

The City Council of the City of Charlotte, North Carolina convened for a Business Meeting on Monday, October 27, 2025, at 5:35 p.m. in the Meeting Chamber of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council members present were Dimple Ajmera, Danté Anderson, Tiawana Brown, Ed Driggs, Malcolm Graham, James Mitchell, Edwin Peacock III, and Victoria Watlington.

ABSENT: Councilmembers Renee Johnson, and Lawana Mayfield

ABSENT UNTIL NOTED: Councilmember Marjorie Molina

* * * * *

Mayor Lyles said good afternoon, all of you. I want to call the Charlotte City Council, October 27, 2025, meeting to order. So, I want to thank all of you for joining us, especially the special guests that we have today. A few weeks ago, I had the opportunity to go out to a place that I remember and called Bethlehem Center, but it's no longer called that, and I'm going to give somebody the opportunity to tell us about this. There were a lot of young people out there doing great things, but what we learned is that there are several people at this dais that used to be a part of Bethlehem Center when it was Bethlehem Center. So, with that, I'm going to move this over to Councilmember James Mitchell, and maybe a few of his colleagues that joined in with him.

Councilmember Mitchell said to the citizens of Charlotte, this is a great opportunity to showcase our bright young minds of the future. Mayor Pro Tem and myself and Councilmember Brown, we all were a byproduct of Bethlehem Center, and as the Mayor said, we were the last group of Bethlehem Center. We drove them so crazy; they had to come up with another name. What I would like, if we could at this time, will the young students come down and lead us in the Pledge of Allegiance, and then Mayor, if I can, have the CEO (Chief Executive Officer), Mr. Jared Keaton, just give us two minutes about a Center for Better Education, now is the new name.

* * * * *

PLEDGE OF ALLEGIENCE

The Pledge of Allegiance to the Flag was led by Alliance Center for Education's youth.

* * * * *

Jared Keaton, CEO Alliance Center for Education said good evening to esteemed colleagues and the City Council, Mayor Lyles, City Manager Jones, and staff. Thank you for allowing us to share with you this evening. As Councilman Mitchell so graciously shared with you, we are an 85-year-old organization as of Friday, October 17, 2025. We have been in this community serving since 1940, and that legacy has been built on two generational services to children and families. The Alliance Center for Education, affectionately founded as the Bethlehem Center of Charlotte, started in the Brooklyn community. Everybody's heard of the Brooklyn Village community; we were a part of that, and then in 1958 moved over to Southside Homes where we served from 1958 all the way until 2020 when we moved our headquarters to the Belmont Regional Center. We serve proudly out of eight locations across the City, and also inside of three Charlotte-Mecklenburg's School Partner Centers, and we have the pleasure of serving over 700 young folks on a daily basis.

We have a legacy of making sure that families are included in everything that we do. Part of that is to make sure that parents are educated and informed of what's going on every day at school, and then they're empowered to mirror that at home in the appropriate way. Also, we get to know their goals and what they strive to do in support of their family, everything from furthering their education to becoming more employed or employed or participate in job training programs. The City has been a wonderful partner to our organization and still is to this day. We want to thank Mayor Lyles, Mayor Pro

Tem Danté Anderson, Councilman Mitchell, and Councilwoman Tiawana Brown, for being a part of the legacy of the organization and sharing with us.

So, we just thank you for giving our kids an opportunity. Civic engagement is a big part of what we try to do, is make sure that the kids understand the importance of participating as a solid citizen in Charlotte-Mecklenburg. So, again, on behalf of the 700 children and families, we thank you for your service and thank you for all your time this evening.

Councilmember Mitchell said so he left out one person who really made this possible. She invited me to a meeting and would not allow me to leave the room until I made a commitment, and so, where is Kim Ratliff? To show Kim's dedication, today is actually her birthday, so Kim happy birthday to you.

Mayor Lyles said alright, thank you everyone for this opportunity, and I hope that all of you know how special you are to us and this community, so thank you again. I also have noticed that there are a few other people in, I guess what I call, the top of the table up there. So, let's see, we have with us tonight, Nancy Carter who's a part of our elected officials work. Al Austin, who works with us on the safety programs that we're working on and he's doing a great job for that. Dave Howard, however, is doing a great job, because he is helping us with our mobility plan, and I just want to say thank you, each of you, for coming and being a part of this, this afternoon, so thank you. We're going to start with our introductions at the dais.

INVOCATION

Councilmember Driggs gave the Invocation.

Mayor Lyles said and we also want to recognize that Mr. Driggs has gotten a special new name, I think it's called Grandpa, so thank you very much.

AWARDS AND RECOGNITION

ITEM NO. 4: CHARLOTTE WOMEN'S SMALL BUSINESS MONTH

Councilmember Brown said read the following proclamation:

WHEREAS, women-owned small businesses are an economic engine and own 39.1 percent of all U.S. businesses employing eight percent of private sector with over 12 million people, generating \$2.7 trillion; 73 percent of African American business owners are sole owners of their companies; and

WHEREAS, across North Carolina women now own approximately 44.8 percent of all businesses and represent 44.5 percent of small business employment. North Carolina ranks number two in the U.S. as the best state for women-owned businesses; and

WHEREAS, the Charlotte Metro Area ranks number one in North Carolina for women-owned firms for growth and number one in economic clout. In the Charlotte-Concord-Gastonia Metro Area, women-owned businesses saw a 20.5 percent rise and 71.3 percent increase in employment from 2019 to 2024, with an average of 12.5 employees per women-owned firms; and

WHEREAS, approximately 92,500 women-owned small businesses in Charlotte Metro Area are generating \$13.3 billion in sales and employing 70,000 people; and

WHEREAS, in Fiscal Year 2022 to 2023, women-owned businesses comprised approximately 37 percent of North Carolina minority business agencies, which is

operated by North Carolina Department Administration. Last Fiscal Year, NC-MBDA (North Carolina Minority Business Development Agency) created 500 jobs and generated \$5.6 million in revenue; and

WHEREAS, the City of Charlotte values local women-owned small businesses and celebrates the diversity of ownership and goods and services provided, as well as the contributions they make to our community; and

WHEREAS, October has been designed and designated as National Women's Small Business Month to celebrate the achievements of women owners, and is also designated as Charlotte Women's Small Business Month to celebrate the achievements of women business owners in the Charlotte region:

NOW, THEREFORE, I, Vi Alexander Lyles, Mayor of Charlotte, do hereby proclaim October 2025 as

“CHARLOTTE WOMEN’S SMALL BUSINESS MONTH”

In Charlotte and commend its observance to all citizens.

* * * * *

ITEM NO. 5: DISABILITY EMPLOYMENT AWARENESS MONTH

Councilmember Anderson read the following proclamation:

WHEREAS, the City of Charlotte is committed to fostering a welcoming community that values diversity and recognizes the contributions of all individuals, including those with disabilities; and

WHEREAS, October has been designated as National Disability Employment Awareness Month to bring attention to the importance of ensuring that all people with disabilities, as an underemployed population, have equal rights and opportunities in employment, thereby strengthening our workplace and our economy; and

WHEREAS, the theme of this year's National Disability Employment Awareness Month, celebrating value and talent, highlights the need for continued efforts to create welcoming environments where all individuals, regardless of disability, can succeed and thrive; and

WHEREAS people with disabilities possess a wide arrangement of skills, talent, and experiences that greatly contribute to the innovation, creativity, and success of businesses and organizations within our community; and

WHEREAS, the City of Charlotte is committed to removing barriers, providing reasonable accommodations, and promoting employment practices that empower individuals with disabilities to achieve their full potential; and

WHEREAS, this month offers an opportunity to raise awareness about disability employment issues and to celebrate the many and varied contributions of workers with disabilities; and

WHEREAS, by working together to raise awareness and advocate for employment opportunities for people with disabilities, we strengthen our community, and contribute to the overall economic growth and development of Charlotte:

NOW, THEREFORE, I, Vi Alexander Lyles, Mayor of the City of Charlotte, do hereby proclaim October 2025 as

“NATIONAL DISABILITY EMPLOYMENT AWARENESS MONTH”

In Charlotte and commend its observance to all citizens.

I'd love to have Terry Bradley, Lezlie Briggs, Kaher Ahmad, Na'ilah El-Amin, and Blaire Johnston, if you are here. Can you come down. I'd love to present you with this proclamation.

ITEM NO. 3: CROWN TREE AWARDS

Mayor Lyles said in June 2025, I proclaimed October as Charlotte Tree Month to raise awareness for the City tree canopy, and to promote tree planting efforts Citywide. The City of Charlotte is very proud of the robust canopy, and those that work continuously to support our canopy's growth and continued health. Several award winners have joined us tonight in honor of Charlotte Tree Month. Award winners, please stand and be recognized.

Before the meeting started, I had the opportunity to hear about the folks that did this work. I want to say, first and foremost, I want to recognize our team, Tim, you do great work to make this happen. More importantly, we had stories about why the trees work for us, and there are many different ways and reasons to make this effort, and I just want to say to all of you that have made this effort possible, we are so in debt to you for what you do and what you make happen for our tree canopy, so thank you very much. I think I took pictures with everybody, and you probably want to go home by now. So, thank you very much. Please stand, please, I want to give you a round of applause, stand up. Thank you very much.

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

There are no consent agenda item questions.

ITEM NO. 2: CONSENT AGENDA ITEMS 24 THROUGH 46 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, seconded by Councilmember Ajmera, and carried unanimously to approve the consent agenda as presented.

The following items were approved:

Item No. 24: Non-Profit Partner Funding for Single-Family Housing Rehabilitation
(A) Approve a contract in an amount not to exceed \$2,200,000 with Habitat for Humanity of the Greater Charlotte Region for single-family housing rehabilitation for a term of one year, and (B) Authorize the City Manager or his designee to renew the contract for up to one, one-year term and to negotiate, modify, and amend the contract consistent with the purpose for which it was approved.

Item No. 25: School Zone Flashing Light Equipment
(A) Approve the purchase of school zone flasher equipment by sole source exemption, (B) Approve a contract with J.O. Herbert Company Inc. for the purchase of school zone flasher equipment for a term of three years, and (C) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 26: Firehouse # 20 Expansion Project

(A) Reject the low bid submitted by G. W. Liles Construction Co., Inc. for Firehouse #20 Expansion Project, and (B) Approve a contract in the amount of \$1,099,047.75 to the lowest responsive, responsible bidder Walter B. Davis Company (MBE) for the Firehouse #20 Expansion Project.

Summary of Bids

G. W. Liles Construction Company, Inc.*	\$1,079,000.00
Walter B. Davis Company	\$1,090,297.75
Miles-McClellan Construction Company, Inc.	\$1,101,129.00
Elford, Inc.	\$1,114,722.00
Grahl Construction, LLC	\$1,142,785.00
Randolph and Son Builders, Inc.	\$1,208,381.00
FERLCO, LLC	\$1,271,550.00
Nance Construction, LLC	\$1,838,669.70

*Found to be non-responsive due to noncompliance with the Charlotte Business INclusion (CBI) Program.

Item No. 27: Heavy-Duty Refuse Truck and Street Sweeper Maintenance and Repair

(A) Approve contracts for heavy-duty refuse truck and street sweeper maintenance and repairs for a term of three years with the following: Atlantic Emergency Solutions, Carolina Environmental Systems, Joe Johnson Equipment, On-The-Go-Fleet Services, TLG Peterbilt Charlotte, and (B) Authorize the City Manager to renew the contracts for up to one, two-year term with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 28: Real Estate Legal Services

(A) Approve unit price contracts for real estate legal services for a term of three years with the following: Bryson Legal Services, PLLC, Cranford, Buckley, Schultze, Tomchin, Allen & Buie, PA, Legal Title Research, Miller & Hall, PA, and (B) Authorize the City Manager to renew the contracts for up to one, two-year term with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 29: Flow Monitoring Services

(A) Approve a contract with CHA Consulting, Inc. for flow monitoring services for a term of three years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 30: Franklin Water Treatment Plant Clearwell Improvements Contract Amendment

Approve a contract amendment for up to \$2,000,000 to the contract with Sanders Utility Construction Co., Inc. for the Franklin Water Treatment Clearwell Improvements project.

Item No. 31: Designated Aviation Channeler Services

(A) Approve a contract with TELOS Identity Management Solutions, Inc. for airport credentialing designated aviation channeler services for a term of three years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 32: Airport Utility Relocation Reimbursement Agreement

(A) Authorize the City Manager to execute a reimbursement agreement with Duke Energy Carolinas, LLC for the relocation of utilities for the Fourth Parallel Runway South End-Around Taxiway project, and (B) Authorize the City Manager to amend the agreement consistent with the purpose for which the agreement was approved.

Item No. 33: Airport Parking Online Booking System

(A) Approve contract amendment #1 for a term of three years and four months with KMP Associates, Ltd. t/a Aero Parker to continue providing an online parking reservation system and support services, (B) Authorize the City Manager to amend contract consistent with the purpose for which the contract was approved, and (C) Authorize the City Manager to purchase additional software licenses, services, hardware, maintenance, and support as required to maintain the system for as long as the city uses the system.

Item No. 34: Airport Passenger Satisfaction Survey Services

(A) Authorize the City Manager to negotiate and execute the contract with Bracey Associates, LLC to provide comprehensive passenger satisfaction survey services for a term of three years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 35: Survey Services

(A) Authorize the City Manager to negotiate and execute contracts for survey services for a term of three years with the following: EurekaFacts LLC, DG Insights, and (B) Authorize the City Manager to renew the contracts for up to one, two-year term with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 36: Refund of Property Taxes

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$38,375.12.

The resolution is recorded in full in Resolution Book 55, at Page(s) 112-115.

Item No. 37: Land Acquisition for Tree Canopy Preservation Program

(A) Approve the purchase of an approximately 0.171-acre parcel located at Justice Avenue (parcel identification number 077-089-05) in the amount of \$42,500, (B) Authorize the City Manager, or his designee, to grant a conservation easement to the Catawba Lands Conservancy, and (C) Authorize the City Manager to negotiate and execute all documents necessary to complete this transaction.

Item No. 38: INLIVIAN Housing Revenue Bond Issuance Approval for 3119 West Boulevard Apartments

Adopt a resolution granting INLIVIAN's request to issue new multi-family housing revenue bonds in an amount not to exceed \$40,725,000 to finance the development of an affordable housing development known as 3119 West Boulevard Apartments.

The resolution is recorded in full in Resolution Book 55, at Page(s) 116-119.

Item No. 39: Meeting Minutes

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of: September 2, 2025, Council Committee Discussions, September 15, 2025, Zoning Meeting, and September 22, 2025, Business Meeting.

Item No. 40: Set a Public Hearing on Emerson Pond Voluntary Annexation

Adopt a resolution setting a public hearing for November 24, 2025, for the Emerson Pond Area voluntary annexation petition.

The resolution is recorded in full in Resolution Book 55, at Page(s) 120-122.

Item No. 41: Set a Public Hearing on Garrison Industrial Phase 2 Voluntary Annexation

Adopt a resolution setting a public hearing for November 24, 2025, for Garrison Industrial Phase 2 Area voluntary annexation petition.

The resolution is recorded in full in Resolution Book 55, at Page(s) 123-124.

Item No. 42: Set a Public Hearing on River South Voluntary Annexation

Adopt a resolution setting a public hearing for November 24, 2025, for River South Area voluntary annexation petition.

The resolution is recorded in full in Resolution Book 55, at Page(s) 125-129.

PROPERTY TRANSACTIONS

Item No. 43: Aviation Property Transactions – Airport Drive, Ashley Circle, Eaton Circle, and South Airline Street

Acquisition of 654,271 square feet (15.02 acres) at 5325 Airport Drive; 4443, 4535, 4720, 4800, 4814, 4820, 4826, 4834, 4835, 4823, 4910, and 5000 Ashley Circle; 5333 Eaton Circle; and 5315 South Airline Street from STM Charlotte 3, LLC for \$8,043,600 and all relocation benefits in compliance with federal, state, or local regulations for Aviation Master Plan.

Item No. 44: Aviation Property Transactions – 7606 Christie Lane

Acquisition of 3,942.18 square feet (0.905 acres) at 7606 Christie Lane from Antoine Robinson for \$426,000 for Aviation Master Plan.

Item No. 45: Aviation Property Transactions – 7724 Cooper Lane

Acquisition of 49,440.6 square feet (1.135 acres) at 7724 Cooper Lane from Michael Nester Duke, Phyllis K. Duke, and Brandon U. Duke for \$409,000 for Aviation Master Plan.

Item No. 46: Aviation Property Transactions – 8200 Douglas Drive

Acquisition of 30,012.84 square feet (0.689 acres) at 8200 Douglas Drive from Melissa A. Melendez for \$347,000 for Aviation Master Plan.

* * * * *

PUBLIC FORUM

Sugar Creek Light Rail Station

Lesla Kastanas, 2800 Attaberry Drive said Mayor and members of the City Council, I'm Lesla Kastanas. My husband and I recently reopened our restaurant, Soul Gastrolounge at The Pass, a new development from 3rd and Urban at the LYNX Sugar Creek Station. I'm here today to highlight the challenges you'll find at this station. Let me set the scene for you. You walk out the front door of our restaurant to a broad concrete walkway directly in front of the station, over 300 feet of metal rail bars any access to The Pass. There's a concrete wheelchair ramp that leads only to a metal rail at the platform, rendering it inaccessible to the station. In fact, there is currently no way to access the station directly from The Pass. The access point on our side of the tracks is near the transit center at the far end of our parking lot. An able-bodied person leaving The Pass would find the fastest route to the entrance by walking through the parking lot, behind a dumpster, and stepping over a curb. If a rider is differently abled, it's more labor intensive and frustrating. CATS (Charlotte Area Transit System) has given several reasons for this inaccessibility, which I feel like I do not have time to share with you, but we are at a stalemate. The developer has said they were going to pay some money, CATS was going to do some work, which this body approved, and now we're at a stalemate that doesn't serve the businesses. That entrance to that station is still closed. To illustrate how confusing the station is, on September 17, 2025, EMS (Emergency Medical Services) was called to respond to a medical emergency and couldn't find the access. Riders regularly, often daily, jump the metal gates to access the station. If CATS can't open the station to The Pass because of safety concerns, how are they addressing the safety concerns currently caused by the lack of logical access and signage.

I shouldn't have to plead for help negotiating transit safety funding between CATS and my landlord, but here I am. I think you can agree it's an untenable situation, and I'm

pti:pk

asking for help as a citizen, a business owner and a light rail rider. Please call upon CATS to make the station a priority, to make it logically accessible to the massive development it was funded and built to attract.

Mayor Lyles said thank you very much. Thank you for the information. I think Liz, will you have a conversation, so that we can make sure that we've gotten all of the information that you planned. We will make sure that it gets reviewed and get information back to you.

Ms. Kastanas said thank you, Mayor.

Councilmember Molina arrived at 5:54 p.m.

Landscaping

Celia Kaul, 1102 Beauwyck Drive said good evening, Mayor Lyles and members of City Council. My name is Celia Kaul and I'm currently a middle-school student at J.T. Williams Montessori. Throughout my life, both at home and at school, I've always been taught the value of one earth, and the importance of organisms in our ecosystems. Some of the most important organisms we can protect are pollinators, and not just because of their importance in food production, but also their importance in shaping healthy ecosystems. Over the last few decades, pollinators, such as birds, bees, butterflies, and bats have been in steep decline. Since 1990, we've lost close to 90 percent of the monarch butterfly population, and most recent reports from scientists cite that the U.S. alone could see honeybee colonies decline up to 70 percent. When looking at some of the most pressing matters concerning the decline of pollinators, experts often look at habitat loss and pesticide use. Lack of native plants or invasive species makes it hard for pollinators to find places to live and food to sustain their young. As clean and tidy as grass may make your home look, grass actually plays a major role in the decline of ecosystems. Grass requires unnecessary water usage, runoff from fertilizers and pesticides, and the carbon footprint for mowing lawns certainly adds up to create a negative carbon footprint, but there is hope. Dedicated home gardeners have been taking action.

According to the National Garden Association and Wildlife Federation, between 2019 and 2021, the percentage of homeowners, planning to swap a portion of their grass for native plants, more than doubled from nine percent to 19 percent. Even the City of Charlotte hosts educational pollinator weeks in the summer, and hosts tree and pollinator walk free to residents throughout the year. As a plant enthusiast, I've attended many of these events, and felt that the City supports and upholds the Bee City USA pledge that Charlotte has been a part of since March of 2023, which is why I'm so confused why we're even here to argue this ordinance today. In the Charlotte Code Ordinances, Chapter 10, Article 3, Division 4, Section 10-155, states that it shall be unlawful for the owner and/or occupant of a premise to fail to cut overgrown grass, weeds and other vegetation, when grass, weeds and other vegetation is higher than.

Alden Picard, 1232 Marlwood Circle said alright, good evening. Mayor Lyles, hi again, members of the Council and Mr. Jones. My name is Alden Picard. I'm a wildlife advocate and a Charlotte resident of 10 years. Today, I'm representing the Coalition to Protect Our Urban Nature. We are the voice for Charlotte's wildlife. I want to first thank Mayor Lyles. I want to thank Councilwoman Ajmera and Councilman Ed Driggs, as well as all of City Council, for hearing our concerns regarding Charlotte's outdated, overgrown Vegetation Ordinance. Thank you for fielding our countless emails and our phone calls, and for the opportunity to speak at the public forum, thank you. I also want to thank the City of Charlotte's staff, and acknowledge them for their hard work, improving their internal garden registration process, and for laying out good framing and content for the allowance of naturalistic landscapes. This work will be extremely useful in updating the ordinance. Now let me be clear, updating the City's ordinance by adding a height exemption for naturalistic landscapes remains the objective of our coalition. We see no reason not to codify the exemption. Winston-Salem, North Carolina; Columbia, South Carolina; and Green Bay, Wisconsin, among countless other cities across the

country, have already done this work. Codification is important. It builds trust and engagement by clarifying and standardizing rules, making them easily accessible to the public, and from an urban forestry standpoint, the codify change can be used as a precedent to include wildlife conservation and strategic City planning. This would be a fantastic move for the City, opening up future opportunities for conservation. By codifying the exemption, the City turns its values into official policy. A codified practice sends a clear message by demonstrating that the City is committed to its principles, having a powerful effect on perception and behavior. We are asking you not to stop short. Please don't settle for anything less than systemic change. Please submit a policy referral to update the overgrown, outdated Vegetation Ordinance. Thank you for your time.

Hope Wright, 3010 Castleberry Court said hello. Good evening, everyone. Tonight, my son and I are speaking as members of the Coalition to Protect Our Urban Nature, a network of organizations and individuals who care deeply about our city's green spaces, and our goal is to amend Charlotte overgrown Vegetation Ordinance, as Alden already said. Over the past three months, City staff and Council members have made significant strides, including improving the pollinator garden registration process. This is a great start in laying out a framework for the new ordinance language, and we thank you. The next step is for Mayor Lyles, or a member of Council, to submit a policy change referral to a Council committee. Wildlife, including pollinators, are the unsung heroes of our ecosystems. In the past two decades, wild bee populations have declined by over 40 percent, and monarch butterflies are down by more than 80 percent. Without these tiny workers, flowering landscapes vanish, vegetable gardens wither, and Charlotte loses some of its charm and vibrancy. Today, Charlotte's restrictive vegetation limit of 12 inches forces property owners to ignore native plantings, uproot milkweed stands, and replace wildflower blooms with high maintenance grass. We're asking you for a modest change. Add an exemption in the ordinance for naturalistic landscapes, including native meadows and pollinator gardeners. To close, I'd like to ask all those in attendance tonight who support this amendment to please stand. Please join these neighbors in giving pollinators and other wildlife the space they deserve, and in doing so, keep Charlotte blooming for generations to come. We are urging one of you to submit a policy change referral to a Council committee to request an ordinance amendment. Thank you.

Bus Stop Improvement

Mary Thomas, 506 Avant Street said I'm Mary Thomas. One of my concerns is that lockdown that they have on some of the buses. They need to be turned around, so that you can see when you are going to get off it, because those cameras do not work, and when I mash the button for my stop, it doesn't work half the time, and the driver gets an attitude. I'm like, I mashed the button, what am I supposed to do, unhook myself and go to the driver and disrespect the driver and the other people on the bus? I've been following these people that's running for school board, but I don't hear them talk about what needs to change. They changed it years ago, and that's where the crime began in the schools, when they took prayer out of the school. That's when crime started, when prayer was taken away from children that wanted to pray.

Mayor Lyles said thank you very much for your comments. I'd like to have one of our teammates come up and speak with you, so that we can be sure that we have everything that you wanted to say to be done and addressed later. So, I'm going to ask Ms. Babson to come upstairs and work with you on what you want to make sure that we change and what we need to do. Thank you very much, Ms. Thomas.

Noise Pollution

Jeremy Lamb, 400 North Church Street said hello, Council, and hello, Mayor Lyles. My name is Jeremy Lamb. I play cello in the Charlotte Symphony, and I live right in Uptown on 400 North Church. Thank you, Councilmember Driggs. Before I begin, this is not why I started, but Mayor, I hope that you will take their request to update the

outdated Vegetation Ordinance very seriously, because it sounds like a very good cause.

I'm here because, when I moved here 10 years ago, there was a problem that seemed big at the time, but now it has grown, and to me it seems like it's starting to define Charlotte to me, and that is this issue of the loud sports cars with those cut-out mufflers; they are going nowhere fast. Actually, my friend spoke a little bit ago too, like a couple years ago, and nothing has really happened, and I've never seen any cops pulling these people over. So, I looked it up and all the laws are on the books here. All the local noise ordinances are in place that state the state has statutes, number 20 and 128, they're all there. So, I asked so many cops, why do you guys not do anything about this, and every one of them says there are two reasons, one is that there are not enough cops on duty in total to deal with lower-level infractions like this, and the second is, this one I didn't really know, but this is that the judges and the D.A. will just generally throw out their citations when they actually do bother to document them. So, I did look up how many cops are on the books, and it kind of shocked me and maybe shocks everybody, but there's actually fewer cops that are in the budget now than there were 10 years ago, and not only that, but there's a shortage of 300 police officers, there's positions for those that are being filled. So, I'm just wondering if you would fill those spots and consider a camera program that has noise activated license plate readers, because you can't get enough cops for this.

Mayor Lyles said thank you very much. Shawn, would you [INAUDIBLE]. Thank you very much.

Bike Infrastructure

Constance Proctor, 2222 Selwyn Avenue said good evening, Council members, Mayor, staff, and neighbors. My name is Conny Proctor and I'm currently serving as Chair of the Bicycle Advisory Committee. I am here tonight to ask for mobility freedom for our community, especially our children and older adults, and those who are carless. First, let me paint you a picture. You wake up to the joyful sound of children's chatter and bike bells. You look out your window. Through the dappled light under the trees, you see your neighbors, children and adults, frolicking about, making their way to school or work, groups of children talk and play with one another as they walk or ride to school. Some adults go to the bus stop or the train station, some walk or ride their bikes. People have many opportunities to serendipitously meet one another and chat. The air is clear. Your neighbors are the business owners in the neighborhood. They live and work here. Everyone is in this together. We can have this vision. This can be our future. We just have to choose it. We need it. We are lonely and isolated. Our children are suffering from lack of activity, social interaction, and autonomy. We have the opportunity to improve all of this. I have two children, and I talk to other parents all the time who are desperate to give their children autonomy, desperate to let them walk or bike places on their own or with their friends. We deserve this reality, so what can we do? Neighbors, I ask you to vote for the transit tax, so that the plans the City staff have worked so hard on for the Corridors of Opportunity and strategic investment areas, can go from being simply plans on paper to reality on the ground, so that we can build space for people to walk and ride bicycles, and more robust transit options. Council, I ask you to support a budget increase for the bicycle program, so that we can build the crucial connections between the bigger projects, fill the gaps, and make it possible to easily hop on a bike.

Landscaping

Edward Murray, 4409 Wordsworth Lane said so, hi. Ed, and I'm with the Charlotte Wildlife Stewards, and first of all, I'd like to thank you all for hearing our concerns here about the naturalistic gardening exemption. Mayor Lyles; Mr. Driggs, Ed; Ms. Ajmera, particular thanks to you all as well for your commitment to moving forward on a code exemption here for naturalistic landscaping. I moved to Charlotte specifically because my partner and I thought it would be a good place to raise a kid. To me, Charlotte stands out as one of the most exceptional places in the country to raise a kid. So, how does this connect to naturalistic landscaping? Let me explain. As a dad, my main job in

life right now is to make sure that my daughter gets to experience things that expand her mind. So, when I do things, I invariably end up asking myself, how can my daughter participate in this? Two years ago, my wife and I started a big project in our yard to replace invasive and non-native plants with natives, and we did it because the world's beleaguered flora and fauna desperately need our help. Naturally, I wondered how my daughter, now almost four, would react, and it turns out that she loves it. We now have well over 100 species of native plants. My kid can ID many of them and loves inspecting all of them. When we are out on the town or at a park, she can identify plants she knows from the yard. Her perception of what plants are has been fundamentally expanded. Since these native plants provide food and shelter for innumerable animals, from humble bugs to gorgeous birds, she has been able to witness firsthand the complex interwoven nuance of a food web. When she gets to that module in a future science class, she will have a primary source foundation to draw upon. As a parent, my goal is always to look for the overlap of fun and education. In this naturalistic gardening, I have found just such an overlap. Here's the rub though. Sometimes native plants don't look like what folks expect. Beautiful seven-foot-tall spires of delicate flowers, dense thickets of berry-laden bushes, dormant plants still holding their seed heads through winter for birds to acrobatically feast upon, this diversity of life, this visual buffet of new things, have proven exceptionally compelling to my kid, and I'm sure it could be to many other as well. Access to all of this wonder, growth and learning, a truly magical experience, can be codified by sending a referral to amend the outdated overgrown Vegetation Ordinance by adding a height exemption for naturalistic landscapes. Thank you.

Mayor Lyles said thank you. Mr. Ed, your daughter is really, really, I think getting something that we all hope that all of the kids in this community has, and so, let's go ahead and do this ordinance and get it changed, and make it possible, so thank you. Alright, I don't know who's going to do all of this work, but somebody's going to make it possible. I just think it means so much when you have kids around, and what they can do and what they can learn. So, that really does mean a lot. So, we really appreciate it. The way that you framed it made it just impossible to let it walk by, so let's go ahead and get it done.

Bike Infrastructure

Juan Contreras Juarez, 523 Colonnade Drive said good evening, Mayor, members of City Council. My name is Juan Contreras Juarez. I live on the east side of Charlotte and I'm a regular user of our bicycle infrastructure here in the City. I'm also Vice Chair for the Bicycle Advisory Committee, but tonight I'm mainly here as a concerned resident of the City. I've taken the time to review the many improvements highlighted across the 22 strategic investment areas, and I'm glad that some of those improvements include improvements to bicycle infrastructure, keeping in mind that very good bicycle infrastructure also provides freedom of movement to children and residents who also use wheeled-assisted mobility devices; everyone benefits from this infrastructure. While these plans are good in isolation, I would like to call out an important gap in all of this, the lack of connection between the highlighted areas and the lack of connection between Council Districts. I believe that these gaps are where the existing C-DOT (Charlotte Department of Transportation) Bicycle Program would be able to focus their efforts on, but that would require the City to commit to increasing the current bike program budget. While there may be some opportunity to build good bicycle infrastructure with funds from the proposed transit referendum, and I do encourage everyone to strongly consider voting yes on these much-needed funds, the outcome of that vote is still very much in the air right now. I also believe that those funds would not be fully sufficient to create the connections required for residents to feel comfortable biking across the City. At the current level of \$8 million per year, the bike program is not capable of funding projects necessary to grow Charlotte's infrastructure when half of that funding can be taken by one large project. I encourage City Council to take a look at the bicycle program budgets of our peer cities and the safety, community, and economic benefits that come from well-planned bicycle infrastructure. Myself, and other members of the Bicycle Advisory Committee, would be happy to share those studies with you. Tied to this, we need City Council to also commit to developing a strong

framework to track the progress of these infrastructure projects, and providing public updates on the status of hitting these established goals. Thank you.

Mayor Lyles said thank you very much, we're working on it. Okay, I believe that that is the end of the list of speakers for tonight, so, thank you all. I'm sorry, did you sign up to speak?

Unknown [INAUDIBLE] said we have the transportation issue, so somebody [INAUDIBLE].

Mayor Lyles said we have some policies and rules.

Marcus Jones, City Manager said we're good with PVH (Passenger Vehicles for Hire).

Mayor Lyles said oh, okay. Yes, we'll be getting next to you pretty soon, hold tight, just give us a moment, okay, thank you. Alright, we'll get to you in a moment.

PUBLIC HEARING

ITEM NO. 8: PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF RIGHT-OF-WAY OFF MECKLENBURG AVENUE

There being no speakers, either for or against, a motion was made by Councilmember Anderson, seconded by Councilmember Ajmera, and carried unanimously to (A) Close the public hearing, and (B) Adopt a resolution and close a portion of right-of-way off Mecklenburg Avenue.

The resolution is recorded in full in Resolution Book 55, at Page(s) 087-090.

ITEM NO. 9: PUBLIC HEARING ON A RESOLUTION TO CLOSE AN ADDITIONAL PORTION OF OLD DOWD ROAD AND A PORTION OF MARSHALL DRIVE

There being no speakers, either for or against, a motion was made by Councilmember Driggs, seconded by Councilmember Ajmera, and carried unanimously to (A) Close the public hearing, and (B) Adopt a resolution and close an additional portion of Old Dowd Road and a portion of Marshall Drive.

The resolution is recorded in full in Resolution Book 55, at Page(s) 091-101.

ITEM NO. 10: PUBLIC HEARING AND DECISION ON AHSUL PHASE 1 VOLUNTARY ANNEXATION

There being no speakers, either for or against, a motion was made by Councilmember Anderson, seconded by Councilmember Driggs, and carried unanimously to (A) Close the public hearing, and (B) Adopt Annexation Ordinance 1030-X with an effective date of October 27, 2025, to extend the corporate limits to include this property and assign it to the adjacent City Council District 2.

The ordinance is recorded in full in Ordinance Book 69, at Page(s) 044-047.

ITEM NO. 11: PUBLIC HEARING AND DECISION ON LONG CREEK AT MCCLURE VOLUNTARY ANNEXATION

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) Adopt Annexation Ordinance 1031-X with an effective date of October 27, 2025, to extend the corporate limits to include this property and assign it to the adjacent City Council District 2.

The ordinance is recorded in full in Ordinance Book 69, at Page(s) 048-053.

POLICY

ITEM NO. 12: CITY MANAGER’S REPORT

Marcus Jones, City Manager said thank you, Mayor, members of Council, and to our friends out in the audience now is the time. So, a lot of hard work’s been happening around the issue of Passenger Vehicles for Hire. So, from the City Attorney’s Office, we have Jessica Battle here, who will give us an update on where we are with the Passenger Vehicles for Hire, so thank you, Jessica.

Jessica Battle, Assistant City Attorney said good evening. Thank you all for having us. We’ve been talking about Passenger Vehicles for Hire for quite some time. This was somewhat prompted by a letter from some of our stakeholders last August of 2024, and since then, over the last 12 to 13 months, we’ve had extensive conversations, a lot of collaboration. I believe some of our stakeholders are here, and so we thank them for being here to hear this update. As we get started, we got here because the last major update to our PVH, or Passenger Vehicles for Hire Ordinance occurred in 2017, so it’s been a while. Since then, there have been lots of industry changes including the addition of rideshares all throughout Charlotte, just like other major cities.

The legal considerations we looked at during this conversation stem from Chapters 160A and Chapter 20 of the General Statutes that speak to regulations of taxis and also our Transportation Network Companies, also called TNCs. TNCs are our rideshares, like Uber and Lyft, and those sorts of apps that people can summon to get a vehicle. When we were talking and having these conversations, we acknowledged that we received several proposals from our stakeholders. When we took a look at what changes could be possible, we wanted to look at operational clarity and sort of transparency of the PVH process in Charlotte to have more efficient application review processes to sort of speed those along, so we can get drivers on the road, and also to improve the experience for our citizens and for drivers and companies, as it relates to PVH and the processes to get those up and running and ensure consumer safety along the way. When we looked at the current state of PVH in Charlotte, we turned again to the North Carolina General Statutes that give Charlotte express authority to regulate

PVHs in our city, and with that Charlotte created in the year 2000 a PVH Board that reviews applications for taxicab and limo companies that want to operate in Charlotte.

Over the last few years, you can see the revenue up on the slides. In 2023, we got about \$270,000 in revenue, and in 2024 about \$265,000 of revenue in our PVH program. The separation of PVH from TNC is a completely different process, and TNC's are regulated at the state level. The state law expressly prohibits a municipality from regulating Transportation Network Companies, meaning we cannot impose any sort of fee or tax or inspection requirements outside of the TNC process with the state. So, with that, when we were looking at the current state, we had to keep those sorts of statutes in mind, to make sure when we were looking at proposed changes from our community and stakeholders, that we were within state law. Again, we had several collaborative and very productive conversations. The letter that we received from our PVH stakeholders included about 19 proposals that they sought to have updated in our PVH Ordinance, and to sort of meet in the middle and kind of try to level the playing field of our PVH companies in Charlotte versus our TNCs, the City Attorney's Office has recommended the City moving forward with about nine of those proposed changes, and I will go through them briefly, individually.

The first change involves changing language that would include recognizing taxicab companies' right to drive also as TNCs. So, we would recommend changing the ordinance, so that a taxicab could offer rides on a metered basis but could also participate in Uber or Lyft if they so chose to, but those would be separate rides. You could not have a meter running and also be a TNC at the same time.

The next change that the City Attorney's Office recommends is to add some definitions into our ordinance, that would include changing the definition of operator. Right now, the definition of operator is quite broad, and it would also include, not only the person behind the wheel, but it would also include the person who owns the vehicle or owns the company. So, making some changes to the definition of the ordinance to take out some of the requirements for a person who might own a taxicab company, but not operate any of the vehicles. We also recommend adding definitions for the TNCs and TNC drivers, just so that we incorporate the changing industry in our PVH Ordinance.

Proposed change number three would be to remove some of the training requirements that our ordinance requires for people to drive Passenger Vehicles for Hire in Charlotte. We had instructions that someone had to learn City streets and roadways and certain landmarks, but in comparison to the TNCs, a person does not have to take any sort of training on the City in which they intend to operate and drive their vehicle.

Proposed change number four relates to the drug screen process. Previously, the drug panel was a 10-part panel of drug screening. When we looked at Chapter 20 and some of the requirements placed on commercial drivers, the screening panel was less, and so, we would propose changing the drug screening to a five-panel from a 10.

The fifth recommendation would be changing the ordinance section that looks at application requirements and criminal history. Currently, if a person has any criminal matter pending, outside of a traffic ticket, they would be automatically sort of disqualified from the PVH process. We recommend updating that ordinance to make it so that no application shall be accepted if the pending charge is an actual disqualifier. If it's not a charge that if guilty they would be disqualified, we would recommend not using that in the application process, and only considering those that could if guilty disqualify someone from operating as PVH.

Recommendation number six involves contract vehicles for agencies; that's things like the Department of Social Services and CMS (Charlotte Mecklenburg Schools), that contract with Passenger Vehicles for Hire companies to transport people in relation to their services. Government sort of sets fees when they need to contract with someone for PVH purposes, and we recommend making it so that charges for an agency vehicle that might be operating for the government would not be any less than those of a metered vehicle, so that these PVH companies would not be sort of lowballed with

government contracts versus how much they would make for that particular ride were they to run the actual meter on their vehicle.

Recommendation number seven involves only using metered rates at the airport. Again, some owners and operators and drivers want to be both a taxicab and operate at TNC on certain occasions. We would recommend updating the ordinance, so that if a person was a sort of dual driver, if they were to take rides to or from the airport, they would actually operate on a metered basis and would not operate on the TNC side of their vehicle for that particular ride.

Number eight we consider to be somewhat low-hanging fruit. There was previously a 10-year age limit for PVH vehicles, that once a vehicle was 10-years-old it could no longer be used for Passenger Vehicles for Hire, and had to be under 10 years, but obviously, a car can be newer and in good condition, and older in a bad condition, and so, we say that we recommend changing that to a 15-year limit for a car being used for PVH, so that it still stays safe and roadworthy.

Section number nine would involve the affixing of lights to the vehicles. Right now, taxicabs and PVH vehicles are required to have lights affixed to their rooftop, but we would recommend updating that ordinance to say that, not only could lighting be attached to the rooftop, but could also be on that front windshield, again, sort of looking at the comparison of our PVH vehicles to our TNC vehicles that do have lighting on their front windshield. That also comes into consideration that right now some of the vendors who make the rooftop taxi lights are a little bit harder to find, given the industry changes, and so, we recommend making that change as well to allow for a different source of lighting on PVH vehicles.

When we were looking at some of the changes recommended by our stakeholders, the City Attorney's Office found that it will be a good time to take a deeper dive into all aspects of the ordinance, instead of piecemealing it and bringing you some stakeholder recommended changes now and then coming back later. So, part of our deep dive involved looking at the actual Passenger Vehicles for Hire appeals process. Right now, if someone is denied a permit or denied a renewal, their appeal takes them straight to Superior Court at the Courthouse. Given, we know our courthouse is full, our courthouse is sometimes overworked, and we also have different appeals processes for other of our areas in Charlotte, we recommended changing the PVH appeals process to mirror some of the others that we have in Charlotte, that would involve someone taking their appeal to the PVH Manager within the City. If they were still not satisfied with the result, they could then appeal to the City Manager, or his designee, and from there they could then appeal to the courthouse and take that matter to Superior Court. It's important to note that if we were to do this, we would not be reinventing the wheel; this proposed process would mirror that used currently for sexual-oriented business appeals under Ordinance 6-476, would mirror that sort of process. The review under Superior Court would not be a brand-new review where there would be full evidentiary hearings, but in other words, they would be a review of the existing record for a Superior Court Judge to make a determination on the appeal of the PVH matter. This is important, because a person would have to sort of exhaust all City administrative remedies before they take matters to the courthouse, again, understanding that we don't want to overwork and exhaust an already limited court time within the system.

In addition to making those sorts of changes to the appeals process, we would also take a look at our internal processes of the PVH Board and how they make their decisions. We received, again, several recommendations on how taxi stands are published right now. There is a list of available taxi stands in the PVH Office that is available for public inspection. However, so that persons can eat more easily, know where taxi stands are, and be able to hail a ride, the PVH Board is going to put in a conspicuous manager list of taxi stands within Uptown on their website, so someone would not have to go down to the office to do an actual in-person inspection.

Also, we would recommend, or the board is going to make some changes, so that the cost to transfer a PVH permit fee would not exceed the cost of a new fee or a renewed

permit. Sometimes a driver for a PVH company might switch companies and have to get a new permit. There was a time where that transfer fee cost more than the original application itself, and the PVH Board is going to change that sort of process.

We also had lots of conversations about the actual application process and the timing. It sometimes takes several weeks into months to get these sorts of PVH drivers permitted and on the road to drive, and we know that holds up business, that holds up people's livelihoods, and their abilities to take care of their families. So, the PVH Board is going to endeavor to approve or deny permits within seven business days of receipt of all appropriate documents. Sometimes there are a few phone calls to get more information from an applicant, but once we've received all documentation, the goal is to have those approved within seven days as opposed to that process sometimes taking a couple of weeks.

In addition to this, we've kind of looked at PVH sending out the application packets to the state for criminal background checks on a more regular basis. We've proposed sort of, all applications received on Thursday by noon will be mailed to the state for processing on every Friday as opposed to waiting longer periods before our communications with the state.

Some other changes that we looked at for PVH, which again, would not require any sort of ordinance changes, but more sort of internal process changes, involved airport flat rates. As we all know right now rides to and from Uptown to the airport have a \$32 flat rate. Our stakeholders have asked us to look into, and we are in the very early research and development stages, of proposing additional destination points that would have flat rates within the City. I'll note that the state's legislative authority does give PVH the ability to establish rates, schedules, zones, and changes for metered vehicles. So, if any changes were made by the PVH Board, they would have to be noticed and set for public hearing, and all changes under the law would take place on July 1st of every year. So, we have time to continue to look at some of those flat-rate explorations to have different destination points with more upfront pricing for persons who are travelling to and from our airport.

A lot of the changes we looked at we were able to come to some sort of middle ground with our stakeholders, but there was some talk amongst our community about whether or not our PVH Ordinance was obsolete. When we live in a major city in a world where we have TNCs, or people can hail a vehicle from their phone, there were questions about whether or not Charlotte still needed a PVH Ordinance and a PVH Board, and the City Attorney's Office believes that the PVH process is still very much relevant. There could be effects on consumer safety, quality concerns, some market instability, and potential monopoly by TNCs versus our local business owners were the PVH Ordinance to be eliminated.

So, with that, I want to end with the positive side and the benefits of our PVH Ordinance as it relates to consumer safety. Our ordinance requires vehicle inspections, background checks, so we prevent unlicensed or unsafe persons from driving vehicles, and we also investigate passenger complaints. When we look at service quality and the purpose of having a PVH Ordinance, we can regulate those fees, we can investigate complaints and resolve disputes amongst our consumers to make sure that Charlotte has a hand in the PVH process, and persons maneuvering in and out of our City. As we know, we have plenty of conventions and other reasons for tourism in our City.

So, after these conversations, lots of back and forth, and I do really thank our PVH stakeholders, again, we thank them for being here. I feel like we've made a lot of headway, and they were supportive of the changes that the City Attorney's Office is recommending to you all. Of course, we could not make all of the changes. We had to make sure we were compliant with our state laws, and also the other sort of nuances within our existing PVH Ordinance, and so, we come here today to recommend that if Council were to make any changes, that these are the proposed ordinance changes we would look at.

As far as next steps, I am prepared to look into and follow up with Council about any questions not addressed or answered this evening, and then from there, once and if Council is ready, we can bring forward these PVH Ordinance requirements for a vote at a later Business meeting. So, with that, again, I appreciate our stakeholders for being here, and we thank you for your time.

Mayor Lyles said thank you very much, Ms. Battle.

Mr. Jones said again, thank you, Mayor, members of Council. I really appreciate the hard work from Ms. Battle and Attorney Fox and Shawn Heath and CMPD (Charlotte-Mecklenburg Police Department), to get to this place. I just want to echo what Jessica said. No one is suggesting that anyone has to make any decision tonight. We wanted to use this time to at least get this in front of you, and whatever you need in terms of more information we are willing and able to do it. As Jessica said, this has been a lot of discussions back and forth to come to a place where we could come to you comfortably tonight to believe that there are some options on the table that are agreeable from both sides.

Councilmember Anderson said Ms. Battle, thank you for that information, a lot of good information in what you just presented. On page six, the recommendation number seven around metered vehicles at the airport, can you just describe that a little bit better for me, and I also wanted to know is this suggestion a best practice in some of our peer cities, or is this a new concept that we've come up with?

Ms. Battle said so, when we look at some of our peer cities, not everyone has a sort of PVH Board that would regulate taxicabs in the same way that Charlotte does, that's within North Carolina and also sister cities, but there are cities that do allow taxicabs to operate in the taxicab space and also the TNC space. In some of those cities, it's kind of up to the driver of when they are taking a ride, if they want to do a TNC ride or do a metered ride. So, how we look at it is that there's a taxi stand at the airport, and so, the purpose of this would be if a taxicab is in that taxicab line, and they have their Uber App running, they couldn't switch and say, well, I'm in the taxicab line, I want to do a TNC ride. You would have to remain in the taxicab line and take a metered fare opposed to kind of jumping out of that line to do the rideshare.

Ms. Anderson said got it, okay, great. Then, the last comment was around some of the other areas for a flat fee rate. I would highly suggest we look at the University of Charlotte. We have a lot of students coming in and out of that space, and from the airport. I think it would be beneficial to help students if they had an affordable rate to get to and from the airport.

Ms. Battle said yes, absolutely. Some of the areas that were brought to our attention were University, Plaza Midwood, South End, SouthPark, and Ballantyne, but we certainly understand, yes, especially for students to know how much they would be spending to get to and from college during holidays and other sorts of needs for transportation.

Ms. Anderson said thank you, Madam Mayor.

Councilmember Driggs said I remember quite a long time ago, eight years, 10 years, there was a lot of engagement by the taxi industry with the rise of the TNCs, and the difficulty we faced was they were just two completely different business models. One of them traditionally had been regulated, and then the other one wasn't, and so, we tried then to make some changes to level that playing field. I guess without getting into too much detail, there were some things we talked about then that have not come up now, and maybe that's because they couldn't be brought up. Were representatives of the TNC business involved in these conversations since it involves the competition between them and the taxicab companies? So, did we hear from them about whether they thought any of these changes affected them?

Ms. Battle said so, the people that we did hear from are more so taxicab companies that operate in both spaces, not so much generally our individual TNC drivers. It's a little bit harder for our PVH Board to sometimes reach out to the individual sort of TNC and rideshare applicants, because they're just regulated slightly differently than our PVH actual drivers. So, we did research at the state level and looked into what other cities are doing across the United States, but didn't have as many one-on-one conversations with our TNC drivers in Charlotte.

Mr. Driggs said so, what request that you had from the PVH, the taxi's, did you not feel that you were able to accommodate? What other things were they asking for?

Ms. Battle said so, one involved medical requirements and sort of changing the medical status or sort of certification needed for someone to drive PVH just making sure that they are in a physical condition to drive. Instead of eliminating those for public safety, we thought that the PVH Manager should retain authority to request a medical certification. For example, if someone were to have gotten in a number of vehicle accidents, maybe there needed to be a medical certification to make sure that person was safe and fit to drive, and that was one of the ones for public safety purposes we felt would not be in the best interest of PVH or our community to eliminate from consideration. Another involves sort of changing the background checking situation with the state, because I know one of the large complaints from our PVH stakeholders involves the timing in which it takes to get those background checks done by the State Bureau of Investigation, and so, they recommended us doing background checks here in Charlotte; however, by statute, we would not move that forward, because it would require a change at the General Assembly level in order for the City to be able to conduct background checks. It's required to go to the SBI (State Bureau of Investigation). There are changes at a state level that might soon allow the SBI to filter its background checks to third parties, which could speed up parts of that process.

Mr. Driggs said alright, I think that's helpful, thank you. I just hope that before this comes up for a vote, if you could provide, would it be okay to provide like an overview of how other cities have dealt with these issues, and just sort of put us in the context of solutions that have been adopted elsewhere?

Ms. Battle said yes, thank you, will do.

Mr. Driggs said thank you.

Councilmember Peacock said Mr. Manager, I was just curious, did you not want to refer this to the committee first. It seems like a pretty in-depth topic here to be going through so quickly. I know you're not recommending a date in the future, but I just didn't know why we wouldn't refer this to a committee first.

Mr. Jones said it could go to a committee.

Mr. Peacock said okay. Ms. Battle, I have one question for you. On page number five, your recommendation number five, I don't know if this is a misprint or not, "Application requirements for criminal history," it says, "No application shall be accepted if there are disqualifying pending charges under the law." Do you mean to say qualifying?

Ms. Battle said no, disqualifying.

Mr. Peacock said what do you mean by that?

Ms. Battle said certain felonies would disqualify a person from getting their PVH permit. They will be disqualified regardless of the totality of circumstances of their application. If they have certain class felonies, they would be disqualified from ever getting the permit. So, right now, the way the ordinance sits, if someone has any matter pending, it could be a small Class 3 misdemeanor, they would be disqualified, even though, if they were to be proven guilty in court, that would not disqualify them from the final application process. So, to change that, or to make it more fair, if someone has a pending matter

that would not legally affect their application under the statutory guidelines, we would allow those applications to continue through the process, but if someone had one of those felonies, they would not continue and automatically their application will be denied, and disqualify them from the permit.

Mr. Peacock said thank you, Mrs. Mayor.

Councilmember Ajmera said so couple of questions. I know that my colleague, Councilmember Peacock, mentioned referring it to the committee, but that might delay the adoption of this, and I know that in November 2025, there is not a mandatory committee meeting. So, I'm all for the process, but I don't want to delay this. I know that there are a lot of drivers here who have been waiting on this for a while. So, if there are any questions, we can certainly have small group meetings, but in the interest of time, I don't want us to go through the committee process.

Second, I would like to hear from drivers. I know that we heard from Ms. Battle, thank you for your presentation. This is very helpful. I would like to hear from drivers. We need to have some sort of forum for them to speak, so we can directly hear their feedback on this. Are these proposed changes sufficient? Do we need more? Do we need less? That's the kind of feedback I'm interested in hearing, because this is going to impact them directly. So, I look forward to hearing from them, but that's all I have. Thank you.

Ms. Battle said thank you.

Councilmember Watlington said forgive me if I missed this part, but along the lines of what Councilmember Ajmera was just asking, I wanted to make sure I understood. I see the rationale on the first slide. What was the catalyst for this work? Was there a specific constituency group that asked for it, or was it just part of ongoing?

Ms. Battle said we received a letter from a few of our stakeholder companies last August 2024, at it had I think 19 changes that they recommended to the PVH Ordinance, and that sort of sparked a look at it, because it hadn't been looked at since the 2017 updates. With the growing TNC industry, we felt it would be an appropriate time to sort of look at the entire process in addition to their recommendations.

Ms. Watlington said and those 19 companies, were they all TNC?

Ms. Battle said no, it was I believe three companies but they recommended 19 proposed changes, but no, the companies who did recommend the changes were taxi and limo companies in Charlotte.

Ms. Watlington said okay, thank you.

Mayor Pro Tem Anderson said okay. Thank you, Ms. Battle.

Ms. Battle said thank you.

* * * * *

ITEM NO. 13: CITIZEN REVIEW BOARD REQUIREMENTS

Motion was made by Councilmember Watlington, and seconded by Councilmember Ajmera to approve the Housing, Safety and Community Committee's recommendation to revise the Citizens Review Board training requirement and process response times by adopting Ordinance 1032 amending Sections 16-56 and 16-62 of the City Code of Ordinances.
--

Councilmember Ajmera said first, I just want to thank the Citizens Review Board members that are here in attendance today, just for volunteering their time to serve on

pti:pk

this board, and to uphold trust between our community members and law enforcement. As part of this process, I learned how involved the Board is, and just the amount of training that they have to go through to serve on this Board. So, this action streamlines the training as well as response times, so I will support this. I also want to thank staff. I know we had one of the attorneys who was helping the committee with this process. So, I appreciate our City staff and the City Attorney for that.

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

The ordinance is recorded in full in Ordinance Book 69, at Page(s) 054-056.

* * * * *

ITEM NO. 14: DIGITAL KIOSKS

Motion was made by Councilmember Molina, and seconded by Councilmember Peacock to (A) Authorize the City Manager to negotiate and execute a contract with IKE Smart City, LLC to provide, implement, operate, and maintain up to 30 Digital Kiosks within city-maintained rights-of-way for a term of ten years, (B) Authorize the City Manager to renew the contract for up to one, ten-year term with possible price adjustments and to amend the contracts consistent with the purpose for which the contract was approved, and (C) Adopt Ordinance 1033 amending City Code of Ordinances Chapter 10, Article I - In General; Chapter 10, Article III - Public Health Nuisances; and Chapter 19, Article VII – Decorative Signs.

Michael Smith, 200 South Tryon Street said thank you, Mayor, City Council, Mr. Manager, Liz Babson, Debbie Smith. I'm grateful for the opportunity to speak on this topic about the value digital kiosks can bring for so many of the commercial areas within our City. I know this is something that you guys worked hard on, we're grateful for that work, but I'd like to take just a moment to share just a little level setting on South End and why we think this is particularly important for that subdistrict. The South End has been named as the number one busiest submarket in the United States due to its large surge of residential and commercial development, adaptive reuse projects, strong retail and office demand. Your South End Vision Plan emphasizes walkability, bikeability, public spaces, inclusive growth, aiming to balance density with livability and maintain that eclectic character. Moreover, South End has become this vibrant destination for local, regional, and national visitors. Our team and the South End Board Committee and the stakeholders have long advocated for a more robust wayfinding and information system to support our guests that keep coming there. This is modern urban infrastructure, it's exciting that it's being considered. These digital kiosks are the right solution. We want to communicate immediately when somebody disembarks from the Blue Line, gets out of their car, walks the streets of South End, and comes to seek to support our small businesses, participate in the commerce of the District. The digital kiosk will provide dynamic communications for residents, business and shoppers, and visitors. There's text-to-sell, wayfinding, there's vital public safety messaging, real time Light Rail scheduling for transit-oriented neighborhoods, interactive potential solicit feedback. Therefore, on behalf of the South End community and our advisory board, we thank the City for its continued partnership, collaboration, and support for advancing initiatives like this that strengthen our neighborhoods. We appreciate your consideration for bringing this innovative digital kiosk to the South End and other neighborhoods, and we look forward to working with you to improve connectivity, accessibility, and civic engagement across Charlotte. Thank you.

Councilmember Anderson said I think this is a really exciting moment for our City. When we have the opportunity to travel to different cities, we see this level of technology there, and in order for Charlotte to be a world-class city, we need to make sure that technology is accessible. Certainly, Wi-Fi, if you travel to any major tier city outside of the U.S., public Wi-Fi is accessible for those traveling from other countries, and of course, connects those who do not have the internet with the opportunity to be

connected with the internet, in addition to wayfinding, navigation, and other things. It just adds a level of appeal in the communities where you see these kiosks, and I'm really excited that we will have 30 of them, several of them in District One, which I'm also excited, I saw the map around that. What Mr. Smith just said as it relates to South End, and it being such a hub for both densifications, but balancing that with jobs and walkability, and being able to call it also a neighborhood for so many that live there, and live, work and play really all right in that one area. It is one of the areas in our City that is most visited as well, whether it's for soccer games, football games, etc., people will go and dine along South End and enjoy the bars. So, really great to see this happen. I know it's been a long time in the making, and I'm very happy to see this come to Charlotte. Thank you, Madam Mayor.

Councilmember Graham said the Economic Development Committee had the opportunity on at least two occasions to hear the presentation and really get to learn more about the opportunity that we're voting on tonight. So, I want to thank my Vice Chairman, Mr. Mitchell, and Ms. Molina, who I'm almost certain will have more to say about this. They actually identified the opportunity from a National League of Cities meeting and brought it back and really chaperoned it through the system here at the City of Charlotte. So, I want to thank them for their support and their leadership on behalf of the Committee for getting it done. Yes, so, I'll defer to Councilmember Mitchell, and he can speak for the Committee when appropriate.

Councilmember Mitchell said okay, thank you, Mr. Chair. Let me gather myself, because sometimes we don't get a chance to serve the community long enough to see things that we work so passionately for to be implemented. So, let me thank my colleague, Councilmember Molina. As the Chair said, we were in Seattle, Washington at a leadership conference, a National League of Cities, and we went by this booth and it was IKEA talking about kiosks, and first thing they said to me that was fighting words, they said, "We're going to Raleigh first before we come to Charlotte," and I got very upset. You guys know I'm competitive, and so, I said, I'm going to find out the ship that they're sending the kiosks to Raleigh, and make sure I intercept it, because Charlotte is going to have the kiosk first, but on a serious note, I think this is a win-win for our community. Michael, thank you for being here talking about it. Not only do we have the Corridors involved, we've got all our three MSDs (Municipal Service Districts), and this is no cost to the City. I want the citizens to understand that this is strictly a revenue generation for us, but it's more important we talk about the Corridors. So, now we have our small businesses in the Corridors now to advertise, talk about these services and their products. I have to thank the Chair, because he's right, when we put it on this docket, he said, "We're going to bring it up in August 2025, and we'll try to make sure this occurs in October 2025."

I know Randall and John did not want to speak, so I'm going to speak for them. Thank you all, and I have to thank the City Manager, because I want to roll out 120, and City Manager said, "Slow your roll, we're going to do a pilot first," and so, we're doing a pilot of 30 kiosks. We will be the 26th city in America to have this. So, we follow behind Tampa, Baltimore and Miami, who are also implementing this new technology. To Dr. Watlington and Mayor Pro Tem, they're more tech savvy than I, and so, I'm going to lean on them to really embrace technology. So, thank you, and to staff, this was a lot of heavy lifting, a new initiative, so Brandon and Debbie, thank you so much for your leadership. Thank you, Mr. Chair and Mayor.

Councilmember Driggs said so I'm excited about this opportunity; appreciate you bringing it to us. I will note, a lot of people probably don't know what a digital kiosk is, so I'm going to try and describe it. It's just a freestanding illuminated sign, like a TV screen, and it displays wayfinding information and other civic information, and it also has advertising on it, which is how it gets paid for. So, when I heard about this, I was kind of interested in the business model, which is novel, frankly. We haven't really seen a public/private partnership like this, and we pay nothing, and then we get 30 percent of the profits; sounds too good to be true. So, what I looked at carefully was, fine, we get 30 percent of the profits, but how much did they get? So, we want to be sure that the terms of our partnership with the provider are equitable, and I won't go through a couple

questions I asked and some information I got, but basically my conclusion was that the benefit to the City and the terms of the deal are such that we can embrace this enthusiastically. So, just want to thank everybody involved. I think these will be an amenity in Charlotte that we can all appreciate. Thank you.

Councilmember Watlington said I have a few questions. First of all, it's been a long time coming, so thank you for the work, Mr. Mitchell and Ms. Molina. I remember having this conversation at one of our conferences in Atlanta and walking through the City and seeing what was offered there. Just a couple of things that stand out to me as I think about this. The first one is, I'm always thinking about additional opportunities, the what ifs. So, I'd be very interested in understanding, I hear some of the business model is advertising is where the revenue comes from. Is there a component at all for businesses in and along the Corridors, for example, that may need access to this? Is there a lower barrier of entry there from other traditional types of marketing? I'm just very curious how we might be able to leverage this, even if it meant the City purchasing time to advertise to increase access for different types of businesses.

Randall Sistrunk, 250 North Hartford Avenue, Columbus, Ohio said thank you. Good evening, members of Council, City Manager Jones, Mayor Lyles. Thank you for the opportunity. Randall Sistrunk. I lead public/private partnerships for IKEA Smart City, and so that's a great question. To answer your question, there is an enormous opportunity to partner with local businesses and small and minority businesses. Part of our business model is we offer 12.5 percent of time on the kiosk for city and community content, as well as any unsold inventory. We'll also have our community outreach and engagement team go out and work with these small and local businesses to offer them free advertising or sometimes advertising at a reduced cost.

Ms. Watlington said awesome, and then along those lines you mentioned the community engagement piece. I'm curious as to how you all have leveraged your technology in concert with like emergency services, for example, in other cities. Is there an opportunity to connect the two technologies?

Mr. Sistrunk said yes. So, what we do is we work very closely with our cities and our community stakeholders and public safety, and so, our cities have an optional 911 emergency call button and security and safety cameras. So, we would work with the city in working to deploy those interactivities.

Ms. Watlington said perfect, and then one more follow-up on that. Are any of them touch screens?

Mr. Sistrunk said all of them, actually. There's a touch screen on each face of the kiosk.

Ms. Watlington said fantastic. So, I'm very interested in some of the other things that can happen, gamification, and I'm sure you've probably already thought about, gathering consumer insights from these particular kiosks. A couple quick questions about the terms and the ordinance. I want to make sure I understand, and I'm sure this was probably covered in the Committee already. As it relates to the public side of this partnership, are the locations where these kiosks will be on public land?

Mr. Sistrunk said so, the kiosks will be located within a public right-of-way, and the locations will be determined through partnership through our partners at the MSDs, the Corridors of Opportunity, City Council, and the Mayor, and City Manager.

Ms. Watlington said perfect, and then last question in regards to the ordinance itself, and this may be for our attorneys, but I just noticed in here that the second to last section of the ordinance, in section 2, where it talks about prohibited sign devices, and it says, "No decorative sign may be lighted, may flash, or may make noise unless it is part of a City-approved interactive information on their wayfinding kiosk." I just want to make sure that I understand what the intent behind that is and how that may or may not impact other digital signage throughout the City. What is the intent here?

Brandon Brezeale, C-DOT said sure, thank you. Brandon Brezeale with C-DOT. So, with that one specifically, we kind of didn't want to open the flood gates due to pollution from lighting and things, and that's why we've got that in our ordinance about signage being limited to what it can do with flashing and lighting. With this particular device, we were comfortable with kind of the way that it's lit, and so that's why we made the exception specifically for these devices.

Ms. Watlington said what's not included here? What I don't want is people to read this and say, oh, my sign, it's been up for 20 years now, doesn't meet this exception.

Mr. Brezeale said sure. So, the first ordinance item that we're changing in Section 10-1 for definitions, that's where we define the digital kiosk as the interactive information on wayfinding kiosk, and so that's why we specifically mention that in the Chapter 19, Section 208, that you're referencing, so that it's very specific that's it's just for this device.

Ms. Watlington said fantastic. Thank you so much, I appreciate it.

Mr. Brezeale said thank you.

Councilmember Ajmera said well, first I just want to thank my colleagues, Councilmember Mitchell and Molina, for bringing this to our Committee, and thank you Councilmember Graham for expediting this to be in front of us. It was introduced in August 2025, and here we are in October 2025. They say government works slow, well, not in this case. Digital kiosks are more than just technology. I see this as tools for connectivity and opportunities. So, I look forward to seeing some of this closer to where I live. So, that's all I have. Thank you.

Councilmember Brown said very quick, so definitely thank you to the Committee for bringing these innovative ideas to our City. My daughter lives in Atlanta, so I've seen them a long time ago. It was nice talking to you, young man. I can't remember your name, but you got it done. So, told you I was on board you two. So, thank you so much. It's amazing. Thank you, great colleagues for bringing it about innovative opportunity, and it's needed, so thanks.

Councilmember Molina said there's been so much said, so I don't really want to be redundant, but I do have to make sure that I mention, again, we have such a gift in having those that've been on the Council for some time. When we saw it, James and I, when I first went to National League of Cities, when I first got elected, I'd heard about National League of Cities. As soon as I got elected, I went following this guy to a National League of Cities Conference, and having had somebody who's been President of the entire organization, I don't think there was anybody there that James didn't know. When I say Charlotte, everybody knows James Mitchell. So, even having the interest and having that tag team and having somebody who really knew what to do with the idea and how we could execute on it with the interest, has really been part of that expedition.

The Jobs and Economic Development Committee is led by Mr. Graham. We've seen some great ideas come before that Committee, and I guess one of the biggest honors have been able to share those ideas, and hold those ideas and be able to make big decisions for our City that would push us forward, so this is just one of them. I want to make sure that I'm clear in that, I know that we had Michael Smith from Uptown speaking, but this is also going in the Corridors of Opportunity. So, there's equal dispersion of this pilot, where we're going to actually put it into the Corridors and we're going to put it into the MSDs. So, there will be some benefit to many types of our residents, which I find to be very positive. So, I'm very excited about this pilot program. I'm looking forward to seeing how it turns out for our community. I know it's going to be fantastic, and again, this is \$8,000 per kiosk that it's generating at no cost to the taxpayer, and there's 30 kiosks just to start. So, those are just additional dollars that we can generate to do additional things for our community. So, thank you to IKE Smart City for your partnership, for your patience, because it went to Committee just two months

ago, but we've been talking about this for years now. This has been multiple years and conversations. So, to be able to actually execute it now and brag to our colleagues in Raleigh and Atlanta that we did it, I'm just really excited. So, thank you, again, Mr. Manager, Mr. Chairman, colleagues, because again, I always talk about, this is a team sport, none of us are great alone. There is such thing as having a good idea, and then there is the challenge and the responsibility to get other leaders to see that mission and to buy into that mission. So, Council, all leadership teams, it's a team sport, and so, thank you to my colleagues for being onboard and being supportive as well.

Mayor Lyles said alright. So, it sounds like we've got a really good idea of what we're going to do.

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

The ordinance is recorded in full in Ordinance Book 69, at Page(s) 057-058.

BUSINESS

ITEM NO. 15: MUNICIPAL AGREEMENT FOR TRAFFIC SIGNAL UPGRADES AT MULTIPLE INTERSECTIONS

Motion was made by Councilmember Anderson, seconded by Councilmember Driggs, and carried unanimously to (A) Adopt a resolution authorizing the City Manager to execute a municipal agreement with the North Carolina Department of Transportation in the amount of \$35,000 to support traffic signal upgrades at 17 intersections across the city, and (B) Adopt Budget Ordinance 1032-X appropriating \$35,000 from the North Carolina Department of Transportation to the General Capital Projects Fund.

The ordinance is recorded in full in Ordinance Book 69, at Page(s) 059.

The resolution is recorded in full in Resolution Book 55, at Page(s) 102.

ITEM NO. 16: BOND RESOLUTION FOR SPECIAL OBLIGATION BONDS AND COMMERCIAL PAPER PROGRAM

Motion was made by Councilmember Anderson, and seconded by Councilmember Driggs to (A) Adopt a bond resolution authorizing a Commercial Paper Program as part of the Special Obligation Bonds financing plan for Bank of America Stadium and Field House Improvements Project in a principal amount not to exceed \$650,000,000, and (B) Authorize City officials to take the necessary actions to complete the financings.

Councilmember Driggs said so, I will just note, and correct me if I'm wrong, but this is a procedural step implementing something that we've already decided on, our partnership with TSE (Tepper Sports & Entertainment) on the team, and we need to do this order to raise the money that we have already committed towards our partnership with the team. I would like to recognize representatives of Tepper Sports, good to see you tonight. I was hopeful yesterday that the team would be inspired by the prospect of this vote, since they've done so well before votes, and it was a tough day. Please convey to them our support and appreciation, if you would. That's really it. I mean, if you study this, it's procedural, this is something that could've been in consent.

Councilmember Graham said yes, ditto to what Mr. Driggs indicated. Again, this is just a step to a two-step process. I want to thank the team for being here tonight, and for your support and working with the neighbors and the residents of Third Ward and others. Had a great week last week with the NFL (National Football League) owners, and with this vote tonight we're ready to build a building and get renovated and get started over there, and that's going to have huge impact for many frontline workers in our community. So, I look forward to seeing it happen.

Councilmember Anderson said we'd be remiss if we didn't talk about Charlotte FC (Football Club) making it to the playoffs for a third year, incredible. So, support Charlotte FC when they play in the playoffs this week, it's a big deal.

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

YEAS: Councilmembers Ajmera, Anderson, Driggs, Graham, Mitchell, Molina, Peacock, and Watlington

NAYS: Councilmember Brown

The resolution is recorded in full in Resolution Book 55, at Page(s) 103-107.

ITEM NO. 17: PUBLIC-PRIVATE PARTNERSHIP TO RESTORE AND REDEVELOP HISTORIC EXCELSIOR CLUB

Erica McNair, 2313 Tate Street said I'm going to try to be fast. Good evening, Mayor and Council members and neighbors. I'm coming to you to speak about approving funding for the Historic Excelsior Club in the Beatties Ford Corridor. I purchased my home in 2022, two streets away from the now dilapidated building that once was the esteemed Historic Excelsior Club. When I moved, my movers asked me why on earth would I choose to move to this area? I came from Mint Hill. I said, there is great history in this neighborhood, and I'm proud to live here. We have been given improvements to our neighborhood that currently are of no benefit to us that live here, in particular, the park the Ritz, that is touted as a great beacon, when in reality, it is a drug-infested nuisance that residents are afraid to drive by, and is only cleaned up when it is being used as a photo op. I can say this, because I live on Tate Street, and I drive by it every day. Unlike the Ritz, funding for the restoration and redevelopment of the Excelsior Club will not only bring back pride to the area that we pay an extreme amount of taxes to live in, but it will provide employment opportunities for the neighborhood, as well as a place to learn about the history of the cluster of historic neighborhoods that make up the Beatties Ford Corridor, and the contributions to this community that those who came before us made. The City of Charlotte destroyed this and several other African American neighborhoods when it snatched homes and businesses using eminent domain in 1965 to build I-77. You now have a chance to right some of those wrongs by approving this funding, and helping restore the Washington Heights and West End Corridor, the historic beacon that was a light to the community, the Excelsior Club. Give us what you have given other neighborhoods like South End, NoDa, and Ballantyne. Please approve this funding. Thank you.

Logan Creech, 2325 Booker Avenue said good evening, Mayor and Council members. I'm Logan Creech. I am the Secretary of Concerned Citizens of Washington Heights, and I'm a white boy born and raised in Myers Park, living off of Beatties Ford, and I'm going to tell you, I have a great community there, and I love living on Beatties Ford. It is a new dawn, and it is a new day in Washington Heights. We are here in support of this initiative, restoring cultural identity to the Beatties Ford Corridor. We have a philanthropic developer willing to take this on. We are in dire need of reinvestment along the Corridor, creating a destination for people along Beatties Ford, working on the urban blight that is festering along Beatties Ford. Then, Mr. Kennedy took the time to meet with our community, and we pretty much grilled him on everything from programming to safety to security, and he had an answer that we all felt comfortable

with, and he was very transparent about this process. This is the catalyst that we need on the Beatties Ford Corridor to get it going, and this will benefit more than just the people that have lived there for a long time, it will benefit everybody, and we hope that you will approve this.

Christopher Dennis, 445 Keswick Avenue said good evening to Mayor and the Council members and all of those who came tonight to stand in support of this historic effort. Beatties Ford Road has always been more than a Corridor. It's a post that runs through the Charlotte story. It's strong because of the people who live, work, and chose to invest there. Before I knew about the famous Dirty Thirty Thursdays, that premier social scene we all remember, there were community meetings that were held there at the Excelsior Club. It was where I actually got a chance to hear Charlie Jones spread his arms and invite all of his elders into the room. It was at that very moment that I realized the importance of community activism.

The Excelsior Club wasn't just about building. It was a bridge between generations that helped overcome struggles and create the progress. It was where history and politics and pride met under one roof. For me, this place was the spark of the Excelsior igniting my journey in community activism as the President of Lockwood community for more than 15 years. It taught me why preserving our community is so vital and essential. This understanding drove me to the success in a public/private partnership on Beatties Ford Road, at LaSalle and Beatties Ford, a project that led my team, E-Fix Development Corp. It stands as proof that when the City and the communities move together, progress follows. Now we have another chance to do it again with the rebirth of the Excelsior Club. This isn't just about restoring a building, it's about reviving an institution that has shaped leaders, hosted movements, and celebrated the very spirit of the Historic West End Corridor. This development team leading this project is ready, and I want to say it very clear, they're capable and experienced and deeply rooted in this community.

What we need now is to show the courage to invest. So, I stand before you tonight in full support of allocating \$1.5 million towards the rebirth of the Excelsior Club, not as a symbolic gesture, but as a strategic commitment to Charlotte's cultural and economic future, because when you invest in the West End, we invest in the heart of the City. The power of saying yes starts tonight, not just to restore what once was, but to reimagine what still is and will be possible. Tonight, I ask you to support this effort, not only because we're asking you, because it's the right thing to do for our community. Thank you so much.

Shederick Mathews, 2737 Celia Avenue said thank you, Charlotte City Council, Mayor Pro Tem Anderson, Mayor Lyles, City Manager Jones and staff. Picture this with me for a moment. It's a beautiful evening around 6:00 p.m., you've just left a great community-focused restaurant with phenomenal food and drinks, and you're with some of your favorite people, and no one's quite ready for the night to end. So, you all stroll down the street to grab some ice cream, then stop by a local flower shop to pick up something nice for your home. Now, as I describe that scene, you might imagine yourself in Uptown, South End, Plaza Midwood or NoDa, but you're actually right down the street on historic Beatties Ford Road in Charlotte's West End, one of the most underappreciated and underinvested, walkable communities our City. Today, that flower shop I mentioned, it currently exists as Stroud's Florist, the ice cream shop [INAUDIBLE], and the restaurant reimaged as the Excelsior Club currently [INAUDIBLE]. Right now, what stands there is a dilapidated building, a painful reminder of neglect, lack of investment, and missed opportunity, but what could stand there is a catalyst, a spark for new energy and community pride.

My name is Shederick Mathews. I serve as the Vice President of the Concerned Citizens of Washington Heights. Washington Heights, one of North Carolina's first, and possibly only, streetcar suburbs built for black residents. It was a neighborhood without restrictive covenants, a place that became home to ministers, teachers, investors, and generations of proud Charlotteans, and at its front door, it's crown jewel, sits the Excelsior Club. Founded in 1944 by Jimmie McKee, the Excelsior is one of the most

important cultural landmarks in all of Charlotte. It has been a gathering place for music, movement, and meaning in our community for decades. Tonight, you have the opportunity to help bring it back. The strategic leadership is here with Shawn Kennedy as proven partners at Crosland Southeast. They have a vision that honors the Excelsior's legacy while investing in its future. The Washington Heights community has reviewed their plans and we fully support. So, tonight we ask you to do the same, just say yes to this project, in restoring a vital piece of Charlotte's cultural and economic history. I look forward to the day we can all gather again, with the reimagined Excelsior Club, to celebrate not just what it once was, but what it will become, and we have a letter to put on file from our leadership team.

Councilmember Graham said I'm so excited tonight, and I hope it shows, I'm a little bit under the weather, but I'm so excited about the opportunity that we have here tonight to really not invest in a club, but to invest in a community rich in history, legacy, and tradition, and to continue the work that this Council has done for the last three or four years in terms of supporting Corridors of Opportunity in general, and specifically Beatties Ford Road. That building has been sitting vacant for the last six years and is an eye sore on the Corridor that needs replenishing and reimagination. I believe this investment is the right investment at the right time with the right community and partners involved. So, I look forward to supporting it tonight.

This issue has been in the Economic Development Committee on two occasions, and we voted it out 5-0, everyone in support of it, because they currently recognize and understand that this is, again, an investment on the Corridor, an investment that we've been making for the last four or five years. Mr. Manager and Council, I just want to kind of just remind, not only the Council, but also the community, in reference to all the other investments that we've made, this is a puzzle piece of some of the work that we've already done that really talks about how do we begin to revitalize the Corridor from the I-77 bridge to Friendship Missionary Baptist Church. We still have a focus towards safety on Beatties Ford Road with our Alternative to Violence program, with a dedicated effort in terms of focusing on Catherine Simmons, and hopefully Mr. Manager will announce a safety plan soon on Beatties Ford Road, that we're talking about; stay tuned for that.

We've invested in transit for the last several years. We've invested \$4.8 million for the preliminary engineering design of the streetcar from French Street at Johnson C. Smith to Rosa Parks. If built, that streetcar will go directly by the Historic Excelsior Club, so you can get off there and go have dinner. Also, we've invested in the Five Points intersection with Five Points Park. We hope, in 2026, Mr. Manager, to talk about [INAUDIBLE] marketing affordable housing and senior housing at Five Points as well. Johnson C. Smith is doing their new entrance, Mr. Manager, and they also are beginning to look at other economic development initiatives on property that they own on Beatties Ford Road. E-Fix and Christopher Dennis, you heard his personal investment, as well as the investment of the City on the corner of Beatties Ford Road and LaSalle Street, which is the heart of the Business District on Beatties Ford Road. Chase Bank, TD Banks, Fifth Third Bank, as well as others, have moved to the Corridor within the last two to three years. The City itself, in 2026, will open up 30 for sale townhomes on the corner of Beatties Ford Road and LaSalle behind the TD Bank, property built on City-owned land and through our federal dollars, which is going to be, again, another great public/private investment on the Beatties Ford Road Corridor.

I say all that to say that the Historic Excelsior Club investment falls in line of all those things we've already done thus far. It focuses on that intersection of Beatties Ford Road and Oaklawn. As you remember, two years ago, we finally lit the water tower on that site. The Historic West End Partners just bought a convenience store on that intersection, and now we get the opportunity to invest \$1.5 million to restore history, tradition, and pride with the Historic Excelsior Club with two well-known community partners. Right project, at the right time, for the right price, for the right community. So, I look forward to supporting it, because it's an extension of all of the other work that we're doing and have done, certainly, more work to be done, but this certainly really begins to demonstrate in a very visible way, on that corner of Oaklawn and Beatties Ford Road,

that change is not coming, but change is here, and change that many of our residents have been waiting quite a long time for. So, I look forward to supporting this tonight, and the urge the Council to do so as well. Thank you.

Motion was made by Councilmember Graham, and seconded by Councilmember Mitchell to authorize the City Manager to negotiate and execute a restoration reimbursement agreement in an amount not to exceed \$1,500,000 with Kennedy Property Development and Crosland Southeast, or a to-be-formed related entity, for the restoration and redevelopment of the historic Excelsior Club.

Councilmember Driggs said so I have to admit I had a couple of people ask why would we invest in a facility that's targeted at only one sector, and I think there are good reasons; I intend to support it. Having lived through the stresses of a diverse community for 12 years here on Council and before, we face a lot of challenges, and this is a good thing we can do. So, I'm really pleased to do it. I was also asked by one, I guess several of us were, why are we tearing down the old building? So, we need to understand plainly, the old building is in such a state that it can't be repaired or occupied, and therefore, this was the way that a whole lot of people found in order to recapture the legacy and to let it live on.

I will also note, I commented before about unusual P3 structures. This one is special too, I have to say, because the total cost of this is \$8.3 million, and \$3 million of that is proposed to be public money, a partnership between ourselves and the County, which is also a good thing. I asked before whether they returned to the private investors with such that this was a favorable transaction for the City. This one is pretty easy. These guys are getting 0.69 percent return on their capital and I'm not at all concerned that anybody is getting rich on the back of public investment on this occasion. I want to specifically acknowledge Crosland Southeast and Tim Sittema, who has been engaged in so many ways in advancing Charlotte, while also looking after his business interest. Tim, I think you've done a great job, appreciate it.

I will just say in conclusion, I hope as we move ahead with this that we do so, not thinking about an unhappy past, but looking to the future and looking to the kinds of things that can happen there and the role it can play in our community going forward. Thank you.

Councilmember Watlington said looking forward to visiting.

Councilmember Ajmera said I just wanted to thank the development team, Mr. Kennedy, as well as Mr. Sittema, for stepping up. Mr. Driggs said it very well. When you look at the return on investment, a lot of investors would pass. So, I appreciate you investing in our community, and you're seeing the vision for this site. This site has been vacant, like Councilmember Graham said, for many years. I see this investment, not necessarily from a financial perspective, I see this investment as our downpayment for uplifting all of our communities in all of our neighborhoods. The Excelsior Club will not only preserve our legacy, but it will also create a new space, a gathering space, that is very much needed in all parts of our community, and this is a true community anchor for generations to come. So, again, thanks to the community, thanks to the development team, thanks to staff. I know Todd has been working on this for a while, so thank you for stepping up. That's all I have.

Councilmember Anderson said I'm really excited about this project. I feel like it's going to be such a great energy injection to the West Side. I personally remember the Excelsior Club, and my aunts and my mother going there, getting dressed up, and I know this one will have more than one way in and one way out now; we've updated the codes a little bit. It is really important that we protect some of our assets around the City, and with the Carolina Theatre coming back online, to have that connection with the old, and then having the actual façade there, is beautiful. I know Mr. Kennedy and Mr. Sittema, you guys have a great vision, so I know you will pay homage to that façade,

and the history that was really a place where everyone met. It was a place where everyone could go. In some cities throughout the world, there are places like that, where it doesn't matter your economic background or what you do, you could go to that place and be on equal footing. The Excelsior Club was that for us and for so many of our generations throughout the Queen City, and so, I hope that in your rebirth of it that you will hold that to be true, that it will be a gathering place for everyone. I'm really excited about the connectivity, with Johnson C. Smith being right down the street as well, to tie into the University, and maybe even tapping into some jobs for the college students there, that they can just walk right down the hill and be gainfully employed. So, I know you guys will have the right community connections, but really, really excited that we are preserving such an important landmark like the Excelsior Club within the City of Charlotte, very, very good. Thank you, Madam Mayor.

Councilmember Brown said I think I probably went in there more than anybody in this building, Dirty Thirty Thursday. Yes, I was there partying and having a good time, but on a more serious note, to you, Mr. Kennedy, and to Mr. Tim, it's amazing that we celebrate the Excelsior revitalization, but what I am really happy about is the partnership, it's a pilot of what can be done throughout the City. I don't live on Beatties Ford Road, but I love it, I go to school there at Johnson C. Smith. Beatties Ford Road is amazing, but I would like to see it on West Boulevard. This is an example of what we can do. You know I support you 110 percent. It's an opportunity of what can happen throughout our City. Honoring a historic culture, reinforcing the identity and the pride of West Charlotte is important, keeping economic development in black communities, and just preserving the Corridor of Opportunity in itself. Beatties Ford Road, when people say the West Side, I think about West Boulevard, because there's where I'm from. So, there's two West Sides, there's Beatties Ford Road and West Boulevard. At any rate, this is an amazing opportunity. It won't be a club now. It's an opportunity for everybody to come. You know I love all people, but it is truly a definition of keeping black Charlotte, African American, places that we went to, that my mom went to, generations have been able to go in there, but it is an example of what we can do throughout our City, and I'm big on seeing West Boulevard look just like Beatties Ford Road, as so, I'm putting that out there as I transition out. Thank you for all the great work that you do, with your beautiful wife sitting beside you. Thank you so much for all of the good things that you guys do. Your footprint in this community is needed, and I would like to see it expanded all over the City of Charlotte. So, thank you so much for all the great work that you do.

Councilmember Molina said I'll be brief. I'll make sure that I mention, not to go over anything else that anyone has said, but Mr. Kennedy, Tim, thank you both. I actually was able to visit the Excelsior Club before it closed, but it wasn't a club for me. See, the elders used to go meet there for political events. So, I was a little runt, and I was walking in there behind the elders, and I'm in one of the meetings with the little creaky floors and stuff. So, I've been in there, I have, but I was much younger, just really interested in service at that point. So, I did see it before the doors were closed, and to understand it being revitalized, and having new life on that Corridor, is just outstanding. For me, in particular, Crosland Southeast, listen I cannot say enough. Tim Sittema, Crosland Southeast, is also the courageous human and company that led Eastland Yards. So, if you talk about somebody who is absolutely committed to the areas that need great emphasis in the City, Tim Sittema, I just owe you so much respect for being willing to do the hard things, and here you go again. So, thank you. I cannot say thank you enough, because this means so much to so many people, as you can see. So, the County has already said that they are partners in this endeavor, so this is actually City and County in the endeavor, which is very important.

I'd also be remiss if I didn't mention that we have Shahid Rana leading the charge here with the City, who I think is a fantastic leader in economic development who comes from the County and who understands both sides. So, to know already that this has been coordinated by the City and the County, I know that speaks directly to your intimate understanding of how both sides work, and to me, that's a new light of possibility in how we get things done, because that partnership with City and County, it has allowed us to do so much, and I look forward to seeing us do so much more. So, again, thank you both. I look forward to seeing the finished results without the creaky floors that I got to

see when I was a younger person involved and interested in politics and stuff. So, thank you both, and I am absolutely ecstatic about supporting this opportunity.

Councilmember Mitchell said I would like to give a brief history of, back in 2019, when this first was brought to our attention, the question was, what are we going to do with the Excelsior Club? There was a meeting, and I told the individuals I was going to give them a shoutout, even though they did not give me permission to do this, but I think it's worthwhile to recognize people whose shoulders we stand on sometimes, Jesse Cureton, Ron Kimble, Michael Marsicano, Charles Thomas, and Mattie Marshall. There was a meeting in 2019 with the five of us, and we clearly said, what do we have to do to preserve this historical landmark institution in our community? Charles Thomas with the Knight Foundation made a contribution; Michael Marsicano with Foundation For The Carolinas made a contribution; Jesse Cureton represented the private sector, and said we do have people that will invest; and Ron Kimball, City Manager, has always guided me when I talk about, how do we get things done here in Charlotte. Tuesday morning breakfast even did a survey for us, and asked the community, what do you want to see on that corner to replace the Excelsior Club? There was a conversation about affordable housing; it wouldn't be a good fit. There was talk about a gasoline station; it wouldn't be a good fit. I have to thank Dr. Justin Harlow, because at the time he was the District Two Rep, and Dr. Harlow said point blank, "Smuggie, you have the history, and I'm just going to get out of the way." So, good doctor, I thank you for allowing me to really put a lot of energy into this effort, but as my colleagues say, nothing goes with just one person. I have to thank Councilmember Graham, who just came in our Committee in August 2025, and here we are October 27, 2025, voting. Anytime you all question how fast does justice move, we're showing you tonight that this Council can do the right thing when it wants to. To the two developers who stood up and put their credibility on the line that we can do this, Shawn Kennedy, continue to do what you do best, you lead with your heart, you work quietly, but you just get things done in our community. Tim Sittema, I can't say enough, you just committed to move all parts of Charlotte. You worked in District Five, now you jumped over here in District Two. Ain't no telling, Danté's going to make sure you get in District One soon, but this is a great moment for all of us, and so, will all the people with the signs, because ya'll are not getting enough airtime, will ya'll please stand up. All the supporters of the Excelsior Club, please stand up right now and take a bow. We're glad you're here and glad you're supporting it. Thank you, Mayor and Council.

Mayor Lyles said okay. I don't think there's anything more to be said. This has been a great moment for this Council, and let's just do more of it when its needed.

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

ITEM NO. 18: DO GREATER PARTNERSHIP ON CREATIVE LAB

Motion was made by Councilmember Graham, and seconded by Councilmember Anderson to (A) Approve the Jobs and Economic Development's recommendation to use \$750,000 to support construction costs associated with Do Greater Charlotte's North Tryon Creative Lab location, and (B) Authorize the City Manager or his designee to negotiate and execute an agreement with Do Greater Charlotte in an amount not to exceed \$750,000 for construction costs associated with its North Tryon Street Creative Lab.

Councilmember Graham said thank you, Madam Mayor and Council. The Economic Development Committee has been busy for the last couple of weeks, and this is yet another item that came through our Committee that we voted out, which was to invest \$750,000 coming from the Coronavirus State and Local Recover Fund, ARPA, to support Do Greater Charlotte, a nonprofit organization that was established in 2017 to develop the next generation of entrepreneurs and innovators through access to

creativity, technology, entrepreneurship, and workforce development, which is again, one of those key items that the Council is really, really focused on. The location is North Tryon Street, located at 500 North Tryon Street, which is the old Harvey Gantt building architectural firm, and this expands on the success from the original Creative Lab's west location office as well, which is in District Two. They do a tremendous job for our community, and the work that he has done, the collaboration that he has assembled to help him establish this Uptown location, is a great work in terms of teamwork, working not only with the public sector, but his outreach to the private sector, and they've been investing in this as well. So, I believe this is a great project, again, at the right location, with the right leadership group, to expand workforce development and to empower economic mobility to underestimated communities through this partnership with Do Greater. So, I am hopeful that the Council will support it. The committee did, and I ask for your full support. Thank you.

Councilmember Anderson said this is another one that I'm really excited about. I had the opportunity to tour the space, and to see the various labs and spaces that creatives can hone their skills, have access to technology and equipment, which they wouldn't have access to due to cost and other hurdles, and so, this is a space that will be right in the heart of Uptown in District One, but District Two's right there across the street. The creatives can get to that place very easily, high walkability, connected to public transportation. It is a cultivator of digital media, marketing, design, entrepreneurial community, and creative tech, that is a unique model that we have here in our City, but will increase accessibility by bringing this building to life, which is a gorgeous building, and also used to be an auto dealer way back in the day. So, I learned a lot of history around that, and was able to actually employ some of the young people who work with Do Greater on some of my activities for my campaign. So, really great young people, really great opportunity to ensure that that level of workforce that we need to have in our City continues to have a place of cultivation and have access to the latest greatest technology. So, I'm really excited about this investment, and I know that it too will be a generator, not only from an economic development perspective, but also from a community perspective creating space for creatives and entrepreneurs to come together and learn from each other and lean on each other. Thank you, Madam Mayor.

Councilmember Ajmera said I just want to recognize Mr. McNeely who is here with us today for the work that he does with our youth, and I know some of our youth are here. So, I appreciate how you're investing in our workforce, not just for today, but you are developing our future workforce. So, thank you for the work that you do, and for all of you that are part of his program. I have heard from various youth who have participated in some of the workforce development activities, and I've gotten very positive feedback, so thank you.

Councilmember Watlington said thank you, William, for your tenacity and for your perseverance. I know this has not been an easy journey, it's been a long time coming, it's had a lot of bumps. So, thank you for working with us and helping us to see the vision, and for being a team player, because I know that you were hoping for this moment a lot sooner than it came, but I'm excited to see where you go from here. So, thank you for that.

Councilmember Brown said I just want to say congratulations. When you work with the youth you change the world. You take an opportunity to put an investment into our very, very most vital and viable asset for our community, so thank you for that. Also, good things come to those that wait, and so, you are reaping the benefits of waiting, but really, when you invest in the youth you invest in a future and a greater community. Thank you so much, and I mean that from the bottom of my heart.

Mayor Lyles said so, I think a lot of us understand what you can do and what difference you can make, and I hope in so many ways that at some point that this time for people to come and be helping you do this, because this is what we need to have. When we start talking about, for example, what do we want young people to be able to do, and what is going to be the place that they can do it? You're going to teach them skills beyond anything that you think in terms of what the material goods are. You're going to

teach them how to be good people, and I just know that through who you are, because you are a good person, William. Thank you so much.

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

Councilmember Mitchell said so Mayor and Council, I think we know this, but I don't think the viewers do, because the question came up and said, how are you going to fund Do Greater and Excelsior Club? It's a big shoutout to our staff who used our ARPA funds and put us in a position that we use federal dollars to fund both of these great projects. So, City Manager and staff, thank you all for putting us in a position to be able to do this tonight. You all don't get enough credit, but I think it needed to be said.

* * * * *

ITEM NO. 19: LEGAL FEES PROCESSING AND DELEGATION OF SETTLEMENT AUTHORITY

Motion was made by Councilmember Mitchell, and seconded by Councilmember Driggs to adopt a resolution clarifying the authority to pay City incurred legal fees and updating the delegation of settlement authority.

Councilmember Watlington said can you just speak to the rationale, because I see here that we're increasing the authority to \$500,000, for those watching?

Councilmember Ajmera said no, to \$100,000.

Ms. Watlington said oh, okay. I see, increasing such authority to \$500,000. Go ahead, Mr. Attorney.

Anthony Fox, Interim City Attorney said yes, the rationale is one of really alignment. You currently have already delegated that power away to your City Manager, and so, what happens is there are actions that will come to the City Manager and to myself, they will exceed my \$50,000, but the City Manager will want my execution on it to verify, for instance, a worker's comp claim, and this is just to make it just more efficient, will allow me to go ahead and sign up to that \$100,000. Anything above that still comes to the Council, as it will do and has always been done. It also aligns with the authority of, and I checked other communities, Raleigh has \$100,000 for a City Attorney as well.

Ms. Watlington said thank you, and just because I fumbled it in the beginning, the City Manager shall be maintained at, and the City Attorney should be increased to a settlement authority in the amount of \$100,000.

Mr. Fox said it's not to affect what you already have delegated to the City Manager. It's just to align the City Attorney's Office. Your next City Attorney will be able to exercise this power.

Ms. Watlington said thank you.

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

The resolution is recorded in full in Resolution Book 55, at Page(s) 108-109.

* * * * *

ITEM NO. 20: SALE OF CITY-OWNED PROPERTY ON JOHNNETTE DRIVE FOR AFFORDABLE HOUSING

Motion was made by Councilmember Anderson, seconded by Councilmember Driggs, and carried unanimously to (A) Adopt a resolution approving the sale of 0.619 acres of City-owned property at 6048 Johnnette Drive (parcel identification number 103-221-16) to TDC Farm Pond, LLC for \$14,250, and (B) Authorize the City Manager, or his designee, to negotiate and execute all documents necessary to complete the sale of the property.

Mayor Lyles said I have asked Rebecca to help me do something today. We do have another item that we want to address for our motion for the opportunity that we have. Rebecca, could you do that for us, and then we'll move right into the final discussions?

The resolution is recorded in full in Resolution Book 55, at Page(s) 110-111.

ITEM NO. 6: HOMELESSNESS AWARENESS MONTH

Rebecca Hefner, HNS Director read the following proclamation:

WHEREAS, the month of November welcomes in both a time of thanksgiving and a season for sharing our resources and our freedoms to worship, work, and live as independently as possible; and

WHEREAS, some members of our community cannot find adequate employment or a place to live for a variety of reasons, both simple and complex; and

WHEREAS, there are efforts to bring homeless children and adults out of the shadows of our abundance to address the diverse needs among them, as well as to correct systemic conditions that have led to their poverty and homelessness; and

WHEREAS, our current economic challenges call for greater awareness and guidance to address needs among all of our neighbors; and

WHEREAS, the Homeless Services Network of Charlotte-Mecklenburg, its member, organizations, and its public partners in the City of Charlotte and Mecklenburg County, desire to dispel myths and overcome stereotypes of homelessness, and to provide opportunities for all of our citizens to learn about the plight, the hopes, and the achievements of homeless neighbors of our community and to welcome them; and

WHEREAS, we commit to work together to overcome systemic causes of homelessness:

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

“HOMELESSNESS AWARENESS MONTH”

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

Mayor Lyles said thank you very much, Rebecca. I thought that might be a good opening as we begin the next item on our agenda.

ITEM NO. 21: AFFORDABLE HOUSING DEVELOPMENT SUPPORT REQUESTS

Motion was made by Councilmember Graham, and seconded by Councilmember Anderson to (A) Approve up to \$13,712,000 in Housing Trust Fund allocations for the following affordable housing developments contingent upon their receiving a Low-Income Housing Tax Credit award from the North Carolina Housing Finance Agency, where applicable: Kendall Crossing Apartments, \$4,975,000 (four percent Low-Income Housing Tax Credit) in Council District Three, River District Apartments, \$900,000 (non-Low-Income Housing Tax Credit) in Council District Three, Weddington Road Apartments, \$3,990,000 (four percent Low-Income Housing Tax Credit) in Council District Seven, Aveline at Newell Townhomes, \$702,000 (Homeownership) in Council District Four, Unity Oaks, \$1,395,000 (Homeownership) in Council District Four, Ellington Townhomes, \$1,750,000 (Homeownership) in Council District One, (B) Approve up to \$2,000,000 in Housing Trust Fund allocations for the Dream Center Campus (Transitional Housing) in Council District One, (C) Approve up to \$4,250,000 in Housing Trust Fund allocations for the Mecklenburg County hotel conversion (Non-Congregate Shelter) in Council District Two, and (D) Authorize the City Manager or his designee to execute, amend, modify, and renew contracts and other required documents to complete the transactions.

Mayor Lyles said we have a speaker, Mr. Hood.

Councilmember Anderson said he wasn't here earlier.

Mayor Lyles said okay, so Mr. Hood is not here.

Councilmember Graham said I'll be very, very quick, but I just wanted to acknowledge just two of the applications that we'll be approving tonight, one in my District, the other in Councilmember Anderson's District, because I think not only are they housing-related projects, they really indirectly relate to public safety as well. As we were talking as a community about public safety, I think it's really important to demonstrate that we're putting our money where our mouth is in terms of trying to drive individuals in our community to supportive services and housing. Item number B is \$2 million in Housing Trust Funds allocated to the Dream Center Campus, which is transitional housing, which is desperately needed in our community, and item number C is \$4.2 million, again, Housing Trust Fund for a partnership with Mecklenburg County for a hotel conversion, which is non-congregated shelter, in District Two. Both of those certainly are housing, but they directly impact what we're trying to do from a public safety perspective to ensure that when individuals need a place to go for safety and refuge, that the City is investing in these types of programs to ensure that that can happen, so we can get people off the streets into temporary, safe, secure, clean housing, so that they can be prepared for transitional type of wraparound services, or certainly just a safe place to stay at night. So, I think it's really important that I wanted to highlight both of those two items. Thank you, Madam Mayor.

Ms. Anderson said I certainly echo what Councilmember Graham said; it definitely ties into our overall public safety plan. To that point, Ms. Hefner, the last time we spoke about this, I had some questions around ensuring that the City of Charlotte has ample access to the non-congregate shelter. Has there been further conversations on that, and if so, could you update us?

Rebecca Hefner, HNS Director said yes, absolutely. So, in follow-up to that conversation, we had a discussion with Mecklenburg County, and they confirmed that the non-congregate emergency shelter will only be accessible through referrals from Coordinated Entry. So, in that situation, each household is assessed for their needs and level of vulnerability, then referred to the appropriate resource. So, when this is the appropriate resource, they will be referred from Coordinated Entry. The key there is that Street Outreach is considered a Coordinated Entry point. So, the Street Outreach teams that are supported by the City and the County, including Hearts For The Invisible and Roof Above, they are considered a Coordinated Entry point, and so, they can make

referrals directly to the non-congregate emergency shelter, and they will be available as there is capacity in the shelter, when there's room.

Ms. Anderson said okay. Do we have an understanding of what other entities are classified as Coordinated Entry?

Ms. Hefner said yes. So, many of our providers in the homeless management system are considered partners in Coordinated Entry, and Mecklenburg County actually is the lead entity for coordinating that.

Ms. Anderson said okay, thank you. I just wanted to make sure we got an update on that. Thank you, Madam Mayor.

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

* * * * *

ITEM NO. 22: MAYOR AND CITY COUNCIL TOPICS

Councilmember Brown said I have nothing to say. I love everybody. God bless.

Mayor Lyles said I do want to say we still have two closed sessions to do. So, if we're doing this, I want to make sure everybody has a chance to do it.

Councilmember Molina said just really quickly, I actually want to mention that the FENCO (Far East Neighborhoods Coalition) community, led by the fearless Ms. Vernetta Mitchell, our neighbors in the Far East. Tomorrow at 7:00 p.m., they're going to have a virtual presentation on the one cent sales tax. For anybody who's interested, they could actually join that meeting. The guest speaker is going to be our very own Mr. Ed McKinney, Special Assistant to the City Manager, so that they can get additional information and have their questions answered. So, that's all I have for the District in an update.

Councilmember Mitchell said Mayor and Council, thank you. Mayor, this is about a referral that you sent to the Jobs and Economic Development about quality of life, and so, I want to make sure just for clarity that we're focusing on addressing anti-displacement when it comes to businesses along the planned transit corridors, including the Red Line. We need to look at our current plan stops and potential stops, like the one that West Creek had, to understand what displacement measures we can look at in areas such as West Boulevard, Wilkinson Boulevard, Oaklawn, and others.

Councilmember Graham said I just want to lift up, obviously last week, we had yet another tragic shooting in our community, starting in the Hoskins' community in District Two. We know more now than we did when it occurred, and I just want to express my sympathy to the families involved, one of which was just an innocent bystander, just happened to be at the wrong place, unfortunately, at the wrong time. Our community continues to work towards identifying and putting measures in place to ensure that public safety is our priority. It's unfortunate, and I think no one knows better than I do, that sometimes bad things happen to good people in our community, and so, thoughts and prayers are with family members involved. We continue to work and move forward on a wide variety of fronts, whether it's addressing issues in Uptown Charlotte for public safety, refreshing and rebranding or focusing on public safety issues of Beatties Ford Road, i.e., Catherine Simmons, which continues to be a problem. I look forward to, again, working with the Manager to really talk specifically about some of the items that we were talking about for weeks now, in terms of planning and preparation of some initiatives that we would like to roll out, focusing on Beatties Ford Road and Catherine Simmons, working with a wide variety of stakeholders, Friendship CDC, Mecklenburg County, and others, to really focus on the quality of life. We just made a \$1.5 million investment tonight on Beatties Ford Road, so, part of this also is protecting the investment that the City is making on these Corridors of Opportunity, one of which is making sure that they're safe and secure for business development, residential living,

and folks coming into those communities. So, Mr. Manager, I look forward to kind of moving soon on those initiatives, but I think it's really, really important, and also to demonstrate that our focus is public safety wherever it occurs, whether it's at a transit station or a stop or Uptown Charlotte or West Boulevard, Ballantyne, SouthPark, Beatties Ford Road, that it's our responsibility/obligation to ensure that we work with the men and women in blue who have done a tremendous job over the last several weeks, demonstrating competence and dedication to getting the job done regarding public safety in our community. Thank you.

Councilmember Driggs said so, I don't know if anybody has failed to notice there's an election going on right now, and participation in these local elections has been lamentable. We see 10 or 15 percent of the voter population actually showing up, and it's kind of too bad two weeks before Veterans Day when we honor the people who have fought in order to preserve our right to do this, and I've visited countries where you didn't have that right, in Eastern Europe, and some places in Africa. I think it's just regrettable that we don't have a greater interest in these important decisions that will be made between now, and I'll note, early voting ends on November 1, 2025, and Election Day is November 4, 2025. A very important item on the ballot is the sales tax. Personally, I hope you'll support it, but you should participate in that decision; it's a big decision for Charlotte. So, I just want to say to anybody who sees this, please go and vote, get your friends out, and let's get that participation number up. Thank you.

Councilmember Watlington said a bit of bright news when it comes to early voting. It looks like early voting in Mecklenburg County is nearly 50 percent more than it was compared to the last municipal election. So, there's some good news there. I think it's driven by interest in the school board elections, as well as the tax referendum. So, definitely, we want people to come out, but it does look like we're in good shape with some positive headwinds versus what we saw a couple of years ago. Really, really briefly, because there's been a lot of interest in regards to our displacement work, related to the tax referendum, I do think it's important that folks hear very quickly the two-minute version of what we're doing right now as it relates to that. So, I'm going to ask Director Hefner to come up and give a quick overview where we had some requests for some policy to go to Committee. I don't think folks in the community are necessarily aware of the work that's already ongoing. So, I want to make sure that we give an opportunity to inform folks on that, because a lot of people have that on their mind as they're making their decisions about the tax referendum.

Rebecca Hefner, HNS Director said it's hard to do top line on this, because you all have been doing so much work around anti-displacement for several years. So, starting with the appointment of the NEST Commission. In 2021, the Neighborhood Equity and Stabilization Commission, the Mayor, and you all as Council, asked that commission to develop a set of recommendations to mitigate displacement pressures all across the community. That commission delivered both an anti-displacement strategy and a recommendations report. By the time that that commission completed their work at the end of 2024, most of those recommendations had already begun implementation. You initially put nearly \$6 million in ARPA funds towards the first round of those recommendations, which included things like expanding the House Charlotte program, increasing access to homeownership opportunities, developing plans for accessory dwelling units, and creating new rehab programs that support small and local landlords, as well as the residents who are renting in those units. Then, one of the primary recommendations from the NEST Commission of course was the \$100 million Housing Bond, and when you all as Council passed your Affordable Housing Funding policy at the end of last year, you allocated nearly half of that bond to anti-displacement activities. So, \$49 million of the \$100 million to homeownership; NOAH, Naturally Occurring Affordable Housing; acquisition and rehab; housing rehabilitation; emergency repair for seniors and others; as well as land acquisitions, specifically in Transit-Oriented Development areas, both current and potential future areas. Anything specific?

Ms. Watlington said no, just wanted top lines, because as people are thinking specific to the referendum, I know there are some things that have been in the works. So, I just wanted to give you an opportunity to highlight those things.

Mayor Lyles said okay, well, thank you. Alright, so we do need to go into closed session, we have two items to do this. So, if we can just move and get there quickly.

ITEM NO. 23: CLOSED SESSION

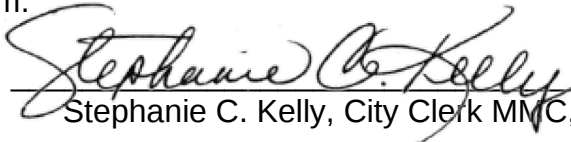
Motion was made by Councilmember Anderson, seconded by Councilmember Driggs, and carried unanimously to go into closed session to discuss matters relating to the location or expansion of industries or other businesses in the area served by the public body, including agreement on a tentative list of economic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

The meeting was recessed at 8:21 p.m. to move to CH-14 for a closed session. The closed session adjourned at 8:37 p.m. and the meeting returned to open session.

ADJOURNMENT

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

The meeting was adjourned at 8:38 p.m.


Stephanie C. Kelly, City Clerk MMC, NCCMC

Length of Meeting: 2 Hours, 46 Minutes
Minutes completed: November 19, 2025