

The City Council of the City of Charlotte, North Carolina convened for Action Review on Monday, September 26, 2022, at 5:00 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Lyles presiding. Council Members present were Dimple Ajmera, Danté Anderson, Tariq Bokhari, Ed Driggs, Malcolm Graham, Renee Johnson, Lawana Mayfield, James Mitchell, Marjorie Molina, Victoria Watlington, and Braxton Winston II.

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Due to technical difficulties, there was no audio for this portion of the meeting.

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Mayor Lyles said Thank you for joining us for the Charlotte City Council Action Review that we're holding today on September the 26th.

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ACTION REVIEW

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

Mayor Lyles said I'm going to ask Ms. Harris to come in and tell us if there are any questions for the council's information on the agenda today.

Marie Harris, Strategy and Budget said thank you Madam Mayor and Council. Good evening. I have gotten to touch base with many of you and you had some questions that have been answered so far. I'd like to take this opportunity to see are there any other questions on any of the items for tonight?

There were no consent agenda item questions.

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CONSENT AGENDA

ITEM NO. 5: CONSENT AGENDA ITEMS 22 THROUGH 41 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, seconded by Councilmember Winston, and carried unanimously to approve Consent Agenda items 22 through 41 as presented.

The following items were approved:

Item No. 22: Fire Apparatus Cooperative Purchasing Contract

(A) Approve the purchase of fire apparatus from a cooperative contract, (B) Approve a unit price contract with Atlantic Emergency Solutions (H-GAC FS12-19) for the purchase of fire apparatus for a term of one year, and (C) Authorize the City Manager to extend the contract for additional terms as long as the cooperative contract is in effect, at prices and terms that are the same or more favorable than those offered under the contract.

Item No. 23: Charlotte-Mecklenburg Government Center Parking Garage Electric Vehicle Charging Station Installations

Approve a contract in the amount of \$1,151,500.55 to the lowest responsive bidder. Miles-McClellan Construction Company, Inc. for the Charlotte-Mecklenburg Government Center Parking Garage Electric Vehicle Charging Station Installations project.

Summary of Bids

Miles-McClellan Construction Company, Inc.	\$1,151,500.55
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Item No. 24: Construct Water Oak Storm Drainage Improvement Project

Approve a contract in the amount of \$10,266,500 to the lowest responsive bidder Sealand Contractors Corp. for the Water Oak Storm Drainage Improvement Project.

Summary of Bids

Sealand Contractors Corp	\$10,266,500
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Item No. 25: CATS Track Maintenance Tamper Machine Purchase

Approve a contract in the amount of \$628,250 to the lowest responsive bidder Harsco Rail for the purchase of a Model 3000 Sixteen-Tool Switch Production Tamper Machine.

Summary of Bids

Harsco Rail	\$628,250
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Item No. 26: Minivans for CATS Paratransit Non-Revenue Support

(A) Award a unit price contract to the lowest responsive bidder Creative Bus Sales for the purchase of paratransit non-revenue support minivans for an initial term of one year, and (B) Authorize the City Manager to renew the contract for up to four, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids

Creative Bus Sales	\$255,276
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Item No. 27: Airport Distributed Antenna System Maintenance and Monitoring Services

(A) Approve a contract with DPJJ, LLC. dba Wireless Services for maintenance and monitoring services for the Airport's Distributed Antenna System for an initial term of five years, and (B) Authorize the City Manager to renew the contract for up to one, five-year term with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 28: Marathon Trash Compactors for the Airport Terminal

(A) Approve the purchase of vertical trash compactors from a cooperative contract, (B) Approve a unit price contract with Marathon Equipment Company for the purchase of VERT-I-PACK 8-yd user platforms for a term of three years under Sourcewell contract 040621-MEC, and (C) Authorize the City Manager to extend the contract for additional terms as long as the cooperative contract is in effect, at prices and terms that are the same or more favorable than those offered under the cooperative contract.

Item No. 29: Bond Issuance Approval for Creekridge on the Park Apartments

Adopt a resolution granting INLIVIAN's request to issue multi-family housing revenue bonds, in an amount not to exceed \$30,000,000, to finance the development of an affordable housing development known as Creekridge on the Park Apartments.

The resolution is recorded in full in Resolution Book 53, at Page(s) 323-330.

Item No. 30: Set a Public Hearing on River District Preserve East Area Voluntary Annexation

Adopt a resolution setting a public hearing for October 24, 2022, for the River District Preserve East Area voluntary annexation petition.

The resolution is recorded in full in Resolution Book 53, at Page(s) 331-332.

Item No. 31: Resolution of Intent to Abandon an Unopened Portion of Whittington Street

(A) Adopt a Resolution of Intent to abandon an Unopened Portion of Whittington Street, and (B) Set a Public Hearing for October 24, 2022.

The resolution is recorded in full in Resolution Book 53, at Page(s) 333.

Item No. 32: Resolution of Intent to Abandon a Portion of the Alleyway off of Rozzelles Ferry Road, Lakewood Avenue and Oregon Street

(A) Adopt a Resolution of Intent to abandon a portion of the Alleyway off of Rozzelles Ferry Road, Lakewood Avenue and Oregon Street, and (B) Set a Public Hearing for October 24, 2022.

The resolution is recorded in full in Resolution Book 53, at Page(s) 334.

Item No. 33: Meeting Minutes

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of: January 18, 2022, Zoning Meeting, and January 24, 2022, Business Meeting.

PROPERTY TRANSACTIONS

Item No. 34: Aviation Property Transactions - 5409 Airport Drive and 4329, 4350, 5011, and 5015 Ashley Circle

Acquisition of 7.93 acres at 5409 Airport Drive and 4329, 4350, 5011, 5015 Ashley Circle from The Harvest Center of Charlotte, LLC for \$5,000,000, and all relocation benefits in compliance with Federal, State or Local regulations for Aviation Master Plan.

Item No. 35: Aviation Property Transactions – 8807 Douglas Drive

Acquisition of 1.197 acres at 8807 Douglas Drive from James Barber and Karen Barber for \$295,000, and all relocation benefits in compliance with Federal, State or Local regulations for Aviation Master Plan.

Item No. 36: Aviation Property Transactions – 8208 Robbie Circle

Acquisition of 0.9160 acres at 8208 Robbie Circle from Jerrie Wingate Fritts for \$200,000, and all relocation benefits in compliance with Federal, State or Local regulations for EIS Mitigation South.

Item No. 37: Property Transactions – Goose Creek Sanitary Sewer Extension to Cresthill Drive, Parcel #3

Acquisition of 2,555 square feet (0.06 acres) Sanitary Sewer Easement, 2,555 square feet (0.06 acres) Temporary Construction Easement at 3309 Winter Heath Way, Mint Hill from John S. Helms and Jean L. Helms for \$27,725 for Goose Creek Sanitary Sewer Extension to Cresthill Drive, Parcel # 3.

Item No. 38: Property Transactions – Goose Creek Sanitary Sewer Extension to Cresthill Drive, Parcel #6

Acquisition of 10,800 square feet (0.25 acres) Sanitary Sewer Easement, 10,374 square feet (0.24 acres) Temporary Construction Easement at 2609 Fox Hollow Road from Russell J. Davis for \$17,625 for Goose Creek Sanitary Sewer Extension to Cresthill Drive, Parcel # 6.

Item No. 39: Property Transactions – Goose Creek Sanitary Sewer Extension to Cresthill Drive, Parcel #9

Acquisition of 10,023 square feet (0.23 acres) Sanitary Sewer Easement, 9,366 square feet (0.21 acres) Temporary Construction Easement at 12032 Bain School Road, Mint Hill from Preetinder Paul Singh Brar and Ravinder Kaur Brar, as Co-Trustees of The Brar Family Living Trust, U/A dated February 12th, 2018, for \$5,300 for Goose Creek Sanitary Sewer extension to Cresthill Drive, Parcel # 9.

Item No. 40: Property Transactions – Goose Creek Sanitary Sewer Extension to Cresthill Drive, Parcel #10

Acquisition of 4,228 square feet (0.10 acres) Sanitary Sewer Easement, 4,322 square feet (0.10 acres) Temporary Construction Easement at 7228 Ashbourne Lane, Mint Hill from Nelson Todd McSwain and Bridget B. McSwain for \$2,475 for Goose Creek Sanitary Sewer extension to Cresthill Drive, Parcel # 10.

Item No. 41: Property Transactions – Goose Creek Sanitary Sewer Extension to Cresthill Drive, Parcel #11

Acquisition of 5,136 square feet (0.12 acres) Sanitary Sewer Easement, 5,136 square feet (0.12 acres) Temporary Construction Easement at 7230 Ashbourne Lane, Mint Hill from Cody Barrett McSwain and Micaela Beckman for \$2,425 for Goose Creek Sanitary Sewer extension to Cresthill Drive, Parcel # 11.

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ITEM NO. 2: ACTION REVIEW AGENDA OVERVIEW

Mayor Lyles said So I'm going to now ask the City Manager to open us up on our action review items.

Marcus Jones, City Manager said so, thank you Mayor and members of Council. Tonight, we have two items that are on the agenda for action review. One, it's an arts and culture update and Priya Sircar will lead us through that. Then we have a Charlotte Transportation Center update, and our assistant city manager Tracy Dodson will kick it off. There's a closed session that I believe will be at the end of tonight with a number of items there. Mayor, what I would ask of you and the council, I would like to have the Transportation Center update first followed by the arts and culture update, because the transportation update is a little bit more time sensitive.

Mayor Lyles said alright. So, we'll go ahead and proceed and with the redo of the agenda and flip those two together.

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ITEM 3: ACTION REVIEW ITEMS

Tracy Dodson, Assistant City Manager said I'm just going to kick us off this evening. First you all saw the CTC, the Charlotte Transportation Center conversation started earlier in the summer when we had conversations around the Hornets, and we said at that point in time that we would be back to start to talk to you about CTC. You all also heard me say this past summer that this is a transit project first. It can house a lot of different things like the Hornets practice facility, it can be an Economic Development P3 (Public-Private Partnership) Project. It is a transit project first and foremost. So, tonight we want to talk to you about where we are in the process and where we're going. You've said a lot of times that you want to be a part of the process and be a part of the dialogue and that's why we are here tonight.

This is not about replacing CTC, but this is about an opportunity that we have to get a more vertically integrated multimodal hub for our city. The gold line is set, the blue line is set, so a lot of what you'll hear tonight, not only a little bit of a history but also how we have looked at and considered integrating bus into this larger project. I'm going to ask John to come up and walk you again through a little bit of the history and the background. Then we have some of our consultants to talk about the concepts that we're considering. Thank you.

John Lewis, Executive Director, Charlotte Area Transit System said thank you Tracy. So, good evening once again. Tonight, we're looking forward to publicly introducing to some of you and revisiting for our members that have heard us speak earlier this summer a mobility opportunity that we've had on our radar for quite some time now. Our goal tonight, if you'll allow, is to share a bit of past, present and future in order to better lay out the vision we have for our riders based on what they've told us, while also aligning and sharing further the public, private and federal investment we now have to take into our communities for further discussion and feedback as we collectively determine next steps. The Charlotte Transportation Center opened in 1995 and has served us well for nearly 30 years. To meet the mobility needs of today and the future, the Transportation Center would require major renovations as it nears the end of its useful life. Time has flown since we first built this facility. I, actually thinking back to years 2007 when I was serving in this role at the Greater Richmond Transit Company, I brought my board of directors to Charlotte to take a look at the cutting-edge solutions that Charlotte had

invested in to deal with the challenge of on street transfers. Little did I know that a couple of decades later I'd be standing in front of you tonight looking at the next generation of innovation that Charlotte will inevitably lead the way once again.

So, as you've heard from Ms. Dodson, we've been working on this project for quite some time. You heard earlier this summer about the opportunities that we have to integrate other development opportunities into this center, but at its inception this began and will be based upon the solutions that we find for our mobility hub to replace the transit center. We're at the very beginning of what will be a long journey before we have a new solution on the ground for our customers. Right now, we are, from a transit standpoint, figuring out what the locally preferred alternative, to use a federal term, but for us, what is the best option to move forward with along this progression? The current transit center as it stands today is the focal point of almost \$2 billion worth of infrastructure investment. As was mentioned earlier, we have this original south corridor of the blue line that opened in 2007. We opened the blue line extension \$1.2 billion investment in the spring of 2018 and phases one and phase two of the gold line. This is probably the greatest center point of transportation investment in the southeast.

So, in the early 90s, this community came together to solve a transportation problem. Thousands of daily bus transfers taking place along Trade and Tryon Street. The dangerous interactions between pedestrians looking to transfer between buses on either side of the street along with single occupant vehicles travelling along Trade and Tryon. Then you look towards a public-private innovative partnership that was developed then to solve a mobility challenge. Looking forward, we find ourselves once again at the intersection of a mobility challenge that we can look for innovative solutions to solve. There have been those who have questioned the need for an Uptown mobility hub. When you look at the density of employment throughout the region, it is clear that Uptown remains the center of the universe as a destination point for transit riders. When you look at the sheer number of jobs that reside in Uptown and the density of those jobs, almost 50,000 jobs per square mile in Uptown. This will continue to be the number one destination for transit riders now and into the future.

I want to emphasize; we are not trying to just replace the current transit center. We're creating a new multimodal, multi-level mobility hub that meets the current and future needs of our customers and our community. The mobility landscape has changed over the years. We have shared mobility and ride share companies and transit agencies must increase the convenience, reliability and frequency of services. Integrating a mobility hub in a mixed-use development can serve today's needs with a keen eye toward the future.

So, the current issues with the transit center are not a transit problem. It's a design challenge to solve. Before I go a little bit more deeply into the evolution of the problem, and then, our opportunities for solving them, I would like to bring Krissy Oechslin, the Chair of our Transit Services Advisory Committee to join in share her perspective as the chair of the transit, transit riders committee.

Krissy Oechslin, Transit Services Advisory Committee Thank you, Mr. Lewis, and Mayor Lyles and members of the Council. My name is Krissy Oechslin, I'm the chair of the transit services advisory committee. We've heard presentations on the CTC development at numerous meetings, this month's meeting as well as in June. The members live in Charlotte, and in all of the towns in Mecklenburg County and use transit in a variety of ways. I would like to share some of the concerns and questions in the last two meetings where we talked about the redevelopment.

There was a recommendation that there needs to be a good wayfinding because with three different modes of transportation all coming together at CTC, you've got the blue line which is elevated, you've got the gold line which is at street level and then you potentially would have the buses below street level, so you need to have good instructions for people to be able to connect. and another comment about what happens with the epicenter redevelopment, a good connection there to this transit hub. Regarding accessibility, we have a member who said it can be hard to find the right bus bay if you have visual impairment. There are black boxes with Braille on them, on the different bus

bays but not everybody with visual impairment reads Braille, and sometimes the boxes are dirty. Additionally, if everyone coming in at street level needs to come down to the buses, and back up, stairs isn't going to cut it for everybody. So, we need to have escalators, and elevator, all manners of getting up and down. speaking of stairs, a lot of people use their bike, and then connect with the bus, and they need to be able to get their bike down to the buses and back up That could be as simple as building runs, which is like a channel, that you can, you know, push your bike up. Up a flight of stairs or a ramp, but that is the way that the people use the transit system.

One member expressed concerns about crime and safety, if CTC was underground, emphasizing sufficient lighting and security presence. Another concern that's been raised is that if there's a temporary transit center set up across the street for the years that it will take to build the new CTC, how would that construction impede access in and out of the temporary transit center, buses going in and out, people going in and out? Another's concern that was shared was as Uptown continues to grow, the edges of central Charlotte are growing, and so it can be like, for example, I work at, where the observer used to be and that's a two-thirds mile walk from CTC, and it's a bit of a haul in the summer when it's 95 degrees and 100% humidity in the morning. From the center, bringing everyone into one point, there needs to be consideration that not everybody is crazy like me and will walk two-thirds of a mile because we believe in taking the bus.

Some other comments were that building so much parking in the structure is counterproductive to Charlotte's ambitious 50% mode shared goal, when you build a lot of parking, you encourage people to keep driving, instead of using transit or other methods of transportation. And the last concern I jotted down was just the interplay between public and private space. There needs to be a thoughtful balance in restricting access, to the transit center. It's public transportation. One solution, if you're going to require say proof of fair payment to go into certain areas, versus providing public amenities like restrooms and places to sit, you have to think about how those balances out. You don't want to make a public space private, and vice versa; consider the layout of the space, policies for using the space, and how security teams interact with the public.

Like I said, I myself have been taking the number 9 bus for the last five years and I spent a lot of time at CTC, I would appreciate a transit center that's climate controlled so you're in the freezing cold in the winter and out in the blazing heat in the summer, it would be nice to not have to breathe in diesel fumes and cigarette smoke while waiting for a bus, for it to be well-lit at night and plenty of clean places to sit while waiting for a bus. And, the CATS (Charlotte Area Transit System) App is really great at figuring out how to get to where you're going, but if you're going somewhere you've never been before, it's good to have old fashioned printed maps to go on where can I go on CATS. I would encourage you on Council to spend a day using only public transportation to get around and experience CTC firsthand for yourself. Thank you for your time.

Mr. Lewis said thank you, Ms. Oechslin. We have spent, as staff and the project team, a lot of time over the last several months, defining what the challenge and what the problem is as we move into defining what the solution to that may be, and I think that you've heard from our Transit Service Advisory Committee, what their day in and day out challenges are, with the current system. So, thinking towards taking in that input and designing a solution that takes into consideration the customers experience is paramount in our mission moving forward.

I just wanted to show, put a photo to some of the concerns and opportunities that we heard from, our transit riders, when we look at this system that was built in 1995, when we were a bus-only transit system. So, this was built to serve our bus riders. You've heard since then, we have added the gold line, we've added the blue line, and but you see the interactions that we still have. We've eliminated the interactions with single occupant vehicles Along that, but as you can see, we still require our customers to cross from one side of the facility to another in lanes of traffic, where buses can be ingressing or egressing. From a design standpoint, as we have retrofitted the facility, to connect to the blue line, we still have some challenges from an accessibility standpoint, but also, from wayfinding and comfort. You hear about the stairs that many of our customers have to

use to get from the blue line down to the gold line or the bus center. These are opportunities for us to solve challenges for our customers into the future.

Looking at it from a community standpoint, there's no active street frontage. In fact, many times during the day, this entire street front would be covered with buses who are also waiting to provide connectivity for our customers. So, looking forward, we want to develop a fully integrated uptown mobility hub, with redevelopment opportunity while we're respecting the needs of our transit customers and outlining the goals that must be met. We're in problem solving mode right now. We've identified some challenges to solve, now we have to find the best possible solutions, and in that solution, is identifying what our goals will be. We need to elevate the transit experience for our customers.

The current transit center is not adopted, and we are unable to adapt the current transit center to the future mobility needs of our community and at times, the current center can be a hindrance to transit utilization. Before redevelopment proposal advances, a temporary transit center must be secured. How do we minimize pedestrian, automobile and bus conflict, and create a more comfortable, climate-controlled transit experience? As you've heard from Ms. Oechslin, even though the current transit center is covered, when it's hot outside, it's hot in the transit center. When it's cold outside, it's cold in the transit center. That's a problem we have to solve for our customers in that can we create, we will create, a multilevel, multimodal transit facility, that meets the needs of our customers from a comfort standpoint, and amenity standpoint and an ease of utilization.

So, in doing that, we took advantage of a unique opportunity. We received an unsolicited proposal to develop the Charlotte Transit Center from a Greensboro developer following mandated FTA (Federal Transit Administration) regulations for responding to unsolicited proposals. We had to evaluate first, did it meet a pressing need for CATS and if it did, how do we encourage competition. So, we sent out formal requests for proposals in June of 2019 and we received three proposals that were submitted as a part of this solicitation. We chose the Charlotte based White Point Partners and Dart Interests, a Dallas real estate investment firm.

One of the key aspects of that choice was how we solved the problem of creating an opportunity to continue our mobility services for our customers while at the same time figuring out whether we redevelop the transit center, we retrofit it or we take it down and start anew. This really came to a head during our preparations for the Republican National Convention. As a part of that convention requirements leading up to it, we were required by the Department of Homeland Security to close down the current transit center leading up to the event and throughout the schedule of the event. If you look back to 2012 when we hosted the Democratic National Convention, we closed down the transit center, but we relocated transit activities to what is now Romare Bearden Park.

If we fast forward to what that looks like now, not only is the park there, but you have the baseball diamond and you have a great deal of development that has sprung up in the area. When we were looking for our operational plan for the Republican National Convention, we couldn't find a location within the 277 loop that we could relocate our transit activity. We would have had to move that to Southend and then bus in our customers to Center City. So, the development team, having the opportunity and controlling the property immediately adjacent to the current transit center, solved both problems for us. It gave us an opportunity to look seriously at the future transit center that met our mobility needs into the future, but also utilizing the property across the street that they controlled allowed us to build a temporary transit facility that still had easy connections to the blue line and the gold line.

So, looking forward, again as I mentioned we're in the problem-solving phase. Developing an integrated transit facility with multiple modes and levels of mobility options, this will no longer just be a bus facility, but a fully integrated mobility hub. Just how development in Southend has become centered on transit-oriented development, and we've become a national leader in that space. We now have the opportunity to bring that experience into Uptown. With that, I'm going to introduce Peter Cavaluzzi who is with the design team

who is an architectural expert on design and integration of transit-oriented development. Peter?

Peter Cavaluzzi, Perkins Eastman said thank you John. My name again is Peter Cavaluzzi. I'm a design principal with Perkins Eastman and I represent a design and engineering team that includes Kimley-Horn whose members are with us here tonight to answer questions. I just wanted to start to say that our mission so far has been to help set the table for this moment and really do a lot of research and study so that we can arrive at the solution that's tailor-made for this moment, for this location, for this transit rider community. So, I'm going to show you some of the analysis that we've started doing and will continue to do as we move forward to make sure that this is a world class vertically integrated mixed-use transit facility tailor-made for this location.

So, some of the key goals that we've focused on as we started our analysis and our study. Of course, we want to have a very efficient and optimized transit network that works with the existing transit facilities that are in the area. The blue line, the gold line and the existing bus routing. So, we're focused on what exist and how we can extend it and enhance what already exists from a transit standpoint. We're also always focused on cost efficient solutions both in terms of construction, as well as in terms of operation and circulation. So, that's always a key theme with all of the options and ideas that we're going to be considering here.

We also want to tie together what has already been invested in this area. This location is really in the heart of downtown Charlotte. We have the Spectrum Center, we have NASCAR, we have the convention center, we have Trade and Tryon, a whole host of tremendous assets in the downtown area and this vertically integrated facility can be the glue that brings it all together. So, we really have a high bar that we're trying to achieve with this facility to maximize the transit rider experience, but also making something that helps build the city. Then of course effective use of the real estate. There's limited land particularly in this location. There's a lot of land to the south, but right in the heart of the city we have to be sure that we're using the real estate assets to their greatest effectiveness. Then of course working with John and his team to make sure that we're meeting all of the transit criteria of CATS so that we have a state-of-the-art facility that will really propel transportation into the future.

This is just a quick overview of a few options that we've looked at as part of our analysis and study. You can see here that these layouts are really more engineering diagrams that show the geometry, the circulation, the access points for passengers. So, we studied a whole host of options to be sure that we have left no stone unturned in terms of how we can create the best possible facility in this location. We've arrived at a series of options that really maximize the existing context as John had said. When this transit facility opened as a bus facility, a single use facility, that's all there was in this location, but today we actually have two new transit lines. We have the trail, we have micro transit, we have vehicular access. So, it really is multi-level transportation hub and it's not just a single use bus facility. Then of course we want to reinforce the neighborhood around us, focusing on Trade and Brevard, allowing Brevard to be that connecting street between NASCAR, convention center and the Spectrum Center and this site as well as connecting into the downtown. Of course, bringing together all the different modes in this one location.

It's really truly a unique condition here within the City of Charlotte and we want to be sure that we take advantage of that opportunity. We've also done a lot of engineering studies in terms of how the buses operate so that they have the proper turning movements so that they board and alight passengers in a safe and comfortable way. So, these are just some of the diagrams that illustrate the level of research and study that we're doing to be sure that this could become a state-of-the-art facility in the future.

We also looked at the existing traffic circulation, the existing street network to be sure that we were looking ahead to the future circulation of both private vehicles as well as transportation to be sure we had a clean and efficient transportation network that where buses come into the property doesn't conflict with other circulation systems and pedestrian circulation that's coming to the site. So, we arrived at three basic options that

we think are promising and one is at street level, and we show two platforms at the street level and of course this one has the benefit of being directly at the street but also has the challenge of passengers crossing the busway to get to the boarding platforms unless you create a bridge from a second level that brings passengers into the facility.

We have another option that's above grade that we call the terrace, and you can see with that we're able to develop a single platform, but it also entails bridging over Third Street which creates perhaps not most ideal pedestrian condition on Third Street where you have an overbuild crossing the street and then you have the light rail line. So, it would be a fairly extended covered area of the street. Then you can also see the ramps that are required to bring the buses up to that terrace level.

Then the third one we're looking at is what we're calling the concourse. Concourse is a transit name. It's very common name in the transit world and this one is below the street level. One of the things we have to be sure is that we have seamless connection between the different levels of transit at this site, but also one of the very promising things about this is it has a single square platform that we can control. We can have it conditioned and it's a much better circulation for the transit rider in terms of the walking distance between buses.

So, each one of these has different pluses and minuses. As we go forward with the outreach with CATS and the stakeholders groups, we'll bounce these ideas off of the various stakeholders and operators and various other stakeholders to be sure that we have the proper solution.

Mr. Lewis said thank you Peter. Now that we have three options to move forward with, we plan to engage the public and stakeholders on the best option that meets the goals of our transit customers and the aspirational mobility visions of Envision My Ride and the 2030 Transit System Plan.

So, how are we going to evaluate these options moving forward? With a series of goals that we've outlined that we heard from our transit service advisory group, passenger first design must be preeminent. We have to have a design that is safe, secure and climate controlled. Reduce the bus route circulation on the surrounding streets, incorporate our public and continued stakeholder input and maximize the development potential above or around the actual center. So, over the next month we're going to be out talking with the public both our current riders. We'll be at the CTC. We're going to have virtual public meetings. We will continue our discussions with our Transit Service Advisory Committee. We'll have some public meetings here at Government Center and we'll be back once again at the end of the month at the transit center, continuing to take in the input, the concerns, the opportunities that we hear from our transit riders.

I also want to reiterate we're at the beginning of a long stage of work. We're at the beginning of choosing what is the option that we will move forward with into design. We've talked to you about moving the silver line forward, the blue line extension in the past, we're at that, using the federal term, of figuring out what the locally preferred alternative is that we will then take into a deeper level of design.

From Council's standpoint, we're here. Here's our presentation today to Council members. Over the next month, we will continue with our public outreach and stakeholders' engagement. We'll be anticipating meeting with the Transportation Planning and Development Committee and then come back to full council with the input that we've heard from our riders and the general public honed down further evaluation of the options and then move forward with a single option into that next stage of development.

So, Mayor, members of Council, that'll conclude the presentation this evening. If there are any other questions, I'd be happy to address them.

Councilmember Ajmera said a couple of questions for you Mr. Lewis. A couple of weeks ago, Steve Harrison wrote about the design and how the vendor was chosen and how

that could be a potential conflict of interest because it's the firm that is a sister company of the one that will be potentially developing this. Could you please elaborate on that and how we would be ensured that this would be an objective process throughout?

Mr. Lewis said Well, I'm not familiar with the potential conflict of interest. So, I'm going to leave that aside, but I will assure that this procurement process followed every step of the mandated federal transportation requirements for how we as transit agencies receive unsolicited proposals and then how we solicit competition in that. As I mentioned in the presentation, we received an unsolicited proposal from a third party. We then went out to ask for competing bids. We received three and we went through a normal solicitation process of evaluating those proposals and making a choice on the one we wanted to move forward with.

Ms. Ajmera said so, I just wanted to follow up on that. So, there are two parties. One is the vendor that submitted a proposal for development and one who is actually helping us assess the options whether we will have the transit center underground, at the grade level or some other location. Are you following?

Mr. Lewis said yes, I'm following. So, you're saying we have a proposal that was submitted by the development team. The evaluation is being done by CATS' third party.

Ms. Ajmera said so, it's not being done by the development?

Mr. Lewis said the developer is not doing the evaluation. We have engaged our own consultants to help us work through the evaluation.

Ms. Ajmera said got it. Okay, that helps address my concern. If you could go back to the slide where those three options are. I will have further questions on this. I can connect offline with you on this. Thank you.

Mr. Lewis said very good, thank you.

Mayor Lyles said if there has been some kind of comment around what's appropriate or legal, we have a transit attorney that works in CATS on Mr. Baker's team. I think we ought to address anything that looks like or is implied with impropriety. So, Mr. Baker can you follow up on Ms. Ajmera's and give us a written statement about this? It's not cool to have people saying things that we assume. So, let's check it in with our CATS attorney that addresses federal and state laws.

Ms. Ajmera said so, are you all aware of the article that I'm referring to?

Unknown said I'm personally not, but I have not spoken with Mr. Thomas or a member of his team. I'm sure they are.

Ms. Ajmera said okay. I just want to make sure that media has the right information.

Unknown said certainly understand the question and we'll provide a response to the entire Council.

Ms. Ajmera said okay, thank you.

Councilmember Molina said I just want a little bit more information around the levels that we're currently discussing because there is a constituent in particular that I have mind who is a 100 percent CATS rider who I speak to a lot to get a gauge of what that experience is like. Because many of us don't dedicate ourselves to using our transit options 100 percent of the time. So, what I've heard at a constituent level is the belief system is that the bus system is kind of hiding the poor from sight. Can you speak to that?

Mr. Lewis said with the current transit center?

Ms. Molina said with the proposed.

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Mr. Lewis said sure. So, I think there has been a jump to conclusion that we've already chosen one alignment or the other. We're at the point we have multiple options that we can move forward with. We're going to take those options to the public and we're going to allow the information we receive to lead us in the right direction. As you heard from Peter, each one of these designs has pros and cons in it. We need to get more information from our transit riders to understand what is it they're looking for in that next generation mobility hub. How do we integrate between three different modes at three different levels? The blue line is elevated.

The gold line is at street level, and so is a bus. How do we create a seamless connection for our customers. The best way to do that is to talk to our customers, get their input and then put their input into the design of our potential solution. When we do that, we'll then come back, check again to make sure that we've met their expectations. That's why when I put up the timeline of the project, we are just at the very beginning. So, we have a long way to go and an important aspect of that is hearing from our users.

Ms. Molina said yes. No, that's a good point. So, again this is new for most of us outside of that particular area. So, I guess the only thing I would say is I'm really interested in seeing what the feedback is from our constituency to say how they feel about it, what input they have. I'm at a loss of names for the young lady who came and spoke and brought some of the concerns.

Mr. Lewis said yes, Ms. Oechslein.

Ms. Molina said okay. Yes, so one of the other people that I spoke to prior to this meeting as well who raised a concern was about the temperatures that you mentioned, which that's a heavy concern about the temperature. If it's hot outside, it's boiling inside of the transit area. Just to kind of echo and lift up that as a concern as well that was brought to me as a servant leader from my particular community and the people who I speak to that that's something that I feel like would be heavy with feedback.

Mr. Lewis said agreed. I think one thing in our early interactions with our riders. The one current theme is we have to have a climate-controlled facility.

Ms. Molina said yes. I agree. That's all I have. Thank you.

Mr. Lewis said thank you.

Councilmember Mitchell said John, thank you, but I have a question for Peter. Peter, do you mind? It's the slide that has all six of the options. It says many options studied. There you go. Thank you, sir. So, the ones there that have dotted lines around it, was that the semifinal list?

Mr. Cavaluzzi said yes, this was just a selection of options that we looked at. We actually looked at even more than this. Just to illustrate the process to you, we said, "Let's show a half a dozen, and then let's zero in on three distinctly different options that we will now go forward and study." So, that's why we circled them and then that next slide is the series of options. So, the ones that are circled are these.

Mr. Mitchell said got it. So, John and staff, I think each one of these slides are great, but the detail is so small. So, can we get maybe an 11x17 of each one?

Mr. Lewis said sure.

Mr. Mitchell said because the citizens are going to ask us in detail about each one and I think it would be helpful. On the temporary location, what is our goal for that? How long will that exist? The temporary location?

Mr. Lewis said so, I think we can expect to be operating in the temporary. That all depends on what the actual construction will look like on the main block, but I would expect we'd

be on that temporary spot for anywhere from 24 to 36 months. So, it has to be a robust center.

Mr. Mitchell said last thing. We went out to Denver to have a chance to see the Denver multimodal. So, how does it relate to that? Because at that particular time, the Denver model was the one that everybody said this is you need to multi transit system. So, how does this compare to that model?

Mr. Lewis said so, a little different, but I think at a broad level, if you want to compare the options, the concourse would be closest to what we saw in Denver a number of years ago.

Mr. Mitchell said okay. Okay, thank you sir.

Councilmember Johnson said thank you for the presentation. I just have two questions. The temporary location. Is access to that temporary location contingent on us selecting a certain vendor? Does that vendor that we are looking to go with, do they have control of that temporary location or is the temporary location separate?

Mr. Lewis said the temporary location is owned and controlled by this development team.

Ms. Johnson said okay. Then secondly are we looking at a level or a space in the transportation center for rideshare drop offs?

Mr. Lewis said the new concept would be designed to meet not just current modes but have the capability to provide access to future modes. Rideshare, scooters, electric bikes and who knows what will be the next in the next 10 years.

Ms. Johnson said thank you.

Councilmember Watlington said I have a couple of questions. The first one, this one that's apparent leading option that's terrace. I realize that you haven't said that but just based on looking at the pros and cons of that slide. This middle option for terrace, just for clarity, is this option and each of these others only at one level? If the main concern that we've heard so far from the community is about it being underground, I just want to make sure I understand as we're looking at these aerial views, which one of these options includes the underground component?

Mr. Lewis said so, we have all three options to look at. We have street level which would be essentially rebuilding what you see today at the transit center. We have a terrace level which would put the new center at the same level that the blue line is. So, above street level but level with the blue line. Then we have the concourse which would be below grade.

Ms. Johnson said got you. Okay, thank you. The other questions that I have are broader to the transit station to the extent that they venture over into other topics. We can talk about that or not. My first question is as we think about how these options, the physical structure relates to our overall goals of increasing ridership, are there particular things about these options? I'll ask it differently. How was the increased utilization of the transportation system as a whole layered into the feasibility analysis?

Mr. Lewis said well I think number one is customer experience. We have heard a number of impediments to transit usage from our current riders. It's hot. Just temperature was the one theme that we heard from everyday riders to infrequent riders. While the current transit center is under cover, you're protected from snow and rain, it's hotter inside the transit center than it is outside the transit center. When it's cold, it is cold in the transit center. So, we're not providing that basic level of comfort to our riders and that is something that they are looking for. Now, there's lots of variations on that that we have to figure out as we continue with design. Taking customer experience was number one in that evaluation and will continue to be.

Ms. Johnson said thank you. Then the other question I had was I saw a slide in there about multiple uses. Are there any plans to incorporate the arts and small-scale retail and those kinds of things in the transit center? I know you talked about the street frontage, but how are we utilizing the space inside to create some kind of destination if you will?

Mr. Lewis said sure. Well, I will say number one, CATS has always had art in transit as a primary goal of that. If you look at our blue line extension, how we design our stations on the gold line, the utilization of local artists in the station design has always been a part of our delivery. So, that will continue to be. When you're talking about amenities, I think that is not just about what amenities are offered within our transit space, but what amenities are offered throughout the development. So, we have an opportunity to meet the expectations of our customers in a very different way moving forward.

Ms. Johnson said awesome. Then my last question is really more about your opening slides. You were setting the stage about Uptown really still being the center of transit. Has the change in remote work and the idea of people commuting from outside of the county. So, thereby not getting on a bus to get to Uptown, how has that informed the feasibility analysis?

Mr. Lewis said sure. So, I think number one, we have some trends analysis. I would not say that we have the answer moving forward but I do say when looking at our ridership over the last six months, our rail ridership continues to grow. Our bus ridership is coming back slower than rail but I think rail has always led the way because of the reliability, the comfort our rail system provides. So, I would say that while this center, the final solution, will be smaller than what it is today as a result of that reality, but also our goal decentralizing our mobility hubs that I will look a lot different than it does today. I think the story of transit's demise has been greatly exaggerated. If you look at our blue line trains between 7 and 8:30 a.m., it's standing room only. So, I think as the community comes back to workplace, whether that's part time or a couple of days a week, when people are coming in to Uptown, they're using transit.

Ms. Johnson said thank you.

Councilmember Anderson said I really appreciate the sustainability aspect of the design both from the building and with the fleet. So, thank you for including that. Given that that the lifespan of this CTC will be with the city for decades, I'd really like for us to also think about how technology will play within this building both from a user experience, a ridership, but also how technology is integrated within the actual facility as well. So, that's the first thing. So, that's my first point. I did see from a timeline perspective where you're going into the design phase. I would really like for it to be a pillar of every time you do a read out on the CTC what's going on with technology, how is it integrated, how can we help as a body to inform that.

Then the last piece I'd say is I appreciate your comment about using multimodal drop off areas and thinking about that, but I'm very big on beginning with the end in mind and thinking 40-50 years out. This center is going to have decades of experience with the citizens of Charlotte. So, thinking about how mobility will actually look a few decades out and what's our opportunity to right size the CTC so that we can embrace those changes as they come down the line.

Mr. Lewis said I think those are all great points and that's something that we have to continue to keep at the forefront of mind as we continue on with this design of this mobility center.

Ms. Anderson said thank you.

Councilmember Bokhari said thank you. Mr. Manager, I think this is an opportunity for us to start thinking differently. When you look at all the challenges we're facing, I don't see a compelling reason why we would even keep this Uptown. I know there's challenges in the deck you're going to see. Uptown has these big bars up there. Two points I'd say is yes, we understand Uptown is a major employment center even if these are 2009

numbers, which we probably should get refreshed numbers if we're making strategic decisions like this. There's an opportunity for us to create this the right way and trying to jam it into an evolved place of density with the challenges that we experience around there isn't fair to the riders, it's not fair to the economic development around the area. If you look up the north side of the blue line, there are opportunities around there, ones that we could've had 20 years ago if we had thought forward enough around the southside of the blue line.

So, I don't think there's any compelling reason for us right now particularly at a time Uptown when we're trying to re-jump start an engine and there are all kinds of problems that we need to somehow create a magic bullet that solves this inside there. I think we can just as easily figure out with last mile connectivity with the blue line itself, to redesign this in a way where we have a blank slate and a canvas. I just go back to our core mission here is moving people. Right now, we have a spot that's a central hub with a lot of stuff to do and there's a lot of hanging out and a lot of "Well I'm going to go through here." It just creates this environment where if we get back to our basics, this is about moving people as quickly as we possibly can to get to their destination. If we keep that goal in mind, I don't see any way that we would continue trying to say, "Is this going underground or above ground or whatever." I think we would say let's let that be that and figure out how to solve a moving people problem separately somewhere outside of the Uptown area.

Councilmember Driggs said Mr. Mitchell, the Denver thing. We can talk offline very different. Remember it was large scale, there was a tax involved, there were a lot of commitments from private investors to occupy the whole area. So, different story. Question on this. If we do levels, the first two of those, where are the buses temporarily while the work is going on at this location? Because in the third one, we have a temporary bus facility next door, but we do not or at least it's not clear that we do for the other two. How would that work?

Mr. Lewis said so, if you look at the street level, it's the same design as in the concourse, directly across the street.

Mr. Driggs said alright, so it's just not marked the same way as the concourse picture?

Mr. Lewis said this would be the temporary location.

Mayor Lyles said it's the same.

Mr. Driggs said then for terrace?

Mr. Lewis said the same is terrace.

Mr. Driggs said alright. The concourse solution, is that equivalent to the tower? Is there necessarily a tower associated with the concourse solution?

Mr. Lewis said are you talking about the rest of the development? The private development?

Mr. Driggs said yes.

Mr. Lewis said I'll use your term; the tower would be involved in all three of those options. So, what we're trying to attempt no matter which option comes out at the end of the evaluation, is creating an opportunity for development above.

Mr. Driggs said so, the white point proposal did include a tower, as I'm calling it, right? Are all of the options we're even thinking about anymore also tower alternatives? So, are we going down the road of the P3 under each of these? Have we excluded the possibility of not doing that?

Mr. Lewis said all of these options include a P3 private development. Yes sir.

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Mr. Driggs said alright. So, I don't know whether all of us agree that we had actually decided to commit to that. I thought that we had heard about a possibility of the tower thing, and we said, "Okay, let's keep talking," and now it sounds as if we're not being offered anything that doesn't involve a tower. The timeline that you put up, is that the same for all of these options?

Mr. Lewis said generally. Yes sir.

Mr. Driggs said who are the consultants that we're using for the evaluation?

Mr. Lewis said so, we have on our staff is Kimley-Horn.

Mr. Lewis said Perkins Eastman and Kimley-Horn is on the CATS side of the equation.

Mr. Driggs said right, and those are outside consultants?

Mr. Lewis said those are outside consultants, yes.

Mr. Driggs said alright. Critically, our decision about this is going to depend on cost estimates. So, whereas we proceed along the deliberation do we start to hear about what the differences are in the money associated?

Mr. Lewis said I think just like all of our transit funds, the further we get along in design, the more refined our costs will be. We're very back at the napkin at this point at the conceptual phase and as we continue with design, we'll get much more refined costs.

Mr. Driggs said would it be fair to say that there are going to be substantial differences in the cost depending on which of these solutions we pursue?

Mr. Lewis said I do not know that at this point sir.

Mr. Driggs said I think it ought to be possible to conclude that. I think the concourse underground solution is a whole different engineering proposition. So, I wish we could get some sort of handle on what kind of commitments we're talking about. Also, I think as we move down this road if we are now in a mode of only thinking about a P3, I'm very interested to hear more about how that's going to work. We talk about TIGs (Tax Increment Grants). What exactly are the terms of that partnership and I say that because a lot of people come to Charlotte, they buy a piece of land and they put up a building and they do it without any help from us.

So, as we proceed, we need to be careful about protecting the financial interest of the city and making sure that we don't enter into an arrangement with the private sector partners that basically eases their path forward and creates a lot of cost for us. Thank you.

Mr. Lewis said understood.

Councilmember Graham said John, thank you for the presentation. Just want to follow up with Councilmember Bokhari's comment because I kind of wrote the same thing in my notes in reference to were there other sites identified before we went back to the existing site. We also talked about the intermodal station. How does that fit into what we're trying to do? You might want to explain the intermodal station to some of the newer members.

Mr. Lewis said if we take a step back and we go back to our Envision My Ride plan. That was based on the first foundation of that plan. It was redesigning our bus system from that hub and spoke which forced people to come into Uptown even though they didn't need to, to more of a grid system. We have done that. The next phase is how do we redesign our mobility hubs? Right now, since we've built out the blue line, all 26 stations are potential mobility hubs, and they provide opportunities for cross town transfers without coming into Uptown. At the end of the day the numbers are what they are. The majority of our riders today, their destination is somewhere within the 277 loop. So, when you look

at the design of our station with the new mobility hub at the transit center in close proximity to \$2 billion worth of investment, we put the blue line there for a reason. We intersected the gold line there for a reason. It could be that the silver line will come into this location. That's where our riders want to go.

So, we have to take that into consideration in our future design. We're looking forward to the next 40 years. We looked back at what was cutting edge in 1995. As I said I brought my board here to see the fantastic work we're doing now back then. We have that opportunity to look forward recognizing technology has changed, mobility options have changed. We have to take that changing transportation universe and incorporate it into our mobility hubs moving forward.

Mr. Graham said the intermodal station and the relationship between the two once it's built and obviously, they're both transit stations and transport, but could you talk a little bit more about that?

Mr. Lewis said so, as an example, our goal when the Gateway station is constructed, most of our express routes will meet their transfers there. So, we're pushing that away from the current transit center out to the Gateway Center. This new mobility hub will be more local bus oriented, but once again we're still pushing out transfer activity at all of our rail stations. So, only those who are coming down. Right now when you are looking at the current transit center and the outside bays, we have 32 bays there. We're looking at this one to be in that 14-bay realm. Those that will be taking our bus service and connecting to gold line and blue line, Uptown is still the major destination.

Mr. Graham said one last question. Obviously, this is a transit project first and foremost and that's something that we talked about on our small group meetings. Tell me how does the building interface with its neighbors. The arena, the hopefully redeveloped Epic Center, etc., because it is a tight spot. So, how does it interface with its neighbors?

Mr. Lewis said so, I think that is a very important goal that our design team has to meet. Not only in solving the transit challenges, but then how do we interact with our neighbors? We're not at a point now where I can intelligently give you examples of that, but I think that is one of our top goals moving forward. As we continue with the design, choose an option, move forward with greater design, those questions will be answered as we move to that point.

Mr. Graham said got it.

Councilmember Mayfield said Mr. Lewis, you just shared that basically CATS by design has created where the riders would want to go. You gave a perfect example of pushing out the transfer activity center. When we look back over the last few years and look at where ridership was eliminated and/or reduced and we look at the numbers that are presented, they say the majority of our ridership is coming into Uptown. The concern that I have is through previous adjustments in ridership, we have not created the opportunity to say today for what we're attempting to do, the majority of the ridership is coming to Uptown. You gave a partial example of multiple locations, many options study. Was there even an option that was studied that looked outside of Uptown utilizing some of the current land that the city owns?

Mr. Lewis said so, when you're saying was there an option, are you saying was there an option study to move, to relocate the transit center outside of Uptown?

Ms. Mayfield said yes.

Mr. Lewis said the answer to that is no. The reason why is because as I brought up the example of the RNC (Republican National Convention), again when a large number of your riders want to come to Uptown, forcing them to go to Southend or NoDa and then having to somehow take another transfer to get to their final destination, the more times we insert transfers, the less attractive our service becomes. So, the inception of Envision My Ride was to lower the number of transfers and destination is an important part of that.

We want to minimize our transfers, but we can't eliminate transfers. We will never be able to get everyone to their location in a one seat ride. So, recognizing that, we have to have our transfer facilities as close to where people want to get to as possible.

Ms. Mayfield said so, it could just be my interpretation. I heard a conflict and a contradiction in that in the sense of if we're saying that we are having real conversations about pushing out those that are transferring, that's adding another step into that ride. You also stated that based on the numbers that you're looking at now, the numbers show that overwhelmingly a large number of the riders are coming into Uptown. What you did not provide is a snapshot of what the ridership once looked like even in the last seven years. We have a lot of residents that are outside and utilize our public transportation system that are not coming into Uptown. A lot of those individuals in those community routes that once were, have been eliminated or been realigned to some other route.

The challenge that I have is as we're moving forward, it really still feels like we're doing the same thing just putting a new price tag on it. If this is an opportunity for Charlotte to once again be the leader in a mobility discussion, it would be helpful in the many options that were studied, if there was a real level of interest and energy put into if it was not in Uptown. What would that look like for connectivity? Recognizing that we are a city, county of over a million residents and the handful that are coming in Uptown are not a total reflection of those who once utilized CATS that are no longer able to utilize it because it's no longer convenient, or those who are still interested in utilizing it. It would just be helpful to have the opportunity to really look at a comparison versus here's the decision that we've already made and here's the three design options based on that decision. Here are the options of what we know to be utilized taking in account that we, meaning CATS leadership, has redefined and realigned a number of the routes and that has contributed to the fact that we now are saying the majority of the ridership is coming into Uptown.

It would just be helpful to have as much information as possible so that when we are making our decision, we can go back to our constituents whether they live off Mount Holly Huntersville Road and trying to get through Uptown not coming to Uptown. If I'm living out there and I need to go to work at South Park, this isn't necessarily going to help. There is a possibility that routes that have been realigned over the years, we might be able to go back and assist those residents that have faced a lot of challenges when we talk about access and mobility issues.

Marcus Jones, City Manager said can I do what I think would maybe help John? I understand what this presentation is about. With that said, Envision My Ride is what we're hanging our hat on as it relates to, if I have this right, a transit bus system that allows for more frequencies and a better experience. So, I think what would be helpful for some of the questions that have come out tonight is that how does a centralized transfer center help with Envision My Ride versus if the transfer center was not in Uptown, could that be helpful, or could it be hurtful if that's the right term? So, that's what I think I'm hearing from some of the council members.

Mayor Lyles said I'm going to add to what the manager said. We haven't seen the hub network completely, which is how people move around. So, having the hubs that are all out there as Ms. Mayfield said, you might want to be on Steele Creek and get into South Park. Do we have that already happening or would we have to create it? So, those are the things.

Councilmember Winston said I think it's a good job engaging TSAC (Transit Services Advisory Committee) and private citizens in this conversation. It's something that council has asked to better align the work of our committees in our decision making. So, that was a pleasant surprise for me, and I'd like for you guys to stay engaged in this process. I think it gives us some level setting and it also probably can help us to reach out to more people in our community as we help facilitate those public conversations.

Something that was brought up during that presentation is, it might be in alignment with the question that Mr. Jones just posed. How are we thinking of building first and last mile connections into any of these designs? I've heard it posed a couple of different ways,

whether it's technology, but what I'm asking about is how is it going to interact with different weigh points within the Uptown area. How are you going to move people to and from the new transit center? How are we thinking about that?

Mr. Lewis said so, I think one thing that is a key point in the Envision My Ride plan is our bus priority study. That is a very detailed plan of how we incorporate the smaller mobility hubs utilizing our rail stations and also folding that in with first and last mile micro transit options. A 40-foot bus or a light rail train cannot be the solution to everyone's mobility needs. So, while we have to maximize the efficiency and effectiveness of our transit system with our bus and train being the spine, there are other opportunities for us to incorporate new technology, new modes to provide a variety of solutions to our customers. All of that is outlined in our bus priority study in the Envision My Ride. We'd be happy to come back or come to transportation and planning once again to really delve deeper into that plan.

Mr. Winston said absolutely. It does feel like Council is going to want to know how we're going to move people to and from some of the high traffic locations in Uptown from this investment. I do believe that this investment partially will be paid for by a federal raise grant, \$15 million.

Mr. Lewis said that's correct. We received a \$15 million raise grant for this.

Mr. Winston said are there any timeline constraints with that and if so, I heard at least one of my colleagues ask about timeline and spends and how that works out.

Mr. Lewis said sure. So, as a condition of the raise grant, there are certain federal milestones that we will have to meet, and we have done our best to incorporate that into the timeline that we have. So, reaching a decision on a preferred alternative and then moving into design is important to staying on track with that.

Mr. Winston said my last question actually might be for Mr. Hudson. So, we've seen in other plans and other ideations of Center City plans that there was this idea of a Brevard Street Plaza entertainment district, pedestrian walkable place. At least from the slides that we've been presented here, I'm reading this right, it seems like Brevard is going to be a two-way access point to the CTC. Is that a correct inference that I'm drawing and is that going to preclude the pedestrian centric development that had been thought to be seen on Brevard Street?

Ms. Dodson said so, I'll start with this, and you might want to add in. As we've looked at all of these concepts, we have considered that plan and that vision that has been out there for a very long time, probably about 20 years I think of Brevard Street becoming like this festival street if you will. So, we thought and had a lot of conversation about how do you get buses off of Brevard and make Brevard more of that public realm. I always use the example of how great could it be if Brevard, when there's big events at the arena, Brevard becomes a pedestrian street out in front and if we could accomplish retail on Brevard Street that opens up from this project.

So, it's something that we've thought about. It's something that we've considered as we've looked at designs of bus movements and how do you take that away from Brevard? That's a piece of looking at it that we would like to achieve. Do you have anything to add?

Mr. Lewis said I would just add from a pictorial standpoint. This is Brevard. If you look at Brevard at midday, you would have CATS buses on both sides of the street. Those are the extended ones. When I talk about reality, the current transit center has 24 bays but when you add the on street, it's really 32. So, we have eight additional bays on the sidewalk at Brevard. So, an important part of this in helping to reach that future goal of more pedestrian activity, I have to redesign this so that we're not bringing more on street transfers to Brevard.

Mr. Winston said so, what I'm hearing is that we're considering this. We're going to try to figure out how to potentially keep that pedestrian centric approach there, but it's not definitely going to be there, but we're hoping that we can still design into it.

Mayor Lyles said maybe this is right now just a hope Mr. Winston is saying. I think that if you said 14 inside and no longer needing the outside.

Mr. Lewis said 24 outside.

Mayor Lyles said possible.

Mr. Lewis said today, yes.

Mayor Lyles said okay, I think that concludes where we are today. Mr. Lewis and Ms. Dodson will be back and continue to work through this. I think the idea was to show those options. If there are any further questions or anything comes to you as you're looking at the pros and cons, just contact Mr. Lewis and Ms. Dodson and we'll continue to work towards this.

So, we are nine minutes away from when we're suppose to start our public forum and we have a presentation on arts and culture that's probably as long as this one. I'm going to ask if we should defer that to the next meeting or if we should try to do an abbreviated version of that in the manager's report. So, your thoughts? It would have to be abbreviated significantly.

Mr. Jones said Mayor and Council, in the first two business meetings, you began to tackle safety and housing and now mobility. Arts and culture is one of those heavy lifts too. I would suggest that instead of doing a scaled down version in the manager's report, that we just bring it back at the next business meeting.

Mayor Lyles said alright. That is true. It's a matter of how thorough we can be and have the same kind of discussion that we had here that's important to this item.

Ms. Mayfield said Mayor, do we have anything else that's going to be on that meeting so that we don't risk the chance of this getting bumped again?

Mayor Lyles said I'm not going to tell you yes or no because I don't know what will be on that meeting. Mr. Jones, you have a 30-day report?

Mr. Jones said so, to Councilmember Mayfield's question, we do have an American Rescue Plan update which is short as well as the Equity in Government Framework. Which will not be short. So, I believe that the Equity in Government Framework and the arts and culture update are the two that should be discussed from a time standpoint.

Mayor Lyles said I think if we know that in advance, we can probably work towards both items being done if we start on time as well.

Mr. Jones said Mayor and Council, the other thing I'll say is for that second Monday of the month, you do not have a public forum. It's only the fourth Monday of the month. So, you do have a little bit more flexibility if you go over in the action review on the second Monday.

Mayor Lyles said that's true. Okay. Let's go downstairs and begin as quickly as we can to the next step.

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The meeting was recessed at 6:24 p.m. to move to the Meeting Chamber for the regularly scheduled Business Meeting.

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BUSINESS MEETING

The City Council of the City of Charlotte, North Carolina convened for a Business Meeting on Monday, September 26, 2022, at 6:30 p.m. in the Meeting Chamber of the Charlotte Mecklenburg Government Center with Mayor Lyles presiding. Council Members present were Dimple Ajmera, Danté Anderson, Tariq Bokhari, Ed Driggs, Malcolm Graham, Renee Johnson, Lawana Mayfield, James Mitchell, Marjorie Molina, Victoria Watlington, and Braxton Winston II.

Mayor Lyles said if you would join us as we go through our agenda tonight. I am really glad to see so many of you in the audience and those that are viewing from home as well. So, as this meeting is called to order, I'm going to begin our introductions with our City Clerk.

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INVOCATION AND PLEDGE

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

Mayor Lyles said thank you very much. Before I begin our actual meeting, I want to recognize the Jewish members of our community who are celebrating Rosh Hashanah and are observing their high holy days. To my Jewish friends, I say Shanah Tovah. May you have a good and sweet new year.

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PUBLIC FORUM

Mayor Lyles said so with that we are now going to go to our public forum for our speakers. Each speaker will have three minutes to address the City Council and we have two places at the dais.

Homelessness

Charles Ross, 2624 Westhampton Drive said good afternoon. I'd like to say good afternoon to the Mayor, City Council of Charlotte and I need your support. My name is Charles Ross, born and raised in Charlotte, North Carolina. I'm here tonight to ask for your support for guidance to overcome homelessness, keeping in mind the critical need for many homeless families, men and women. My journey as a businessman for 30 years in this city drastically changed due to the widening of Statesville Avenue in Charlotte, North Carolina around the year 2002. Moving forward, I've been homeless since 2013 after working hard and doing the physical pressure of working 12-hour days mostly 7 days a week to build a family, working as a professional stylist in the hair business under the name of International Concept of Hair Design from 1982 to 2002.

The widening of Statesville Avenue impacted my life like I would never have imagined. I lost my family, my business and my property. My rental property that was located on Cedarhurst Drive in the Derita area, due to electrical problems burned to the ground. That was supposed to be my retirement home. I couldn't get anyone to insure it because I was using it for a rental problem, and no one wanted to handle it. So, that was a loss.

Also, due to my under employment, when I had my own business, I was supporting my kids. I put three kids through college, I have a daughter currently at Winston-Salem State who is a junior studying pre-law, and I'm taking small amounts of income that I have now to hold things together, but it's not looking good. Moving from salon to salon was very frustrating. Coming from a businessman perspective, things weren't adding up and the money surely wasn't adding up. This and other problems brought me to living in my vehicle, sometimes the shelter. I do have family here, but I'm trying not to be a burden to

them. I'm expecting my children who are doing very well, but they deserve their privacy to raise their own family as well as I did.

Mayor Lyles said Mr. Ross. Thank you for sharing. That's a powerful story that I know that many people in our community could share with you. I know it takes a lot of courage to come down here and talk about that. We are going to follow up and give you whatever programs that we have. We will also work with Mecklenburg County and see if there's some opportunities that we can help you in this situation. So, thank you very much for sharing that.

Mr. Ross said alright. Thank you for your time and consideration.

Eastland DIY Skatepark

Luke Giduz, 7701 Dunoon Lane said Hey everyone. Thank you for your time, City Council. Here we are yet again. I represent the Charlotte skateboarding community. In the time since we last spoke, Eastland DIY Skatepark has been demolished. Our plan for a new skatepark under the Tyvola Bridge has been put on hold due to complications with the railroad company. Instead of hanging our heads, the skateboarders have organized to create a 501 (c) (3) nonprofit called the Charlotte Skate Foundation which seeks to raise money and secure safe locations for skateboarding within the City of Charlotte. We are in the process of collaborating with parks and rec to arrange a lease that would allow us to secure a new location on parks and rec property which we would use for Charlotte's first ever legal sanctioned DIY skatepark.

We faced thousands of dollars in startup fees to get our nonprofit up and running which, we raised by a product raffle put together by Black Sheep Skate Shop generating our own funding through the power of our own community. The skateboarding community is easily the most resourceful and persistent group of citizens this city has ever seen in my opinion. We have proven time and time again that we are passionate about contributing to our city and creating resources necessary to expand our sport. Parks and rec can't do it alone. So, we're offering our guidance and involvement. Skateboarding belongs in the City of Charlotte because it is a form of recreation and exercise that does not require a league or scheduled practices. Does not require a team or coach, does not require a large financial barrier to entry and can be equally enjoyed by anyone regardless of their age, race, physique or gender identity. All we need are places to do it, which Charlotte has not been as supportive of thus far as we would've hoped.

Our plan is to utilize an old run-down tennis court in Kilborne Park for a DIY skatepark. We would likely have to carry our own liability insurance which could be up to thousands of dollars a year, and we will be building the skatepark ourselves using donated labor, materials, and funding over the course of the years to come. We are disappointed that the city was not able to provide an immediate alternative to Eastland DIY Skatepark, but we are hopeful that in the future we can still make a difference in our community and answer a need that has gone unfulfilled for decades. So, I'm here to give an update on our end and to ask for the City of Charlotte's support as we move forward. If anybody would like to make a donation to Charlotte Skate Foundation, please find me and I can speak on how to do so. So, thank you for your time.

Mayor Lyles said thank you very much. Mr. Jones will give the Council a report on the skatepark in the next several days.

Ms. Charlotte USA

Jarin Simmons, 6012 Sierra Drive said hi, good evening, everyone. My name is Jarin Simmons, and I am your current Ms. Charlotte USA. I was born and raised in Charlotte, North Carolina. I graduated from North Mecklenburg High School, class of 2018. I just recently graduated from Johnson C. Smith University, and I saw you at the commencement. Congratulations to you as well. I just recently graduated cum laude majoring in interdisciplinary studies and I'm currently a grad student at Queens University majoring in communications. I'm also a professional model and I model for Directions

USA in Greensboro, North Carolina. I've modeled for clients like Belk, Neiman Marcus, Nordstroms, Shop Capitol, St. John, Champion and [inaudible]. I have graced five magazine covers, Charlotte Living. I've been featured in South Park Magazine. I've graced the cover of Women Magazine, Belk, the Mob Journal, that's an international magazine, and L'Officiel. That's based in Australia as well.

My pageantry experience. I have ran for Ms. Teen North Carolina. I placed fourth runner up and I won Ms. Photogenic, and I just recently ran for Ms. Charlotte USA in June, and I won and I'm running for Ms. North Carolina USA February 25, 2023, next year. My purpose for running for Ms. North Carolina is I want to be an agent for change. I want to set the example for young women to show that they can do anything they put their mind to. Also, I want to bring awareness to scoliosis as well because I had scoliosis. I was diagnosed at the age of 11 in year 2011 and I had my surgery in 2015 and it was a life changing decision for me because I used to want to play basketball at first. When they told me that I had to have the surgery, they said I couldn't play contact sports after I have it. So, I said, "Oh, wow, what am I going to do?" So, I decided to have the surgery and within a months' time I was on the runway in five-inch heels walking the runway. Thankful to my mom, she helped me through it all. If it wasn't for her, I wouldn't be here today. My family, my mom and my dad. So, I just wanted to come in front of you all and introduce myself formally as your Ms. Charlotte USA. Thank you.

Mayor Lyles said thank you very much. Thank you, Mom. We really appreciate it when moms and daughters are here together doing great work. Congratulations and good luck on the next steps.

Ms. Simmons said thank you.

Budget Recommendations

Christian Cano, 6511 Windyrush Road said howdy and happy Hispanic Heritage Month to everyone. Salud. I am here to talk about the five Ps that are important to my family. Potholes, parks, the Panthers, Parkways and Public safety. Since I have a very limited time, I'm only going to talk about three of those. Public safety and parks I'll give to the county clerk, my comments.

My name is Christian Cano and my family, and I live in Charlotte's Old Providence Neighborhood. I'm a former hospitality consultant and hotel manager and I currently produce, and co-host two podcast shows. Coffee and Pan Dulce Show and the Two Queers and a Truck show. I'm also one of our co-founders of the soon to be charter chapter of the League of the United Latin American Citizens here in Charlotte. We will be known as LULAC Charlotte Chapter when we are officially admitted.

Part of our family has called Lincoln County in the Charlotte area home since the mid-1800s, and our other Tejano part of our family has called Texas home since Texas was Texas. That's a little bit of Hispanic heritage culture history if you aren't aware where our families come from. Many of our families are deeply invested in the Charlotte region and I'm not speaking on behalf of any of the groups or businesses or organizations that I'm a member of or support.

Potholes. We do an incredible job of potholes here in this city and I want to thank our city staff and our city workers for keeping up to date. Anyone who has lived in another city, when you come back to Charlotte, you realize what a great job we do. I just came back from Fort Worth, Texas and I think they should pay everyone an alignment fee just to drive in Fort Worth, Texas.

The Panthers. My family understands the value sports franchise have to a growing city and branding of modern cities, and we know how it made sense in the past, but we can all surely agree that it's not the case anymore. Today modern sports franchise owners are not just your neighbor who's risking their money to get a sports team off the ground. They're billionaires and corporate partnerships who purchase a team to invest and to make money. They should be treated like any corporation or business here in Charlotte

who wants to live, work and play in our city. Which means, if taxpayers are not paying for the new Bank of America building or Truist building, Wells Fargo or Harris Teeter, or even the new building for Manolo's Bakery for their employees to work in, we should not be paying for a sports team building for their employees to work in. They can do it like everyone else does. Get a bank loan. Maybe get loans from their elderly billionaire or let us buy shares of their team if they want to build a new stadium. We currently practice socialism for sports team owner and capitalism for everyone else.

Parkways. This is very important to my family and out of respect for their grand family, I'm going to keep some of my words very simple. If we want to truly become an international first-class city, we must treat everyone who lives here with respect and dignity. That is why the name of the current parkway that leads to the airport and comes out of the airport is seriously problematic. Many of us will agree that the name of the parkway brings visitors from all around the world with all types of religions, and all diversities. I'll leave the rest of my remarks to the clerk.

Domestic Violence Homeless

Sonya Dates, 3773 Michigan Avenue said good evening, City Council, City and County of Charlotte. I really don't want my face to be shown because I am a domestic violence victim, but it's fine.

Mayor Lyles said can you give us your name first?

Ms. Dates said my name is Sonya Dates.

Mayor Lyles said alright, thank you Ms. Dates.

Ms. Dates said I'm here because I am a client victim of Safe Alliance. I'm here because I brought like half of the shelter with me with their kids because we get 90 days to stay there. After 90 days, we have nowhere to go. Nowhere. They haven't offered us anywhere to go, but to Spratt Street Salvation Army Shelter. So, I'm here because when we go out of this shelter, we're back in danger. We either going back to our abuser or we're on the streets. Nobody is even looking at that. We are really in danger out here in the streets with our kids.

I see that you guys built a \$5 million building for Safe Alliance or whatever, but you need more to be done for us women that's out here, scared victims. We are really victims. You know what I'm saying? Every night these women deal with DSS (Department of Social Services) because once you get a domestic violence case, DSS is involved. They're at risk of losing their kids, especially if they go back in the streets. Safe Alliance is a good place, but we don't have any tools there to succeed. We don't have job openings. Most of the women leave everything. ID's, birth certificates, they have nothing. It's now the end of September and they just now getting their kids in school. So, I just want you all to know that all these women that I have there, they are from the domestic violence shelter, Safe Alliance and some of them are going to speak because I don't have that much time. I'm a little nervous, but I just wanted to let you all know that we really do need your help.

Mayor Lyles said thank you Ms. Dates. You did a wonderful job. Thank you.

Council Relations

Emily Wu, 7103 Preston Court said so, I'm like everybody else. Not good in public speaking. So, I'm a little bit nervous. First, I want to say congratulations to all of you for winning your elections. I haven't seen any of you or talked to any of you since the elections. My name is Emily Wu. I've lived in Charlotte since 1996 and been visiting since the 80s. So, I've seen the changes going on in Charlotte and it's fast and furious. The last five years is ridiculous. So, I know some of the problems you guys have to face within the council and the work that you all have to do is tremendous. We are the 15th largest city in the United States, and I hope that we as Charlotte, a newer city would lead by good example because some of the cities around, we don't want to live there. That's why we

are in Charlotte. Lately there's something that kept me unable to go to sleep of what you all have done.

The voters have made a choice by giving you guys votes and the amount of votes depends on how much we like you. If you think about it, some of the people that vote for this council did not vote for every single one of you. They choose. There are four At-Large votes that we could give. Some of us only give three, two, or one. There is a reason behind it. Just because your ambitious people, please do not have your ambitions blind you so much as to step on other people. Black Lives Matter so does Asian American Lives Matter. So does a lot of other people here lives matter. As a City Council, maybe I'm naive, but I would love for you all to set a good example because what you do affects all of us and affects the staff and the city.

Think about this. You go home and you tell your daughter, "Oh don't worry. They didn't let you become the vice president because you're a young lady and you're a little bit younger and you're a little bit less know how. So, it's okay. Let a guy have this vice president job." Is that okay? No. I say no. It is not alright what you all did to Dimple. Mr. Braxton, I'm talking to you. I would like you to do the right thing. I know there's a lot of rumors. I hear all of the rumors. Something about you all cannot trust her. Something about there are influenced people that want you to do the thing. But please do the right thing.

Mayor Lyles said Ms. Wu, thank you. Thank you very much for your comments.

Black Hawk Troops Public Safety

Anthony Smith, 9700 Turning Wheel Drive said good evening, Mayor, City Council. My name is Anthony Smith. I'm the owner of Black Hawk Troop Security. We come to you tonight for the awareness of my company, the safety of some of the officers and things like that. We need your help. It's a lot of things that's going on in Charlotte and I understand that Charlotte is busy and things like that, but we wear a badge too. It may not be as important as many of them, but our lives are on the line as well. We really need your help and I know I have said that several times. We're trying to figure out how we can be partnered up with CMPD (Charlotte Mecklenburg Police Department), the sheriff department and everything like that. Because like I said, at this time, we've gone through several different incidents here in Charlotte where a few officers have gotten arrested and things like that on things they shouldn't have gotten arrested on. So, at the end of the day, that's what we're here for. I want to show myself to everyone to let you all know we are in business here in Charlotte. That's pretty much it. I have gotten lost in words. I had the stuff that I was going to say but I can't say it. I do apologize for that.

Mayor Lyles said you don't have to worry about it. I think we got the point. You have a business called Black Hawk Troop Security.

Mr. Smith said yes ma'am.

Mayor Lyles said you're located in what city?

Mr. Smith said we're in Charlotte, North Carolina.

Mayor Lyles said Charlotte, and you are open for business.

Mr. Smith said yes, we are. We actually work in some of the areas of Charlotte. Apartment complexes, certain businesses and things like that, that we're running into quite a few little hiccups that like I said, we are trying to figure out what can we do as a company to build those bridges.

Mayor Lyles said so, Mr. Smith. We have a number of programs where we try to encourage minority owned businesses to participate and get some skills. So, what we'll try to do is ask the manager to give you a sense of where some of those opportunities are. There's always networking, and you understand how important those relationships

are. So, thank you for coming down and we'll get you some information about opportunities that we have as we try to strengthen our businesses locally, especially our minority owned businesses. Thank you.

I wanted to be sure. I know that several of the women that came down to speak about domestic violence, I wanted you to understand that this is live. It's on Facebook Live, it's on our TV channel live. So, your faces will not be blurred, and we want you particularly to be protected. So, please understand that. As we go through, I know you have several other people wanting to speak. If there is a way that we could avoid that, I don't know the answer to that, but just give us a moment as we get to conversation about this.

Local Black History

Pamela Grundy, 1713 Tippah Avenue said hello everyone. So great to see all of you. I know a number of you. I want to particularly congratulate Councilmember Anderson, my Council member in District 1. So, excited to see you here. I come bearing gifts. This is Legacy. Three centuries of Black History in Charlotte, North Carolina. Done by myself in conjunction with Queen City Nerve Publication. We did this back in 2020 when Black Lives Matter resurged again and it was clear that as a historian, young people, not those talking to each other at the dais, were really interested in history. As a historian that's very exciting. Particularly interested in Black history but it was also clear, I've been a historian here for 30 years, that there was no good place to go. If you wanted to know Black history in Charlotte, there was nowhere you could go where you could easily get an overview. There were bits and pieces in lots of different places, but no one place.

So, with Queen City Nerve, I partnered to do a series of articles that we have not made into a book that is three centuries of Black history, an overview of the history of Charlotte. Because we believe this history belongs to everyone, I'm going to use my very sad homemade visual aid. This is available for anyone to read for free. If you go to qcnerve.com/legacy and scroll down to the bottom, you can read the entire thing for free because it's not about making money off this history. It's about getting to people. I'm not going to make all of you all do that. I have a bag of books. There's enough for everyone at the dais. These are for you all and if you have any questions, please let me know. Again, if you out there in TV land want to read three centuries of Black history in Charlotte, North Carolina qcnerve.com/legacy and it's all there for free. Thank you so much. I will hand this out. Somebody said, "Oh we have to check these bags. They might be dangerous." There may be some dangerous ideas, but there is nothing that will harm you directly. So, thank you again. Appreciate you being here. Looking forward to a great term for you Danté.

Mayor Lyles said thank you Ms. Grundy.

Our next several speakers want to talk about domestic violence and homelessness. I just wanted to say that if you are willing to have your face on the camera, feel comfortable to come down. If not, we will continue to work with you. I see Ms. Askew up here, and she will speak with you in addition if you choose not to come down. We all completely understand that. So, I have Keyona Powell. I am no longer going to say your names. I apologize for that but thank you for being here.

Domestic Violence Homeless

Keyona Powell, 4310 Pebble Brook Drive said thank you. How you doing today? I just want to say thank you for the opportunity to all city council. My name is Keyona Powell, and I am with the Safe Alliance program in the abuse shelter. I have some worries today. They leave us with no outlets. They don't help us; they don't help our children. We're fighting daily. Our anxiety is growing daily. They leave us with no way out, no outlet. Our children are not getting counseling as far as family goes. I feel like they're basically allowing us to come to stay for three months and pushing us back into the streets, back to our abusers, back into danger. If we took this outlet and we leave everything we know to make a better life for us and our children, how can they say to us, "Ya'll have family."

Maybe you can go stay with them.” I feel as if that’s not the way out because if it was, we would have never come to them for help.

Basically, my advocate told me the same thing that Ms. Wu was saying is you all get picked. Basically, my advocate was telling me that we all get picked and they go over everyone’s clients in the place and they decide who fits that position to move forward and get that housing. I feel like that was a major issue. You know, some of us have children who are special needs, especially myself. I just feel like, what else is there to do? We’re hopeless. We walked out on faith. We said we were tired; we were done, and they don’t care. So, that’s what I have to say today. Our kids, their lost, they’re stressed. They look at us as if we’re not fighting hard enough. I just want them to know that we’re going to take the extra mile no matter what. Thank you, guys.

Mayor Lyles said thank you for sharing that.

Davina McAdams, 754 N. Wendover Road said yes ma’am. How you all doing? My name is Davina McAdams. I’ve been homeless for many years now, like five or six years, just staying out of hotel rooms, family members and stuff. I recently just got out of an abusive relationship. It lasted for like two years, verbal, physically. I’m currently housed in Safe Alliance. I work everyday ma’am. It’s really not any resources. They’re just not helping. I try and try. It’s like we just can’t get any help. So, I’m just here to just try to find some resources and help. I’m just ready to get back out there stable, on my own. So, that’s what I want to say. I thank you all.

Erica Parker, 3420 Queen City Boulevard said greetings City Council. Thank you for hearing us out. I didn’t want to come. I’ve been crying all day trying to figure out solutions for me and my children. I didn’t want to come to speak, but at some point, somebody has to take a stand to do something different. We as humans, we just have to find a way to help each other. I came, like the other lady said, out of faith, and also experiencing a lot of fear. Not sure what’s the right way to turn, considering turning back to something that’s not going to be progressive especially for children that we’re going to leave this world to. It’s very confusing to say the least. If there are programs and there are stipends and there are positions that people are in that have resources for people that are homeless, especially women with children who are facing domestic violence, it should be allocated as such.

I’m here just to express my same concerns not feeling like there’s no hope. Just hoping that there will be an opportunity for us to get justice in any way shape and form, because a lot of our abusers get away with the reports that they make that are all lies. So, I stand for the women of the Safe Alliance Domestic Violence Shelter in hopes that for me and women after me, that they can have the appropriate resources as far as childcare. You can’t have a job if you don’t have childcare. We can blame that on any of the choices that we made as women, but if you have anything that you can do that can help support the progression of our society. I’ll appreciate that because I’m in that position and I don’t want anyone else to be in this position as well. Thank you.

Mayor Lyles said thank you very much. As I can imagine, the City Council joins you in your remarks and distress at the moment. We need to spend some time doing some work on this. Ms. Askew is going to work with you and we’re going to try get a little bit more details, some information that we can use. The city does support Safe Alliance. We provide funding for that program in partnership with Mecklenburg County. So, many of us have been over to tour their building and tour their programs and site. So, I would hope that we would be able to reconcile what’s going on from your perspective that we would have that opportunity. So, look for something and please join Ms. Askew in the lobby out front so that we can get more information and details that will help us do the research that we need to do necessarily. Thank you very much.

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PUBLIC HEARING

ITEM NO. 7: PUBLIC HEARING AND DECISION ON CRESSWIND CHARLOTTE – PHASE 9 AREA VOLUNTARY ANNEXATION

Mayor Lyles declared the hearing open.

There being no speaker either for or against, a motion was made by Councilmember Mayfield, seconded by Councilmember Winston, and carried unanimously to (A) close the public hearing, and (B) Adopt an annexation ordinance with an effective date of September 26, 2022, to extend the corporate limits to include this property and assign it to the adjacent City Council District 5.

Motion was made by Councilmember Winston, seconded by Councilmember Graham, and carried unanimously to close the public hearing for Cresswind Charlotte - Phase 9 area voluntary annexation, and adopt an annexation ordinance with an effective date of September 26, 2022, to extend the corporate limits to include this property and assign it to the adjacent City Council District 5.

The ordinance is recorded in full in Ordinance Book 65, Page(s) 245-248.

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ITEM NO. 8: PUBLIC HEARING AND DECISION ON ORCHARD CREEK AREA VOLUNTARY ANNEXATION

Mayor Lyles declared the hearing open.

Joe Padilla, 7727 Compton Court said Mayor, members of Council, my name is Joe Padilla. I'm here tonight representing Smith Douglas Homes, the applicant and Brookfield Holdings. I'm just here to answer any questions you might have about this annexation.

Councilmember Driggs said thanks for coming Joe.

Motion was made by Councilmember Mayfield, seconded by Councilmember Winston, and carried unanimously to close the public for the Orchard Creek area voluntary annexation, and adopt an annexation ordinance with an effective date of September 26, 2022, to extend the corporate limits to include this property and assign it to the adjacent City Council District 5.

The ordinance is recorded in full in Ordinance Book 65, Page(s) 249-252.

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ITEM NO. 9: PUBLIC HEARING ON A RESOLUTION TO CLOSE AN ALLEYWAY OFF RIDGECREST AVENUE AND ELLSWORTH ROAD

Mayor Lyles declared the hearing open.

There being no speakers either for or against, a motion was made by Councilmember Mayfield, seconded by Councilmember Winston, and carried unanimously to (A) close the public hearing, and (B) Adopt a resolution and close an Alleyway off Ridgcrest Avenue and Ellsworth Road.

Motion was made by Councilmember Mayfield, seconded by Councilmember Winston, and carried unanimously to close the public hearing to close an Alleyway off Ridgcrest Avenue and Ellsworth Road, and adopt a resolution and close an Alleyway off Ridgcrest Avenue and Ellsworth Road.

The resolution was recorded in full in Resolution Book 53, Page(s) 299-300.

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ITEM NO. 10: PUBLIC HEARING ON A RESOLUTION TO CLOSE THE OLD ALIGNMENT OF RIDGE ROAD OFF LAWRENCE GRAY ROAD

Mayor Lyles declared the hearing open.

There being no speakers either for or against, motion was made by Councilmember Mayfield, seconded by Councilmember Winston, and carried unanimously to (A) Close the public hearing, and (B) Adopt a resolution and close the Old Alignment of Ridge Road Off Lawrence Gray Road.

Motion was made by Councilmember Mayfield, seconded by Councilmember Winston, and carried unanimously to close the public hearing to close the Old Alignment of Ridge Road Off Lawrence Gray Road, and adopt a resolution and close the Old Alignment of Ridge Road Off Lawrence Gray Road.

The resolution is recorded in full in Resolution Book 53, Page(s) 302-305.

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ITEM NO. 13: RESOLUTION OF SUPPORT FOR OFFICER MIA GOODWIN MEMORIAL BRIDGE

Mayor Lyles declared the hearing open.

Motion was made by Councilmember Mitchell and seconded by Councilmember Winston to close the public hearing and adopt a resolution in support of the North Carolina Department of Transportation in the designation of the bridge located at the intersection of W.T. Harris Boulevard and Interstate 85 in the State of North Carolina on the National System for Interstate and Defense Highways as the "Officer Mia Goodwin Memorial Bridge."

Mayor Lyles said this afternoon, I talked to Benton who is Mia's husband, and he has the three most adorable children to raise. I asked him if he was going to be here tonight. He serves as a firefighter for our city, and he said he couldn't be here tonight. I said that we would all be glad to see him, but we understand that he has other responsibilities and duties especially with the family. So, I want to just say to each officer. Thank you for standing up for him and thank you for standing up for Mia. What you're doing is really so important and significant as we honor people that serve us and sometimes don't get to go home.

Councilmember Graham said last week I had the opportunity to do a ride along with an officer with the Charlotte Mecklenburg Police Department and I just want to say that I left with a greater appreciation of the work that you guys and ladies do. The sacrifice that you make each and every day. The decisions that you have to make on the spot and the commitment that you have for the citizens for the City of Charlotte. I want to thank you for the work that you do, and I want to honor the memory of Mrs. Goodwin tonight. Thank you very much.

Councilmember Bokhari said I just want to thank you all for coming out and honoring Mia. It was so tragic; I still think about it regularly and I think about all you guys putting your lives in danger out there. We love you so, so much and appreciate everything you guys do. You're the heartbeat of this City and just thank you all for everything.

Councilmember Driggs said what they said.

Mayor Lyles said so, I think you see the sentiment among every person that sits at this dais, how proud we are to be associated with the fine women and men in CMPD. Can't say enough about Mia Cunningham and her loss. Our first female officer to die in the line of duty. So, with that, all in favor of this motion, would you please stand and recognize her. I think that standing is unanimous and thank you all.

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

The resolution was recorded in full in Resolution Book 53, Page(s) 306.

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POLICY

ITEM NO. 11: CITY MANAGER'S REPORT

Marcus Jones, City Manager said so, thank you Mayor and members of Council. I have just one item on the report, that's the 30-day memo. Then before you go into the Minority and Women Business Enterprise disparities study, we'll have staff that will pop up behind the lectern. I would like to, before I go into the 30-day memo, just make sure that I acknowledge what I would call team Charlotte and what happened in the City of Charlotte last week in terms of the President's Cup, in terms of a NFL home game, and International Arts Festival. It's incredible with police and fire and water and C-DOT (Charlotte Department of Transportation) and solid waste services just all came together. I'll never forget Mr. Graham when you first came on Council, there was a question about how we would be able to do multiple special events. I just can't be more excited about the work the team put together. So, if there was ever a proud moment for team Charlotte and how we come together, I think this really displayed last week. I just want to publicly show that appreciation.

Mayor Lyles said that is true. I think they had 40,000 people at the golf tournament and 60,000 in the stadium. That's pretty cool. I think they're supposed to spend an average Mr. Driggs of \$300 a person.

Councilmember Driggs said that's right. That's the information we had.

Mayor Lyles said that's a nice little bit of change. So, thank you.

Mr. Jones said so, in terms of the 30-day memo, we had to make a little bit of an adjustment as it relates to what occurred in 267 tonight. I will give you an update but it's [inaudible]. What I'll do is go back. The last 30-day memo that you had, we had funding recommendations for pending housing trust fund projects actually on the 10th of October. We moved that to the 24th of October.

As you know the world would suggest that some of these projects that we have are going to be challenging to pencil out. So, what I'm doing tonight is telling you that we're working with everybody who has any type of project and seeing if there are any gaps and things of that nature. As soon as we can get that information to you, we will. I have it for the 24th. If we can go sooner, I'll try to make sure that we keep you engaged with what's going on there, but the equity in governance framework would be on the 10th. We would have our arts and culture update. When we were upstairs, instead of trying to jam it into the manager's report, we think that is one of those six priority areas for the Council. So, let's make sure that we give it its due diligence. I think it also gives us an opportunity for some of the newer Council members too. For us to provide some information and for some of the Council members who've been around to provide some additional clarity about what's the right pathway forward.

Then the one thing that I think is important that I mentioned tonight, is for the past several months, we have been talking about this Future of Charlotte Housing and Job Summit. So, there's been conversations with the ED (Economic Development) Chair and the Housing and Safety Chair to make sure that we have an opportunity to pull all of this

together. Think about this in a different way and to see how we can use some of the stimulus funds that we have that gives us an outcome that we're trying to achieve.

So, on your calendars I think it happened last week. You have October the 20th and the 21st that's been sent out. There's the meeting next week with some of the committee discussions. So, there will be some opportunities for the Chairs to talk a little bit about these in their committees. With that said, this is longer than I expected to do. Just a lot of things that have been happening. That's the 30-day memo that we have for you tonight.

Councilmember Johnson said I know I was late coming in. Did you mention the virtual meeting discussion on the agenda?

Mr. Jones said yes. So, I had a conversation with Councilmember Johnson earlier today. One of the things, I believe I'm right with Councilmember Ajmera, that the virtual meetings and some of the questions around that came from the Budget Effectiveness Committee to the Council, back to the Budget Effectiveness Committee. We believe there's an opportunity Monday when the committee meets to try to discuss that a bit more so they can come back to the body.

I had a conversation with Councilmember Watlington. You may recall a couple of meetings ago she asked could we put this on the 26th which is tonight, but I wanted to make sure that whatever we put on the agenda is actually what the Council wants to discuss.

Councilmember Ajmera said I have a question. I thought it was already voted on. It was already discussed at the committee level.

Mayor Lyles said it was.

Ms. Ajmera said the information was made by the Budget and Governance Committee. So, are we sending it back to the committee now?

Mayor Lyles said the former Chair can tell us what happened and the discussion and how it got back to committee, but it's back.

Mr. Driggs said so, what happened before, which Ms. Ajmera you'll remember and other committee members, it was sent to the Budget and Governance Committee at that time. We had an extended discussion and we kind of whittled it down to where we were going to use the old language, but with potentially a proviso that said illness or emergency. The vote on that was split 3 to 2. So, it was majority passed, and committee sent it back to the full council with that recommendation having done the work. It was a somewhat disorganized discussion on council and then the suggestion was made let's send it back to committee.

So, it came back to us with no clear mandate as to what further work was needed at the committee level. It just felt as if that night the Council was not able to come together around a majority position. So, I honestly don't know. If you look and talk with Lena about all of the work that was done in our committee the first time, I don't know what more we can do. We can explain all of the circumstances, the state law, the School of Government recommendations and at some point, it's really just down to the council to decide how we want to handle it.

Ms. Ajmera said yes. To follow up on Mr. Driggs's point, the committee has done the work. I mean we came up with the language. I don't know what more could the committee do at this point. I understand the committee make up has changed with the new Council. So, if the new committee would like to discuss that again, but we already had a language that was approved by the committee even though it was divided 3 to 2, I thought there was a decision point that now it's up to the full Council. I understand that on committee we have three new members. So, we can take a look at it again, but I think it would help, so that we are not discussing this again, just to have reference materials. There was a lot

of research done by our legal team. Lena had put in so much work into this. So, I would like us to just revisit some of that without having to spend so much time on it again.

Mayor Lyles said I agree with you Ms. Ajmera. I believe that the information is there. I think just what we need is a clarity of this is what the recommendation is from the committee and the timeline and the research. Just getting it back to us in a semblance that we can all understand. Does that make sense? I'm sure the city attorney's office will be helpful I that. Mayor Pro Tem?

Councilmember Winston said I'll hold my comments until later business agenda item.

Mayor Lyles said alright.

Councilmember Mayfield said Mr. Manager, as it was mentioned, we have a couple of new members on Council now including a couple of us who are returning. I have a request for an update on a future manager's support. We heard a number of individuals that showed up tonight that have concerns and very real concerns regarding a partner that we have funded at very high financial levels. If we're also utilizing the former Socialserve which is now my housing search, a general search on that, there's about 252 properties in the city right now. It would be helpful to get an update of how are our partners being truly utilized when we're looking at having multiple requests of subsidy assistance. How are funds actually being distributed out into the community because even though we have an over 20,000 deficit of housing access, there has to be some conversation of a priority. If there truly are 252 units, to be perfectly honest, we should have zero at this point when we have a clear need.

So, it would be really helpful to get an update to full Council so that we can actually tie in the funding requests and the funding approvals that this committee does so that it's actually correlating to the needs in the community.

Mr. Jones said so, Councilmember Mayfield. I think this is where we had gotten a little sideways with the 26th. Would it be fine for you if we wrote a short position paper on what we have and distribute that to the entire Council as a starting point?

Ms. Mayfield said as a starting point, as long as the expectation and understanding that my direct ask is we have funding that we have allocated to partners. Those partners have a responsibility. If we are hearing from constituents that those services are not being connected, it would be very helpful for us to know exactly where those funding dollars are going so that we can ensure that we're being a representative to the community.

Mr. Jones said sure. Yes.

Ms. Mayfield said thank you.

Councilmember Johnson said I just want to piggyback off what Councilmember Mayfield is talking about. In a previous meeting I asked for outcome reports for all of our partners. That's something that we should be gathering from our funding partners or the organizations that we're funding. So, if we're getting outcome reports from those organizations, and also as you're giving an update to the new council, if you could just give them some information about the Umbrella Center. They'll give you an update, but that's something that the city allotted \$5 million to. It's a public-private partnership, and I for one advocated numerous times for our money to be directed towards vouchers for the residents more so than the brick and mortar.

So, I don't know if we're able to revisit that, but there's an obvious need. We only have 80 beds for domestic violence victims in the city and they need housing in a city that's not affordable. So, I know we've talked about that Mr. Jones. If there's anything that we can do with that money. Especially again, we really need to take a look at helping these victims and giving them the resources, they need so they're not going back to the perpetrators. Thank you.

Mayor Lyles said I wanted to follow up the first comment that you made about the financial. That has been referred to the Budget and Effectiveness Committee and we talked about that earlier today.

Ms. Ajmera said yes to your point about accountability, the Mayor referred that item to the committee. So, that will be the first item on our agenda because currently we have partners that are leasing our city owned space and buildings that do not have the financial reporting requirements. So, we are trying to close that gap because we have financial reporting requirements for our financial partners, but we have a lot of organizations that are getting greater benefits for leasing our space which is actually an economical benefit, but there is no financial reporting attached to that.

So, this will be the first item on our agenda. I hope you can attend our meeting. I understand there needs to be accountability on outcomes and how well some of those results are aligning with our council priorities. So, this is certainly a priority for the committee.

Councilmember Watlington said yes, I was actually going to go along the same lines of Councilmember Johnson. So, I support that. I would expect that for any donors they have some kind of quarterly or at least biannually report. So, to the extent that's already existing for our partners, I would love to see it.

The other thing I was going to mention is I see the ARPA (American Rescue Plan Act) discussion coming up. Certainly, from a housing standpoint, I think that there has to be opportunity there to think about how we provide housing for domestic violence victims who clearly were impacted by the pandemic, not being able necessarily or have as many opportunities to leave their homes. So, I'd love to see us bake that into that discussion.

Mr. Jones said yes. One of the budget director's concerns is that we're not moving the ARPA money out fast enough. Part of the plan was to take that \$60 million, wait for the summit, just on the housing piece. It's a little less than \$60 million now because we used \$8 million for Peppertree. Then there's \$16 million associated with jobs, minority owned businesses and workforce development. \$16 million that we were holding back so that the summit can occur, and that this new Council would have an opportunity to be innovative with how do we use these funds.

Councilmember Graham said I just wanted to add to what the manager said, Part of hopefully what the summit would do was to begin to get an update from our partners that we submitted ARPA funds through the COVID-19 status report. So, it gives us an opportunity to take a look back and see how they utilized the funds that we already appropriated. More importantly what are the new issues confronting the council as we move forward and certainly housing for domestic violence victims can certainly be one of many items that we discuss in terms of how we move forward with applying additional resources and funding to.

Mr. Driggs said I think further to Ms. Mayfield's comment, I've said a couple of times, I'm sure no one remembers that we don't have any metrics to decide about merit of need. It sounds like it's kind of a random first come first serve process and I think there can exist such metrics. I think we could put our money to much more productive use if we were more targeted to situations of genuine hardship. Because again, in some cases the hardship is greater than in others frankly. So, I don't know how we measure that, but I think there ought to be a prioritization process.

Mayor Lyles said okay, Ms. Ajmera you heard a number of ideas and factors as you go through this process, as you look at how we deal with our financial partners. So, I am very concerned. All of us see, it's not called Socialserve anymore but getting those numbers and having them broken down I think it's especially important. We've just passed the source of income discrimination ordinance to see out of 250, what's the reality of that. Then the final thing is the reality of what does Safe Alliance do. Just a little bit of history. They used to just be victims' assistance. It was just a small program for victims' assistance

and as it's developed out, Mr. Winston will remember how we helped build that place on West Boulevard and all of what went into it and now what we're talking about.

I think it's a valid discussion about merit of all of that work going on and where do we see the impact. So, I'll look forward to it. I also want to say I think the county is a part of this process too. So, it may be something that we need to do a little bit more collaboration on with what the services are in that area because we appoint women and men to the council that they have that works with domestic violence. I don't think that we actually hear from them, but we do appoint people to it. So, it's just a number of questions and Mr. Jones, if we could just get those questions addressed and back into the council as quickly as possible, that's going to be great.

Mr. Winston said just feedback off of what you said Mayor Lyles. If we're looking at housing for domestic violence homelessness, it might be something that again, Ms. Ajmera you might want to look at from an intergovernmental approach. Because as it was said, it is a city and county funded project. There are questions about how the town can utilize this, because it's a county wide resource.

I was also able to spend some time with our Mecklenburg County delegation at the precursor to the Umbrella Center that is right up the street from here. Our delegation is very interested in figuring out are there any state funds that are there for those purposes and how do we learn about those centers that already do exist in different parts of the state. I think there are actually two in Greensboro that are dealing with these issues. So, just to piggyback off of that.

Ms. Ajmera said just to follow up on Mr. Winston's point. Would it be a good idea to include intergovernmental in some of those ideas as we discussed housing and jobs at the summit, so that we are including some of these ideas and working towards that? Whether it's to an informal or formal legislative agenda efforts?

Mr. Winston said I would think we would want to think about that as a necessary approach if we decide to discuss this topic at the summit because it's going to be necessary to deal with the issues that Council members have brought up at the dais tonight.

Mayor Lyles said so, we'll ask the Manager to reach out to the County Manager and see where we go, or I could call Chairman Dunlap as well. Okay, thank you everyone.

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ITEM NO. 12: MINORITY AND WOMEN BUSINESS ENTERPRISE DISPARITY STUDY

Mayor Lyles said so, now we're going to go to agenda item number 12. The action is to approve the Economic Development Committee's recommendation to accept the findings and analysis of the 2022 City of Charlotte Minority and Women Business Enterprise Disparity Study. Item B, which is amend Part A, Section 8 of the Business INClusion Policy to extend race-conscious measures and/or gender-conscious measures through January 1, 2028.

Councilmember Graham said thank you Madam Mayor. The Economic Development Committee brings forward the recommendations for the adoption of action items A and B which is to approve the Economic Development Committee recommendations to accept the findings and analysis of the 2022 City of Charlotte Minority and Women Enterprise Disparity Study, and amend as the mayor indicated, Section 8 of the Charlotte Business INClusion Policy. I think it was two weeks ago, we had a consultant come down and provided a comprehensive overview of the findings of the study and she did a great job. The committee itself has heard the recommendations on at least two occasions, as late as late September. This item is properly in front of the council for adoption. We have the assistant city attorney here present to answer any outstanding questions that the council may have.

Motion was made by Councilmember Graham and seconded by Councilmember Winston to (A) Approve the Economic Development Committee recommendation to accept the findings and analysis of the 2022 City of Charlotte Minority and Women Business Enterprise Disparity Study Report, and (B) Amend Part A, Section 8 of the Charlotte Business INClusion Policy to extend race-conscious measures and/or gender-conscious measures through January 1, 2028.

Darmel Lee, P.O. Box 32683 said thank you for having me Mayor Lyles, Mayor, Council members. Good to see you guys again. Some new faces, some I recognize. Thank you for your time. My name is Darmel Lee. I'm of Clover Construction Consulting and I'm also the president of Metrolina Minority Contractors' Association, MMCA. So, I represent a demographic of businesses that's unique in the City of Charlotte. It pretty much replicates the city. So, we don't only have minority owned businesses, we have majority owned White businesses that represent our organization as well. So, I'm speaking on their behalf tonight. I've looked at the disparity study. I've reviewed it and I just want to say we accept the findings of the study. I appreciate you guys' work. I appreciate the law firm putting that together and a lot of the stuff that's in there, we deal with it on the front line as minority owned businesses. So, we appreciate the fact that you guys are taking it seriously. Just want to let you guys know that we are taking it seriously as well.

So, on the recommendations, in speaking with my colleagues and our members, we agree with most of what is being recommended, however there are some things that we would like to have a discussion about. So, what I ask is that before you move forward with the approval of the recommendations, that our organization as well as the Hispanic Contractors Association of the Carolinas who is a partner of our as well, that we have a seat at the table, and do a collaborative joint effort to work with CBI (Charlotte Business INClusion) in those recommendations so that we can as business owners who are out here on the front line, that we have a voice. That's what our members want. So, I just wanted to say that to you guys tonight. I appreciate you guys' time. Thank you.

Mayor Lyles said alright, thank you Mr. Lee.

Councilmember Driggs said I realize the CBI program is very popular and I support its goals. I voted for it in the past. I have misgivings now and therefore will not be able to support this motion. Briefly, because I don't want to take up a lot of everybody's time, I'm concerned that based on the presentation we received from the consultant, we have some legal exposure. I realize that our own legal team has advised us that they think that risk is manageable. What we were told was that there had been a number of cases that had been decided unfavorably when it came to programs like this, and that they were under increasing scrutiny.

So, I looked at the report itself and I thought that the methodology had some places where I could see an enterprising lawyer challenging. The finding was that we were at an availability ratio of 92 percent when you're suppose to be under 80 percent to have a program like this. The interesting thing about that was that the ratio was actually higher for businesses other than Black businesses. It was only for Black businesses that we were well below. So, another concern I have is that we don't actually know how much this program costs. So, the thought that goes through my mind is could we assess the cost of the program and maybe find a more targeted way to use the extra money that we pay for these contracts specifically for the benefit of the Black businesses who are still, according to the study, underrepresented.

Another concern I had was that we were told that the scope of the study now is statewide because in fact Charlotte does 75 of its procurement outside of the city. So, once again the idea that we are paying more for contracts in order to include companies that aren't in Charlotte troubles me and I would like to see us be more focused in benefitting companies that are in Charlotte.

To the speaker's point just now, the study has the kind of calculations in it that are needed for us to justify, but it also goes off in different directions with advice and things. So, to me separating the recommendations like the advice in the study from the portion that we need

legally to make this program defensible, would make more sense. To that extent, again, I agree with the speaker that maybe we can just use the numbers to establish a defense legally. Then consider some of the other recommendations, if I understood you correctly, in consultation with the businesses who are actually parties to this. So, just want everybody to know that's the basis for the fact that I will not be able to support this. Thank you.

Councilmember Watlington said I have a few questions. The first one is just so we're clear. Mr. Attorney, can you please speak to your office's opinion of the legal risk of approving and accepting the disparity study results?

Patrick Baker, City Attorney said yes. So, I think it was the Senior Assistant City Attorney Thomas Powers.

Ms. Watlington said forgive me. Mr. Powers.

Mr. Baker said that's alright. Mr. Powers actually gave the opinion. It's probably best to hear it directly from him.

Ms. Watlington said absolutely. No disrespect.

Mr. Baker said none taken.

Thomas Powers, Senior Assistant City Attorney said members of Council, again the question was posed to the Economic Development Committee as to the potential legality of or illegality to the Disparity Study Report. The City Attorney's Office is of the opinion that the report is defensible. The consultant that we hired is actually one of the foremost consultants for disparity studies not only for Charlotte but also nationwide as well. Myself as well as Steve Coker and Phil Reiger, when we evaluated all of the potential consultants believed that this was the best person based on not only their experience, but also their actual methodology being challenged in a court of law. Believed that based on the information that was presented to us, that we are of the opinion that this is legal for you to consider adoption tonight.

I will note that that is separate from the policy question of whether you should adopt, but the City Attorney's Office is of the opinion that based on the current case law as of today, we're able to defend this in a court of law. I will note to Councilmember Driggs' point, that if the case law was to change tomorrow or in the future, that does change the analysis. As of today, for this recommendation that we're presenting to the entire Council, we are comfortable at this time for Council to adopt the current disparity study as well as amending the Sunset provisions to January 1 of 2028.

Councilmember Watlington said in the event that case law changes in the areas that you believe could be subject to change, would we be in a position to amend our policy such that it would fit the new case law or based on what you know, would it be a nonstarter?

Mr. Powers said the City Attorney's Office as well as the CBI program is aware of cases that are proceeding right now through the various federal courts, possibly up to the US Supreme Court. If a decision were to be adverse to our legal authority to actually operate in the future, we would communicate that immediately to council. To let not only CBI staff, know, as well as council know, what would be the impacts based on that judicial opinion based on the situation at hand. I cannot speculate at this moment as to how the courts will actually rule on all the issues, but I can comment that if there were to be an adverse decision, we would immediately inform CBI as well as this council and the manager's office.

Ms. Watlington said anything that we do up until that point?

Mr. Powers said if Council were to adopt the report as of tonight, and thereby change the Sunset date, yes you would have the legal ability to move forward. I would highlight just

one little portion though, which is the operational piece. If you were to adopt the report, Steve Coker and his team will be leading this Council through the operational piece which is changing the policy to not only meet the needs of the report, but also what you believe to be appropriate. So, that piece will also be something that will come back fully through this Council as well. So, I would defer to him on those operational aspects.

Ms. Watlington said thank you for that. To that point, operational aspects, Mr. Coker, how are you doing tonight?

Steven Coker, Business Inclusion Officer said I'm well. How are you?

Ms. Watlington said good. Can you please speak to this idea of extra money specifically for this program to run? I'm talking specifically about what Mr. Driggs mentioned. He alluded to extra money being used in order to either run this program. Mr. Driggs, you may need to clarify. I want to make sure I don't misspeak on your words. You alluded to concerns about extra money, specifically for minority or Black businesses. I just want to understand.

Mr. Driggs said I'll just clarify. When you have a program like this you don't necessarily take the lowest cost bid. You take the lowest cost bid that meets our goals for the CBI. In so doing, you end up paying a bit more than you would have if you had just gone to the lowest cost bidder without regard. All I'm saying is we should have a handle on what those differences are, and we should know what the costs are and what the benefits are. My suggestion is, that it's possible we could achieve a better result with more targeted investments of that money that we're spending on this program.

Ms. Watlington said got you. Is it possible that it doesn't have to be [inaudible]?

Mr. Coker said I would think that's a matter of follow up. I can say this. We do recognize low bid contracts. Can't tell you that we never pay more, but we're very conscious of that, but we could follow up.

Ms. Watlington said okay. My next question is, we heard from the Metrolina representative, that they'd like a seat at the table. I would bet my bottom dollar that Ms. Shaunne is going to come up here and tell us how she used what we know from industry to deliver the program. I'd love to hear a little bit about it.

Shaunne Thomas, Charlotte Business INClusion said good evening, Mayor, members of Council. My name is Shaunne Thomas, I'm the Assistant Program Manager for Charlotte Business INClusion. I was so happy to see Mr. Darmel Lee here today from Metrolina. They do have a seat at our table on our Charlotte Business INClusion Advisory Board. They are represented by Valerie Dell who is very active in helping us go through the disparity study findings and the recommendations.

To Councilmember Watlington's point, we do have a plan if you so wish to adopt this study, that we will work hand in hand with our Charlotte Business INClusion Advisory Committee which has broad representation in order to bring back to the Economic Development Committee recommendations. So, we will have stakeholders from around the community who really have skin in the game in the success of this program. So, we're going to actually try to go into retreat with them to make sure that we are open, transparent, and listening.

Ms. Watlington said thank you. While you're there, I do have one final question and it happens to be for you. We spoke a little bit earlier about the need for better measures for our partners. I think that's a general discussion. I know that every time we have a budget book in front of us, we look at measures and I know Mr. Manager knows where I'm going with this. Specifically for our economic development and our MWSBE (Minority, Women, Small Business Enterprise) measures, I know you have done work. I'm about to ask you a little bit about it. I want to see how that lines up with our investments and how we're going to move the needle to really drive success in our MWBEs (Minority, Women, Business Enterprises) because I'm of the mind perhaps in alignment with Mr. Driggs that

at some point we won't need this program because there won't be a disparity. That's truly the goal, but we won't know if we've reached that unless we're measuring it. So, I'd like to see that baked into our performance management metrics specifically as part of our city manager evaluation. So, that that's something that is priority to us. I'll end with this. If you could please speak to a little bit of what you've been able to do to make sure we have the data to make those assessments.

Ms. Thomas said so, I want to first and foremost thank Manager Jones. He has brought a tone to the City of fact based, evidenced driven strategies. With that he's opened up many resources for us to really put a concrete foundation on the program when it comes to our measures for spend. We can't have intentional strategies unless we have real numbers. So, the work that Mr. Jones has done has allowed us to then have that foundation laid. So, some of you we've been able to share with you how we have changed the program under Mr. Coker and been able to really have fact based evidenced driven strategies to approach the areas that you're talking about tonight. For example, how can we increase spend with African American women perhaps in technology? Are our strategies actually working? So, now we have metrics in place where we can measure that year over year and really know for the first time in many years due to what Mr. Jones has allowed us to do. We can tie our spend numbers back to the effort. Therefore, we now can see whether or not what we're doing is moving you all in the direction that you want to go. I look forward to working with each of you to find out how you want to move this program forward to impact our economy for minority and women businesses in a very positive way.

Ms. Watlington said thank you so much. I know that you all are absolutely committed to the effort from the attorney's office to the city. I just appreciate the work that you do, your passion shows up in your excellence. So, I look forward to supporting it.

Ms. Thomas said thank you Council member.

Councilmember Bokhari said the first think I'll mention is no matter what, we have to understand the full cost even if going down this path, to not have done that analysis is a little concerning because just closing our eyes to it just doesn't make any sense. Also, my commitment towards this front, for those of you who know me, can be unchallenged, but I hope you'll take this in the spirit it's intended. The biggest threat to disparity is diagnosing disparity where it doesn't exist. So, we have to be honest about these things for them to truly have the impact they need. The goal definitely, legal sound, legally defensible, but there's also the goal of being true to the spirit of identifying the disparity and I think that's what Thomas was just saying in that there's a legal question, but then there's a policy question.

I'll just give you two data point examples that I was able to spend an hour just looking through the study that concerned me greatly and I would hope it would concern you as well on this front. The geographic scope as a data point. You heard that mentioned a minute ago, really that just asks the question for the public out there where we answer how many minority businesses could've done business with the city. What's the availability basically. The Charlotte CSA (Community Services Association) accounts for over 58 percent of all the contract dollars that we've spent, and in all of North Carolina plus York County brings it up to 74 percent, which was the scope that was ultimately used here. This means that only 15 percent of our spend was added. We went from 13 counties to determine our availability of minority owned businesses that could've done business with the city to over 100 counties. That's a huge scope jump right there alone.

I understand that 75 percent is considered best practice, but it just doesn't pass the logic test to me. Again, the policy question, especially when you consider there are tools to right size these results out there. Page 29 of the Wainwright and Holts National Disparity Study Guidelines says, "It's advisable to separate construction from other outcomes to help normalize the data." There are tools out there to help us get to the spirit of where we're headed.

The other data point is the weighted availability. I hope you all paid close attention to that. For the public, that's the calculation that determines if a disparity exists and it takes something called utilization. Which is how much the city spent with how many minority owned businesses and availability, which is how many minority owned businesses exist out there that the city could've spent money with. Here's the problem with that. The weighted availability adds in this expanded geography I just mentioned, plus it adds in this broader industry market share outside of the specific areas that might have had specific vendors that were minority owned in there.

So, that's a real challenge to me. For example, just to use math here which is part of this exercise, we utilized Black owned business, 2.4 percent. The weighted availability again, of what we could have contracted with them was 3.8 percent. That's where you get to that 63 percent disparity level which is below the 80 percent threshold that's there. If you strip out those two factors I just said, geographic scope and you bring down this weighted availability that uses that, that brings us down to 2 percent of availability which is a 120 percent well above the threshold.

So, in my industry it's the well-known secret that we can make data say anything. The question is are we truly being honest towards true disparity in these models, or have we essentially preconceived an outcome that we made the data tell us that story. I truly believe that the real goal at this point. If where we are is the quick math I've done, which could be legally challenged, I totally think that's still a possibility. It's more important that we don't continue down this path if the true answer is that 2.7 percent availability needs to be brought up. The community, we need to find more businesses that can do it, not say artificially through numbers that the body of work is just to award more stuff. I think that's really, really important and again, I hope you will take that data point in the spirit it was intended.

Councilmember Anderson said I'm not quite sure about my colleague's math toward the end, but I did want to speak to earlier. There was a conversation around disparity ratios and the representation. We have a challenge with city spend. Not only with African American spend but also with women as well. If you look at one, maybe two, but one particular group that is of diverse nature where we're grossly over indexing and you were to pull that out and then rebalance it, you would see that our overall number would drop significantly as it relates to what we are doing as it relates to minority spend.

So, there are couple of pieces there. One is that we're not spreading the pie and treating every diverse group equally. The other piece that we haven't talked about tonight, but Collette brought up once you presented to us was the spend as it relates to particular industries and how the strength of the dollars that we spend hit more minority groups deeper, and their pockets get deeper than others. So, I think that's really important too. I just personally have run several of these programs throughout my career from a private industry perspective, they typically don't cost more money to actually operationalize. However, we need to see that data. I'd like to see that data as well, but there is some real work that needs to be done here as it relates to how we are supporting minority owned businesses within the city.

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

YEAS: Councilmembers Ajmera, Anderson, Graham, Johnson, Mayfield, Mitchell, Molina, Watlington, and Winston.

NAYS: Councilmembers Bokhari and Driggs.

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BUSINESS

ITEM 14: INTERLOCAL AGREEMENT FOR RADIO COMMUNICATIONS SYSTEM

Motion was made by Councilmember Winston, seconded by Councilmember Ajmera, and carried unanimously to (A) Adopt a resolution ratifying an interlocal agreement between the City of Charlotte and the Town of Mooresville, Mecklenburg County and Iredell County regarding the public safety radio communications system including a core fiber cable for radio communications, and (B) Adopt a resolution authorizing the City Manager or his designee to negotiate and execute an interlocal agreement with the Town of Mooresville, Mecklenburg County and Iredell County regarding the public safety radio communications system including a core fiber cable for radio communications, and (C) Authorize the City Manager or his designee to negotiate and execute all documents necessary to complete the interlocal agreement, and to negotiate and execute future amendments to the interlocal agreement consistent with the purpose of the interlocal agreement.

The resolution is recorded in full in Resolution Book 53, Page(s) 307-317.

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ITEM NO 15: DONATION OF THREE VEHICLES TO JOHNSON C. SMITH UNIVERSITY

Motion was made by Councilmember Graham, seconded by Councilmember Driggs, and carried unanimously to Adopt a resolution authorizing the donation of three vehicles to the Johnson C. Smith University Police Department.

The resolution is recorded in full in Resolution Book 53, Page(s) 318-319.

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ITEM NO. 16: AUTHORIZE GRANT APPLICATIONS FOR STORMWATER PROJECTS

Motion was made by Councilmember Ajmera and seconded by Councilmember Driggs to (A) Adopt a resolution authorizing the City Manager or his designee to apply for grant funding in an amount totaling up to \$10,000,000 with the North Carolina Department of Environmental Quality for various stormwater projects, (B) Authorize the City Manager or his designee to accept a grant in an amount totaling up to \$10,000,000 from the North Carolina Department of Environmental Quality for various stormwater projects, and (C) Adopt a budget ordinance appropriating \$10,000,000 from the North Carolina Department of Environmental Quality in the Storm Water Capital Projects Fund contingent upon grant award.

Councilmember Johnson said I just had a question about the use of the dollars. Not that I need all of the details, but one of the things that we hear from our residents. There are so many residents whose yards are flooding, and they don't fall into the group that is eligible for stormwater assistance. Will any of this money be used to help residents who are having to mitigate property damage more than once or numerous times or even once due to issues with pipes or stormwater or anything? Is there any opportunity to assist more residents?

Daryl Hammond, City of Charlotte Assistant Stormwater Manager said good evening, Mayor and Council. Thank you for the question. This grant opportunity enables us to seek funding for flood mitigation projects and those are projects that we've previously identified as qualifying for services by the city. It does not authorize expansion of our current program, but there will be flood reduction efforts in neighborhoods, street flooding reduction in neighborhoods and improve the quality of life for those residents. It does not authorize expanding our current program.

Councilmember Mayfield said so question for clarification. The allocation of this funding is to help with the mitigation. I know of a current project that's happening where for more than 30 years this particular plot lot has been identified in a floodplain. So, it's just been trees that have been there to help mitigate naturally. Well, recently within the last few

weeks, all of those threes have been removed. The LLC that owns that particular lot has been approved to develop a single-family unit, possibly add a duplex in what was identified as a floodplain.

How do we account for, as we move forward, knowing that we have had challenges in the past with development and projects that have created a strain on our current system and has created definitely a negative impact in neighborhoods and with individual homeowners? I'm trying to understand. Mr. Manager, maybe a question for your, if not for staff. How do we mitigate that when we are requesting to approve the ability to apply, accept and distribute and at the same time we're approving projects that's going to potentially contribute to the challenges?

Mr. Hammond said what I'll say about that is you described the reasons that we have a stormwater utility in Charlotte. There's a lot of legacy problems that were created in decades past allowed building in harm's way. A lot of perhaps not stringent enough ordinances that were in place decades ago. So, this grant will enable us to correct some of those problems that were created decades ago. Now on the development side of things, we do have ordinances in place. We put those in place starting in 2008 and we have continually strengthened them to prevent flooding impacts and surface water quality impacts due to new development and redevelopment.

So, there are programs in place to mitigate that. They're not 100 percent effective, but they are very effective, and we think that they're going to help us have a more sustainable future.

Mayor Lyles said Ms. Mayfield I think if you have that address, maybe that's a good thing to submit for a review.

Ms. Mayfield said well actually I reached out to our code enforcement manager, Jane Taillon to ask when I saw the clear cutting happening because it was at 1510 Noel Place. When that was happening, because again the neighborhood association and the community for more than 30 years, have been told there cannot be a home built here, and now that whole conversation has changed. Everything has been clear cut. All of the trees that created some safety barrier in the cul-de-sac does have a major incline in the grading. So, it's going to be interesting that as we attempt to identify funding resources to mitigate yesterday's problems, we are allowing tomorrow's problems to happen today.

Mr. Hammond said point taken. I'll just add that when the Unified Development Ordinance goes into effect next year, there will be some strengthened protection for flooded areas, low lying areas that would help mitigate those types of problems.

Ms. Mayfield said thank you.

Mayor Lyles said is it effective in January of next year?

Mr. Hammond said I think it's effective in June if I'm not mistaken.

Ms. Johnson said I just have to make sure we're saying it. So, we have lots of residents who had damage to their yard's multiple times. I know that there was some period where they would've been eligible for assistance and now, they're not. I can think of neighborhoods in District 4. Chestnut, Brownes Ferry, lots of other neighborhoods. So, we just have to do something. I don't know if this is the grant or if there is something that we're looking at. I know that I'm not the only one. I remember Mayor Pro Tem Eiselt used to talk about it. So, Mr. Jones if we could just really find a way to strengthen the assistance or to do something because the more that we're approving development, we are working the problems for the residents. Thank you.

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

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

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NAYS: Councilmember Mayfield.

The resolution was recorded in full in Resolution Book 53, Page(s) 320-321.

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ITEM NO. 17: PREFERRED PARKING LEASE IN UPTAOWN CHARLOTTE

Motion was made by Councilmember Driggs, seconded by Councilmember Anderson to (A) Adopt a resolution approving a one-year lease agreement with Preferred Parking Service, LLC for a 0.72-acre portion of parcel identification number 073-151-10 and (B) Authorize the City Manager to execute all necessary agreements and other documents to complete and implement this transaction, and to renew the lease for up to two, one-year terms.

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

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

NAYS: Councilmember Winston.

The resolution was recorded in full in Resolution Book 53, Page(s) 322.

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ITEM NO. 18: APPROPRIATE PRIVATE DEVELOPER FUNDS

Motion was made by Councilmember Driggs, seconded by Councilmember Graham, and carried unanimously to Adopt a budget ordinance appropriating \$160,000 in private developer funds for infrastructure improvements to the General Capital Projects Fund from the following developers:
- GJH University, LLC
- WPBXW Highland, LLC.

The ordinance is recorded in full in Ordinance Book 65, Page(s) 254.

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ITEM NO. 19: AMEND THE 2022 CITY COUNCIL REGULAR MEETING SCHEDULE

Motion was made by Councilmember Winston and seconded by Councilmember Driggs to Approve amendments to the 2022 City Council Regular Meeting Schedule, and to add wording to allow virtual participation for committee meetings until resolved at the Committee level.

Councilmember Winston said we're going to change the meeting schedule and we're doing everything with the committees on Monday. I think it's relevant to the earlier conversation about virtual meeting that there is the option for Council members to attend those committee meetings virtually on Mondays. So, I think the discussion that we were talking about was really about business meetings where there would be a vote and figuring out possibly ways to go about doing that. So, council does have that option. Each one has your own prerogative, we just talked to staff about how to deal with that.

Councilmember Watlington said I just want to make sure I'm clear. The current policy talks about virtual options for committee meetings under given circumstances. Are you saying that we have the option based on the current policies or are you saying we have option period?

Mayor Lyles said I'm going to let the City Attorney talk about our procedures. The way the committees were that year was virtual and I think there was a request that you notify the staff in time to be able to set it up because it would be on Mondays for everyone. So, if you want to attend virtually, just letting the staff know, but I didn't bring my book down.

Ms. Watlington said I'm fine with that. The only reason I'm bringing it up is as we talk in committee about updating the rules of procedure for the program, I just want to make sure that that's captured, and it reflects our intent. I think the majority of us are on the same page. I just want to make sure our rules and procedure match. That's all.

Patrick Baker, City Attorney said we'll clean that up at the appropriate time to do that. Yes.

Councilmember Ajmera said so point of clarification. So, are we saying that the recommendations that committee had made in the past was just for the committee meetings not for the council meeting? So, now is the budget governance and intergovernmental committee charged with looking at the virtual options for both committee and council meetings?

Mayor Lyles said I think that was the question before when it was just a question to discuss. Nobody was quite sure what we were discussing.

Ms. Ajmera said so, we are looking at a virtual option across the board?

Mayor Lyles said I would suggest looking at the procedure because there were some things in there, I think the City Attorney thought would be appropriate to review for the committees as well, but that can be cleaned up.

Mr. Winston said to clarify, there's some questions from a business standpoint when there are binding votes going on from a legal standpoint whether that business would be seen as viable under state law. That is not the case in our committee meetings. So, since we don't have those same concerns, we said if you need to have a virtual meeting, talk to staff for those committees.

Mayor Lyles said for committees.

Ms. Ajmera said that's committee meetings?

Mr. Winston said committees, yes.

Ms. Ajmera said yes, not the council meeting?

Ms. Watlington said yes, council also.

Ms. Mayfield said no.

Ms. Watlington said yes.

Ms. Mayfield said this conversation is just for the committee.

Ms. Watlington said wait a minute. The referral was for the committee to discuss council meetings.

Mr. Winston said I'm not talking about that.

Ms. Watlington said this all stemmed from when I wasn't able to participate in a meeting because I had COVID. So, that's when it was referred. We were going to talk about it on the 26th. So, yes it was for council meetings as well and I thought we all should recall that.

Mr. Baker said yeah, I'll pull all the information so that everyone's on the same page, particularly for the new council members than those that are returning since they weren't

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involved in the conversation. We'll pull all that information together. I do just want to reiterate Councilmember Watlington's point that your current rules do state as it relates to committee meetings, "by reason of injury or illness" as it relates to committee meetings. I think there's been a consensus on council, it hasn't been adopted and codified into Rule 28A, but there's been a consensus on Council that beyond illness or injury, the committee meetings should continue with a virtual option. So, that's what I mean by truing that up when we actually go into Rule 28 and make any changes. That's my understanding of what the consensus of Council has been, and these are your rules. These aren't ordinances or statutes or anything like that. That's what I mean by when we get and talk about the council meetings, that we'll need to true this up and make sure that that's clear with the Council.

Mayor Lyles said I think that we often say we all want that and I'm not sure that we've ever raised our hands to say we all want that, or we have a majority vote for it. So, I think that's what the city attorney is going to do, is say, "Here's what the current rule is and if you want to change it, then make that recommendation," and then if you get the six votes then it happens. I'm not sure about the requirements for the actual council meeting. That's what I think Mayor Pro Tem was referring to, which was what are the legal obligations? What are the requirements? That is again something that the City Attorney will provide to the Council committee.

Ms. Ajmera said so, we'll take a comprehensive look at all that at the committee.

Councilmember Graham said just a note. I'll do whatever the Council wants to do in reference to a vote, but I thought the purpose for streamlining everything on Monday was to get us all in the building so we can communicate and talk to one another and do this informal networking. Again, I'll do whatever you guys want to do.

Ms. Watlington said Madam Mayor if it is appropriate, I would just move that we adopt the interim solution until we get this shaken out.

Mr. Winston said there's no adoption. I was just making a comment on how [inaudible].

Mayor Lyles said I think if we have to adopt something tonight, we'd have to have a unanimous vote to adopt it. So, why don't we just get this quickly done on Monday and see if we can just move from there.

Councilmember Mayfield said so, we're not going to vote on the Council regular meeting schedule?

Mr. Winston said we are.

Mayor Lyles said we are. The committee, budget and effective and intergovernmental will make a recommendation and bring it back to the dais. Then we'll raise our hands and make a decision.

Ms. Watlington said so to that end. There's already a motion to accept this. I would just propose an amendment to the motion to include this virtual option for the committee meeting. It used to be part of what was written here. So, the motion that's already on the floor is already on the agenda.

Mayor Lyles said let me make sure that I say this correctly and I'm going to ask the City Attorney. I don't have the state law in front of me that talks about what the state requires for Council meetings.

Ms. Watlington said I'm not talking about Council I'm talking about committee meetings.

Marcus Jones, City Manager said I can clear it all up.

Mayor Lyles said okay. Well go for it because we do have a closed session after this.

Mr. Jones said so, what I believe that the Mayor Pro Tem was saying is when you approve this, you will have committee meetings on Monday. I believe what the City Attorney was saying, your existing rules allow you under certain conditions to attend those virtually. So, you wouldn't have to vote or anything or change anything. Just your existing rules.

Ms. Watlington said that's different than what he said.

Mr. Winston said that's what I'm saying.

Ms. Watlington said that's what I was asking you. Did you mean it under what was existing, or did you mean for any reason? You said just call staff.

Mayor Lyles said I thought that was what the committee was going to decide and recommend if there's a change to it I think.

Ms. Watlington said well the committee wasn't going to talk about committee meetings at all it sounds like. They were only taking on Council. So, what I'm saying is I'm moving at this point, unless the motion is already on the floor, I'm entering a substitute motion to adopt this meeting calendar with the inclusion that committee meetings at this point can be virtual. Which is consistent with what he said in the interim until the Budget Committee finishes their work. That's my motion.

Ms. Ajmera said okay. I just wanted to respond to Ms. Watlington. So, this schedule right here that we have, it does not include committee meetings. It just includes Council meetings. So, it's like four Mondays and it just talks about the regular evening meetings. It doesn't talk at all about the committee meetings.

Ms. Watlington said understood. That's why I made the motion that I did.

Mayor Lyles said you'd have to have unanimous support to put something that's separate from the calendar.

Ms. Watlington said point of order. I would say that it's not a separate thing. I'm amending the motion that's on the floor that is part of the agenda item.

Mayor Lyles said committees aren't on the agenda item for the calendar.

Ms. Watlington said right, but the motion that I'm making is to adopt the Council meeting agenda with this adjustment. That's the change that I'm moving to make.

Councilmember Driggs said the motion is silent on the subject on virtual meetings. All it says is these are the times at which the meetings will take place. I think that's something we can agree on without prejudice to the question of virtual. I think we should await the outcome of the process that's been proposed for that. This doesn't talk about virtual meetings and that would be something new to be introducing at this point. This talks about when the meetings take place. I think we should do that, agree, because I don't think there's controversy about that, and let this process that we've talked about run its course.

Ms. Watlington said I appreciate your position. I moved. If there's a second, we can vote it up or down and I'm fine either way. We can move on.

Mayor Lyles said is there any objection to adding that motion to the agenda item tonight?

Councilmember Molina said I'm sorry Madam Mayor. I just need clarity on what's happening right now. So, not to make us go through this all over again. I just need to understand the motion that's currently being put on the floor. With specificity please.

Mayor Lyles said the motion originally is to approve the amended 2022 City Council meeting schedule.

Ms. Watlington said right.

Mayor Lyles said that is what's on the agenda.

Ms. Molina said so, that's what we're talking about right now?

Mayor Lyles said right. Then Ms. Watlington has made a motion to add to that the council committee meetings for virtual operation which requires a unanimous vote of this council to add to the item.

Ms. Watlington said point of order. I don't believe that's the case.

Mr. Baker said let me go back to the Mayor Pro Tem's statement about the virtual meetings because right now doing virtual meetings for the committee meetings would not be consistent with Rule 28A. I've heard various things from this council that you wanted to have virtual meetings. Maybe I shouldn't assume that that's what you're saying. I assumed when you said that that was the consensus of the group, but I'm getting the sense that maybe some folks don't know that.

Mayor Lyles said I guess that's what I'm saying. Let's go ahead and do it cleanly and if anyone objects to it, then we know it's not the consensus of the group.

Ms. Watlington said right, I understand that, but what you're saying is objecting to having the vote versus you vote and if it's not the consensus, it'll be voted down.

Mr. Baker said if I could just add from our procedural perspective, because the issue of committee meetings was not on the agenda, the request to add is fine so long as there's not an objection to that and there's a unanimous agreement to add this discussion to this agenda piece. That's only because the particular item in front of you just speaks to council meetings and not committee meetings.

So, I think that the statement that was introduced is the issue. If you want to clarify that, if it's unanimous for the Council to clarify that now because the committee meeting piece wasn't part of your part of the agenda, that's fine if there's a unanimous consent to clarify the committee meeting piece. That's really the question that's in front of the council now. Is there unanimous consent to add that? If there's not, then it couldn't be added tonight. It would need to be brought to a subsequent meeting.

Mayor Lyles said so, that's what I was asking. Is there unanimous support to add the motion that Ms. Watlington made regarding the committee meetings to this agenda?

Ms. Johnson said I have a question. On August 22nd, Ms. Watlington asked for this to be on the agenda on today, and that didn't happen. So, can we get clarification why that didn't happen?

Mr. Jones said so, it's basically what is happening right now. What is this? So, what is it that Council wants to have a discussion or a vote on? I guess the one thing that I'm a little confused, and I thought this was what the Mayor Pro Tem was saying, but I'll say it for myself. I just thought the existing rules did have a provision for committee meetings in a virtual option with 48 hours' notice or something like that. So, I thought what the Mayor Pro Tem was trying to say is, guys don't worry about being here on Monday in person if you have something that's consistent with one of the excuses for lack of a better word, but if there's nothing that exists then I think about that differently then.

Mr. Baker said that's a great point. I think that's the issue, because the current rule says, "By reason of illness or injury." So, there is this qualifier, not just I'm going to participate but by reason of illness or injury. That's the issue.

Mayor Lyles said right. I guess what I've been struggling with is I thought that we were all okay sending it to committee and I think that we've asked them to come back and give us a report on this and make a recommendation. I can't remember if Ms. Watlington's motion was to add council meetings to that as well. So, it's to add the committees to this meeting right now.

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Ms. Watlington said yes, I was just trying to codify if you will what my impression of what Mr. Winston said was. That was why I asked the question because the qualifier exists in the rules of procedure.

Mayor Lyles said okay. So, let me go back and try this again one more time. We have a motion to amend the 2022 city council meeting schedule. Why don't we handle that action and then we know that we have a plan. Then I think it might be good. We talked about this a little bit, the Mayor Pro Tem and several of us today, about the idea of how do you get enough comments among yourselves to get things like this so that we know we a foundation for the discussion or request to have it on an agenda.

So, maybe that's the thing that we need to do. We're sending to the committee the current rule on committees that states it as it is for review by the committee. Is that correct? Does everybody have that common understanding? Right now, for virtual meetings committees have two functional type rules in the section.

Mr. Winston said Rule 28.

Mayor Lyles said so, we're going to have the committee give some idea. I think what Ms. Johnson has said that that is a question for also council meetings. I think that's where we have to make a decision. Is there agreement among the council that you want to have virtual meetings for that. What I don't know is what the law says or what's legal in North Carolina. So, I would prefer that the city attorney give us some kind of guidance on that and what the ideas are before we start talking about that at some point. So, I'm going to go back and ask you. We've discussed the motion that's on the floor which is to amend the city council meeting schedule. So, can we just get that done?

Ms. Watlington said point of order. My motion was seconded. My motion's the one that's on the floor right now. So, we can either vote that up or down and then get back to the original motion, but the motion that's on the floor is the one that I presented.

Mayor Lyles said would you restate the motion on the floor Madam Clerk?

Ms. Kelly said I did not get the motion or who seconded the motion.

Ms. Johnson said I seconded it.

Ms. Watlington said it was Councilmember Johnson.

Ms. Kelly said oh okay. I'm sorry.

Mayor Lyles said do you have the motion?

Ms. Kelly said the motion that Ms. Watlington made was to add the wording to this particular action under consideration for virtual participation in committee meetings until the matter has been resolved at the committee level.

Mayor Lyles said okay.

Mr. Driggs said can I hear that again louder please?

Mayor Lyles said can you say it again?

Ms. Kelly said the motion was to add the wording that would allow for committee meeting that's being held on October the 3rd to be held virtually until it's resolved at the committee level. To add it to the existing motion was my understanding.

Ms. Watlington said correct.

Mr. Driggs said the October 3rd meeting?

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Ms. Watlington said until it's resolved.

Ms. Kelly said until it's resolved.

Mr. Driggs said right.

Ms. Watlington said, and the assumption is you're taking it up on October 3rd? I'm asking?

Mr. Winston said no.

Ms. Ajmera said that is one of our agenda items.

Ms. Watlington said okay.

Ms. Ajmera said yes. So, we already have a lot in our agenda. Hopefully we can get through it all on day one.

Ms. Watlington said the only reason I ask is because she had included October 3rd, but I'm fine taking it out.

Ms. Ajmera said I would suggest not put a date because we already have three items that we need to get through.

Unknown said I have a question.

Mayor Lyles said okay, I have a motion. This is request and a call for the further question can be done right away. So, the question is the motion that we have is to approve the 2022 City Council Meeting schedule adding the wording to this action under consideration to allow committee meetings to be held virtually until resolved.

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

YEAS: Councilmembers Ajmera, Anderson, Bokhari, Driggs, Johnson, Mayfield, Mitchell, Watlington, and Winston.

NAYS: Councilmembers Graham and Molina.

Ms. Molina said I'm sorry Madam Mayor, I hope I'm not speaking out of turn. I feel like as a new Council member, the one thing that I wanted to be very specific on, because again, I don't want to be divergent from the Council at this point, but I would like to know, and I think I even said this to Ms. Johnson. What parameters are we setting from a legal perspective? I would like to know. Again, I don't understand. I've been here three weeks. I would've liked to had more information around what we're doing and why and what that precedent is, and does this even set a precedent for the Council meetings at some point? Or even just to better understand it. So, at this point, I feel like I don't really understand it. That's why at this particular moment, I can't say that I will fully support it because I don't really understand what we're doing, the legality or anything that's associated and what precedent that we're setting by saying yes to it at this moment.

Mayor Lyles said yes, and I think that Ms. Ajmera understands the weight of what you just said and will have a recommendation and will come back. It could be the motion that was approved tonight, it could be a change in it, it could be whatever that committee with the advice of the City Attorney can recommend as appropriate and legal. So, I think we'll have more discussion around this. For tonight, it is what it is, but there will be the opportunity to have a fuller discussion.

Ms. Molina said thank you Mayor.

Mayor Lyles said Ms. Ajmera, did you understand that's where we are? Okay, so we just voted on the amendment. We still need to go through the actual motion.

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Mr. Winston said it was part of it.

Mayor Lyles said no, it was added to the item to approve the meeting schedule. It was specifically to add that wording.

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APPOINTMENTS TO BOARDS AND COMMISSIONS

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

ITEM NO. 20: APPOINTMENTS TO THE ARTS AND SCIENCE COUNCIL ADVISORY COMMITTEE

The following nominees were considered for one appointment for an at-large Central district representative for a partial term beginning upon appointment and ending July 30, 2024:

- Stephanie Gardner, nominated by Councilmembers Ajmera and Winston.
- Nakia Savage, nominated by Councilmember Mayfield.
- Kopper Thatch, nominated by Councilmembers Anderson, Driggs, Graham, Johnson and Molina.

Results of the ballot were recorded as follows:

- Stephanie Gardner, 1 vote, Councilmember Winston
- Nakia Savage, 10 votes, Councilmembers Ajmera, Anderson, Bokhari, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina, and Watlington.

Nakia Savage was appointed.

The following nominees were considered for one appointment for an at-large South/East district representative for a partial term beginning upon appointment and ending July 30, 2024:

- Jarrod Clay, nominated by Councilmembers Ajmera and Anderson.
- Friday Jones, nominated by Councilmembers Driggs, Graham, Mayfield, Mitchell and Molina.
- Lisa Rudisill, nominated by Councilmember Johnson.

Results of the ballot were recorded as follows:

- Jarrod Clay, 2 votes, Councilmembers Ajmera and Anderson.
- Friday Jones, 9 votes, Councilmembers Bokhari, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina, Watlington and Winston.

Friday Jones was appointed.

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ITEM NO. 21: APPOINTMENTS TO THE CHARLOTTE EQUITABLE DEVELOPMENT COMMISSION

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

- Nadia Anderson, nominated by Councilmembers Driggs, Molina and Winston.
- Deepika Dave, nominated by Councilmembers Ajmera and Mayfield.
- Travis Lane, nominated by Councilmembers Graham and Mitchell.
- Daquan Washington, nominated by Councilmember Anderson.

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Results of the ballot were recorded as follows:

- Nadia Anderson, 6 votes, Councilmembers Ajmera, Driggs, Mitchell, Molina, Watlington and Winston.
- Deepika Dave, 1 vote, Councilmember Mayfield.
- Travis Lane, 3 votes, Councilmembers Andreson, Bokhari and Graham.

Nadia Anderson was appointed.

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ITEM NO. 4: CLOSED SESSION

Motion was made by Councilmember Winston, seconded by Councilmember Anderson, and carried unanimously to go into closed session pursuant to NC General Statute § 143.318.11 (a) (3) to discuss matters relating to attorney client communication in the matter of Asfaha versus City of Charlotte.

The meeting was recessed at 8:40 p.m. for a closed session in Room CH-14.

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ADJOURNMENT

The meeting adjourned at 9:14 p.m. after the closed session.


Stephanie C. Kelly, City Clerk MMC, NCCMC

Length of Meeting: 3 Hours, 27 Minutes
Minutes completed: