being made as part of this process.

Ms. Mahoney said with a three- to four-part collaboration. We included the airport, and we were able to come to that consensus of redesignating Manufacturing and Logistics parcels owned by the airport to Innovation Mixed-Use to make for a better transition for the neighborhood.

Ms. Ajmera said well, that's great to hear that we did listen to the community, because they were here during our public forum, and we heard loud and clear from them. So, I appreciate you being proactive in addressing their neighborhood's concerns around the quality of life. That's all I have, thank you.

Councilmember Mitchell said let me start off, I'm looking here in the book, August 4, 2025, staff made a presentation for final proposed changes to the Transportation, Planning and Development Council Committee. So, you all had this in your Committee, but was there a vote in your Committee about the changes that staff presented?

Mr. Driggs said so, this has actually been brought forward by the Planning Commission. It wasn't up to the Committee to make that decision. So, we were briefed as members of Council, and on behalf of the whole Council. At the end of the day, the determination to bring it up for a vote was made by the Planning Commission.

Mr. Mitchell said okay. So, I guess, this is tough for me. One, we've got people who we respect in the community that sent us emails about making recommendations, and they weren't included. Secondly, I think we have to set an expectation if we defer this, and what is the threshold to say we have heard from everyone? I'm seeing in the book, we received 2,520 comments through the planning process, and so, what constitutes a comment moving forward to the plan? I'm just struggling how we get our arms around that. Do we say, 10 percent is going to get incorporated, or we look at the merits of the comment? So, I think around this dais, we want to move forward, we're going to move forward hearing all the voices, but we want to move forward with something incorporated from those key voices. So, I don't know how that'll look if we defer for 60 days. I think we've got to put some more criteria, because I think we'll be back here in another 60 days with the same issues we're facing tonight. So, I support Councilmember Johnson's deferral, but I just want us to be very careful, Mayor, and I don't know where that additional criteria will come from, but we need to send that back to TAP (Transportation Action Plan), and be clear.

Councilmember Graham said and I'll be quick. Councilmember Mitchell read my mind that the recommendation has to have some merit for inclusion, and so, I'm going to support the deferral for 60 days, and then thank staff. I remember when you guys first met with me in my office. I said, "Talk to me like I'm a third grader." I think I'm second-year college now, in terms of my understanding of what we're trying to do, and I think the staff has done a lot of good work. Our City is not changing, our City has changed, and going back to the 2040, UDO, all those are responding to the change, and what we're trying to do here tonight is yet another step forward, not perfect. A lot of neighborhoods and community folks will agree that they disagree. Some members on this Council agree that they disagree, but I think these are positive steps forward, and hopefully within the next 60 days, we can come to a point where there's a meeting of the minds, understanding, as Councilmember Mitchell said, that these requests have to have merit for inclusion. Then the Council can continue to move forward in terms of addressing some of the really growing pains and changes that we need to respond to based on what's happening with respect to respecting our history, legacy and tradition, for those who are Charlotteans, have been here for years, and at the same time acknowledging that this City is busting at the seams. The measures that we're putting in place, while not popular by many, are necessary for us to be able to have balanced growth, balanced development, with an eye toward the future. So, hopefully, within 60 days, we can figure it out, but at that point, I think Council really needs to make a decision. Thank you.

Councilmember Watlington said similar to what Councilmember Graham and Mitchell have said, I do think that we've got to make it very actionable. I don't think that just deferring it without you taking any specific change in action is going to be helpful. Part of me feels like what we're having here is a conversation about this item, but it's really about how we're choosing to grow. While I recognize that we've had the policy conversation some years ago, the fact of the matter is that it's a living document. So, if it means that we need to have a real conversation about, based on what we've learned, are there some things that we fundamentally want to do different, then I think that's the conversation we need to be having, and I think this is a symptom of that. As it relates to this specific decision, and I'm happy to help, but would it be helpful for the District Reps to just go through their particular plans and just point out, hey, these are the hotspot areas, because I do get the sense that there are themes, but at the same time, I don't think there's anything that stops us from saying, this is why this is right for this community. I understand we want to try to be consistent. We want to have a City-wide policy in some cases, but at the end of the day, the process is supposed to deliver the product that we want, and it feels like we've still got some massaging to do there.

So, I just challenge us to remember the main thing, and that's that we want to come out with a plan that does reflect what the majority of our community wants. If that means that it's a little bit of a different direction than what we thought, that's okay, but we've got to have that conversation and just be real about that. So, I hope that within the next 60 days, we can do that and make some tough calls and be willing to consider that what we believed was the best theme, may not be what our community is telling us they want. Thank you.

Ms. Anderson said I just wanted to make a followup comment. I agree with what several of my colleagues have said, and I do believe that we have to embrace balanced growth, and we have to move forward. I recognize the work that you all have done. You guys have done a significant amount of work, but I just want to be very specific around some action steps that we can take over the next 60 days. So, one point of information and learning just in this conversation, you all have quantified how you've listened to two neighborhoods and incorporated change into the plan. I think it would be helpful if you could go through that in some way, whether it's a key sheet, or just some high-level metrics around how you have been engaging with community and baking it into the plan. I know that the TAP Committee is very much scrubbed in. I sit through those meetings as well, so I'm aware of it, but everyone might not be baselined on the various changes that you all have done, and how you have worked throughout all 14 areas. So, I think that would be helpful if you could go through that over the next 30 to 60 days, and socialize that with community members as well.

The other piece is, we know that change has occurred in the City, and we're going to have to manage that as best as we can. Again, you've already done the heavy lifting, but some demonstration of how we've been thoughtful around certain neighborhoods or certain areas of Charlotte, to do the both/and, to preserve the character and charm, but also create opportunities for growth, because we do know that housing is one of our key critical factors. So, I'm not saying you all haven't done the work, I'm saying maybe if you can show some of your work, demonstrate some of your work more explicitly to community members, Council members, etc. I think that would be helpful, whether it's over the next 30 days or 60 days, but I think we need some specific action points that we can say, when we do come back, that you all have done it and we've had conversations and debate around it. Thank you, Madam Mayor.

Mayor Lyles said okay. I think this has been a really difficult conversation, because I think that we have been doing all of this work. We know a lot of people that are happy or satisfied, and then there are others that aren't, and so, I'm wondering if it's a place where the staff will be able to actually say there is going to be this kind of effort in the next 60 days, and who's included with it. I think it's really important to have something that comes out, but again, this is about very difficult things. I think about whether or not we ought to be looking at who's moving here? Who's getting the jobs here? Because those are things just as important as some of the things that we talk about on housing. So, we have plans for that, but do we have a plan that actually identifies what growth means to us? So, I think that it can't be status quo if we're going to continue to grow, but at the same time we ought to be able to give people a really good understanding of what's possible.

So, with that, we have a motion on the table for a 60-day deferral for the decisions on Charlotte's future growth coming back through the staff. Nobody's identified who's going to be that staff. Nobody said anything, except a timeframe. We're going to need more than a timeframe. It's going to need some process that's going to move this thing forward, or let's just tell us if we don't want to do that, and we understand that's different, but I think in this case, Alyson, you probably know more about this work than a lot of us up here, I think. I've seen what you've been able to do in terms of how you can build up community. So, I hope Mr. Jones, if it is possible, that we have some guidance with both the real estate folks that are helping us do this, the staff that's doing all of this work, and have some kind of plan. So, I think, Ed, I don't know, but we need someone to lead this effort. It can't just be 60 days, and then, oh, that's tomorrow, that's my fear. So, we need to have some leadership for this. So, if anybody's really interested in saying this is where we ought to go, I think it would be great to have that conversation

with your colleagues to be able to say, this is where we will have a document that will take us where we’re trying to go with the staff doing the work with us. We do need to vote. So, everybody has spoken once, and so we need to go ahead and vote on the motion.

Councilmember Brown said except for me, and I don’t have a thing to say.

The vote was taken on the amended substitute motion to defer action for 60 days, and recorded as follows:

YEAS: Councilmembers Ajmera, Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina, and Watlington

NAYS: Councilmember Driggs

Mayor Lyles said we still have a closed session tonight, and we have appointments to make as well. So, would you be willing to give up your Council topics, so that we can go into the closed session?

Ms. Mayfield said yes, I will.

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APPOINTMENTS TO BOARDS AND COMMISSIONS

ITEM NO. 21: APPOINTMENTS TO THE FIREFIGHTER’S RELIEF FUND BOARD OF TRUSTEES

Mayor Lyles explained the rules and procedures of the appointment process.

The following nominees were considered for one appointment for a three-year term beginning July 1, 2025, and ending June 30, 2028.

- Thomas Lineberger, nominated by Councilmembers Ajmera, Mayfield, and Watlington
- Lee Thompson, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mitchell, Molina, and Peacock

Results of the first ballot were recorded as follows:

- Thomas Lineberger, 3 votes – Councilmembers Ajmera, Mayfield, and Watlington
- Lee Thompson, 8 votes – Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mitchell, Molina, and Peacock

Mr. Thompson was appointed.

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ITEM NO. 22: MAYOR AND CITY COUNCIL TOPICS

No topics were discussed.

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ITEM NO. 23: CLOSED SESSION (AS NECESSARY)

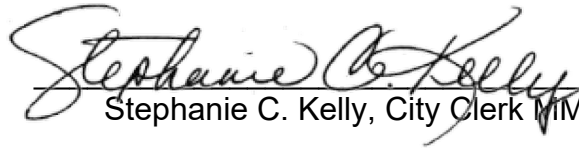
Motion was made by Councilmember Anderson, seconded by Councilmember Mitchell, and carried unanimously to go into closed session pursuant to North Carolina General Statute 143-318.11(a)(4) to discuss matters relating to the location or expansion of industries or other businesses in the area served by the public body, including agreement on a tentative list of economic development incentives that may be offered by the public body in negotiations.

The meeting was recessed at 9:59 p.m. to move to CH-14 for a closed session.

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ADJOURNMENT

The meeting adjourned at 10:44 p.m. at the conclusion of the closed session.


Stephanie C. Kelly, City Clerk MMC, NCCMC

Length of Meeting: 4 Hours, 24 Minutes
Minutes completed: October 20, 2025