

The City Council of the City of Charlotte, North Carolina convened for the Action Review on Monday, December 9, 2024, at 5:05 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council members present were Tariq Bokhari, Ed Driggs, Malcolm Graham, Lawana Mayfield, James Mitchell, and Victoria Watlington.

ABSENT: Councilmember Dimple Ajmera

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

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ACTION REVIEW

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

Mayor Lyles said alright. So, are there any consent agendas that anyone would like to pull for a separate vote or a comment on our consent agenda, items 30 through 54?

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ITEM NO. 2: CONSENT AGENDA ITEMS 30 THROUGH 54 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 Mitchell, and seconded by Councilmember Bokhari to approve the Consent Agenda as presented.
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The vote was taken on the motion and recorded as follows:

YEAS: Councilmembers Bokhari, Driggs, Graham, Mitchell, and Watlington

NAYS: Councilmember Mayfield

Councilmember Mayfield said I'm opposing because unfortunately I have not had a chance to review the agenda for tonight due to circumstances [inaudible].

Mayor Lyles said we appreciate the time that you're here with us tonight and appreciate your remarks. It's not a nay vote, it's just five. Okay, we need to have one more person come in. Okay, as soon as we can get another person in, we'll try to get this started.

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ITEM NO. 3: ACTION REVIEW AGENDA OVERVIEW

Mayor Lyles said alright, the next item on our action meeting is to have the Providence Square update.

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ITEM NO. 4: ACTION REVIEW ITEMS

Todd DeLong, Economic Development said good evening, Mayor, Council. Thank you for the opportunity to be here this afternoon to discuss with you a proposed public/private partnership that we refer to as the Providence Square Redevelopment. Before I get involved in the details, I do want to take a minute to acknowledge the development team, who is sitting in the front row over here, as well as the County staff,

for the collaboration over the last several months, and working towards what is amounting to be a true public/private partnership in the sense of the word, the thoughtfulness of the development team that have come to the table and talking about the bigger picture of the development project, working with the City and the County on the number of public benefits. It's been really helpful as we get through this process. So, like I said, I just wanted to take a minute to acknowledge that.

So, we introduced this P3 opportunity to the Jobs and Economic Development Committee in November 2024. We brought it back again in December 2024, when the committee voted unanimously to approve it, to refer it to full Council for consideration during this evening's meeting.

Councilmember Brown arrived at 5:09 p.m.

Councilmember Johnson arrived at 5:10 p.m.

There was a term or two in the last conversation that was still outstanding, and thankfully, I'm happy to say that over the last week, hours, and minutes, we actually worked through those final details and we got a really solid win-win solution here, and something that provides the City with a little greater flexibility in the future. What we're talking about here is a unique opportunity for a transformative revitalization of about 105 acres along Providence Road with new mixed-income housing, increased walkability and accessibility to new commercial uses.

Councilmember Anderson arrived at 5:10 p.m.

The proposed redevelopment will help further and drive the City's objectives for 10-minute communities. As you can see here, the project is located about seven miles from Center City, right here, and Center City is right there. The slide on the right shows you a little bit more of a zoomed in view with Providence Road going north and south, Sardis Lane to the east, Old Providence Road breaking off to the west, International Drive, and then McAlpine Creek and Greenway to the south. There are three rezonings that you see here that are coordinated that you may be familiar with, with Levine Properties, Northwood Ravin, and Horizon Development. While each of these three rezonings are separate in how they're handling the rezoning process, they are coordinated with each other, and we're actually looking at this as a much bigger picture of all the developments together, rather than one-offs or project-by-project.

For today's conversation, we are going to focus on two of three rezonings, which are the Levine Properties rezoning and the Northwood Ravin rezoning. The Horizon Development portion is not considered to be part of the Tax Increment Grant. Starting with Levine Properties, this property is about 85 acres. It includes a replacement of existing deteriorated buildings with new mixed-use, pedestrian-oriented village. There were 473 units on the property, which have been vacated, and the residents of those units have been relocated beginning in 2023. There are a few existing buildings to remain. As you can see, the small gray block outlined in white, that's going to be a commercial space, or large daycare facility, 80,000 square feet of commercial, along with 19,000 square feet for indoor recreation, and the balance of that white and shaded area is not yet fully programmed but is well-positioned for multi-family in the future. Part of the new development, they're looking at about 220,000 to 250,000 square feet of nonresidential space, 125 townhomes units, 879 market rate multi-family units, and 108 units that will have income restrictions for 15 years.

Moving on to the Northwood Ravin property there. It sits on 20 acres, 95 townhome units, and looking to develop 650 market rate multi-family units. Again, when we talk about public/private partnerships and our interest into engaging in a partnership with a development partner, we always need to think about the bigger picture, and not just about what we're investing in. It's not just about a road improvement or some other type of public infrastructure. It's about the bigger picture, what the project can bring and deliver to the community, and how it helps drive some of the City goals and objectives. This project, as you can see here, delivers a number and a variety of community goals

and public benefits for the residents that'll be part of the development, as well as the residents outside of the development. It supports our housing goals. It's 108 units of income restrictions, with 100 of those units targeted towards households earning up to 80 percent of AMI (Area Median Income), eight reserved for households earning up to 60 percent of AMI, as well as a developer contribution towards affordable housing in the amount of \$500,000. It supports our MWSBE (Minority, Women, Small Business Enterprise) inclusion, where goals are established at MBE (Minority Business Enterprise) of 15 percent, and a 10 percent WSBE (Women, Small Business Enterprise) goal.

Councilmember Molina arrived at 5:14 p.m.

It supports sustainability environmental goals through mobility hub and electric vehicle charging stations, bike/ped facilities. It supports open space and park initiatives through park land donations and the monetary contributions to activate that park space, as well as a greenway bridge and multi-use path and trail improvements that helps create greater connectivity and accessibility from residents that currently reside south of the greenway and throughout the site. It also supports increased mobility and accessibility through a number of transportation improvements that are delivered as part of the project.

So, the developers worked with C-DOT (Charlotte Department of Transportation) and NC-DOT (North Carolina Department of Transportation) on the scope of a traffic study and have analyzed more than 20 different intersections. These improvements include new traffic signals, medians, turn lanes, and pedestrian crossings. Overall, they should improve the corridor traffic flow and increase safety for the pedestrian and traffic. Some of the specific highlights of the improvements here are major realignment of Providence Road and Sardis Lane, which would include new lanes with signals, Providence and Old Providence with new lanes, new turn lanes, and multiple intersections, such as Providence Road and International, and Carmel and Sharon View Road, new medians at Providence Road and Heatherwood, Providence Road and Old Farm Road, pedestrian upgrades and enhancements on Sharon Lane and Sharon Amity, Sardis Road and Rama Road, and increase connectivity and mobility through the mixed-use bridge spanning McAlpine Creek, and a multi-use path and trail improvements that were discussed on the previous slide.

One of the terms that was outstanding that we're still talking about after the committee meeting last week was about how do we start to incorporate potential opportunities for public safety facilities as part of this redevelopment. In the committee meeting last week, we talked about a number of options we were considering, from swaps to the developer building a fire station and deliver it to us, and we lease it over time. After receiving the feedback we received from the committee meeting, we went back to the drawing table with the development team, and worked on this set of revised terms, which would include, Levine partners would extend an option to the City to acquire the 1.2-acre parcel, that you see highlighted in yellow, within five years. The acquisition price would be 80 percent of today's fair market value as determined by an agreed upon appraisal process. If the option is not exercised by year five, the City can elect to extend the option for two years. If we were to extend the option, it does trigger a new appraisal and adjustment to the price that we would pay for it. The price would then be 80 percent of the appraised value at the time the City exercises the option, and then the City would reimburse Levine Properties for the real property taxes they would incur on the site in the years one through five. Levine Properties will also have the first right of refusal should the City decide to relocate station 19 and sell the land underneath the existing fire station. Revised terms do provide the City with more flexibility and allow us more time to figure out what our prioritization are for the public safety facilities, whether it's a police station or fire station, and also work through our traditional funding approaches to delivering these stations.

Here's a source and uses table that generally focuses on the public components of the public benefits that are derived from this development. As you can see here, there's values tied to the contribution to the walking trails, the workforce housing, the street

improvements. All that amounts to \$70 million. Underneath you see the sources, and that's how we go to pay for those uses that are the above line items. [INAUDIBLE] the developer contributions of nearly \$51 million. Infrastructure improvements would be through the City and County Tax Increment Grant in the amount of \$19 million. If the tax rates held constant today, that would equate to the City's portion being about \$6.9 million and the County's portion being about \$12.1 million. These highlighted line items represent the scope of work that would be tied to the infrastructure reimbursement agreement that the City and County would pay for, or would reimburse, through the Tax Increment Grant. If you do some quick math, you'll recognize that this does exceed the \$19 million, but keep in mind that anything above and beyond the \$19 million is the developer's responsibility.

So, to take a step a little bit on Tax Increment Grants. So, the grants are made on a reimbursement basis only, and they're based on new incremental taxes within a defined increment area. We have to have a public purpose for us to participate and use a Tax Increment Grant to incentive or partner with a development project. Grant terms are traditionally 40 or 90 percent of incremental taxes and up to 10 years, although, we have gone a little further than 10 years lately based on construction costs and need of this specific project. Since 2004, City Council has approved 20 TIGs (Tax Increment Grants). There are currently nine Tax Increment Grants at various stages with TIG-related infrastructure reimbursement agreements. The City has committed up to \$69 million to support public infrastructure improvements and affordable housing, like the Brightwalk Project, with a little over \$50 million remaining to be paid over the next 15 to 20 years. The majority of that \$50 million is comprised of projects like The Pearl Innovation District and Ballantyne Reimagined, which are two of our larger Tax Increment Grants. The City's investment in these developments will leverage nearly \$5.2 billion in estimated private investments. This is \$5.2 billion that will be added to the City's tax base as a result of these partnerships and the use of the Tax Increment Grant tool.

Since 2023, we have completed our payment obligations on two agreements, Tanger Outlets and IKEA Boulevard. Tanger was approved by Council in 2013, and IKEA was approved by Council in 2008. Combined, these two projects add nearly \$350 million to the tax base, exceeding the projections when they were approved back in 2013 and 2008. It equates to about \$13 million in tax revenue to the City over the next 15 years. The figures do not include the impact that comes from additional sales taxes, this job creation, and other development that is catalyzed by the projects that have come through the public/private partnership and use of the Tax Increment Grant structure.

For this particular project, the proposed TIG terms, we're estimated this project would generate \$490 million of tax base created by the build out in 2033. This represents an annual net incremental tax revenue increase of a little over \$1 million per year. When I say annual net, that means after the payments have been taken out, this is what would return to the City in terms of tax revenue. Over 20 years, it represents about \$20.7 million in net new tax revenue for the City. The TIG terms for this particular project are proposed to be 45 percent of incremental taxes over a period of 15 years, but not to exceed \$19 million plus interest. Again, the City's portion of this, if tax rates held constant, would be \$6.9 million, and the County's at \$12.1 million. As always, the developer is responsible for any and all cost overruns, and the leverage ratio for this project is defined as 1:71. So, what this means is that for every dollar that the City invests, that we're getting \$71 from the private sector and their investment. Our goals for public/private partnerships are generally 1:10. So, meaning that for every dollar we put in, we have a goal of getting \$10 of private investment. This well exceeds the City's goal for public/private partnerships and the use of the Tax Increment Grant tool. The MWSBE goals here are MBE for 15 percent, MWSBE for 10 percent.

A lot of times we get asked what is our return on the investment that we're making on this property, and we talked about those a little bit on the previous slides, but to kind of sum up, the notable public benefits from the infrastructure improvements, the access management improvements with the increased connectivity. In addition to that, we're looking at housing affordability with the 108 units, with 100 targeting at 80 percent of

AMI, eight at 60 percent of AMI. The allocation of one, two, and three bedroom units will be consistent with the market rate units, so there's not a plan to actually have the affordable units to be just studios or one bedrooms. There's going to be the same type of allocation of the range of bedrooms as it would be in the market rate units, a \$500,000 developer contribution to support affordable housing. The developers would not seek LIHTC (Low Income Housing Tax Credit) or Housing Trust Fund dollars to support the affordable housing initiatives.

We move into MWSBE goals, MBE at 15 percent, WSBE at 10 percent. Again, the leverage ratio well exceeds our goal at 1:71, parks and greenways from the developer contributions to activate park space to the land donation, to the increased greenway connectivity to and throughout the site, also partnerships to support our public facilities through a discounted land, and a land option for the City to acquire for use at a later time. All and all, this project is expected to generate more than \$490 million in taxable value that would not happen but for the Tax Increment Grant, and then would also generate over \$1 million in net new property taxes for the City.

So, in terms of schedule. The P3 opportunity, or the proposal, was introduced to the County's Economic Development Committee on October 15, 2024. They had a followup presentation on December 3, 2024, with an anticipated BOCC (Board of County Commissioners) decision in January 2025. The City is currently reviewing the rezoning of this at the same time, the Zoning Committee approval on November 7, 2024, and then anticipate a zoning decision on December 16, 2024. Then, terms with respect to the specific conversations around the Tax Increment Grant. It was introduced to the Jobs and Economic Development Committee on November 4, 2024, and it was brought back on December 2, 2024, where it was referred to full Council for tonight's meeting for a potential decision.

In terms of next steps, there is an RCA (Request for Council Action) on this evening's agenda that lays out the following requested action, which is to authorize the City Manager, or his designee, to negotiate and execute an infrastructure reimbursement agreement with LNR Development, LLC, for the construction of public infrastructure in an amount not to exceed \$19 million, to be reimbursed through 45 percent of the incremental City and County property taxes, from a designated area over 15 years or until fully reimbursed, whichever occurs first, and adopt the resolution approving interlocal agreement with Mecklenburg County for the Providence Square Infrastructure Reimbursement Agreement. You might be wondering who LNR Development is. LNR is the LLC that was created as a partnership between Northwood Ravin and Levine Properties, which helps make the Tax Increment Grant agreement process a little bit more smooth and the implementation of that agreement a lot more beneficial to the City, and provides us greater certainty and clarity as we go through the agreement and finalize the agreement in the process. I understand that may have been quick. Do you want to ask if there are any questions?

Mayor Lyles said I want to ask the Manager if he wants to make any statement before we open up for questions.

Marcus Jones, City Manager said thank you, Mayor and members of Council, and thank you, Todd. Just a couple of things. One is, Todd mentioned earlier, we made sure that there was touch-base twice in the committee with this project, as well as the report out that night, as well as tonight. Also, in your packet, on Thursday we provided some additional answers to questions, such as some of the questions that Councilmember Mayfield asked about TIGs. So, we believe we've given you a great opportunity to have this discussion and be prepared for the vote tonight. Todd, I wanted to make sure that we're all clear on one aspect. Can you go back to the return on investment? So, I guess your first block on the bottom left, the opportunity to acquire land. My understanding is that's different than where we were a couple of weeks ago. Can you just walk through that so folks will understand what's new, what's different?

Mr. DeLong said so, the existing fire station is outlined in red. That's sitting on about 0.7 acres, and it was built in 1974, I believe, and it's about 4,000 feet. There's a desire to

have a larger fire station in the area of about 14,000 feet. At the point in time, it was discussed that maybe there's an opportunity to have something here where we can work with the development team to have a unique opportunity to deliver a fire station as part of this development. So, going into the committee meeting last week, we were talking about what are the opportunities that we can possibly deliver a fire station faster and maybe even cheaper than what we normally do, or traditional means of doing so. After conversations in the committee, it was kind of discussed that maybe we don't go down a nontraditional route for funding or financing fire stations. Maybe there's other alternatives that we can go down to explore opportunities for public safety, whether that's a fire station, whether it's a police station, whether it may be something else, still as part of this 1.2-acre site that you see here that's outlined in yellow. So, to provide us with additional flexibility, we went back to the table with the development team and worked well with them to figure out, okay, how do we provide the flexibility we need with giving them the [inaudible] they have without actually requiring them to concede a lot more than they might be willing to do.

So, the new approach to this, as we're looking at today, is we're still contemplating that area in yellow, which is about 1.2 acres. Levine will extend an option for the City to acquire that property within five years of the rezoning approval. The acquisition price will be 80 percent of today's market value based on an appraisal. So, we're getting an option to acquire a discounted piece of property, and that value holds constant over that five-year period. If we choose not to exercise the option by year five, but may want to extend that option for two years, the extension triggers a new appraisal and an adjustment to the sale price. So, the price would still be discounted, but it'd be 80 percent of the fair market value at the time that we would exercise that option during the extension window. Then, Levine Properties would have the first right of refusal, should the City decide to relocate station 19 and sell the land underneath the existing station 19 area. Is that helpful?

Mr. Jones said I believe so.

Councilmember Mayfield said so my question is still on this same piece. What other stations do we have that are built on leased land?

Mr. DeLong said I'm not aware.

Ms. Mayfield said so, that's one of the challenges that I have with this, is opposed to us having the land, whether the land is donated, or we came up with an agreement price to purchase the land. I have a concern of us building a station on land that is leased, especially when we have no other stations that are on leased land. That's why I just want to clarify, and I'm asking for the Manager to give me an answer to this question, just to ensure without having saying, okay, a minimum of 15 years, minimum of 20 years, and then possibly a negotiation somewhere later down the line, just for clarity?

Mr. Jones said so, thank you, Councilmember Mayfield. What the team has done is alleviated that concern. It would not be a lease. If we wanted to purchase that parcel, it would be at the 80 percent of the appraised value as of today for the next five years. So, all of the issues or concerns about leasing are no longer part of this whatsoever.

Ms. Mayfield said "Developer builds a new fire station and leases it to the City with specific terms to be decided by at a later date."

Mr. Jones said so, Councilmember Mayfield, that's what was previously provided. The revised is what's before us now, yes.

Ms. Mayfield said so, the revised is the extension what triggers for the appraisal and the value adjustment, keeping us within that five-year window, and that we would be able to negotiate at 80 percent of today's price. So, I wanted to just clarify since we did have a change in it, to say that this is the new language on it. Thank you.

Mr. DeLong said yes.

Councilmember Graham said I just wanted to reiterate comments that the City Manager made that the Jobs and Economic Development Committee had two opportunities to study the proposal. Councilmember Bokhari, who was the District Rep, did a lot of good work in terms of working with the developer as well as keeping the Committee informed. I'll yield any comments that I have to the District Rep if he has anything he wants to say in reference to the work that we did in the committee.

Councilmember Driggs said could you talk about what the County's position is? They have the majority of the TIG.

Mr. DeLong said so, the County, they have taken it to their Economic Development Committee twice, and the last committee it's my understanding that they voted out to refer it to the full board, which will be voted on and decided upon in January 2025.

Mr. Driggs said thank you.

Councilmember Bokhari said I'll be very brief. We've talked about this an awful lot lately. I think we were at a very good spot when we brought it to ED (Economic Development) last time. There was a little bit of confusion around the table as it relates to, are we doing something out of the ordinary and the least approach or all of that. So, I think the City staff and the development team came together and just really simplified that, made sure that we have the ability to go down a path with a locked-in-place purchase price for a period of time so that, whether it's a fire station or something else, we have that ability, but we don't jump the normal process, to your point Mr. Driggs, of going through prioritization and bonding and things of that nature. So, I think it was an elegant approach to a large, complex deal, and when you look at the leverage ratios, when you look at the community benefits, both to the County side and then to the City side and touchpoints to affordable housing, and in my perspective most importantly, Providence corridor, and the fact that it's not getting any better, and if we don't start taking some initiative into our own hands and figuring out meaningful ways to push that ball forward, we're never going to get anywhere. So, my hope is we have many more meaningful conversations about Providence and other like corridors that are just choked, but we also find ways in public/private partnerships to just start moving the ball forward.

Mayor Lyles said so this is on the agenda for a vote tonight, so you have an opportunity again if you wanted to speak to this as well.

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ITEM NO. 2: CONSENT AGENDA ITEMS 30 THROUGH 54 MAY BE CONSIDERED IN ONE MOTION EXCEPT FOR THOSE ITEMS REMOVED BY A COUNCIL MEMBER. ITEMS ARE REMOVED BY NOTIFYING THE CITY CLERK.

Mayor Lyles said so I'm going to go back and see if we can do the Consent Agenda. Is there any Consent Agenda that anyone would like to have for a separate vote or a comment?

Councilmember Johnson said if we could just pull items 44 through 46.

Mayor Lyles said 44 to 46, okay.

Ms. Johnson said yes, I sent them over to Ms. Harris earlier. I do see the comments, but we have members of the public that just wanted to hear some information about it. So, thank you. Just for discussion.

Mayor Lyles said alright.

Councilmember Mayfield said thank you Madam Mayor for giving me a chance to review some of the items. I want to pull out 31, 41, 45 and 47 for discussion.

Mayor Lyles said alright. So, anyone else that would like to have something on the Consent Agenda changed?

Motion was made by Councilmember Anderson, seconded by Councilmember Mitchell, and carried unanimously to approve the Consent Agenda as presented, with the exception of Item No. 31, Item No. 41, Item No. 44, Item No. 45, Item No. 46, and Item No. 47 which were pulled for a separate vote.

The following items were approved:

Item No. 30: Police Workload Analysis Services

(A) Approve unit price contracts with the following companies for Charlotte-Mecklenburg Police Department Workload Analysis Services for an initial term of three years: Center for Public Safety Management, LLC, Matrix Consulting Group, Raftelis Financial Consultants, Inc., 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. 32: Construction Manager at Risk for Firehouse # 11 Replacement Project

Approve a contract in the amount of \$15,285,060 with J.E. Dunn - McFarland, A Joint Venture, for construction phase services of the Firehouse #11 Replacement Construction Manager at Risk project.

Item No. 33: Cooperative Purchasing Contracts for Vehicles and Equipment

(A) Approve the purchase of vehicles and equipment from cooperative contracts, (B) Approve unit price contracts with the following vendors for the purchase of vehicles and equipment for a term of one year under the North Carolina Sheriff's Association: Clark Equipment Company (#24-08-0421R), Jeff Gordon Chevrolet (#25-11-0912), Modern Chevrolet LLC (#25-11-0912), Modern Nissan of Winston-Salem (#25-11-0912), Parks Ford (#25-11-0912), Piedmont Truck Center (#25-11-0912), 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. 34: On-Call Professional Consulting Services

(A) Authorize the City Manager to negotiate and execute contracts with the following companies for citywide professional consulting services for an initial term of three years: Adapteon, Inc., Ankobia Group, LLC, AS Strategy, LLC (MBE, SBE), Berry, Dunn, McNeil & Parker, LLC, Cherry Bekaert Advisory, LLC, CJT Training Solutions, LLC, D. Wilson Agency, LLC (MBE), Deloitte Consulting LLP, Developmental Associates, LLC (WBE), EMA, Inc., Ernst & Young LLP, Federal Engineering, Inc., Gartner, Inc., Goman York Property Advisers, LLC, Infinite HR of Charlotte, LLC (MBE), iSuccess Consulting, Inc., Malor and Company, Inc., Mas Talent, LLC, MD Marketing and Consulting, Inc., Mission Critical Partners, LLC, NBS Technology, Inc. (MBE, SBE), Next Generation Technology, Inc., Procop Municipal Partners, LLC (MBE), Projas Technologies, LLC, Prosidian Consulting, LLC, Savvi Consulting, LLC (SBE), Tachyon Technologies, LLC, The Thomas Consulting Group, LLC, The Well Group, LLC, Turnkey Solutions, LLC, 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. 35: Right of Way Acquisition Services

(A) Approve unit price contracts with the following companies for right of way acquisition services for an initial term of three years: O.R. Colan Associates, LLC, Michael Ryan Realty, Inc., 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. 36: Municipal Agreement for Relocation of Water and Sanitary Sewer Infrastructure on Bailey Road

(A) Adopt a resolution authorizing the City Manager to negotiate and execute a municipal agreement with the North Carolina Department of Transportation for construction of water and sanitary sewer line relocations, adjustments, and improvements, and (B) Authorize the City Manager to approve the reimbursement request for the actual cost of the utility construction.

The resolution is recorded in full in Resolution Book 55, at Page(s) 418-419.

Item No. 37: Underground Locating Services

(A) Approve a unit price contract with One Call Concepts Locating Services, Inc. for underground locating services for an initial term of two years, 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.

Item No. 38: Collective Storm Drainage Improvement Project - Series N

(A) Approve a contract in the amount of \$928,390.40 to the lowest responsive bidder OnSite Development, LLC for the Collective Storm Drainage Improvement Project - Series N, 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	\$ 928,390.40
DE Walker Construction Co.	\$1,758,528.20
Zoladz Construction Co., Inc.	\$2,412,750.00

Item No. 39: Engineering Services for East 4th Street Storm Drainage Improvement Project

(A) Approve a contract in the amount of \$1,200,000 with ESP Associates, Inc. for design services for the East 4th Street Storm Drainage Improvement Project, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 40: Bus Tires and Tire Services

(A) Approve the purchase of tires and tire services from a state contract, (B) Approve a contract with The Goodyear Tire & Rubber Company for the purchase of tires and tire services under North Carolina Department of Administration contract #2517A, through July 31, 2028, and (C) Authorize the City Manager to extend the contract for additional terms as long as the statewide contract is in effect, at prices and terms that are the same or more favorable than those offered under the cooperative contract.

Item No. 42: Lease of City-owned Property at the JW Clay Parking Deck

(A) Adopt a resolution to approve a lease agreement with Crazy Legs, LLC For a 63-month term for retail space at the JW Clay Parking Deck, (B) Authorize the City Manager to renew the lease for up to one, 60-month term, and (C) Authorize the City Manager, or his designee, to negotiate and execute all documents necessary to complete the transaction.

The resolution is recorded in full in Resolution Book 55, at Page(s) 420-421.

Item No. 43: Light Rail Vehicle and Streetcar LED Railway Lights and Headlights

(A) Approve the purchase of light rail vehicle and streetcar railway lights and headlight assembly LEDs by the sole source exemption, (B) Approve a contract with Transit Design Group for the purchase of light rail vehicle and streetcar railway lights and headlight assembly LEDs for the 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. 48: Call Center Services

(A) Authorize the City Manager to negotiate and execute a contract with OneCloud Corporation to implement, host, and maintain a cloud-based unified communications solution for an initial term of two years, (B) Authorize the City Manager to renew the contract for up to one, one-year term with possible price adjustments, (C) Authorize the City Manager to purchase such additional software, licenses, services, hardware, maintenance, upgrades, and support as required to maintain the system for as long as the city uses the system, and (D) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 49: Lockbox Remittance Services

(A) Authorize the City Manager to negotiate and execute a unit price contract with KUBRA Data Transfer, Ltd. for Lockbox Remittance Services for an initial term of five years, (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. 50: Motor Vehicle Records and Monitoring Services

(A) Approve a unit price contract with Explore Information Services, LLC for Motor Vehicle Records and Monitoring Services for an initial term of five years, and (B) Authorize the City Manager to renew the contract for up to one, two-year term with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 51: Workers' Compensation Medical Services

(A) Approve a unit price contract with Concentra Medical Centers for workers' compensation medical services for term of one year, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 52: Refund of Property Taxes

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$100,585.25.

The resolution is recorded in full in Resolution Book 55, at Page(s) 422-423.

Item No. 53: Meeting Minutes

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of: April 3, 2023, Council Committee Discussions, April 6, 2023, Budget Workshop #3, April 10, 2023, Business Meeting, April 17, 2023, Zoning Meeting, April 24, 2023, Business Meeting, May 1, 2023, Proposed Budget Presentation, May 8, 2023, Business Meeting, May 11, 2023, Budget Adjustment Meeting #1, May 15, 2023, Zoning Meeting, May 22, 2023, Budget Adjustment Meeting #2, May 22, 2023, Business Meeting, June 5, 2023, Council Committee Discussions, June 12, 2023, Business Meeting, June 26, 2023, Business Meeting, July 10, 2023, Business Meeting, July 17, 2023, Zoning Meeting, August 7, 2023, Council Committee Discussions, August 21, 2023, Zoning Meeting, August 28, 2023, Business Meeting, September 5, 2023, Council Committee Discussions, September 11, 2023, Business Meeting, September 18, 2023, Zoning Meeting, September 25, 2023, Business Meeting, October 2, 2023, Council Committee Discussions, October 9, 2023, Business Meeting, October 16, 2023, Zoning Meeting, October 23, 2023, Business Meeting, November 13, 2023, Business Meeting, November 20, 2023, Zoning Meeting, November 27, 2023, Business Meeting, December 4, 2023, Organization Meeting, December 11, 2023, Business Meeting, December 18, 2023, Zoning Meeting, January 8, 2024, Business Meeting, January 16, 2024, Zoning Meeting, January 22, 2024, Annual Strategy Meeting Day 1, January 23, 2024, Annual Strategy Meeting Day 2, January 24, 2024, Annual Strategy Meeting Day 3, February 5, 2024, Council Committee Discussion, February 12, 2024, Budget Workshop #1, February 12, 2024, Business Meeting, February 19, 2024, Zoning Meeting, February 26, 2024, Business Meeting, March 4, 2024, Council Committee Discussions, March 18, 2024, Zoning Meeting, March 25, 2024, Budget Workshop #2, March 25, 2025, Business Meeting, April 1, 2024, Council Committee Discussions, April

8, 2024, Business Meeting, April 15, 2024, Zoning Meeting, and April 22, 2024, Business Meeting.

Item No. 54: Set a Public Hearing on Miranda Road Firehouse No. 46 Area Voluntary Annexation

Adopt a resolution setting a public hearing for January 13, 2025, for Miranda Road Firehouse No. 46 voluntary annexation petition.

The resolution is recorded in full in Resolution Book 55, at Page(s) 424-427.

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ITEM NO. 44: AIRPORT CONCOURSE D RENOVATIONS CONSTRUCTION

Councilmember Johnson said so 44, I had asked what the reason was for the change order or the increase in the contract?

Marie Harris, Strategy and Budget said yes, ma'am. I don't know if you've had a chance, but at your desk in front of you today, there's a little bit more information that the Aviation Department provided, and this is a change order for actually the Construction Manager At Risk. You probably do not recall, but back when they brought the original contract, they did make sure and note that Council will be asked to consider action on a future business agenda for a guaranteed maximum price contract for the CMAR (Construction Manager At Risk). So, that's what this is before you. It was anticipated. It's not unexpected.

Ms. Johnson said okay, so now the total is about \$40 million, is that right, and that's an increase of how much?

Ms. Harris said yes, ma'am. So, the change order is for \$39 million, to your point, because before it was more the design and planning, and this is the actual Construction Manager At Risk contract, the bulk of it.

Ms. Johnson said okay, thank you.

Ms. Harris said thank you.

Motion was made by Councilmember Bokhari, and seconded by Councilmember Driggs to (A) Approve change order #1 for \$39,255,742.27 to Messer Construction Co. for Construction Manager at Risk services for the Concourse D Renovations construction project, and (B) Approve contract amendment #4 for \$1,015,273 to the contract with RS&H Architects-Engineers-Planners, Inc. for construction administration services for the construction phase of the Concourse D Renovations project.

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

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

NAYS: Councilmember Mayfield

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ITEM NO. 45: AIRPORT ENGINEERED MATERIALS ARRESTING SYSTEM MAINTENANCE AND REPLACEMENT

Councilmember Johnson said I asked that you explain the one percent good faith effort?

pti:pk

Marie Harris, Strategy and Budget said yes, ma'am, and thank you for that. I did talk to Charlotte Airport, and Steven Coker gave me more information as well. This was one where the one percent, there was a lot of effort trying to get participation, and actually this was the second bid. The first bid, zero people bid, and then this is the second time it went out for bid, and we got one bid, and we did work diligently with them to try to increase the participation. A lot of the trucking vendors had gone, it says, to help in the western part of the state, and CBI (Charlotte Business INClusion) did partner with the airport to actually call some of the vendors to make sure they'd been reached out to, but the one percent is the best we could do in the good faith effort. They earned 60 good faith effort points. They have to earn at least 50 to show that they reached out and tried their best, and they actually got more and got 60 good faith effort points.

Motion was made by Councilmember Bokhari, and seconded by Councilmember Driggs to (A) Approve a contract in the amount of \$9,752,590 to the lowest responsive bidder Boland's, LLC for the Engineered Materials Arresting System Replacement project, (B) Approve the purchase of materials required for the Engineered Material Arresting System maintenance and repair by the sole source exemption, (C) Approve a contract with Runway Safe, Inc. for the purchase of materials required for the Engineered Material Arresting System maintenance and repair for a term of three years, and (D) Authorize the City Manager to renew the Runway Safe, Inc. 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*

Boland's LLC \$ 9,752,590.00

*Sole sourcing is necessary for this contract because the needed product is available from only one source, Boland's, LLC.

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

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

NAYS: Councilmember Mayfield

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ITEM NO. 46: AIRPORT FOURTH PARALLEL RUNWAY 1C-19C AND CONNECTORS CONSTRUCTION

Councilmember Johnson said so, this contractor looks like they established a [INAUDIBLE] contract goal, and committed 21 percent of the bid to MWSBE. So, my question, I saw that there were DBE (Disadvantaged Business Enterprise) firms. I wanted to know the breakdown of the DBE versus for minority businesses or SBE. So, you've given me that breakdown, so I appreciate that.

Marie Harris, Strategy and Budget said yes, ma'am, and to your point, it's still 16 percent of the total contract just with the minority owned.

Ms. Johnson said okay, thank you.

Motion was made by Councilmember Bokhari, seconded by Councilmember Driggs, and carried unanimously to approve a contract in the amount of \$163,084,231 to the lowest responsive bidder Hi-Way Paving, Inc. and ES Wagner Company, LLC, a Joint Venture, for the Fourth Parallel Runway 1C-19C and Connectors construction project.

Summary of Bids*

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

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ITEM NO. 47: AIRPORT RAMP SNOW REMOVAL SERVICES

Councilmember Mayfield said Marie, I'm trying to figure out, as was mentioned with the last one, where one went out, and then we normally send it back out. This one also notes that we only had one response received. Why didn't this one go back out?

Marie Harris, Strategy and Budget said because it's a service. For a construction contract, we're required by law to bid it out, but if there's a service and they've already reached out and tried to get vendors, you don't have to rebid it again.

Ms. Mayfield said so, when it's a service, we don't have to send it back out. We can accept just one proposal?

Ms. Harris said yes, ma'am.

Ms. Mayfield said thank you.

Motion was made by Councilmember Bokhari, seconded by Councilmember Driggs, and carried unanimously to (A) Approve a unit price contract with Blythe Construction, Inc. for ramp snow removal services for an initial 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.

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ITEM NO. 31: PARKSIDE CROSSING TOWNHOMES DEVELOPER REIMBURSEMENT AGREEMENT

Councilmember Mayfield said as we just saw, we had a number of potential partners that were not able to meet the goal. So, what do we have in place if this eight percent and four percent are not met, since we have it noted in here that the WBE (Women Business Enterprise) contract goal on all work tied to this agreement is based under these numbers? What do we have in place if these numbers are not met?

Marie Harris, Strategy and Budget said so, before we even sign the contract, CBI will negotiate, it says a minimum of this. So, it's like any other contract we hold them accountable.

Ms. Mayfield said so here's the challenge that I have, because CBI identified, what did we just go through, Councilmember Johnson, 46? CBI identified a minimum goal of five percent. The vendor said they can come back with one. So, if CBI has in our system that we do have vendors that should be able to hit these minimums, and then we say through good faith efforts, you really don't have to meet these minimums, that's creating a challenge, because that's also giving the impression that you can circumvent the process. So, for me, it will helpful to know, one, does this come back to Council, so I

guess this will really be a question for you, Mr. Manager, before this moves forward, or if this is approved tonight, we're just saying hopefully we can get the four to eight, but if not, it would then be in your court to decide to move forward versus coming back to Council for us to have a chance to review it again?

Marcus Jones, City Manager said let me verify that with Marie.

Ms. Harris said yes, thank you, sir. No, this one would not come back to Council.

Ms. Mayfield said I have a problem with this, because we just had a number of items just tonight where the goals were not met, and then through good faith efforts they were able to circumvent the goals. We put a lot of investment into CBI. If CBI has identified these minimums, these aren't even maximums, and we have now opened it up to over 120 counties versus just focusing on Charlotte-Mecklenburg, I have concern with, one, are the goals that are being set aligning with the businesses that we have, or aligning with businesses that we should be targeting and identifying, and ensuring that we are meeting these goals to ensure that we get as much access to job creation as possible for our small businesses?

Ms. Harris said and Madam Mayfield, if I may, we'll definitely follow up. I'm sorry, I don't know enough about it, but I know CBI works with the departments and has a lot more processes and checkpoints in place, but we can definitely follow up and get you that one, not just specific to this, to all the reimbursement agreements.

Ms. Mayfield said well, I will be comfortable, Manager, if this will be one of those that comes back to us.

Mr. Jones said what I'd like to offer, Councilmember Mayfield, Mayor and Council, we're a little different than many of the other jurisdictions in North Carolina, in that we require a CBI certification over and above the hub certification, which is the 100 counties. So, at some point, maybe even before the retreat, we have to have a conversation about whether or not we are taking a lot of efforts, and I'll use this example, creating a pond of about 1,600 vendors, when there's a lake, there's the entirety of North Carolina, that we can fish in. So, before the last disparity study that made a lot of sense to me because we had localized it, but now we have opened this up to 100 counties. So, I would just say, as Willie Rash would say, "Sometimes the audio doesn't match the video," and we need to think through the lake versus the pond.

Ms. Mayfield said but are you bringing this back to us before a decision is made?

Mr. Jones said I think of one-off like this, I would prefer that we didn't, if that's a policy that Council wants me to bring all these back, I would hope not. I would say that there are going to be instances like this, but what I would also say, some things are actually working and working well, like Construction Manager At Risk, where we had a facility that we couldn't get three percent, and now I think it's past 15, maybe even 20. So, I guess what I'm saying is, as we are opening this up to, I guess, explore how we can do a better job, I would hope we don't strap me with a bunch of administrative issues as we start to look at the bigger issues, which I think can get more participation than we ever had before.

Ms. Mayfield said so, I'm going to be a no vote on this, because the challenge that I have is, one-offs lead to bigger conversations. So, as it comes before us, I'd like for us to attempt to address it, but again, it might just be me that has this particular concern. So, there's 11 members. My one no isn't going to make that big of a difference, but it is something that I need us to not look at it, as you mentioned, a one-off. This is a project that is in front of us, here's the concerns that I have for it. It would make more sense to just put it into the queue for when that time comes and they've established their goals, to run it back through. That's not a big ask to me, but if there's a challenge with it, then when we go back through and vote individually on these that we pulled out, then we ought to be a yes or a no vote.

Mayor Lyles said alright. Any other comments or questions on this one?

Councilmember Brown said I don't like that it's just the one-off, Manager, just a one-off, that language is concerning.

Mr. Jones said I'm sorry, let me say it a different way. Right now, there are some things that Council has delegated to me, and some things that you will vote on, and I apologize for the language. So, if all of these need to come back to you, I'd rather all of them come back to you, as opposed to singling this one out, and that would be a policy the Council would have that's different than the policy now.

Ms. Brown said right, yes. So, I appreciate you coming back and saying that. I'm just saying the just one-off, because we are responsible for the just one-off, and I just want to make sure that the language was kind of corrected, because I don't know that the just one-off is not what you meant, but it came out and so I just wanted it to be clarified in the language for how we proceed and how we move forward.

Mr. Jones said understood, thank you.

Mayor Lyles said so, we've been having this conversation in the Governance Committee, and I think we can continue, and perhaps at that point we can explain the difference between the lake and the pond, or the pond and the ocean. I think that it's going to be a matter of how do we get the work done and how do we make sure that we're giving people opportunities. So, are you going to take this on for us?

Councilmember Mitchell said oh, it's already in committee.

Mayor Lyles said it's already in committee. Okay, well why don't we wait and see what the committee recommends, I think Ms. Mayfield, and then we'll have a little bit more information.

Mr. Mitchell said Mayor, just one point of clarification. I do think a little bit with Councilmember Mayfield, I think can get all of us comfortable. When you look at the language that the CBI office would negotiate a minimum of eight percent, why didn't we establish that as the goal? So, I think there's a difference between negotiation and setting a goal, and this right here is saying we're going negotiate. Why couldn't a goal be set for eight percent of MBE and four percent for WBE?

Ms. Harris said thank you, that's a good point, but for this it says, "A minimum," so this is letting Council know we're comfortable with eight. If you set eight, we can do eight, but this is to negotiate a minimum, so hopefully doing more is the staff's point on that.

Mr. Mitchell said I think there's a confidence level better when it is established aspiration goal of eight, then a negotiation minimum, because a negotiation implies it could meet the goal or it cannot. When you establish an aspiration goal, I think we all feel comfortable that's going to be the target. So, I think, I'm going to speak personally for myself, the language to me would be a little stronger if it said, "MBE eight percent, aspiration goal four percent WBE." Take out the negotiation, because a negotiation, it could sometimes work for you or against you.

Ms. Harris said thank you.

Mayor Lyles said okay. So, now you know what you need to do in committee.

Mr. Mitchell said yes, got it.

Mayor Lyles said so, we're going to continue to work on this in committee, but tonight I would like to see if we could have a vote on Parkside Crossing Townhome Development Reimbursement Agreement. We would make sure that this example goes into the committee for discussion and recommendation, hopefully for our retreat, because I'm sure that we're going to have some discussion about that.

Motion was made by Councilmember Bokhari, and seconded by Councilmember Graham to Authorize the City Manager or designee to enter into a developer reimbursement agreement with Pulte Home Company, LLC in an amount not to exceed \$1,000,000.

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

YEAS: Councilmembers Anderson, Bokhari, Driggs, Graham, and Molina

NAYS: Councilmembers Brown, Johnson, Mayfield, Mitchell, and Watlington

Mayor Lyles said it's a tie. I vote yes.

YEAS: Mayor Lyles

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ITEM NO. 41: CATS ENTERPRISE ASSET MANAGEMENT SOFTWARE

Councilmember Mayfield said so, 41 was the same question, as far as the five percent participation goal, and that still goes back to the conversation of us setting a goal, working with our department, goals are being identified, but these goals are not being met or exceeded.

Motion was made by Councilmember Bokhari, and seconded by Councilmember Driggs to (A) Authorize the City Manager to negotiate and approve a contract with Trapeze Software Group, Inc. for the build-out and support of an enterprise asset management system for an initial term of five years, (B) Authorize the City Manager to renew the contract for up to two, one-year renewals with possible price adjustments and amend the contract consistent with the purpose for which the contract was approved, and (C) Authorize the City Manager to purchase such additional software licenses, services, hardware, maintenance and support, and system upgrades/expansions as required to maintain the system for as long as the city uses the system.

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

YEAS: Councilmembers Anderson, Bokhari, Brown, Driggs, Graham, Mitchell, Molina, and Watlington

NAYS: Councilmembers Johnson and Mayfield

Mayor Lyles said okay, now, ordinarily at this point in time, we would turn this over to the Manager for his review and we start going downstairs, but today we have an opportunity for a closed session.

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ITEM NO. 5: CLOSED SESSION (AS NECESSARY)

Motion was made by Councilmember Anderson, seconded by Councilmember Driggs, and carried unanimously to go into closed session pursuant to NCGS 143-316.11(a)(6), to consider the qualifications, competence, performance, character, fitness conditions of an appointment or conditions of initial employment of an individual public officer or employee or perspective public officer or employee.

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The meeting was recessed at 5:55 p.m. for a closed session in Room 267. The closed session recessed at 6:56 p.m. to move to the Meeting Chamber for the regularly scheduled Business Meeting.

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BUSINESS MEETING

The City Council of the City of Charlotte, North Carolina convened for a Business Meeting on Monday, December 9, 2024, at 7:06 p.m. in the Meeting Chamber of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council members present were Danté Anderson, Tariq Bokhari, Tiawana Brown, Ed Driggs, Malcolm Graham, Renee Johnson, Lawana Mayfield, James Mitchell, Marjorie Molina, and Victoria Watlington.

ABSENT: Councilmember Dimple Ajmera

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INVOCATION AND PLEDGE

Councilmember Bokhari gave the Invocation and the Pledge of Allegiance to the Flag was led by all.

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PUBLIC FORUM

Mayor Lyles said we are now going to move to our public forum for this evening. On behalf of the entire City Council, I ask that all speakers and audience members remember to be respectful of your colleagues and your fellow citizens, that being civil and courteous is something that's really, really easily done. So, let's try to make that out. If it does not work out, we want you to know that we really try very hard to make sure that everyone gets to be heard, and if someone is not being heard, then we will try to make sure that they have some ability to be respected, as I would say.

Keep Charlotte Beautiful

Amanda O'Hara, 9925 Fairlea Drive said my name is Amanda O'Hara. I am here tonight to speak about the Keep Charlotte Beautiful Program. The overwhelming majority of volunteers do great work to keep our City clean, but as the saying goes, "It takes one bad apple to taint a program with good intentions." When we think of Keep Charlotte Beautiful, we think of volunteers picking up litter and trash, but it goes beyond that. This program is allowing individuals to perform the legal and often contentious duty, that should be the responsibility of our code enforcement, that's patrolling a neighborhood and acting as an HOA (Homeowner Association) when it doesn't exist. This was clearly not the intent envisioned by the architect of this program. There is an individual who violated their assigned and approved territory and trespassed on private property in a neighborhood to remove signs that I placed with multiple neighbor's permission to honor a deceased 98-year-old neighbor, who was a World War II Nurse and two-time Leukemia survivor. These signs had American Flags, a pinwheel, and a handwritten note written by another neighbor. The offending individual and her husband were caught on tape trespassing and removing signs. When caught by one neighbor, this volunteer admitted to taking the sign off personal property and admitted an email to a City employee that the signs honoring our neighbor were trashy looking and aggravating to [INAUDIBLE]. This behavior, outside the scope of this volunteer's territory, is a duty and responsibility that should be the responsibility of code enforcement. This individual was further emboldened by the City of Charlotte as part of

a program that lacks oversight, that allowed her to weaponize code enforcement duties under the guise of the Keep Charlotte Beautiful Program. Immediate changes have been implemented because of the awareness I have brought. For example, this individual's association with Keep Charlotte Beautiful is through a third-party association and not directly affiliated with the City. Therefore, there is no tracking of who was involved with this program. Per the City's own rules for this program, the individual should only act within their territory and present a document showing they're part of the program. This was not done, because the individual likely did not sign a waiver or agreement directly with the City. I will wrap this up by saying, my ask tonight is that you review the information I provided to each of you and ensure changes are made.

Mayor Lyles said thank you very much. Understand that we have gotten your information, so we do, and we are working with Rebecca Hefner, who is going to work with you on the policy discussions that you think that we need to look at differently.

Ms. O'Hara said thank you, Mayor. I would just like to ask, while I have Mr. Jones' attention, if I could get a document just by the City?

Mayor Lyles said no, we can't do that. If I do that, Mr. Jones will be the most popular man in the room. Thank you.

Lamplighter Inn

Apryl Lewis, 1026 Jay Street said good evening, Council members. The Lamplighter Inn crisis before us isn't just about one property, it's about Charlotte's future. In August 2024, we stood here with resident Alicia Harvey and owner, [inaudible], proposing a stabilization center. Within weeks, that vision collapsed into chaos, utilities cut off, sewage backup, and residents facing systemic displacement. The pattern is clear. Property owners exploit legal loopholes leaving taxpayers to cover the cost of displacement. Mr. Arch's bank statements prove consistent payment, yet he lived without basic utilities, just like his neighbors, but we have solutions. The property at 1700 Montana Drive presents an immediate 90-day rehabilitation opportunity, a chance to properly displace residents from both Lamplighter and Tanglewood. This would become the stabilization center we originally envisioned, providing crucial transition time for residents facing barriers like background checks, limited income, or credit challenges.

To prevent future crises, we need three immediate actions. Mandatory code enforcement hearings for negligent property owners, a community stabilization fund to protect displaced residents, comprehensive tenant protections with real enforcement power. These aren't just housing issues, they're human issues. The Lamplighter residents include healthcare workers, service industry employees and seniors. They organized community cleanups, supported each other, and worked towards solutions despite every obstacle. While we appreciate the emergency response burdening the tax payers with the cost of private sector negligence isn't sustainable. The stabilization center model offers a new paradigm, one where we prevent crises instead of just managing them. Tonight, I urge this Council, let's transform this crisis into a catalyst. The property is ready. The community is mobilized. The residents are willing to be partners. The time for bold action is now. Let's create a Charlotte we can all be proud of. Thank you.

Jessica Moreno, 1817 Central Avenue said good evening, Council members. My name is Jessica Moreno. I'm here as an advocate for stronger housing code enforcement in our City, and to highlight the urgent need for action to protect families like those in Tanglewood Apartments and Lamplighter Inn, who have been uprooted and harmed by the failures of our housing system. First, a stronger and more aggressive code enforcement could have held the owner accountable for the deteriorating conditions, and relocation efforts should have started with the moment it became clear that the property owner was unwilling or unable to comply with basic housing standards. Secondly, relocating families to hotels is not a sufficient solution, especially households with children. When displacement occurs, it destabilizes families,

disrupts children's education, and pushes people closer to homelessness. This is unacceptable in a city as prosperous as Charlotte. Third, we need to prevent this from happening again. Stronger code enforcement policies are key to protecting tenants from unsafe conditions and preventing mass displacement like we saw in Lake Harbor, where fines were issued to the landlord, but the ultimate result was that tenants were evicted, and the property was sold. Many of those displaced residents remain without stable housing for years after, and this should never happen again. Our recommendations are clear. Use existing legal remedies. The City's housing code already allows for injunctive relief and in rem repairs, which could force landlords to comply or face serious consequences. These tools must be used effectively. Second, we have to create accountability. Require staff to report cases where repairs have gone beyond deadlines, and act decisively to enforce compliance. We need to protect tenants. Temporary relocations can allow repairs to happen without displacing families permanently. We need to prevent future displacements, foreclosures on properties where landlords fail to comply, and sell them to responsible housing providers, to maintain them as permanently affordable housing, cooperative housing and community land trust, which we call Green Social Housing at Action NC. Thank you.

Andrea Farris, 4536 Wynbrook Way said okay. "Displacement in Charlotte, North Carolina," and this is written by me. I was born in Charlotte, North Carolina in 1968. I left as an adult and returned in 2009. Since then, every landlord that I've had has been a slumlord. My first landlord had me in an illegal lease. When I won the case in court, the judge gave me time to move, but the next day, the landlord climbed through my window and changed the locks. As a Section 8 recipient, I called INLIVIAN, but all they said to me was, "Sorry," and gave me a new voucher. No one informed me of my rights. This left my family homeless for four months. Imagine what the families that have no help are going through. Today, I'm facing homelessness for the third time. Charlotte is in a crisis. As of June 2024, 2,784 people were homeless, and many working full-time, like those at Charlotte Douglas Airport, are living in storage containers. Rent has skyrocketed, 27 percent during the pandemic, forcing families out. Corporate landlords own over 11,000 homes here, raising rents and displacing local residents. The help for displaced families is slow and unclear. INLIVIAN provides little guidance for people with Section 8 vouchers, as they have no housing list, and more landlords are dropping from the program. What about the people with no assistance? Many of us can only live in properties that work with housing collaborative, but we do not know who they are, application fees are a barrier, with no clear way to get them paid. If we do not make enough money, there is no help. If we make too much money, there is no help. If we do not make enough money, there is no help.

Carolyn Toney, 4535 Wynbrook Way said good evening, everybody. My name is Carolyn Toney. I'm 73 years old, and I work for the City of Charlotte and I'm disappointed in them. I worked until I retired. I've seen what I'm looking at in Tanglewood. I've lived there a year, and nothing's been done. Code enforcement's doing their job. We need ya'll to back them up. Councilmember Mayfield, I want to thank you for coming to see about us. I want to thank you. Mayor, I want to thank you, because your office did get back with me. Thank ya'll very much. I've never lived like this in my life, and to serve the City of Charlotte, I don't want to ever see nobody live like I had to live. You're not doing nothing. Put liens on these slumlords. Put liens on them immediately, especially Tanglewood, they're talking about \$8.2 million they put in this, and they don't fix \$2.5 million, Mayor, come on out there with me. I want you to tell them where they put \$2.5 million, where? I left in November 2024. My house still hasn't gotten done. They still haven't fixed nothing. I couldn't stay there no more. I had to get my grandkids out of there. I took custody of my grandkids at my age, 10 and 3, and you know what I teach my grandkids? You're going to be something in life. I want ya'll to do so something and do something immediately. Don't you let another person live like the Lamplighter, Tanglewood or anybody else lives, and I mean that.

Shadavious Billings, 4536 Wynbrook Way said good evening. My name is Shadavious Billings. I am the great, great niece of Sam Billings, born a slave and first recorded African American landowner in Mecklenburg County in 1892. He also donated land to other African American families in his community. Isn't it ironic that even after

such a contribution was made by my ancestor, I still face such a horrific and unfair situation of displacement. How fair is it that landlords are able to charge what they want, and I still have to pay, but they don't have to maintain or fix anything? Every year, they go up on the rent, but not on the service. Me and my children have lived in very poor conditions, such as mice infestations, roaches, mold exposure, just to name a few. The problem is my credit gets ruined, and they sell the property to avoid City fines while still making a profit from selling it. In my life, me and my children have been displaced five times to no fault of our own from 2014 to 2021, and again now in 2024. These places include Charlotte Housing Authority, to Airport Parkway Inn, Lake Arbor Apartments, Bottom Line Reality, Tanglewood Apartments is the last stop. I stand here today pleading with the City leaders to implement stricter regulations that could hold landlords accountable for their actions and ensure that they provide habitable living conditions for all tenants. We need you to provide a better, stronger support system for families who have been displaced by addressing the housing shortage.

Archie Hoskins, 4425 Eddleman Road said hi. My name is Archie Hoskins, and I was at the Lamplighter Motel. I stayed there. I've been there since March of 2024. I have a lot of medical problems, and they were taking money from me. I had one neighbor to take a shower in my room from March 2024 all the way up until almost three, four, five days ago. [inaudible] back old school in the wash pan. They were taking my money from me. My floor had feces that come up. We had rats there. We had roaches there. They had maggots inside the dumpsters. They wouldn't empty the trash. I have not been able to use the Wi-Fi or cable, we had none of that, but I was paying \$950 every month. They were taking it out of my account. Not only that, I came here tonight, and I love you guys so much, and Merry Christmas. I got out of the hospital. I just had a stroke, and I came just for ya'll to hear what I had to say today, but understand that them people have really, I mean, you wouldn't believe, the lights were turned out. We had no hot water. The baby was there, she's on oxygen, and they had to rush her to the hospital, because she couldn't breathe anymore. Just by the grace of God, I'm here, and I just want to say that, what we've been going through, and the things we've been going through, we shouldn't be here. Right where this building is built, I was born in a house right here. I've been here 69 years right here in Charlotte, and I never went through what I went through in my days, but when you fall down, God says you've got to fall down, but you've got to have a way to get up, and I'm actually [inaudible] to get up. Right now, I'm homeless because of some things that went wrong. I lost my mother, and when I was in the hospital, a lot of things went wrong. This is the second time I've been in the hospital [inaudible] she came to help us.

Mayor Lyles said thank you, Mr. Hoskins. We appreciate you, and we hope for better health for you.

Will Russell, 6601 Blue Sky Lane said Will Russell. Mayor, members of Council, thank you for having me this evening. I want to open with a little bit of scripture here coming from Philippians, second chapter, verses three and four, "Do nothing out of selfish ambition or vain conceit, rather in humility value others above yourself, not looking to your own interest, but each of you to the interest of others." I think what we have seen tonight from Mrs. Toney and Mrs. Billings, who are residents of Tanglewood, they embody that scripture. It would've been easy for them to do nothing, to sit at home, to complain, to not care, but they decided to do something. They decided to let their humility speak in front of others, to put themselves out in front of others, to talk about their struggles and their hardships, and now I ask you to do the same. It's going to be difficult for you, because you're elected officials. You're going to be pulled by interests and people to do things that are easy for you, that will get you reelected, that will allow you to do nothing, and it'll be easy, but I'm asking you to show the bravery that these young women have shown tonight. Do something. Show humility and value others above yourselves. Thank you.

Mike O'Sullivan, 400 North Church Street said good evening. I'm Mike O'Sullivan from the OneMECK team. We've been reviewing the City's publicly available housing code violation database. You might guess that going through all that data might be boring, but I think you've heard from people tonight, it tells a tale of real human

suffering. It shows that many families are living in deteriorating buildings. They're subject to unsafe and unhealthy conditions, dangerous wiring, leaking plumbing, rotting wood, mold, the works. What we found is that 916 housing code violation reports issued within the last two years remain open. This may not seem like a high number for Charlotte, but remember, many people are afraid to complain. The fear of being evicted, even though that type of retaliation is supposed to be illegal, and some of these inspection reports have 20, 30, 40 violations or more in the single report. Take a moment to imagine what a family living in a squalid apartment with 40 violations is suffering through. What's worse, there are 12 multi-family complexes that have 11 or more housing code violation reports. Complexes that have multiple violation reports are often in very poor condition with scofflaw owners ignoring the violations and the fines. For example, consider the Tanglewood Apartments. The complex has a long history of open violations. After years of taking rent and not doing the repairs, the owners are now forcing the residents to leave, creating another mass displacement the City and partner agencies must scramble to remedy. To prevent families from living in deteriorated buildings at risk of displacement with owners abusing the system, we employ the City Council to adopt a policy of strong housing code enforcement. Let's clean up these unsafe and unhealthy living conditions. We already have the laws we need to do this, now we need the political will to take action. The next speaker, Ted Fillette, will talk more specifically about our recommendations. Thank you.

Ted Fillette, 220 Wonderwood Drive said Mayor, members of City Council. I'm Ted Fillette. I'm a retired attorney. I was with Legal Aid of North Carolina in Charlotte for 44 years, representing low-income tenants and black community organizations across the City. I've had a lot of experience with code enforcement. Honestly, most of the code enforcement works quite well. The problem is what happens when it doesn't? You've got two remedies in the code, you don't need any further enabling legislation, and I just want to mention what they are. First is the in-rem repair remedy. As far as I know, it's never been used to do repairs in the multi-family deteriorating apartment complexes in the City. You've got the power under the code, after the final order has been issued and ignored by the owner, to put out bids for contracts, make a contract with the builder to go in and do the repairs, which the owners were supposed to do. Then, if they don't pay you, you can put a lien on the property. If they don't satisfy the lien, you can foreclose on that property, and then you become the title owner. That gives you the opportunity then to convey the property to a responsible housing provider that will maintain it in good condition and affordable. The other remedy in the code, which can be used in tandem with the in-rem repair, allows the Council to instruct the City Attorney to bring the judicial injunction against the owners to do repairs that must be done immediately. I'm talking about imminently dangerous conditions, like inoperable plumbing, unworking heat, collapsing floors and roofs. You can do that. You would make a lot of progress.

Reverend Jacotron Potts, 6029 Beatties Ford Road said yes, peace and blessings to the distinguished Council members, to our Mayor. Thank you for allowing me to address our community's important issue of housing coding violations. I stand before you as a concerned citizen and a Director of Community Care for the Park Church under the leadership of Bishop Claude Richard Alexander, Jr. As a church, we are committed to affordable housing, and we thank you for the partnership to make that become a reality on our property, but we also uphold the values of compassion and love for our neighbors. Organizations like OneMECK and Action NC are working diligently to bring these code violations to the Council's attention, and to offer solutions in the fight against inequities and against unjust retaliation tactics employed by landlords against citizens who are within their rights to raise these complaints. In the words of former President, Ronald Reagan, "Don't be afraid to see what you see." Don't be afraid to see what you see when citizens, who are drowning in coding violations, raise their coding issues up to the seats of your power. Don't be afraid to see what you see when OneMECK and Action NC present the data regarding housing violations, rather look at what you see with courage to use your power to stop coding violation drowning that is suffocating the joy and the dignity out of citizens who work hard daily. We desperately need your help now and moving forward. Effective leadership involves making thoughtful decisions that prioritize the wellbeing of all citizens and all members, ensuring resources and opportunities are accessible to anyone regardless of their background. Coding

violations not only harm individuals but also undermine the entire fabric of our community. As Jesus taught in Matthew 25:40, "Truly I tell you, whatever you did for the least of these, my brothers and sisters of mine, you have done it for me."

First Responders

Kathy Lindert, 16501 Riverpointe Drive said thank you. Hi. My name is Kathy Lindert, and I'm here today to discuss our first responders, and the crisis they are having with stress and anxiety. It doesn't have to be this way. Statistics show that in the United States, 58 percent of police officers contemplate suicide at least two times. Even worse, are the numbers of death by suicides, 15 percent of police officers, two percent of firefighters, 2.2 of EMT (Emergency Medical Technicians) workers. These numbers are staggering. Another area of concern is, it's estimated that 50 percent of police officers and 54 EMT workers will retire in the next five years. If we don't retain these new recruits and our Veteran first responders, and they leave us due to stress and anxiety, we lose their knowledge, experience, their relationships with the community, and the cost of training, plus moral issues. We need to keep our first responders by teaching them how to navigate the stress and anxiety of the job. There is a solution. My program teaches first responders how to rescue themselves. I don't analyze these first responders, which carries a stigma. I teach them hands-on methods and giving them the tools and techniques to use in a moment's notice. This way they are calm and in control. I will focus on teaching them how to have enhanced community skills by not owning the negative words others say, better team interactions, better emotional control, ability to let go and leave the job at the job, better sleep, plus much more. In the handouts that have been handed out to you, you'll have more information. I have worked with the FBI (Federal Bureau of Investigation), the Newark Field Office, New York/New Jersey Port Authority, New Jersey Fire Departments, plus other first responders personally and on an individual basis. This is their best and first line of defense. I would like to speak with the City Manager to review the program in greater depth. Assisting our first responders to learn how to rescue themselves is what every first responder needs. They deserve it. Let me show you how to do it. Thank you for your time, and I look forward to meeting with the appropriate people. Thank you.

Lamplighter Inn

Reverend Jennifer Helms-Jarrell, 2910 Parkway Avenue said good evening, Mayor and Council members. My name is Reverend Jennifer Helms-Jarrell. Most folks call me Helms. I serve as the Founder and Co-Director of QC Family Tree, as well as Pastor of Beloved Community Charlotte. Thank you for the opportunity to speak. As you know, families across our City are suffering from unsafe and unhealthy housing, forced to live with leaking roofs, dangerous wiring, inoperable heat, and conditions that no one should endure. These issues aren't isolated, they're systemic. As of last month, 916 housing code violations remain open with 360 of them unresolved for more than six months. This is more than a housing crisis. It is a moral crisis. Charlotte must take action to prevent landlords from neglecting their properties while also profiting from their tenants' suffering. The tools to take action already exist in our housing code. You have the authority to utilize in rem repairs and hold property owners accountable. It is time for you to act. As a 20-year resident on Tuckaseegee Road and Enderly Park, I have seen firsthand how inaction allows these situations to persist, and how easily they could have been prevented. The failure to act harms not just tenants, but the fabric of our community. Tonight, I urge you, use your power to prioritize the health, safety, and dignity of Charlotte's residents. You have the power to ensure that no family in Charlotte is left to live in substandard housing. You have the power, so use it. Thank you.

Reverend Greg Jarrell, 2910 Parkway Avenue said good evening, Council. Reverend Greg Jarrell of the Redress Movement. In the Christian tradition that I come from, at this time of year we recall one of our foundational stories, and a key character in its popular telling is a nameless Inn Keeper confronted with a working-class family in need of safe and decent housing. He could have said no. We remember him, though, because he did what he could. His guess was small, but it made in that story all the difference. You have heard tonight a compelling argument that you can say one small yes by using your

power to emphasize in rem repairs, where working-class Charlotteans still cry for a room, a place, a home, a decent apartment or house with dignity. That yes will not be everything, but as our ancient stories testify, no one is responsible for everything. We are responsible, though, for using the power that we have on behalf of our neighbors. Thank you.

Small Business Change of Use Procedures

Marlaina Williford, 4541 Austin Dakota Drive said good evening, members of the Council, Mayor and Fire Marshall Miller. My name is Marlaina Williford, and I'm the proud owner of Little Angels Preschool, a vital learning center that has been serving children and families in this community for over a decade. I'm here today to respectfully request your assistance and support to allow us to continue operating while we work through the necessary changes for a change of use. I know some of you may have recently been made aware of Little Angels' situation. We have provided a detailed timeline about the inspections with the fire department in the folders that you will receive. On November 6, 2024, the actual decision was made that we needed to do a change of use, and suggestions were made of what changes the building needed to have done. We have since been working with our plan designer, our mechanical engineer to make the changes, and the plans have been submitted to the building code enforcement today. We believe that the problem in all of this is that because there was change in our inspector for the location at 210 East Arrowhead, the fire marshal was not made aware of the preliminary meetings with the building code enforcement and other departments of Mecklenburg County, and that building set a decision for a submittal date of November 6, 2024. He and his executive team were under the impression that in July of 2024, a change of use was issued, and they gave us 90 days to make the changes, and we ignored it. When actually we believe that the 90 days should not have started until the decision was made by the building code enforcement on November 6, 2024, which we would like our 90 days to start then. We'd like to thank Fire Marshall Miller for taking time to hear us and talk with us, and we're hoping that you all will simply allow us 90 days from right now to make all the changes required for the change of use. Thank you.

Mayor Lyles said thank you. I would like to ask you before you leave today, if Shawn Heath, if you could speak with our staff person over here to be able to get what we need to have the additional information and your request, so that we can actually take action and give you information about this. Thank you very much.

Ms. Williford said thank you for your time.

Mayor Lyles said thank you very much for letting us be a part of what you're doing with kids. Thank you. Okay, I believe that that is the end of our speakers list, but before we go on to the next item, I'd just like to say thank you to all the members of the public that came down, whether or not you came as an advocate, or whether or not you came as someone who cares deeply about the issues that we have to take on in these situations. So, I just want to say thank you. The presence of you in this area, it kind of reminded me, I hate to say this to Ted, but we had this very same program for a while. So, what it means to me is that sometimes things work, but after they work, we just kind of let them fade away. That's not our intent in government, but sometimes we have to know our own history, and you guys have added so much to our own history. I also want to thank some other folks. I mean, Robert Dawkins, if you and I haven't had more conversations in the last couple of weeks, I don't know whatever, and I'm sure that that is what all of the Council members would say as well, and Crisis Assistance Ministry, and what we're trying to do. I think what you're seeing is, it's time for us to get back on track. I just have to say, when Ted was a young man with lots of hair and everything, he actually came up with this program, and he said we have to do something about landlords that are not following the rules, and what he has said tonight is that that's what's going on right now, and we have to begin to adjust to what's happening. There are too many of you out here that care deeply about this community for us to not do the things that we have the power to do. Thank you, Pastor, for saying, "Use your power," because power makes a difference for everyone in this community.

So, early in November 2024, I made a policy referral to our Housing and Safety and Community Committee. The Chair is sitting over there. She's fanning a little bit right now. As I said to the full Council, this is something that all of us have to do. It's not just one committee or one person that has the responsibility, and so what we have heard and seen today, all needs to be examined, and I expect that it will. So, I want to say thank you. Give us some time, it's not tomorrow, I know that, but I do know that this has worked before, and it can work again. So, thank you very much for what you've done, thank you, and that's the end of our public forum.

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PUBLIC HEARING

ITEM NO. 7: PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF UNOPENED RIGHT-OF-WAY BETWEEN 935 AND 939 TENNYSON DRIVE

Mayor Lyles declared the hearing open.

There being no speakers, either for or against, a motion was made by Councilmember Mitchell, seconded by Councilmember Graham, and carried unanimously to (A) Close the public hearing, and (B) Adopt a resolution and close a portion of unopened right-of-way between 935 and 939 Tennyson Drive.

The resolution is recorded in full in Resolution Book 55, at Page(s) 401-404.

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ITEM NO. 8: PUBLIC HEARING FOR SIEMENS ENERGY BUSINESS INVESTMENT GRANT

Mayor Lyles declared the hearing open.

There being no speakers, either for or against, a motion was made by Councilmember Driggs, seconded by Councilmember Anderson, and carried unanimously to (A) Close the public hearing, and (B) Approve the city's Business Investment Grant to Siemens Energy for a not to exceed amount of \$2,785,221 over ten years.

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POLICY

ITEM NO. 9: CITY MANAGER'S REPORT

Marcus Jones, City Manager said okay, thank you, Mayor and members of Council. I think magically some presentation is going to pop up, but until that point and that time, we have been committed during the Manager's briefing, between now and February 2025, to come back to you with various issues around public safety. We had, I think, a robust conversation at the last Business Meeting. What I will ask for is patience, because we started off with, I guess, four different topic areas, and what's going to happen over time is, you will ask questions, and so what we'll do is come back to you with as many answers to the questions as we can. So, hot off of the press, many of the questions that were related to Chief Jennings, two weeks ago, is being passed around now, not to get you to eat it all up tonight, digest it tonight, because we're going into a very different discussion, but still there will continue to be responses to some of your questions. So, what we'll do is go into what we have planned for tonight. So, if we go to the next slide, to just bring everybody back up to speed, we had Chief Jennings at the last business meeting talking about crime and data, and that resulted in many questions

that you had, that we are giving those to you tonight, again, not to rehash those, but to go to the next item. What will happen over time is that you'll have some questions tonight, you'll have questions during the week that you'll just send to me, but we will keep a catalog of all of those as we get prepared for the Annual Strategy Meeting as we get prepared for some of the data that will come out of the annual report.

So, tonight we're on to, what I would call, chapter two, which is a review of the quality-of-life approach. So, while it will not have a lot of crime statistics with it, we talked a lot about perceived and what's reality when it comes to feeling safe. There's a lot of things that this Council has done over the last couple of years, which I think are pretty innovative and creative, but we need some feedback from you. For instance, we start to talk about, Councilmember Johnson, truck illegal parking. So, we wanted to make sure we give you some data tonight about that, because the trucks are still illegally parking. So, are there some things, Councilmember Mayfield, that we may think about doing differently? So, again, one piece of this, we're not trying to boil the ocean tonight, but we wanted to stick with this topic, which is more around the quality-of-life. We'll come back with SAFE Charlotte, review an update in January 2025, as well as we'll have the CMPDs (Charlotte-Mecklenburg Police Department) Annual Crime Report. Then, we have in February 2025, Violence as a Public Health Crisis, which really started many of these conversations, even pre-pandemic. With that said, one thing I do want to say, a lot of things are in process. As a matter of fact, I saw a friend this weekend, and I hope I don't get the friend's kid in trouble, but they were involved in some type of civilian vehicle crash, but remember we now have the Civilian Crash Units, which allows us not to have a police officer come to certain types of crashes, because it becomes a low priority, but we have civilianized some of that. So, a lot of good things that you will hear, and we'll still have our challenges. With that said, before I turn it over to Rebecca Hefner and Debbie Smith, I would like to have a little bit of a followup from CMPD as it relates to two issues that came up a lot last time, and I put that in the quality-of-life bucket, which is road races as well as loud mufflers, things of that nature. So, again, not everything, but I put that in the quality-of-life bucket, and so we will start off with Deputy Chief Bryley to give an update on those two areas, before we turn it over to Rebecca and Debbie.

Deputy Chief Jacquelyn Bryley, CMPD said good evening. Thanks for having us. In reference to the public sentiment and public perception survey, there's going to be a survey that's going to go out to the public to measure public perception, and then we'll have a wholistic approach for each division. It'll be tailored to each division's priorities and crime challenges. We worked with Procurement for an RFP (Request For Proposal). So far, we've had 12 responses from different companies. That will be awarded in February 2025, with the survey to launch later in 2025.

A brief update in reference to Uptown. We were able to discuss in the last meeting with Chief Jennings. We had several issues that were brought up in reference to Uptown. We have several initiatives. We'll start with several operations that we have going in Uptown Charlotte. One of them started about two weeks ago. It's called Holiday Heartbeat. We often hear from residents and visitors of Uptown. They love seeing police presence on dual sports, motorcycles, foot patrols, as well as the vehicles. So, one of the things that they started in Uptown is, the officers will have their steady blues, not the ones that continue to go, but a steady blue light going. It makes officers more present. Within the two weeks, we've already seen a reduction in speed and increased visibility. Major Ballamonkey and the new Captain of Central Division has received information that business owners and residents appreciate seeing the increased police presence with the blue lights.

Operation TRIO is our targeted response and outreach program in Uptown. The initial effort was to reduce violent and property crime in our high traffic areas Uptown. The initial focus was on the Spectrum Center and the Transportation Center. Back in July 2024, we extended the footprint to include First Ward Park, Fourth Ward Park, and Romare Bearden Park. Since inception of TRIO, we've had 107 arrests Uptown. The Transit was leading that location next to Romare Bearden, the next amount of arrests, and since then we've seized 14 firearms just in that location.

An additional operation we have going on is our JADE program, which is our Juvenile Accountability and Diversion Empowerment team. There will be a full report out on JADE at the end of the year, coming up in January 2025, in reference to the full crime report, but we have seen some increased success with JADE, including officers providing home visits. We did a special roll out for July 4, 2024, and we plan on repeating that roll out for New Years Eve, where we make home visits to repeat offender's homes. We have conversations with the parents. We have conversations with those juveniles and express our interest in them not coming Uptown to engage in any type of criminal activity.

An update on our Scarlett. This was a program that was launched in April 2023, to address the rise in luxury car thefts in Charlotte and around the city. We have a detailed report, again, coming at the end of the year. This program has had tons of success. Recently, we had three defendants plead guilty for their roles involving in high-end stolen vehicles worth millions of dollars. The U.S. Attorney's Office, to this date, has charged 11 individuals with these conspiracy offences, and none of those thus far have plead guilty to federal charges. Many of these cars were stolen in South Charlotte and Uptown area with the high-end cars.

If you move over to the street racing. You recall, back on December 1, 2023, the increase in penalties for street racing was implemented. We've seen a decrease year over year in these events. Thus far this year, we've had 41, either street racing or takeover events, in Charlotte area. We've served 14 search warrants that have been executed by our teams over participants at their homes and their vehicles. We've written 54 citations. We've seized 22 vehicles and made nine arrests. We've seized five guns, and we've had four repeat locations that bounce between North Division and Steele Creek in University area. Usually, these are areas with large business parks, where there's not a lot of lighting and there's not a lot of security overnight, and so that's where the individuals like to go and do street racing and/or burnouts. Our age range of our participants is between 18 and 25, and we've had thus far, since the new law's been put in place, one repeat offender, an individual with the last name of Clark. We've actually seized two of his vehicles since the new law's been put in place, and that was over the last 24 months.

There was also a question about mufflers. So, we did some research on that. As you can see from the data at the bottom of the slide, we had 16 calls for service related to loud mufflers and noise complaints this year. Most of those did generate from the Uptown area. This was a huge decline from 2018 to present. The one issue we had with this is it's really hard to capture loud muffler calls for service unless the officer actually witnesses it, and this is something that we'll have to work with North Carolina DMV (Department of Motor Vehicles), because it is actually an inspection issue. So, CMPD has a limited role when it comes to enforcing the loud mufflers. Do you have any questions for me?

Councilmember Mayfield said so thank you for this report. It's not in the report, but I was hoping you can answer a question for me. We attempted to utilize a service that we saw out of Portland. So, we tried to utilize the Portland Loo and to provide porta johns in Uptown to help with our unhoused community, but I've heard recently that that's causing a challenge, because not only do we have prostitution that is happening within those facilities, but also we're seeing an increase of rodents in the area. I'm wondering if you're also, in the crime stats, starting to receive a lot of calls and having to go out and respond at the porta johns that we have placed around, which we thought would be a good idea, but might not necessarily be the right idea for Charlotte?

Deputy Chief Bryley said unfortunately, ma'am, I don't have that information just now, but I can make sure I get that to you, specifically to that question.

Ms. Mayfield said that will be helpful, but I also wanted to make sure that my colleagues were aware that unfortunately that is happening, and it's causing a lot of challenges. Again, health wise, we are getting rodents the size of other cities that we have never really had here in the Charlotte area, and that's causing a lot of concerns, and some of

our partners, honestly, who are out there on the ground working directly with our unhoused community, are uncomfortable going into some of the locations to give assistance, because of what's happening. So, that's something I think we need to have at the top of our radar and put on notice to work with staff and work with CMPD to make sure that we're ahead of the situation. Thank you.

Councilmember Bokhari said I'll be brief. Mr. Manager, as we've discussed, we're going to have multiple meetings like this, and we don't have to solve anything at them, but we need the takeaways to ultimately lead us towards our Annual Strategy Session. I would say it's been good to get updates on the initiatives, but I think we need to take off rose-colored glasses. It's a set of assumptions that's leading us to believe that people don't feel safe, just as a perception. So, I think that the takeaway needs to be, looking with a new lens at the property crimes, at the things that are being reported, at the view of what's not being reported out there, particularly on this data set of quality-of-life, and also want to make sure that our officers, in the rank and file, their quality-of-life is also a measurement and an aspect that we consider when we get to this topic.

Councilmember Driggs said you mentioned Uptown Charlotte. I've had a fair amount of input, even though it's not my district, and it's related to what Mr. Bokhari said about the general mood there. People are worried about going out, restaurants are closing. So, in the same vein as what Mr. Bokhari said, I'd like to see evidence of like more activity Uptown and a lessening of that apprehension, and I'm not sure I can infer that. I'm encouraged by the data, but we need to get back to a point where people can go out Uptown and not be afraid. So, that's a combination, I think, of the data and enforcement, but it's also engagement with a lot of community leaders, Center City Partners, business owners, and then maybe an activation Uptown that shifts the balance of who is there. One thing I have heard a number of times was that people don't see a presence of officers. I've been told a couple of times that people are Uptown, and they look around and there aren't any officers in evidence and they feel exposed. So, I would just offer that somewhat more subjective perspective, Mr. Manager, and see if we can recognize that problem for what it is and then address it appropriately.

The other thing I'll mention quickly on the mufflers is, these days a lot of cars coming from the factory have a switch, that you can open valves and they make a horrendous noise, and then you close it again. So, I'm wondering if officers on patrol, when they hear one of those, they just hear a noise that's inappropriate, do they pull that car over? Do they tackle that on the spot? I think that's the only way we're make people nervous about driving around with this deafening racket. So, just a suggestion, but be aware that's switchable, and somebody can turn it off instantly.

Deputy Chief Bryley said and if I may sir, the first step in addressing that is getting people to stop, and so we have a policy to where we take quality-of-life, and we take public safety first, and oftentimes our officers are young, they're eager, and that is something that bothers them as well. If that car takes off from an officer, we're not going to exceed speed limits to attempt to stop that vehicle for the safety of that officer and the general public, but that is something that we definitely want to work on.

Mr. Driggs said I think that relates to what I heard the last time I asked a question, which was about the CMPDs ability to respond to accidents and to get there, because I had, on two occasions, calls from people saying, "I've been here for an hour," one of whom was a member of the house. So, if we have a resource issue, I think that's something that we would like to know about as well, and I'll just throw that out. It feels to me like there are certain things people expect the police to do that they're not able to do, and I certainly don't fault them, but the algorithm that we have, the methodology we have, for interpreting the frequency of calls and our responses to calls, we need to stay on top of that. We need to make sure that we are actually responding to each level of urgency of call in the intended timeframe. That's all I have. Thank you so much for your work, appreciate it, sir.

Councilmember Graham said thank you very much for the presentation. These comments are pretty much for the Manager. I want to thank you for, again, keeping this

topic top of mind for not only the Council, but for the community. I said it before, notwithstanding the data, if you don't feel safe, you're not safe. I have the honor of representing Uptown Charlotte along with Anderson, the Beatties Ford Road corridor, some of our Corridors of Opportunity, where we're still experiencing significant crime, notwithstanding what the data says. So, Mr. Manager, I like the fact that we are outlining where we're going, and that tonight we were really given some things that the officer's are doing as we speak. So, it's not like we're waiting to compile information to make a decision, in terms of how do we be proactive, but they're outlining the action steps that we're taking right now, which I think the community wants to know, what are you doing right now to try to, not only deal with the perception of crime, but also the reality of crime, especially in Uptown Charlotte. I had the opportunity this weekend to be at one of the hot spots, which is Spectrum and the Transit Center for the tennis match on Friday and the basketball game Saturday afternoon, and it was discomfoting walking into the arena, the loitering, the smell of marijuana, especially on Friday night. People didn't know who I was. I was out of uniform, but just hearing some of the comments of people, literally, this one lady just grabbed her husband's hand as they were walking across the street, saying, "Let's get to the car." So, that perception is out there. The reality is people are still getting shot in Uptown as recently as a day or two ago.

So, we really do have a significant issue and a problem, notwithstanding the job that you guys and ladies are doing, representing us and keeping us safe and secure. We have to resolve the perception issue and do the work necessary to fulfill our obligation as Council members, but then there's the reality out there that we have to make a tough decision. I had a great meeting three weeks ago with the leadership on Beatties Ford Road, the police leadership, with residents, and your response was significant. So, they are making arrests. They are doing their jobs, but there is a cancer in our community, that if we don't get our hands around quickly, relating to crime and public safety, and really be intentional about it, similar to many of the comments we heard this afternoon relating to housing policy, and what the Council can do. We have to be very, very intentional, very proactive and very assertive to exercise the Council's authorities, the policing authority, to do our homework as you are outlining for us, but at the same time that we really have to be very assertive in enforcing public laws throughout the community. Thank you.

Councilmember Anderson said thank you for the presentation. This is really good information to digest, and in particular the focus on Uptown, as it relates to Holiday Heartbeat and with the Parks, as well with Operation TRIO. I think that's really important. In particular, as we're in the midst of the holiday season, and there are more people out and about wanting to take in experiences Uptown. So, I think that's really good information. The whole concept of getting the RFP around public sentiment, as it relates to safety, I think is good as well, because you'll really be able to have some qualitative datapoint that you can then align with the quantitative information that you have provided us here. So, I think that'll be really important to inform how we move forward. There is an issue with gun violence and shootings, and we'll go a couple of days, and it seems like things are okay, and then we'll hear about an attack, a shooting, in an individual's home. I know in District One, we had a shooting in Cordelia Park where it was just someone just shooting into the community and happened to hit someone's house. We had shootings on the Corridor of Opportunity, and so there's a lot to be done there. I wonder if, as you all are coming up with your plan of action, if something can be done with the networks of cameras that we have, City Manager, and how we can be proactive as it relates to all of the cameras that we have at intersections and other places, in some of these hot spots? Specifically, and primarily focusing on the hot spots, I think would be quite helpful.

Lastly, we mentioned this, and I know that tonight wasn't the focal point of this update, but for some of our neighborhoods that are experiencing these troublesome convenient stores and marts, I think we need to have a focused, multi-pronged plan on how to address those. I have quite a few of those in the district, but we have a plan of action for some that are in the Hidden Valley community. I think that's also an issue as well, and if we can get a structured plan about how we're going to address that and mitigate crime before it happens by mitigating the loitering and mitigating, all of those opportunities for

escalation, that will be very helpful as well. City Manager, I just want to thank you for this series, and I think we need to, even after we go through the process of February 2025, figure out post-February how to keep this top of mind, not only for the Council members, but for the public as well, so it's clear that we're taking action and being focused on how to address public safety. Thank you.

Councilmember Mitchell said first of all, I want to say thank you to the City Manager. I think he's heard from this Council about the importance we feel about public safety and to lay out a schedule that we'll be dealing with each topic. I think it sends a strong message to you citizens that we're hearing you loud and clear. One thing I would like to add, when we're talking about quality-of-life approach, is our juvenile crime. We have heard loud and clear, how could we be proactive? How we can provide solutions and make sure less and less of our juvenile will turn to violence. One part of this I'm very excited about is reorganizing the neighborhood engagement service team. There was an old saying we used to say, "That a nosy neighbor was a good neighbor," and I think we've gotten away from neighbors really taking control of their neighborhoods and be able to reach out and engage with our men and women in blue. So, thank you, City Manager. I look forward to the presentation, and more importantly how this Council could continue to be engaged. I mean I think we all are having town hall meetings. So, if we can help with the survey to get that information out to the neighborhoods at our town hall meetings, I think that data will be important. Thank you, Madam Mayor.

Councilmember Johnson said so, thank you for the presentation, Mr. Manager, and thank you for the presentation. I wanted to ask you about the street racing takeovers. That's a huge issue in District 4. I get a lot of inquiries about that. This initiative, did this include 485 also for the highways, or was this just City streets?

Deputy Chief Bryley said normally City streets. I mean we do go onto the highway, but that's strictly Highway Patrol. What we really focus on is when we start getting the calls for service from residents and citizens either driving or witnessing it, and then we focus in on that location, and honestly, it's a cat and mouse game sometimes. These young individuals who participate in these very risky driving behaviors, we do our very best to try to mitigate that as quick as possible, even if that means just dispersing them from one location and trying to prevent them from going to another location. Unfortunately, they do use our highways to get from, let's say Steele Creek, over to North Division, within a quick amount of time.

Ms. Johnson said so, if we could get some information from Highway Patrol, Mr. Manager, or from Highway Patrol on their statistics, and like what the initiative, or what the focus is, on the drag racing on the highways, that will be great if we could have that information.

Deputy Chief Bryley said yes, ma'am.

Ms. Johnson said and if you're not able to get that, maybe if C-DOT can work with NC-DOT, or some kind of way, if we could get a report on the state highway. Mr. Manager, you mentioned the truck parking. Thank you for mentioning that. The truck parking, there's been great progress. I want to thank C-DOT for all the signs in District 4. I really, really see a difference, but we know that the challenge is, our truck drivers are such an important part of the commerce, so we have to do something for them, and that's a challenge. So, I did have a call today with Senator Mohammed and University City Partners, and working with Jane Taillon, former code enforcement manager, to find out what resources, or what we can do for those truckers. There's that former weigh station we've been talking about for a long time. We still have to do something or provide some resource for the truckers, not in the residential neighborhoods, but there's still a need, and we as Council need to think about that, how we balance that need, because it is important. I wanted to know, you mentioned the Transportation Center. There was a death there last night, I think. Last night. We did get something. Is there a way we can get an update on that or what happened with that? Do you have any information?

Deputy Chief Bryley said yes, we can make sure we get something to you in private.

Ms. Johnson said okay, and not just for Council. I did receive an inquiry from the public.

Deputy Chief Bryley said yes, I believe it's ongoing, they're working through some details, and as soon as we get that, we'll make sure our folks get that over there to you.

Ms. Johnson said okay, and again, thank you for this series, Mr. Manager, and thank you for the work the CMPD does. We sincerely appreciate it. So, kudos, thank you.

Deputy Chief Bryley said thank you, ma'am.

Councilmember Molina said I'll start by saying, Mr. Manager, thank you for the report. Thank you for the intentionality. You and I spoke over the weekend, and I was able to share something with you that I haven't been able to share with the team and the colleagues. So, I'll start by saying that one of the first things that I'd done when I took my position, and it was a suggestion of someone who held this particular seat before me, John Autry. He told me, he said, "Marjorie, one of the first things I suggest you do is meet your captains of the precincts that correspond with East Charlotte." So, that's exactly what I did. I sent emails, I came in, and I was green, I didn't really know what I was doing. I asked staff to help me, and they kind of identified the captains that corresponded directly with East Charlotte, that's Independence, Eastway and Hickory Grove, a little teeny bit of North Tryon. I met with them, I met with Major Tillis, and they just kind of broke down to me, like this is who we are. This is what we do. We want to take you on a ride along. We want to invite you to events, and that's what they've done for my entire time. Being in this role, I've gone to so many engagement events and done ride alongs with our officers to learn what it is that you all do on a day-to-day basis, so that I could familiarize myself to make sure that when a community member brought a concern to my attention, that I knew exactly who to reach out to, and that has been immensely valuable for me, and I appreciate John offering that in the inception of this role.

I said that to say that, I realize, because I get some of the news, and I hear the concerns, and particularly, I'm going to mention one of the challenges and one of the solutions most recently that I would like to share. I think one of the most powerful takeaways that I see is in the creating safe neighborhoods, the cross-departmental integration. There's nothing about law enforcement that can do this work alone, and what I've noticed, in one of my most recent engagements was, I had some community members raising concerns to me around Eastway Plaza and Milton Road. They were pretty adamant about that area, because there has been some targeted and very specific crime, and things that have taken place. So, I sent requests to staff, and kind of in the same format actually, a member, Deputy Chief Robinson, and someone from Housing and Neighborhood Services, someone from our community engagement, someone from the police department, all came together, and we're still communicating around this area, ideating around what we can do collectively to create emphasis for the area. My direct involvement is kind of a catalyst, it's grassroots, to partner with you in resolution for what would be a solution for the community members that are continuing to bring these ideas for emphasis to my attention.

So, recently, I got a call from North Tryon, actually last week. I went to Shannon Park, and I was out there for the roll call, it was a walkthrough. We had the entire second shift of officers there, the Major, the Captain, and more community members showed up that I actually anticipated. They were excited and they all had concerns. They were more than willing to share their concerns. I think there was a greater emphasis seeing me there, seeing the leadership there. So, that community policing is something that is an enormous takeaway, because to me, my assessment, based on what my experience is so far, is that the community is one of our greatest assets, and I emphasized that to the community members while I was out there. We don't know what's happening until they bring it to our attention, and there's this balance of making sure that our officers are in a healthy position to continue their service, and making sure our community members feel safe enough to come forward and tell us what they are actually experiencing in their neighborhoods. Actually, Shannon Park is not in District Five, it's in District One, but Mayor Pro Tem and I, we have had multiple conversations, because a lot of that

particular corridor overlaps both districts, and so she and I are willing to tag team on what it means to be present for the community members that are encompassing of East Charlotte. So, that long-winded statement was to say, this was just the beginning. Just because we had that meeting, I am in no way trying to make the statement that we've somehow resolved an issue, but what I'm saying, however, is that based on a personalized assessment, I realize that some of the things that we're coming forward with, as far as framework is concerned, is the way forward and it's very encouraging to me. I can say from my personal experiences, being there, being present, engaging with our officers and the precincts that particularly correspond with East Charlotte, and I know it to be true, I've seen it with my own eyes just this past week, among many, because I've done this more than once, but this is the most recent and the most effective. So, for me, I feel like that's a takeaway, and this framework is something that is encouraging to me.

Also, I'd like to say, I know that there's a diversity across our City. Like the Chief said, we have 14 precincts that experience all different kinds of crimes that are individual to the areas based on what the demographics are, what's represented there, and all of those things. So, I don't want to paint with a broad brush, but like I said, I just feel like that some of these frameworks, as far as an assessment, is a good starting point. I am excited to continue to explore them, to monitor and control outcomes, and try to be better stewards of what we have, as far as resources, and making sure that a community member feels safe.

I'll end with this. It's a book that I'm reading, *The Garden Within*. I'm just enamored with this book, and it talks about feeling, and I think that feeling is a great guide. From a spiritual perspective, from my personal belief, you guard your heart, because all things flow from there, and it says that, "The way that a person feels, more so governs the experience that they have in life, more so than any reality." Every single thing that we have is attached to feeling and how we truly feel, and I think the only way to affect feeling is hope. When a person lacks hope, the feeling is discouragement, the feeling is fear, and so I think perceptively, we have to be intentional about how do we, if not anything else in the interim, provide that hope for the community members that still believe in what we do and how we do it. How do we get them to believe and feel that what we can do and will do for them is something that would produce outcomes for them and the people that they love? So, I'll end there, and just thank you for the work. I'm looking forward to continuing what we're laying out here, as far as framework is concerned. Mr. Manager, I told you I was elated when I last talked to you about that experience, because it was extremely encouraging despite some of what I know to be obstacles, but just good framework for grassroots work that we can build on. So, thank you for that.

Deputy Chief Bryley said thank you so much, ma'am. We appreciate your participation in our community roll calls. That is something that we do daily and nightly in our City every single day. Mayor Pro Tem had the opportunity to come to one we had in First Ward Park a while back, and it's where exactly what you did, is we invite the community and we invite anybody to come and walk with us and just have a roll call and just talk to anybody. We do them in McDonald's parking lots. We do them at Sugar Creek and 85. Wherever people will have us, that's where we will go do them. Thank you, I appreciate it.

Ms. Johnson said yes, it was really good.

Councilmember Brown said thank you so much. Thank you, Manager. That is amazing for you to take the opportunity to put this public safety framework together for us to get the reports. Chief Bryley, I admire you. Couldn't do your work. I say it all the time, to see an African American woman in a position like yours is amazing. I'm going to say what other people wouldn't say. So, thank you so much for your service. It is amazing to see you in that position. For me, the police can't fix the Corridors of Opportunities. It's a cultural thing. I say it all the time. I hear what my colleagues are saying. It's important to know that we want everybody to be safe, but I always see it Uptown, but I'm concerned about the 1500 block of West Boulevard. I tell ya'll that all

the time. FEMA (Federal Emergency Management Agency) does an amazing job, but it's repeat, they're out there over and over and over and over again. Why? Because when you do the same thing, if you look in the dictionary, the definition of that is insanity.

So, my solution to crime. One, when you put people in front of people that look like them that's been through what they've been through, they can help you resolve that. I always say, nonprofit organizations. A lot of times police officers, I know, that you spend time going to calls that make no sense. It's a waste of your time. Then there's really a violent crime or something happening on the other side of the City where they really need you at. So, I think that a lot of your calls are wasted. I don't need the data. I know it. I'm an expert. I know that. When people come home from prison, we need to be ready to receive them. What I mean by that is meeting them where they're at, making sure they get a job. You heard it from the Lamplighter, people getting displaced, they don't have a home. That's not a CMPD problem. It's a community problem. It's everybody's problem, but the problem is everybody don't care. So, until everybody cares, and everybody starts to put their footprint on it and their blueprint in it, we can work that together and fix that and resolve that. It is really true. It's happening all over the world. We have to take an approach of reimagining what communities look like, but we don't want to reimagine what communities look like, because we've been doing the same thing over and over and over again and getting the same results. I see this data and it's important. Yes, I have a passion for people that come from where I come from that look like what I look like, but if I don't, then who will? So, I'm going to continue to have a passion for them, but overall, I highly respect CMPD. What people don't know is that I couldn't do your job and your job is very unique, and I thank you for everything that you do, but for me, it's a bigger issue, and it's been going on for decades and decades and decades, and it's not going to be fixed overnight.

When I hear Uptown, there's an attraction, economic driver, West Boulevard can be an attraction too if we cared. Woodline can be an attraction too if we really care. Transforming Nation Ford Road. These are some of the areas as well, but I know we have Center City Partners, and I love them and I love the work that they're doing, but I would like to have just some more focus on reimagine what community could look like, and CMPD can't do it, and people can think that I'm crazy. Good. I think that we should also make marijuana legal, because you spend too much time on the corner at the corner stores when they're going in and out, and I've never smoked or drank a day in my life, ever, the whole 53 years that I've been living, but I do know that it's hypocritical, because it's legal in some areas, and not at other areas. So, some people are spending life sentences in prison for marijuana, but you can smoke it in California. It makes zero sense to me. So, I will say this, everything that my colleague says is very important, but what I'm saying is not less important than what they're saying. So, we have to take an approach where we care about the community as a whole, but I'm going to be specific and honest, and I've seen the data in big cities like Chicago and cities like Boston and cities like Oklahoma and L.A., where I go and I do some of this nonprofit work. When you put people in front of people that's been through what they've been through, that's when you get the true results. Thank you.

Mr. Jones said so, Mayor and members of Council, thank you so much. I just want to do a check-in. There's a second piece of this, and I know you have the Part 150 tonight. We can be flexible. We can add this to a January 2025 briefing, and I guess racing to the end, it's more of the Housing and Neighborhood Services, more of the lighting, more of those neighbors' building neighborhoods. I will say this, and then you, Council, make the decision. One thing I think is important is this last bond that was passed, \$400 million. There's a lot of money for infrastructure, whether we're talking about the Corridors of Opportunity or the strategic investment areas. Remember those 2,004, and I don't mean the year, but I mean literally 2,004 separate projects, there's lighting, there's so much that's in that. So, I think that as you have this conversation with safety and the built environment, there's an opportunity to overlay that too. I said all that to say, Mayor, I appreciate everyone being engaged. I don't know if you want to go with the second part of this, or do you want to push the second part to January 2025?

Mayor Lyles said so, I can't answer that for my colleagues that are here, but the next item that we have is the federal and state agenda, and so I know that that's important, because that will be coming up pretty soon after the break that we'll have for the holidays. So, I'm just going to say, raise your hand if you'd like to continue with the police and safety report. If you would like to begin with the federal and state legislative agenda, raise your hand.

Ms. Brown said so, you're asking?

Mayor Lyles said I'm asking the Council members, we have a choice, we can go with continue with our safety report or we can add it to the January 2025 agenda, and then go ahead and begin our federal and state legislative agenda.

Ms. Brown said what happens to the state and legislative agenda if we say yes, continue with CMPD safety report, because that's very important?

Mayor Lyles said well, we would have to approve that, and I'm not sure, I guess we'd have to do it at the Zoning Meeting, which I know is already packed.

Mr. Bokhari said we have another three or four updates coming up, and we can add it to that very easily. I think we should probably do that.

Mayor Lyles said so, I think the idea is, let's do the business that's required currently, and then add to our process for public safety the next round of this. So, I'm going to go ahead and say that that's our decision, so thank you everyone.

Mr. Graham said just for the Manager. As we begin to kind of do the research and do the homework, if we could have some information in reference to, i.e., the parks and park rangers, not our jurisdiction, but certainly a lot of these parks are being taken over, and so if there's some collaboration we could get with Mecklenburg County. Also, whether or not there's any innovation we can work with, with the Sheriff's Department, to kind of help us address some of these issues. It's just not CMPDs problem, it's everybody problem. So, if we can all feed into a community-wide strategy, I think we may see some results as well.

Mayor Lyles said alright, thank you for bringing that up, Mr. Graham.

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ITEM NO. 10: 2025 FEDERAL AND STATE LEGISLATIVE AGENDAS

Motion was made by Councilmember Bokhari and seconded by Councilmember Anderson to (A) Approve the Budget, Governance, and Intergovernmental Relations Committee recommendation to approve the 2025 Federal Legislative Agenda, and (B) Approve the Budget, Governance, and Intergovernmental Relations Committee recommendation to approve the 2025 State Legislative Agenda.
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Councilmember Bokhari said I will just mention, we've gone over this a number of times. We've gotten feedback. We've taken it back to committee. We've incorporated that feedback, and we reviewed it with the entire body last Monday. So, there's plenty of record for people to go back and look at the public if they want to see it.

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

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BUSINESS

ITEM NO. 17: AIRPORT PART 150 NOISE COMPATIBILITY STUDY SUBMISSION TO THE FEDERAL AVIATION ADMINISTRATION

Haley Gentry, Airport CEO said okay, I was not aware that you wanted a full presentation tonight. The Manager's giving me the no sign. So, if you want to hear from the speakers beforehand, I'll remain available, and then could follow up on any questions you may have.

Mayor Lyles said alright, thank you. Well, then let's start with our speaker's list.

Domingo Alfaro, 5501 Wilkinson Boulevard said Mayor Lyles and members of the City Council, my name is Domingo Alfaro. I serve as the Chief Pilot for American Airlines at Charlotte Douglas International Airport. I'm proud to stand here today on behalf of 15,000 team members of our Charlotte hub, and my colleagues from American's Flight Department, including Captain Thomas Johnson and Justin Luedeke, and others that are in the room today, to represent American Airline support for the recommendations outlined in the Airport Part 150 Study. As the largest air carrier operating in Charlotte, American recognizes that managing environmental impacts is a shared responsibility. American has been at the forefront of the efforts to reduce noise. We have invested billions in newer, quieter, and more efficient aircraft, and today we operate one of the youngest fleets among U.S. network carriers, but reducing noise goes beyond aircraft itself. We recognize that there is more to be done, and that's why American has been actively involved with the Airport Community Roundtable, and the Part 150 Technical Advisory Committee. We support the strategies reflected in this report, including removal of the two-mile restrictions and the divergent departure headings, which originated with the Airport Community Roundtable. We appreciate the Part 150 strikes a balance between reducing noise exposure and maintaining the airport's operational efficiencies and commitment to safety. While actual flight path will be determined in the environmental assessment process, through technical analysis and community inputs, American estimates that modernizing airspace in Charlotte will improve efficiency, shorten flight times, and reduce fuel burn, and can save more than 20,000 metric tons of carbon emission annually.

We respectfully urge the Charlotte City Council and the FAA (Federal Aviation Administration) to approve Charlotte's Part 150 Noise Compatibility Study, and support its implementation. Look forward to continuing our partnership with the community, as well as working together to mitigate noise and ensure that Charlotte remains a world-class airport.

Chris Riddle, 4939 Hangar Road said good evening, Mayor Lyles. As always, good to see you, and members of City Council. It's a pleasure to be here tonight. My name is Chris Riddle, and I'm an air traffic controller at Charlotte Douglas International Airport, and I'm here today representing the National Air Traffic Controllers Association, NATCO, which has over 100 local members and more than 15,000 nationwide. First, I'd like to express my sincere thanks to the City Council for commissioning the Part 150 Noise Compatibility Study back in 2022. That decision demonstrates your commitment to advancing Charlotte Douglas as a world-class airport, while also considering the needs of our surrounding communities. NATCO fully supports the Airport's Part 150 Noise Compatibility Study. We have been actively engaged in the process through Technical Advisory Committee and the Airport Community Roundtable, with a shared goal of reducing the impact of the aircraft noise on nearby neighborhoods. We believe the Part 150 update is a crucial step in modernizing Charlotte approach to noise mitigation, land use compatibility, airfield efficiency, and most importantly safety. This update is long overdue. The current two-mile path restriction is outdated and no longer reflects the best practices of the FAA or the Air Traffic Control Standards. By increasing the separation between aircraft, we can significantly reduce the risk of mid-air collisions. This added separation allows us to safely diverge aircraft after takeoff. It shortens the duration of the flight path and noise mitigation, but also helps reduce carbon emissions, shorter, more direct flight paths, reduce both fuel consumption and the environmental footprint of our flights. This is a step forward for both the airport and City's commitment to sustainability. By voting to approve the Part 150 recommendations tonight, you're

endorsing the modernization of Charlotte's airspace, dispersing noise more effectively and enhancing overall safety. These diverging headings would represent one of the greatest non-technological advancement to safety at the Charlotte Airport in the last 40 years. Additionally, this work will ensure the City's noise mitigation strategies are integrated into the airspace redesign, particularly in relation to the new runway scheduled to open in 2027. Madam Mayor, I would like to extend an invitation to the Council to come visit the control tower sometime. I know you've been there, but so the rest of them can see how we safely do our job [inaudible].

Mayor Lyles said thank you for the invitation.

Mr. Riddle said thank you.

Lauren Harley, 330 South Tryon Street said good evening. My name is Lauren Harley, and I am a member of the advocacy team at the Charlotte Regional Business Alliance, and a resident of District 3. I stand before you today to demonstrate our support for Charlotte Douglas International Airport, and its request for approval of the Part 150 Noise Compatibility Study. CLT (Charlotte Douglas International Airport) is the region's number one economic engine contributing more than \$32 billion in economic impact and supporting more than 152,000 jobs. Our region's economic vitality is linked to the growth and reliability of air service at CLT. That's why the CLT Alliance legislative agenda includes specific language to promote modernization of technologies and procedures that advance efficiencies in the airspace and National Aviation System. More efficient airspace management will allow CLT to accommodate growth and reduce environmental impacts from noise and emissions. While the airport's success is fundamental to the region's economy and competitiveness, so are quality neighborhoods and a high quality-of-life for residents. That's why the CLT Alliance supports the recommendation to increase the number of flight paths, a strategy that has been proposed to reduce concentration and more equitably dispersed flight tracks. The CLT Alliance is committed to supporting the City Council, CLT, the FAA, and our residents in public engagement, and the evaluation of future flight paths. We know that future includes a new fourth parallel runway, continued population growth, new neighborhoods and density, and more demand for air service. The CLT Alliance supports CLT and the Part 150 Study, which call for a reevaluation of local airspace that reflects our growing region and a 21st Century world-class airport. Thank you.

Mohammad Jenatian, 301 South McDowell Street said Mayor, City Council members, my name is Mohammad Jenatian, President of the Greater Charlotte Hospitality and Tourism Alliance. For the past 40 years, our international airport has been the absolute, number one economic engine for our vibrant region. Our airport combined with American Airlines has made Charlotte's region one of the most accessible and desirable destinations for residents, major employers, mega conventions and visitors to our community. We are fortunate to be growing rather than dying or standing still. You, as our elected leaders, have the responsibility of making sure that the growth is managed and accommodated for. I know we have to deal with a lot of growing issues, which actually they're opportunities, but we in Charlotte, elected you as the leaders of our community, and we need you to make those tough decisions. I want to thank you all for the decision that you recently made when we were dealing with the issue of the congestion on I-77 South, and this is to a point no different, because we were dealing with traffic congestion. In this case, for the airport, we're dealing with the issue of congestion in the air, and that's something that has to be dealt with before we have to worry more about the airspace. It is your duty as a leader to look at the big picture and decide what's best for our entire City, not just a few. You have the aviation experts that have been working on this complicated concept and proposal, and I hope that you can trust their judgment. Thank you.

Jeffrey Robbins, 933 Louise Avenue, Suite 499 said good evening, Madam Mayor, City Manager Jones, and distinguished Council members. My name is Jeff Robbins, and I serve as the Executive Director at CleanAIRE NC. We are a state-based environmental and climate change nonprofit located in Charlotte. CleanAIRE NC supports the expansion of Charlotte Douglas International Airport and the Part 150

Noise Compatibility Study, as we believe this project aligns with our mission to improve air quality and protect public health. Environmental justice must be a critical component of infrastructure project. By dispersing flight paths, we believe the plan helps mitigate the disproportionate impact of noise and air pollution on specific communities around Charlotte Douglas. This approach ensures a more equitable distribution of burdens and benefits across communities. The Part 150 Noise Compatibility Study is an important step in reducing noise burdens on nearby communities. By identifying and implementing noise mitigation measures, we can create quieter neighborhoods and improve residents' quality-of-life. Additionally, the expansion of Charlotte Douglas Airport presents an opportunity to reduce greenhouse gas emissions and mitigate climate change. The City of Charlotte Sustainability Energy Action Plan sets ambitious goals for reducing fuel consumption and carbon emissions. I will highlight, and we support, that with airlines like American invested in modern fuel-efficient aircraft, and the conversion of all essential support and ground equipment to EV (Electric Vehicle), a redesign and updated airport can contribute to these goals and help create a more sustainable future. Therefore, it is paramount that community engagement be at the center of this effort and discussion. We must ensure that the environmental assessment process is transparent, inclusive, and responsive to the needs of affected communities. This includes ample time for community engagement, good faith and rigorous consideration of public comments, and meaningful efforts to address concerns raised. Thank you.

Rob Nanfelt, 4127 Wright Avenue said good evening, Mayor Lyles and members of Council. Who'd of thought we would've had NC CleanAIRE and REBIC (Real Estate and Building Industry Coalition) on the same side of an issue. I'm here to speak in favor of the Part 150 recommendations. The airport is obviously a huge community asset. We need to do what we can to sustain it and improve it and enhance it. One of the ways we can do that, make it more efficient, is having more planes be able to come through and land on time and take off on time, and this is one process to do that. One of the things that opponents have mentioned that were concerns of theirs, folks particularly that complained the last time some of the airspace issues were dealt with, was that property values would drop. So, I was asked to go ahead and do an analysis of property values, 2011, 2019 and 2023. Those are the last times the County did their assessments. We looked at the 25 properties that had the most complaints. There were 67,000 complaints filed on those 25 properties in 2016 alone. I don't know how they had much time to do anything else, but that is a fact. So, of those properties, we looked at property values. If you look at 2019 to 2023, and I believe there's a packet available for each of you, it looks like this. If you look at those property value changes, from 2019 to 2023, they were about 72 percent, 56 percent, and 53 percent property value increases in that period of four times. That pretty closely reflects the entire City, which is about 58 percent property value increase during that period of time. So, there is no correlation, at least as it relates to these properties, where the highest incidents or complaints occurred. We believe this is a positive step for the airport. It's positive for the region, because this is a huge economic driver for the region, and we would appreciate your support in moving this forward. Thank you.

Dorne Pentes, 5405 Eagle Lake Drive, South said hi, how are ya'll? My name is Dorne Pentes. I don't come to these meetings a lot, but I do pay attention to what ya'll are doing, and I appreciate your time. I live at Eagle Lake. The folks at Steeleberry Acres are my neighbors, and I'm here to speak in support of them. They're quite concerned about this airport plan, and they're quite concerned about the noise and the change in their lifestyle. They're quite concerned about the airport's voluntary program to have them sell their homes, and they're afraid, and they don't trust the process, and I'm not sure I do either. This study took a long time to complete. I've heard a lot of very interesting information tonight that makes it sound like it's a pretty good thing, and it might be, but my neighbors don't feel that way, and what affects my neighbors is of concern to me, because it could ultimately affect our neighborhood as well. So, ya'lls job is to protect and serve the people of the City, not the corporations. The airport to me seems like it's acting like a corporation, and my neighbors are concerned about that. So, I'd urge to reject the study, take some more time to go through it, perhaps delay your vote tonight. I've got a lot of questions, and I hope you guys will make the right decision. Thank you.

Phillip Gussman, 2008 Winter Street said cheers. Phillip Gussman. Thank you, Mayor, Council and Clerk Kelly for your time tonight. I am the Vice Chair of the Airport Community Roundtable, currently serving as Chair Acting. For over seven years, the Airport Community Roundtable, the ACR, has been a Citizen Advisory Board that has worked with CLT, the FAA, consultants, air traffic controllers, and American Airlines, to find and support ways to mitigate aircraft noise. We are just neighbors. We might be pilots, but we're just neighbors either way. We live here. We have noise concerns. We've spent literally hundreds of hours each as volunteers learning about how this complicated and busy and growing airport works. We provide a quarterly public meeting to hear community concerns and have attended all public outreach meetings that CLT holds to continue to connect to more concerned community members, some of which are here speaking tonight. Some of the comments regarding the Part 150, are some of the most informed comments, I feel, from citizens over the impacted areas. While we support implementing the proposed Part 150 for improvements to 65 DNL (Day-Night Average Sound Level) and some of the other benefits, and we generally support dispersion of aircraft to reduce impacts of airport noise, this Part 150 process did not share any of that analysis with us. So, we're giving it, I guess you would say, a yes. We think it's a good step forward, but we are very concerned still about some of the analysis that needs to be done. We would certainly look forward to continuing this work in partnership with CLT, the FAA, to identify, analysis and implement proposals to increase more dispersion of aircraft departures and decrease noise levels from all aircrafts.

Dianna Jaynes, 8008 Mcalpine Drive said City Council and Mayor Lyles, thank you for the opportunity to speak. I stand before you in opposition to the CLT Part 150 Noise Study that was presented to you only seven short days ago with over 750 pages. Steeleberry Acres represents a cautionary tale to other unsuspecting communities that will soon find themselves standing in our shoes. If you vote yes tonight you are paving the way to triple flight pass, thus increasing the number of planes flying over our homes in many different directions, and new directions. We're asking you to not just delay the vote, but take time to analyze the information that is contained within its pages. This study is just another example of the airport doing the bare minimum in terms of community engagement. After being alerted to the noise study and public meetings by a community organization, not the airport, I expected to walk in and see a presentation explaining the purpose and conclusions of the study. Instead, I was met with a room full of posterboards on easels. Airport representatives told us to feel free to ask questions, did it with a smile, but when you're met with this much information, where does the question start? Instead of providing a public forum to ask questions, I was placed in front of a transcriber to record my comments and was told that along with the comments and our emails, letters, and the comment section from the study website, would be included on a report. I did not see where public comments were mentioned during the airport's presentation, but I may have missed it somewhere in the 59 minutes that they had your attention last Monday, and for the ones that spoke up and expressed concern over transparency, and requested for more info, thank you. I want to pose a couple of questions in my two minutes. What are the environmental impacts? How much will the airplane traffic reduce property values? Mine have been reduced by eight percent so far this year. Thank you.

Stephanie Lasne, 7818 Douglas Drive said yes, hi. Good evening, Council member. My name is Stephanie Lasne. I represent the Steeleberry Acres neighborhood and the Steeleberry community at-large. What I want to talk about tonight is something you've heard me speak about many times, and its lack of transparency, and it's lack of communication. This agenda item was placed on November 27, 2024, the day before the Thanksgiving holiday. It was given less than seven days. I would love to see a show of hands of how many of you had an opportunity to read an 800-page document over Thanksgiving weekend. I seriously doubt it. Again, this feels like lack of communication, and it feels like something has happened in the dark of night again. I feel that the timing was impeccable on the airport's part, and it feels a lot like what we experienced with the Manse property. Why do we have these last minute, closed door meetings? Why was only one person in our neighborhood notified? The airport officials know who we are. They know my first and last name. They know her name. They know our address. They

have my cell phone number and my email address. They know I have a vested interest in this, and while they may have followed protocol, none of them went above and beyond to make us informed of this. In fact, on November 11, 2024, one of the organizations that we partner with, reached out to Matthew Reese, one of the airport officials, and received an email response stating that the FAA was requiring two additional pieces of information, which would delay it being placed on the agenda for December 2, 2024. Why was there only one closed door agenda item? Why was the public not allowed to speak? Again, lack of transparency, lack of communication.

What I'm asking for today is delay tonight's decision. We have not had the time to fully evaluate this, and we need to get down to the granular level with the public. If I live at 123 Main Street, I need to know how that is going to impact me and my family. What does my quality-of-life look like, because it's already being impeded on, and we're being put in a very, very uncomfortable position with the Manufacturing and Logistics with the rezoning, and the fast pace that all this is moving at. As the average citizen, this is extremely hard to maneuver and extremely hard to keep up with. Delay tonight's vote, delay tonight's vote, delay tonight's vote. Thank you.

Larriette "Dee" Legette, 3713 Waterton Leas Court said good evening. My name is Larriette, or Dee, Legette. Thanks, Mayor Lyles, along with the other Council members here. These two young ladies really sort of took everything I wanted to say, and already said it, but I'm going to say what I need to say. I do understand that we, the City of Charlotte, are a rapidly growing community with over 100 people relocating here every day, and with growth there is change. However, with that being said, I think the citizens of Charlotte need to be aware of the change, not something just thrown at us. So, I say delay this agenda until everything is laid out. With that being said, I'm concerned very much so of the impact of the new flight pattern on citizens in the area, which are currently not affected, which is my area, which is District 4, I don't really have a problem with the flight pattern. However, if this is going to be all over the City, it's going to definitely impact me and my family and my wellbeing. With that being said, I am a local Real Estate Broker in the area that worked with many Veterans with PTSD (Post-Traumatic Stress Disorder), and pretty much I know where they can and cannot go within the Charlotte city limits. Now, with this new pattern, I got this from the Charlotte Observer, saying that "The Noise Disclosure Overlay District is not going to be changed." I have a problem with that, because when these people are wanting to move to our beautiful City and retire, they need to know that they're going to be in a peaceful environment and not have to worry about planes. So, I just ask for you to delay until you get everything out there.

Those are the speakers that I have for this item, and so now we'll start with the City Council.

Motion was made by Councilmember Brown, and seconded by Councilmember Driggs to approve the submission of the Part 150 Noise Compatibility Study to the Federal Aviation Administration.
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Councilmember Mayfield said I don't have any questions, but I do appreciate everyone coming out to speak, and there was additional information that was shared, even though I've been a part of this conversation now for a decade. I do want to make sure that there is transparency in the conversation, though, and that is the fact that District 4 has had flights, that was one of our runways that was shut down. So, if you've lived in the district over a certain number of years, you saw and felt the impact of when flights were going over District 4. That runway closed that we didn't have as many flights going, they're going to be coming back if this moves forward, but I do appreciate people sharing. Steeleberry Acres, I definitely understand your concerns, because we've tried to fight a lot of development for the eight years that I was the Rep, and then the years that you've had two other representatives for District 3. So, I definitely understand your concerns and appreciate you coming down to speak.

Councilmember Bokhari said I'd just say, for those of you working at the airport or part of the group that came to speak tonight, or those who presented it to us, I know a lot of work has gone into this and a lot of thought. The airport is such an important asset. Something that we absolutely need to steward in the right direction for the future. So, from that perspective, I applaud the work, and I feel like it's a no-brainer, but I don't really in my heart feel like it's a no-brainer from the community perspective and the neighborhoods, and I don't feel like the same amount of effort and work went into communicating the potential impacts, even though at this phase, it's hard to even know what they all are. I know when I look across my district and having gone through this during the Metroplex, that this is something that impacts quality-of-life and it can deeply impact quality-of-life, and if there was some very small potential that a small percentage of people in my district or the City may be impacted by this, but we have to roll the dice. I think that's something maybe I could get comfortable with, but the fact of the matter is, it could be very large swaths of people, definitely in my district and maybe across the City, that will experience these quality-of-life impacts. While I wish we had done more outreach, I also know that these are topics like the UDO (Unified Development Ordinance), where we debated for two years, duplexes and triplexes, and allowing all of these new units to come into neighborhoods. Neighbors had a lot of time to weigh on that. It didn't happen, and then when it started popping up, it became a big issue. I don't discount the importance to the airport and the importance to the future of that really important asset of ours, but I believe there will be a day, depending on what route this goes, where there will be an outpouring of anger and frustration to this very dais of people who are saying what happened? How did you allow this to happen? Since the 1970s, that was how you guys approached it, and we planned accordingly, and now there are levels from annoying to almost unbearable airplane noise coming over our houses in very much neighborhood-like places. So, I don't mean to discount everyone who's worked hard on this, and I know the importance of it, but I can't support it.

Councilmember Driggs said this process has been going on for two years. There was a media briefing. There were the community meetings. I think, to Mr. Bokhari's point, we can sort of make announcements like this, and everybody thinks, yeah, whatever, and then we reach a certain point in time where it's more immediate, and there's an outcry. So, my question is, why didn't the word spread before? Why didn't we get more engagement from the community? It wasn't a secret. In my mind, this whole decision came down to appreciating that this was something we really needed to do for the airport. The air lanes we have now are 40 years old, and the airport is such a critical resource for us. There are environmental issues, employment issues, it's a big policy question. So, no question that this was something that we should do. At the same time, I immediately understood that there would be controversy, because some people, as soon as you change the noise patterns at all, are going to have more noise than they did before. So, should we have done more? Could we do more? I think what we're going to hear consistently is that anybody who thinks that their neighborhood is going to get more noise will say don't do it, and that frankly is not helpful to us, because we need to take some action here. So, I also want to emphasize that by virtue of moving this step forward, all we're doing is initiating a two-year process by the FAA that does include a lot of community engagement, further environmental analysis, and in fact, we don't even know what the final result looks like. I couldn't tell you right now, okay, if you're in this neighborhood and so on. I can tell you that even down where I live, we hear the planes. I'm exposed. My neighbors are exposed, and I just feel that it's a price that we have to pay in order to get the benefits of having that airport and continuing to get the benefits of the airport. There will be a lot of discussion over the next couple of years about the details, with the feds and so on, and I believe that we will stay involved in that, but what we need to do tonight is allow that process to start. So, for that reason, I will support it. Thank you.

Councilmember Graham said I concur with my colleague to the left. I'm very supportive of Charlotte Douglas International Airport. I had the opportunity, over the last six weeks I guess, to be over there on three occasions for a business meeting and three occasions for travel. Just as we are growing and expanding on the ground, we are growing and expanding in the air as well, and I think we're doing it in a very responsible way. Obviously, everyone won't be happy with the results, but the airport, it's not just a

City asset, although it's controlled and owned and operated by the City of Charlotte, it's a regional gem that supports almost 16 counties in the region, employment opportunities, economic development opportunities. We have a very fine partner in American Airlines, who have bought a plane that's as environmentally friendly as they can be with noise reduction, etc. So, as Mr. Driggs indicated, this is yet a step forward for the Part 150 Study. They'll be a lot more work to be done in the future, but I think as we grow as a community, these are issues that we will be dealing with on a regular basis. Mr. Bokhari indicated the UDO. We talked about flight patterns at the airport, the growth of the airport, issues relating to mobility and how we get around in this community, issues related to crime and public safety. These are all base City issues that we're wrestling with and dealing with, and as the City continues to grow, these are tough decisions that we're going to have to make that everyone won't be satisfied with, but I think it's in the best interest of the City, it's the best interest for the region. Certainly, as we begin to look at that community asset, that regional asset as the airport, I think the men and women who work there, who are responsible for the day-to-day operations, really have their thumb on the scale as it relates to the needs related to our community. They are pro-Charlotte, in terms of protecting the asset, promoting the asset, and making sure that those in the community are aware of what we're trying to do as it relates to the operations of the airport. So, I will be supporting it, but working closely with the leadership team over there to ensure that we get the best results for the citizens of Charlotte. Thank you.

Councilmember Anderson said I too want to thank everyone who came out to speak tonight and to dedicate the time and effort to come and share your thoughts with the Council. I agree that our airport is a tremendous asset, not only to the City of Charlotte, but to the region, even outside of what we consider the region, the entire southeast region. It's a critically important asset, and I understand a lot of the neighbors' perspective around noise and being very mindful that their quality-of-life is not unduly impacted. I just want to say, one of the colleagues mentioned earlier, moving forward tonight is not an end point. It's a beginning point, because at the federal level, the flight patterns will be underscored and solidified, and there will be additional opportunities for input from the community. So, there really isn't a benefit in delaying tonight's vote, because tonight is just moving it forward, so that at the federal level, we can begin the process. So, we're not cementing anything in particular this evening on a go forward basis, but we do have to move forward, because we know how congested our airport is. We understand how busy it is. I was just at the airport as recently as Saturday, taking flights, landing on a flight, and I know how incredibly busy it is. So, we need to move forward with the work, but not leaving our community members behind. You all will have an opportunity to participate in that process from a public perspective. So, thank you for coming out tonight. Stay engaged with this process, because you have the opportunity to put your thumbprint on it as we move forward. Thank you, Madam Mayor.

Councilmember Mitchell said I'll be very brief. I'm going to support the District Rep to make the recommendation to move this forward. As my colleagues have stated, it's just the beginning of a process. The FAA has the final say so, but I will say this, and let's make sure we get this on the record. We've heard the neighbors loud and clear. We need to improve our communication. So, City Manager and Haley, I'm going to request that you inform this Council of dialogue and upcoming meetings with the community, so they will know and so we will know as well. Thank you, Mayor.

Councilmember Johnson said thank you, Madam Mayor. So, as you know, my biggest challenge with this process was the lack of transparency, as I expressed my concern last week when this was presented. We've said that this is the beginning point, and that there'll be an opportunity for the public to put their thumbprint or have input. Tonight is the night that the Council votes, and this will be the only time that the Council votes. It will be up to the FAA to make the final decisions, that's right, but you all vote for us. So I appreciate you coming out and giving your input. I appreciate Dee, you coming out as a real estate agent. We talked about that people knew, I know that people knew who were a part of roundtables and insight groups, but the average citizen is simply asking for more transparency and more time. Is the map available to show tonight? This would've

been a great time to have the map up when the public is watching. Can we have the map put up?

One of the things that was touted or told to us, was about the ACR, the Airport Community Roundtable. We also heard Mr. Gussman speak that the ACR had concerns about the process and about transparency. So, I think that's important. We also heard that it's our duty to represent the entire City, and not just a few. I think that you said that wonderfully, Mohammad, and I think that as a representative, our duty is to the public to ensure that there was as much transparency in this process. We know, with the UDO, there was a lot of outpouring, but still in the end they didn't know how it was going to impact them. We could've learned from that, instead of saying well, we know people are going to be unhappy, so let's just move forward. We should be able to say that we've done our due diligence to do everything that we could. I appreciate the response from the City staff to add a few streets to the map, but still it wasn't enough. If you look at it now, it's still very difficult to see what areas are going to be impacted.

As far as public outreach or an opportunity to speak, I wasn't on Council when you all voted for the [INAUDIBLE], but there's special meetings for some things. This would've been one of those areas that would've been great to have a special meeting. This is going to impact a lot of households. A lot of residents are going to be impacted by this, and I think that we should be able to say that we did everything that we could, and I truly, truly don't feel that we did. This is going to triple the flight paths. You talked about the granular level. That's where we should meet our residents and have been able to say how this was going to impact the individuals. When you speak to real estate agents, who are showing houses and they have clients that say, "I don't want to be in a flight path area," and they have to hear it on the news, then we haven't done enough. I know REBIC was here. What has been done for the real estate agents?

So, I just really don't think that enough was done. I appreciate the work, but my duty is to my constituents. The airport, it's a number one economic engine, it's the seventh largest airport. What's the goal? I mean what is the goal? When do we say enough? With the growth, we're so pro-development and pro-business, but there are people that are being displaced. There are people that are being displaced from their homes. The rent is \$2,000 a month. I mean it's just a lot. So, I said recently to the City Manager, we do an amazing job of being a visionary and moving forward, but when do we stop to manage this impact? I think this is a time that we really should be considering this airport traffic, and the map is still not up. I hope that we're putting it up, but I think the residents, we need to have done more. We talk about the UDO, when residents find out how upset they are. I feel like I was on the right side of the UDO vote, and I'll be on the same side. I'll feel good about where I stood, and I'm not going to be supporting the increase to the traffic, or the Noise Study, tonight. Thank you.

Haley Gentry, Airport CEO said Councilwoman, there is no map to be displayed this evening. It is on the website, though, and you have it in your packets of information.

Ms. Johnson said so, our public does not see our packets. That's who we represent.

Ms. Gentry said the same map is on the airport website under the Part 150 Initiative.

Ms. Johnson said so, if there's anyone who may not have access to a computer or to the website, they're not able to see that tonight. Thank you.

Councilmember Molina said so my take is a little divergent from my colleague, and not really what you would say divergent, I think it's more collective. In looking at the people who have come to speak, it's kind of equal. It's actually half that are for moving forward with the study, and then we have community members that have expressed their position of being against it. So, holding both, it leaves every Councilmember here to make a decision based on the information that's been stated to us, whether that be something that we've had a long time or a short time to deal with. From what I know, in discussing with the District Representative who has been engaged directly with

community members that are living in the west part of our City, is that there's been ongoing engagement for at least two years, from what I understand.

One of the struggles with making sure that we disseminate information largely is the size of our districts. Each district has about 125,000 plus people per district, and collectively, there's just no way to hear from everyone. The only people that we hear from are those that choose to come forward. The abstract in that statement is that most people are at work every day, especially I can speak for the East Side, 93 percent of the people that I represent go to work every day, and some of them go to more than one job every day. So, it's hard to really get a real gauge of what they might think or what they might feel immediately, and a lot of the times, when we do hear from them, unfortunately, it's after a timeline or a deadline that we've been faced with, where a decision is imminent. So, it does charge us with making decisions, fortunately in some cases and unfortunately in some cases, without having had a certain participation percentage of the population before doing so.

The number one thing that we have as a Council member, in addition to being elected for our community and by our community, is a fiduciary responsibility for the continuity of the City of Charlotte. She must remain healthy. That's what makes us keep jobs. That's what makes us remain attractive to people who are going to provide jobs. It's what keeps our home values stable. It's what makes sure that we create and sustain a tax base that makes Charlotte continue to be a growing and sustainable city, and we do that. One of the mechanisms is by way of a budget, is the primary fiduciary responsibility, but then there's also another component, which is maintaining and being good stewards of what are our economic drivers, and the airport is one of our most substantial economic drivers in the City. So, with that being said, I know that I will be supporting it for that reason, in addition to the fact that the dispersion of sound across our City, it's going to affect more of us than it did before. So, this is saying to the people of West Charlotte, actually that to some degree, there's a level of relief where all of the traffic is not affecting the people on the West Side. It's saying that we, as the remaining part of the cities, know that with saying yes to this study, we're going to also take some of that traffic and experience some of that sound in a more equitable fashion to collectively take ownership in what is a material asset for our City.

So, I don't want to ignore the fact that we do have community members that took the time to come here, park, go through security, and sign up to speak. It matters that you've come. I trust and know that your District Representative is very engaged. I definitely know that she'll continue to engage with you throughout this process to the extent that it allows with dealing beyond the portion where the FAA is involved, and I trust that going forward, your concerns will be handled and disseminated to the rest of this body. So, with that, that's all I have, Madam Mayor.

Councilmember Brown said thank you all colleagues, everyone that spoke tonight. So, Haley's already up there. Haley, I've got a few questions for you. Community engagement, can you tell me when that started? I just want people to know. Before I even move forward, yes, I'm supporting the CLTs Airport Part 150 Noise Compatibility Study to move forward for a decision from FAA, to move forward for a decision from FAA, but I want you to state for the record. I've been in position for 11 months. How long has this been going on?

Ms. Gentry said this has been going on for over two years now.

Ms. Brown said okay. So, when did community engagement first start?

Ms. Gentry said I believe our first series was in 2022.

Ms. Brown said okay, and how would Eagle Point and Steeleberry be affected?

Ms. Gentry said Eagle Lake and Steeleberry Acres will probably have little to no change with noise, because they are already in the highest noise zones.

Ms. Brown said did you reach out to them to invite them to community engagement?

Ms. Gentry said they were invited, and many of the speakers who spoke tonight participated in our community engagement process, public meetings. There was some comment about their information not being fully captured. The document is not complete yet. So, as soon as that is completed by the FAA, all of those comments that were on record, taken by the stenographer at the public hearing, will be included. In addition to that, I think that was late September 2024, we actually had some of the neighbors come in and we sat down, neighbors specifically from Steeleberry and from Eagle Lake, and we talked about a lot of things, including airport development, and in particular, the Part 150.

Ms. Brown said okay. I have some more questions for you, but I wanted to state to the community, and look at them. Stephanie is a very highly active and engaged community advocate for Steeleberry. I respect her highly. I always answer her phone calls. I show up for her, and I would've knocked on doors with her this weekend, had I not been in Los Angeles, California, but I flew back today to be here. It's that important for me. I cut my business trip short, separate from Council, because I do have another income driver that I have to meet. I work on City Council part-time, but I beg to differ on that, because I'm on the ground. I'm boots on the ground. I'm working. I'm heavily active, engaged in community. How many have ever taken, by show of hand, an airplane? Family member taking an airplane, can I see a show of hands if you've ever been in an airport and taken an airplane? If you plan to take an airplane anywhere in the world? Okay, alright, thank you. That's the majority of the people in the room, and so I say that, because the airport is very, very important. I went to the FAA towers to see how they operate, to see the studies, how many airplanes are in the air. That is not my lane, but I am very concerned about airport traffic, airplanes not being able to take off safely, clients coming in and out of the airport, not being able to get to where they're going on time to weddings, to funerals, to graduations, to vacations, just anything that you're trying to do.

So, for me, being involved with the community, listening to everything that I've heard. I've got tons and tons of voicemails telling me to reject. I've got tons and tons of voicemails telling me to support. So, I had to make a decision for the masses, not just District 3. District 3 has a lot of traffic, a lot of development, but I'm making a decision for the City of Charlotte. The airport is going to affect everybody in our City. So, when I say that, we're talking about the map, so we don't know. FAA has the last say so on the map. We talk about employment. We talk about environmental. We talk about being safe. We talk about getting airplanes out on time. I heard someone say something about being forced out of their community. I went to a meeting with Haley. I took it upon myself, because there's been transparency issues, and I still think there's things that we can do better, so that we can communicate and make sure that our community loves and supports us, and understands that when we come to this dais, we're not siding with anybody. I don't have any preferential treatment for the airport or the City of Charlotte, whatever that means. Preferential treatment for me would be for all of us to be able to work in the community where everybody can thrive, live, and grow, and make whole decisions, honest decisions, where community voice is led, community voice is heard.

There's been a lot said about transparency tonight. I know when I swore in last year, I was always committed to community. I've never waived from that, and I think with moving forward with this part of the FAA approval process and the noise abatement, I think that we'll all be better off together. So, when you look at a decision that is tough like this, one that's very highly controversial with the media putting their input in and they might not have all the facts, but they want to get high views or they want people to read their stories, that happens a lot, but I want to go with facts. For me, doing my research, doing my homework, it didn't start with me, it's not ending with me, but for someone coming into this district and really fully committed to learning my job, being earnest and wholehearted, and I've earned that reputation in the community by supporting, working. Thank you, colleague Marjorie Molina, for authentically acknowledging the fact that you know I'm grassroots. I'm on the ground. I put my best foot forward. I take the initiative to go to the roundtables, to meet with community, to meet with my constituents, to show up even when I don't want to show up. I don't think

it's fair for me to have to leave Los Angeles, California, but I thought because I did the work, because I put my footprints out there, that I needed to be here today. I'm so committed to community. Community is just not people that live in their homes, but it's everybody. It's the people that have to go to work. It's the people that have to fly the airplanes. It's the people that have to push the trash cans down the hall. It's the people that have to clean the toilets. I fight for everybody, and there's not one person that cannot say that. My choice tonight stands firm. I'm going to support moving forward with the Noise Abatement Plan, that would just put it in front of the FAA to make a decision on what is going to happen, and I would ask all of my colleagues, knowing my footprint, knowing my work, knowing my transparency and my authenticity and my dedication and commitment to the community, to move forward with me. Thank you.

Mayor Lyles said thank you. So, now it's time. I want to say, I really appreciate what you've heard from this Council. I believe that people spoke with authenticity, and they've done the homework to get things done and to look at this, and we're doing are very best in these policies that allow us to grow as well as to thrive.

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

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

NAYS: Councilmembers Bokhari and Johnson

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ITEM NO. 11: CHARLOTTE FIRE DEPARTMENT BRUSH TRUCK DONATION

Motion was made by Councilmember Anderson, seconded by Councilmember Driggs, and carried unanimously to adopt a resolution authorizing the donation of a brush truck and equipment to Broad River Volunteer Fire and Rescue Department.

The resolution is recorded in full in Resolution Book 55, at Page(s) 405.

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ITEM NO. 12: URBAN AREA SECURITY INITIATIVE GRANT

Motion was made by Councilmember Molina, seconded by Councilmember Driggs, and carried unanimously to authorize the Charlotte Area Homeland Security Director (Charlotte Fire Chief) to accept a grant for \$2,728,582 from the United States Department of Homeland Security for the 2024 Urban Area Security Initiative Grant Program.

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ITEM NO. 13: AMEND RESTRICTIVE COVENANTS FOR PROPERTY ON MATHESON AVENUE

Motion was made by Councilmember Anderson, seconded by Councilmember Driggs, and carried unanimously to (A) Approve an amendment to the restrictive covenants of property located at 1138 Matheson Avenue to extend the timeframe for completion of an affordable for-sale single-family home through June 30, 2025, with an option to further extend up to 180 additional days, as needed, to be available for purchase at a sales price not to exceed the HouseCharlotte program maximum sales price for new construction, and (B) Authorize the City Manager, or his designee, to execute all documents necessary to amend the restrictive covenants.

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ITEM NO. 14: PROVIDENCE SQUARE INFRASTRUCTURE REIMBURSEMENT AGREEMENT

Motion was made by Councilmember Bokhari, and seconded by Councilmember Driggs to (A) Authorize the City Manager, or his designee, to negotiate and execute an infrastructure reimbursement agreement with LNR Development, LLC for the construction of public infrastructure in an amount up to \$19 million to be reimbursed through 45 percent of the incremental City and County property taxes from a designated area over 15 years, or until fully reimbursed, whichever is earlier, and (B) Adopt a resolution approving an Interlocal Agreement with Mecklenburg County for the Providence Square Infrastructure Reimbursement Agreement.

Councilmember Bokhari said we don't need to belabor the point. We've had this presentation several times now. I think the only slight update is for the public that's tuning in now, is this is a multi-step process. There are still three complicated rezonings that we're working through, the County has action. Kudos to City staff, who worked tirelessly, particularly over the last week, and kudos to the development group, who all came together to find really the best deal possible for this step of the multi-step process for what, on that portion of town, the Providence corridor, our housing stock, everything from affordable housing to congestion mitigation efforts. It's one step in a multi-step process in the right direction, and I appreciate everyone's work.

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

The resolution is recorded in full in Resolution Book 55, at Page(s) 406-407.

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ITEM NO. 15: RAPID UNSHELTERED SURVIVOR HOUSING FUNDING IN RESPONSE TO HURRICANE HELENE

Motion was made by Councilmember Anderson, seconded by Councilmember Driggs, and carried unanimously to (A) Adopt Budget Ordinance 903-X appropriating \$1,000,000 of Rapid Unsheltered Survivor Housing grant funds from the U.S. Department of Housing and Urban Development to the Neighborhood Development Grants Fund, (B) Amend the Fiscal Year 2025 Annual Action Plan for Housing and Community Development to reflect the Rapid Unsheltered Survivor Housing grant, and (C) Authorize the City Manager to negotiate and execute any necessary contracts and agreements related to the funds.

The ordinance is recorded in full in Ordinance Book 67, at Page(s) 543.

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ITEM NO. 16: HOUSING TRUST FUND ALLOCATION FOR WOODLANDS NORTH SENIOR APARTMENTS AFFORDABLE HOUSING DEVELOPMENT

Motion was made by Councilmember Anderson, seconded by Councilmember Driggs, and carried unanimously to (A) Approve a \$2,250,000 Housing Trust Fund allocation to support the Woodlands North Senior Apartments multi-family housing development, and (B) Authorize the City Manager, or his designee, to execute, amend, modify, and renew contracts and other required documents to complete the transaction.

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ITEM NO. 18: PROPOSED 2025 CITY COUNCIL MEETING SCHEDULE

Motion was made by Councilmember Anderson, seconded by Councilmember Brown, and carried unanimously to approve the 2025 City Council Regular and Budget Meeting Schedule.

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ITEM NO. 19: RESOLUTION TO CERTIFY AND DECLARE THE RESULTS OF THE NOVEMBER 5, 2024 SPECIAL BOND REFERENDUM

Motion was made by Councilmember Anderson, seconded by Councilmember Driggs, and carried unanimously to adopt a resolution certifying and declaring the results of the November 5, 2024, Special Bond Referendum.

Mayor Lyles said I want to say on this, thank you to the public for allowing us to be in this position to do this.

The resolution is recorded in full in Resolution Book 55, at Page(s) 408-417.

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NOMINATIONS TO BOARDS AND COMMISSIONS

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

ITEM NO. 20: NOMINATIONS TO THE BICYCLE ADVISORY COMMITTEE

The following nominations were made for four appointments for a three-year term beginning January 1, 2025, and ending December 31, 2027:

- Tammy Brock, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington
- John Holmes, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington
- Juan Juarez, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington
- Matt Weschler, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington

Motion was made by Councilmember Anderson, seconded by Councilmember Molina, and carried unanimously to appoint Tammy Brock, John Holmes, Juan Juarez, and Matt Weschler by acclamation.

Ms. Brock, Mr. Holmes, Mr. Juarez and Mr. Weschler were reappointed.

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ITEM NO. 21: NOMINATIONS TO THE BUSINESS ADVISORY COMMITTEE

There were no nominations made for one appointment for a three-year term recommended by the Certified SBE-Hispanic Contractors Association beginning April 29, 2023, and ending April 28, 2026.

Nominations will be kept open until the next Business Meeting.

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ITEM NO. 22: NOMINATIONS TO THE CHARLOTTE BUSINESS INCLUSION ADVISORY COMMITTEE

There were no nominations made for one appointment for a partial term recommended by the Metrolina Native American Association beginning upon appointment and ending February 28, 2026.

Nominations will be kept open until the next Business Meeting.

There were no nominations made for one appointment for a partial term recommended by the Carolinas Association of General Contractors beginning upon appointment and ending February 28, 2025, and a three-year term beginning March 1, 2025, and ending February 28, 2028.

Nominations will be kept open until the next Business Meeting.

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ITEM NO. 23: NOMINATIONS TO THE CHARLOTTE TREE ADVISORY COMMITTEE

The following nominations were made for two appointments for a three-year term beginning December 14, 2024, and ending December 13, 2027:

- Sara Gagne, nominated by Councilmembers Anderson, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington
- Jennifer Wolf, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington

Motion was made by Councilmember Anderson, seconded by Councilmember Molina, and carried unanimously to appoint Sara Gagne and Jennifer Wolf by acclamation.

Ms. Gagne was reappointed. Ms. Wolf was appointed.

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ITEM NO. 24: NOMINATIONS TO THE HISTORIC DISTRICT COMMISSION

There were no nominations made for one appointment for a partial term for a Resident Owner of Hermitage Court beginning upon appointment and ending June 30, 2024, and a three-year term beginning July 1, 2024, and ending June 30, 2027.

Nominations will be kept open until the next Business Meeting.

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ITEM NO. 25: NOMINATIONS TO THE HOUSING APPEALS BOARD

The following nominations were made for one appointment for a three-year term beginning January 1, 2025, and ending December 31, 2027:

- Denawa Alberti, nominated by Councilmember Brown
- Bradley Caldwell, nominated by Councilmembers Anderson, Driggs, Graham, Mayfield, Mitchell, Molina and Watlington
- Tammy Neal, nominated by Councilmember Johnson

Motion was made by Councilmember Anderson, seconded by Councilmember Molina, and carried unanimously to appoint Bradley Caldwell by acclamation.

Mr. Caldwell was reappointed.

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ITEM NO. 26: NOMINATIONS TO THE INLIVIAN BOARD OF COMMISSIONERS

The following nominations were made for two appointments for a three-year term beginning December 18, 2024, and ending December 17, 2027:

- Fatina Allen, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington
- Angela Ambroise, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington

Motion was made by Councilmember Anderson, seconded by Councilmember Molina, and carried unanimously to appoint Fatina Allen and Angela Ambroise by acclamation.

Ms. Allen and Ms. Ambroise were reappointed.

The following nomination was made for one appointment for a Low-Income Housing Resident category representative for a three-year term beginning December 18, 2024, and ending December 17, 2027:

- Ervin Robinson, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington

Motion was made by Councilmember Anderson, seconded by Councilmember Molina, and carried unanimously to appoint Ervin Robinson by acclamation.

Mr. Robinson was reappointed.

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ITEM NO. 27: NOMINATIONS TO THE KEEP CHARLOTTE BEAUTIFUL COMMITTEE

The following nominations were made for two appointments for a partial term beginning upon appointment and ending June 30, 2025:

- Tom Harris, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington
- Mary Propst, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina and Watlington

Motion was made by Councilmember Anderson, seconded by Councilmember Molina, and carried unanimously to appoint Tom Harris and Mary Propst by acclamation.

Mr. Harris and Ms. Propst were appointed.

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ITEM NO. 28: NOMINATIONS TO THE PASSENGER VEHICLE FOR HIRE BOARD

The following nomination was made for one appointment for a Hospitality / Tourism Industry category representative for a partial term beginning upon appointment and ending June 30, 2024, and a three-year term beginning July 1, 2024, and ending June 30, 2027.

- Anthony Eubanks, nominated by Councilmember Johnson

This appointment will be considered at the next Business Meeting.

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ITEM NO. 29: NOMINATIONS TO THE STORM WATER ADVISORY COMMITTEE

There were no nominations for one appointment for a Financial / Accounting / Legal Professional category representative for a three-year term beginning July 1, 2024, and ending June 30, 2027.

Nominations will be kept open until the next Business Meeting.

The following nomination was made for one appointment for a General Contractor category representative for a partial term beginning upon appointment and ending June 20, 2025:

- Chauncey Mann, nominated by Councilmembers Anderson, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, and Molina

Motion was made by Councilmember Anderson, seconded by Councilmember Molina, and carried unanimously to appoint Chancey Mann by acclamation.

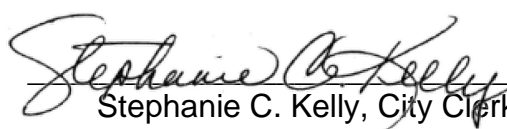
Mr. Mann was appointed.

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ADJOURNMENT

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

The meeting was adjourned at 9:50 p.m.


Stephanie C. Kelly, City Clerk MMC, NCCMC

Length of Meeting: 3 Hours, 34 Minutes
Minutes completed: March 10, 2025