

The City Council of the City of Charlotte, North Carolina convened for Action Review on Monday, March 13, 2023, at 5:02 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council Members present were Danté Anderson, Tariq Bokhari, Ed Driggs, Malcolm Graham, Renee Johnson, Lawana Mayfield, James Mitchell, Marjorie Molina, Victoria Watlington, and Braxton Winston II.

ABSENT: Councilmember Dimple Ajmera

* * * * *

Mayor Lyles said thank you for joining us. Those who are watching us on the Charlotte City Channel or streaming this on Facebook Live, thank you for joining us on the March 13th Council Meeting. I will call this meeting to order and say welcome to everyone. We have a considerable agenda both during the Action Review as well as the Council meeting and we will have a Closed Session at the end of the Council meeting tonight.

So, before we do this, we're going to go through and have the staff address the issues that were set at your places. There is another referral I think last week at the Council report out. So, it's a question about attendance, review for policies and boards and commissions. That has now been referred to the Budget Governance and Intergovernmental Committee. So, that referral is at your table place. In addition, Ms. Harris often works with you throughout the day to get ready for the agenda tonight.

* * * * *

ACTION REVIEW

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

Mayor Lyles said we will have Q&A from Ms. Harris. It's at your place. I'm going to ask her to review the questions and comments.

Marie Harris, Strategy and Budget said thank you. Good evening, Mayor and Council. Yes, you have it in front of you. The questions have been answered so far, but I would like to ask at this time while you're looking over it, if you have any additional questions and also to note that many of the questions today were on policy or business items. So, you'll have a chance to vote on those separately in the chambers as well. There was one I believe I followed up with Mayor Pro Tem on consent about the Metrolina Regional Household Travel Survey and I believe that I addressed your question. Thank you. Then also just so the clerk and the Mayor will note, there was one item pulled from consent, Item No. 43. Does anybody have any consent questions at this time?

Councilmember Mayfield said so, 43 was pulled but not 42 from consent?
Ms. Harris said correct, just 43. Please double check clerk. Is that the number 43? Yes. Thank you.

Ms. Mayfield said just wanted to verify.

Councilmember Johnson said this is not regarding consent. It's about the Manager's Report. I sent a question. Will that be addressed in the report?

Ms. Harris said yes ma'am.

Ms. Johnson said okay. Thank you.

Mayor Lyles said alright. So, what I'd like to do is the staff has deferred Item No. 43 of our Consent Agenda. Is there anyone that has an item that they would like to have a separate vote? Okay, no separate votes. Are there any items for comment?

Ms. Mayfield said number 42 [INAUDIBLE].

Mayor Lyles said Item No. 42 for a comment. Alright, thank you.

* * * * *

CONSENT AGENDA

ITEM NO. 2: CONSENT AGENDA ITEMS 26 THROUGH 48 MAY BE CONSIDERED IN ONE MOTION EXCEPT FOR THOSE ITEMS REMOVED BY A COUNCIL MEMBER. ITEMS ARE REMOVED BY NOTIFYING THE CITY CLERK.

Motion was made by Councilmember Driggs and seconded by Councilmember Graham to approve the Consent Agenda as presented with the exception of Item No. 43 which was deferred by staff.

Councilmember Mayfield said Item 42 is a [INAUDIBLE]. Unfortunately, this is a property that has had a lot of challenges in the neighborhood. I'm working with the Manager's office and would like for the Attorney's office to look at some other ways that we may be able to potentially address nuisance homes. What I'm concerned about is if we look back and do a snapshot, we may have some homes that we may have demolished, and our current model is we have a lien. So, first right of refusal. When that property is sold, then we get paid back that, but have we opened up the door where investors or others, the replacement property on that land that we cleared, are we tracking to see if there's a possibility that may have opened a door for some of the new development and displacement that we're seeing in some communities? It seems like a lot of our [INAUDIBLE] are in certain areas of town and those areas of town have seen a lot of new growth. Hence a community may have had homes that were under one price point that are now looking at considerably higher price points. Mr. Manager, this would really be a request for you and your team, to present to Council a snapshot of what has been the impact of the [INAUDIBLE] that we have approved and looking at what new development has come there.

For our City Attorney's office, what language can we put in place when we're having these discussions to try to help stabilize neighborhoods if we, through local government policy, are creating some of the transition that we're then later trying to offset by adding additional funds towards it? Thank you.

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

The following items were approved:

Item No. 26: Metrolina Regional Household Travel Survey

(A) Authorize the City Manager to negotiate and execute a contract for up to \$1,000,000 with Resource Systems Group, Inc. for Metrolina Regional Household Travel Survey, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 27: Construct Hidden Valley Firehouse #45

Approve a contract in the amount of \$10,876,900.00 to the lowest responsive bidder Edison Foard, Inc. for the Charlotte Fire Department Hidden Valley Firehouse #45 project.

Summary of Bids

Edison Foard, Inc.	\$10,876,900.00
Cooper Tacia General Contracting Company	\$12,020,822.00
Wharton-Smith, Inc.	\$12,691,810.95

Item No. 28: Land Acquisition for Charlotte Fire Department

(A) Approve the purchase of up to 7 acres of property located on Dixie River Road (a portion of parcel identification number 141-281-01) in an amount not to exceed \$275,000 from Crescent River District LLC, for the River District Firehouse, and (B)

Authorize the City Manager to negotiate and execute any documents necessary to complete this transaction.

Item No. 29: Contracts for Street and Building Maintenance Equipment and Services

(A) Approve the purchase of HVAC products, heavy roadway paving equipment, and maintenance services from cooperative contracts, (B) Approve a unit price contract with Trane US, Inc. for the purchase of HVAC products and maintenance services for a term ending August 31, 2027, under OMNIA Partners contract #3341, and (C) Approve a unit price contract with Cemen Tech, Inc. for the purchase of heavy roadway paving equipment and maintenance services for a term ending August 1, 2026, under Sourcewell contract #060122-CMT, and (D) Authorize the City Manager to extend the contracts for additional terms as long as the cooperative contracts are in effect, at prices and terms that are the same or more favorable than those offered under the cooperative contracts.

Item No. 30: Control System Hardware and Software Support

(A) Approve unit price contracts with the following companies for water and wastewater process control equipment maintenance for an initial term of two years: CITI, Inc. (MBE), MPG Consulting Services, LLC (MBE, SBE), and (B) Authorize the City Manager to renew the contracts for up to one, two-year term with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 31: Maintenance Services for Laboratory, Water, and Wastewater Analytical Equipment

(A) Approve unit price contracts with the following companies for analytical equipment maintenance services for an initial term of five years: Agilent Technologies, Inc., Hach Company, PerkinElmer Health Sciences, Inc., and (B) Authorize the City Manager to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 32: Mallard Creek Wastewater Treatment Plant Improvements

Approve a guaranteed maximum price of \$28,211,349.00 to PC/Leeper, A Joint Venture for construction manager at risk services for construction of two new equalization tanks and biosolids building improvements for the Mallard Creek Wastewater Treatment Plant Phase 1 Improvements project.

Item No. 33: Polychlorinated Biphenyl Handling Services

(A) Approve a unit price contract with Synagro-WWT, Inc. for polychlorinated biphenyl handling services for a term of five years, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 34: Water Distribution System Master Plan

(A) Approve a contract for up to \$2,388,000 with Black & Veatch for the water distribution system master plan, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 35: Airport Terminal Building Renovation Design Services

(A) Approve a contract in the amount of \$1,326,413 with C Design Inc. for Design Services for the Terminal Building D/E Connector Renovation and Addition project, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 36: American Airlines Leases

Approve six leases each with a five-year term with American Airlines to accommodate office and warehouse needs.

Item No. 37: Fourth Parallel Runway – Early Grading Construction and Construction Materials Testing Services

(A) Approve a contract in the amount of \$44,589,894.76 to the lowest responsive bidder ES Wagner Company, LLC for the Fourth Parallel Runway - Early Grading project, (B)

Approve a contract in the amount of \$650,000.00 with S&ME, Inc. for construction materials testing and special inspection services in support of the Early Grading for the Fourth Parallel Runway program, and (C) Authorize the City Manager to amend the contract with S&ME, Inc. consistent with the purpose for which the contract was approved.

Summary of Bids*

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

Item No. 38: Fourth Parallel Runway Program Final Design Contracts

(A) Approve a contract in the amount of \$25,191,290 with RS&H Architects Engineers Planners Inc. for the final design services of the Runway Project under the Fourth Parallel Runway Program, (B) Approve a contract in the amount of \$5,325,521 with Kimley-Horn & Associates, Inc. for the final design services of the North End-Around Taxiway Extension Project under the Fourth Parallel Runway Program, (C) Approve a contract in the amount of \$6,999,826 with AECOM Technical Services of North Carolina, Inc. for the final design services of the South End-Around Taxiway Project under the Fourth Parallel Runway Program, and (D) Authorize the City Manager to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 39: GeoTex Baggage Tubs

(A) Approve the purchase of baggage tubs by the sole source exemption, and (B) Approve a contract with GeoTex, Inc. for the purchase of baggage tubs for a term of five years.

Item No. 40: Bond Issuance Approval for Albemarle Landing Apartments

Adopt a resolution granting INLIVIAN's request to issue new multi-family housing revenue bonds, in an amount not to exceed \$2,500,000, to finance the development of an affordable housing development known as Albemarle Landing Apartments.

The resolution is recorded in full in Resolution Book 53, at Page(s) 683-686.

Item No. 41: Refund of Property Taxes

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$30,028.15.

The resolution is recorded in full in Resolution Book 53, at Page(s) 687-689.

IN REM REMEDY

Item No. 42: In Rem Remedy: 6140 Mayridge Drive

Adopt Ordinance No. 490-X authorizing the use of In Rem Remedy to demolish and remove the structure at 6140 Mayridge Drive (Neighborhood Profile Area 17).

The ordinance is recorded in full in Ordinance Book 65, at Page(s) 459.

PROPERTY TRANSACTIONS

Item No 44: Property Transactions – McDowell Basin Interceptor Improvements, Parcel #7

Acquisition of 20,942 square feet (0.481 acres) Sanitary Sewer Easement at 7218 Bud Henderson Road, Huntersville from Bertram Alexander Barnette, Jr. and Lillian Unger Barnette for \$5,775 for McDowell Basin Interceptor Improvements, Parcel # 7.

Item No. 45: Property Transactions – McDowell Basin Interceptor Improvements, Parcel #13

Acquisition of 9,128 square feet (0.210 acres) Sanitary Sewer Easement at 7828 Gilead Road, Huntersville from Joshua T. Worley and Ashley S. Worley for \$4,775 for McDowell Basin Interceptor Improvements, Parcel # 13.

Item No. 46: Property Transactions – Prosperity Church Road (Old Ridge to Benfield), Parcel # 2 & 3

Acquisition of 1,496 square feet (0.034 acres) Fee Simple, 847 square feet (0.019 acres) Temporary Construction Easement at 6240 & 6232 Prosperity Church Road from EP&I, LLC for \$13,000 for Prosperity Church Rd (Old Ridge to Benfield), Parcels #2 & 3.

Item No. 47: Property Transactions – Prosperity Church Road (Old Ridge to Benfield), Parcel # 4

Acquisition of 4,165 square feet (0.096 acres) Fee Simple, 86 square feet (0.002 acres) Utility Easement and 2,711 square feet (0.062 acres) Temporary Construction Easement at Ferrell Commons Road from IMM Properties, LLC for \$27,000 for Prosperity Church Rd (Old Ridge to Benfield), Parcel # 4.

Item No. 48: Property Transactions – Shamrock Drive Improvements, Parcel # 28

Acquisition of 1,996 square feet (0.046 acres) Utility Easement, 46 square feet (0.001 acres) Sidewalk Utility Easement and 222 square feet (0.005 acres) Temporary Construction Easement at 3201 East Ford Road from Megan Delfino for \$24,975 for Shamrock Drive Improvements, Parcel # 28.

* * * * *

ITEM NO. 3: ACTION REVIEW AGENDA OVERVIEW

Marcus Jones, City Manager said thank you Mayor and members of the Council. As you mentioned earlier Mayor, we have a robust agenda, and I will tell you that there's a space on the Manager's Report if we have to move any of these into later in the day. What we do have is some updates that the Council has asked for over the last six months or so. We have a Safe Charlotte update, specifically the Alternatives To Violence and Federico Rios will give you an update with a little bit of data dealing with the first full year of implementation with the new team. Then we have a CATS (Charlotte Area Transit System) review I believe that Mr. Graham had asked if we could have a review that's specific to the management partner's report. I believe that went out mid-December. So, we will have Liz Babson and Brent Cagle provide an update there.

In the month of April, you'll have a public hearing as well as an opportunity to approve your first social district. So, we just want Debbie Smith to provide a little bit of feedback about where we are in this two-step process. As you mentioned earlier Mayor, we have two closed session items. So, that's what we have and unless there's questions, I can turn this over to Federico.

* * * * *

ITEM NO. 4: ACTION REVIEW ITEMS

Federico Rios, Assistant Director of Housing and Neighborhood Services Department said good afternoon to you, members of Council, Manager and staff. I am grateful for the opportunity to give a quick update regarding the first year of implementation of the Alternatives To Violence program. So, the first few slides are really a recap. This is information you've seen before. This is the framework to address violence that you all approved going on two years now. We're really going to home in on that center pillar. The violence interruption piece, recognizing that all the other pillars are definitely a facet of this particular program. We wanted to call out where we'll spend our time today.

So, to review. The cities and counties, I want to take a moment to acknowledge Tracie Campbell, with Mecklenburg County our partner at the Office of Violence Prevention. She and I have helped coordinate and program lead this initiative. It is a partnership between the city and the county. We are implementing the Cure Violence Model for violence interruption. The partnership lines up not only with the framework that you saw, but also the way forward, the county's report on community violence prevention and the

strategies therein. You will remember that both the city and county put up \$250,000 each for the first year of implementation of this model, which we focused on the Beatties Ford Road corridor.

So, again a quick recap. We began working with Cure Violence Global to provide the technical assistance that would be needed for their model. Just to ensure that everyone understands what goes into technical assistance, they provide ongoing training for staff, they provide support for the individuals that program manage, myself and Tracie. They provide the database that all of the documentation regarding this intervention is implemented into. They provide technical support relating to that. Also coaching of staff, especially the site director onsite for the program.

Additionally, I want to focus here that you will remember that though you all, City Council and County Commission funded the first year of implementation. Years two and three were covered by a grant provided by Wells Fargo and the Greenlight Fund to the tune of \$1.2 million. That keeps our programming going and enables us to continue providing excellent service to the individuals in that corridor. You'll see that in April 2022, we extended the app for an additional year in an effort to collect some of the data that you'll see today, and you'll remember that we had to push back the date for a year based on some dynamics that occurred regarding the team transition. So, glad to say that team is stable and the date we're providing is one full year of service of that team.

I'll also point out, thank Congresswoman Alma Adams for providing a congressional appropriation for two years that will allow us to expand the initiative into the West Boulevard Remont Road area and the Nations Ford East Arrowood area. Now I'm offering you site maps for each one of these areas on this slide. I really want you to home in on the site map to the left. The left most map, that is the Beatties Ford Road area. Just to give you an overview on what you're looking at, violent crime densities for the period 2017 to 2021 are captured on this map. The graduated symbols for violent crime locations are for the first of January 2022 to November 30, 2022. That has to do with when we pulled this data. The densities and the graduated symbols are based on the number of violent crime victims at the location and to be clear, violent crime is defined as murder, rape, robbery and aggravated assault. These maps are provided by our partners at Charlotte Mecklenburg Police Department and this data really plays an integral role not only in how we've selected the locations that we are currently in and are expanding to, but also how we measure impact over time.

This gives you a snapshot on the work that has been occurring in the Beatties Ford Road corridor with the Alternatives To Violence team, again through the host organization, Youth Advocate Programs. This is really impressive. There's a great deal of time that's been spent implementing the Cure Violence approach. I want to target a couple of places here. One, the behavior change services. We're working with the most at-risk individuals in the corridor oftentimes and those individuals we find have a number of issues that get them into making bad decisions which lead to violent incidents. So, there's a ton of time being spent connecting to the most appropriate resource given on the specific need of the individual being served. Our teams again are made up of site directors, outreach workers and violence interrupters. The outreach workers, they're nomenclature for a Case Manager, the person connecting to appropriate resources and the violence interrupter is the person on the ground getting in front of and mediating conflicts before they arise.

I'd also like to point out that 65 participant goals have been successfully achieved. By in large, most of those goals are related back to personal education. I think it's important to call that out. That is where our outreach workers are spending their time connecting to appropriate resources for these individuals.

You'll remember the last time I came to present that we were beginning a three-year evaluation with our partners at UNCC's (University of North Carolina at Charlotte) urbanCORE. Again, some of the dollars that were allotted through the Greenlight Fund and Wells Fargo have allowed us to do this three-year evaluation. The purpose of the evaluation is twofold. It's to assess the effects of the program and to learn more about

how the program is being implemented. We want to ensure that we are doing this model with fidelity. It's to allow stakeholders to determine the value or impact of this type of programming and the service area and helps us improve future programming when needed. The research team has conducted a process evaluation after this first year. You see some of the thing they're looking at. Again, an outcome evaluation will be provided after this year and after the third year of implementation. We're excited to share that within the next few weeks, the full report will be provided by our partners at UNC Charlotte regarding this information.

With that said, I do have a couple of points to share regarding what you will eventually see in that report. So, again, we're looking at process, outcomes, process and methodology. In the process we're looking to see how the program has been implemented and where have there been issues. Where have there been challenges regarding to implementation? How do we get around those issues? Again, with outcomes, has it been effective at preventing that violence on a community level and is it working to address the knowledge, skills and behaviors that individual participants need. We're looking at qualitative and quantitative data.

What our findings have found are that the program's strengths have been our community partnerships. These have been really key. So, I'll again share with you all that the members of this team are individuals that have deep connections to the Beatties Ford Road corridor. These are individuals that have lived or do live in that corridor and have relationships based on where they have stayed and how deeply they are a part of this community. They have worked with local business owners, they have worked with residents, they have worked with community organizations to continually provide a high level of service, understand the dynamics that are occurring on the ground. They provide monthly events. Now, for a lot of people, you look at an event, you wonder, "Well what's the purpose of that?" The purpose of the event is to continue that correlation to we're not going to allow this behavior to continue in this corridor, we want to make sure that we're front facing, we want to make sure that we're connecting with the individuals in the area and best understanding what's occurring.

Additionally, again I've spoken to their staff credibility. They are incredibly resourceful individuals. These are persons that have been equipped both by myself and our partners in Mecklenburg County with a whole gamut of resources in addition to the ones they brought to the work.

Where do we need to improve? Being very transparent, we have individuals that this is really their first-time inputting documentation and doing data entry. For anyone that's done that type of work, especially at the high level that we're asking of this program, it takes time to get accustomed. So, we will continue to improve the data entry that is being provided. We will continue to build community trust. It takes a long time. It's takes time spent and effort to develop deep community trust and ensure that the information that's being shared isn't getting passed through to anyone else.

Again, we will continue to improve how we identify those individuals highest at risk. In fact, those two bullets go hand in hand. We're trying to build community trust with individuals that oftentimes are involved in instances or circumstances that would make them invariably not trust and not share. So, again, this goes back to that staff credibility, that resourcefulness, being able to provide for the needs that are being expressed.

So, within the evaluation process, our partners at UNCC first identified neighborhoods that had similar demographics to Beatties Ford Road. This is important because we want to see that in fact the work that is occurring is being compared to an area that is similar. Again, they looked at crime data in similar neighborhoods before and after ATV's (Alternatives to Violence) implementation. There were a number of variables that were being evaluated including aggravating assault with and without a gun, nonfatal gunshot injuries, homicides with a firearm and violent crimes.

Let me give a caveat here. I'm being very transparent in saying that our partners at Cure Violence Global thought I was crazy for collecting year one data. They ask

typically that cities wait for a second year to really evaluate what's occurring and give time to build the trust that we just shared, continues to be something we want to have with residents in the corridor. We went ahead recognizing the need, recognizing the timetable, recognizing the expertise of our partner UNCC. I'm proud to share that Beatties Ford Road, the site has had a statistically significant lower rate of homicides committed with a firearm compared to similar neighborhoods. So, again neighborhoods with similar demographics. That is huge for a site that is only one year into this work. I also want to share, being honest, that there is no other statistical significance with the types of crime we share. So, there's still work to do. We have in no ways reached a goal post or a milestone that is enough. There is a ton more to do related to this work.

We have heard positively from individuals that are being served by the program that they are acquiring the skills and the knowledge that helps prevent them from ending up in incidents of violence.

The significant finding related to homicide with a firearm, I want to make sure to share this, may be attributed to subsequent interventions. There has been an increased police presence since the incident that occurred. The Juneteenth shooting that occurred in 2020. What we can say is that the ATV team has gone out whenever there has been a shooting in the Beatties Ford Road corridor and been able to work with individuals to prevent a subsequent retaliation shooting. This is key. We know we're not going to solve it all, but we have been able through this program to assist individuals in making better decisions and not retaliating due to a particular incident.

I'll share that we're in the midst of the RFP (Request for Proposal) that we've launched of February 8th. The RFP actually closes this Friday. We are looking for site providers for all three sites. We've opened it up, recognizing we in no way want to get stagnant with the providers that are currently providing the service. We want to open this up to as many community organizations as possible.

Evaluation and site selection will occur by March 30th. There's a pane of stakeholders that includes community association members and partner organizations like the Greenlight Fund, Wells Fargo which I referenced earlier, and Mecklenburg County who's here in the room and Cure Violence Global will all be on that panel. Once those organizations are selected, they will go through a comprehensive training. First, they will hire their staff, then they will train their staff in the model and ensure that they have access to the database, documentation expectations, case management training, etc., and be able to get on the ground working as of August of this year. This is a continuity. We are looking forward to working with the organizations that will be selected. With that, I'll open it up to the Manager and any questions we may have.

Mr. Jones said Mayor, before any questions, first of all, thank you Fed. Fed if you can go back to slide 2 just to remind the Mayor and Council that this is collaborative. If the county were in the room, they would have the same framework. We're working together with it. We're just focusing on one piece tonight, which is the violence interrupter piece. I think it's a good pairing because I guess last Thursday we talked about public safety in general and I know that we've had some questions from Councilmember Mitchell about just public safety. So, I would say that kudos to the working relationship between the city and the county on this. It may have been a while but remember there is the Safe Charlotte framework that we have also that builds upon some of the things that even the Mayor Pro Tem mentioned this week. That is what can we do in terms of having sometimes nonsworn responses to certain situations.

So, just trying to make sure that even though we're talking about one thing tonight, this is connected to the corridors. It's connected to the county, and this is just one element of how to address what's happening in terms of safety in our community.

Councilmember Mayfield said Mr. Rios, thank you for providing us with this update. Could you go to slide 5 please? I just want to get a little clarification. So, we're looking at the focus areas and looking at 2017 to '21 versus January '22 to November of '22. What is the breakout that we're looking at?

Mr. Rios said so, when you see the big red circles, those are the January 1st to November 30th of 2022. Those are the incidents that occurred that year. Where you see the tannish to pinkish, that's where incidents have occurred over time in the five-year span that preceded that year.

Ms. Mayfield said so we're seeing an increase in it.

Mr. Rios said you're not necessarily seeing an increase. So, what you're seeing here is where crime has occurred. Where these incidents have occurred over time. When you see a lighter shade, what you're actually seeing is that that area is getting less hot. Then you see that we're bubbling up in maybe some areas that are in that space, new areas. So, it gives you kind of a historic and a current outlook on crime patterns.

Ms. Mayfield said so, it's from these patterns that you have identified the areas that you're looking to expand to when we go to slide number 11 as far as the next steps?

Mr. Rios said yes. This data has definitely informed the decisions we made on the areas we wanted to be in. Again, part of the dynamic has been the intense clustering you'll see in these maps. So, there's a recognition that this is occurring constantly and it's occurring in particular concentrated areas. The Cure Violence Global Model in that it works with community members, it is relational in nature. So, the Cure Violence Global Model is not intended to be in every area. In fact, there's some areas it would not be well-suited for. I'll mention specifically 85 and Sugar Creek because that's come up often. The type of crime that is occurring on 85 and Sugar Creek is not relational in nature, it is transactional. So, it would not be a good fit there. You have communities, residential areas that are being deeply impacted in these clusters. So, we recognize that is a correlative that helps us to determine that Cure Violence Global would be a good fit for these areas.

Ms. Mayfield said the final question I have for you. With looking at identifying these areas, have we tracked that the zip codes with the increase of what seems to be relational interaction that's happening at our Northlake area, are we tracking if those individuals are actually from these three zip codes?

Mr. Rios said that's a great question. It's one of the challenges we face with the data, that oftentimes the address that we get doesn't necessarily correlate to where the individual is at the moment. So, it continues to be a challenge. What I will say, this is anecdotal. This isn't data. What we have heard consistently from residents is that a good deal of the incidents we see happening throughout the city are emanating from specific spaces. West and Remount has bubbled up as one of the areas that incidents that occur there oftentimes end up leading to a retaliation in another place in the city.

Ms. Mayfield said so, I think it would be helpful while we're tracking the data to see if we can add that as part of a data point is starting to track these zip codes if not narrow it all the way down to neighborhoods for when we have these incidents to see if they are. We've heard it in the community for years that something that started in the neighborhood has ended across in another part of town. If we have this opportunity and if this is going well, it maybe be helpful to also add that as a data point to see how we can change some of those conversations. Thank you.

Councilmember Johnson said my question is regarding the RFP.

Mr. Rios said yes ma'am.

Ms. Johnson said so, the RFP that was issued, that's for the expansion of the program and also the Beatties Ford area, right?

Mr. Rios said correct. It's for all three sites.

Ms. Johnson said okay. So, one of the issues that I really advocated for initially was for community organizations to be considered.

Mr. Rios said yes.

Ms. Johnson said are we hoping to be able to support community organizations for the expansion? I understand for consistency we might consider the current vendor. I know one of the reasons that the YAP (Youth Advocate Program) was chosen was because they had the ability to track and report. We see now that maybe that's not a realistic goal for the first year of reporting. So, if that's something we're looking at maybe changing and not requiring that level of reporting, are we going to be able to consider community organizations? Did we learn anything from the initial RFP and initial contract that we could be able to support local organizations who are in the community?

Mr. Rios said so, I have a number of answers to that. First piece, in relation to the program itself, I will stand on the fact that we selected an organization that had a track record of doing this type of programming and was able to implement it quickly though there were challenges throughout. I think that was necessary and that frees us up to be able to better assist a new nascent organization that this may be adjacent to their work, but not something that they have done in the past.

I'll add to that, that we have been incredibly intentional about reaching out to grassroots and community-based organizations with this opportunity. As of Friday, we've had eight letters of intent provided and by in large, those have been provided by community based small grassroots organizations. I think we're in a place where we understand the implementation enough locally that we will be able to support organizations. I will say one of the things I have advised all the organizations we've shared this with through social media, through personal contact through advisement on a number of one on ones with organizations is that because this is Department of Justice dollars, if they are a small organization, they should pair with an organization that has a track record of being able to manage federal dollars. It's absolute necessary to make good on the use of this money. We do not want to end up with back-office issues that eliminate the opportunity to provide this type of service.

So, we have been intentional about reaching out to those groups about pairing them with individual or other organizations that have the ability to manage those funds and assist with some of the things that maybe they don't have the experience in doing. I'm excited that we're going to have so many organizations apply. We already have significantly more than applied in the first round and we've been really intentional about getting the message out there and sharing this opportunity with organizations.

Ms. Johnson said thank you.

Councilmember Graham said just want to thank you for the work you've done over the past year on the Beatties Ford Road corridor. I had the opportunity to coordinate and work with the men and women that are doing the job on the street. So, I want to thank them for the hard work. Slow progress for sure, but progress, nevertheless. Would love to invite you to one of the neighborhood association meetings along the corridor where all the neighborhoods are gathered to hear this presentation, also meet the team. They've been asking a lot about that.

Mr. Rios said count me in.

Mr. Graham said okay. Thank you.

Mayor Lyles said thank you very much Federico. We really appreciate the work that's being done. Okay. Mr. Jones, what's up next?

Mr. Jones said so, thank you, Mayor and members of Council. So, next we have up a presentation that's dealing with where we are with CATS, but more importantly, to talk about the Management Partners report that I believe was delivered to you and to the community back in mid-December. So, Liz is going to give a brief overview of what the report asks for or how CATS was reviewed and then Brent will talk a bit about what he's been doing since he's left my office temporarily to manage CATS as the Interim CEO

(Chief Executive Officer). So, this is a little bit of a history. You are well aware how COVID-19 impacted both CATS operations, but transit operations across the country, we had to modify our operations. Ridership was down, vacancies were up and there were a number of missed trips that really got your attention and our attention, and we tried to address that.

So, the summer of 2022 is when we asked Management Partners to come in and do a review and Liz will talk a bit about what that review covered. As I mentioned before, the report was issued in December, but since December, Brent has stepped in, and he immediately started to understand the CATS organization from top to bottom and looked at different areas where we could have improvement. I believe in his first few weeks, he had a number of town halls, but because of the numerous shifts, I think some of his town halls in the wee hours of the morning. So, thank you Brent for that.

I will tell you that with Brent having the expertise at the airport, the sixth busiest airport in the world, we were very gracious when Brent approached me about being able to step in. So, I will tell you that there's a lot of work to be done, but we wanted to be able to give you an update today about where we are. So, with that said, I'll turn it over to you Liz.

Liz Babson, Assistant City Manager said thank you. So, good evening, Mayor and Council. Again, my name is Liz Babson. I'm an Assistant City Manager and joined tonight by Brent Cagle who is our interim CATS CEO. So, as Mr. Jones indicated I'll provide an overview of the Management Partner's review and then I'm going to turn it over to Brent who will talk really about his first 90 days what he's seen and some of the implementation steps we're already taking to make improvements.

So, again the assessment by Management Partners began with a memo to Mayor and Council on July 16th of last year. The City Manager sent that memo to you all acknowledging the operational challenges that we were seeing in CATS at that time, and it was really post COVID resulting from staffing shortages and vacancies, employee morale, safety concerns for bus drivers and all of these were impacting our ability to provide reliability in service to the community.

So, the memo made a commitment to take steps that were short term improvements and also identify some longer-term needs. So, the Manager committed to immediately evaluating current practices looking for opportunities to ensure a safe and sustainable work environment for CATS employees. Brent will talk about some of those improvements in his update in just a moment.

Last year, in addition to some of those improvements, City Council adopted a fairly aggressive compensation plan that was designed to increase retention and recruitment and we're starting to see some of those vacancy trends shift over this last fiscal year as a result of that.

Finally, what I'm up here tonight to give you an update on is that we engaged Management Partners to conduct an organizational review and assessment of CATS that would be used to assess those longer-term needs for the department. So, the review assesses the following areas: Organizational structure and CATS leadership, procurement contract oversight, employee morale, contract relationship with RATP Dev who is our bus service provider, service provision and bus reliability issues. So, Council you received the assessment which documented Management Partners process and priority areas of focus in December of last year. That assessment really provided a high-level road map with priority areas of focus and identified areas for improvement. It is intended to serve as our long-term action plan to improve the efficiency and effectiveness of the CATS management.

So, a little bit about that review process. It involves several ways of gathering information from various sources. Management Partners conducted interviews with city employees and RATP Dev management. Some of those departments included CATS, the City Manager's office, internal audit, procurement, sustainability and again also

conversations with the RATP Dev management staff. They reviewed documents including budgets, audit and performance reviews, strategic plans and other customer satisfaction surveys that had been completed in recent years. They additionally conducted a survey of City of Charlotte CATS employees and conducted a limited review of other transit systems like Austin, Savannah, Indianapolis, Long Beach and Memphis to name a few.

So, the result of all of that months' work and receiving information was a conclusion that was a management roadmap with objectives. These objectives are basically recommendations that will serve as an assessment and identify themes and issues or areas in need of improvement. So, those comprehensive recommendations are a collaborative team with shared mission and value, organizational culture that encourages transparency and staff retention, clear expectations and accountability within the department, clarified roles and responsibilities related to contracted services and a governance structure that's accountable and transparent to the community that it serves.

So, again as the Manager stated in December, we have shared the Management Partners review with you, and we've been continuously working to address these issues in an effort to improve the efficiency and effectiveness of CATS as we serve this community. I'll turn it over to Brent Cagle and you'll hear more about some of the work that's underway.

Brent Cagle, CATS said okay. Thank you, Liz. Good evening, Mayor, members of City Council. Again, I am Brent Cagle. I'm the interim CATS CEO. So, first 90 days. I think my Communications Manager told me today, I'm about 103 days in to be exact. So, over the first 90 days starting December 1st, I wanted to provide you with some of the observations, some of the things that I've learned as I've spent time in CATS and really tried to dig in and understand the organization and the culture. As Mr. Jones said, having spent time at the airport, I will say there are many parallels between CATS and aviation, and really CATS in any large operating department. Any large department that operates 24/7 a day, serves the community, they have a lot of the same priorities and managing those departments can be very similar in many ways.

So, early successes. I always want to start with what I have been impressed by in the last 90 days. Number one, as Mr. Jones said, my first two weeks with CATS was really spending time talking to the employees. So, I went out on what we call town hall meetings across all shifts throughout all the work groups. One thing I'll say, CATS is challenging with communication. There are roughly 600 City of Charlotte CATS employees and they're literally spread across many locations, and they work first, second, third shift, seven days a week. So, the first two weeks was really about getting out and meeting the staff. I was really impressed. We have a lot of staff, most of our staff, the majority who are proud to work for CATS. They love their job; they love working for CATS. So, I spent time talking to them and understanding that they have a strong sense of pride serving the community. They understand the importance of their work and they're proud of that. They're committed to helping CATS continue to be a good organization and to see CATS evolve into a great organization.

The other good news. CATS has stabilized our bus and rail operations. I think you may recall last summer of 2022, when it comes to bus, we were seeing missed trips daily or monthly in the 8 to 9 percent range. As of January, our missed trips were less than 1 percent. It was actually 0.01 percent in January. Now we do have some concerns about maintaining that when I talk about vacancies, but that is a huge improvement. We've rationalized the service and now we're providing a service that we can maintain reliable consistent servicing. I think that's the foundation. For people to have confidence in our service, they need to have confidence that when we say that bus or when we say that train is going to be there, it's there.

Rail operations. They remain consistent 20-minute headways with 15-minute peak hours during the week. So, what that really means is two hours in the morning, two

hours in the afternoon. We shift over to peak time hours and 15-minute headways to accommodate the additional passengers. Again, we've stabilized the operation. We also have collective bargaining agreement. We are being RATP Dev was able to successfully negotiate and work with the Smart Union to enter into a collective bargaining agreement that enhances pay and benefits, and we were able to avoid a bus operator strike. The bus operations contract with RATP Dev is in its last year and we have been working diligently to modernize the RFP, the Request For Proposal so that we can put it out this month so that we can start looking ahead for next February and before that to see some competition on that contract and be able to select a vendor to carry forward with our best operations.

Then, a focus on our daily operations. Again, all of this leads to safe and reliable service, and I think we are making strides on that front. The other success. So, you may be aware, the CATS CFO (Chief Financial Officer), and I came in on December 1st, the existing CATS CFO also left the organization in late November early December. I talked to Angela Charles and what she wasn't happy about is she was gracious enough to offer Chad Howell, who is the Charlotte Water CFO to be on an interim basis, the CATS CFO. Chad came in literally the beginning of December when I did. Chad has previously worked in CATS, and he has been very busy bringing together the budget, but the good news is the budget is stable and CATS is meeting our financial targets.

As we move into the budget workshop and this year's budget and we have discussions with the MTC (Metropolitan Transit Commission), we've identified three priorities in the budget. You'll hear more about this in the workshops and as we progress through the city's budget. Really our three priorities are the employees, retention and recruitment, career development and training. We have a high number of vacancies in CATS. So, first order of business is retain the employees we have. We know they're great employees, we need to keep them. We also need to be more aggressive and more progressive in how we recruit employees. I will say this is a double-edged sword with recruitment. Many of our positions are highly skilled and trained. So, while we're focusing on retention, that's what we need to do now, we also think about recruitment and things like apprenticeships and other things because if I were to hire an employee tomorrow, for most of our skilled jobs, they would be qualified in about 18 to 24 months. So, we know that recruitment is a priority, but we also have to figure out how to retain our employees.

Second, safety and security. A focus on training and additional security resources, that will be a big part of our budget and asset preservation. Additional investments in rails and bus fleet and our facilities.

Continued work. So, this was something that Management Partners mentioned. Better communication. We know in any large department, it's always a challenge to communicate effectively. That doesn't mean it's impossible and we've made our commitment to our employees to be better in how we communicate, spend more time talking to the field units to understand their needs and better support the daily operations. We need to break down silos to create a shared mission and vision. I mean silos within the different CATS divisions. Then specifically we need to provide better communications around our budget process and our funding decisions. I'm going to call that collaborative budgeting. What we found, and Management Partners noted this is, departments or divisions inside of CATS would submit all of their budget requests and then July would come around and they'd wait to see what was funded. We need to have collaborative budgeting. So, we need to have that communication open as we go through the budget and explain budget decisions as we make them, not after the fact.

We need to spend on asset management. We've already talked about CATS' need for aggressive bus replacement. We have approximately 300 buses and approximately 30 percent of those are over the FTA (Federal Transit Administration) designated use for life. We have to start reinvesting in our fleet. We must immediately implement rail fleet major maintenance program and enter into service agreements to ensure the fleet is properly maintained. I'll come back to that on the next slide with further detail and hopefully answer your question Ms. Johnson.

We need to conduct a full facility assessment and conduct major facility rehabilitation on our buildings. Another piece of that is immediately hiring an Asset Manager for CATS, a designated position who can look at our asset management plan which we have and to better prepare for, budget for and execute major capital maintenance across all of our assets, our fleets and our facilities. Then going along with that, we need to have a five-year financial plan. All of the things I outlined above are absolute bread and butter of a large operating department. The last piece of that, goes right along with it, is having a plan. We need a 5 and a 10-year outlook that thinks about these operational needs, these capital needs and plan for those appropriately so that when the time comes to spend, we have a plan for how to make those expenditures. We have additional safety and security program needs that must be funded and we need to develop enhanced employee training programs and focus on retention and recruitment.

So, the next 30 to 60 days. As I mentioned, we'll be issuing the bus operations RFP. We'll be submitting our budget to the MTC and City Council. On the April 10th Council business agenda, it will include for Council's consideration new and amended contracts with Siemens to enhance and expedite necessary rail car maintenance. So, what do I mean by that, to your question earlier Ms. Johnson. So, the first question is does NCDOT (North Carolina Department of Transportation) have any kind of oversight role with CATS. The answer is yes. The FTA and NCDOT Safety Office both have oversight responsibilities for CATS. NCDOT is the designated agency on behalf of the FTA for safety security.

The second question is, are we aware of deficiencies with our rail fleet and is NCDOT aware of it? The answer is yes when it comes to maintenance. We have been working over the last two weeks with NCDOT to address a maintenance issue. Without trying to go too far into the weeds, we have a light rail vehicle fleet of 40 and there was a derailment in May of 2022, one of our vehicles derailed. We've worked with NCDOT and Siemens to understand the root cause of that derailment. The root cause has been identified as a faulty bearing, main axle bearing. That bearing is present on all of the fleet. The solution to that is twofold. One, we've implemented mitigating measures to help us better monitor the fleet. So, if the bearing starts to fail, we correct that or detect that before catastrophic failure, i.e., a derailment.

Two, we have worked with Siemens to contract for necessary repairs of the fleet to correct the bearing issue. Now, on April 10th, what you will see is an action with two parts. The first part of that will be buying a piece of equipment that will enable us to conduct this maintenance faster. It's called a dolly and without trying to explain all of the intricacies of that, it's needed so that we can expedite the overhaul on these bearings. The second thing you'll see is Siemens is already under contract with CATS to conduct the bearing maintenance or what we call a truck overhaul on the first half of the fleet. The first 20 vehicles, we are going to ask Council to consider a change order to that contract to include 100 percent of the fleet. We are in communications with Siemens, given our ability to buy the equipment, to expedite the maintenance, what a new schedule on that maintenance is. It's safe to say that it will take some time to work through the maintenance. That's why we have the mitigating measures in addition to, as I mentioned before, an increased inspection of the vehicles. We are also currently operating on a 35 mile an hour speed maximum on the Blue Line, and we will continue to do that.

So, what that means is the Blue Line vehicles will go no faster than 35 miles an hour at any given point. We can maintain our current schedule, our current headways operating on that. We've actually been operating with the 35 mile an hour maximum speed for about a week and a half, and we can maintain current schedule. So, we're doing all those things to mitigate, and we are working with Siemens to expedite the repairs. In addition to that, not on April 10th, but moving forward, we will also be looking at doing Requests for Information and Requests for Proposals so that we have appropriate contracts in place so that we're not in this situation moving forward. So, that we're doing this maintenance planned not sort of as this arises. Ms. Johnson, I believe that answered your question, but let me pause there and ask. Did that answer your question?

Ms. Johnson said that was a lot. Yes, you answered my question but prompted more questions. I can wait until after the presentation.

Mr. Cagle said yes. My next slide is the question slide.

Ms. Johnson said okay, alright. Thank you.

Mr. Cagle said so, moving through and again, these themes have repeated over and over through my three slides. Strategies for retention and recruitment. We have to work on that. It's absolutely necessary, continuing our communication with staff. We need to do that, and we will do that. The budget. The budget will include an additional \$3.5 million for our security contract. That represents a 50 percent increase in the value of the contract, and we anticipate another \$3.5 million of increased spending in FY25. So, two-year plan doubling of security contract. In addition to that, when it comes to safety and security, we are working with our training coordinator. Her name is Dr. Hall, and Dr. Hall will be working on training protocols for all operators related to customer service and de-escalation training. The best way to keep our operators safe is to keep them out of harm's way. Many times, these small events can escalate and turn into major events. So, we think it's very important to invest not only in additional security resources, but also invest in the operators to give them the tools and training needed for de-escalation in customer service.

Then as I mentioned before, we'll add a dedicated Asset Manager position in our next year's budget, but we will be looking to fill that position even ahead of the budget even if that requires trading a vacant position. Questions?

Councilmember Anderson said Mr. Cagle, first I just want to congratulate you on stepping into something that was a very difficult situation and stabilizing the operations and having a CFO vacancy. There's a myriad of challenges that you walked into, and it sounds like you brought a lens of managerial acumen to your approach to leading CATS, and I think that's exactly what we need. So, thank you for that. As we talk about asset preservation and specifically, I'm thinking about the bus fleet, it seems like we need to be really aggressive around our bus fleet due to the aging of the fleet and also with the balance of some of our environmental goals making sure that we're handling that appropriately. Do you believe we have the right plan for the bus fleet right now as of today or do we need to increase our aggressiveness towards the replacement of the buses?

Mr. Cagle said so, let me think through this answer carefully. I think that we have a good plan for aggressively replacing the fleet. I think that unfortunately when you get into a situation like we are where we have failed to do normal replacements for a period of years, you get into a situation where it becomes very difficult to dig out of the hole that you're in. That is where we're at. We believe that over the next three to five years, using the plan we have in place, we will be able to correct and move forward with the fleet. Now that being said, we are also at a very unique time when it comes to the bus fleet in that we have a commitment to go to zero emission fleet, but we also have some things that we need to have in place to do that in a very informed way. So, we are in this unique point in time where we need to buy buses now, but we're also looking at how we transition from traditional fuels or hybrids into full electrics. So, the short answer is I believe we have in place a plan that will get us out of the situation we are in today and will help us continue to strive to meet the SEAP (Strategic Energy Action Plan) priorities of fully electrifying the fleet.

Ms. Anderson said okay. Thank you. That's all I have Madam Mayor.

Councilmember Driggs said I was wondering if the bearing failure was a defect of material or design? Does the manufacturer have any responsibility for that or is it up to us to pay for all the remediation?

Mr. Cagle said so, the short answer. It is up to the city to pay for the full cost of the repair. There is a known defect in the bearing, however those bearings are at the end of their useful life and need to be fully replaced.

Mr. Driggs said they're out of warranty.

Mr. Cagle said they're out of warranty.

Mr. Driggs said the other thing is further to Ms. Anderson's question, could you describe a little bit the financial situation of CATS right now? It seems to me when we were talking about CTC (Charlotte Transportation Center), there was a \$12 million contribution from CATS and then we stepped up with TIG (Tax Increment Grants) and other general fund components in order to make that possible. So, what is the outlook there? Is CATS counting on a 1 cent sales tax in order to be able to do the things that you say we need to be able to do?

Mr. Cagle said so, let me start backwards and say no. So, what we do today is not contingent on additional revenues, but we also know that what we do today is going to become more expensive. We need to focus more of our energy and our budget on asset preservation. So, not the 1 cent sales tax, the question about that is not something that we're dependent on just to maintain what we have. That does mean that as we move forward with our current revenues, they are sufficient, but we need to be careful as we start to think about changing our schedule and running service that we can't afford.

Mr. Driggs said you're saying you can actually implement an aggressive replacement and update schedule for the fleet based on available resources?

Mr. Cagle said correct.

Mr. Driggs said okay. Thank you.

Mr. Graham said I too want to echo the comments of Councilmember Anderson. When I read the report in December during the Christmas season, I was lukewarm because it wasn't bad, but it wasn't good either. It outlined a lot of challenges for the organization and I just kind of put a note here to myself. CEO vacancy, CFO vacancy, CT (Charlotte Transit) Center built a temporary facility first, the Silver Line, we've got to do something about RATP Dev contract, safety and security, gateway station. There's a lot of work going on over there. So, I guess my first question is how do we begin to prioritize? My priority first is safety and security of the passengers and the bus riders based on the events of last year. We need to get [INAUDIBLE] quickly because we can't have trains going off the track. So, how do you begin to prioritize the work of the organization?

Mr. Cagle said yes. So, let me answer it this way. I think this is the answer because I've asked myself the same question. December 1st, I started wondering the same thing. So, here's my focus. Today the focus is on day-to-day excellence. How do we provide the services our state has scheduled? How do we keep our customers, our operators, everyone who uses our service and all of our employees safe, secure? How do we provide reliable service? So, that is my focus in our operating budget as we go into this time for budget. It's really about day to day and doing what we say we're going to do, doing it well. That's everything from safety security, to maintenance, to reliable schedules and that has been my focus and will continue to be my focus.

Now there are also other big things going on. Silver line and CTC and I'm engaged in those as well, but we have to focus on the day to day, right? It's the fundamentals. You have to do the fundamentals well.

Mr. Graham said you're absolutely correct. You can't do the base stuff unless you tend to the small stuff and the small stuff is big enough, right?

Mr. Cagle said right.

Mr. Graham said so, you've got to be able to operate day to day with a manner of excellence. That's what I'm hoping, at least from the bus service perspective and getting the buses and fixing the rails. Those things that have to happen. Accidents aside Mr. Manager, I've put an asterisk by the RATP Dev contract. I think that's critically important. I've put an asterisk the CEO vacancy. I think that's critically important. One thing that the report didn't talk about is governance, regional governance. At some point I would love to have a convo on how we do that, but it seems the time may be right based on a number of factors that we talk about regional governance with the system itself. A lot of stuff that is ahead of us that we have to get right. Certainly, these are the building blocks here. I think there's a bigger picture at play Mr. Manager and as we begin to make decisions in terms of management and all these other items as well as things we always talk about in terms of regional plans or mobility, etc., this may be the right time to have that conversation. Thank you.

Mayor Lyles said Mr. Graham, if I can add, we are having that conversation right now with Connect Beyond, that all of the existing counties surrounding Mecklenburg as well as every town in Mecklenburg is working through the COGs initiative. I Co-Chair that with Mayor Hinnant out of Kannapolis and I want to say first the MTC has said that they believe an authority is important for our planning and what we want to do. The question has been, how do we start that so that we build trust among all of the things that Brent talked about? Reliability, the equipment.

So, the first one was perhaps some steps towards, how do we make sure that you have a bus pass that you can take among the region? That you can ride the Kannapolis bus, the Concord bus, our CATS, all of those but building on that, then how do we get to the place that we have a transit authority that has the appropriate representation. There are many models out there that are being discussed in this group. Again, counties and cities across our footprint that's in the COG area and the commitment is at some point for us to have that authority that would allow people to invest in mobility as well as to make it a regional investment and have the right type of membership.

I think actually the MTC is not a bad model. Everybody has an equal vote, everyone that participates financially is in the room for major decision making, but I too want to say to Brent, he's doing an exceptional job and challenging the MTC to do many of these things that we have to have done. So, I think that at some point in the not-too-distant future, we will actually have some kind of discussion around what does a transit authority look like for our region.

Councilmember Winston said thank you. In terms of reliability, does CATS have any enforcement options for towing vehicles in the way of trains outside of contacting CMPD (Charlotte Mecklenburg Police Department)?

Mr. Cagle said yes. So, we are looking to enter into agreements with private towing companies to be able to tow vehicles. So, right now what would happen if someone is parked on the Gold line in the right of way, a Transit Officer or a CATS Safety Security Officer would arrive. They would write the ticket; \$25 fine and they would also contact a private towing agency. If the person is able to move the vehicle before the tow truck arrives, then they walk away with a ticket. If they are not, they walk away with a ticket and a visit to the impound yard that vehicle is being taken to.

Mr. Winston said do you have a timeframe for when [INAUDIBLE]?

Mr. Cagle said I will follow up with you.

Mr. Winston said so, you mentioned that there will be an increase in cost of security services. Have you looked into the ability to use local law enforcement for our public safety and security? Then also as a part of that question, I know you said the cost for security is going to increase, but we know prices are going up on everything. Is that going to be additional service, or is that just a kind of baseline services?

Mr. Cagle said yes, So, even if we weren't increasing the amount of dedicated resources of staff, it would go up. Inflation and security contractors have been hit hard with vacancies, but this is an increase of personnel as well. To your question about law enforcement or sworn officers, there is a component included in the contract for off duty officers to provide services as well as we transition. So, you will see the RFP has been completed and we will be on April 10th, bringing the contract before you for consideration. We are also working with CMPD as we transition from one contractor to the next. There is the ability to have sworn officers as part of our safety and security staffing.

Mr. Winston said so, my last question I have. I've been asking this in kind of a couple different forms and different ways. I believe we're doing some with CMS (Charlotte Mecklenburg Schools) to see how we can do things, for instance, around ridership, around bus passes for employees as well as high school students. In a lot of ways, CMS runs a public transit agency in some ways bigger than CATS. In some ways perhaps, redundant to CATS. They have the same issues that relate to workforce for drivers as well as mechanics to upkeep the fleet. I know that their drivers don't have the same kind of regulations as CATS drivers, but I believe they could be on the way to getting the types of training that's needed. For instance, I don't think they have a full CDL (Commercial Driver's License), but they have a CDL permit or something like that.

As we continue to grow, as we continue to look at the way we change our bus lines to better serve neighborhoods and ridership, as they are looking at the way their building their school system and where their schools go, are we having any communications with CMS on ways we may be able to consolidate bus routes? Therefore, also consolidate fleet workforces and maintenance operations?

Mr. Jones said so, Mayor Pro Tem, I'll try to address that. So, as you know CATS is an Enterprise Fund. So, it's based on the revenue that they collect, not something like the General Fund. The short answer is yes. I've had conversations with you, I've had conversations with some of the other Council members as well as some of the folks from CMS about what are some opportunities at a minimum. What you started off with is that group of student's 9th through 12th grade in terms of access, much like all of our employees and access to all of the different modes that CATS provides for about 30 ish thousand a year. So, certain things we're trying to talk with them about that we think would be helpful.

Mr. Winston said yes, I imagine CATS also has a Planning Department or has Planners. I wonder if your Planners are talking to CMS Planners to understand where residential populations are and where schools are or will be going as we're looking to reimagine our bus routes that they are in fact serving those populations that will be getting bus passes. We have buses that are going from where people live to where they're going to school for instance.

Mr. Cagle said yes sir. I can provide you more information on that as a follow up. Absolutely. As Mr. Jones said, we are always interested in having the conversation with CMS about transit passes.

Mr. Winston said thank you.

Mr. Cagle said yes.

Ms. Mayfield said Mr. Cagle, thank you for stepping in and adding yet an additional hat to your skillset. I have two questions for you. One is a follow up because you did mention the possibility of off duty law enforcement. For me, that triggered a thought of a different conversation we've had regarding pay and access for our CMPD officers and them having to take on basically part time jobs. So, I want to make sure Mr. Manager that on our end that we're tracking these hours so that we don't have people that are overworked and extra tired when they are interacting with our community members because of the need of working these additional shifts versus looking at creating a RFP and identifying a local private company or entity.

I wouldn't say necessarily a security company, but we have a lot of partners that we already work with, and we have a number of individuals that very well could be in that position. Whether it's the position of writing that particular ticket and/or helping with that towing. We have a lot of programs that this city funds in partnership with the county. We need to start looking at how we're connecting the dots with where we're providing funding for training and support and how that's creating jobs or creating employment.

The other piece, specific question I have is we have a goal for fully electric busing. Are we also having a simultaneous conversation, but have we started the training? Whether it is through UNC, Central Piedmont or a specialized training for electricians locally so that we don't have what we currently have? That is a number of buses that are sitting in need of repair because we also have to take into consideration, out of our fleet, if we have 80 to 100 buses that are not in operation because they're sitting in need of repair, do we have a gap? Again, tying in when we're funding programs through any of our partners and we know that technology is very important and sustainability is important for the goals of this Council and previous Council, how are we connecting those dots? Have you had a chance to have conversations regarding training specifically on the repair and maintenance of electric vehicles either through Central Piedmont, UNC, any of our partners? Have you had a chance to have those conversations?

Mr. Cagle said yes. So, there's things. One Catherine our Sustainability Specialist inside of CATS is already starting to think about how we address those needs, and we know that they're coming. Two, she's starting to have those conversations and that will be part of the Zero Emissions Fleet Transition Plan, the ZEFTP. I think the last time when we were talking about bus replacements, I said that we had a contractor who was looking at infrastructure. The contractor is STV. What they are doing is creating a Zero Emissions Fleet Transition Plan and that plan should be complete by October, which lines up with the battery electric bus pilot program that we currently have going on.

Ms. Mayfield said so, the Zero Emissions Fleet Transition Plan, does that plan include specified training opportunities with a goal of we know that we have the opportunity to create 20 jobs, 10 jobs, 5 jobs by the end of 2023, additional 8 or 3 jobs by '24? Are we looking at a clear plan? So, that we can say by 2033, since we're in 2023 a 10-year window, we should have X number of in house trained individuals and also correlate that will reduce X cost for maintenance of loss of access, loss of having that particular vehicle being inside of a storage unit or having to pay to transport it to another location in order to have it repaired, wait 4 weeks to 15 weeks to get it back. If we can capture those numbers, I think that will help to one, educate Council, but also for us to be able to share with our community, "Here's how your dollars are being invested." When we talk about the role of the [INAUDIBLE], and we talk about the role of MTC, at the end of the day, a lot of our community members do not associate CATS with anyone but the City of Charlotte.

So, when we're showing that not only, we care about the environment, but we care about employment, and we look at the federal government and we look at recent language that has come from this particular administration. Specifically, on made in America, made in the USA, creating opportunities and environmentally friendly and sustainable funding that has been identified, I think we have some real opportunities on being at the forefront of something different.

So, we can do our own version of the car company we always seen on tv that makes the car mats that's been around since the 70s. It was an unrealistic concept for a lot of people for a short period of time until it was done. Well, we have that same opportunity of making sure that we create the connections and create our own local group. Imaging the additional revenue stream that can be created when our regional partners are sending their buses here, opposed to sending them to a whole another state. Thank you.

Mr. Cagle said Ms. Mayfield, I'll add I know exactly what commercial you're talking about, and I can't think of the name.

Mayor Lyles said it's WeatherTech.

Ms. Mayfield said thank you Mayor. Yes, WeatherTech. Thank you very much. Thinking about that, we might have some major opportunities here. Thank you, Mayor.

Ms. Johnson said thank you, Mayor. I want to go back to the derailment. You said the derailment was in May of 2022?

Mr. Cagle said May 21st of 2022.

Ms. Johnson said okay. So, were the NCDOT deficiencies in response to the derailment or was there a separate report or audit just standard?

Mr. Cagle said so, again the derailment occurred. There was a root cause analysis conducted by a contractor to Siemens specifically tasked with evaluating the root cause of the derailment. What they determined is the root cause was catastrophic failure of the main axle bearing on one of the trucks, on this particular vehicle. They further determined that the axle seized, the wheel stopped turning that created the derailment. The cause for that was the failure of the bearing, i.e., the bearing. The seal around the bearing became cracked, water entered the bearing and the bearing seized up because it was no longer properly lubricated.

So, that's what they determined. We communicated that with NCDOT and then we started to work on the corrective action plan and how we mitigate for that situation. It came to my attention about two or three weeks ago when NCDOT contacted us, and they asked us to provide them with a written document that was a corrective action plan for this with mitigating measures and to revisit the ultimate corrective actions that are necessary. So, that's where we are today.

Ms. Johnson said so, you mentioned and FTC audit and NCDOT. In times of a catastrophe such as this one, would the FAA (Federal Aviation Administration) also be involved?

Mr. Cagle said so, the FTA is our overriding federal agency and they have tasked NCDOT Safety Office with local oversight of safety security related to our rail system.

Ms. Johnson said okay. I know this is a lot and perhaps we can talk about this in a Committee Meeting, Mayor. So, you just found out about this two weeks ago. I think I can speak for Council, that we didn't know about this. So, that's concerning and maybe this was the time that you're bringing it to our attention, but I would think that's something Council should've known. Also, if the trains are currently riding at 35 miles per hour because all of these trains have this equipment on them, what's the normal speed for the train?

Mr. Cagle said so, there's two ways to answer that. The maximum speeds under normal conditions for the blue line can reach no greater than or a maximum of 55 miles an hour. The average speed across the system is approximately between 40 and 45 miles an hour.

Ms. Johnson said okay. Are we certain that the trains are safe running at 35 miles per hour until we can replace these?

Mr. Cagle said so, let me answer it this way. We are certain that we have mitigating measures in place, and we feel that the vehicles that are running, we can catch the bearing issue before it becomes catastrophic failure. So, we have mitigating measures to help us identify bearing failures before it becomes a catastrophic failure. When you think about a bearing, what happens is, as water gets in that bearing, the grease that's normally in that sealed bearing starts to seep out and then the bearing corrodes, and it doesn't run smoothly. So, over time, that friction makes it heat and ultimately the axle stops turning or seizes. That doesn't happen immediately, that takes time. So, what we have are a series of mitigating measures to allow us to detect that in advance of a

catastrophic failure. Ultimately what we have is a request to Siemens to expedite the replacement of those bearings as quickly as possible, but again, I will mention there are 42 rail vehicles.

Each rail vehicle has three sets of bearings. So, if you think about there's the car and then it sits on top of those wheels, there are three different sets of wheels and each of those have the bearings and the axles. So, it's 42 times the number of bearings per car. So, it is a very large undertaking, and we are working with Siemens now. I sent Chad and the former COO (Chief Operating Officer) out to California last week to have a conversation with Siemens. They are committed to giving us an expedited schedule, but right now the schedule they've given us was really determined by our inability to send them the equipment. That's why we have to buy the dollies.

So, to put it in perspective we had one dolly set, and that meant that we could send one set of the wheels if you will, trucks is what we call them, to California to be repaired at any given time. We are purchasing an additional six sets of dollies. So, we will have a total of seven dolly sets and we are working to see if there is another transit agency, I won't say which one in case they say no, but we're working to see if another transit agency will loan us a dolly set so that we can send eight sets of the trucks at a time versus our one set at a time. So, we are working to very aggressively to remediate this problem as quickly as possible. Again, last week was the meeting. They owe us a response within the next week or 10 days. We will continue reaching out to them daily to ask them as soon as possible, please give us an amended schedule.

Ms. Johnson said okay. Like I said, it's a lot going on. The CEO and the COO now and the CFO are all vacant positions. So, I would just ask Mayor, if during the corrective action plan, what's the period for the corrective action plan?

Mr. Cagle said so, the original schedule again, predicated on one set of dollies at a time for half of the fleet would've been completion some time in the middle of 2025. Roughly July of 2025. That was for half of the fleet. We hope that by more than doubling, by increasing eight-fold, that we can significantly reduce that. The second thing I will say is the original contract was for half of the fleet. We are going to immediately expand that. On April 10th, we will ask you to consider a change order to that contract to include the entire fleet so that there will be no break between. We'll start with the oldest vehicles, and we will move through until every vehicle is complete.

Ms. Johnson said Well thank you for the work you're doing and thank you Mr. Jones for the update. I would ask if the Transportation Committee could maybe take a deeper dive into the reports and the corrective action plans so that we are proactive on this. This is something I think our voters would expect us to be aware of and have oversight of. So, if we could have a referral to the Transportation Committee so that we're able to see those reports and really be aware of the deficiencies and the problems. Thank you.

Councilmember Mitchell said Brent, let me just echo some of the comments my colleagues have made congratulating you on your leadership to CATS. Secondly, thank you for putting in the budget, both FY24 and FY25, \$3.5 million for a security contract. In our Strategy Session, Brent, I think you were there, we saw a consultant talking about how the transit system was getting federal dollars, and above us were those who had an authority. In your limit review of other transit systems, have you reviewed other transit systems that have an authority structure?

Mr. Cagle said no sir. So, let me back up. Management Partners, part of the scope of their work was not to look at governance structure.

Mr. Mitchell said okay.

Mr. Cagle said that was not part of the scope, but the reason it came up and was part of their report was they did conduct interviews with 19 key staff as Ms. Babson noted. Confusion or clarity around governing structure as it pertains to City Council and MTC roles was one of those things that came up frequently in those staff interviews. So, they

reported back on it, but it was not something that they really dug into. What I would say is that was identified as an area for future review for the policy making groups.

Mr. Mitchell said okay. Last but not least, you put in the PowerPoint, procurement and contract. I'd like to ask the question, are we working very closely with our CBI (Charlotte Business INClusion) on procurement and contracts to make sure we're using our CBI firms when appropriate?

Mr. Cagle said yes sir. So, one of the things that came up in Management Partners was not really around our commitment to DBE (Disadvantaged Business). Our DBE goals, our MWSBE ((Minority, Women, Small Business Enterprise) goals, it was really about the transition that was started three or four years ago around CATS procurement, city procurement. It was really about that transition, not so much the goals that we have and that we meet.

Mr. Mitchell said the last thing Madam Mayor and Council, this came up in our Transportation Committee discussion, about having RATP Dev come to Council. So, it would be good if in the future we can schedule that. I think most of us who've been around this table for a long time have never met a representative from this company. So, to help foster better relationships, I think it would be great if we can engage them going forward.

Mr. Cagle said yes sir.

Mr. Mitchell said thank you.

Councilmember Molina said I would be remiss to not echo everybody around the table. Brent, congratulations. I think the courage to step up and see a piece of the organization in such need and be willing to do it. I think that part stood out to me when Manager Jones said you came to him to say that you were wanting to take on the challenge. I think that speaks a lot to who I believe you are as a human and it's showing in just a small amount of time how you've been able to set a path and a direction for the organization. I'm very excited to see what we do going forward. So, congratulations to you.

Mr. Cagle said thank you.

Ms. Molina said I also think this is the Master of Science and Management thing starting to peek its head out. We had a CFO actually come from another organization to say that they can actually be malleable and step into a role of leadership within CATS. What that means and what that speaks to, to me, internal hires and growth within an organization speaks to leadership. I think if every time we need leadership we have to go outside, that's a failure of leadership. When we can actually organically from within have people ready to step into those roles, I think that's a testament of good leadership. So, I was very excited to hear that.

So, my estimation of CATS particularly thinking of the east side and what the CATS organization will mean to the residents of the east side. I see this organization being the answer to our short-term transportation infrastructure needs. We have aspirational goals that will be long term infrastructure needs, but our short-term infrastructure needs are really going to be based heavily on what you can do within the CATS organization. So, I'm really excited to see how we build that out. I don't want to start putting a whole lot of pressure on this. What I see are a lot of the sentiments of what we need to get started on a great program, and I'm excited to see us go from good to great.

Being a person who listens to NPR (National Public Radio) religiously, every single day, I've heard from the outside that they would actually like for us to be able to address the organization RATP Dev, the Council. So, I'm actually interested in seeing that and I think a lot of our listenership and the people who pay attention to what we're doing would like to see them actually address and speak to the Council as well. So, I would like to add that.

Mr. Cagle said yes ma'am.

Ms. Molina said also finally, I think CMS, just going back to what Mayor Pro Tem said about CMS, I'm a CMS parent. I have two kids in CMS, and I know that they're going through a lot of different changes this year with the Transportation Plan and particularly for children that are in magnet schools. So, right now the Transportation Plan, and I don't want to claim to be an expert on this, but if you're a parent of a CMS student who is actually going to a magnet school, you actually have to take the child to their home school and then they have to actually take transportation from their home school to their magnet school. This is particularly going to affect the students that are in high school programs.

So, I'm wondering and I'm hoping that we have some deep conversations with CMS to see how we can play a role in resolving some of those issues. The schools are actually going to let out at around 2:30 in the afternoon, and I don't think that's going to be highly conducive for parents that work. So, some of those parents will inevitably I feel like have to have their children take our bus system. So, like I said. Not to belabor what he said, but I did write that down because I know that's something that's absolutely coming down the pipeline for next school year. So, we will need to be strategic in how we partner with them and have those conversations so that we can be solution oriented.

Finally, as a bonus, every time I think of CATS, I think about a railway and what we put next to a rail, it automatically flourishes. We don't have that with CATS. You have a bus stop and there's really nothing that says infrastructure or improvement. I'd like for us to think about that. As we think out what's possible with CATS, what does it mean? If you're riding the bus, a bus stop should mean something, right? Having a bus stop that's close to transit. That is transit. That should mean something in Charlotte I believe. Right now, it really doesn't have the same sentiment.

You know that rail is coming, and you get everything surrounding it, but if you've got a bus stop, it's just like, "Oh, that's a bus stop." So, I wonder how we can start to think about that in alignment? One shouldn't mean something as opposed to the other. I think they both should mean something kind of concurrently because they are access to transportation. I know they won't mean what a rail system means, but they should mean something, right? They should mean that there's access to transportation here. So, what does that mean around it? How do we think that out? I know that's something just to plug, but maybe we can talk about that offline. I've got some ideas.

Mr. Cagle said yes ma'am.

Ms. Molina said thank you so much.

Mayor Lyles said thank you. We will be doing social district presentation during the Manager's Report. We're about 10 or 15 minutes late to downstairs. So, as soon as Mr. Bokhari is completed with his comments, we will go downstairs. We have a public forum tonight as well.

Councilmember Bokhari said Well, yes. I speak on behalf of all of the 1110 WBT listeners and I will just tell you very specifically good work in your time there. Purposely, I think a lot of us have been trying not to bother you so you can get your legs under you and figure out what's going on. Just a heads up for when we go into the budget conversations, when we meet with you next, I think it's going to be really important for you to bring some numbers along with you. Particularly around if we're talking about the CATS employee base, numbers of hiring backlogs or safety issues, morale, the things that we're trying to address there.

On the assets themselves, particularly the buses, I really want you to come and bring forth the measurements and the tradeoffs between the SEAP and the CATS asset investments. I have a deep hunch after that last conversation we had a while back that we are trying to jam a bit of a square peg into a round hole given that the technology around a lot of this stuff isn't as involved and advanced as it needs to be to be scalable

at the use. I really want to make sure we're not making decisions to delay purchasing of the assets we need because we're trying to kind of do this SEAP, a little bit of a dance.

So, that and particularly I know you've got a ton cut out for you with everything we've talked about, but it still goes back to the last I heard the stat updated was it on average takes somebody 90 minutes to get somewhere on a bus in this town to their ultimate destination. That's the measurement right there and where we are in our strategic plans to bring that down is what I'd really love to hear particularly associated with the budget ask. Again, we around this table, we cannot manage what we don't measure. So, just a friendly head up. I know that's a lot to ask in 90 days, but just to know as you come into the budget conversation, that will be much appreciated.

Mr. Cagle said I'll be ready.

Mayor Lyles said alright. Let's get downstairs and be ready for our public forum.

* * * * *

The meeting was recessed at 6:44 p.m. to move to the Meeting Chamber for the regularly scheduled Business Meeting.

* * * * *

BUSINESS MEETING

The City Council of the City of Charlotte, North Carolina reconvened for a Business Meeting on Monday, March 13, 2023, at 6:51 p.m. in Meeting Chamber of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council Members present were Danté Anderson, Tariq Bokhari, Ed Driggs, Malcolm Graham, Renee Johnson, Lawana Mayfield, James Mitchell, Marjorie Molina, Victoria Watlington, and Braxton Winston II.

ABSENT: Councilmember Dimple Ajmera

* * * * *

Mayor Lyles good evening. Thank you for joining us for the Charlotte City Council March 13th Business Meeting and I want to call this meeting to order. So, we'll begin with introductions. We'll start with our City Attorney. Then following those introductions, we'll continue to the next step of our meeting. Our City Council meetings begin with an expression to help solemnize our decision making, our conversation so that we can live and have the respect that you have for us, that we can return that same respect to you. So, we do this in any number of different ways. Each Council person generally brings something that's very special to them. So, tonight, we're going to have Mayor Pro Tem Winston give our remarks and to set our agenda for today and our discussion for our meeting.

INVOCATION AND PLEDGE

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

* * * * *

PUBLIC FORUM

Mayor Lyles said thank you. This is the time that we set aside to have our residents come down and share any conversation, question, or comment that they have with the full Council. We call this our public forum. Each speaker gets three minutes to speak. In addition to that, we also would say that if you are petitioning us to take an action, the City Manager will work with his team to contact you to follow up on any action that you

want to take. We've got a great team of staffers here that help us do our jobs better. So, with that, I'm going to start with our public forum.

Housing

Jammie Carr, 1300 Pamlico Street said yes. My name is Jammie Carr. I am the niece of the late Darryl Gaston. My concern is I am in temporary housing. I have one year to find permanent housing before I am back on the street. What are we going to do about this?

Mayor Lyles said Ms. Carr, we will connect you with someone that has the potential to provide housing and we'll do that tomorrow with you.

Ms. Carr said thank you.

James Lee, 7705 Kings Ridge Drive said good evening, everybody. It's been a while since I've spoken before you. Congratulations to the new Council people. Welcome back Councilwoman Mayfield. My name is James Lee. I'm a long-time resident of Charlotte, born and raised. I was born in Good Samaritan Hospital. I want to just drop a seed in your hearts and your mind, especially to the staff over here about the Home for All Initiative that is looking to have Charlotte be a national leader in ending and preventing homelessness in Charlotte, where the mission is, "Where homelessness is rare, brief and nonrecurring." Charlotte is a great city. We're struggling. You guys have seen me in the street. I've seen some of you guys in the street, but I just wanted to let you guys know about that.

I don't know if the staff has spoken to you guys about that, but the United Ways is going to quarterback this initiative where we are trying to make Charlotte better for everybody, not just for the hundred people that's moving here every day, but for the people who I serve, which are the people who cannot afford to live here, and they can't afford to leave. A lot of folks are in that position, even some of the people that work for you in this building. So, just want to make sure that you guys understand that we're still out here working with you.

We want to work with you to make Charlotte better. I look forward to speaking with each and every one of you in the future about what my role is going to be with just trying to market it, make sure that folks in the street know about it because I've come off addiction and homelessness. Some of you guys know my story, some of you don't, but I'm very proud to live in Charlotte. Very proud of what the Mayor is doing and what the City Council is doing, but I think this initiative with the Home For All, we have to make sure that everybody in Charlotte has an opportunity to have a base of operations and have a place to live just like the young lady just said earlier. We have to do a better job. So, I appreciate the time. Thank you.

Mayor Lyles said thank you Mr. Lee and thank you for your advocacy for housing and homelessness.

Miss Queen City Metrolina Organization

Alexandra Badgett, 1212 Keydet Drive said good evening, Mayor, Council and the City of Charlotte. I know it's a lot of us up here, but we will keep it to three minutes. My name is Alexandra Badgett. I'm honored to be here on behalf of the Miss Queen City Metrolina Scholarship Organization. We are a local preliminary competition for the State Title of Miss North Carolina and the National Title of Miss America. Miss America is the number one leading provider of scholarships for young women in our nation. Not only do they provide scholarships, they provide the opportunity for young women to showcase their passion, showcase their talents and also showcase their passion for service.

I'm joined by three of our four delegates who are going to introduce themselves and share their why. They'll be competing in June for the titles of Miss North Carolina and Miss North Carolina's Teen. First, we have Miss Queen City Teen.

Carrie Radar said hello everyone. My name is Carrie Radar, Miss Queen City Teen. My community service initiative is Carrie Cares where I encourage the youth to volunteer. Some volunteering I've had the chance to do are tour drives and food drives for homeless shelters throughout the area. I've been a part of this organization since I was six years old in the Carolina Princess Mentorship Program. Now, I get to represent my community as a teen title holder. I have been with this organization for such a long time because I really agree with their commitment to preparing great women for the world and preparing the world for great women. They give out so many scholarships and I'm very grateful to be a part of this organization. Thank you all for letting me speak.

Mayor Lyles said thank you.

Ms. Badgett said next, we have Miss Metrolina's Teen.

Annika Schneider said hi everyone. I'm Annika Schneider. I'm an 18-year-old from Gray Stone Day School and I'll be attending Pfeiffer University Honors College in the fall. I have been in the Miss America organization since I was a little girl, about five or six years old and fell in love with the public speaking and confidence skills that it gave me. Today, I am a literacy advocate with my community service initiative, Read With Me, where I promote literacy as an educational and therapeutic for everyone throughout the Charlotte area.

Mayor Lyles said thank you.

Ms. Badgett said next, we have Miss Metrolina.

Anna-Claire Musick said hi everyone. I'm Anna-Claire Musick, Miss Metrolina. I'm also a student at Appalachian State studying clinical mental health counseling. By the end of this year, I will be a licensed counselor. So, it's not a surprise that my community service initiative is focused on wellness. Live Well is what I call it and it's focused on giving our children, our future role changers the tools they need to break away from what society and pop culture says about taking care of ourselves, and instead turn inward and think about what actually works for them in their wellness journey. I personally believe that health education, social-emotional learning and reflective thinking can give our children what they need to not only feel their best but reach their full potential and make a huge impact on the world. We really appreciate everybody's time and attention today, and we would love to invite all of you to connect with us. We're very easy to find on social media through Miss Queen City Metrolina on Instagram and Facebook. We would really love to hear from you about ways that we can connect with Charlotte and serve everyone here.

Mayor Lyles said thank you very much. It's nice to have you all recognized.

Woody Point Road

David Hannes, P.O. Box 38504 said good evening. My name is David Hannes. I'm here again for the Woody Point Road situation. I'm sure some members of Council are getting tired of me, and after 5 visits to Council meetings over the past 12 months, I'm growing weary of coming here too. Maybe we can make this meeting count. I sincerely hope so. It's time to put Woody Point Road and its street classification issue in the rear-view mirror. Don't you agree? So, help me to help you resolve this awkward situation.

You should realize by now that I'm not going away until the Council corrects this mistake. If I wasn't 100 percent sure the city made a mistake in classifying Woody Point Road, I wouldn't be here again tonight to be your conscience. You only have to look at the evidence I've amassed to know I'm right and that's you've been misled by city staff. While I realize it may be difficult for Council to accept the fact that C-DOT (Charlotte

Department of Transportation) and Planning can't always be depended upon, in this instance, they most definitely cannot. You just have to understand that the city is not entitled to their own set of facts and that what city staff says is not the gospel, especially in regard to Woody Point Road.

I do want to acknowledge that a few caring and open-minded members of the Council have listened to me and lent their support, and for this I'm very grateful. What I don't understand is how the rest of Council can just look the other way regarding this simple and straightforward issue. I do know that I will prevail eventually because the truth is on my side, but I think it's a shame that Council and City leaders have for the most part not taken me seriously. I don't want to sound conceited, but I've done my homework and I know what I'm talking about. Council just needs to give me a chance to meet with them and listen to what I have to say.

There's also one other issue that I'd like to make Council aware of if you're not already. I've been accused of threatening the city by the City Attorney. I can assure Council that the last thing I want to do is bring legal action against the city. I just want Council to correct the street classification of Woody Point Road. I don't think that's too much to ask. I believe the City Attorney has done me an injustice by telling at least one Council member who was supporting me not to have anything more to do with me. It appears the City Attorney doesn't care about the facts, only how he can undermine my efforts to save Woody Point Road and intimidate and harass me in the process. The question we should all be asking ourselves is, why is the city going to such great lengths to destroy Woody Point Road, an insignificant little street in southwestern Mecklenburg County? It just doesn't make any sense. Thank you.

Mayor Lyles said thank you very much.

Community Relations

Art Vardanyan, 3924 Well Road, Mint Hill said thank you for allowing me to speak. I have a lot to say. So, excuse me if I'm speaking fast. My name is Art Vardanyan and I represent the Armenian American community of Charlotte. I'm a descendant of an Armenian genocide survivor. Having fled persecution at home, thousands of Armenians use to be grateful to the Queen City for having welcomed them and giving them a life of freedom, where being Armenian doesn't get them killed. I say used to be, because sadly this is no longer the case. Mayor of Charlotte now seems to endorse the ethnic cleansing of Armenians. Having blockaded 120,000 Armenian civilians including 30,000 children with decreasing food, medical and fuel supplies for over 3 months in below freezing temperatures, Azerbaijan as we speak is engaged in ethnic cleansing.

I have with me an order by the International Court of Justice at the Hague calling on Azerbaijan to lift the blockade. Our own State Department has done the same. How does this relate to the Mayor of Charlotte?

Leaving aside her deafening silence, the Mayor of Charlotte has signed not one but four proclamations declaring Azerbaijan Republic Day, Azerbaijan Solidarity Day, Azerbaijan Independence Day as it carries out ethnic cleansing. I cannot imagine a U.S. Mayor declaring Russian Independence Day in the middle of the Ukraine invasion. As I'm sure you all will agree, such a thing would never happen. This begs the question. Are our lives worth any less? Why are the refugees from the previous cycle of violence perpetrated by Azerbaijan reading proclamations about their Mayor supporting and whitewashing an ethnic cleansing campaign against Armenians today? We tried to reach out but were told the city doesn't get involved in foreign affairs. That would be understandable except it's not true. Allow me to explain.

One of the proclamation's comments on the status of Nagorno-Karabakh, an active war zone and a disputed territory which the U.S. has a mandate to find a peaceful resolution for. This is in direct contraction with official U.S. Foreign Policy. Two other proclamations celebrate an entity called Azerbaijan Democratic Republic, which is a no longer existing pseudo state that lays claim to more than half of the internationally

recognized territory of the Republic of Armenia. Now Mayor, I want you to tell the Armenian community that you do not get involved in foreign affairs. That is not what these proclamations say. Freedom House ranks Azerbaijan lower than Afghanistan on Freedom Metrics as one of the worst dictatorships on the planet and you praise it as a Bastian of “Democracy and freedom. Peaceful coexistence and interfaith harmony between Christians and Muslims.” This is not misinformation, this is disinformation.

I have an entire stack of news articles about the deliberate destruction of Armenian Christian heritage condemned by the Hague, the desecration of Armenian cemeteries, the shelling of an Armenian cathedral, the beheading of Armenian captured civilians, the torture of Armenian POWs (Prisoners of War), all of this on video, all of it no more than three years old.

Mayor Lyles said thank you very much for the information. I appreciate it.

Mr. Vardanyan said can I hand you this packet?

Mayor Lyles said yes, please do. To the City Clerk or to the police officer there. Okay, thank you very much.

* * * * *

AWARDS AND RECOGNITION

ITEM NO. 7: PUBLIC PROCUREMENT MONTH PROCLAMATION

Mayor Lyles said we have two proclamations that we’d like to present today. The first one is a proclamation that really impacts the caliber and the quality of people that work for the City of Charlotte. It is about a subject that many of us don’t think very often about. The subject matter for this is the Public Procurement Profession. So, I’m going to read a section of it that to me, is very important.

Mayor Lyles read the following proclamation:

WHEREAS, the Procurement Professionals of the City of Charlotte have received the Sustained Professional Purchasing Award for demonstrating excellence in purchasing standards from the North Carolina Association of Governmental Purchasing for 22 consecutive years.

WHEREAS, they practice the public procurement values and principles of accountability, ethics, impartiality, professionalism, service and transparency established by the National Institute of Governmental Purchasing.

WHEREAS, this purchasing organization and other international associates celebrate March as Procurement Month in order to expand the awareness of being a purchasing professional. That role is for government officials and to serve the public.

NOW, THEREFORE, I, Vi Alexander Lyles, Mayor of Charlotte do hereby proclaim March 2023 as

“PUBLIC PROCUREMENT MONTH”

in Charlotte and urge all of us to observe it and recognize the importance of this profession in our city.

* * * * *

ITEM NO. 8: BRAIN INJURY AWARENESS MONTH

Councilmember Johnson said my name is Reneé Johnson. I’m the District 4 representative and I’m honored to recognize Brain Injury Awareness Month. March is

Brain Injury Awareness Month. This is actually the third year that we're reading the proclamation. So, I want to thank Mayor Lyles and also Commissioner Chair George Dunlap for their support of this.

Councilmember Johnson read the following proclamation:

WHEREAS, more than 2.8 million Americans sustain a brain injury every year and over 5.3 million Americans live with a brain injury related disability.

WHEREAS, over 80,000 people in North Carolina will sustain a brain injury this year and many survivors will be left permanently disabled.

WHEREAS, acquired brain injury includes traumatic brain injuries sustained from a blunt force trauma and nontraumatic brain injury is from strokes, aneurysms, tumors, infections and even COVID.

WHEREAS, active duty and reserve military service members are at an increased risk for sustaining brain injury and,

WHEREAS, research on abused women show that 40 to 90 percent of victims of domestic violence suffer physical injuries to the head.

WHEREAS, research shows that up to 50 percent of homeless individuals and up to 85 percent of incarcerated adults reporting having experienced a physical injury to their head.

WHEREAS, public and understanding of the dangers, prevention and treatment of these injuries and effects on the family are critical to help aid individuals in recovery.

NOW, THEREFORE, Vi Alexander Lyles, Mayor of Charlotte and George Dunlap, Chair of the Mecklenburg Board of County Commissioners do hereby proclaim March 2023 as

“BRAIN INJURY AWARENESS MONTH”

in Charlotte and Mecklenburg County and commend its observance to all citizens.

Ms. Johnson said I do want to present this proclamation to Alicia Street. She's with the Brain Injury Advisory Council and also like to recognize Geana Welter. She serves on the Brain Injury Advisory Council. So, thank you all for being here. I would also like to say thank you to Michael Smith. There are buildings in the City of Charlotte today that will be lighting up the sky in green in observance for Brain Injury Awareness. So, thank you Charlotte City Partners and the other businesses Uptown that will be recognizing.

Mayor Lyles said alright. I think we have one more celebratory moment and hopefully these young people will come down and someone will organize their effort. This weekend in the Dean Dome, the Myers Park Boys Basketball Team brought home the 4A trophy for our city. Thank you very much.

* * * * *

PUBLIC HEARING

ITEM NO. 9: PUBLIC HEARING ON PROPOSED CHARTER AMENDMENTS TO ORDINANCE TO CHANGE THE FORM OF GOVERNMENT

Mayor Lyles declared the hearing open.

David Merrill, 153 South Bruns Avenue said thank you Mayor and Council and members of the media for allowing me an opportunity to address you this evening. Mayor Lyles, you as Mayor and former Mayor Pro Tem Julie Eiselt created an Ad Hoc Citizens Advisory Committee on Government to review the current structure of the

Charlotte City Council and to make recommendations regarding the term limits, term length and methods of implementation of the changes.

The majority of Council members seem to be either choosing to partially or wholly ignore the recommendations of that Committee that you created and staffed, but you're more than happy to take that pay increase that they recommended. The recommendations of the Committee are that changes should be implemented by a Citizens Referendum. That Committee has recommended nonpartisan elections and term limits, but it appears that most members of the Council are ignoring these recommendations. You should only have four-year terms if you have term limits. Most members of Council are supporting your recommendation of staggered elections which would allow district representatives through an At-Large while keeping their seat safe. At-Large representatives, you may want to look at the person beside you who may be challenging for your seat in the next election should this come through.

Worse yet, it appears that you're working to further gerrymander this city creating the likelihood of a single party voting system in the city which is bad for everyone. Polls show that likely voters in Charlotte overwhelmingly oppose the extension of terms. You are choosing to ignore that polling and the recommendations of your own Advisory Committee. I ask you, why create your own Advisory Committee if you're just going to ignore the recommendations? This appears to be the first part of a trend towards a long-term goal of making City Council jobs a permanent full-time position with another increase in pay, with retirement benefits and additional benefits as well, at all of the taxpayer's expense.

Please close this matter down or put it up to a referendum and let the people of Charlotte decide. Let the people vote. Thank you.

Mayor Lyles said thank you very much for speaking today.

Motion was made by Councilmember Mitchell and seconded by Councilmember Anderson to close the public hearing on Council's adopted resolution of intent to consider changing the form of government by amending the City Charter by ordinance to: Increase the terms of the office of Mayor and City Councilmembers from two years to four years, Stagger the election terms, add an additional district member, and Adopt the Ordinance amending the City Charter by Ordinance be effective upon approval by a vote of the people.

Mayor Lyles said before we do this, I want to make sure that the public knows that we were conducting this public hearing on City Council's Adopted Resolution of Intent to consider changing the form of government by amending the City Charter by ordinance to increase the terms of the Office of Mayor and City Council members from two years to four years, stagger the election terms, add an additional district member and adopt an ordinance amending the City Charter by ordinance to be effective upon the approval of the vote of the people.

Councilmember Mitchell said so, City Attorney, if you may, part of the write up on agenda item number 9 is a little confusing with all the dates, 2025, 2027, 2029. So, can you bring some clarity for the Council members sir?

Patrick Baker, City Attorney said certainly Councilmember Mitchell. I apologize for any confusion in that. Should the voters elect to have staggered four-year terms, how the stagger would work is that at your election in 2025, a group of you would be up for two-year terms and that hasn't been decided by the Council yet. Then whoever wasn't up for the two-year terms would be up for four-year terms in 2025. The group that has two-year terms in 2025 runs again in 2027, and that's where the confusion is. I put out there that the stagger would be complete in 2029, but it's not a four year. We don't start it. It's actually in 2029, then everybody would be on four-year terms.

Mr. Mitchell said thank you sir.

Councilmember Molina said when we initially had the conversation around this, I voted to not support it and it was because of a few reasons. I want to make sure that I'm clear and I stand in the same way. Running every two years can be a stressor for anybody in this seat. Having been here a little under six months, I know it takes time to get your feet under you and understand the processes for city governance and for policy making.

So, four years on its own by itself I can absolutely support, but where I'm completely divergent in being able to arrive at a yes for me personally, is we're still voting on odd number years which means that our turnout is going to be low. If we were to consider even putting this on even number years, it would give us a higher turnout and a higher probability of having our constituents speak.

Right now, we have dismal turnout for odd number years. I don't think to take that opportunity with such small turnout and such a small representation of the districts in particular, to put a person in a leadership role for four years, with such a small percentage of the population speaking, I don't feel like would be a fair chance for the public to speak if this was something that was to actually pass.

In addition to that, I don't know, and I don't feel strongly that we need another Representative in a district seat and four members At-Large. I feel like our At-Large members although they are absolutely important to what we do, they don't really have the concentrated efforts around a district. So, to say that we are going to put a human in a district and we're still going to have four At-Large members, I don't really know how that would play out in dividing up our citizens to have us represent, especially speaking personally as a District Representative. If I were to say anything about this job, especially as a District Representative, there is for most of us, at least 125,000 community members per District Representative that we are responsible for replying to if there is an issue.

So, right now, full transparency, we don't have a full-time staff member to help us do that. A lot of us send our own personal emails. A lot of us, we hold two or three cell phone and we're sending you emails from our cell phones at 11 and 12 o'clock at night. Some of us have full time jobs and have families and all of that. So, if there's anything, I feel like the role itself, to be taken seriously, it needs to be an office. As we've grown as a city and now, we're nearly a million-person city, I think we have to take that part of the representation more seriously in that we have dedicated humans that are there to help us do the job and to serve our residents well.

So, I'm still a no personally for this in its current form because there are quite a few things that I feel like I would change. I know that we have to have a conversation with our State Legislators to consider term limits, but I feel like that although I can't say for this body it would happen, we don't know what would happen in the future. I feel like if we're going to have the discussion, then we have to have it from a full scope perspective and what that would mean is understanding that some humans will come to this position, and they won't leave. They won't have a contingency plan where they will look at new humans who could take their place. They'll stay there in perpetuity, and they'll hold the weight of the incumbency without having new leadership to come behind them.

So, without taking the responsibility of having term limits as a conversation as well, I don't feel like we're doing justice to this conversation. Is it overdue? Yes. Policy moves slow. So, in two years, sometimes you'll start something, and you don't get to see it through because it takes a while. So, four years by itself, I understand the conversation, but there's so many other pieces of the conversation that are missing and that's why I won't be supporting it.

Mayor Lyles said alright. Thank you. Any other comments? So, this was our first public hearing. Mr. Baker, what's the next step in the process?

Mr. Baker said so, the next step will be that on May the 8th, this will be back in front of Council, and you'll make a decision as to what, if anything, to do in terms of adding an

ordinance to change the form of government. Again, what we have in front of you is that if you're going to go forward with a change of government, it would be for a voter referendum. That's what would be in front of you. That's what you'll be deciding on May the 8th.

Mayor Lyles said alright. May the 8th. That's the next time we'll see it on our agenda.

Mr. Baker said just to be clear. Again, for tonight's purposes, Ms. Molina, you may have to repeat everything that you just said on the 8th, but right now, you're really just closing the hearing. That's kind of where we are at this stage because no decisions are going to be made tonight.

Ms. Molina said with that being said, would we have to send this back to Committee to change any of the verbiage or will we have the ability to add or subtract to how it actually goes to a referendum?

Mr. Baker said so, if you were going to do something different than what was advertised tonight, you'd have to start all over. Not with a Citizen Committee, but what was at the public hearing was what was on the page here. So, if Council's going to do something different, you would have to start the process and hold another public hearing over whatever it is that you were going to do different if you decided to change. If you decided not to do it, then it's over, but if you're going to make any changes to what's in front of you, then you'd have to start the process over again.

Ms. Molina said okay.

Mayor Lyles said alright. Thank you for the clarification and thank you for the questions so that we're clear on our next steps. Alright.

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

* * * * *

ITEM NO. 10: PUBLIC HEARING AND DECISION ON GARRISON ROAD INDUSTRIAL PHASE 1 AREA VOLUNTARY ANNEXATION

Mayor Lyles declared the hearing open.

Massie Flippin, 908 Ardsley Road said good evening. My name is Massie Flippin and I'm the Managing Director and Partner from McCraney Property Company and I'm simply here to address any questions that you may have about this voluntary annexation. It's roughly 150 acres and happy to take any questions you have. It's been a long journey and we're excited to be here tonight.

Councilmember Mayfield said it actually is a question for staff. What I'm wondering is have we checked in with our Fire Department since we did get a report that we're seeing a slight increase in response time. Have we checked with fire to see if we were to add in this additional location, if that would impact their response time?

Mayor Lyles said I think there's a staff person coming to address that question now.

Holly Cramer, Planning Department said hi, Holly Cramer with the Planning Department. So, the Charlotte Fire Department did sign off on this annexation. They gave the okay. We're building a new fire station as part of the River District Development.

Ms. Mayfield said thank you very much.

Motion was made by Councilmember Mayfield, seconded by Councilmember Bokhari, and carried unanimously to close the public hearing.
--

Motion was made by Councilmember Driggs, seconded by Councilmember Mayfield, and carried unanimously to Adopt an annexation ordinance with an effective date of March 13, 2023, to extend the corporate limits to include this property and assign it to the adjacent City Council District 3.

The ordinance is recorded in full in Ordinance Book 65, at Page(s) 448-453.

* * * * *

ITEM NO. 11: PUBLIC HEARING AND DECISION ON RIVER DISTRICT PRESERVE EAST AREA VOLUNTARY ANNEXATION

Mayor Lyles declared the hearing open.

Motion was made by Councilmember Mayfield, seconded by Councilmember Bokhari, and carried unanimously to (A) close the public hearing and (B) Adopt an annexation ordinance with an effective date of March 13, 2023, to extend the corporate limits to include this property and assign it to the adjacent City Council District 3.

The ordinance is recorded in full in Ordinance Book 65, at Page(s) 454-458.

* * * * *

POLICY

ITEM NO. 12: CITY MANAGER'S REPORT

Social District

Debbie Smith, CDOT Director said good evening, Mayor and Council. Once again for the record, Debbie Smith, Department of Transportation. I'm very pleased to be with you today to provide a brief update on Social Districts. Social Districts are areas where people can walk around with open containers of alcoholic beverages. Beverages may be purchased from the permitted bar, restaurant or other establishment, but must be consumed within the boundary within the hours of the social district. In August 2022, Charlotte City Council adopted the Framework Ordinance to allow the creation of Social Districts.

Within that framework, Charlotte City Council did a couple of things. First it modified the provisions of Section 15-3 to allow that open container within the Social District. Next, it added an Article for Social District establishment and it had very specific legal requirements that are necessary. On the City's side, the Council must adopt an ordinance designating that Social District. The city must publish a Council approved maintenance and management plan on their website and lastly the city must register the Social District with the NC Alcoholic Beverage Commission. The district though has requirements as well. So, within that, the district must direct signage that identifies the district boundaries, hours of operation and days of the week. Then they must establish that uniform signage for businesses that choose to participate in the Social Districts.

They must create the maintenance and management plan and then they must develop uniform containers that meet those state requirements. Within those state requirements, it must clearly identify where that beverage was purchased. It must have a District logo and it must include the information, "Drink responsibly, be 21." That container cannot be glass and a maximum of 16 fluid ounces. Now one other thing I'll note about the businesses within the district. They must opt in or opt out. Not every business has to allow an open container on their premise.

What City staff have been working on is the Standards and Provision component of the Framework Ordinance and really for Charlotte, Social Districts really are different. The reason is that in other locations, their Central Business District or concentrated area had

one area. For Charlotte, that's different. We have a lot of interested areas. So, what we're finding is that through that standard and provisions documents, we have some requirements on community engagement, what that maintenance and management plan needs to incorporate, specifics around the application process as well as a formal comment period that would come to City Council.

I'll end with next steps. So, here we are in March, and we are receiving final applications. We've got a couple of very interested groups that are coming forward and the earliest that we would then be before you with a public comment period would be that first meeting in April. That is contingent on the final applications being submitted and vetted by City staff. Then after that City Council, and the next meeting we're going to have the opportunity to vote on that Social District. So, with that I'm happy to take questions.

Councilmember Bokhari said thank you for the update. Are you able to tell us who if anyone has already submitted applications at this point or indications of applications?

Ms. Smith said sure, absolutely. Great question Mr. Bokhari. So, far we have Plaza Midwood Merchants Association. They have submitted their preapplication. We also have Glide Brewery. They have submitted their preapplication. So, we anticipate those are the first out of the gate.

Mr. Bokhari said okay. That's good to know. I would hope a couple things. I know we're a little larger. It's been a little more complex for us than others. Usually, people in most parts on North Carolina have had this opportunity. Just pick one and we have to kind of lay the framework by which then others apply, which I think is also a good thing for us because the community is asking us to do it, not us asking them. However, it has been a little frustrating for some of us that lack patience. So, here we are. I would just ask that we stick to this schedule that you've laid out as well as if there's any other parts of town that don't know about this. The awareness and the communications are strong so they understand because we're entering the season whereby some of the small businesses; who've struggled for so many years now can really benefit from this opportunity if the controls are structured properly. I know I've been around this state, I've seen it in the wild already. So, we know it can work, it's just one of those things that we're anxious to see get going.

Ms. Smith said thank you Mr. Bokhari. Appreciate your comments.

Councilmember Watlington said thank you. Hi Debbie, how are you doing?

Ms. Smith said great.

Ms. Watlington said I've got a question. It's really a follow up of a conversation that's been ongoing. A lot of the areas that may eventually make application to become a Social District are also areas that are walkable. Areas like Southend, you mentioned Plaza Midwood and others. One of the things that I know is an ongoing issue that has come up just as recently as this week is that residents in these parts of town where there are high concentrations of pedestrians are begging for changes to our minimum threshold for the traffic calming policy.

I know that a year or two ago we made some adjustments to that and now we've got an influx of petitions. However, specific to areas like this, where we are trying to build very walkable areas, I do believe and agree with our residents that we need to take a look at what those parameters need to be in those areas specifically. Particularly if we're going to be talking a Social District where people are walking around consuming alcohol outside. We know that we've got intersections that people are blowing straight through, and we've got a higher density of folks there, and our entertainment districts as well.

So, I just want to lift that up and for me, that's something that's going to be extremely important as we talk about precautions and measures being in place that we've addressed that specifically ahead of gaining my support for Social Districts.

Ms. Smith said thank you for that comment. Appreciate that Ms. Watlington and I certainly appreciate all of the work that Council did to be able to remove some of those barriers and thresholds for the Neighborhood Traffic Calming Policy. There's now no longer a requirement to do a petition process, but instead a request. So, great changes that we've made. Appreciate that.

Councilmember Johnson said thank you Ms. Smith. I wanted to know is there a website or is there information available online for any businesses that might be interested in still applying?

Ms. Smith said absolutely. It is available on the website and be happy to share that information with you. I don't have that website address immediately available but would happily get that for you. It is available and the application process is online today.

Ms. Johnson said when is the application deadline?

Ms. Smith said no application deadline. It's a standing open application. So, prior to us going live with the application, what we were encouraging folks to do was email the Charlotte Social Districts and we would set up an immediate phone call conversation with them to learn more. The applications are ongoing anytime.

Ms. Johnson said okay. So, then in the slide where it says, "Receive final applications," that's just for the first?

Ms. Smith said correct. The first batch. Yes, absolutely.

Ms. Johnson said okay. Then if we could just share that website information on our social media pages. Okay. Thank you.

Ms. Smith said thank you.

Marcus Jones, City Manager said thank you Mayor and members of Council. Thank you for allowing Debbie to make this presentation during the Manager's Report. There is one report that we wanted to provide you tonight. If Phil Reiger would come up. I think Phil is going to spearhead it. Maybe a little bit over a year ago we were, struggling is probably the best way to gauge it, with City-owned properties and how do we make sure that we have a process. So, I guess it was last summer maybe last fall, we pulled together a team across all departments and there are a number of parcels that we're getting some interest in. So, I just wanted to give you a quick update tonight on the process that's in place now that we didn't have beforehand and some of the opportunities that will be coming. So, thank you Phil.

Phil Reiger, General Services Director said as the presentation's coming up, let me introduce the topic. Good evening, Mayor, members of Council. Just for the record, Phil Reiger, General Services Director. It's a pleasure today to update you on the staff's work to strategically manage our real estate assets, particularly to achieve our city goals. So, what I want to do is just provide a forward look, initiatives that will require City Council's input and action in the future. These are just examples, it's not an exhaustive list, but it'll give you a sense of the work that we're doing today. I don't stand alone in this. This is a major collaborative effort amongst many City staff.

So, we'll just get started. Just wanted to provide a few basic data points to y'all. We own a little over 1,000 parcels that equate to about 5,125 acres plus or minus. Most of these properties are there to conduct city operations. So, you can see the pictures on the slide. They're fire stations, police stations, maintenance facilities, water sewer plants, community spaces and office buildings.

Historically real estate for the city existed to support capital projects and as a result we have a team of real estate experts that acquire, they appraise, they lease and license real estate for the city. All these activities of course are governed by state law, local ordinances, city policies and best practices. Prior to 2017 in conducting our business,

our focus that was driven by Council policy was to maximize revenue. So, in 2017 Council adopted a new policy to shift that emphasis away from revenue generation solely and to place priority on achieving city priorities. We call this Portfolio Management. Since that time, actions like the Affordable Housing Framework, Economic Development Initiatives, initiatives like Corridors of Opportunity have been redefining how we think about real estate work.

So, this shift to Portfolio Management Methodology has added a strategic component to our work. Where we once were very tactical in our efforts around capital projects, we've added a strategic element as we look to use city real estate assets to support community initiatives. So, practically speaking, we've done this by creating a new team. This team we've called the Real Estate Collaborative. This team has been established to ensure that we're thinking strategically, thinking holistically about how we use our property. It's an interdisciplinary team. It's assembled to look at the real estate opportunities that we have in front of us comprehensively and I've listed the expertise that we have on the team. It really represents most all departments in the city. The team has been really charged to really take an initial review of any unsolicited proposals that we may receive from parties interested in city property. To get started, the current assignment on the team's docket is to do an inventory and assessment of the properties that we have. So, we're looking at all 1,000 plus properties that we have and we're developing a tool for the team to use as its things strategically about our properties, but also for policy makers and leadership to use as its making decisions about how to use our property. You'll see there that that team plans to complete that first assignment this summer. It's a big lift; looking at 1,000 properties is no small task.

So, I'm going to transition and look at some examples of some initiatives that are likely to need City Council action in the near future. Again, these are not an exhaustive list, it's just an example of things that are coming. I offer this list, it's not intended to be a long discussion about necessarily any one of these properties tonight, but just to give you a sense of what's coming.

So, from an affordable housing perspective, many of you will remember the 2021 RFP proposals that came in and that was an initial effort again for staff to collaborate, look at the city properties that we have, identify properties that might be good candidates for affordable housing developments, put those out in an RFP and see what kind of responses we would get from developers. We got four responses, and those properties will need City Council action this spring to summer. You can see some other examples here on the list for affordable housing that either will need real estate action or Council action in the coming months.

So, 2501 Archdale Drive is a 6-acre property and it's that little hockey stick that is there in the picture and this property was one of the properties in the 2021 affordable housing RFP, but the developers gave us feedback and said, "This property really isn't a good option." It specifically wasn't a good option because the topography is really steep, and this is a landlocked property and access just turned out to be a real challenge. Since that time, we've gotten an unsolicited proposal from a group to build mountain bike trails. Not unlike other mountain bike trails around the City of Charlotte and we have partnered with Mecklenburg County in the past to do this type of work using city property, at least from a temporary perspective to be recreation space, open space for folks. So, City Council will likely see an action item in the near future to do a land lease with Mecklenburg County to facilitate building mountain bike trails here until something happens in this area where this particular property, maybe through assemblage, might become something different.

So, 101 South Tryon Street, otherwise known as Polk Park, is also on your agenda tonight, later. Polk Park, originally dedicated in 1992 was actually a project that was budgeted for in the FY2020 budget. We allocated \$1 million to take a look at the redevelopment of this site. This site being commissioned in 1992 has grown tired. The fountain, which there's a picture of, is not operable anymore and quite frankly cost prohibitive to fix. The landscaping on this site has sort of outgrown the park. So, it needs some work and because of that, because of the height of the trees, lighting is not as

good as it once was. So, we've got an opportunity in front of us to consider a public-private partnership and of course that's on the agenda for later tonight.

So, we also do leasing. Sometimes there are opportunities to lease city space. It's usually a temporary condition and the Belmont Center has some newly vacated space in its basement. It was vacated as a result of a consolidation of city staff back into the Government Center. The work we did during the COVID time period allowed us the opportunity to do that and Representative Jeff Jackson has approached us needing a local office. We have an opportunity to lease a small space in the basement of the Belmont Center. It's a market rate lease and that is also on tonight's agenda for City Council action.

So, 1222 Statesville Avenue is a 10-acre site. This is the site where the Fire Administration building is located. That's at the bottom point of the triangle there. There is actually about 5 or 6 acres behind it. You can see it there, that looks like a concrete foundation of an old building. That site was the site of what was once going to be the Joint Communication Center. It's currently used as storage and there's an opportunity being evaluated. It's a proposed lease for an emerging industry that would create jobs in the community. So, that is something that our collaborative is looking at and weighing right now. It's something that City Council will likely weigh on in the near future.

The final property that just wanted to bring forward is West Boulevard. This is 0.7 of an acres recently acquired. This is in a Corridor of Opportunity. It was purchased last year. This was a property that was going to be federally seized and we purchased it instead to achieve Corridors of Opportunity goals. This particular property has potential for a lease to renovate the property to potentially provide community services. So, those are again just some examples of some properties and some types of uses that we're thinking strategically about that the Real Estate Collaborative are working on. With that, I'll turn it back over the Manager and be available to answer any questions you might have.

Mr. Jones said thank you Mayor and members of Council. So, I guess it's two things. One is as I've mentioned, right about this time last year, we had a bunch of discussions about city-owned property and things of that nature, and it was very important for us to stop working in silos but to have really something that's more of a horizontal organization. So, you see that in Corridors of Opportunity, you see that in the Violence Framework earlier tonight, but also you see it here. Again, it isn't that we want to go through all of these projects tonight, there was just so much coming in that I asked the team to pull this together so at a bare minimum you know that one, the collaborative is together and we're making sure that we take this through all of our departments as opposed to one department. Two, that we are gaining some interest in some of these parcels. I think the best example is the one that because of topography we weren't able to do affordable housing, but there is a potential use there. So, that's what nice about just to let you know that we're working on these and some of these potentially could come before you.

Mr. Bokhari said this is a great presentation and to be honest, long overdue. Well, done in rolling this out. I think seeing something like that batched up is something we have not seen as a Council for the time that I've been on this body and seeing a process that you've put in place I think makes a lot of sense. We sat five years ago or so and talked about the importance of not being vertical but being horizontal in the organization and how the outcomes are going to be so much better. This is another great example.

So, I'll say one thing though. One of the challenges in an organization this size is that things can get very bureaucratic if they are horizontal in nature. So, you've done all the right things to set this up. I would really encourage figuring out how you can be nimble, how you can move quickly through the processes. The punch line is we have over 1,000 properties. That is wild. We could barely do it when it was the old pre 2018 model of just maximize the value. Acting like a portfolio manager is not within our DNA. We're getting better at it, but it's not there. So, the tendency is going to be to move ridiculously slow. So, I think you guys need to figure out the process by which everyone's engaged, and I

think it's going to be a lot of elements of risk mitigation which I think is again, trust the Council. You don't need to vet everything out and have your position locked in. In fact, sometimes we like it when you have pros and cons, and we get to weigh in. That will enable you to not be waiting for everything to be completely baked. You can bring things opportunistically to us. You can do the initial evaluation as you're finishing your overall framework, and we can move fast because these opportunities move fast. So, I think it's a huge step in the right direction and if we could just finish that to the next level, we'll be in really good shape.

Mayor Lyles said that's a great example of what we did at the retreat. Bringing it to the Council early and trying to figure out what's the best way to do it. I think that's a great comment.

Mr. Bokhari said as long as we all also recognize the fact that they're doing that. That most important part.

Mayor Lyles said no, the important part is the conversation right at the beginning.

Mr. Bokhari said yes.

Ms. Watlington said I just wanted to comment. I'm glad to see this starting to move as well. I do think I'm very pleased to see that the Corridors of Opportunity group is a part of this working collaborative because I think it's going to be incredibly important, particularly for these lots that are located in Corridors of Opportunity. That what ends up there is a reflection of the highest and best use as part of the community's wishes, whether that's in a playbook or in some kind of area planning process. That said, the one on West Boulevard, certainly I'm aware that there have been some conversations and there are some opportunities there. I personally would like to see a little bit more of an RFP done just because of where that one is in particular. So, we can talk a little bit more about that one, but I want to just make sure because it is a catalyst intersection there on that corridor, that we make sure that we've searched far and wide and given folks an opportunity to really bring their best to us. Thanks.

Councilmember Graham said thank you Madam Mayor. I too want to lend my voice in support in terms of the direction that we're going with this. I think it's really good work. My question is not really specific to that, but within the same zip code. In reference to the Council asked the staff and the Manager, I guess a year and a half ago, in reference to identifying city-owned land for affordable housing specifically along future transit lines. So, it would be nice to kind of get a report like that sooner than later because I think that's a tremendous opportunity and us looking inward in terms of what we're doing. So, if we can get something similar to that, it's been a while. As we move forward with the Housing Trust Fund discussions and other housing initiatives, I think that's really important to see what's our inventory and what we can do.

Councilmember Mayfield said Mr. Reiger, two things. One, somewhat echoing my colleagues, when we look at the affordable housing piece, I hope that it's already planned to have conversations with Council members prior to us receiving the information for a vote. I am definitely intrigued regarding bullet two, Columbus Circle and Ambassador Street. When I, with my former colleagues on Council and the City Manager, when we created the TLC (Tolerance*Love*Community) by CLT (Charlotte) program is started in the historic Camp Greene neighborhood, which used to be Regal Heights which is now also Bryant Park. Our investment helped to trigger a lot of development in that area. That development has caused some displacement, a lot of opportunities. So, it would be very important to me to know who is that partner that's coming in because these lots that the city owns, we have had on our books for quite some time. I want to make sure that we're moving in a direction that's actually going to respect the ideas and the goals of the TLC by CLT program.

Also, for the 1222 Statesville Avenue, the 10 acres. When you noted on slide 11, we have it noted in there that it is a market rate lease for the Belmont property, but yet for the Statesville Avenue location where we're saying there's an opportunity for a

proposed lease, it would be also beneficial prior to a discussion knowing if that is also a market rate lease or how close. Because I will, for full transparency, say I'm not interested in seeing any \$1 leases coming before us because we do need to make sure that we are creating and generating revenue to offset the cost so that we don't have to tax our residents. Thank you.

Mayor Lyles said alright. Any other comments. So, with that, Mr. Jones, anything else?

Mr. Jones said that's it.

Mayor Lyles said alright. You've got the 30-day memo and everything else is good.

* * * * *

ITEM NO. 13: AMEND CITY COUNCIL'S RESOLUTION ON BOARDS AND COMMISSIONS

Mayor Lyles said I've asked the City Attorney to read the resolution since it has been modified since it came out with the agenda earlier last week.

Patrick Baker, City Attorney said thank you Madam Mayor, Pro Tem. This is in response to Councilmember Mayfield's request to specifically add in that reports could be requested also by the Committees and not just Council. As you'll see in new subsection 7 of the attachment, there is a specific section related to reports of boards and committees and commissions. To basically get that particular request in with the language that's there, the last sentence of section 7 could read, "In addition to required written reports, the City Council or a City Council Committee may request on a case-by-case basis that an oral report be made to the Council or requesting Council Committees." So, that little bit of language just inserted there I believe will get to where Ms. Mayfield was requesting.

Motion was made by Councilmember Mayfield, seconded by Councilmember Winston and carried unanimously to (A) Adopt a revised resolution on Boards and Commissions to establish a remote participation policy for members of certain boards, committees and commissions of the City of Charlotte, and (B) Adopt a revised resolution amending the Code of Ethics, Gift Policy and Disclosure Requirements for members of all boards, committees, and commissions of the City of Charlotte.

The resolution is recorded in full in Resolution Book 53, at Page(s) 631-648.

* * * * *

BUSINESS

ITEM NO. 14: POLK PARK PARTNERSHIP FRAMEWORK

Motion was made by Councilmember Winston and seconded by Councilmember Driggs to Approve the Polk Park Partnership Framework to support a group of civic leaders who will partner with Charlotte Center City Partners to lead the fundraising, design, construction, and renaming of Polk Park, located at the corner of Trade Street and Tryon Street.

Councilmember Winston said Mr. Reiger kind of pointed in his previous presentation several years ago, even prior to the conversation that we had last year, the city started looking at ways of repurposing or better utilizing city-owned property. Polk Park sits at the southwest corner of Trade and Tryon, and it's actually named after Thomas Polk, not President Polk. Currently I believe it fits the definition of an underutilized parcel. Mr. Reiger gave a bit of color to that, but not only does the city not have a Parks Department to upkeep a park in the way it's supposed to be done, it has a water element that doesn't work, it has poor lighting. There are limited areas to congregate and persistent pest problem exists, particularly large rats.

In 2019 during my first term on City Council, Council approved \$1 million to enter into a public-private partnership with the Republican National Convention Host Committee to redesign the park which was intended to be left behind as a legacy project from the convention. We spent \$650,000 of that money on a design, but when changes to the convention happened, that project went away. After the project went away, the city was approached by a group of private citizens who proposed redesigning the park, leaving the ownership of the land in city hands while maintaining and programming the space with private funds and naming the park after Hugh McColl. These conversations started last term and they continued into this term with the new Council.

I spoke with all of my colleagues on Council in January about moving forward and there was near unanimous desire to get refamiliarized with the details of the public-private partnership. So, I worked with staff and provided all of Council with that memo kind of outlining all the details last week. The other feedback that I heard from Council was compassionate responses to our unhoused neighbors who frequent the area, public engagement and inclusion of recognition of historic communities in the design of the park. Speaking with the stakeholders, these requests don't seem hard to meet or impossible to include. Many if not all of the stakeholders are currently engaged in their ongoing work with our unhoused neighbors and public engagement will be integral to the design process. Trade and Tryon has been the epicenter of our community going back to its importance as an indigenous crossroads for commerce in the Greater Appalachian Region for indigenous populations all the way up to being the center of town for colonial settlements, and fast forward, as the square, which was where the transit and transportation hub existed for much of 20th century into 21st century Charlotte.

There are certain statutory obligations that we have to meet should this move forward. While ours and the public feedback will further influence the design of this park. Approval of this public-private partnership tonight will allow the Manager to utilize the remainder of the \$350,000 that was budgeted in 2019 to demolish this underutilized property and to enter into a public-private partnership to create a vibrant public space. With that, I'll look forward to approving this in a few minutes.

Councilmember Mayfield said so I have multiple levels of concerns. One, on Thursday all of Council received in preparation of today's meeting, a brief update. In that update is where I learned of the \$350,000 proposal for demolition of this space. Now for full transparency, I have had multiple meetings and conversations regarding this space and I'm quite sure in those meetings I had asked as is, because one I am not a fan of naming anything after an individual who is still alive. One, because all across the nation we have had to spend thousands of dollars and in this city to rename not only streets and to remove buildings and to do all of these other things. With the original conversation that I have had with multiple individuals, some of those individuals in this room including a conversation with our City Manager, there was no time where there was a discussion of there being a financial expectation, an ask or a recommendation of tax dollars.

Now, we go back to 2019 where it is stated and has been shared that a conversation regarding the RNC (Republican National Convention) that \$1 million of capital funding was going to be allocated as we move forward. That was a separate conversation that during the RNC there was a plan to utilize that space at that time. Unfortunately, that is an event that did not transpire. Moving forward, this feels like, "Okay, well we allocated \$1 million. So, we're just going to go ahead and throw the other \$350,000 towards it to help clean it up." One, I'm quite sure there's some other things that we have some capital needs for that the \$350,000 could be allocated to. More importantly, out of the more than four conversations that I had with different individuals in the community, none of those conversations consisted of, "Oh by the way, we're probably going to need, or the city is in conversation with us that \$350,000 will help to clear this particular location for us to move forward."

Again, if we're using city tax dollars, I am not comfortable with moving forward to name anything after a living individual. I was perfectly okay with us moving forward when it

was an as is conversation of, we are going to transfer this space over because an entity has gone out, identified private funding, identified private support and they will then move forward with maintaining this space. In that process, they were wanting to name this space after someone in our community who they wanted to recognize who has done a number of great things. My one request during those conversations is I need there to be some plaque some recognition of the native people who are also part of the commerce and the beginning of commerce of Trade and Tryon, where this location is at. That was my only request. That request was not in regard to an expectation of \$350,000 of tax dollars being spent to level this particular location.

Had we had any conversation regarding any amount of city tax dollars, then I would have been able to ask whatever questions and further clarification at that time of either the individuals that I spoke with, of which also I did reach out to individuals earlier today to share my concerns. As well, shared my concerns with staff which is why it is listed. Clarifying that again, because \$1 million was allocated to do a study to see if we were able to move forward. According to my understanding, as of today, that understanding is when that report came back it was cost prohibitive for us to move forward.

To me, that doesn't mean, "Well we do have a group that has an interest. They have gone out and done their own fundraising. They have identified support to move forward this conversation, but since we have \$350,000 sitting over here, then we should just go ahead and use that to add to doing the demolition of the location." It would be very different if at any point of the conversations over the last two to three months that I had, had there been any conversation regarding funding by the city. If I was under the impression of an as is and you want to move forward with this, that is a very different conversation than the conversation of today. This coming before us to vote on and there being an expectation of saying, "Well in 2019," when I was here and I'm quite sure I'm on record as a no vote because I was a no vote for the fact of that event coming and being in the city prior to all of that. Now we've fast forward a number of years. We're at a very different conversation. It does not feel transparent to me that after the multiple conversations, a dollar amount was not discussed, much less an expectation that because \$1 million was allocated, we should just go ahead and spend the \$350,000 that we have set aside that was for one particular thing that didn't move forward. Then we should just go ahead and put that in for this conversation in order to rename a facility after an individual.

Although you have done good things in the community for a lot of people, I personally have a concern of us naming anything after a living person for the simple fact there are so many people in the community that could be recognized for their amazing work. A number of those people have passed on and it's the respect of their history and their work. Again, for me, since there was no ask of any financial, it was strictly an as is, you will take over it, I wasn't going to push that particular issue. If we're now talking about utilizing tax dollars because we allocated it in the capital fund, I really feel like there are other capital needs that we have right now that that \$350,000 could address. So, as it stands right now, with this ask in it, I will not be supporting this.

Councilmember Driggs said first of all I'd like to thank those distinguished citizens who have come here tonight for this conversation and for your patience waiting this long until this topic came up. This whole proposition does have years of history. I remember going with Ms. Eiselt, Mayor Pro Tem, over to an office overlooking the site, talking about it. I also remember a discussion of the funding at the time. It doesn't come as a shock to me that we're talking about \$350,000 now. I think that is excellent value for the vitalization that would take place at this location. This has been a neglected little corner for a long time and it's really about time we did something about it. So, I'm very pleased that we are doing something about it and again, I think for \$350,000, what do you get for that much these days?

The other thing I would mention is naming after a living individual. I think it's a good thing if we are able to acknowledge Mr. McColl while he's alive so that he knows that we're doing it. He and I don't belong to the same political party, but it doesn't matter. As a long time, member of the financial services community, I experienced from New York

and other locations the growth of North Carolina, National Bank, Nations Bank, on and on and the driving force was Hugh McColl. The benefit to the city of that effort of his is immense and he has served in other capacities, was a member of a group of people who were an informal sort of Council that did tremendous things for Uptown and for our city. So, I don't think it's at all inappropriate that he be recognized this way. I certainly intend to support this. Thank you.

Councilmember Graham said I too want to lend my voice in support of the Polk Park Partnership Framework in honoring Hugh McColl and thanking those who stand before us. Again, I think Ed said it correctly. I believe that you should give people flowers when they can smell it and see it. The 525 building, the Transamerica building, the Corporate Center, the Gateway Center, Uptown is Uptown because of Mr. McColl and fortunately I had the opportunity to work with him and others identifying minority contractors for all those particular projects. So, he really built Uptown Charlotte, and this is just a small recognition to acknowledge that, and I will be supporting it. Thank you.

Councilmember Johnson said I just want to clarify the ownership. Will the city maintain the ownership of the land?

Phil Reiger, General Services Director said yes ma'am. The city will maintain and retain ownership.

Ms. Johnson said so, we'll maintain the ownership but who will maintain the property?

Mr. Reiger said the city will maintain the property after it's redeveloped.

Ms. Johnson said okay. Thank you.

Mayor Lyles said just personally if I could, I went to Queens College. It was a women's college and there was a time that that college was about to close. We talk about how a neighborhood could change. There were actual opportunities for redevelopment, just housing and housing and housing. Hugh McColl decided that wasn't going to happen. Today we have a thriving private school that has given so much back in terms of people and talent that I have to say the reach of what Hugh McColl has done is beyond Center City. We don't have any idea what he has done privately without any announcement. He and his wife Jane have been always people that stepped up and supported and for the school that I went to, it was something that made a true difference, that we have that campus the way we have it today. That we have kids that go to school there and be very successful by getting jobs in Charlotte. A lot of them come out and end up working at Bank of America. End up doing all kinds of things. Studies, internships that are a result of Mr. McColl largest and commitment to this community.

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

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

NAYS: Councilmember Mayfield

* * * * *

ITEM NO. 15: ACCEPT ADDITIONAL OPIOID LITIGATION SETTLEMENT FUNDING

Motion was made by Councilmember Graham, seconded by Councilmember Driggs, and carried unanimously to (A) Adopt a resolution approving a Supplemental Agreement for Additional Funds from Additional Settlements of Opioid Litigation settlement funds with the State of North Carolina regarding proceeds relating to wave two of settlements of the opioid litigation and any subsequent settlement funds that may be allocated to the city as a result of the opioid crisis, and (B) Authorize the City Manager, or his designee, to negotiate and execute all documents necessary to complete the second wave of opioid litigation settlements.

The resolution is recorded in full in Resolution Book 53, at Page(s) 649-665.

* * * * *

ITEM NO. 16: DIRECT PROCEEDS FROM THE OPIOID LITIGATION SETTLEMENT FUNDS TO MECKLENBURG COUNTY

Motion was made by Councilmember Molina, seconded by Councilmember Johnson, and carried unanimously to (A) Adopt a budget ordinance appropriating proceeds of \$1,050,000 from the State’s National Opioid Litigation Settlement Fund to the City’s National Opioid Litigation Settlement Fund, (B) Adopt a resolution authorizing the City Manager, or his designee, to negotiate and execute interlocal agreements with Mecklenburg County to pool the City’s and County’s share of the National Opioid Litigation Settlement Fund proceeds including proceeds from future settlement funds, and (C) Authorize the City Manager, or his designee, to negotiate and execute all documents related to directing additional proceeds from the City’s National Opioid Litigation Settlement Fund as authorized by the supplemental agreements.

The resolution is recorded in full in Resolution Book 53, at Page(s) 666-673.

* * * * *

ITEM NO. 17: BEE CITY USA INITIATIVE

Motion was made by Councilmember Driggs and seconded by Councilmember Molina to Adopt a resolution to designate the City of Charlotte as a Bee City USA affiliate to demonstrate the city’s support for sustaining native bees and other pollinators in a healthy local ecosystem.

Councilmember Mayfield said so this is actually a question for staff. As we’re designating Charlotte to be a Bee City, it would be helpful to receive an update regarding our UDO (Unified Development Ordinance) and what language are we looking at that’s going to support our bee environment. As we know that clear cutting has contributed to mass migration as well as displacement of the bees. So, if we’re going to move forward to accept this language and to try to be identified as a Bee City, what in our UDO language or any of our planning language is going to help us to achieve this goal?

Shawn Heath, Housing Director said thanks for the question Councilmember Mayfield. I had a chance to talk to the team today about that question and they reminded me of two things in particular. First, the Tree Canopy Action Plan from 2020 was informative to both the Comprehensive Plan and the UDO. The UDO itself of course includes a number of provisions that are supportive of the Council’s priorities around the environment such as commitments to green spaces.

Ms. Mayfield said so, just for additional clarification. Unfortunately, some developers have been able to pay a fee in lieu. That fee in lieu with planting new trees is not going to get us to the same level of protection as we have when we allow a clear cut to happen. So, it would be helpful to utilize the language that other Bee Cities that have been identified are using to protect the current tree canopy versus allowing more often a fee in lieu because that is not helping with our pollination, which we know is important to our environment. Thank you, Madam Mayor.

Councilmember Johnson said so I had the pleasure of visiting the Woods Community Garden. It’s in District 4. I was just over there this weekend. This is my second time going over there and it’s a family. They’re beekeepers. So, I wanted to know does this initiative offer the opportunity to support local beekeepers or partner with them or do anything to support them. I know there’s a plot of land behind them that may or may not be city or county land. I can talk to you about that offline, but how does this initiative assist those that are doing the work already? Thank you.

Mr. Heath said thank you Councilmember Johnson. It's my understanding that most of the emphasis here is really on educational programming. So, what are things that can be done to demonstrate the importance of pollinators to the community and what are actions that the community members can take in service to those broader objectives? I don't believe there are any specific funding opportunities for example, for people to step forward and seek a grant opportunity for example.

Ms. Johnson said okay. Alright.

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

The resolution is recorded in full in Resolution Book 53, at Page(s) 674-675.

* * * * *

ITEM NO. 18: LEASE OF CITY-OWNED PROPERTY AT THE BELMONT CENTER

Motion was made by Councilmember Mitchel, seconded by Councilmember Mayfield, and carried unanimously to (A) Adopt a resolution to approve a fixed term lease agreement with Jeffrey Neale Jackson for office space within the Belmont Center (parcel identification number 081-101-15), and (B) Authorize the City Manager to negotiate and execute all documents necessary to complete the lease of the property.

The resolution is recorded in full in Resolution Book 53, at Page(s) 676.

* * * * *

ITEM NO. 19: DONATION FROM CATS SURPLUS

Motion was made by Councilmember Graham and seconded by Councilmember Driggs to (A) Adopt a resolution authorizing the donation of one surplus bus shelter to Lake Wylie Christian Assembly, a nonprofit organization, and (B) Authorize the City Manager, or his designee, to execute all necessary agreements and other documents to complete and implement this transaction.

Councilmember Mitchell said just a question. Were other nonprofits aware that this bus was available?

Mayor Lyles said I do not know the answer. Does anyone on the staff?

Brent Cagle, Assistant City Manager said good evening again Mayor and City Council. So, to my knowledge no. This request was received by the department directly from the school. It was not something that we would've advertised. Had this request not been received, CATS would send this shelter to surplus auction.

Mr. Mitchell said okay. Just in the future though, Brent, can we kind of be a little bit more transparent so even when requests come in, just let it be known to other nonprofits in the area. I just want to make sure that it's a fair and equitable process.

Mr. Cagle said yes sir.

Mr. Mitchell said thank you.

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

The resolution is recorded in full in Resolution Book 53, at Page(s) 677.

* * * * *

ITEM NO. 20: CHERRY PARK INTERLOCAL AGREEMENT

Motion was made by Councilmember Johnson and seconded by Councilmember Graham to (A) Adopt a resolution authorizing the City Manager to negotiate and execute an interlocal agreement with Mecklenburg County to fund improvements to Cherry Park, and (B) Adopt a budget ordinance appropriating \$250,000 in private developer funds for infrastructure improvements to the General Capital Projects Fund from Southern Real Estate, Inc.

Mayor Lyles said I think that there were two choices in this. It was the park, or some transportation improvements and the neighborhood chose the park.

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

The resolution is recorded in full in Resolution Book 53, at Page(s) 678.

* * * * *

ITEM NO. 21: MUNICIPAL AGREEMENT FOR RELOCATION OF WATER INFRASTRUCTURE

Motion was made by Councilmember Driggs, seconded by Councilmember Molina, and carried unanimously to (A) Adopt a resolution authorizing the City Manager to negotiate and execute a municipal agreement with the North Carolina Department of Transportation for construction of water line relocations, adjustments, and improvements, and (B) Authorize the City Manager to approve the reimbursement request for the actual cost of the utility construction.

The resolution was recorded in full in Resolution Book 53, at Page(s) 679.

* * * * *

ITEM NO. 22: MUNICIPAL AGREEMENT FOR RELOCATION OF WATER AND SANITARY SEWER INFRASTRUCTURE

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

The resolution was recorded in full in Resolution Book 53, at Page(s) 680

* * * * *

ITEM NO. 23: RESOLUTION SUPPORTING THE EDWARD L. (NED) CURRAN DESIGNATION OF THE INTERSTATE 485/WEDDINGTON ROAD INTERCHANGE

Motion was made by Councilmember Driggs and seconded by Councilmember Winston to Adopt a resolution supporting the Edward L. (Ned) Curran Designation of the Interstate 485/Weddington Road Interchange.

Councilmember Driggs said I just wanted to say briefly. I appreciate this recognition of Ned Curran who has served our community and the state in so many capacities. A leading businessman with a great passion for Charlotte. So, I'm glad we're doing this. Thank you.

Councilmember Mayfield said the same comments that I mentioned earlier regarding renaming supporting anything regarding an individual that is living and the possibility of moving forward in a decade or so having to remove such said name.

Mayor Lyles said that would be up to the state, wouldn't it?

Ms. Mayfield said that's what I don't understand. Since it's from NCDOT, I don't understand for us to even have to have our name on record for it, but for on record as an African American female, no. I will not be supporting. It will be for the same reason, and that is concerns moving forward as impact specifically in African American community and working-class communities. What may or may not come out at some point in the future.

Mayor Lyles said it's part of their process.

Councilmember Watlington said yes ma'am. Can you expound why specifically as a Black female. Do you have something specific that is a concern?

Ms. Mayfield said I do that I will not share at this dais yet. What I will say is for consistency sake. Renaming any space, any street, any park, any venue after someone who is living when we as a nation have gone through multiple venues and spending thousands of dollars to remove names, statues, rename streets. I have a concern that we are setting ourselves up to continue to do the same thing for a future generation to then look back and go through just like we have done to say, "Who were the people that sat around the table and chose to move forward with this particular decision? Did they actually do all of their research, or did they only do partial research?"

Ms. Watlington said I can appreciate that position out of an abundance of caution. Okay.

Mr. Bokhari said I think Ned is an incredible person. I like Ned an awful lot and he's done so much, but I'm just going to vote no just out of consistency on this one.

Mayor Lyles said vote no for what?

Mr. Bokhari said out of consistency for again, when we have the direct ability to name things or indirect in that case just to stay consistent with that point.

Councilmember Driggs said the issue wasn't living or dead. The issue was names.

Mr. Bokhari said oh yes. It doesn't have to do with living or dead people.

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

YEAS: Councilmembers Anderson, Driggs, Graham, Johnson, Mitchell, Molina, and Winston

NAYS: Councilmembers Bokhari, Mayfield, and Watlington

The resolution was recorded in full in Resolution Book 53, at Page(s) 681-682.

* * * * *

APPOINTMENTS TO BOARDS AND COMMISSIONS

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

ITEM NO. 24: APPOINTMENTS TO THE BICYCLE ADVISORY COMMITTEE

The following nominees were considered for one appointment for a partial term beginning upon appointment and ending December 31, 2024.

- Keith Joseph, nominated by Councilmembers Johnson and Watlington
- Donielle Prophete, nominated by Councilmembers Anderson and Winston

Results of the ballot were recorded as follows:

- Keith Joseph, 3 votes, Councilmember Driggs, Mayfield, and Molina
- Donielle Prophete, 7 votes, Councilmember Anderson, Bokhari, Graham, Johnson, Mitchell, Watlington, and Winston

Ms. Prophete was appointed.

* * * * *

ITEM NO. 25: APPOINTMENTS TO THE CHARLOTTE BUSINESS INCLUSION ADVISORY COMMITTEE

The following nominees were considered for one appointment for a two-year term beginning March 1, 2023, and ending February 28, 2025.

- Camisha Farris, nominated by Councilmembers Johnson, Mayfield, Mitchell, and Watlington

Results of the ballot were recorded as follows:

- Camisha Farris, 10 votes, Councilmember Anderson, Bokhari, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina, Watlington, and Winston

Ms. Farris was appointed.

* * * * *

ITEM NO. 5: CLOSED SESSION (AS NECESSARY)

Motion was made by Councilmember Winston, seconded by Councilmember Driggs, and carried unanimously to go into closed session pursuant to consult with the City Attorney to preserve the attorney-client privilege between the City Attorney and the City Council pursuant to GS 143-318.11(a) (3). To establish or instruct City staff concerning the position to be taken by or on behalf of the City in negotiating the price or other material terms of a contract or proposed contract for the acquisition of real property by purchase option, exchange or lease pursuant to NC GS 143-318.11(a) (5), and to hold a closed session with City Council to view a recording that has been ordered to be released by Superior Court pursuant to NC GS 143-318.11(a)(10).

The meeting was recessed at 8:36 p.m. to move to CH-14 for a closed session.

* * * * *

ADJOURNMENT

The meeting was adjourned at 10:29 p.m. at the conclusion of the closed session.


Stephanie C. Kelly, City Clerk MMC, NCCMC

Length of meeting: 3 Hours, 27 Minutes
Minutes completed: April 11, 2024