

The City Council of the City of Charlotte, North Carolina convened for an Action Review on Monday, June 13, 2022 at 5:10 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Pro Tem Julie Eiselt presiding. Councilmembers present were Dimple Ajmera, Tariq Bokhari, Ed Driggs, Larken Egleston, Malcolm Graham, Renee Johnson, Matt Newton, Gregg Phipps, and Braxton Winston, II.

ABSENT: Mayor Vi Lyles.

ABSENT UNTIL NOTED: Councilmember Victoria Watlington.

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Mayor Pro Tem Eiselt said good evening everyone. Welcome to the June 13, City Council Business Meeting. I'm Mayor Pro Tem Julie Eiselt sitting in for the mayor who is on vacation this week.

Tonight's meeting is being held in accordance with applicable law governing remote meetings with some of our Council Members as you can see, that will be participating remotely. The requirements of notice, access, and minutes are met as required by law. This meeting will also be accessible via the Government Channel, the City's Facebook page, and the City's YouTube channel.

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ACTION REVIEW

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

There were no consent agenda item questions.

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CONSENT AGENDA

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs and carried unanimously to approve Consent Agenda as presented.

The following items were approved:

Item No. 39: Environmental Services

(A) Approve unit price contracts with the following companies for General Services environmental projects for an initial term of three years: ECS Southeast, LLP, ESP Associates, Inc., Geosyntec Consultants, Inc., Hart and Hickman, PC, Terracon Consultants, Inc., Wood Environment & Infrastructure Solutions, Inc., (B) Approve unit price contracts with the following companies for Charlotte Water environmental projects for an initial term of three years: AECOM Technical Services of North Carolina, Geosyntec Consultants, Inc., HDR Engineering Inc. of the Carolinas, S&ME, Inc., and (C) Authorize the City Manager to renew the contracts 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. 40: Central Business District Sanitary Sewer Construction Change Order
Approve change order #1 for \$3,990,048 to Sanders Utility Construction Co., Inc. for the Little Sugar Creek Tributary to Central Business District Sanitary Sewer Project.

Item No. 41: Dairy Branch Tributary Sewer Phase 3 Construction

Approve a guaranteed maximum price of \$8,438,562.82 to B.R.S., Inc. for Design-Build construction services for the Dairy Branch Tributary Sewer Phase 3 Project.

Item No. 42: Electric Power System Equipment and Parts

(A) Approve the purchase of electric power system equipment and parts by the sole source exemption, (B) Approve a contract with Schweitzer Engineering Laboratories, Inc. for the purchase of electric power system equipment and parts for a term of five years, and (C) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 43: Water and Sanitary Sewer Street Main Extension Engineering and Surveying Services

(A) Approve a contract for \$1,000,000 with STV Incorporated dba STV Engineers, Inc. for water and sanitary sewer street main extension engineering and surveying services, and (B) Authorize the City Manager to approve up to two renewals with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 44: CATS Paratransit Fleet Replacement

(A) Approve a unit price contract with Creative Bus Sales for the purchase of a paratransit fleet replacement vehicles and related equipment for the term of one year, and (B) Authorize the City Manager to renew the contract for up to four, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 45: CATS Rail High-Speed Circuit Breaker Overhaul

(A) Approve the purchase of OEM UR6 circuit breakers by the sole source exemption, (B) Approve a contract with ARM CAMCO for the purchase and installation of OEM UR6 circuit breakers for the term of five years, and (C) Authorize the City Manager to approve possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 46: Information Technology Business Planning Research and Advisory Services

(A) Approve contract extension #1 for three years with Gartner, Inc. for information technology business planning services and resources, and other related advisory services, and (B) Authorize the City Manager to approve price adjustments and amend the contract consistent with the purposes for which the contract and this extension were approved.

Item No. 47: Bond Issuance Approval for Ballantyne Senior Apartments

Adopt a resolution granting INLIVIAN's request to issue multi-family housing revenue bonds, in an amount not to exceed \$12,500,000, to finance the development of Ballantyne Senior Apartments.

The resolution is recorded in full in Resolution Book 53, at Page(s) 066-072.

Item No. 48: Bond Issuance Confirmation for Union at Tryon

Adopt a resolution confirming the June 14, 2021, resolution granting INLIVIAN's request to issue multi-family housing revenue bonds, in an amount not to exceed \$20,800,000, to finance the development of an affordable housing development known as Union at Tryon.

The resolution is recorded in full in Resolution Book 53, at Page(s) 073-076.

Item No. 49: Set a Public Hearing on Garrison Road Industrial Phase 1 Voluntary Annexation

Adopt a resolution setting a public hearing for July 11, 2022, for the Garrison Road Industrial Phase 1 voluntary annexation petition.

The resolution is recorded in full in Resolution Book 53, at Page(s) 077-080.

Item No. 50: Resolution of Intent to Abandon a Portion of the Alleyway between Sylvania Avenue and Dunloe Street

(A) Adopt a Resolution of Intent to abandon a portion of the alleyway between Sylvania Avenue and Dunloe Street, and (B) Set a Public Hearing for July 11, 2022.

The resolution is recorded in full in Resolution Book 53, at Page(s) 081-082.

Item No. 51: Resolution of Intent to Abandon a Portion of the Alleyway off South Poplar Street between South Poplar Street and 4th Street

(A) Adopt a Resolution of Intent to abandon a portion of the alleyway off South Poplar Street between South Poplar Street and 4th Street, and (B) Set a Public Hearing for July 11, 2022.

The resolution is recorded in full in Resolution Book 53, at Page(s) 083-084.

Item No. 52: Resolution of Intent to Abandon a Portion of the Unopened Pegram Street Right-of-Way

(A) Adopt a Resolution of Intent to abandon a Portion of the Unopened Pegram Street Right-of-Way, and (B) Set a Public Hearing for July 11, 2022.

The resolution is recorded in full in Resolution Book 53, at Page(s) 085-086.

Item No. 53: Refund of Property Taxes

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$233,412.02.

The resolution is recorded in full in Resolution Book 53, at Page(s) 087-088.

Item No. 54: Meeting Minutes

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of November 15, 2021, Zoning Meeting, November 22, 2021, Business Meeting, December 06, 2021 Strategy Session, and December 06, 2021 Special Meeting.

PROPERTY TRANSACTIONS

Item No. 55 Property Transactions - Monroe Road Streetscape, Parcel #30

Acquisition of 5 square feet (0 acres) Utility Easement, 787 square feet (0.018 acres) Sidewalk Utility Easement, 878 square feet (0.02 acres) Temporary Construction Easement at 4427 Monroe Road from 1200 The Plaza LLC for \$10,825 for Monroe Road Streetscape, Parcel #30.

Item No. 56 Property Transactions - Monroe Road Streetscape, Parcel #32

Resolution of Condemnation of 85 square feet (0.002 acres) Bus Stop Improvement Easement, 872 square feet (0.02 acres) Utility Easement, 2626 square feet (0.06 acres) Sidewalk Utility Easement, 1,386 square feet (0.032 acres) Temporary Construction Easement at 4500 Monroe Road from Domar-4500 Monroe LLC and Waters-4500 Monroe LLC for \$54,475 for Monroe Road Streetscape, Parcel #32.

The resolution is recorded in full in Resolution Book 53, at Page(s) 089.

Item No. 57: Property Transactions - Monroe Road Streetscape, Parcel #38

Acquisition of 2,581 square feet (0.059 acres) Sidewalk Utility Easement, 3,377 square feet (0.078 acres) Temporary Construction Easement at 4624 and 4632 Monroe Road from Michael E. Castrillon and Patrick W. Castrillon for \$46,925 for Monroe Road Streetscape, Parcel #38.

Item No. 58: Property Transactions - Monroe Road Streetscape, Parcel #39

Resolution of Condemnation of 158 square feet (0.004 acres) Sidewalk Utility Easement, 251 square feet (0.006 acres) Temporary Construction Easement at 4712 Monroe Road from Quad Holdings of NC LLC for \$3,875 for Monroe Road Streetscape, Parcel #39.

The resolution is recorded in full in Resolution Book 53, at Page(s) 090.

Item No. 59: Property Transactions - Monroe Road Streetscape, Parcel #54

Resolution of Condemnation of 1,096 square feet (0.025 acres) Sidewalk Utility Easement, 1,219 square feet (0.028 acres) Temporary Construction Easement at 4932 Monroe Road from The Head Shop LLC for \$21,750 for Monroe Road Streetscape, Parcel #54.

The resolution is recorded in full in Resolution Book 53, at Page(s) 091.

Item No. 60: Property Transactions - Monroe Road Streetscape, Parcel #62

Resolution of Condemnation of 110 square feet (0.003 acres) Bus Stop Improvement Easement, 205 square feet (0.005 acres) Temporary Construction Easement at 5108 Monroe Road from Communications Workers of America Local No. 3603 for \$1,550 for Monroe Road Streetscape, Parcel #62.

The resolution is recorded in full in Resolution Book 53, at Page(s) 092.

Item No. 61: Property Transactions - XCLT Tryon to Orr, Parcel #15

Resolution of Condemnation of 1,180 square feet (0.027 acres) Greenway Easement, 2,642 square feet (0.061 acres) Sidewalk Utility Easement, 2,790 square feet (0.064 acres) Temporary Construction Easement at 230 Lambeth Drive from Great Escape Properties LLC for \$15,200 for XCLT Tryon to Orr, Parcel #15.

The resolution is recorded in full in Resolution Book 53, at Page(s) 093.

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ITEM NO. 2: ACTION REVIEW AGENDA OVERVIEW

Marcus Jones, City Manager said thank you Mayor Pro Tem and members of Council. As the Mayor Pro Tem just indicated, we do have three items tonight. Two of the items are the annual reports on the city's Municipal Service Districts (MSD) and while we have two MSDs now shortly after the beginning of the fiscal year, we'll have a third. So, Councilmember Bokhari not tonight, but there's an opportunity for South Park in the future. So, what we have tonight, is a presentation by Michael Smith, the President and CEO (Chief Executive Officer) of Center City Partners, and also we have Tobe Holmes who's the Interim Executive Director of University City Partners. Then lastly we'll round out the Action Review with an update from 7th and North Tryon and Assistant City Manager, Tracy Dodson will provide that. So, Mayor Pro Tem unless there are any questions, I could turn this over to Michael.

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ITEM NO. 3: ACTION REVIEW ITEMS

Mayor Pro Tem Eiselt said welcome Mr. Smith.

Michael Smith, President and Chief Executive Officer of Center City Partners said thank you. So, it's my pleasure to share with you some really great results that we've achieved through this public-private partnership, really working together to build one of the world's great cities and there's some great thriving that we've done. So, on the next slide, our organization is structured as a 501(c)(4). We envision and activate strategies and actions that try to create a city center that is welcoming equitable, economically vibrant, culturally rich, and a beloved place for all. We lead with research and urban design, economic and community development, marketing communications, programming and events, and more. We operate Charlotte Joy Rides, that's that mission-based bike share program. We incubate and operate the 7th Street public market, a great third place and small business incubator, and also our ambassador program which employs and deploys uniformed ambassadors to be a force multiplier for CMPD (Charlotte Mecklenburg Police Department) and a first responder for those in crisis on the street, and hospitality of course.

We partner with the city on so many things in our program of work, from major destination events like Charlotte SHOUT! and the Novant Health Thanksgiving Parade, to the small business innovation fund, to the 2025 Homelessness Strategy just to name a few. Our work is value-based. We're committed to equitable economic development and community development and we recognize that there's much work to be done but we're proud of what we're accomplishing as we transform our organization, our work, and the outcomes that we seek to achieve. We operate in defined service areas, MSDs one through four. MSD 1 is the entire Uptown footprint. MSD 2 is the secondary business district. MSD 3 is the primary business district. Then MSD 4 is the South End, which the work in Midtown includes CPCC (Central Piedmont Community College). Our board of directors, that's the group that governs our work and they provide incredible leadership for us. We're proud of who this group is and we're proud that it includes Councilmember Graham, Manager Jones, and Assistant City Manager Tracy Dodson.

We work to engage our stakeholders to inform our work. There's a lot that's listed here, I'll just grab a few highlights. One of the greater tools we have is our work on creating our 10 and 20-year vision plans. Having just done that, it informs so much of our work, and thanks for the partnership on that. We also have neighborhood directors who attend neighborhood association general meetings and their board meetings so we're constantly trying to bring information in. We do survey work, it's a lot of listening, and that informs the beginning of our process to create our program of work and then a budget that allows us to achieve that. It's great to watch this springtime renewal of our urban core as people come and rediscover a place they love so much. What an incredibly diverse crowd we enjoyed with 1.8 million people coming to Charlotte SHOUT! last month. We're encouraged also by Charlotte's strong recovery of our return to office relative to our peer markets. We've been able to get some great data from card swipes and we're more than 50 percent where a lot of the top 10 markets are still in the 30 percents. Our team has been very focused on supporting those returning to Uptown, particularly using partnerships with public safety and programming and marketing. We're working very closely with each major employer as they create their plans for a return to office. CMPD has been a great partner, and your special services has been great partners so I feel like we're really doing it right.

Let me remind you quickly about the strong foundation we enjoy in our Center City as our Central Business District. One hundred and twenty thousand jobs and this is just in the district, so this is not all of Center City like what would be considered for the 2040 plan. This is Uptown, part of Midtown and South End. One hundred and twenty thousand jobs, 34,000 residents, 6,500 hotel rooms, and more than 380 locally-owned shops and almost 1,500 minority-owned businesses. As you look ahead, the pipeline is super strong. Four billion dollars worth of projects in queue, five and a half million square feet of new office, 5,600 new apartments. That would be a 25 percent increase. Almost 440,000 square feet of new retail and 750 hotel rooms. The space that's being created combined with Charlotte's incredible talent really creates our recipe for job growth and despite challenging macroeconomic headwinds and two unprecedented years, we've created the foundation to have another great decade of Center City growth.

So, our team remains committed to job growth through economic development and we enjoy incredible partnerships with your team in economic development. They are the best in class, so we love that partnership and the results they continue to drive. Jobs are foundational to great downtowns and jobs are enabled to grow an office space and our ability to recruit talent. As the Center City subject matter experts, we love being able to partner with the economic development team here at the city and with the county, the state, and the alliance, as well as private partners in the brokerage community to retain and grow businesses in the urban core. We lead with research data, and public policy in deploying our team's strengths and marketing communication to create that cohesive Center City story and really be able to support the regional economic development narrative. We continue to implement strategies to foster street-level retail and small business incubation through our food truck and street vendors programs and the market at 7th Street which has become a great driver of business incubation. Those are

businesses that are non-credit tenants and would not be able to qualify for space but the private sector support that's been there.

Finally, the small business innovation fund has provided \$4.6 million in grants to over 116 small businesses with the fifth round of granting opening soon to help small businesses thrive. We're thrilled to take that next step. Thank you city for the partnership. To date, 93 percent of those funds have gone to minority, women, and veteran-owned businesses. Way beyond what we thought we'd be able to achieve. We're grateful for your support and leadership on the 2040 Center City Vision Plan, co-developed by Mecklenburg County, the city, with the Planning Department, and us. Two hundred recommendations, 10 focus areas that will shape our work publicly and privately over the next couple of decades. In addition, our team continues to work on the implementation of the South End and North Tryon Vision Plans. Our teams are in regular conversation with the private sector and with the Planning Department to bring those plans to life.

We also enjoy such an incredible partnership with the city when it comes to mobility. That's one of the key highlights of this plan. With the kind of growth we're enjoying, your focus and your vision there is essential. It's the way that we're going to differentiate ourselves. We're working closely with John Lewis and the CATS (Charlotte Area Transit System) team to achieve the 2030 Transit Plan. We enjoy serving with CATS and your economic development team on the work with the Gateway Station, our union station. From a community development standpoint, great urban centers express themselves through neighborhoods and we're fortunate to have incredibly vibrant neighborhoods throughout our Center City, Uptown, and all the adjacent neighborhoods. We're fully committed to a Center City that is inclusive and affordable. You can see that commitment reflected in our program of work and in the intentionality in the 2040 plan. Our community development team is working closely with the Uptown and South End communities. We enjoy championing place-making projects like the Rail Trail. We're often in partnership with many of your divisions to get this work done. Finally, our Center City ambassadors that are playing a key role in partnering with homeless service agencies and CMPD.

Public safety is key as we're bringing people with a return to the office. It's been a great concern, but this partnership is so strong. We're delighted with our new Central Division Captain, Bret Balamucki. He is just bringing creativity and great problem-solving. Our major constituents are thrilled to be working with him and his great team. We know that the real and perceived public safety of our constituents is foundational to having a great neighborhood destination in the Central Business District. Our approach has been layered. Excellent leadership and service from CMPD, number one. Strong investment and leadership from our major employers and property owners with their in-house and private security. Number three, investment in partnership through Center City Partners convening, advocacy communications, our Ambassador Program, and lastly the leadership that you guys continue to provide. So, thank you so much. We've also convened public, private, and nonprofit sectors around the 2025 Homelessness Strategy. Thank you for the city's important work in this and partnership. We look forward to the next steps there.

From a marketing communications standpoint, we continue to increase our investments and focus on marketing communications, owning the master narrative for the Center City and trying to find new ways to impact and to own and to help warm up the Center City as a beloved place. We know the difference that's going to make. From a programming and events standpoint, we are the regional hub for hospitality. That's been such an important driver in the recovery from the pandemic. Hospitality has led the way. Our programming and events have highlighted the city's arts and culture, including major events such as Charlotte SHOUT!

Thanks again to the CRVA (Charlotte Regional Visitors Authority) and to the city for your investment and partnership. CLT (Charlotte-Douglas International Airport) New Year's Eve and of course our Thanksgiving Eve parade. Throughout the year we're

working closely with the CRVA on many destination events like the President's Cup that we look forward to this fall.

Lastly, you guys asked for a snapshot of our '22 and '23 budgets which you have seen prior. This is a graphic representation and represents the three organizations that make up our work. Center City Partners which you're hearing about today. Center City Partners community trust which we do a lot of our work through which is structured as a C3 and then the public market, the market at 7th Street. This represents all three organizations on a combined basis and you see here, '22, and the next slide is '23. I'm glad to answer any questions. I know that's in fast action but I know that normally it's the 10 minutes of Q and A that drives a lot of our discussion.

Councilmember Graham said first, I want to thank you, Mike, for your leadership at Center City Partners as well as the work that the organization did for the Home For All, which is the homeless initiative that you guys led and now has transferred over to the United Way. A lot of work has been done; a lot of work certainly has to go further, but certainly want to thank you and your staff for providing leadership for that. Also, I'm very interested in the North Tryon Planning District and I look forward to being a lot more involved with that. One thing that you didn't mention, well you mentioned it slightly when you talked about retail shopping. If I get any questions from constituents or visitors, it's about Uptown shopping or the lack thereof. Can you update us on if you're hearing anything? Certainly, we have a lot more rooftops in Uptown adjoining South End. Any major shopping news or you can help us understand where that's headed? If that's headed anywhere at all?

Mr. Smith said sure. Councilmembers, thanks for your leadership in our efforts around homelessness. We're grateful to have you on that advisory committee. We see the absolute value and need for us to continue to invest and recruit to create a more complete shopping environment. A lot of the retail that we enjoy right now is complementary to what we have but we would like to have more destination. It's been wonderful to watch our South End bloom and move from that neighborhood retail to a true regional destination center. There are some projects that are being contemplated right now that I'll be glad to discuss with you offline that make moves in that direction. It comes down to creating the space for it, is what I always hear from retailers and that's part of the advantage we had in South End is we had a little bit of a blank slate. We had a couple of great REITs (Real Estate Investment Trusts) in Asana Partners and also in Edens that made big moves, and big investments and really were able to create an environment that retail's been able to thrive.

Mr. Graham said thank you for your leadership and the work that you and your staff has done. Really appreciate it.

Mr. Smith said thank you.

Councilmember Johnson said yes, thank you for your leadership. That was a great presentation. I just had a couple of questions. How many jobs did you say were in the region? Did you say 20,000 or 120,000?

Mr. Smith said it's 120, and that 120, it's roughly 100,000 in Uptown. It's about 18,000 seventeen thousand in South End and two to three thousand in Midtown.

Ms. Johnson said okay, thank you. Then can you just give me a little more information on the 7th Street market? You mentioned non-credit tenants and businesses that might not otherwise be able to rent other places. Can you just give me some information about that?

Mr. Smith said sure. We love the 7th Street Public Market. We just hired a great new Executive Director, James Bell who was the former head of food service for the Naval Academy and moved to Charlotte. We're just beginning our second decade for the market. It was something we incubated in that space. It's the space at 7th right at the station at the Blue Line. It's at the bottom of that parking deck and it used to be Reid's

Grocery Store. When Reid's moved out we partnered with Bank of America and began to incubate. What if we could put something here that helped create place in that area that at the time needed, kind of an outpost and third place. We're really proud of the many businesses that have been started there. A few of which have now created five up to 15 other locations throughout Charlotte.

Ms. Johnson said yeah, I'm familiar with the 7th Street Market. The popcorn over there is great, but do they get discounted leases or discounted rates? Is that how that works?

Mr. Smith said yes. So, as opposed to other food halls, this is a mission-based not-for-profit. So, we're really fortunate to have incredible support from many corporate players, our lead sponsors being Blue Cross Blue Shield and Atrium. We have other corporate help as well and that help then allows us to be able to incubate these businesses where they move from paying below market and no need to qualify because it's difficult. You have to have really good credit credentials to be able to get normal retail space in the market.

Ms. Johnson said we need so much more of that in the city especially with prices being so expensive. Then last, I was looking at the budget. How much of that budget is funded by the city? Can you give me that information?

Mr. Smith said yes, so of those three entities combined, it's about two-thirds.

Ms. Johnson said two-thirds. Okay. Thank you.

Mr. Smith said probably a little bit less than that.

Ms. Johnson said okay. Thank you.

Mr. Smith said you're welcome.

Ms. Johnson said thank you for the work that you do.

Councilmember Ajmera said Great presentation, Michael. Thank you and I appreciate the innovation grants. In fact, the picture that you had up there of the food truck. I know one of the vendors had reached out to me and they were struggling to survive during the pandemic especially when a lot of festivals had shut down. I had asked her to apply for that and it looks like she did get the grant, but she had great things to say about how that kept her going. So, I appreciate the work that you had done throughout the pandemic to support our small businesses. The two questions I have are, one, I have seen from the news where we have a couple of organizations or companies that have moved to South End. What does that mean for our Uptown Center City and the growth?

Mr. Smith said so, thank you for that question because I think this is one of those I have zero concern about businesses moving to a part of Uptown that is enjoying most of its growth. What we have found throughout many decades of urban development in Charlotte is the center for development has moved around, kind of that center of gravity. So, in the 90s and the aughts it was really around Trade and Tryon. As you moved later into the aughts, it moved to North Tryon. In the teens, it moved to South Tryon. So, now in the 20s, the newer product is being created just across Interstate 277 and the outcome of that is it's expanding our Central Business District. We're not talking about a disparate area, these are within walking distance. It's moving from the hotspot being South Tryon to now extending four, five, and six blocks into South End. It is good for our market because we're able to then have more product and be able to compete with other cities where these jobs could also go.

Ms. Ajmera said so, you have continued confidence in the continued growth of our Uptown?

Mr. Smith said I have absolute confidence in the continued growth of our Uptown. I understand why that could appear to be a threat in the way it's been reported. It'll be interesting to see where market forces think the next center of gravity is going to be.

Ms. Ajmera said I know in your presentation you updated us on public safety. What is the private sector's feedback on our public safety initiatives so far?

Mr. Smith said so, we were getting a lot of feedback from major employers of the concerns of the employees about return to work. This was months ago before so many of the companies had brought so many employees back. So, there was perceived and real public safety concerns that we needed to address. We did a number of things. On the private side, we began to reconvene the Center City Public Safety Council which is all of our major employers and property owners and their private sector security groups with CMPD and with our major event producers which could be the CRVA with conventions coming to town, things coming to Spectrum Center of the Bank of America Stadium. We were able to then share and respond to concerns. That's been really helpful.

We also have had some private groups. There's another group, BOMA (Building Owners and Managers Association) that wants to be able to talk to this, but Captain Balamucki has been a great partner. He's brought creativity and we're seeing real results that we think are making a difference.

Ms. Ajmera said my last question is are you at all involved in Epicenter conversations and the redevelopment of that site?

Mr. Smith said we are.

Ms. Ajmera said thank you.

Councilmember Winston said thank you Mr. Smith for always being responsive. Charlotte Center City Partners and you specifically are one of those folks that I don't think people necessarily realize when certain things need to get done or odd questions need to be answered, I can speak for myself, you and the partners are somebody that I rely on. So, thank you for the service that you do provide. I don't think everybody always realizes it. A couple of questions. How many people are on staff at Charlotte Center City Partners?

Mr. Smith said there are 25 people on the staff at Center City Partners but then through private money, there's a number that are employed at Charlotte Joy Rides and then there's a number that are employed at the public market. Those are separate corporations. So, there's 25 at Center City Partners.

Mr. Winston said okay. Is any of Charlotte Center City Partners' revenue derived from parking revenues?

Mr. Smith said no.

Mr. Winston said no.

Mr. Smith said zero.

Mr. Winston said zero. Okay. You spoke of market sentiment and later on, we're going to discuss and vote on a development in and around the Spectrum Center. What can you tell us about market sentiment for Uptown spaces around the Spectrum Center, particularly around Brevard Street? I know we have ideas around a certain type of walkable district. I know I always get questions about what's happening around First Ward because development has not occurred there like it has in different wards of Uptown. What insight could you give us here about the sentiment for a future development around there? Where is it? Is it around the corner, is it down the horizon?

Mr. Smith said so, we think that as those centers of gravity for new development move that North Tryon and East Trade, kind of the First and Second Wards. So, as you come down Trade Street are going to be really interesting opportunities to complement the introduction of the streetcar, moving towards the eventual creation of the medical school and innovation campus over off the corner of the Second Ward. We think there's some really interesting things in this proposal because of the way it complements some of the recommendations in the 2040 Vision Plan particularly in two of the focus areas. One being each East Trade Government District further integration of private sector investment and also Brevard Street and how do we activate Brevard Street in a way that celebrates the history of the Brooklyn neighborhood and brings more street-level activation. We think there's a lot in this recommendation that can move us in that direction.

Councilmember Bokhari said thank you. I mimic everyone else's sentiments especially given that we've spent, in South Park for the last better part of a year as a startup MSD mindset. Being able to look at you and the Center City Partner's organization as what a mature organization can look like. It's certainly very helpful for us and thank you for the guidance along the way. Distilling what's in these 15-20 year out plans and you answered half my question of the South End phenomenon of that's where the new inventory is being built. I think that makes a ton of sense. I think there's still a lot of us that are really concerned for Uptown. I think as someone who's been here 20 years, Uptown has changed several times in that period. It was the place where we kind of went and then there wasn't anything to do to the Epicenter and it was what South End and a lot of people feel like that's what South End is now to them, to now back to a question mark. I guess if you were to instill all that into the elevator pitch of this is what Uptown is going to look like in 10 years and this is the pain that we're going to maybe have to go through for a while.

Councilmember Watlington arrived at 5:44 p.m.

Here's what you could be doing along that path to make it 10 years instead of a 25-year journey. What would those sentiments be?

Mr. Smith said so, there's a great quote in a book that I read recently about the evolution of Paris in the early 1800s and it's the fact that cities are in a constant state of becoming and an indeterminate state of becoming. So, this work is never done and there is going to be ebbs and flows and we're seeing ebbs and flows right now and I've never seen a force more disruptive to urban than a pandemic and the loss of employees. So, one of the things we learned is that our Uptown is too dependent on one of the many things that make a great place and that's employment.

So, over time we are going to want to densify residential. We are going to want to respond with more retail to that question from Councilmember Graham. We have incredible pieces. My peers that work in other cities across America would do anything to have so many of their cultural assets, their professional sports, their transit center, and the concentration of employment so that all those things work better. We're maturing and there's so much more land to work with in that densification. There are still so many surface lots, and there are still great concentrations of land holdings, like what Levine Properties has, the stuff that the county has. There's great pockets for opportunities for us to continue be. The good news is we're a super attractive place for institutional money and for job growth. Those two together allow us to continue to create more inventory and we keep having talent moving here, but we're going to have to continue to watch the things that are a threat to Uptown. One day they'll be threats to South End. It is that constant never changing. That's why our work is always relevant.

Mr. Bokhari said one of those great threats is, and I consistently hear this, I know you guys have been working hard on it, but is ultimately the homeless situation still. I would hope that we're ultimately tracking towards a plan that gets to the root of what needs to be solved there which in a lot of cases is mental health and in some cases is services is temporary to full-time housing and things of that nature. Do you feel with the plan you guys have crafted, given that that is an existential threat to a lot of the business

development activities, to the things that are happening up there that you guys will have that solved in the amount of time necessary?

Mr. Smith said so I don't think that homelessness is ever solved. I think we have to create a comprehensive and evergreen approach that we constantly study and return to and try to figure out how do we do it better because so much homelessness is as you just pointed out, it's a result of failures in people's lives or in systems. I think there are so many big ideas in that strategic plan. I love the commitment that the city has made to some of the housing instability pieces of it. I love what the county has done with this commitment to fund for five years, standing up kind of a quarterback organization to move this plan forward. We've got the pieces but know there's still so much work. We have to take it from strategic plan to implementation plan and what that means is we have to define the sources and uses, we have to define the tactics, we have to define the measurements. We did some work around homelessness 10 years ago and we thought we moved from episodic to something that was comprehensive, but it turned out that we were only looking at it through a pretty tight aperture. This one looks wider but that makes it harder and heavier.

Mr. Bokhari said that's helpful. I appreciate that.

Councilmember Phipps said Mr. Bokhari brought up my points with regard to some of the homelessness and loitering that's going on in some of the doorsteps in Uptown businesses. What I wanted to find out is the role of the Ambassador Program. Is that a day-facing program or what are the hours of those volunteers that participate in the Ambassador Program?

Mr. Smith said so, the Ambassador Program is all staff, all paid employees with health benefits through a third party called Block by Block. They're the largest provider of these services across the U.S. We had a competitive process to select them. We feel really good about the partnership and the way they continue to train folks and the way they continue to bring folks in. Last year there were 23,000 hours of service. It's everything from hospitality assist to business contacts, to safety escorts is the work that they do. The hours that they operate vary from during the week to weekends. They do not go super late into the night. I think the latest they go is 10 o'clock, but I'm glad to get you the exact hours councilmembers.

Mr. Phipps said no problem. I think that satisfies my inquiry. Thank you.

Mr. Smith said you're welcome.

Councilmember Driggs said good evening Michael. I appreciate the work you do. You're a great spokesman for Charlotte and I think we have lots of reasons to be excited about our outlook and our future. One of the things that we deal with frequently is complaints about street racing, disorderly conduct and all the rest of it is hard to enjoy if you've got this context of other noise or feeling threatened. I'm not even necessarily talking about violent crime. It really is more about disorderly conduct. The police arrest people and they're right back out again. I just wonder if you've studied these issues at all and if you have any advice for us on how to maintain order in Uptown?

Mr. Smith said so, we have heard these complaints as well as I know all of you do. We've been really pleased with the approach that our current central division has been taking that has been more assertive with operations to go out and to address the street racing which is citywide. It's not Center City alone but there's been great sting operations there. There are a couple that I know of that were very productive. Some of the other disorderly conduct things, they also were progressive with that and were able to apprehend some folks. These weren't young adults, some children and bringing them home to their families and having conversations with parents about the kind of behavior that was going on. We hope it's effective. We've noticed an improvement. I think it was hard. I think during the time period of so much remote work, there was just less people in Uptown and there was more grace provided for all kinds of other uses for Center City

streets but now we've got to share the streets again. We've got to find a way to be able to coexist, to honor some social contracts.

Mr. Driggs said yeah, the irony is the best antidote to speeding is traffic. Thank you, Michael.

Mr. Smith said you're welcome. Thank you.

Mayor Pro Tem Eiselt said thank you. I just have two quick questions because my comments were already addressed with regard to safety and speeding in Uptown and people returning. So, the bridge. When do you anticipate the pedestrian bridge will be built?

Mr. Smith said so, this project is being managed by the City of Charlotte by your engineering group and it is 95 percent designed or approaching that right now. Then you've got bids. I think we're about two years out, would be my estimate.

Mayor Pro Tem Eislet said okay.

Mr. Smith said they have been great partners. This is a difficult assignment because the commitment we made to all of you is that this would be iconic and that it would be this incredible place that people wanted to see and also see from. It's been a great design team and we continue to fight the good fight.

Mayor Pro Tem Eiselt said is it still anticipated to look like the pictures?

Mr. Smith said yes. The design that you saw last is still the current design and there's been again, great creativity by the design team and great work by Jennifer Smith and her team.

Mayor Pro Tem Eislet said great, thank you. Then my other is just a comment, not a question. Thank you for your support of Camden Commons, of closing Camden on select Saturdays and it's been really fun. I've been to a couple of them and it's just amazing how crowded it is. It just shows there really is a demand for that. I hope that along with CDOT (Charlotte Department of Transportation), we can get to a point where that could be a regular occurrence, that we close that street on Saturdays and activate it like it has been. I think people have really enjoyed it. So, thank you for that.

Mr. Smith said thanks for your idea and your advocacy for it. We've been thrilled about it.

Mayor Pro Tem Eislet said that was not a setup for that. You guys had to do it so I do appreciate it. So, thank you very much.

Mr. Smith said gladly.

Mayor Pro Tem Eiselt said if we have no further questions, we'll move on to our next item Mr. Manager.

Mr. Jones said thank you, Michael. Great as always. So, now we will have Tobe Holmes who will come up and give us an update from University City Partners.

Tobe Holmes, Interim Executive Director at University City Partners said you gave an excellent presentation Michael. We do appreciate your work in Center City. I also have no doubt that Center City's resilience will allow it to continue to be the center of gravity for this community. It is absolutely a fantastic recruitment tool and as you spoke about the public market, I thought to myself, "Wow that was right around the time that I showed up I think," and from that point, Center City has just continued to grow and grow and public market and park and asset after asset. I think those are the things that make the city so great and create the Charlotte that we all know that will be resilient so far into the future. So, excellent work. For those of you who don't know me, my name is Tobe

Holmes and I'm the Interim Executive Director at University City Partners. We're located about six miles north of here, just at the foot of our local research university, UNC Charlotte (University of North Carolina Charlotte). We do much of the same work that Center City does in subject matter, but of course, we do it in different lanes. That includes community development, economic development, planning, marketing through events, and targeted investments. I look forward to updating you on those things tonight.

This image shows our location here in Charlotte, just less than a mile from Cabarrus County. We're the number two employment center in the city according to the census. We also have the fourth busiest light rail station and that includes the CTC (Charlotte Area Transit System) and some of our massive commuter stations to the south. Did I mention we have the second-largest university in the state of North Carolina, which is our local research university? They are currently graduating more engineers than anybody else in the state of North Carolina. We're also adding 1,700 units annually to our market in a seven-and-a-half square mile area and over the years, that number has ticked around between three and 500 for more than a decade. Now we're delivering 1,700 units every year beginning two years ago and looking forward at least five years which is the point at which I simply stopped looking since it's so hard to predict.

What I'm describing is the original center in Mecklenburg County. The Northeast Mecklenburg Regional Center is just across the border from Cabarrus County. Just across the border from where the Smiths own a couple thousand acres of land and look forward to an entertainment district in the future. I want to make that point because I feel that University City is positioned right now to do one of two things, and that is to let tax revenue go across our borders or to keep it inside and bring additional surplus in. That for me is the long game of our work is to make sure that we are an asset to the city and that we are delivering and punching harder than our weight.

This is the budget of our organization last year. Outside of our personnel and operations corridors, we operate in just a few lanes. That is programs and projects, clean and safe, and events. We also do a significant amount of communication to help people understand the value that University City brings to our community. Our '23 budget is not significantly but for a small increase in revenue. Moving beyond that, about 78 percent of our revenue comes directly from the MSD property taxes that are collected on our behalf. We have a very small amount of contributions and also have a foundation which has been very successful over the past two years.

Out of our discretionary budget, we have a great commitment to MWSBEs (Minority, Women, and Small Business Enterprises) and we feel like that is part of our foundation. It's part of who we are and it's part of walking the walk without talking about it at all for the most part except for days like today when we get the chance to toot our own horn for a minute. I wanted to mention that we're doing really great in a couple of lanes there, particularly with investing in our community. Then also not just talk to the University City but also the community around us. We recently received an ARPA (American Rescue Plan Act) just short of a million dollars and that's going to be aimed at building social capital, community health community social capital, and neighborhoods just to our south. That work is just starting. We're putting the bones in place to implement this project with four partners, but I think it's important to mention this. Not only are we looking to influence the success of our MSD in our community and our constituents, but also looking outside of our own MSD to make sure that we're affecting change in a positive way elsewhere.

Through our work, we do as I mentioned planning and development. This year we funded and completed our own vision for University City which focuses in four different areas and that is building character and culture, improving our greenway that runs east-west across University City connecting that large employment center hub at the Research Park to UNC Charlotte. We also have a focus on building 21st-century mobility. As you know, we have got a lot of state roads in University City which is fantastic if you want to move talent in and out of your market faster than almost

anywhere else in town, but it does bring its challenges and those are challenges that we look forward to tackling in the coming years.

Finally, we are looking to build an urban spine and activating the rail stations that run north-south through University City and then creating our own core, our own density around our 15-acre lake so that we are an asset to this city and that we are the force of gravity for Northeast Charlotte. Of course, Center City is a force of gravity for Mecklenburg County and beyond. It is a place and the center of our region but for the most part for so many on a Wednesday night or a lazy weekend, you don't travel to Center City to do things. You want to stay near your own community. Big events, football games, basketball, baseball, it is absolutely critical to have that, but on the day-to-day, we want to make sure that our residents and our companies have a place where their employees can go after work, and relax, enjoy themselves, go for a walk on a Sunday around that lake and have a reason to stay in Charlotte and to stay in our community.

To that end, we've worked very hard on another project this year and that was creating an urban trail in University City. The concept on this was that Tryon Street with the train and a fairly significant amount of cars every day, it's not the most walkable place in our community. So, to that end, we developed a north-south running corridor that parallels light rail, connects to all the stations, and is so much more delightful to walk along that. With our Urban Design Heritage Center here in Charlotte, we just have a juggernaut who runs it. I can't say enough about her. Her team helped us develop this plan or take our work and enhance it like she has. We've also partnered with a private sector on work and that was in junction with UNC Charlotte. We developed a more granular plan for the McCullough Station and while it's not adopted and we haven't shown this off to so many, the work that UNC Charlotte did with us and [Inaudible] properties is so critical. It's a think book. It helps you think about how that area would transform, how those big parcels will change in the future, and how we can keep working to meet our TOD (Transit Oriented Development) future.

We've also done some work this year to build on our previous work. As Michael said, "Cities are dynamic. They're ever-changing," and our work aims to make sure that we understand what's in front of us and as things evolve with the plan we did back in '19, the JW Clay Stationary Plan. We took a second pass at that this year to test the capacity there. We wanted to make sure that it can do what we think it can do, and to our estimation, we can add approximately 6,000,000 square feet in that pocket which is fairly significant for a light rail station. My guess is that South End is tipping that direction right around now. So, it could happen pretty fast, these things.

Also, in our work in planning development, is of course code enforcement. We spend a significant amount of effort doing code enforcement. I've got to say for anybody watching who does not have the app, Charlotte+, please get that. Report codes, and code enforcement issues, it is one of the best tools the city offers. This year alone my office has reported over 300 code violations. We had some tall weeds and grass. Most of our problem is shopping carts as you see here. We've reported well over 150 shopping carts that were abandoned. They all appear to be from a couple of places. This is something we've got to start wrapping our arms around and we need your help because we're extending our staff and financial resources to tackle that problem and we just can't tackle it ourselves.

We also take on programming and events and that is to give our community that place to live and grow and enjoy with their families. Of course, it includes Kids Fest in the springtime, and Wine Fest in the fall. This year we launched a new event which was a golf tournament at Top Golf. These events combined this year raised about \$15,000 for the Charlotte-Mecklenburg Library System and the Keith YMCA (Young Men's Christian Association). We are so proud to have those partners in our community that we feel it necessary to give back whenever we can.

We also do some work in community development. I mentioned the ARPA grant we recently received through the UCITY Family Zone and the University City Foundation.

Last year we also launched a farmer's market which I'm so thrilled to say has found its legs. We're growing a little bit now and are excited to be able to offer an opportunity for those small businesses to both sell their wares and also to give people a place to go on Saturday morning. The farmer's market, now that it's got its legs under it really well, we're focused very much on expanding our SNAP (Supplemental Nutrition Assistance Program) offerings there and helping especially UNC Charlotte and the underserved students there understand that they can bring that SNAP card to our farmer's market and buy their groceries for the week.

We do a little work around the edges of the economic development. It is not generally in the large business recruitment space but we do like to make sure our community knows what's happening economics-wise. That's why we put out the 2021 University City Housing Report which tracked the institutional purchases being made in the communities around us in addition to the normal things we would track in terms of unit, rent growth, etc. We also did some work around understanding our commercial retail space in University City and have worked extensively with small businesses to improve their position in University City and help them understand that we are there to help them grow and remain in University City.

I'd like to speak for a couple of seconds about areas of opportunity and I might have mentioned this one already a couple of times. UNC Charlotte is such a powerhouse for our city. It is absolutely one of the biggest talent generators for us. The engineering space alone I believe is just the metric of the year. Right now I believe there are about 80 living alumni in the Charlotte area and 120 across the U.S. and beyond. This is an area I think that we can work together in because what we need to do is attract the best talent to the university both in students, administrators, and faculty, and to do that we have to make sure the edges are almost invisible.

Another area of opportunity for us is the Strategic Mobility Plan which I get to talk about again here very shortly. Our community understands this work, we appreciate it, we support it, and we're excited about it. However, I'd be remiss to not say that we struggle to understand the timeline for implementing some of our projects, and although the staff's hands are tied in so many lanes in this work, find a way to move these forward so that we can fulfill those promises that were made beginning in 2011 as the NECI (Northeast Corridor Infrastructure Program) projects began to be thought of and designed. Of course, we have this other issue which I think is shared around Charlotte and I can't tell you how often I drive around University City and I see my issue there and I get frustrated, but it is has become pervasive. It's just my blinders that are on during my eight hours a day. It's become pervasive across Charlotte. We would love to help find a way for community outreach, and education to understand how to make sure our community stays crystal clean and we can get better ahead of this issue as it's happening to us.

So, with that said, I did want to keep that fairly brief as well so that we can have a discussion and to that end, I'm glad to entertain any questions or comments you have.

Mayor Pro Tem Eislet said thank you, Tobe.

Ms. Ajmera said Tobe, thank you so much. Great presentation. You mentioned during the mobility report presentation slide, you mentioned about the struggle to understand the timeline for some projects. Would you please elaborate on what those projects are? Mr. Holmes said sure. It's the NECI Program, a set of capital projects that were conceived to deliver with light rail in 2018. I believe the bonds for those started in 2014 and have been every two years since then. We have had a couple of projects particularly McCullough's Streetscape, the J.W. Clay Streetscape, and the Complete Streets project among a few others which continue to be pushed out by way of utility relocation. I am not naïve to the utility relocation issue however given the opportunity, I cannot let that issue pass without mentioning it and my main concern is that when things like the excellent body of work is coming forward in the Strategic Mobility Plan, when they meet the public eye or the public opinion, that it's received in the footing it

should have and not based on projects that to the untrained eye appear to be languishing.

Ms. Ajmera said I know Tobe brought up specific projects and that's a city project right?

Mr. Holmes said that is, yes.

Ms. Ajmera said yes, so we need to get an update on some of the projects that he's highlighting and why there is so much delay and we're moving away from the commitment that was provided to the University City Partners. So, Mr. Jones if you could provide us in a follow-up report on some of the projects that he's mentioning? Also, could you provide an update on the green space? I know when Darlene was an executive director she spoke with passion when it came to green space, open space, and the lack thereof, especially in the University area. I know that you were all creating a plan to increase that space for families to gather. Could you just tell us a little bit out what that looks like and has anything changed after her departure?

Mr. Holmes said sure. We have had some success in partnering with the Parks and Recreation Department to understand the issue at hand and they have reciprocated in identifying parcels throughout University City two of which they have acquired to date. Now both of these parcels are on existing or future greenways. So, where most of our effort was to build urban parks or at least an urban at a light rail station, I've got to say that I am just thrilled with the county's work, their thoughtfulness, and some additional work that we have done together in improving the Mallard Creek Church Greenway and creating a linear park across University City.

Councilmember Egleston said thank you, Tobe. Most of the problems we hear about in one part of town tend to be fairly universal. I'll admit, I'm not really fully up to speed on what the problem is with shopping carts in northeast Charlotte. The picture that you showed with like 150 shopping carts, give me some context on that.

Mr. Holmes said sure. We have a business center who has received so many code violations at his own property for having a shopping cart stuck there. It's very close to a bus stop. I'm slightly relentless. I've called Steve, I tell Steve that I've called a couple of carts in from his business just to let him know. The issue is that the shopping cart is tied to where it ends up and not to where it originated from. So, business owners across University City, and my guess is across Charlotte after I talked to code enforcement this afternoon on the topic, it's simply frustrating for property owners to continually get code violations about something they cannot control.

Mr. Egleston said who's taking these shopping carts? Is it folks experiencing homelessness that are using the shopping carts?

Mr. Holmes said I think it's divided. It's a convenience matter for some, simply taking the cart to a transportation station and the other piece is connected to homelessness.

Mr. Egleston said have you talked to the stores about the ones that once they get a certain radius away from the store, have a wheel lock?

Mr. Holmes said yes. That was the first conversation and the way that I usually couch that is that it's really hard to leave there with a fishing rod that won't fit in the bag because they'll check your receipt, but they're not protecting the shopping carts from leaving the property which seems like protecting one thing and not another. Which both, obviously, without the purchase is theft. At the same time though, the purchase across the register as opposed to leaving the parking lot are seen in different ways it seems.

I've got to mention there is a solution or at least a potential solution. Savannah has an ordinance which has been effective and what it does it tie the cart to the point of origination as opposed to the property where it ends up.

Mr. Egleston said basically says it's up to the store, it's up to Walmart or Lowe's or Harris Teeter to figure out a system by which they're not losing the carts.

Mr. Holmes said that is correct and if you have noticed you'll never see an Aldi cart because they have figured it out.

Mr. Egleston said that begs the question. Are you going to tell us what they figured out?

Mr. Holmes said sure. You put a quarter in and that releases the cart and you get your quarter back when you return the cart.

Mr. Egleston said I don't go to Aldi.

Mr. Holmes said it's funny. The solutions are just that simple.

Ms. Ajmera said when it comes to shopping carts, what you are telling me is that some people use to get closer to the transit center, and when our family when we first immigrated here, we didn't have a car. We did not own a car for many years, we couldn't afford it. We used shopping carts because when we buy groceries, my mom and dad, they would use a shopping cart to get to the bus stop. Then one person would stay there and go back. I see that as some people use that because it's out of necessity, it's out of need. So, I don't recommend us being in the business of telling business owners, "Hey, put a wheel lock," because some people absolutely need the shopping cart to get to the bus stop and then they bring it back. I have seen that. My family has done that, I've seen a lot of people who ride public transit actually do that. So, I just wanted to provide feedback because we have done that in the past because not everyone owns a car. Thank you.

Mr. Holmes said that is correct. In my community, we are blessed to have light rail stations that can help people connect to where they need to go. However, until our transportation system is built out to a more multimodal capacity, a car ownership is almost required, that would be obviously correct. My concern is the fact that my community is fraught with code enforcement issues to the extent that we are working to clean them up. I would love to work on a solution that can help bridge the gap you're talking about because I'm absolutely empathetic to the community that needs that to get their things to the transportation center. Obviously, it's easier than going there once a week, You're going to want to buy enough to not go back for quite some time, however to the tune of 300 code violations annually just from my desk, I think that we would like to find a solution.

Mayor Pro Tem Eisleit said, we've got two more questions and then we'll have to decide because we still have one more presentation. We're supposed to start down in the chamber at 6:30. We may have to move our next presentation to the manager's report. Okay, thank you.

Mr. Winston said thank you to Ms. Ajmera and Mr. Egleston for asking those questions. That was my first question. One, I do think we should look at the loophole because it certainly seems like there is a business owner that is taking advantage of this system and putting the cost of running his business on other people in the community and that is not fair. At the same time, we have to recognize that this is a system of suburban sprawl, when you have, as Mr. Holmes has mentioned, 1,700 units a year that are depending strongly on this business owner for food. The question begs how do those folks get across multiple lanes of high-speed thoroughfares in a safe and effective manner. So, as we consider these solutions, if we want to continue to grow University in a way that it's growing, which I certainly do, we have to certainly think of an equitable response.

You made a point to point out what is on the horizon happening in Cabarrus County. We don't often get updates about what's happening in different parts of the state or our region and I think that's to a fault. I think we've talked about this in a couple of different capacities that we have to take a more active regional approach to the way we on the

City Council do our work, but you can help us. Can you talk a little bit more about what is on the horizon and how do you think Charlotte at large should be thinking about how we interact with the future growth that is happening over the line?

Mr. Holmes said that's a great question and I'm not sure I know the answer to that necessarily. Generally in scenarios of inter-jurisdictional tax surplus leakage, in my opinion, you want to be the side that has a surplus. Now how we make that happen, that is up to this Council and the Manager to think through a strategy and potentially with us, with the university to ensure that the single owner that exists across the border, while I know has the wherewithal to build an amazing entertainment district, I also think that University City has something to offer as well to the extent that we can create a surplus bringing that group across the border. I think for me, my analysis is the writing is on the wall, I think the racing industry is in some level of decline, and that only leads me to think of what the future might hold for an enormous amount of land holdings.

Mr. Winston said you mentioned the entertainment district that could pop up across the border. We also hear mention of a University City Entertainment District, kind of how we think about Top Golf, but I don't think everybody necessarily looks at where the area that Top Golf is developed. I don't know if everybody is familiar with the term as entertainment district being put on that area. Can you speak to that at all?

Mr. Holmes said yeah. I would love to. I think more than a decade ago, two car dealerships were zoned at where now the University City Boulevard Light Rail Station exists. I think through that entitlement process there was some push and pull, but ultimately two car dealerships were entitled at that location. The owner of course has recognized the growth potential around the Transit Station and in fact, there are two owners there who understand it very clearly. I like to say that every Main Street is built with the first building and to that regard, Top Golf was the first building, and building out, the developer understanding the value of transit, and recognized an opportunity for an entertainment district. So, we have our first building built and that is a great anchor for us. The developer also owns two additional buildings there which he aims to use for adaptive reuse. Meanwhile, there are also additional plans for more multifamily offices and hospitality in that area, which is University City Boulevard Station.

Mr. Winston said the last question I have and I do believe we should think of University City as one of those centers of gravity like Uptown you see out in the distance of that picture. I imagine almost a twin city coming on out here as we look to identify the type of development especially around business, commercial, and residential. I wonder what role, from an entertainment value perspective, University will play. I know that college sports for instance is in an interesting time that it is becoming more professionalized. I wonder if University City Partners and the university have kind of meshed minds about where the future of college sports is going and the entertainment value and the business investment that it can mean for a city like ours.

Mr. Holmes said that's an interesting question and we have worked together to the extent that we both recognize that like so many of our alumnus, University City and UNC Charlotte hasn't gotten that vibrant student main street that would return Charlotte's 80,000 alumni back to the doorstep of the university regularly. So, to that end, we've identified a location for that potential student main street, not dissimilar from the entertainment district. The developer and owner of that property has slightly different plans, but I think through just the realization of the concept and understanding that the university is making huge strides in investing in collegiate sports, bringing people on campus, and extending themselves outside of their own campus borders to some extent that that student main street concept is important. It's important not just so that you can grab a slice of pizza after a game, but it's so that alumni have a place to come back and enjoy and remember and that is the type of investment that starts to create a donor base for the university because they're tied to it and they're tied to that slice of pizza and they're tied to the stadium across the street.

Mr. Winston said thank you very much.

Ms. Johnson said thank you for the presentation, Tobe. I just wanted to thank you for the work that you're doing. University City Partners, you're doing a great job over there. This brings to mind my first question. I noticed that 40 percent of the budget was personnel for University City Partners.

Mr. Holmes said approximately, yes.

Ms. Johnson said you've been interim for about eight months now?

Mr. Holmes said I have. Yes.

Ms. Johnson said do you know what the plans are for the permanent executive director or is there any process on that?

Mr. Holmes said unfortunately the hiring committee was true to their word and it'll be the third quarter of 2022. That was the first estimation that I received and at every touch point, that's where we are.

Ms. Johnson said okay, so the interim director through what quarter?

Mr. Holmes said the third quarter of 2022 which I would like to assume is July 1st but I'll take the additional days if I have to.

Ms. Johnson said okay. Secondly, I know that you are advocating for this area to be a regional activity center. I was advocating with you, but I might be able to get this information from Mr. Jones. Mr. Jones, when we were looking at the place types, it was mentioned that this area because of it being a campus and also such an economic driver, that there would be some consideration around the place type. Can we get an update on what that's going to look like in the future? I think it was going to be a campus mix and regional activity center, but this area is one of the second largest job creators and it's very unique. We have the train, we have the school and it's a really thriving area, so I would like to see more priority around just a lot of issues. I noticed that the budget was a little over \$1 million versus just a little over \$6 million for Charlotte's Center Partners. I wanted to know the difference in the parameter or the square miles, how many square miles it covers just so we can see the difference on why the budget is so different. I'd like some information on that.

Mr. Jones said we can do that.

Mr. Holmes said I can speak to that to some extent. We're a seven-and-a-half square-mile MSD which is very large. The property value basis creates that differential. So, while we're much larger, obviously Center City, the breadth of commerce simply makes the real estate to a level that brings the additional property tax in.

Ms. Johnson said okay. That's the policy, that's great, but if we can just take a look at that and see if there's a disparity or some room for improvement because they do a great job. They bring a lot of development to District 4. It's one of the fastest-growing areas in the region. So, if we can take a look at that budget and see if there is some room. Also as far as the transportation in that area, Ms. Ajmera, you asked me Tobe about some of the projects. I think it was last week we had a presentation on the Strategic Mobility Plan and District 4 wasn't one of the priorities and that's what I was talking about. We need solutions. We do have the Blue Line over there. So, I support you. I know the needs of District 4. He also talked about litter and I know part of your budget, you had a vendor to clean up some of the area. We talked about that. Mr. Phipps brought that up with Mr. Jones in the budget and we moved that discussion. I don't know if it was to a committee or something but it was not a part of the budget to take a look at the litter. Can we get a follow-up?

Mr. Jones said we can. We will give a follow-up. A piece of it was Rodney and Solid Waste Services being down so many folks and as we staffed back up, we thought that we would be able to tackle this much better, but we'll give you a write-up on that also.

Ms. Johnson said okay. We do have the challenge because we do have so many state-owned roads like W.T. Harris and Mallard Creek, so we just really need some emphasis. I get emails daily about the litter in that area.

Mr. Holmes said Rodney is a part of this work. He is absolutely one of the most stand-up, hardest-working individuals in this city as far as I know. He is on 24/7/365 and I understand his staffing levels are down. I have spoken with him just this week actually, about the possibility of expanding his abilities in the future. Excited to work together.

Ms. Johnson said yeah, CDOT is amazing. They're responsive, but it's not under their jurisdiction and even if we make the call, they'll go out and clean it up as a courtesy but because they're state-owned roads, we need some attention in District 4 on that issue. Okay. Thank you.

Mr. Egleston said I just want to make sure that I'm correct about this and that nobody thinks there's any favoritism, but the budgets of these two organizations are almost entirely predicated on the revenue from the tax right?

Mr. Holmes said that is correct.

Mr. Egleston said so, to increase the budget of either of these organizations would require us to increase the tax, so it's not just an arbitrary decision that the Council is making.

Mr. Holmes said yes sir that is correct.

Mayor Pro Tem said thank you, and with that, we'll meet everybody down at the dais in a few minutes.

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ITEM NO. 4: CLOSED SESSION

No closed session occurred.

The meeting was recessed at 6:36 p.m. to move to the Meeting Chamber for the regularly scheduled Business Meeting.

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BUSINESS MEETING

The City Council of the City of Charlotte, North Carolina reconvened for a Business Meeting on Monday, June 13, 2022, at 6:46 p.m. in the Charlotte Mecklenburg Government Center, Council Chamber with Mayor Pro Tem Julie Eiselt presiding. Council Members present were Dimple Ajmera, Tariq Bokhari, Ed Driggs, Larken Egleston, Malcolm Graham, Renee Johnson, Matt Newton, Gregg Phipps, Victoria Watlington, and Braxton Winston, II.

ABSENT: Mayor Vi Lyles.

Mayor Pro Tem said okay. With that, we will begin our meeting with an invocation as we usually do which is an expression or an inspiration and it's followed by the Pledge of Allegiance. The invocation by our council member which tonight is Mr. Bokhari is intended to solemnize our proceedings and we celebrate the religious diversity of our community including those without a religious faith. So, Mr. Bokhari would you go ahead and lead us with an invocation?

* * * * *

INVOCATION AND PLEDGE

Councilmember Bokhari gave the Invocation followed by the Pledge of Allegiance to the Flag.

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AWARDS AND RECOGNITION

Mayor Pro Tem Eislet said okay. Tonight, we have two different proclamations that we're going to have read so I'm going to start with our Juneteenth proclamation.

ITEM NO. 6: JUNETEENTH PROCLAMATION

Councilmember Graham read the following proclamation:

WHEREAS, on June 19, 1865, nearly two and a half years after President Abraham Lincoln signed the Emancipation Proclamation, Union soldiers led by General Gordon Granger arrived in Galveston, Texas to bring to some of the last enslaved Americans news of the legal status as free persons; and

WHEREAS, the 19th of June has become nationally recognized as Juneteenth to commemorate the abolishing of slavery and honor the strength, determination, and triumphs of African-Americans in the face of extreme oppression and hardship; and

WHEREAS, on this anniversary, each year individuals, communities, and organizations across North Carolina and the nation celebrate African-American heritage, culture, freedom and tradition; and

WHEREAS, Charlotteans of all colors, creeds, and origins share a love and respect for freedom; and

WHEREAS, work is underway in Charlotte to eliminate the current effects of past and current racial discrimination within policing, housing, financial lending practices, job placement, and other sectors of society; and

WHEREAS, the City of Charlotte encourages all people to observe Juneteenth as a day to reflect and learn from the past, a day of healing and renewal. A day to spur on efforts to build a brighter future:

NOW, THEREFORE, I, Vy Alexander Lyles, Mayor of the City of Charlotte do hereby proclaim June 19, 2022, as

“JUNETEENTH”

in Charlotte and commend its observance to all people.

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ITEM NO. 7: LGBTQ PRIDE MONTH PROCLAMATION

Councilmember Egleston read the following proclamation:

WHEREAS, the city of Charlotte is home to a vibrant and diverse community among which are lesbian, gay, bisexual, transgender, and queer citizens and residents.

WHEREAS, Charlotte's LGBT community, they're family, friends, neighbors, and coworkers that have positively shaped the cultural, business, civic, faith, and social fabric of Charlotte throughout its history.

WHEREAS, the month of June is traditionally celebrated as LGBTQ Pride Month, commemorating the historic uprising of LGBTQ people of color, trans people, and young

people in New York City's Stonewall Inn on June 28, 1969, which served as the catalyst for the resulting gay liberation movement and the June 28, 1970, Christopher Street Liberation Day March from which all modern pride events trace their origins.

WHEREAS, Charlotte's LGBTQ community first attempted to organize socially and politically as early as 1971, with its first pride events finally held in 1981 and the ensuing decades inspiring the creation of Charlotte Pride in 2000 and Charlotte Black Pride in 2005.

WHEREAS, community members will join together throughout June and continuing in July with Charlotte Black Pride and in August with Charlotte Pride to celebrate the history, culture, community, and triumphs of LGBTQ people across our region.

NOW, THEREFORE, I, Vy Alexander Lyles, mayor of Charlotte does hereby proclaim June 28, 2022, as

"LGBTQ Pride Month"

in Charlotte and commend it's observation to all citizens.

Councilmember Egleston said I believe we have some folks that are going to accept this one whoever would like to come down and do so.

Mayor Pro Tem Eiselt said do we have a representative?

Mr. Egleston said I don't know who all is coming down. I know we've got folks from the LGBTQ Chamber, from Charlotte Pride, and Charlotte Black Pride representatives also. Thank you all for being here.

Mayor Pro Tem said thank you for being here.

Mr. Egleston said would you all like to stand and be recognized?

Mayor Pro Tem Eiselt said thank you. Happy Pride and Happy Juneteenth. I hope everybody will have an opportunity to participate in some of the different activities going on around town for both celebrations and do it and be very mindful of the heat outside. I also ask you to please check in on your neighbors who might not have air conditioning, especially the elderly. Just be careful in this tremendous heat that we have this week. Thank you.

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PUBLIC HEARING

ITEM NO. 8: PUBLIC COMMENT ON THE STRATEGIC MOBILITY PLAN

Mayor Pro Tem Eiselt declared the hearing open.

Elina Shepard, 1100 South Mint Street said good evening City Council, Mayor, and staff. My name is Elina Shepard. I am the Program Manager at Sustain Charlotte. Our nonprofit organization advocates for sustainable land use and transportation choices. We have been active participants in the development of the 2040 Comprehensive Plan and the Strategic Mobility Plan. Adopting the Strategic Mobility Plan is critical to achieving the fifth goal of the 2040 Comprehensive Plan, safe and equitable mobility. On behalf of Sustain Charlotte, I would like to voice strong support for the Strategic Mobility Plan. We enthusiastically support the goal to reduce the percentage of commuters traveling to work alone from 76 percent to 50 percent by 2040. We have advocated for this goal since early 2020 and are committed to doing all we can to help the city achieve it. This goal and the actions outlined in the plan are essential to achieving other adopted city goals including becoming a low-carbon city, eliminating traffic fatalities and serious injuries, providing transportation equity, and maintaining our economic competitiveness. In addition, with 385,000 more people projected to move

here by 2040, we must deliver meaningful transportation options to move around our city or we will be faced with crushing gridlock.

With increased budget investment this year and hopefully years to come to build more sidewalks, bike lanes, and safer streets, the city is taking meaningful steps in the right direction. At the same time, additional more significant dedicated funding sources could achieve the goals in the plan much more quickly than incremental funding and a piece mill development. We urge you to recognize the Strategic Mobility Plan's importance for our city's future and adopt it at the end of this month. We know from the city's own service, the vast majority of residents want the future this plan envisions and we stand ready to assist in realizing this bold vision. Thank you for your service and time tonight.

Mayor Pro Tem said thank you, Ms. Shepard.

Maureen Gilewski, 7518 Linda Lake Drive said good evening Mayor Pro Tem, members of the Council, and Manager Jones. I'm Maureen Gilewski. I'm Co-Chair of the CharlotteEAST Transportation Committee and also a founding steering committee member for the Coalition for Transportation through Sustain Charlotte and also Co-Chair of their Mobility Committee. We enthusiastically support the city's Strategic Mobility Plan. We believe we are headed in the right direction with equity in mind to invest 8 million for repurposing existing infrastructure to include space for cycling and 50 million to improve sidewalks to make Charlotte more walkable and safe for all, through both CharlotteEAST and the CRTC (Charlotte Regional Transportation Coalition) we actively advocate for multimodal transportation. We support the bold goals for equity and safe mobility. We value our neighbors and support one death or serious injury as one too many. We value the need for connectivity to places where we need to go and want to go and support the responsible changes that we must take to reduce the number of single occupancy car trips by walking, biking, and public transit to 50 percent by 2040.

Ongoing aggressive funding coupled with strategic decision-making and policy intent will be needed to meet the Strategic Mobility Plan and the goal of safe and equitable mobility, otherwise, the SMP (Strategic Mobility Plan) goal will remain aspirational and not realized with near-, mid-, and long-term strategies and solutions that benefit Charlotte now and into the future. Bond cycle funding, planning, and implementation on average is five to seven years. We have an example in our east community of 1.5 miles seen at pedestrian and bicycle improvement on Kilborne and Norland and began the planning process in 2017. We're just starting the streetscaping. So, how much can we accomplish in 18 years? We have learned that actually through Mecklenburg County that actually funding of greenway development didn't exactly meet the timelines to make appreciable progress. So, the county is now stepping up with funding.

Funding is rate rate-limiting factor. In 2020, CharlotteEAST met with the city and county combined IGR (Intergovernmental Relations) Committee and requested a resolution from the sitting county for a shared definition of transportation to open the door to other possible funding options. This shared thinking is included in the SMP goal to integrate existing transportation plans and policies into a single SMP. When the coordination between city, county, and state on a shared mobility definition and vision is limited, it results in a lost opportunity to align funds and projects that bolster taxpayer multimodal investments. To date, only the county has executed the resolution. For example, through a shared definition of transportation, the city and county could partner.

Mayor Pro Tem Eiselt said thank you Ms. Gilewski. Please do share your comments with the Council either with the clerk or through email. Thank you.

Frank Devine, 2653 Shenandoah Avenue said hi, good evening. My name is Frank Devine. I have been a Charlotte resident since 2016 living in District 1. I'm here to speak in support of the Strategic Mobility Plan. I'm by no means a cyclist. I live a [inaudible] lifestyle as much as I can, but I do think it's an important way to build out the city you want, right? If you design the city for cars, that's what you get. If you design the city for people that's what you get. So, you kind of have to put the infrastructure and

money behind it rather than just making bad-faith arguments about the Gold Line expansion. Which yeah, it doesn't work, but that's because you need to have better plans in place instead of doing half-measures, right? Do traffic signalization. Build actual protected bike lanes, right? If I have to take myself and two kids to go somewhere, am I going to ride on Central Avenue to go get ice cream? No, right? So, you built this protected bike lane on 5th and 6th Avenue, that's great. How do people get to it, right? So, I understand that yes, we're going to keep expanding greenways and do everything. Not everyone lives next to a greenway. You have to build protected bike lanes and I mean protected. That means a curb and actually separated, not a plastic bollard that someone's SUV backs into and, "Oh sorry, I'll just be a minute." That doesn't work. People don't feel safe riding on a bike. I think one of the big accomplishments in the past couple of years was the Briar Creek expansion over on Independence. Have you ridden a bike on that? Would you go to a job on that? It serves in and out. Congrats. You spent a lot for a bunch of green paint. No one feels safe on that road, right?

I think one of the most damning things that I saw in the report is, you know, cyclists and pedestrians make up three percent of traffic crashes, but 44 percent of fatalities. That's not acceptable. So, you can keep talking about Vision Zero and we signed up for it, but if you don't do anything, you're not really doing anything about it, you know? Don't be the stereotypical politician that says the right things but then doesn't do anything, right? When it comes to City Council zoning, Chik-fil-A wants to do drive-through only. No, that doesn't encourage people riding their bikes or pedestrians going to get it or taking the bus to go eat Chik-fil-A in between two jobs, right or a bank wants to build a drive-through in South End that we're trying to put right along the light rail. No, it's against the zoning plan. We'll make an exception so shout out to Councilmember Winston. I think he was the only one that voted against it when that happened. These are the things that matter, right?

The best time to plant a tree was 20 years ago, the second best time is today. So, none of this is a mystery. It's all been laid out in city planning for years. The solutions are out there, it's just a matter of do you want to step up and do it. That's my time, thank you.

Angela Stoyanovitch, 1649 Patton Avenue said it's nice to meet you all for those I haven't met. It's great to be with my fellow citizens and really speak on behalf of not only myself as a citizen, as an individual, and cyclist but also I moved here from Detroit five years ago. So, I have some different big-city perspectives. So, I want to kind of split some of my individual perspectives in my three minutes along with representing the BAC, the Bicycle Advisory Committee. Let me just say I have been on the committee now for three years and this is the first time any of us has had the chance to speak to you face-to-face. So, we are elated to be here and I'm particularly excited to speak to you guys face-to-face. So, we have some talking points. We're going to write you a letter like we have been for the last three years. I don't want to spend my time focused on whether or not each of you believes that bikes belong on the road. I know we have wonderful staff people from the county to the city from all the respective departments that can tell you statistics and even local fellow citizens like we just heard who will tell you even as a non-cyclist how we develop these roads and these bike lanes is so key to who we attract as we grow into a massive sized city, right? I think what I want to talk to you about, and again we'll submit this all formally in a letter to you so you guys can have a chance to read it, is really about what my fellow neighbor just talked about. It's what are we doing about Vision Zero? So, I'll just point to 2.2 in the SMP. We are in favor of the SMP speaking on behalf of the BAC right now, but we need to beef up the safety like no other. We have to beef it up in one of two major ways and one is through maintenance of the roads. The other day, this is a personal story, I was going down the road and I hit a rail that was rotted out and I'd been calling the city, the county, the railroad companies. Every phone number I could think of just so that this doesn't keep happening because there'd been so many times where we report an issue of broken glass in the road or what have you and it just never gets addressed. So, to this point, I think we can keep building these protective bike lanes but we also need to maintain them. So, it just goes back to safety.

The second point is then also measuring the fatalities and the accidents because I know we had some calls on the BAC with folks like Angela Berry who were giving us a couple of years ago statistics and there were only one or two fatalities which any life matters and should count and we should be totally upset about that, and figuring out why and how we can prevent bicycle accidents, right? We're really not tracking these accidents. We're really not tracking these tragedies the way that we believe that we should here on the BAC. So, just wanted to point out those two things around road maintenance and around really tracking the statistics so that we can have more data to support why we think safety needs to be beefed up in section 2.2 of the SMP. Hope that helps. Thank you.

Mayor Pro Tem Eiselt said it does Ms. Stoyanovitch.

Ms. Stoyanovitch said you can call me Angie.

Mayor Pro Tem Eiselt said thank you very much and thank you for your willingness to serve on the Bicycle Advisory Committee.

Ms. Stoyanovitch said nah, it's a pleasure. Thank you.

Tobe Holmes, 3010 North Myers Street said good evening Mayor Pro Tem, Council members. My apologies for being slightly delinquent to the podium. My name is Tobe Holmes and I'm the Executive Director of University City Partners. I am here tonight to speak in support of this Strategic Mobility Plan. The plan is clear, concise, thorough, and thoughtful outlining a modern transportation system for University City and Charlotte's transportation system. The Mobility Plan has the opportunity to help us reach so many of our goals in Charlotte around affordable housing, sustainability, economic development and so much more. I appreciate the staff's work on this plan and while there is still more work to be done, we believe in the vision that they have put forth and know that our voice is being heard as revisions are made and considered over the next month. We are so appreciative of CDOT's work, and of your support and cannot wait to see this move forward to adoption. Thank you.

Michael Lindler, 3426 Revolution Park Drive said hello my name is Michael Lindler. I live in District 3 in Charlotte. I am a very happy resident in a proponent of all means of alternative transportation. I am in big support of the 2040 Comprehensive Plan as well as the Strategic Mobility Plan. I think it's very important one of the pieces is to reduce the number of single occupancy vehicles on the road below 50 percent. I think we can even do better than that but I think it's going to be a much bigger step than just adding some bike lanes and some extra bus routes. This is really going to involve those 10-minute neighborhoods, multi-use buildings, and multimodal transportation throughout the city instead of just having one focus area that everybody has to drive to.

So, I'll just run through a couple of bullet points about why I think that single-occupancy vehicle is bad for our city and then how we can improve that in the future. For instance, car infrastructure is one of the biggest line items in local governments as well as state governments. So, the less congestion we put on those roads, the further our dollar would go. As people are moving to Charlotte that per capita expense will drop down. Cars are great for some instances, but being in a car, those long commutes are correlated with high levels of stress, high levels of cardiac disease, and stroke. We want to think about what's best for the health of our citizens and we don't want to encourage that type of lifestyle.

As you may also know, automobile accidents are the number one cause of death for teens and young adults. So, the fewer instances and opportunities for that to happen the better. What I think is the most important piece is that individuals like you and individuals like me have the choice of either taking the car or either jumping through all those extra hoops to carpool or take a bus. It takes two hours to get across town. That's a decision that we can make. However, a lot of people in our community do not have that decision. They're either too young to drive or too old to drive, they might be disabled or have a financial reason for not being able to drive, right? So, those

individuals are essentially kind of locked in their homes and they aren't able to participate in our community. So, as an equity piece, I think it's important to reach out to those individuals and make sure they have a way to participate and kind of see all the things that Charlotte has to offer. So, this isn't just going to be adding those bike lanes, this is going to be a pretty hefty infrastructure change. We're not going to see changes overnight. This is going to be a 10, 20-year investment plan. I've only lived in Charlotte for about five years, but I've lived in North Carolina my entire life. I'm very excited to see where we can go with this. It's kind of your role to coordinate with those other agencies in the 2040 master plan to make sure that all the development that's done in the future is sustainable and kind of furthers our future. Thank you.

Martin Zimmerman, 1616 Bonie Lane said thank you, Julie Eiselt, and others on the podium for the opportunity to share my views. As you know I'm a former Director of the Charlotte Area Bicycle Alliance and currently a member of the Steering Committee for the Charlotte Mecklenburg Climate Leaders Group, where my role is to monitor and advocate on matters of both local transportation and parking policy from a climate change and climate justice perspective. It has been especially active in reforming the 2040 Vision Plan for Center City and equity matters in Charlotte [Inaudible]. We have the Strategic Mobility Plan, which deserves enthusiastic support, if for no other reason than its vigorous embrace of a mode share goal. That goal, as you know, is to reduce the daily single occupancy auto component of local travel by 25 percent by the year and through 2050. Although this metric is not as vigorous as I and other climate advocates wish it to be, it nevertheless represents a bold departure from the status quo.

Allow me to add that I can count on one hand the number of Charlotteans who recognized the importance of the mode share metric a decade ago. In addition to myself, that included Shannon Binns of Sustain Charlotte and John Cock, at that time a midlevel planner in Debra Campbell's Planning Department. To the best of my knowledge, no one in higher levels within city government or the private sector frankly had a clue. In fact, if you look back at other U.S. cities in 2012, none of them had a clue either, whereas mode share and mode management had been part of the European toolbox since the oil embargo of the early 70s.

To give you a more up-to-date perspective, later this week I will send the Council and other civic leaders my latest article for UNC Charlotte's Urban Institute's weekly newsletter. That article describes what it's like living in a car-free Delft, Netherlands as compared to Charlotte and our sister cities in North Carolina and why mode share has been a key factor in the ability of people to live, work, and travel in a car-free manner. Meanwhile, we have Ed McKinney and a team of respected staff and consultants on the brink of an entirely new transportation future for Charlotte and the metro area. They deserve your wholehearted support. Thanks for the opportunity to speak this evening.

Joseph Margolis, 6549 Quarterbridge Lane said good evening Council. I just want to say it's been a while since I've come before this body and just say it's good to be back. I'm here just for one specific reason. Last week I was tuning in to the meeting and my council member, my rep, Councilmember Councilmember Johnson said. She basically brought to the attention that District 4 did not have very good coverage on this. Forgive me, I work a full day. I don't really have as much time to pay attention to the issues as I used to back when I was more attentive back in 2018, but this was important enough for me to sign up and come out and say that hopefully with what Tobe indicated a little while ago, there's been some work since that meeting last week to get District 4 better coverage in this plan. I know from where I live just from my personal experience, I live on the new extension of University City Boulevard and it's between the new Grand Street extension and Neal Road. I still can't walk or ride a bike safely to the University City Light Rail Station on that same road that's just three miles away. I think things like that have to matter because there's several schools there, there's Toby Creek Greenway that's getting ready to open up. There's several opportunities there maybe to add some connectivity but you have this entertainment district. I can't even ride a bus there. That's the other thing. When we were given plans, like when people from the CDOT came out to our neighborhood and talked about the new University Extension, they showed renderings outside where I live with bus stops on the street, but then no

bus stops were added. So, this route still has no buses that can take someone safely from there. I feel like our side of University City which I'm technically in Derita. We're right at the border, but all those neighborhoods that are across the street from the schools at the campus there, the Governor Martin campus, there're several neighborhoods there. I see at the corner of Neal and IBM, that a massive neighborhood is about to be built there. What are we doing about that to make sure that the people that are just west of University City or on the western part of University City are getting connected to all the great opportunities that are happening across the bridge? Thank you.

Mayor Pro Tem Eiselt said thank you, Mr. Margolis. Appreciate it. That concludes our comments for the Strategic Mobility Plan. I appreciate everybody who signed up to speak or come in person or do it virtually. It's a very bold and aspirational plan that we would all love to be able to complete, but I think it's like opening a can of worms, right? When it gets presented, we want more because we've got over 5,000 miles of lanes in our city that all need protected bike lanes. We need more sidewalks, we need more connections, we need investment in our bus system. So, I hope that the community will continue to push us on this because we need it all over the city but for now I think the Strategic Mobility Plan is moving us in the right direction. So, thank you for your comments.

The following persons submitted written comments regarding this item pursuant to S.L. 2020-3, SB 704. To review comments in their entirety, contact the City Clerk's Office.

Elina Shephard, 1100 South Mint Street

ITEM NO. 9: PUBLIC HEARING AND DECISION ON THE SUNSET CREEK AREA VOLUNTARY ANNEXATION

Mayor Pro Tem Eiselt declared the hearing open.

There being no speakers either for or against a motion was made by Councilmember Egleston, seconded by Councilmember Graham, and carried unanimously to (A) close the public hearing, and (B) Adopt annexation Ordinance No. 320-X, with an effective date of June 13, 2022, to extend the corporate limits to include this property and assign it to the adjacent City Council District.

The ordinance is recorded in full in Ordinance Book 65, at Page(s) 056-060.

ITEM NO. 10: PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF THE ALLEYWAY OFF OF EAST 16TH STREET PARALLEL TO PEGRAM STREET

Mayor Pro Tem Eiselt declared the hearing open.

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

The resolution is recorded in full in Resolution Book 53, at Page(s) 029-034.

ITEM NO. 11: PUBLIC HEARING ON A RESOLUTION TO CLOSE OLD RIDGE ROAD

Mayor Pro Tem Eiselt declared the hearing open.

There being no speakers either for or against a motion was made by Councilmember Egleston, seconded by Councilmember Graham and carried unanimously to close the public hearing and adopt a resolution: (A) Conduct a public hearing to close Old Ridge Road, and (B) Adopt a resolution and close Old Ridge Road.

The resolution is recorded in full in Resolution Book 53, at Page(s) 035-038.

Mayor Pro Tem Eiselt said thank you.

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ITEM NO. 12: PUBLIC HEARING ON A RESOLUTION TO CLOSE UNOPENED BEECHWAY CIRCLE AND MARK WAY RIGHT-OF-WAY

Mayor Pro Tem Eiselt declared the hearing open.

There being no speakers either for or against a motion was made by Councilmember Egleston, seconded by Councilmember Driggs and carried unanimously to close the public hearing and adopt a resolution: (A) Conduct a public hearing to close unopened Beechway Circle and Mark Way Right-of-Way, and (B) Adopt a resolution and close unopened Beechway Circle and Mark Way Right-of-Way.

Mayor Pro Tem Eiselt said thank you.

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ITEM NO. 13: PUBLIC HEARING ON A RESOLUTION TO CLOSE UNOPENED WAYNE AVENUE AND A PORTION OF MAY STREET

Mayor Pro Tem Eiselt declared the hearing open.

There being no speakers either for or against a motion was made by Councilmember Egleston, seconded by Councilmember Driggs and carried unanimously to close the public hearing and adopt a resolution: (A) Conduct a public hearing to close unopened Wayne Avenue and a portion of May Street, and (B) Adopt a resolution and close unopened Wayne Avenue and a portion of May Street.

Councilmember Watlington said I should've asked this question during one of the items but it's not specific to the item. I'm just curious. I noticed that on a recent rezoning or one that's in question the neighbors noted that they saw the alleyway had been abandoned and they were thinking that should have been a tip off that perhaps something was coming later on and now they're having a concern that what may be built there is going to be towering over their neighborhoods. Anyway, I just want to understand if we can see or have any visibility to when we do abandon these right of ways whether or not they're part of an active rezoning?

Councilmember Egleston said some of these it does say a reason that's referencing future development.

Ms. Watlington said future development versus more immediate development.

Mayor Pro Tem Eiselt said so anything pending in other words?

Ms. Watlington said right.

Mayor Pro Tem said sure. I don't know if Ms. Harmon is still here but we'll talk to staff about getting that included in the notes.

Ms. Watlington said thank you.

Mayor Pro Tem said okay, thank you.

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POLICY

ITEM NO. 14: CITY MANAGER'S REPORT

Marcus Jones, City Manager said thank you Mayor Pro Tem. So, I'll just ask the assistant city manager Tracy Dodson to come up to the mic and we, as you mentioned did not get to the 7th and North Tryon reimbursement agreement so we'd like to use this time for Tracy's presentation.

Mayor Pro Tem Eiselt said thank you Ms. Dodson. Welcome.

Tracy Dodson, Assistant City Manager said thank you. Good evening everyone. This is a project that is not new to you. In fact it's been more than five years since we adopted the Vision Plan for North Tryon. What I want to do tonight before the council action is just give you a quick reminder of some of the things and the journey that we have been on over the past several years. Admittedly since we were here in front of you last time in 2020 when you took a vote of the MOU (memorandum of understanding), there have been some changes but a lot of that is because further design, more conversation with our stakeholders, some new stakeholders and really again digging into the design of the development as a whole. However, saying all that, we do believe that it very much still meets the intent that was originally set forward.

So, a quick reminder of the site itself. Here's an aerial with the site plan in the middle. This is a 3.1-acre site that is bound by North Tryon, College Street, 6th Street and 7th Street and as you can see, it's a great catalyst right in the middle of a lot of other amenities that we have. From our light rail line to the Carolina Theater to the Discovery Place and even the Ballet Academy. We think that this can serve as a great catalyst to create a new district for culture and learning.

Just a quick reminder on some of the economic and public benefits. Like I said earlier, this is a transformational piece of implementing the North Tryon Vision Plan that was adopted in 2017. At the completion of the project it will generate annually about 4.7 in property taxes. During construction we estimate a participation goal for MWSBE at 30 percent. That was in the MOU and that is still in the master development agreement that's moving forward. At its completion this could be home to 4,000 full time jobs but in the meantime it can employ over 1200 in the construction industry. It also connects the learning venues, cultural venues, residential and Councilmember Graham you said it earlier tonight, retail. There's new retail opportunities in this development at about 12,000 square feet. All of this is connected by more than a half-acre of public plaza space that we think is vital to this area and connecting not just the uses that are on this site, but the adjacent uses I've pointed out earlier.

This is made possible by underground, putting service that's shared by the various uses in this block and a half. Also, we've consolidated a majority of the public parking into one area that allows for more pedestrian environment. Speaking of the pedestrian environment, as well as the nonvehicular circulation, we do believe that we've had some really good enhancements here with the 6th Street cycle track. It's made possible when we put that service underground that it won't be interrupted. The 7th Street can also be made more into a festival street connecting both sides of the street with this new development.

Lastly, we have now 250 parking spaces for public that'll serve the library, Spirit Square, McGlohon Theater and the general public. This now has switched like I mentioned from 2020 to 2022. This is an above ground deck but its public parking has increased and again with that consolidation of the parking more in one place, it allows for that pedestrian movement and connectivity to be more enhanced.

The other item that changed from the RFP (Request For Proposal) to where we are today was around affordable housing. Back in 2018 when we went public with the RFP and solicited proposals, we had originally asked for affordable housing to be onsite. Once the proposals came in, we determined that that wasn't as feasible and we couldn't achieve as many units as we had originally desired. Therefore before we brought the MOU to you in 2020 we came up with a strategy to move the affordable housing and workforce housing offsite in order to achieve more units. So, we went from approximately I want to say about 60 units onsite to being able to achieve 691 units offsite. However, this does include of the 18.7 million, six million to be carved out for the Inlivan Development which is adjacent to this site. That would achieve 106 units Uptown. The remaining 11.7 million would go towards 546 affordable housing units with DreamKey Partnership across the city. That leaves 1,000,000 remaining for the county allocation in which to achieve the target 691 and the remaining 39 units.

Let me give you just a quick rundown comparison between 2020 and 2022. It's still a \$600 million private investment and project. When we came to you in 2020 we anticipated roughly a \$25 million TIG (Tax Increment Grant) and a CIP (Capital Investment Plan) reimbursement of anywhere between 3 and 5 million. We've locked that in now at 24.4 million for the TIG and 3 million for the CIP reimbursement. The MWSBE goal is still the same at 30 percent. The affordable housing I just reviewed, we had targeted the 18.7 million in 2020 with 691 units. Today we're still looking at hitting that target, but we've locked in on 652 of those units with 1 million remaining unallocated.

One of the big switches that we talked about in 2020 was really focusing on below grade parking in order to accommodate the public plaza, that half acre above ground that I mentioned. A lot of the service was still above ground at that time so now the changes that we've done, we've pushed more of the service below grade and brought the parking above grade and consolidated into one more specific area.

The parking itself has reduced in overall number of spaces from 1489 that were some above and below grade, to now 848 above grade. However, the amount of public parking has increased from the 150-200 range that we were at in 2020 to 250 spaces now in the proposal. There's also a difference in where our money goes. In 2020 we were talking to you largely about investing in that parking that was underground. Now we have spread our investment across the site throughout, about 13.7 million in parking, 4.5 in that underground service, 5.4 million in the plaza space and a little less than a million in roadway improvements.

So, what will come before you tonight, again, still a \$600 million private investment but a \$3 million request for a capital investment. \$24.4 million tax increment grant and remember, of that, the city's portion is 8.8 million and that would be 45 percent of the new taxes generated over a 15 year period. Then of the tax increment grant I mentioned earlier, the things that it would go towards, the plaza, the cycle track, the public parking. So, at the very bottom here you will see what the city's total investment is. It's 11.8 million with the CIP and the TIG and that is what is coming before you tonight. Again, we think that this project has taken a lot of twists and turns along the way. It's been many years but having said that we still think that it very much meets the intent of the overall project while also achieving the housing that was desired. With that I will stop and see if there's any questions.

Mayor Pro Tem Eislet said thank you Ms. Dodson. Do we have any questions tonight for Ms. Dodson? I know we've been over this a few times.

Councilmember Driggs said so, I guess my question is are we done at this point? This is it right? We've been going for five years and it's evolved a lot so we're going to commence immediately, we're going to operate within these parameters and we're going to get this one done right?

Ms. Dodson said we are going to get this one done, yes.

Mr. Driggs said alright, thank you.

Councilmember Graham said in the same line of Ed, we're going to get to affordable housing then. So, how's that coming in terms of the site locations that we identified and are we making progress towards execution?

Ms. Dodson said yes and if you remember when we were here in 2020 we kind of had an idea of some possible developments to invest in. We've locked into those now with DreamKey so the ones on the list that you see are the ones that we are investing in on that and then again we're still holding that 6,000,000 to invest specific for Uptown with Inlivan. The only one that still has a question mark on it is that remaining 1,000,000 to achieve at a minimum of those 39 units.

Mr. Graham said okay.

Councilmember Johnson said thank you Tracy. When I met with Holly earlier today, thank you for the presentation. I just had a concern last week that this was such a big issue the last time we approved this in 2020 and the controversy over the city investing in parking spaces. So, when we reduced the parking spaces it just feels like there would be more public comment about it. However when I talked to Holly she said there's even more of a public benefit, it's justifiable through a TIG in this new presentation or the new plan. Can you elaborate just a little on that?

Ms. Dodson said so, it goes to what I was pointing out earlier where when we were in front of you in 2020, largely our portion of the TIG was towards the public parking. Now what we have done as we've looked at the project, designed the project more, is really try to spread out our public investment and so it is going to not only the parking, the public plaza space as well as some of the cycle track and street improvements that we mentioned. So, again it was trying not to make our investment on one thing but more spreading it out across the site.

Ms. Johnson said thank you, that's what I wanted the public to hear. Thank you.

Councilmember Phipps said with respect to the INLIVIAN property, with a structure there, I don't know if it was Tryon or place something. I'm wondering are the number of units that INLIVIAN is providing, is it consistent with the number of units that was in that particular facility?

Ms. Dodson said Councilmember Phipps, I don't know how many units were in the existing building at one time. The Inlivan plan was to demolish the building and build a new development for the 106 but I don't remember right off hand what the total number of units were in the existing building. I can get that number for you.

Mr. Phipps said thank you.

Ms. Dodson said I will say really quickly that the 106 units that INLIVIAN was proposing was far more than we were able to achieve when we were looking at this project, the 7th and North Tryon project incorporating the affordable housing into it.

Mayor Pro Tem Eisle said is that it Mr. Phipps? Okay, if we don't have any other questions, we'll move on. Thank you Ms. Dodson. Mr. Manager do you have anything else in the manager's report?

Mr. Jones said that's it.

ITEM NO. 15: NEIGHBORHOOD TRAFFIC CALMING POLICY

Motion was made by Councilmember Egleston, and seconded by Councilmember Watlington to Approve the Safe Communities Committee's recommendation to accept the proposed Neighborhood Traffic Calming Policy updates.

Councilmember Egleston said yes, just appreciate staff's work on this in our committee discussions. I think there is a universal desire from council, at least from a the committee but I think from the full council to make it easier on our citizens in their neighborhoods to help guide the investments that are made to make our roads safer. We heard from several speakers today talking about Vision Zero. That's not just applicable on our big roads where we might put in bicycle infrastructure but also on our neighborhood roads many of which don't even have sidewalks. So, I think this lightens the burden on our citizens to be able to identify areas in their communities and on their residential streets that need traffic calming investments by removing the requirement that they take on getting a petition signed by a number of their neighbors to prove there is a desire for that traffic calming but instead puts the burden on folks who might try to prevent traffic calming investments from being made. So, this is the second time in the last three or four years that council has made it easier for folks to seek these sorts of improvements and I think another step in the right direction. Thank you.

Mayor Pro Tem Eiselt said thank you.

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

ITEM NO. 16: FISCAL YEAR 2023 ANNUAL ACTION PLAN FOR HOUSING AND COMMUNITY DEVELOPMENT

Motion was made by Councilmember Driggs, and seconded by Councilmember Graham to Adopt the Fiscal Year 2023 Annual Action Plan for Housing and Community Development.

Councilmember Watlington said I'm just excited to see the work, so looking forward to continuing and getting to it.

Mayor Pro Tem Eiselt said okay. Ms. Watlington is our Great Neighborhoods chair.

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

Mayor Pro Tem Eiselt said thank you.

BUSINESS

ITEM NO. 17: SPECTRUM CENTER AGREEMENT

Motion was made by Councilmember Egleston and seconded by Councilmember Graham to (A) Authorize the City Manager, or his designee, to negotiate and execute an agreement between Hornets Sports Entertainment and the City of Charlotte in an amount not to exceed \$215,000,000 for arena improvements and repairs and \$60,000,000 for a new Performance Enhancement Center, (B) Adopt a budget ordinance appropriating \$215,000,000 in proceeds from Certificates of Participation in the Tourism Capital Projects Fund for arena improvements and repairs, and (C) Authorize the City Manager to negotiate and execute contracts necessary to complete

arena improvements and repairs to the Spectrum Center and Performance Enhancement Center related to the City's agreement with Hornet Sports Entertainment.

Mayor Pro Tem Eiselt said okay and we do have speakers signed up tonight for that. Let's see, we have seven speakers.

Michael Smith, 200 South Tryon Street said so good to be with you again. So, I am Michael Smith and I'm the CEO of Charlotte Center City Partners and I was asked earlier about this transaction that you're considering and as one of your partners, I thank you for the opportunity to just share some insights about the proposal you're considering. Our insights are organized around a central question of, how could this project align with the short-, medium-, and long-term economic health of our community, especially our Center City for which we serve as an organization? From a contemporary standpoint there's solid alignment for this proposal and how important the hospitality sector has been for our community and the resiliency of the Center City. Hospitality continues to lead us in the recovery, it complements a winning strategy of investments our community has had in hospitality including arts and culture, hotels, restaurants, music and sports.

Thirdly, these investments are strong and have helped our community grow as a talent and investment magnet. These are community assets that build and express shared community pride. In the medium term, we see direct alignment with bold moves being made by our competitive cities. Think Denver, think Austin, Nashville, Atlanta. We are a top 20 MSA (Metropolitan Statistical Area) that continues to perform as a top 10 MSA. Things like the quality of our airport, it's the fifth busiest and our ability to attract talent, top 10 of MSAs in the U.S. This can be a power move for our city. This is next level thinking, sustainable transit-oriented developments, this is the kind of bold move and compounding move that we believe attracts talent jobs, private investment, strengthens our NBA franchise and deepens our partnership with them. It also cures for many of the issues that we see around the future of the Epicenter.

Thirdly, long term. We see this as great alignment with the aspirations of our community articulated in the 2040 Center City Vision Plan. It connects two specific focus areas. East Trade Street which calls for redevelopment of the Transportation Center and Brevard Street which calls for creating a vibrant area in the Second Ward that celebrate the history of the former Brooklyn neighborhood and a lively street environment. Our strong legacy of planning continues to serve our community so well. From our perspective we see tremendous amount of alignment around these recommendations. We look forward to continuing to partner with you, support your efforts in making Charlotte stronger, more competitive, more inclusive and forward thinking. Thank you.

Mayor Pro Tem Eiselt said thank you Mr. Smith.

Pierre Bader, 100 North Tryon Street said thank you. My name is Pierre Bader. I'm the owner of Sonoma Restaurant Group. Our group operates Aria Tuscan Grill and Cicchetti at the bottom of the Bank of America Corporate Center. I'm here to support the arena. I think it's a money well spent. I'm a little selfish being here because every time that there is a concert or there is a basketball game where it's absolutely packed. The revenue behind it for tax dollars, for businesses, is just tremendous. I also think that, like Michael said, it's all about connecting the dots. This particular project I think you're going to see Trade Street formation from the arena all the way to Johnson C. Smith and I think it's just the best money spent. It's vibrancy, Michael said it also, I think it will change the tone of the Epicenter, it's a puzzle that needs to happen and you will not be disappointed in your decision I think for years to come. Thank you.

Mayor Pro Tem Eiselt said thank you Mr. Bader.

Grace Fendrick, 9715 Grove Crest Lane said hello. Thank you for having me today. I am a proud alumni of UNC Charlotte and it was through my love of sports that during my studies I discovered and studied the scam of stadium subsidies. I am very well aware that a significant portion of the proposed plan the city is contractually obligated to

pay. However, I would like to note that this is because the Charlotte City Council voted to overrule the will of the electorate against the funding of the initial arena back during a 2001 referendum which notably provided less funding to build a brand new stadium than we are proposing right now with upgrades. The use of taxpayer funds for private industry, particularly for one with such a public profile should be questioned. Academic studies, unlike studies paid for by interested parties, are focused on verifying the promises of economic growth touted by politicians, team owners and other advocates by using real past data to come to their conclusion. The academic literature is overwhelming. It finds that most deals involving stadium subsidies funded negative or negligible economic effect on cities.

One specific study conducted a retrospective evaluation of actual economic impact of these facilities and franchises compared to the projected benefits laid out while trying to secure funding and they could not find even one instance with evidence of positive economic impact, further displaying the failure of touted benefits to materialize. The main argument given in favor of stadium subsidies is based on the belief that pro sports generate significant economic value to their communities. Team owners and politicians will make their case to the public by talking about all of the benefits alongside being the home of a major league team. However the data simply does not pan out. Studies show these subsidies have little to no impact on the city's tax revenue, employment rates, revitalization of neighborhoods and more. When it comes to the claim that this project will help local businesses, that claim is also not grounded in reality. In fact, some studies suggest it actually hurts local businesses due to the crowding out effect. Even for megaevents studies show that the benefits to municipalities are negligible at best. While the economic impact of a sports franchise may be large in a gross sense, teams have little net effects on the city's economic variables and that is just the research for stadium subsidies which do experience tens of thousands of people going to the events in these venues, so the idea that a practice facility will bring in any statistically significant economic benefit to this city is laughable. The literature is overwhelming clear. Stadium subsidies do not provide enough economic benefits to justify the current investment of taxpayer dollars and I implore you all to stop touting these lies in order to provide the political cover for your decision to make poor investments and misuse public funds. If you want to vote for it, go ahead and vote for it but stop using these lies that are statistically untrue to justify [inaudible] for political cover. It's time we stop corporate welfare and tell people to pay for their own damn stadiums. Thank you.

Mayor Pro Tem Eiselt said thank you Ms. Fendrick.

Cynthia White, 1532 Delane Avenue said thank you for having me. It's interesting that I'm following the person that just spoke. I don't have quite the same perspective in detail but I do have our characterization of what is being put forth and what is being potentially voted on tonight as being disingenuous and being intellectually dishonest. This is not an agreement about the Spectrum Center. It may be an agreement as the Charlotte Observer mentioned today in the ledger included in an article about the Hornets and appropriately so, but it is more than that. It is about the City of Charlotte and its priorities and its future, its foundational future. There is no question I think when the issue was brought up in council meeting last week that there would be near universal agreement, but the community wants the Hornets here. Glad they came and wants them to stay so the issue with the funding aspect of the Spectrum Center is worthy of close examination and it was mentioned last week in council strategy.

Apparently you have gotten an "agreement" to vote on and only recently. From what I'm able to determine briefly for myself, there's not a lot of detail that I would expect from lawyers, from CPAs, from interested parties around all the details of those funds that are being requested, and for what? Is the budget as tight as it can be if all those improvements are needed for the Spectrum Center? More importantly, in addition to the required contractual agreements and sweetening the pot, the proposal is for a performance enhancement center, finance with naming rights. Not only a performance enhancement center which could be part of a program if that's what's necessary. What is troubling is that it is coupled with an amorphous wish to do something with a whole economic development plan for that area.

So, the words that I have seen written, and I don't have them in front of me, describing the benefits of this plan to put a transportation center underground and build on top of it with no specifics is unacceptable. Thank you.

Mayor Pro Tem Eiselt said thank you Ms. White.

Tom Murray, 501 South College Street said good evening Mayor Pro Tem and city council. It's nice to be in front of you again to talk about this project. I first want to thank both Tracy Dodson and Fred Whitfield from Hornets Sports and Entertainment for their hard work on this agreement. Spectrum Center is so important to the hospitality industry in many, many ways. Yes it's wonderful to have a sports team here, but the hundred events a year, family shows and concerts, the ability to host conventions and major conventions like the Democratic National Convention we hosted in 2012 would not have happened without the Spectrum Center. The city owns the Spectrum Center and it was paid for through tourism taxes as the point was pointed out earlier and obviously we have an obligation to maintain that building over time like we do all of our buildings. We just invested in the convention center as well, so it's obvious that after 20 years this building will also need investment.

I will say a terrific part of this is also the 15-year extension on the Hornet's agreement. Certainly, we are big fans of having the Hornets in our community. We think they do a lot for the hospitality and tourism industry. Remember this hospitality and tourism industry is a \$7.8 billion industry where 1 in 9 people in our community work in that industry and this asset is integral to our success in being a great tourism economy. So, I would just also continue to support this effort. Our team along with the city and the Hornets Entertainment have been working for years on those details that would be needed to make sure that the building is in good shape. Things like roofs and plumbing and things that are more exciting like new entrances but all of those things have been the product of work on many, many, many people and consultants. So, this was not just picked out of the air. This was hard work that's been done over a number of years. So, as the head of the CRVA, the Charlotte Regional Visitors Authority and the champion for the tourism economy, I would ask the city council to vote in support of this. Thank you.

Mayor Pro Tem Eiselt said thank you Mr. Murray.

Boris Bunich, 3514 Southpark Lane said thank you Mayor Pro Tem and council members for this opportunity to speak in support of the proposed improvements to the Spectrum Center. I'm Boris Bunich and I'm a partner of Beacon Investment Management Group which is a local hospitality management company that owns and operates several hotels but especially the Hyatt Place Uptown Hotel. In addition, I'm the current chairperson of the CRVA Board of Directors, although for this meeting I'm not speaking on behalf of the board just myself and my company with a personal perspective.

My family moved to Charlotte when I was eight years old in 1978. Other than going away to college, I've grown up, worked and lived in this community for over 44 years. I remember going to events at the original Charlotte Coliseum which is now Bojangles Arena and at the first Hornets Arena on Tyvola Road.

Both locations were very good for entertainment but limited vehicular access and parking options were a consistent headache for all event goers. The Spectrum Center is centrally located with easy car access from multiple directions and plenty of parking options all around. Most importantly it's especially easy to get to using public transportation, especially our light rails which I've personally used many times to come to basketball games and concerts. It makes getting in and out a breeze and eliminates any worry about parking, traffic or walking to the arena. All three of my kids enjoy it much more than riding in a car to events there. Some recent statistics that I've seen indicate that Spectrum Arena hosted around 100 events in 2019 and this put us behind Raleigh's PNC Center with 150 events and Atlanta's State Farm Arena with 200 events.

In fact and certainly surprisingly to me, Charlotte also lagged cities such as Indianapolis, Orlando, St. Louis, Tulsa, Tampa and Omaha in terms of tickets sold and revenue generated. The decision to upgrade the arena isn't just a matter of supporting a sports team, although keeping the Hornets in Charlotte long term should certainly be a major driver. These improvements will create further opportunity to attract more sporting events, more concerts, more shows and more conventions. We have all seen the past success of sporting events such as the basketball tournaments when they're held here and we know how amazing the experience of the DNC convention was in 2012 when the surrounding area in Charlotte was the focal point of the entire U.S. Your decision to move forward with the proposed upgrades to modernize the area gives all of the community advocates a huge advantage and further momentum to bring in these types of events, but especially the opportunity to attract additional concerts and special events which attendees from a much wider area resulting in meaningful hotel stays and restaurant business that support vital Uptown companies and small businesses.

Modernizing the arena will also help with the continued revitalization of Uptown Charlotte and positively impact the local businesses and the community as a whole as we continue recovering from COVID-19s affect. Thank you again for the opportunity to speak and I urge you to vote in favor of keeping the proposed upgrades to the Spectrum Arena. Thank you.

Mayor Pro Tem Eiselt said thank you Mr. Bunich.

Charles Held, 4008 Waterford Drive said thanks for the opportunity to speak. I got a little nostalgic listening to the young lady who identified herself as a UNC-C grad considering that I was one of the leaders of the [Inaudible] Charlotte [Inaudible] Opposed to Sports Taxes Referendum Committee way back there in 2001 whereas she pointed out 57 percent of Charlotteans voted against public subsidies for that decade of progress, so called, package because they were well-informed and for the last two and a half years we've been told listen to the experts, listen to the experts, listen to the experts. I don't think anybody on city council is a professor of sports economics. I'm not either, but on this issue I have always listened to the experts and there's an old joke that says if you ask 10 economists a question you'll get 11 answers.

That's not true with sports subsidies. Every single independent study that has looked at sports subsidies, what you call euphemistically investments, every study shows that they are actually not economic losers. None of them make a profit for the subsidizing municipality. The numbers here just don't add up either. The entire cost of the arena in 2004, 2005 was \$245 million. Now sure we've had inflation but according to Wikipedia that's still \$361 million in "today's money." So, you're looking at upgrades that are astounding. It's half again the cost of the entire building. This is insane. Now we talk about this being funded by tourist money but I think tourists are more concerned about being shot outside the arena than they are about who's making shots inside the arena. Then this thing about building an entertainment district. Have we not heard of City Fair? Have we not read about the Epicenter's bankruptcy and all of those businesses going out of business? That started well before the lockdowns took a big chunk out of the hospitality business. So, if you're not a sports economics PhD from Harvard or University of Maryland, if you're not an expert, vote no.

Mayor Pro Tem Eiselt said thank you Mr. Held. That is your three minutes Mr. Held. Thank you very much Mr. Held. That concludes our speakers for the number 17.

Councilmember Egleston said thank you. I think one important thing to be reminded of is that this is not Michael Jordan's arena, it's not the Hornet's Sports Entertainment Arena, it's the City of Charlotte's arena. This is one of our assets and the investment we're making is similar to investments we've made in the convention center. It's similar to investments we've made in Bojangle's Coliseum and Owen's Auditorium which are similarly city owned and they're also places we've made investments in the last five years. I think it's also important to realize that the cost that we're talking about for the investments in the arena itself, 80 percent of what's being proposed is required of us. I

think a lot of what we've heard tonight is a desire to relitigate decisions that were made 20 years ago. We don't have the luxury of voting on that.

We have in front of us tonight a vote on where we stand today and contractual obligations that we agreed to years and years ago are not things that we have authority over. At this point we move forward from where we stand and where we stand is we're going to \$173 million on this arena regardless of how we vote tonight. So, putting a 20 percent premium on that with the ability to retain the Hornets long term and really make this arena state of the art, I think we've seen already initial feedback on what the investments we made at the convention center, making our convention center state of the art.

The feedback we've gotten on that and the additional opportunities it's created for our city in terms of attracting people to it. I don't disagree that they're plenty of instances where some of these studies are overly optimistic. Some of the ones that maybe were presented 20 years, and one since undoubtedly, but again I think when you're obligated to spend 173 and essentially get nothing for it other than just absolute required maintenance or you can up that by 20 percent and get the sort of agreement that we're getting here that ensures the long term stability of the anchor tenant of that building and of one of the points of pride of our community. I think it's a good return on investment. So, I don't disagree with some of the sentiments of the things that were said about things that might happen 20 years ago, but we are where we are today and I think that this, given the options is the better of them.

Mayor Pro Tem Eiselt said thank you Mr. Egleston.

Councilmember Ajmera said so, I wanted to address a couple of comments that were raised by our public speakers here. To Mr. Held's point about tourism funds and how they can be used, Mr. James our City Attorney and our Deputy City Attorney, correct me if I'm wrong, but tourism funds cannot be used for anything other than tourism. Mr. Held suggested or made a point about public safety. So, am I correct? These funds cannot be used for anything including public safety?

Lena James, Deputy City Attorney said Ms. Ajmera I'm not the subject matter expert on it, but generally my understanding of the use of the funds is that it has to be related to tourism events.

Ms. Ajmera said okay, I see Ms. Dodson nodding her head. So, I just wanted to make sure that Mr. Held and everyone else in the audience heard that directly. These funds can only be used for tourism. It cannot be used for affordable housing, public safety, transportation or any other infrastructure. This is what the state requires us to do. So, if you want us to change that, you're to lobby your state legislatures but that's what the current state law is.

Communities feedback and transparency is a key to everything that we do and the Hornets Arena proposal is no different. So, I appreciate the feedback that's been received to date and I went through about eight pages of feedback that we received online or via emails to all of my colleagues and majority of the feedback or emails we have received, is about the transit center, the CTC and comments we have seen says we cannot put the transit center underground. That is a disservice to our residents. I'm just reading a few comments to highlight the concerns that are raised. One comment was, "Many of our Charlotte community members rely on our public transit system and it is sending a message that they are unimportant and unwanted because of the proposal of putting transit center underground." So, to go on the record, please confirm Mr. Jones that tonight's vote will not commit us to underground bus station because that's how I understand it. Is that correct?

Marcus Jones, City Manager said that is correct. There are options that we have that are related to the Performance Center that we can also go to a different site. Yes.

Ms. Ajmera said okay, and that's what my understanding is and that's what I relay to constituents who have reached out to us. So, CTC discussion, public transit discussion will continue because I share the concerns about underground bus facility that our residents have shared with us and I look forward to that continued discussion, but I also wanted to recognize that Hornets is an important asset to our city. It creates opportunities for many of our residents, specifically in the hospitality industry. As someone who has working the hospitality industry to help pay for college, I recognize many 1 out of 8 or 9 jobs are in the hospitality industry. So, we must recognize that and with that I'll be supporting this. Thank you.

Mayor Pro Tem Eiselt said thank you.

Councilmember Johnson said thank you Mayor Pro Tem. So, as one of the ones that's a very vocal advocate for vulnerable populations, this is a challenge for me. I know we had a discussion last week about transportation for individuals with disabilities and just so many needs in the city. However, I'm going to be supporting this because of the fiscal responsibility if you will to the building or the property that we own. So, there's a balance with city council and yes we do have to definitely advocate and support our vulnerable populations and affordable housing, that's a priority. However again we own this property and we're required to maintain it. We're required to put the \$173 million into it. Also this is an opportunity for jobs and economic driver for the city. So, it's not just about making the rich richer, that's some of the narrative that we hear. This for me is the right thing to do for our city. We value the Hornets, we value the Hornets Stadium so this for me, while it may seem challenging and it is somewhat, this is easier I think that it looks. This is the right thing to do for all citizens of the City of Charlotte so I will be supporting it. Thank you.

Mayor Pro Tem Eiselt said thank you Ms. Johnson.

Councilmember Graham said thank you Madam Mayor Pro Tem. I too will be supporting the proposal in front of us tonight. As I said earlier in previous conversations with the council members, sports and entertainment is in DNA of the City of Charlotte and we're a long ways away from when we were just a racing town and a wrestling town. We now have a live variety of sports offerings for the community that does bring an economic benefit to the city. We did work with a sports consultant based on economics so the council, while there's no authority here in that field, we did work with our economic development staff who had various consultants working with us helping us make the right decision based on economics and community impact.

The Hornets and the Spectrum Arena as I said earlier as well is our community living room. It's more than just basketball. It's concerts, it's shows, it's conventions all of which as indicated by the speaker here earlier who is an entrepreneur, a restaurant puts butts in seats, keeps people employed, waitress and waiters and busboys and those who work in the kitchen. Those frontline workers who depend upon the events basketball, concerts and those other events at the arena that fuels his business and Uptown. We also had a conversation today about Uptown Charlotte and how do we begin to reenergize Uptown based on the cycle that we're going through and I believe that working to renovate the arena which we're contractually obligated to do, that point has already been stated, but also working with the potential new owner of the Epicenter as well as trying to find a new use for the transit center. I too, based on the last two weeks of doing my own personal research have some concerns in terms of how we implement the transportation center. First and foremost for me it's a transportation project not an economic development project and it's coming upon us that we get that right, notwithstanding what happens across the street at Spectrum Arena or what may happen on top of it hypothetically. I think that decision needs to be made and as I indicated at our committee meeting, the transit center discussion will be coming back to the committee I think for further discussion so that's something that we really, really need to peel back and do a lot more research on before a final decision is made.

Finally, from my perspective is a no brainer based on all the variables that we have to consider while we're making the decision. So, for those reasons, a 15-year extension,

contractually obligated to do, sports and entertainment in the fabric of our community, I'm supporting it.

Lastly, I will share this, and this has little to do with the proposal and more to do with council process. I received a number of emails as we all have in reference to the timely informing of the public and the public right to know and making sure the public is with us and with the council at the takeoff versus the landing, and the public getting more than two weeks to analyze what we're doing. I hope Mr. Manager as we move forward that we can rethink about how we process these proposals moving forward. I understand sometimes doing things publicly can be messy, cumbersome, uneasy, but I think based on the emails I received and my position on this wouldn't change a bit, I'm supportive of it, but I think the council certainly as well as the community should've been at the takeoff versus at the landing on this decision. I felt from my perspective and even talking to some of my colleagues around the dais that we missed the plane when it took off and caught it at the airport when it was landing and it would be nice to be involved a lot more through the committee process. Thank you.

Mayor Pro Tem Eiselt said thank you.

Councilmember Bokhari said thank you. This is a really difficult one for me because I agree and normally preaching the exact same sentiment that a couple of speakers had which is no matter how much we love the sports team and love going to concerts and games at the venue, public subsidies, 99 times out of 100 do not pencil out for taxpayers in stadiums and arenas. Countless studies have been done and every time you see these economic impact analysis, they're always heavily, heavily skewed towards, "Well this is what we think," and this assumption, and this is going to generate and it just builds on itself until you've got this foundation and building and roof that are all built on faulty assumptions at the bottom that really don't calculate the ROI (Return on Investment). So, that's where I normally stand on these things. I say 99 times out of 100 because any deal can be negotiated well. It just normally doesn't happen that way for the end taxpayers. Then secondly where I struggle here, it goes back to what Mr. Graham just said which is this has been like light speed from when the community got plugged into it to where we now sit today and I feel super uncomfortable having to with such low feedback that we've gotten, come to decisions on the same night that we're hearing the public feedback. I know that some of that was just an unfortunate scenario but these are the kinds of things we have to try and get ahead of and avoid because everyone around this dais has been part of these conversations as they've evolved for some time now.

With those two factors there the reason why I am begrudgingly having to come along here and make this tough decision that goes against a lot of what I believe in with public arenas and stadiums, really boils down to this isn't a normal situation. We have like one hand and a leg tied behind our back right now in this. It's not, "Oh, do you believe in stadiums and arenas?" and they pencil out for taxpayers or not. It's we were handed because of contracts that were formed 20 years ago and how it was treated 20, 15, 10 and five years ago and the maintenance this untenable situation where we have to figure out, "Okay, here's the hand you've been dealt," and spending zero unless we're going to court is not an option. It's well over a \$100 million that must be ultimately spent or we are in a litigious situation that we do not win. So, that's terrible.

Secondly as part of this, how do we not 20 years from now put the next council in the same situation that we're in right now. So, there are two things that have gotten me as comfortable as I can be in a topic like this. One is what Tracy Dodson and the economic development team have done has been pulling a rabbit out of a hat in this uncomfortable situation. You guys have done amazing work and the fact of the matter is like 20 years ago what happened to us from the actions there, if we had done nothing and just paid our bill, 2030, like seven years from now, the council center around this dais would be faced with an even worst situation than we're facing right now because it would probably be a new stadium, a new arena. Not just fulfilling these contractual obligations. That has pushed it to 2045 with the tether and really put us in a better

situation as long as people don't squander it for the next 20 years and sit around and ignore it until it's too late and they have to do something.

The last piece. I've said it multiple times of my comfort level with how the community's been brought along so quickly right now particularly the hospitality community, this community, this tax, this discussion, this sits on their backs. The hospitality and tourism community. That's not some fund that can only be spent in one spot. That's a deal we've made with them. We're going to tax the stuff you do more and invest back into it in the future to make that that ultimately is thriving. So, I view the feedback of the hospitality and tourism community far above that, of anyone else in this community right now who likes or doesn't like the Hornets or anything like that. I wish I could have more feedback and more time to understand it. If this was a sampling tonight of, what did we have, six, seven, eight speakers, last time this was a conversation there were more than six, seven, or eight speakers talking.

If you view that sampling, there were people who were adamantly opposed to it, people that supported it. I have a feeling a lot of Charlotte might wake up tomorrow or next week or next month and realize what's going and be upset they didn't have a chance to participate in all this. We have to make a decision right now so when I look at Tom Murray with the CRVA, when I look at feedback that we've gotten for Center City Partners and Michael Smith today, when I look at emails that have come through from folks like Vinay Patel but most importantly above all, Mohammad Jenatian with the Hospitality and Tourism Alliance.

This gentleman has his finger on the pulse and he is leading an organization that is designed to be able to let us have our finger on the pulse of the hospitality industry. They have sent a wholehearted endorsement of us doing this and barring anything else other than not doing it and going to court and losing or doing it at the bare minimum versus leaning into what Ms. Dodson's deal is which has taken lemons and made lemonade to some extent. I have to really base my view that the hospitality and tourism community especially under what we've heard from Muhammad and several other leaders, this is what they want. This is the investment they want us to make. So, as much as I hate it, I have to be pragmatic and say there's no other choice. This is the option. This is the best way to play this hand that we've been dealt. So, I'll be supporting it.

Mayor Pro Tem Eiselt said thank you.

Councilmember Watlington said I won't belabor the points that many of my colleagues have already made. Certainly the key here for me is that most of the money that we are going to have to spend, we are already obligated to. Councilmembers Graham and Bokhari have already spoken to that as well as Egleston. So, really the question is, for this additional fund what do we think the ROI is going to be? The previous speaker made some great points about the expected benefit of investing in stadiums, particularly this practice center. What I do see is that it feels like it's an opportunity, this licensing piece. If there's anything that's a generator of revenue when it comes to stadiums, it is that licensing piece so I'm interested to see where we go with that and explore that.

The issue for me though is I really believe we've got to move different. When it comes to these economic development projects, I absolutely echo the statements of some of my colleagues. This process has got to change. When we are talking about hearing from the public on the same night as having a vote, I feel like we've missed the mark. When we are looking at community benefit, when we're looking at top 2040 goals, when we're talking about equity in our city, when we're talking about how do we invest not only in our larger partners whether it's hospitality, whether it's Center City Partners, we know that this is a great deal for CRVA. I don't need anybody to come tell me that. My question is for the community and the broader community benefit, how do people who didn't get to play before get to play today? Those are the questions I would have liked to be answered on the front end. I still feel like we are executing economic development deals and then we're working on the rest of our goals of our city and I'm tired of having to choose between the two, one at the expense of the other.

So, I really would like to see, Mr. Manager, us do things different. I'd like to see transportation or planning come to the table at the beginning of these economic development deals and really get serious about putting our money and our negotiating power behind how we achieve our community benefits and our broader goals. With that, I will be supporting this tonight and I hope that going forward that this will look like a win-win for all of it and we're able to bring the public along in a much earlier manner. Thanks.

Councilmember Driggs said thank you. I think we should emphasize first that we appreciate our team. We're having a discussion here about the merits of this deal but we shouldn't lose sight of the fact the Hornets are a valued citizen of our city. They bring a lot of value to us in tourism and jobs. They bring a certain stature to our city, we get TV exposure of the games which gets our names out there. I remember when I came to Charlotte people didn't know the difference between Charlotte and Charlottesville and Charleston when you got further away. I think there's a lot of enjoyment of the team on the part of fans. We have pride in our Hornets so I just want to make sure the team understands as they're watching that we do have that appreciation of the Hornets.

On the other hand, we have to acknowledge people question why we would give money to a rich owner, and why we need to invest public funds. I'd like to thank Ms. Fendrick, Ms. White and Mr. Held for making sure that we have the discussion that we should have and acknowledge the issues. You're not alone. They're a lot of people who have concerns like yours. I'd like to try to respond to some of them. For one I agree with you. I think the case that is made about economic impact and so on is kind of questionable. There's not a lot of science there. I am an economist and this induced economic benefit and all those things that are argued in favor of it. So, I wouldn't personally make a decision relying on that. In this transaction I'm also a little uncomfortable about the fact that we are relying for \$60 million on naming rights which are not fully established. So, I think we have to proceed on the basis that we can fulfil our commitments regardless of how that turns out, but to me it's a weakness in this deal structure that makes me a little uncomfortable.

Most of all I would say that the objections of critics are justified if anything by the \$173million. So, we got ourselves into a situation where we had a huge liability because of the way that deal was put together and frankly I think that aligns with your complaints. I don't think that we should try to minimize or gloss over the fact that we got to a point where we had an obligation that we couldn't escape for 173 million. So, like Mr. Bokhari I wrestle with this and I have a lot of sympathy with the critics. I do want to emphasize on the hospitality funds, just to be clear, we are able to levy the taxes from which those funds come by virtue of authority that's given to us by the state and that authority is very specific that you may levy those taxes on those activities for these purposes. So, understand that that compartmentalizes us at times and we have been in this situation before where we look at our housing needs, our public safety issues and then we watch some of the spending that goes on from hospitality [Inaudible] and it just seems like a whole different currency. We can't break down that separation. If we tired to, the General Assembly would react very quickly and cancel our ability to levy those taxes and that revenue would go away.

So, when I look at this situation now, there are things about it that I don't like but my bottom line on this is we're talking about a decision that relates to the extension of the contract and the cost of doing that and the cost of extending the contract works out at just over \$100 million including the Performance Center which is about \$6.8 million a year of these hospitality funds, not taxpayer funds. So, my conclusion is that as sympathetic as I am with many of the criticisms that are being levied, that does represent decent value. To have that team here using \$6.8 million of those limited hospitality funds strikes me as acceptable value and therefore I will also be supporting this. I would really like us to have the team stay here. If we don't negotiate with them, they'll negotiate with somebody else.

So, you need to understand we don't have the option of not negotiating with the team and having them stay here. That doesn't happen. I'll make one final remark. The

contract that got us into the hole that we were in, as I just said may have been an example of why these things are not good. The outlook however is better. The terms of the contract have been improved. We're collecting rent. I did talk to Fred Whitfield the CEO and said, "Are we going to get another bill like this in the next 15 years? Are you going to come back to us and you want another 150 million?" and his answer on that was that we had kind of kicked a can down the road that we had postponed a lot of investment in the arena that might've been done earlier and his feeling was, and I'm holding him to this, that with these improvements we will not be in a position. The 175 and the 42, that we will not find ourselves in a position over the balance of the term, out to 2045 of being handed a bill anything like this one again. So, I'm also relying on that in my decision to support this contract. Thank you.

Mayor Pro Tem Eiselt said thank you.

Councilmember Winston said thank you. This is a bad contract. This is a bad contract for the taxpayers of Charlotte. This is a bad contract for the current Charlotte Hornets ownership and any other ownership group that inherits it. This contract mandates that a poorly designed and poorly built building will have to be maintained at a high cost to taxpayers. This contract produces a situation that this high cost will only produce an average at best building for a NBA team to play in, i.e. the top 50 percent. Our tax dollars are not providing a premier experience, just an average experience. This contract puts the current Charlotte City Council in a very precarious position. At the end of 2021 we were presented with a situation that could have left taxpayers with the \$300 million responsibility. I am grateful for my colleagues and I would suggest that the taxpayers of Charlotte should be too. We've worked with staff aggressively to work through a bad contract that was drawn out of the emotional reaction of past leaders of losing an NBA franchise. The deal on the table today provides better stewardship of tax dollars than the deal that was initially presented to us and does more to balance the future than past rounds of negotiations have produced. I'm grateful for the Charlotte Hornets sports and entertainment, for their willingness to work with our economic development staff to produce something that is better for the people of Charlotte.

I believe what is good for the people of Charlotte will coincide with their ability to have a successful business here in Charlotte. They did not have to negotiate a lease extension with us, but they did. I do believe that both Jordan Brothers and Mr. Whitfield are North Carolinians who have a vested interest in seeing this franchise thrive in Charlotte for North Carolina. I would like to thank Mr. Whitfield directly for spending some time with me to hear me out. There are some good things on the table. Investments into the arena will benefit everyone who attends the event in the arena, but my concerns lie in what comes down the line for Charlotte's taxpayers. I think this is a significant task for our city council being good stewards of taxpayer dollars. NBA ownerships change and so as we look down the line for the future negotiations this city council will have to enter in to, they'll probably take place around the end of the useful life of Spectrum Center.

By passing this contract, taxpayers are betting that the high likelihood of the next ownership group coming in will have the same good graces of this owner and not demand extraordinary capitol investments in a lame duck arena on top of trying to leverage taxpayers to build a more expensive arena. The circumstances of the next arena deal will be very different than when the current and previous owners took control. I do not see the next ownership loop negotiating for an average at best arena. To the manage, Mayor Pro Tem and Mayor, we should avoid another situation where city council doesn't get a chance at baking the cake until the cake is in the oven. We have a lot of decisions coming up regarding buildings that we own or are responsible for, entertainment districts we are investing in or will be asked to invest or professional sports and other investments that will put heads in beds. This deal promises to achieve things around the arena that I don't really think we have an executable plan to achieve. I would suggest a council committee be formed that deals with this sector of our responsibilities. While this is related to economic development as well and neighborhood development and transportation and planning, these deals and responsibilities are distinct and require a level of public work and engagement that we did not have here, but deserve to have as a growing city.

If City Council was involved in these negotiations three years ago when they first began, I believe taxpayers would be in an even better position. We should not get caught flatfooted in a matter of this magnitude ever again. To future councils, know that you have a great product in this city. You might be compared to other cities but there are things that make this a great NBA city regardless of what ownership roots, consultants or even staff may throw at you. There is a benefit in being in an east coast media market. There are ways to invest your taxpayer dollars that supports professional sports and more directly provides a public good. It will be tough, but you should hold your ground. Because we are putting you in a very precarious position, I am voting no. Thank you.

Mayor Pro Tem Eiselt said thanks Mr. Winston. I just have a couple comments. I think a lot of my colleagues have touched on the points that concern me. One being the short timeframe that the public had to really digest this. I will get to my last two speakers after mine. We had a very short timeframe to let the public digest this information and I know that when we first heard about it, I really didn't think this would be something we would pass because the 173 million was so staggering to find out that we were committed to that. That said, to spend 173 million out of our tourism fund and get very little by way of a commitment for the team just felt even worse frankly because we've gone through the scenario where our basketball team left, where Uptown becomes empty, we know what that's like. I have to say that one of the things I appreciate about Charlotte that a lot of towns don't have is that our entertainment for the most part is all uptown.

We've got minor league baseball which is a blast for families to go to. We've got football and now soccer. We've got the Hornets, we've got theater. Everything is in a pretty close proximity which really makes Uptown pretty alive when these events are going on. That's when I feel safest Uptown. I know we have issues with crime Uptown and we've got to get them addressed, but when there are more people Uptown enjoying Uptown is when we are safest honestly. So, I hate to think what would happen if we lost our tenant in the arena. I think it would be pretty devastating to Uptown. We already see what's happening with the Epicenter. That's not our building, so we can't control it, but I sure hope that when that discussion comes forward, there's a lot of smart people that are trying to figure out what's going to go in to the Epicenter and turn things around there too.

So, it's a tough one to swallow but I will be supporting this as well. I'm glad that Ms. Ajmera brought up the fact that there is no tie to the transit center. That is a separate conversation and as far as I'm concerned it's not fully baked. There's a lot of things that we've got to talk about regarding the transit center, but with regards to this one I will be supporting this project and I'm grateful that we do have the Hornets here in town.

Councilmember Phipps said thank you. A lot has been said here tonight and I agree with some of it and I look forward to supporting this proposal for the opportunity that it affords us to enhance our overall community forward. I guess I'm a bit of an optimist. I do think that it's important that we have the Hornets here and invariably when we have these conversations, it always seems like it boils down to almost a love-hate type relationship, but we have to figure out what do we want to do. Do we want to engage in these kinds of dynamic activities that we hope to enhance our community with. So, I realize that there's still some things to be worked out and I'm optimistic that we will ferry through with these and have a better [Inaudible] going forward that we all can support and everybody can be satisfied with. That's just my way of looking at it. I do think the building is ours, we've got a lot of different venue, things going on along with the Hornets and we just have to move forward and go forth. I'm definitely supporting it. Thank you.

Mayor Pro Tem Eiselt said thank you Mr. Phipps.

Councilmember Newton said thank you Madam Mayor Pro Tem. I think one of the downsides of speaking last is that oftentimes everything has already been said. Councilmember Egleston really summed up my thoughts succinctly and by in large, I

agree with all the other sentiments and comments expressed by everyone at the dais. I feel like [Inaudible] and will be supporting this item.

Mayor Pro Tem Eiselt said thank you Mr. Newton. That is all of the council members and now we need them back out here at the dais because we do have a motion and a second.

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

YEAS: Councilmembers Ajmera, Bokhari, Driggs, Egleston, Eiselt, Graham, Johnson, Newton, Phipps, Watlington

NAYS: Councilmember Winston

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ITEM NO. 18: CITYLYNX GOLD LINE PHASE 3 DESIGN SERVICES

Motion was made by Councilmember Egleston and seconded by Councilmember Graham to (A) Authorize the City Manager to negotiate and execute a contract in the amount of \$4,299,990.14 with AECOM Technical Services of North Carolina, Inc for planning, environmental, and preliminary design services, and (B) Adopt a budget ordinance transferring \$4,299,990.14 from the CityLYNX Gold Line Phase 3 Reserve in the General Capital Projects Fund and appropriating \$4,299,990.14 to the CityLYNX Gold Line Design project.

Councilmember Ajmera said I just want to recognize Mr. John Lewis and his team for walking me through concerns I had around reliability and efficiency of our Gold Line, our street car and all the work that you're doing. Especially I want to highlight the Real Time app and how street car is being incorporated into our Real Time app so people can see where exactly the street car location is. Since I know CATS is dealing with our labor shortage and this will help us address some of the reliability issues that we have heard from many of our residents. So, if you don't have CATS app, download it and you exactly see where it is. We had Real Time app but we did not have street car added to the Real Time app. So now we have street car and I hope next time we have anything on CATS on our agenda, we will see our light rail being incorporated also in our Real Time app.

I also appreciate the other short term and mid term solution that CATS is going to make to address the concerns that council had raised in the past, but I understand the commitment that we had made to our east and west Charlotte residents and I look forward to supporting that to fulfill our commitment to them. That's all. Thank you.

Mayor Pro Tem Eiselt said I wanted to say that first of all I appreciate Mr. Lewis organizing meetings with groups of us to address the concerns we had. My biggest concern was that to me it seemed to be a conflict to say that a 10-mile line presumably could continue for phase 1 as a street car. Mr. Lewis clarified that in fact this design process has got to address the fact that a 10 mile street car line can't stop at every stop light and behind every car and that we really are going to have to look at the east and west legs and see what can be done to address the design of this so that it's not going to take all day to ride this.

The second item that I had concerns about was enforcement of the rules for the existing Gold Line now when we have people parking on the tracks, when we have interruptions in service because of that and Mr. Lewis did address for us what they can do hopefully to make it very clear to the public that if you're park on the tracks, you're going to get towed or you're going to get ticketed. I think we've got to build trust in the system and I appreciate that there will be measures taken to be able to do that and to also try to address issues that would allow us to cue jumping or whatever. So, I will be supporting this. I just realized that we've had some public speakers added.

Cynthia White, 1532 Delane Avenue said thank you. It was a last minute thing. I was not here to speak about this, rather about my concerns about the Performance Enhancement Center, but thank you. I'll be very brief. I'm speaking from a position of very great ignorance. I'm not following these issues carefully, I'm not always in Charlotte and certainly haven't been for a lot of the COVID and stuff, but apart from that, I'm not in the weeds of what's going on in Charlotte and a lot of these areas, and certainly the Gold Line is one of them. However, learning on WFAE about this issue coming up, I did hear a couple of things and I think you alluded to one of them and that is a dedicated lane for the Gold Line.

If that is going down Central Avenue, what in the world is someone considering? The word was used on Charlotte Talks describing that. Whoever was the guest with Mike Collins. I've forgotten and cannot remember the word they used. It was one word to describe the thought of anyone suggesting a dedicated line going down Plaza Midwood Central Avenue. I'll use one word. It's ludicrous. The correlate would be tearing down Brooklyn again. It is not practical and for any kind of money expenditure on something that follows that line of thinking or whatever, again it's wasteful. It's not simply wasteful, it is just unacceptable.

Mayor Pro Tem Eiselt said thank you Ms. White. That's going to be part of this process and that's what a lot of us got hung up on is that there are going to be areas that they can't do a dedicated line. There will be areas that there can be improvements to get it faster. John, I don't know if you want to address that. There may be some areas that they can do a dedicated lane further out, but not necessarily right of way and I think that that's going to be a really important part of this design process, is that it's very clear where you could do a dedicated lane versus right of way.

John Lewis, Executive Director Charlotte Area Transit System said thank you Mayor Pro Tem. John Lewis, Executive Director of Charlotte Area Transit System. I think that is really the crux of what we hope to accomplish with this update of the 30 percent design. We must remember that the entire Gold Line corridor was taking the 30 percent design. So much has changed along that corridor since that original design work was done. It has grown significantly and we need to number one, find ways to pick up speed along the corridor so that the Phase 3 and recommendations can be applied to Phases 1 and 2 so that this corridor operates more like the Blue Line light rail rather than the operating characteristics of the first two phases where we're operating within traffic. Now there may be some areas along the corridor that for various reasons may not be able to take dedicated lanes, but we'll look for other means such as cue jumpers, signal priority and others that we could continue to provide the reliability that our customers need. So, that's what we want to accomplish in this third phase along with continued outreach to the public to make sure they're plugged in to the plans moving forward.

Mayor Pro Tem Eiselt said thank you Mr. Lewis.

Councilmember Egleston said Ms. White I thought you were about to say a word that starts with cluster and if you had said it would've made my night. I'm going to support this and I won't belabor the points I've made in previous meetings about it. The next or future council will need more information. I think this work will provide them with more information that they need. I was ecstatic when the Gold Line plans came out because I live a couple hundred yards from what would be one of the future Phase 3 stops and I thought this is exactly the kind of community I want to live in.

This is something that I would use all the time. I've sense become more skeptical and I think if the level of service that Phase 3 provided to my part of town was similar to the level of service that Phase 1 and Phase 2 have provided to the parts of town that they're in, it's not a service I would use with great regularity and I'm disappointed to have to say that. I hope that this additional time and effort put into to determining what options exist for Phase 3, whether that means pivoting from what we'd originally intended and what we'd originally planned. I think we have to make the best decision from where we are and I don't think we currently have enough information to make that decision.

So, I support us continuing forward but with an open mind that what we envisioned however many years ago might be very different than what we ultimately need to do to move forward with this. Or, I think future councils have to be open minded that this might come back and we might make the determination that it's time to cut bait and that the juice is not worth the squeeze. So, I don't think we know that yet. I hope we'll know that after this, but I think we've got a lot of work to do to make Phase 3 a viable return on investment for our community.

Councilmember Graham said I agree with what my colleague just said. There's no need for me to take up more air time than that. Certainly I believe that this would give us the opportunities to answer those questions. Like I said I was there at the first meeting of the street car task force many, many years ago and the city's Central Avenue, Beatties Ford Road is a lot different today than it was when we first started this project. Then Mayor Anthony Fox sold it to the community as not only a transportation initiative or option but also an economic development driver and I think we need to verify whether those analogies still exist in the future, and I'm not sure that they do or not. So, one thing I am certain of is that there were a lot of promised made the community, especially those living in west and east Charlotte and so this step forward tonight is fulfilling that commitment. As Mr. Egleston said, there's some tough questions that we need to ask once we get the report back and then we're going to really have to define where do we go from here. Thank you.

Mayor Pro Tem Eiselt said thank you.

Councilmember Bokhari said yes, we have an impressive track record in this community for doing things that don't make sense and this really just fits right there in that spot. We'll go through and we'll put the street car on the road to follow traffic and people are wondering why it's not moving a large number of people or why it's stopped at a stop light and we'll put together bike lanes around and not have reengineered our entire town so that people still need to work Uptown and drop packages off, then we shame them for parking in the spots. We can't vision a world that's perfect and has exactly what we want and just skip over the part that the world we live in today operates a certain way. That's why again, we have been dealt another hand of this street car and promises that were made which as I was here during those times, were promises were a lot of us didn't think actually held water and made sense. Nonetheless they're made.

I think looking at the hand that we have right now, it is incumbent on us more to go and try to adjust and fix and tweak the thing that we have before we just keep marching forward and allow it to not be optimized in the way that it exists. So, I'm a no on this but not even as much. Even if I was half way supportive, I am no longer going to support major initiatives that relay upon CATS until we fix the structural problems in leadership that exist there and if it had not been for the fact that that wasn't the decision we were making previously in the last vote with the Spectrum Arena, I would have been a not on that as well. Mr. Manager, we must fix what's wrong with CATS right now if we're going to keep putting up strategic items for us to consider here because at some point after disaster, after disaster, after issue that goes unresolved, after blaming everyone else for what the problems are, at some point a majority of this council is going to stop and actually hurt one of a major strategic initiatives that this city needs because we have not solved that yet. So, I'm a hard no.

Councilmember Watlington said thank you. I certainly appreciate a lot of the work that's been done to educate on what are some of the things that CATS is doing. I do have some heartburn though I still fundamentally believe that we've got to fix what's broken before we invest more money. I think about what you said Councilmember Graham in regards to the promises that were made to east and west Charlotte from an economic development perspective. I'm going to keep beating the same drum I was beating in the last discussion. Economic development driver for have we thought sincerely and in a meaningful way about how we do this differently broader than the technical engineering scope, but how does this deliver upon our comp 2040 goals and I have not seen that component of it yet. So, I'd like to understand a little bit Mr. Lewis if

you could explain a little bit about what we would expect to see upon the broader feasibility if you will if this money is spent.

Mr. Lewis said thank you Councilmember Watlington. When you're talking about the broader goals of this city, I think those conversations were had at the outside of the project in order and there was a value proposition that was envisioned at that time that we presented to the federal government in order to receive their funding support for both Phase 1 and Phase 2. I think one of the goals of this Phase 3 is to go back and revisit that value proposition with the community and with elected leaders to see if those issues still remain, will there be any changes we may want to make to those and then consult with our federal partners on that. So, that is part of this discussion and I think that is something that we have to be very deliberate and intentional with and it's not going to lend to a very quick conversation on that. So, that's another reason why one of the goals of this Phase 3 process will bring.

Ms. Watlington said okay. Thank you.

Councilmember Driggs said so, Ms. White I'm with you on this one. Given the operating track record, the construction history and the events that have brought us to this point, I would like to hear answers to a lot more questions before I was willing to make another investment. I will remind people this was held up as a connector between the east and the west so that basically these Corridors of Opportunity could benefit from the investment and I'm really interested to know whether people who live in those corridors are seeing those benefits, and in particular if I asked them, "I've got \$400 million I could spend on something, would your first choice be to have this street car built out or can you think of other ways that we could use that money to your advantage that might be more productive?" So, as always and I've been concerned about this from the start because I think a train that runs among the cars doesn't add value and costs a lot and I'm still stuck in that position and I will not be able to support this tonight.

Mayor Pro Tem Eiselt said thank you Mr. Driggs.

Councilmember Winston said so, I agree with something that Mr. Bokhari said. There are structural issues with CATS and I think the structural issue is that it is not a Transit Authority. So, I would challenge Mr. Bokhari as we are both the co-chairs of Intergovernmental Relations is that we work on that as a committee item, that it works within the framework that we're working on from the intergovernmental approach. I think some of the things he lambasts, Mr. Lewis in particular about are more so about those actual structures that he talks about. So, again, I would challenge us to speak in facts, to do the work of garnering the support of government from around our region as well as the business alliance and business interest and the community leaders from around this region to make those structural changes because that is well within our purview and we can do that work.

As it relates to the Gold Line, regardless if you want to stop this project or move it forward, we need the data and we need the information that is going to be part of this design service and I will be supporting.

Mayor Pro Tem Eiselt said thank you Mr. Winston.

Councilmember Phipps said I was fairly appreciative of the one-on-one meetings we've had in terms of ways we can try to enhance the service. I was around with Phases 1 and 2. I didn't think I was going to be around for Phase 3 but here we are. I do think that we have an opportunity to try to do this design phase to get funds to see if there's a way to proceed. I think we should give it that chance and for no other reason than that, I'm willing to give support to this proposal tonight to give it a chance to see if it will materialize in a way that would be sufficient for us to move forward in the end. So, I wouldn't want to put the brakes on it prematurely at this point, so I will be supporting it.

Mayor Pro Tem Eiselt said thank you Mr. Phipps.

Councilmember Newton said thank you Madam Mayor Pro Tem. I have a comment this go round. I agree with Councilmember Graham in that this is fulfilling a commitment to east and west Charlotte and it's going to serve both communities and their greatest needs. Transit of course, also economic development and infrastructure improvements along the corridor. I wanted to just respond to Ms. White's concern and it's a very legitimate and valid concern, but it's my understanding here that we're simply talking about design and in what will be included within that design. That's not a commitment to a dedicated lane down Central Avenue. I just wanted to ask you Mr. Manager, is that the case? It's my understanding this is not a commitment to having a dedicated lane down Central Avenue, it's simply us moving forward with design, and but for us moving forward with design on this, we wouldn't have anything, correct? I mean there would be no opportunity for Gold Line extension whatsoever.

Mr. Jones said Mr. Newton, we've had John come back up to the lectern. So, John, that's the question.

Mr. Lewis said sure. Thank you Mr. Newton. I think the main reason for this Phase 3 design work is to find ways that we can find higher levels of reliability. We've been in operations for, the first phase opened in the summer of 2015. The second phase opened just last summer. So, we know there's been some challenges in operating the street car in mixed traffic. The challenges that have been laid out in terms of people parking on the alignment, the speed of operations through there. Expanding that for 10 miles really is going to be a project that isn't successful. So, the goal of this Phase 3 update is to find and identify ways that we can address those problems if they can be addressed. Some of those are laid out, perhaps could be dedicated lanes, they could be signal priority, they could be cue jumpers, there's a whole list of ways that we can try and address those problems that have been identified in Phases 1 and Phase 2. We really need the data, and the time and the effort to put forward and in concert with the community to identify that. Lastly, the no build option is always a part of the conversation. So, if we get to the end of this and realize that we could not find a solution, then that could be the recommendation moving forward.

Mr. Newton said got you. So, just to be clear. This is not a commitment to dedicated lanes down Central Avenue?

Mr. Lewis said this is not a commitment. I do not presuppose the outcome of a study at the beginning. That is one of the alternatives we're looking at and they're many different factors that could impact that final recommendation.

Mr. Newton said okay, thank you for that. Whatever the design is, will be considered and voted on by the council as well. This is simply just moving the ball forward so that we can get that data, formulate a design for a later decision and that's why I'm in support of this.

Mayor Pro Tem Eiselt said thank you Mr. Newton.

The vote was taken on the motion recorded as follows:

YEAS: Councilmembers Ajmera, Egleston, Eiselt, Graham, Newton, Phipps, Watlington, and Winston

NAYS: Councilmembers Bokhari, Driggs, Johnson

Ms. Watlington said given what Mr. Lewis just shared, that we'll get our answers through this funding and we can stop then, I'm a yes.

Mayor Pro Tem said okay and I concur with you which is why I'm a yes.

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ITEM NO. 19: 7TH AND NORTH TRYON INFRASTRUCTURE REIMBURSEMENT AGREEMENT

Motion was made by Councilmember Egleston, seconded by Councilmember Graham to (A) Authorize the City Manager to negotiate and execute an infrastructure reimbursement agreement with BP-Metropolitan NC, LCC in an amount not to exceed \$24,448,588 for public infrastructure and public parking, which is expected to be reimbursed through 45 percent of incremental City and County property taxes from a designated area over 15 years, or until fully reimbursed, whichever occurs first, (B) Authorize the City Manager to negotiate and execute an infrastructure reimbursement agreement with BP-Metropolitan NC, LLC in an amount not to exceed \$3,000,000 for public infrastructure improvements, which is expected to be reimbursed in a future bond referendum, and (C) Adopt a resolution approving an interlocal agreement with Mecklenburg County for the 7th and North Tryon Infrastructure Reimbursement Agreement.

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

YEAS: Councilmembers Ajmera, Bokhari, Driggs, Egleston, Eiselt, Graham, Johnson, Newton, Phipps, and Watlington

NAYS: Councilmember Winston

ITEM NO. 20: PEARL INNOVATION DISTRICT INTERLOCAL AGREEMENT RESOLUTION

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs and recorded as unanimous to (A) Adopt a resolution approving an interlocal agreement between the City of Charlotte and Mecklenburg County for the Atrium Health Innovation District Infrastructure Reimbursement Agreement funded through incremental City and County property taxes, and (B) Authorize the City Manager to negotiate and execute all documents necessary to complete the interlocal agreement.

ITEM NO. 21: Affordable Housing Development Support Request

Motion was made by Councilmember Watlington and seconded by Councilmember Johnson to (A) Reallocate up to \$700,000 of Housing Trust Fund support from the Evoke Living at Westerly Hills multi-family affordable housing development, to further support the development of the Evoke Living at Morris Field multi-family affordable housing development, and (B) Adopt a budget ordinance appropriating \$500,000 from Crosland Southeast, or an affiliate, to the General Capital Projects Fund.

Councilmember Watlington said thank you. I just wanted to note that I appreciate the work the CMPD and Evoke has done in the area initially. Westerly Hills residents have had a lot of concerns in regards to safety and incidents that are happening at some of the multifamily developments in and around the area and I appreciate that there is a lot of work that has been and look forward to see that continued work because certainly as we continue to increase density specifically around Westerly Hills, residents are going to be interested in making sure that we're providing quality product and services to go with it.

Mayor Pro Tem Eiselt said thank you for those comments Ms. Watlington.

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

ITEM NO. 22: UPSET BID PROCESS FOR CITY-OWNED PROPERTY ON FRENCH STREET

Motion was made by Councilmember Bokhari, seconded by Councilmember Egleston and recorded as unanimous to (A) Adopt a resolution authorizing the upset bid process for the proposed sale of a portion of City-owned property (parcel identification number 078-212-01) located at 600 French Street and a temporary easement for construction of planned development, and (B) Authorize the City Clerk to publish a notice of the proposed sale, including a description of the property, the amount of the offer, and the terms under which the offer may be upset.

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ITEM NO. 23: TRANSFER OF PROPERTY ON LASALLE STREET

Motion was made by Councilmember Graham, and seconded by Councilmember Watlington to (A) Adopt a Resolution authorizing the transfer of common area located on or near LaSalle Street ("Vantage Pointe"), and being known as parcel identification number 075-037-41, to Vantage Pointe Townhome Association, Inc. in support of the development of twelve (12) affordable for-sale units located along the Beatties Ford Road Corridor; and (B) Authorize the City Manager, or his designee, to negotiate and execute all necessary documents to complete the transaction in conformity herewith.

Councilmember Johnson said a few months ago there was a presentation that the city was going to convey some of the city-owned land to some affordable housing developers. Are these those items? Councilmember Driggs and I met with one of the city's staff members. I was just wondering if these were part of those transactions?

Marcus Jones, City Manager said no, these are not.

Ms. Johnson said okay. Do you know the transaction that I'm talking about?

Mr. Jones said I think there were six. Shawn do you want to come up?

Shawn Heath, City Manager's Office said thank you, Shawn Heath, City Manger's Office. Yes, in February, February 7th, there were four properties that were identified and council approved for conveyance for purposes of affordable housing. Those are all working thought the process. We're expecting that we'll see those come back for housing trust fund and other funding requests in our next cycle which may be in early 2023.

Ms. Johnson said okay.

Councilmember Driggs said this is not one of them?

Mr. Heath said correct, this is not one of them.

Mr. Driggs said this is actually more or less a technical lease correction in order to consolidate the land that was previously made available? So, it doesn't represent an additional investment.

Ms. Johnson said okay, thank you.

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

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ITEM NO. 25: APPROPRIATE PRIVATE DEVELOPER FUNDS

Motion was made by Councilmember Driggs, seconded by Councilmember Egleston and carried unanimously to Adopt a budget ordinance appropriating \$161,740 in private developer funds for infrastructure improvements to the General Capital Projects Fund from the following developers: SR University, LLC, Eastgroup, and Beacon Acquisitions LLC.

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NOMINATIONS TO BOARDS AND COMMISSIONS

ITEM NO. 28: NOMINATIONS TO THE CHARLOTTE REGIONAL VISITORS AUTHORITY

Mayor Pro Tem said tonight we have our nominations. City council will consider these nominations to various boards and commissions. The council members submitted their nominations early to the clerk via email. Names of nominees will be read at the dais and tomorrow the clerk will email city council the names of applicants that received at least two nominations. These candidates will be considered for appointment at the next business meeting and any applicant receiving six or more nominations can be considered for appointment tonight upon a motion, second and majority vote of council. The name of all nominees will be recorded in the official minutes of the meeting and the clerk will now proceed with announcing the results of our nominations.

Billie Tynes, Deputy City Clerk said Mayor and council for your consideration I would first inform you that most the boards did receive at least six or more nominations. So, at the conclusion I will ask for a vote to appoint those individuals who received six or more votes. Also, to begin with, the Business Advisory Committee and the Charlotte Business INClusion Advisor Committee, there were no recommendations made so we will carry that over to the next meeting.

Mayor Pro Tem said does he need to leave the dais? This is to recuse Mr. Egleston.

Ms. Tynes said no he does not need to leave.

Motion was made by Councilmember Driggs, seconded by Councilmember Graham to recuse Councilmember Egleston from Nominate residents to serve as specified.

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

YEAS: Councilmembers Ajmera, Bokhari, Driggs, Eiselt, Graham, Johnson, Newton, Phipps, Watlington, and Winston

NAYS: None

NO VOTE: Councilmember Egleston

Unknown said it's about overall, how does a person get a list of the council members that nominated or voted for the candidates.

Ms. Tynes said they will come out in the mail from my office tomorrow morning. You'll receive a follow up email that lists the names of everyone and how they voted for each of the boards. So, you will receive an email from Kirk McSwain from my office tomorrow morning.

Unknown said so for the public to know, they would just need to [Inaudible]

Ms. Tynes said if the public wants to know, they can contact us and we'll provide that but this also becomes a part of your official minutes.

Unknown said okay, thank you.

Motion was made by Councilmember Bokhari, seconded by Councilmember Driggs to vote for Mr. Egleston for the CRVA.

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

YEAS: Councilmembers Ajmera, Bokhari, Driggs, Egleston, Eiselt, Graham, Johnson, Newton, Phipps, and Winston

NAYS: Councilmembers Johnson and Watlington

NO VOTE: Councilmember Egleston

ITEM NO. 26: MOTION TO APPROVE ALL NOMINATIONS THAT RECEIVED 6 OR MORE NOMINATIONS

Motion was made by Councilmember Winston, seconded by Councilmember Driggs and carried unanimously to approve all nominations that received 6 or more votes, and nominate residents to serve as specified.

ITEM NO. 27: NOMINATIONS TO THE CHARLOTTE BUSINESS INCLUSION ADVISORY COMMITTEE

There were no nominations made for one appointment for a two-year term recommended by the Hispanic Contractors Association of the Carolinas beginning March 1, 2022 and ending February 28, 2024.

There were no nominations made for one appointment for a partial term recommended by the Latin American Chamber of Commerce beginning upon appointment and ending February 28, 2024.

These appointments will be considered at the next Business meeting.

ITEM NO. 28: NOMINATIONS TO THE CHARLOTTE REGIONAL VISITORS AUTHORITY

The following nominations were made for two appointments for three-year terms beginning July 1 2022 and ending June 30, 2025.

- Clarke Allen, nominated by Councilmembers
- Larken Egleston, nominated by Councilmembers

ITEM NO 29: NOMINATIONS TO THE CITIZENS TRANSIT ADVISORY GROUP

The following nominations were made for one appointment for a two-year term beginning July 1, 2022 and ending June 30, 2024.

- Robert Hillman, nominated by Councilmembers

ITEM NO. 30: NOMINATIONS TO THE COMMUNITY RELATIONS COMMITTEE

The following nominations were made for 13 appointments for three-year terms beginning July 1, 2022 and ending June 30, 2025.

- Nicole Arnold, nominated by Councilmembers
- Evelyn Dale, nominated by Councilmembers
- Anthony Forman, nominated by Councilmembers
- Lucille Frierson, nominated by Councilmembers
- Scott Gartlan, nominated by Councilmembers
- Karen Gipson, nominated by Councilmembers
- Charlene Henderson, nominated by Councilmembers
- Joi Mayo, nominated by Councilmembers
- Temako McCarthy, nominated by Councilmembers
- Kimberly Nelson, nominated by Councilmembers
- Barbara Ratliff, nominated by Councilmembers
- Shalinda Williams, nominated by Councilmembers
- Jared Thompson, nominated by Councilmembers

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ITEM NO. 31: NOMINATIONS TO THE FIREMEN'S RELIEF FUND BOARD OF TRUSTEES

The following nominations were made for one appointment for a partial term beginning upon appointment and ending January 19, 2024.

- Thomas Lineberger, nominated by Councilmembers

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ITEM NO. 32: NOMINATIONS TO THE HISTORIC DISTRICT COMMISSION

The following nominations were made for one appointment for a three-year term beginning July 1, 2022 and ending June 30, 2025.

- Heather Wojick, nominated by Councilmembers

The following nominations were made for one appointment for a Business Operator of Dilworth representative for a three-year term beginning July 1, 2022 and ending June 30, 2025.

The following nominations were made for one appointment for a Resident Owner of Fourth Ward representative for a three-year term beginning July 1, 2022 and ending June 30, 2024.

The following nominations were made for one appointment for a partial term for a Resident Owner of Hermitage Court beginning upon appointment and ending December 31, 2023.

- Christ Barth, nominated by Councilmembers

The following nominations were made for one appointment for a Resident Owner of Plaza-Midwood representative for a three-year term beginning July 1, 2022 and ending Jun 30, 2025.

The following nominations were made for one appointment for a Resident Owner of Wesley Heights representative for a three-year term beginning July 1, 2022 and ending June 30, 2025.

- Kim Parati, nominated by Councilmembers

Also, for the nonprofit sector, Nicole Bell received 11 nominations.

ITEM NO. 33: NOMINATIONS TO THE KEEP CHARLOTTE BEAUTIFUL COMMITTEE

The following nominations were made for three appointments beginning July 1, 2022 and ending June 30, 2025.

- Casey Brewer, nominated by Councilmembers
- Linda DiTroia, nominated by Councilmembers
- Monique Mendez, nominated by Councilmembers

ITEM NO. 34: NOMINATIONS TO THE PASSENGER VEHICLE FOR HIRE BOARD

There were no nominations made for one appointment for a partial term beginning upon appointment and ending June 30, 2024.

Nominations will be kept open until the next Business meeting.

ITEM NO. 35: NOMINATIONS TO THE PLANNING COMMISSION

The following nominations were made for two appointments beginning July 1, 2022 and ending June 30, 2025.

- Erin Barbee, nominated by Councilmembers
- Clayton Sealey, nominated by Councilmembers

ITEM NO. 36: NOMINATIONS TO THE PUBLIC ART COMMISSION

The following nominations were made for one appointment beginning July 1, 2022 and ending June 30, 2025.

- David Gall, nominated by Councilmembers

ITEM NO. 37: NOMINATIONS TO THE STORM WATER ADVISORY COMMITTEE

The following nominations were made for one appointment for a General Contractor category representative for a three-year term beginning July 1, 2022 and ending June 30, 2025.

- Nancy Carter, nominated by Councilmembers

There were no nominations for one appointment for a Residential Neighborhood category representative for a partial term beginning upon appointment and ending June 30, 2024.

Nominations will be kept open until the next Business meeting.

ITEM NO. 38: NOMINATIONS TO THE TRANSIT SERVICES ADVISORY COMMITTEE

There were no nominations made for one appointment for a Vanpool Rider category representative for a three-year term beginning February 1, 2022 and ending January 31, 2025.

Nominations will be kept open until the next Business meeting.

The motion was made by Councilmember Winston, and seconded by Councilmember Egleston to Approve Adding an agenda item to the June 27, 2022 Business Agenda for phase 2 for the funding of the Innovation Barn.

Councilmember Ajmera said what was it a motion to?

Councilmember Winston said motion to add to the June 27th business agenda funding for Phase 2 of the Innovation Barn.

Mayor Pro Tem Eiselt said so a discussion on funding for Phase 2 of the Innovation Barn.

Councilmember Johnson said I'm concerned that we're voting on something that was not germane to the discussion here today that we weren't aware that we were going to be voting on. Ms. James, can you please to the rules and procedure in regards to that?

Lena James, Deputy City Attorney said so I'll read you the rule so we can hear the language. Any matter which is not on the agenda may be discussed upon the completion of the agenda. The council may not take formal vote on a non-agenda matter unless council members in accordance with the charter vote to add the matter to the agenda. Motion to suspend the rule shall not be in order if the purpose of the motion is to suspend the requirement of the unanimity. Then I'm reading the next part, Rule 4d. Any member of council may request the city manager to place an item on a future agenda by making such a request at a council meeting.

Mayor Pro Tem Eislet said okay.

Unknown said it's a majority vote.

Ms. Johnson said is it? She didn't say.

Unknown said yeah. It's a majority vote.

Unknown said next week is a majority vote. Today is all.

Ms. Johnson said does it require a vote? That's my question, does it require a vote?

Ms. James said unless a council member or the city manager objects, the requested item shall be included. If a council member or the city manager has an objection, the item in question shall not be included on a future agenda unless a majority of the council votes in favor.

Ms. Johnson said so he really doesn't need a vote is what I'm hearing. There's no objection. If there was an objection you'd just need six votes right?

Unknown said right.

Unknown said to go to a future meeting instead of tonight.

Unknown said is there an objection?

Mayor Pro Tem said I guess there's an objection for the vote and then you'd know. This would be to put it on the next business agenda which is June 27th.

Ms. Johnson said we were told by staff that we would hear it in September right?

Ms. Ajmera said after the Advanced Planning tools.

Mayor Pro Tem said that's when you'd vote on funding but this is to put the discussion on the agenda.

Ms. Ajmera said well what is there to discuss? We are putting it through Advanced Planning, right? There's nothing else to discuss at this point is there?

Ms. Ajmera said point of order. Mr. Jones, can you just address my question? Is there anything to discuss at this point?

Marcus Jones, City Manager said so, Councilmember Ajmera, the last time we were before you, we said that we would bring this through the Advanced Planning process which will take us some time. I believe what's happened tonight is that a member of council has asked and has received a second to have a discussion about the barn in a few weeks.

Ms. Johnson said the funding for the barn and where it would come from.

Mr. Winston said I can reread my motion if you'd like.

Mayor Pro Tem Eiselt said go ahead Mr. Winston.

Mr. Winston said my motion is to add to the June 27th agenda funding for the Phase 2 of the Innovation Barn.

Ms. Johnson said I need clarification then. How is that different than what we spent discussing last week and that we voted for it to go to Advanced Planning? What will we be discussing next week that's different?

Mayor Pro Tem Eiselt said source of funding. So separate from the source of funding, there is whether or not council would approve it after the Advanced Planning.

Ms. Ajmera said but we don't even know how much it's going to cost at this point, so yeah we can discuss 5 million, 10 million, 20 million or 2 million or maybe half a million. We don't know how much it's going to cost, so I don't know, we're putting the cart before the horse.

Mr. Winston said I'll explain my understanding if anybody would like to ask me.

Mayor Pro Tem Eiselt said go ahead Mr. Winston. It's your motion.

Mr. Winston said my understanding is, from discussions that I've had surrounding this, that there is a fiscal cliff that you might say that there is money in this fiscal year that if we decide to put it in Advanced Planning during this fiscal year, that could potentially save us an entire year to move on the actions that we find. My understanding is that if we don't do this now that there's potential that we will lose an entire year as it moves through that Advanced Planning process. Understanding that the way prices are going, the way inflation continues to head, that it would be fiscally irresponsible to wait two months to make this motion or make this movement that we can in two weeks from now. This is a matter of being a good steward of taxpayer dollars and doing something before really a date deadline that could potentially save taxpayers millions of dollars.

Mr. Jones said okay, so one of the reasons that we asked for this to go through Advanced Planning is because Advanced Planning has served us well. Even something that came up tonight in the action briefing dealt with a series of projects that were a part of the big ideas. So, for us to give you good estimates, we believe that Advanced Planning is the right way to do this. If we went with the same architectural firm that did the first part of the barn, maybe we could save some time, and get this done before the FY25 budget, maybe in the FY24 budget. What I think I'm hearing tonight is that you would like for us to see if we can find capacity in projects so that there would be a

source of funding that could be pointed to when this comes back to council after Advanced Planning. That's what I think I'm hearing. Not anything that would get in front of Advanced Planning because we would be in a very bad position because we wouldn't have good designs. Again, the concept is to have a discussion about the funding and how this could be funded, I think that that's okay.

Mr. Winston said just point of clarification. Mr. Jones explained what I was trying to say very succinctly and better than I could have explained it. Just to bring clarification to the motion.

Mayor Pro Tem Eiselt said just to rephrase it. Is there excess capacity that this project or any other project would be running out? I'll ask Phil this. Is there excess capacity that could be set aside and that would be the discussion until such time? That's in reserve or set aside until such time that Advanced Planning has been complete?

Mr. Jones said so I would say that in terms of capacity and the process that you just went through with the FY23 budget, there was roughly \$37 million I think in capacity and you guys utilized all of that capacity. You didn't utilize any of the capacity in the out years, the out year of three bond cycles which is about 125 million but that's in the future. We give you a project list I think at least once a year and if we were talking about a project that we would no longer do, for instance there's been a discussion about the IT building that has been on hold because we have been waiting to see what happens with Eastland or any other project that you'd like for us to come back and you would say, "Administration, I would prefer for you not to do this, and to reserve that type of capacity for the bond," but again, we would not make a recommendation to you on what the price tag is until we finish Advanced Planning.

Unknown said so it's real clear. To my colleague's point, we're already having the discussion right now. It sounds like Mr. Winston thought out his wording, sounds like you have some idea of it, so can we have the conversation and just the vote now and then if it passes when it's supposed to happen?

Mayor Pro Tem Eiselt said now instead of June 27th?

Unknown said that's all we're voting on is whether or not to have the conversation.

Unknown said we're not supposed to have the conversation like this now. It would have to be unanimous.

Ms. Johnson said is this an exceptional process? This feels like an exceptional process that we're voting if we're going to have the money after it goes to Advanced Planning. There seems to be a lot of push for this to be approved. Keep in mind it did not pass the straw vote to move forward during the budget.

Unknown said that's the conversation we have to have in the next meeting.

Ms. Johnson said I just want to make sure that there's no exceptional campaign to enrich this organization.

Mr. Winston said look forward to talking about that in the next meeting.

Ms. Johnson said so I'm asking are we doing this outside of what we normally do for others for projects?

Unknown said we're voting on whether to have the discussion in the future.

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

YAES: Councilmembers Bokhari, Driggs, Egleston, Eiselt, Graham, Newton, Phipps, and Winston

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NAYS: Councilmembers Ajmera, Johnson, and Watlington

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ADJOURNMENT

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

The meeting was adjourned at 9:40 p.m.


Stephanie C. Kelly, City Clerk, MMC, NCCMC

Length of Meeting: 4 Hours, 20 Minutes
Minutes Completed: