

The City Council of the City of Charlotte, North Carolina convened for an Action Review on Monday, February 24, 2025, at 5:06 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council members present were Danté Anderson, Tariq Bokhari, Ed Driggs, Malcolm Graham, Renee Johnson, and Lawana Mayfield.

ABSENT UNTIL NOTED: Councilmembers Dimple Ajmera, Tiawana Brown, James Mitchell, Marjorie Molina, and Victoria Watlington

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Mayor Lyles said thank you for coming for the Charlotte City Council items that we're going to do. We have a very extensive agenda for today, as well as tonight. Let's go ahead and begin.

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ACTION REVIEW

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

Mayor Lyles said so, if I had a gavel, I would knock on it and hit the table, and we'd start out with our Consent Agenda items. Are there any Consent Agenda items, Ms. Harris, that we have for discussion?

Marie Harris, Strategy and Budget said Madam Mayor, we have one item, No. 29, that is being pulled off the Consent Agenda, it's been settled. Then, I was able to talk to Ms. Mayfield that had questions on an item, and she's giving me the thumbs up, so I believe she's satisfied with the answers on that one.

Mayor Lyles said alright. Any other Council members?

Councilmember Johnson said thank you, Item No. 16.

Mayor Lyles said you want to have it pulled out for discussion or just a comment?

Ms. Johnson said just a comment, thank you.

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ITEM NO. 2: CONSENT AGENDA ITEMS 13 THROUGH 30 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 Bokhari, and carried unanimously to approve the Consent Agenda as presented with the exception of Item No. 29 which was pulled by staff.

Councilmember Johnson said regarding Item No. 16: McCullough Drive Streetscape Improvements, I just wanted to lift up this transaction. It's the McCullough Drive Streetscape Improvements in the amount of almost \$7 million. It looks like the contract is meeting the established MBE (Minority Business Enterprise) and the WBE (Women Business Enterprise) goal, and it has support from University City Partners. So, we're looking forward to it. Thank you.

The following items were approved:

Item No. 13: Automotive Parts, Supplies, and Inventory Management Services

(A) Approve contracts with the following companies for vehicle and equipment parts inventory management services for an initial term of five years: Genuine Parts Company, Vector Fleet Management LLC, and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 14: Construction Manager at Risk for Northwest Division Police Station Project

Approve a contract in an amount not to exceed \$19,673,532 with Swinerton Builders for Construction Manager at Risk services for the construction phase of Charlotte-Mecklenburg Police Department Northwest Division Station project.

Item No. 15: Geotechnical and Construction Materials Testing and Special Inspection Services

(A) Approve unit price contracts with the following companies for geotechnical and construction materials testing, special inspections, and geothermal well and building enclosure testing services for an initial term of three years: ESP Associates, Inc., Froehling & Robertson, Inc. (MBE), Gavel & Dorn Engineering, PLLC, Kleinfelder, Inc., Nova Engineering and Environmental, Inc., S&ME, Inc., Terracon Consultants, Inc., WSP USA Environment & Infrastructure Inc., and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 16: McCullough Drive Streetscape Improvements

Approve a contract in the amount of \$6,875,000.22 to the lowest responsive, responsible bidder Sealand Contractors Corp. for the McCullough Drive Streetscape Improvements project.

Summary of Bids

Sealand Contractors Corp.	\$6,875,000.22
Efficient Developments, LLC	\$7,220,249.30
United of Carolinas, Inc.	\$7,537,680.10
NJR Group, Inc.	\$9,509,864.10

Item No. 17: On-Call Plumbing Services

(A) Approve contracts with the following companies for On-Call Plumbing Services for an initial term of three years: After Hours Plumbing, Inc. (SBE), Armstrong Mechanical Services, Inc., and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 18: Roadway Construction Services

Approve a contract in the amount of \$2,728,518.75 to the lowest responsive, responsible bidder Hux Contracting, LLC for the Specialized Roadway Construction Services Fiscal Year 25B project.

Summary of Bids

Hux Contracting, LLC	\$2,728,518.75
D.E. Walker Construction	\$2,992,745.50
United of Carolinas, Inc.	\$3,192,425.00

Item No. 19: Municipal Agreement for Relocation of Water and Sanitary Sewer Infrastructure on Idlewild Road

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

The resolution is recorded in full in Resolution Book 55, at Page(s) 503-504.

Item No. 20: Water and Wastewater Programmable Logic Controllers

(A) Approve the purchase of programmable logic controllers and related electrical components by the sole source exemption, and (B) Approve a contract with AutomationDirect.com Inc. for the purchase of programmable logic controllers and related electrical components for a term of five years.

Item No. 21: Water Transmission Main Improvements and Repairs

Approve a guaranteed maximum price of \$2,553,131.31 to State Utility Contractors, Inc. for Design-Build construction services for Water Transmission Main Improvements and Repairs project.

Item No. 22: Water Treatment Chlorination Equipment

(A) Approve the purchase of chlorination equipment by the sole source exemption, and (B) Approve a contract with Piedmont Chlorinator, Inc. for the purchase of equipment, maintenance, and support services for a term of five years.

Item No. 23: Storm Drainage Repair and Improvements Projects - E

(A) Approve a contract in the amount of \$4,576,351.86 to the lowest responsive bidder OnSite Development, LLC for the Storm Water Repair and Improvement Projects FY2025 - E project, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids

OnSite Development, LLC	\$4,576,351.86
United of Carolinas, Inc.	\$4,658,571.79
Hux Contracting LLC	\$4,697,836.91
GreenWater Development, Inc.	\$5,168,561.00

Item No. 24: Morehead Pedestrian Crossing Upgrade

(A) Approve a contract in the amount of \$1,389,097.40 to the lowest responsive bidder Modern Railway Systems for the Morehead Pedestrian Crossing Upgrade project, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids

The City issues an Invitation to bid twice; only one bid was received from Modern Railway Systems both times.

Item No. 25: Airport Electrical Infrastructure

Approve a contract in the amount of \$2,308,000 to the lowest responsive bidder Keach Construction, Inc. for the Electrical Critical Infrastructure project.

Summary of Bids

Keach Construction, Inc.	\$2,308,000.00
Archer Western	\$6,977,300.00

Item No. 26: Airport Passenger Loading Bridge Parts and Equipment

(A) Approve the purchase of passenger loading bridge parts and equipment by the sole source exemption, (B) Approve a contract with Twist Aero LLC for the purchase of loading bridge parts and equipment - preconditioned air unit parts for the term of three years, (C) Approve a contract with Oshkosh AeroTech, LLC for the purchase of loading bridge parts and equipment - ground power unit parts and related parts and equipment for the term of three years, and (D) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 27: Airport Terminal Seating

(A) Approve the purchase of terminal seating and seating repair parts by the sole source exemption, (B) Approve a contract with Arconas Corporation for the purchase of terminal seating and repair parts for an initial term of three years, and (C) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price

adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 28: Fixed Based Operator Services

(A) Approve a contract with Modern Aviation, LLC for fixed based operator services for an initial term of ten years, and (B) Authorize the City Manager to renew the contract for up to five, two-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

PROPERTY TRANSACTIONS

Item No. 30: Property Transactions - Remount Road and West Boulevard Intersection Improvements, Parcel # 1

Acquisition of 4,305 square feet (0.099 acres) Sidewalk Utility Easement, 625 square feet (0.014 acres) Permanent Shelter Easement, and 2,196 square feet (0.050 acres) Temporary Construction Easement at 1600 Remount Road from AC PC City West Owner, LLC for \$127,875 for Remount Road and West Boulevard Intersection Improvements, Parcel # 1.

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ITEM NO. 3: ACTION REVIEW AGENDA OVERVIEW

Marcus Jones, City Manager said so, thank you, Mayor and member of Council. We have one item under action review tonight, and it's the evolution of Transit-Oriented Development. It's something I think is very timely to have a discussion today. You do have one closed session item, Madam Mayor, but if there aren't any questions, I'd like to turn it over to Monica Holmes and Warren Wooten.

Monica Holmes, Interim Planning Director said great. Well, I hope everybody is doing well tonight. My name is Monica Holmes. I'm the Interim Planning Director. I know all of you fairly well. So, tonight we are going to be talking a little bit about TOD, Transit-Oriented Development, and really how, over time, the City's thinking has evolved, and kind of where we are in this current space today. I think it's really important to understand where we're going is really to look back first to kind of where we've been and how we've gotten to where we are today. This presentation will walk through some of the numbers and some of the history, and really kind of talk through exactly where we are headed. So, first, we'll really do that historical view, then talk about specifically what is Transit-Oriented Development. What does early Transit-Oriented Development look like in Charlotte? Many of you have been a part of that history. You've seen that history as it has happened. We'll talk about some of the lessons learned that we're applying. We'll talk about how we're changing the way we are currently planning for Transit-Oriented Development, the plans and progress, and then our look forward, what are our next steps.

Before I dive in, Warren will be presenting some on the housing tools today, and he's a really valuable asset, but I also want to make sure that you know that all this work is really done in partnership across the City, and it's taking a fresh kind of teams' approach to it. So, we have some economic development partners here, and CATS (Charlotte Area Transit System), who's obviously critical too, and the Transit-Oriented Development work that's happening collaboratively across the City. So, I am representing the team tonight.

So, taking a look here, you'll see on the left side of the screen a photo from South End today, and the cover of the South End Transit Station Area Plan that was adopted in the mid-2000s. Then, on the right side of the screen, you'll see a rendering from the 2040 Plan and the cover of our Charlotte Future 2040 Plan. This really represents where we started with Transit-Oriented Development, really just focusing on density and intensity and a mixture of uses, and most of that has gotten built in that way, and really where we're going, which is with a lens on more than just a mixture of uses and more than just density, and how we're building communities that really benefit from transit and

wholistically incorporate a wide variety of more than just the physical form, but also the resources on the ground, to give economic mobility to those communities.

So, the success of transit alone is really more than just designing for the train. I think we all know that, but it's really important to know that our vision for transit and a land use vision must go hand in hand. So, they have to work together. We have to understand what is happening within the station area of a transit station versus just where the line is. We've been doing this work for going on 30 years now, and the thinking around how we do this work is really what the evolution is. So, you'll see here on the far left that when we first built the transit line, we saw that there was existing development already adjacent to transit. So, we would call that transit-adjacent development, meaning that we put the line in the ground. We opened the stations. There are things that exist. There are developments, commercial properties, neighborhoods, that just happen to be transit adjacent. We then evolved to that vision of what I was talking about in the late 1990s, early 2000s, mid-2000s, around Transit-Oriented Development. So, how do we build new development that is taking that transit line and the transit investment into account, and that really came from a place of getting private investment, getting higher density, more people to access the transit. Where we are moving towards, on that far right, is really transit-oriented communities. So, it's not just about the private development and private investment, but about the communities that the transit serves, and how we're doing that in an equitable way where everyone is benefiting from the investment of transit.

So, I mentioned earlier, we've been doing this work for 25 plus years, and it's evolved over time. So, I spent a little time digging into our historical bank of all the different decisions we've made, really since 1998, all the way up until today around transit and land use joined together. So, our very first transit land use plan was a 2025 Plan. So, we've now reached the horizon here, and that was done looking at where transit lines were going and with the Centers, Corridors and Wedges land use vision. So, those corridors were transit lines. Then, fast forward, we adopted, and I'll talk through the station area principles, in 2001 all the way through the first TOD ordinance. Then we did the second TOD ordinance in 2019, opening transit lines along the way. So, the Blue Line, the Gold Line, Blue Line extension, Gold Line Phase 2, and then ending today with the Red Line purchase that we have. The Transit-Oriented Development work has run in parallel to those transit investments and continues to evolve as we continue to learn what transit does for a community, how it can benefit a community, and how we can leverage those benefits to bring real value.

So, let's talk a little bit about those 2001 transit station, Transit-Oriented Development principles, and how they hit the ground today. So, we say 25 years plus of Transit-Oriented Development planning, but in all honesty, Charlotte has really been doing Transit-Oriented Development work and planning for 100 plus years with our streetcar suburbs. I'm going to focus on that transit station area principles 2001 to the Comp Plan and onward for today. So, when we're talking about Transit-Oriented Development today, we're talking about four major components. So, one is a mixture of uses, two is engaging community spaces, three is that it's accessible and that all users have access, and then four is development centered on equity. Now, the first three, one, two and three, mixture of uses, engaging community spaces, and accessible to all users, those were adopted policy by the City of Charlotte in 2001. So, those were the three station area principles that we adopted in 2001 and still resonate today. The fourth, which I'm going to focus on first, development centered on equity, is really something we added and started putting into practice with our Lexicon and our resources, and how we're investing in community at about 2018, 2019, and really this is the core component today that I think is the most valuable add to our transit station principles. This is where we prioritize premium transit that contributes to equitable access to entrepreneurship and jobs, services, housing, and then it's all integrated, so housing, small business, into our transit station areas. This photo here on the right is an opportunity hub that was opened in the freedom corridor. It's within a mile of a future transit line. It's important to think about how these layers on top of each other, and that we're looking through that equitable lens, even in our investments today.

So, let's talk about what the other three core components and transit station principles are and how they have been built out, and again, these are about 24 years, and they still resonate today. So, number one is a mixture of uses. So, to bring true benefit of transit with land use policies, you really need to have access to all goods and services, housing, jobs, etc., within a short trip of transit, so that you can easily access it by bike, by foot, and that we really promote those mixture of uses, so that you don't have to spend that travel time, 40 minutes to a grocery store, getting to a pharmacy. The next piece is engaging community spaces. So, walkable elements that create a vibrancy, and lead to those economic benefits. So, wide sidewalks, street trees for shade. We know that with the effects of climate change, it's very important to have shade and street trees. Parking is in the rear or out of sight, so that we're really promoting and making it a more walkable place, and last but not least, that there are spaces and places for play and community gathering. So, the image on the right shows Beatties Ford Pocket Park that was opened a couple years ago that the City invested in. That's right next to a future transit station, and critical that that space is there for community gathering, and to really add value to the neighborhood around it in a way that provides social opportunities and support. Then, the last core component is accessible to all users, and this is really access in how you are able to get to the station, so if it's a comfortable walk or bike, within that half mile of a transit station area. So, you'll see often in Transit-Oriented Developments that there's more street network that is proposed, and that's highly encouraged, because the more street network you have, the more paths you have, the Rail Trail, the more access that people who live within a half mile to a mile have to that transit station area. So, it's really important that you capture that larger ridership area, because we want access for all people who live within walking, biking distance.

So, let's talk about how this played out in the early TOD development in Charlotte. So, in our first transit station areas, in the Blue Line and the Blue Line Extension, and along with the Gold Line, we've had about \$12 billion in private investment. Now, this is where we really need to own kind of what this looks like. There's about 50,000 housing units that have been built or are currently under construction today within a quarter mile of a transit station area. So, that is about 100,000 people, household wise, that have access to transit today, that exists on the ground today. It's about 12 million square feet of nonresidential development, so office, retail, again within that half mile, and about 2,500 affordable housing units. So, these are the numbers. I think we can all recognize, and we'll talk about some of our lessons learned, about how we use this information to inform the decisions we make looking forward, as we will likely see more private investment.

Councilmember Ajmera arrived at 5:22 p.m.

So, just a quick look of what that looks like. For those who have been in Charlotte for a long time, you can see what this looks like. It's hard to remember sometimes what some of these places look like in just 2007, and then what they look like today with all of that new investment and development. You see new office, new residential. This street is North Brevard, right next to our 25th Street Station.

Councilmember Watlington arrived at 5:23 p.m.

It's incredible to see the difference between years ago and today. There are thousands of units being constructed on Brevard Street as we speak. You can see here, West Trade Street, looking at the Beatties Ford Road Corridor as you head out of town with that Mosaic Village, and then the public space on the right. This is Hawthorne, and you see some of the new development there.

So, lots of private development, but what have we learned from that development and the zoning codes and the regulations and the policies that got us there? So, I think what we've learned, and the rest of the presentation will kind of focus on this as we look forward, is that we have to build in affordability, both housing, small business and commercial, from the very beginning. So, the second we announce a transit line, we look at a transit station area, we have to start talking about what that really looks like,

and we have to create intentional anti-displacement policies for both residents and businesses, and we have to use an all of the above approach to provide multiple opportunities for affordability and access. So, it's not a one-size fits all solution. It is using all the tools in the toolbox, and we'll focus a little bit on some of those tools.

So, how can we apply these lessons learned on our current rapid transit lines in development. So, this map here is our vulnerable to displacement map. So, the Red Line shows future high-frequency bus lines, the Blue Line and the Gold, you can see is what is built, and we have to be strategic about how we use information like this, and what we've learned from the early days of the Blue Line and the Gold Line, and how we apply that looking forward to make informed decisions. I think we've already started to do that. So, in our early policy development, as we started to shift towards ETOD (Equitable Transit Oriented Development), and really realizing how we needed to put the equitable into the Transit-Oriented Development, we already have adopted policy that starts to look in that direction. So, using that vulnerable to displacement work, where the future transit lines are going, we already have in the 2040 Plan adopted that we are prioritizing Equitable Transit-Oriented Development along our high-performance transit and trail lines, and so that's already a foundation of where we're headed. It's important to note what that actually means when we go to do the work, when we go to put the policies, the programs and the partnerships in place, and it's really that ETOD is providing all people access and the opportunity to experience the benefit of transit and being proximate to transit. So, ETOD is community focused. It's meant to be inclusive, and incorporate multiple strategies, as I mentioned earlier, all the tools in the toolbox to avoid displacement. So, you can see on the right side some of the broader goals that are within that, and then we'll talk through kind of how some of those play out. So, really measuring what success looks like, working with communities, so it's a community-driven policy, and then putting pilot projects into the ground, and programs in station areas, so that we can start to see measurably what's working and what's not working, and then modify if necessary. So, I'm going to turn this over to Warren to start talking a little bit about how this is starting to play out specifically in housing and what some of those tools look like.

Warren Wooten, Housing and Neighborhood Services said thanks, Monica. Good evening, everyone. I really enjoyed being part of the Equitable Transit-Oriented Development work, because what we're doing here is we are talking to our residents who need transit most, about what will benefit them the most. So, while you hear me talking through specific tools, it's really the work that we're doing in the individualized Equitable Transit-Oriented Development strategies that is going to inform where we deploy what tool into the community. That's a community-led approach. I appreciate seeing Robert Dawkins here from Action NC, who's been helping with that equitable TOD work, and is really helping us reach those people who use your transit the most, so that we understand as this work goes forward, where to deploy these tools. So, these tools are going to look familiar to you. We've been building them over the years. This is informed by our anti-gentrification strategy, our anti-displacement strategy work that we've been doing for years, where we noticed that the communities that have the most transit and mobility are also your communities that are most vulnerable to displacement. You'll also notice that many of these approaches come directly out of Mr. Harlo and Mrs. Graham's work with the NEST (Neighborhood Equity and Stabilization) Commission. That work was extremely valuable in us hearing directly from the community about the types of tools that are going to be necessary, and so you're going to see those here in front of you.

So, the first tool that we've been using, that you've already deployed, is the work that we've been doing around land acquisition. So, as part of your UDO (Unified Development Ordinance), you initiated a fee in lieu program where developers, who it was cost prohibitive for them to provide on-site affordable housing, could pay the fee in lieu. So, to date, \$4.8 million has been paid and \$16 million in commitments have been provided by developers, and as they move forward in development, they then pay into that fund. Part of that \$4.8 million was the money that you recently approved for our first TOD land acquisition. So, this is the Give Impact project that's right on the Blue Line Extension that will provide between 200 and 225 new affordable housing units proximal

to your Blue Line Station. So, these are the types of investments that are possible through land acquisition activities as we build out those lines, and you'll see that you've actually been doing this for years. Your affordable housing locational citing tool, that we use every time we bring you a new Housing Trust Fund project, has baked into it transit-oriented scoring so that you can see, on every one of those projects, what kind of transit access that project has. I won't read through all of these, but here are a number of projects. These are all within half a mile of the Blue Line that have been built between Uptown going out to the UNCC (University of North Carolina at Charlotte) Campus.

Councilmember Molina arrived at 5:30 p.m.

So, more work that you're very familiar with, because you just approved another project, is the affordable housing, the NOAH (Naturally Occurring Affordable Housing) tool, the preservation work that you've been doing. We know that we're not going to build our way out of affordable housing. We need to secure and protect some of the existing, naturally occurring affordable housing, much of which is along these transit corridors and that we're looking at as we are making recommendations about projects for you to fund through the NOAH tool. So, this is yet another tool that has a transit play that you can, not just build, but you can acquire things that are proximal to these lines. This has the added benefit that it's not just preservation, but this is also anti-displacement. Many of these properties that you see come before you are for sale, and so having these mission-driven organizations come in and buy them, they actually lower or sustain the rents, rather than seeing people displaced when they're renovated, and prices rise on a market rate situation.

Another program that you piloted over the last seven years, and is now being offered as an ongoing revolving loan pool, is the ARR (Acquisition, Rehabilitation & Resell) program. So, this is where, aside from multi-family, doing some of the same work with single-family. How are we able to purchase these units so that neighborhoods, like the one featured here, Hidden Valley, those units are not just bought by developers who want to flip them or by your I investor, who is then turning those into a rental unit. Through this, we're working with partners, like Habitat for Humanity, to purchase these properties back and turn them into for sale housing units, so that you can afford your mission of homeownership.

Then, the work that we've been doing around neighborhood stabilization. So, we've taken the work that we've done through Staying in Place, and we've done a lot of work in what we used to call our housing rehab team. We now call it our neighborhood stabilization team, because not only are they doing housing rehabilitation, in some of your most vulnerable areas, you're also wrapping wraparound services around this work, where we're partnering with community health workers to find out. Not only is there a rehab that we can do, but are there other needs that you have to help you feel comfortable and be able to stay in place. This is physical health. This is mental health referrals. This is food referrals. This is daycare referrals. All part of your new neighborhood stabilization approach. So, that's some of the tools that are being brought to bear on this work, and I'm going to turn it over to Monica to give us our next steps.

Ms. Holmes said so, we want to give you some information today about where we are and also where we're going around this ETOD work, and how we're building out a complete program and system. So, first is that we want to really continue to build the capacity of our transit-adjacent communities to further support ETOD, and these strategies were in our 2022 TOD study that we did. We then want to embed those principles into the planning process, so that we're looking at this as a wholistic approach for all of our future lines, and we want to focus on making the work required easier and more predictable. So, with that, we were awarded in 2022, an ETOD grant, so CATS and planning along with the town of Matthews, have been working on this. We are expecting another, about a 12-to-14-month process, and that we'll continue working on those anti-displacement policies, programs and projects to really create more economic mobility opportunity. We have a list of community stakeholders that have been involved with the work to date, and we continue to build this list as we bring that project forward. We want to just continue focusing on the work, not just on the housing side, but on how

we can create that business resiliency planning and access work, and how we can be more transparent and strategic with the community about how that work is happening in their neighborhood and the timing around it. So, again, continuing capacity building, pilot projects and programs, as we move the work forward.

So, you can see here, this is just a reminder of all the development that's happening within our community. We're really starting to see how you can deploy tools and get both for sale housing, that includes affordable housing, how we can embed units into private development, so we have mixed income housing, how we can work to get small business space in some of the new development that's occurring, and really how we build our next steps in our future with transit-oriented communities and with ETOD.

So, just a couple of takeaways to finish tonight is that we are starting early in the process, and we want to continue that as a core principle. This type of work and this type of planning work really has to be embedded into project development. We have to set a large table with room for the community and for partners, which we're starting to do and we have been doing, but it has to be a core principle from the beginning every time. We are engaging in shared learning with other communities that build transit. So, we are partners with Impact, which is pretty much the largest Equitable Transit-Oriented Development organization in the country, and we're learning from our peers there. So, working with cities like Minneapolis and Phoenix and Seattle and Portland and Salt Lake City, all to see what they're doing and what we can learn from and how we can apply it to Charlotte. Then, we want to assess and continue to plan with equity as the cornerstone, so how we're measuring our success, and how we're measuring the tools that we're deploying, and that we're continuing to ground them in the common goals that we all share. So, again, we really appreciate the opportunity to give you a preview at some of the work that's happening around the City and in collaboration. We're happy to answer any questions you may have going forward on this work.

Mayor Lyles said well, first, thank you for the opportunity to give us the time to think about this before we begin to actually activate what we're trying to do and to actually look at this. The first thing I thought about was the Housing Committee's recommendation that we approved, that had a grid of how do we want to make sure that housing was available in all of the categories that we need in this community, and you certainly did hit that. I think it's really amazing that we have the idea, and you were talking about corridors and how that makes a real difference here. The toughest thing that I think we have to do is to actually own the idea that we must invest in the purchase of land so that people can have a place to live, and this is our best opportunity as we begin to serve other parts of our community. I would love to have a mirror program for small businesses within the same kind of structure and plan that you have. I don't know if we can do that, but I think that people that have been on these corridors that have been selling, the corner store or the barbecue place. They will need a place as well, as we're going through this, and I know that we'll have a lot of time for discussion, and this is something important for us. Then, the only other, I guess, thought that I had is, how fast will we be able to actually look at some of the policy recommendations that we could refer to the Housing Committee, as well as the ED (Economic Development) Committee, to begin to meld this together. So, that was just a lot of talking words I guess, but any comments on it?

Ms. Holmes said so, I'll just say the ETOD planning work that is happening right now, will give us very targeted strategies. It's a 12-to-14-month project, so we expect by the end of that, that we will have some good takeaways, and it's all of our collaborative teams' responsibility to make sure that those then can get funneled into where we can put them into action quickly.

Mayor Lyles said and Warren, I don't know. Do you know if we're still able to be qualifying for the federal funds for housing along with transit that might be possible?

Mr. Wooten said I think it's a possibility. I think that there's a lot of question marks at the federal level right now about what the future's going to look like, but we're actively looking at all of those opportunities and keeping them on the radar.

Mayor Lyles said okay, thanks. Let us know more as you see it coming across the screen, okay?

Mr. Wooten said absolutely.

Councilmember Anderson said I just had a super easy question. Monica, you were mentioning the peer cities that you were looking at. I caught Seattle and Salt Lake City. What were the other ones?

Ms. Holmes said so, we are on a National Steering Committee with other peer cities. So, it includes Minneapolis, Austin, Denver, Portland, Seattle, Phoenix, Salt Lake City. So, we would consider those peer cities who are investing in transit that are deploying similar tools and kind of learning from each other.

Ms. Anderson said thank you.

Councilmember Brown arrived at 5:41 p.m.

Councilmember Johnson said thank you for the presentation. I appreciate the intentionality surrounding equitable development. I do want to ask how are we going to define success? You showed a slide, and I think there were 100,000 residential units with 2,500 that are affordable, so I think that's right around, is it 0.2%, or it's very minimal.

Ms. Holmes said yes, it's 50,000 units, 2,500 affordable in our first [INAUDIBLE]. So, yes.

Ms. Johnson said oh, okay, I thought the slide said 100,000 units.

Ms. Holmes said no, I was saying, if you were to say the number of people.

Councilmember Mitchell arrived at 5:42 p.m.

Ms. Johnson said oh, that's right, okay. So, either way, how are we going to manage that, other than I guess buying land around the TOD or around transit, is one way, but I guess the incentives for developers, or how are we going to manage that, and what will be the goal, and how are we tracking the goal and reporting the goal, and keeping Council involved and engaged, so that we are focused on that as well? Thank you.

Mr. Wooten said great question, thank you. I think that it is a broad-based approach and strategy. So, it's the work that you and your colleagues have already been doing in the HTF (Housing Trust Fund). You've given us some really broad marks to hit in terms of categories that you want to see fund, and some broad goals that you want us to take forward. One of those is the land acquisition piece. Two, we're always working with our developers, both the affordable developers and the market rate developers, because we believe that they both have a critical role to play in doing this work. So, we're actively working with those developers about what is the right mix of incentives that we can help you do a little bit more in your transit line. So, working with the affordable to do full affordable. Working with your market rate developers to get a piece of their developments as affordable, and it's also the services piece. So, we've heard loud and clear that you want to see your housing investments connected to services and connected to mobility. So, we've been doing that work with this last HTF round asking developers to bring more services in so more people can move out of the need to stay in affordable housing. Then, there's also the missing middle approach. So, things that we're working on right now. Not everything that will affect the work that you're doing in your communities needs to be 100 units, needs to be 200 units. So, developing those strategies for infill investments that will return outsize affordable returns, is all part of the work. I think that, to your question of how do we measure it, part of that is the ETOD work that Laura's doing a great job on, and that we're all on the team, part of that work is having the community also set a scorecard to say, "This is what we've asked for and

this is what we would like you to measure yourselves against to report back to us on achieving it.” So, that’s part of the ETOD work that we’re doing as well.

Ms. Johnson said thank you, I look forward to hearing about the details of that. Then, I also agree with the Mayor, the small businesses, the businesses that have been on the corridors this whole time, and anti-displacement strategies for them. So, thank you.

Mr. Wooten said thank you.

Councilmember Ajmera said great job, Monica and Warren, for this presentation and really developing a proactive approach to address displacement, as we are going to see more Transit-Oriented Development as we move forward with the mobility plan. So, I agree with some of the questions that the Mayor had asked about small businesses, and how we could potentially use some of the funds that we have to support existing small businesses that are located in Transit-Oriented Development areas. I know you talked about a TOD scorecard, but I guess it’s what we measure is important. We already know the goal considering the need and potential development that we have seen along the Blue Line. So, if having that goal, whether it’s through the committee or whether it’s through the advisory boards we have, and comparing our goal with the actual results, would be important as part of our scorecard, as well as progress on SEAP (Strategic Energy Action Plan) commitments. Obviously, we are going to see a lot of this development, how would that help us with continuing to meet our goals on SEAP. That’s all I have. Thank you, Madam Mayor.

Councilmember Mayfield said thank you for this presentation. I’m glad to see that we’re putting some energy in this space, when we look at where we have made investments for Transit-Oriented Development, and there has been a lot of displacement. I hope that when we’re looking at community, we’re not necessarily looking at the current community. Because those are the individuals that were able to take advantage of the development investments that we made and not necessarily those that have been displaced. As an example, when we look at the cost of housing. I was on realtor.com earlier. A home is on the market today, that in 2022 that house was listed at \$242,000, it is \$178,000 more today. So, we’re also building smaller at a much higher cost. I like the idea of us having some homeownership along the line. Again, when we look at displacement, and I hope that as a Council we recognize the strength in a no for those who may come before us with a proposal to purchase along the rail for land. When we speak about businesses, I hope we’re also working with our fire department, mainly because I, I don’t know if my colleague’s have as well, have received correspondence lately where older buildings that were under previous language, now because of our 2040 Plan, they’re being told that they need to make X number of dollars of investments to bring the buildings into compliance. Along this rail, we’re going to have a lot of older buildings. So, when we’re looking at small businesses and affordability and accessibility, we also have to think about the potential financial impacts of what our new language says, as well as how is that building being reimagined, and how is it being utilized today, and if there’s a way for us to help guide, either through our partnerships with our corporate banking community or some of our other partners, to help create those new enhancements and reduce the cost to that small business, if at all possible. At least be a part of the conversation on the front end, and make sure that our fire marshall and our fire chief are also a part of those conversations, as they’re doing their inspections on land that we’re looking at potentially developing. Thank you.

Councilmember Watlington said I was just going to add much of the sentiments that were already added. Essentially, I’m glad to see that these policies are considering some of our aims, that are not just within that particular silo. So, I like to see the overlap between the housing and the transportation. As many of us are aware, we’ve been talking about our transit plan for a long time, so the word is out. So, as we think about being able to really get ahead of acquisition, I think we are going to be playing a bit of catch-up in that regard, but I think that we’ve got to do something. So, I’m glad to see that baked in here in the form of a policy. One thing that I will say that I would like to see more of is, ownership, as we talk about displacement. Affordable housing, we

understand, is not just about being able to acquire the land, so that we can do some of the types of deals that we've been doing, which have been very much multi-family, very much rental, or leases. At the end of the day, when we talk about anti-displacement and really empowering our residents, it's got to connect the dots to ownership. So, I'd like to really see us lean in on that, which I think also is reflected in our Housing Trust Fund allocations as well. So, look forward to seeing how we strengthen the ability to enable more homeownership, as well as workforce housing. As we think about recruiting employers to the area, particularly those that are looking to move so that they can have access to top talent, want to make sure that we are leveraging our workforce development team to consider how we can include employers in that capital stack for workforce housing along the future lines. Thank you.

Mayor Lyles said so, I actually asked Marcus to give me a hint of what I should know, but I think it might be good, because this is something that CATS has put together, as we're talking about [inaudible] more than 70 percent of customers in the CATS system are people of color. More than 60 percent earn less than \$60,000 per year, and in that group, more than 40 percent earn less than \$30,000 a year. So, when we're talking about the changes and the ability to serve and to make neighborhoods safe, and to be something that we have equity in, we have a task, and we need to really make sure that we put together the policies, as Ms. Watlington says, to be able to serve those folks, as well as the others that are coming into our community right now.

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ITEM NO. 5: CLOSED SESSION (AS NECESSARY)

Motion was made by Councilmember Driggs, seconded by Councilmember Johnson, and carried unanimously to go into closed session, pursuant to North Carolina General Statute 143-318.11(a)(3), to consult with the City Attorney to preserve the attorney/client privilege in the matters of Charlotte Water Property Transactions, Davidson Eastern Rocky River Sanitary Sewer Outfall Parcels # 3, 4, 5, 6 and 7, and with respects to a law suit, that's 25CV007182-590, entitled Nadeau versus City of Charlotte.

The meeting was recessed at 5:53 p.m. for a closed session in Room 267. The closed session recessed at 6:09 p.m. and the meeting returned to open session at 6:09 p.m.

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ACTION REVIEW (continued)

Mayor Lyles said [inaudible], and this is because they live in the housing units that are next to the apartments. I know, Ms. Ajmera, Mr. Zane had contacted you about the same issues. What has happened is that they're concerned about violent crime and the conditions in the adjacent INLIVIAN apartment community. So, they're really trying to focus, or getting something that we don't have authority, in terms of INLIVIAN, but they believe that we probably should figure out a way to impact this, and I don't think that that's appropriate. We've had INLIVIAN for a long time, and we do not have authority over INLIVIAN, except making those, I guess, suggestions for their board of directors. I have to say that the Mayor Pro Tem and Mr. Graham have really taken this to task, and they're working on it. So, what has happened that we've done since this time, the Housing and Neighborhood Services have engaged the community leaders at The Park at Oaklawn, and they're coordinating efforts now with INLIVIAN, CMPD (Charlotte-Mecklenburg Police Department) and other City staff, as they're trying to figure out a plan that we can have come back. So, I know that there going to come down and they're passionate, and they're going to speak, but at this time, I think we have done everything possible that we have the authority to do to be able to listen to them, and then determine what the next step is that may be possible, but right now, we don't have any additional possibilities.

Marcus Jones, City Manager said thank you, Mayor and members of Council. So, I'm just going to reiterate what we try to do as staff to get you prepared for the public forum. Maybe a month and a half ago, there was a concern about you not getting enough information about the speakers coming. So, I believe each Friday, you get as much as we can give you, in terms of the interactions between the staff and the community members, as well an update on Monday. So, the two items that the Mayor just mentioned were part of your information on Friday, and again on Monday. Again, the concept is, we are engaging with them. Shawn and the rest of the team will be up there for anybody who comes down, so that we can get information and be able to talk to folks and get it back to you within that timeframe that we established.

Councilmember Bokhari said yes, it was good work, by the way.

Councilmember Watlington said okay, quickly, and then I see Mr. Graham as well. Appreciate the background information on the people. That's an improvement. I do want to call out that part of, at least for myself, the concern was that the folks in the audience, who are maybe coming to speak, didn't have the benefit of some of the information that we had. So, if we can add that layer on it as we go on that'd be great. I don't know if that shows up as a connection directly to those who have signed up, based on what subject they've listed, or what, but I did want to make sure that we add that piece of it.

Councilmember Graham said yes, just two comments. One, to Councilmember Molina, I did talk to the gentleman that's coming tonight. He caught me on the phone, and so I did more listening than talking. So, I appreciate the email that you sent. That's it. [inaudible] already covered.

Councilmember Ajmera said that information that [inaudible] is sending out is very good, it's very detailed, and she also follows through. So, I appreciate that that's 100 percent changed than what we had. We had no information before. I do agree with Councilmember Watlington. We have a screen up there. So, having some sort of response there would also be useful about what's going on, so that people who are speaking or who are in the audience know what we are doing proactively.

Councilmember Johnson said I agree with Councilmembers Watlington and Ajmera as well, the response to the public. It's nice to have the information in advance and share it with us, but it's when the members are speaking with us and we're silent. If there's a way, if there is some information, we can respond and let them know that we're working on that. Also, I sent you an email, I don't know if you saw it, and also [inaudible], about another speaker tonight that's coming before us.

Mayor Lyles said I'm sorry that I missed it. It's been a busy day.

Ms. Johnson said that's okay. I'll tell you before we go downstairs, but it's the member that wants to propose that we buy some land, a parcel.

Mayor Lyles said yes, I did see that, thank you. I think one of our questions is that sometimes, like we get a summary of what they're going to talk about, but they don't talk about what they said they were going to talk about. So, I don't know that we have the ability to keep that screen going, unless it's in time. I think we ought to have the staff do a little bit more work on that, because I don't think that we can immediately address, because a lot of times when I watch them and they have their comments, and then they go with the staff, and they're still explaining again. It might be easier just to say, "Tell us what you are going to address us to do," instead of it just being go ahead and start to talk. I just don't know if we can be as ready as possible to do that on the screen, but we'll take a look at it and see what we can figure out.

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The meeting was recessed at 6:19 p.m. to move to the Meeting Chamber for the regularly scheduled Business Meeting.

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BUSINESS MEETING

The City Council of the City of Charlotte, North Carolina reconvened for a Business Meeting on Monday, February 24, 2025, at 6:30 p.m. in the Meeting Chamber of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Council members present were Dimple Ajmera, Danté Anderson, Tariq Bokhari, Tiawana Brown, Ed Driggs, Malcolm Graham, Renee Johnson, Lawana Mayfield, James Mitchell, Marjorie Molina, and Victoria Watlington.

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INVOCATION AND PLEDGE

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

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PUBLIC FORUM

Mayor Lyles said thank you very much. We're now going to move on to our Public Forum for this evening. On behalf of the entire City Council, I ask that all speakers and audience members be civil and courteous in their use of language. Speakers are encouraged to address the Council and should refrain from responding to people that are speaking, audience members or someone like that. We want to ensure that every voice is heard, and it's best when we listen. So, we will now begin with our Public Forum. So, because we have a rule that we have 15 speakers tonight, and you have two minutes for each speaker.

GardHouse

Johnathan Gardner, 809 Westmere Avenue, Suite C said good evening, everybody. Hope you all are doing well, City Manager, Mayor, Council members and staff members. Thank you, guys for listening to me today. My name is Johnathan Gardner, and I am the Founder and Executive Director of GardHouse, Charlotte's premiere workforce development program for underserved college students. I started the organization in 2019, because of my own experience trying to find a job here in Charlotte. See, I went to Charlotte School of Law, and for those who are probably familiar is shut down, and I needed to find a job. However, though, I had a lot of experience, I didn't have professional connections, and it's in that moment that I learned that students who come from underserved communities are twice as likely to be unemployed upon graduation. So, I developed GardHouse, to not only give them the experience that they need to enter the workforce, but more importantly, build their professional connections. I'm here today to talk to you all, because I understand workforce development is an extreme priority for the City right now, but more importantly, us as a city, we want to grow to become in that top 10 in upward mobility, and since 2019, we can help with that. See, we've raised over \$2 million by way of support from Bank of America and Wells Fargo, to create over 200 workforce opportunities by connecting our students with small businesses, nonprofits, and government departments, like Mecklenburg County, where we currently have a three-year contract. As a result, 100 percent of our graduating seniors have either went into employment within six months of graduation, or continued education. But the mother important part is the local support that we provide to smaller businesses. Right now, we maintain over a 4.3 percent rating out of 5, in terms of employer/partner satisfaction, and although that's all great, we really want to see this grow. So, therefore, in closing, I hope that we're able to partner with the City's workforce development initiative, so that we can align and really grow this thing, because there's so much more work to be done, and I know with your support we'll get there. Thank you.

Vacant Homes

Natalie Yaspo, 8407 Kirchenbaum Drive said thank you Council for your time. My name is Natalie Yaspo. I'm the President of the Oberbeck Farm Neighborhood Association in the Park Crossings area of South Charlotte. I'm here today to request an update to Chapter 10, Article 3, Section 10-136, neglect of a premise, in Charlotte, North Carolina Code of Ordinances. Over the years, we've had several residences within our neighborhood that are obviously vacant and unattended. When speaking with code enforcement, I have been advised that, "Unless the homes are open and vacant, or are in a dilapidated condition, enough to warrant a housing case, there is nothing that code enforcement can do." This is a major concern for our neighbors. Some of these houses are known to have been vacant for many years, one of which I know for a fact has been vacant for decades and belongs to a possible hoarder. Although the exterior of the houses do not appear to be in dilapidated conditions, nor are the yards unkempt, we don't know what's happening inside or what vermin concerns there might be, which could easily impact the immediate neighbors. Then, there's the concerns of the increased criminal activity in our area. With these known and very obviously vacant homes around, this can only be grounds for hiding spots for these delinquents. As a victim of a recent attempted break and entering in my own home, I personally would like to limit such possibilities in my neighborhood and around the City. As the code explicitly states, "It shall be unlawful for a person to neglect a premise or create a dilapidated condition on property," I'm requesting that code enforcement be allowed to act upon homes that are merely neglected, not just in a dilapidated condition.

Mayor Lyles said thank you for making that. I'm going to ask if you would work with Shawn Heath, who actually is the staff person that can help you and have some information for you, and we look forward to the response that we can have later from you. Thank you very much.

Natalie Yaspo said okay, thank you.

Racial Harassment

Jay Walker, 7129 Linda Lake Drive said good evening/good night. I would like to say, first of all, this is Black History Month. We have 28 days in Black History Month, and we've got two minutes to speak, that's terrible. My wife and I live in Majorie Molina's district, and we have two signs in our yard, our lives don't matter, and this ain't living. The City Council is predominantly democratic, and this is not democracy, that's hypocrisy, where you let a white racist bitch harass us, threaten us, and stalk us. Mayor, I give you the benefit of the doubt, maybe you didn't realize, last time we were here you recommended us to speak to the mediators and to the police. The police are part of the problem. They enabled this white racist guy, and the mediators suggested that we speak to him, kumbaya, shake hands, come to an agreement. They don't really see that it's not a feud, it's racism, discrimination, and the mediators and Willie Ratchford need to be called out. He seems to think that it's good guys on both sides.

Mayor Lyles said thank you very much for coming forward again today. My understanding, though, is that we have provided a number of opportunities and efforts through our Community Relations Department to you, as well as Mr. Eury, and I think that some of these mediations people have said, "Yes, we want to work it out," but then it doesn't happen. So, I think that we will encourage to work with you and both parties to participate, as long as it's in good faith.

Unknown said you can't mediate away [inaudible].

Mayor Lyles said I'm sorry ma'am. I am speaking, and if you wish to speak, please go outside or sign up to speak. Thank you very much.

Mr. Walker said I'm not going to speak to him. You don't ask the Jews to speak to Hitler. It's not going to happen. I'm not on board with mediation with him.

Mayor Lyles said I understand, and that is a significant decision that you have to make. So, your time is up, and thank you very much.
Jay Walker said the decisions already made; I'm not speaking to him.

Preserving Land for a Park

Joseph Margolis, 6549 Quarterbridge Lane said I'm just waiting for the clerk to distribute some materials. I have visual aids that are going to be relevant. Does everybody have it?

Mayor Lyles said almost, it's still coming around.

Mr. Margolis said good evening, Council. I'm here to present a problem and a solution that you have the power to execute at no additional cost. The problem exists with how land use has been determined in our neighborhood. With the construction of North Graham Street and University City Boulevard, that intersection has radically transformed my neighborhood. My neighborhood is Michaels Landing. If you look on that visual aid, we're the condo community in the picture at the top, both pictures, and if you look, it used to just be Rumples Road, and it was a nice little two-lane treelined road that was relatively easy to access. Just look at the tree canopy. It's pretty extensive. In terms of accessibility, kids from my neighborhood would often walk along the side of the street to get to Derita School for outdoor recreation. Now, if you look at the second picture, that access to the school has been cut off by the North Graham Street construction, and additionally, you look at the tree canopy, it's been stripped, and this causes the City to fail us in several of the key priorities of the Comprehensive Plan, which I've listed on page two. The important part is that you have the power to help us with this, because you own that parcel that's outlined in red. It's basically someone's old yard, a house used to be there. It's readymade for placemaking and tree canopy. Why I'm involving you is because the City staff have already educated me that they plan on making some sort of decision on it. So, I'm asking for you to influence that towards placemaking. Thank you very much.

Mayor Lyles said thank you. Alright, so Joseph, I think we're going to have Alyson to come and talk with you about what might be the opportunities and respond to that. So, thank you very much.

Housing

Valerie Washington, 3815 Annisa Court said good evening, everyone on the board up there. I came in because I was here about five months ago, and I asked you guys for your help, and it was a housing situation that I was in. Mr. Kenny Robinson and Ms. Danielle, they worked really, really hard to get me a new place, and I am just grateful for that. Most of all, I'm grateful to God, but I'm grateful to them and you guys for sending them to me, because I got out of a situation where it was unlivable, and they came to the rescue. I just came to say thank you, and I am just so happy right now, because they came through for me. I'm sure they can do it for other people, but it just takes time, because it took me a few months, but I am so grateful that you guys were on your job. I mean, you've just got to be patient. They worked hard, and I wanted to thank them, and I thought they'd be here tonight, but thank ya'll.

Mayor Lyles said well, we'll make sure that they know that you came and we will make sure that we express your gratitude and we are grateful that you've come down to say that this was appropriate and addressed. So, thank you so much, Ms. Washington.

Ms. Washington said Hallelujah. I just wanted to thank you guys.

Operation Clean Health

David Reboloso, 4554 North Tryon Street said good evening. My name is David Reboloso. I am the founder and creator of Operation Clean Health. Operation because I'm retired military, and health because I was in health care for 30 years, and clean

because now I'm in the laundry business. So, my wife and I have two laundromats, and we've been very blessed, and with that we created a nonprofit called Operation Clean Health. The purpose of that is, or the way it's going to work is, by creating a community laundry fund. Because laundry touches so many people, everyone actually, there's several buckets that we're going to be able to work with, or groups, churches, schools, other nonprofits, retired military, and first responders. So, there's a lot of potential. There's a lot of opportunity out there to do some good things. I have a plan that potentially it could go national, but I want to start with my first location on North Tryon. I have two stores, laundromats, on North Tryon, 6301 and 4554 North Tryon, which is very close to Sugar Creek intersection and the Corridors of Opportunity. Once I get some traction going, I'd like to get some momentum and create a group and create a project called Charitable Charlotte. So, like I said, there's a lot of potential there that we could take it city-wide, state-wide, but I need an advocate, I need a champion, I need somebody, I need your support, to help make this happen. So, I'm available. You can come out and check out my stores, and I'm at your service. Thank you.

Mayor Lyles said thank you. I think we're going to ask Monica if she would take a look at what it goes further to do. Monica, would you mind working with Mr. Reboloso on this situation? Thank you very much.

Animal Care and Control

Kelsey Joseph, 2022 Sage Park Drive said alright, thank you. Mayor, Council, City staff, thank you for having me tonight. My name is Kelsey Joseph. I've met with many of you, and I appreciate your time. I'm here to voice my support for Animal Care and Control again. I won't rattle off statistics or give you a glaringly realistic description of what it's like day in and day out at the shelter. Myself and all these other advocates have been here for over two years doing just that. During these nationally tumultuous political times, I think it's even more important to show up for our local community. Rather than being here begging for the same things we've been asking for, for years, a new shelter and a department independent of CMPD, I could be more engaged in the work I do to help our unhoused neighbors. I could spend more time helping at the shelter. I could simply enjoy dinner with my family and find some joy amongst the chaos. I'm hoping this budgeting season, you will continue to prioritize animal services. Our shelter is overflowing. It's the worst it's been in a while. Last week, 229 animals came in. Staff is having to make decisions on who to euthanize and carry out that awful responsibility often. It's collectively exhausting and traumatizing. Until systemic changes are made, it's only going to get worse. People are losing access to affordable, pet-friendly housing. Oftentimes, those animals are brought directly to the shelter, other times they're abandoned and later retrieved as strays. Anecdotally, we're recently hearing of local vulnerable people fleeing the U.S. out of fear, and having to leave their pets behind. Where do those animals go? Likely, right to our doors. Charlotte has not been proactive in growing animal services alongside population growth. We've got to start aggressively catching up. I'm asking you to please move animal services out from under CMPD, fund and quickly push forward the shelter expansion project. Thank you.

Kevin Alexander, 2835 Palm Avenue said good evening. My name is Kevin Alexander, and I'm here to speak to you about the needs of Charlotte-Mecklenburg Animal Care and Control. I've lived in District One for nearly seven years. Over this time, my wife Madeline and I have been actively involved with local animal rescues, including North Meck Animal Rescue, Yellow Brick Road Animal Rescue, and now Friends of CMACC (Charlotte-Mecklenburg Animal Care & Control). We love the City of Charlotte, and specifically chose to move here after graduating from college. We have all the amenities someone wants in a city, yet it retains that small neighborhood feeling. There's growth and development in the City that sets it apart from other cities, such as our light rail, greenways, parks, highways, and more. The leadership in the City anticipated this growth and is meeting the demand. However, working closely with rescues and shelters, I've become aware of the impact the City's growth has had on resources and staff at CMACC. According to the American Veterinary Medical Institute, over 45 percent of U.S. households own a dog, over 32 percent own a cat. Applying that to the nearly 1 million people in Charlotte, this is conservatively over 770,000 animals,

not counting multi-animal homes, or pocket pets such as gerbils, hamsters, etc. Charlotte-Mecklenburg Animal Care & Control has not had the resources to keep up with the growing number of animals in the City. The shelter needs more funding for a bigger updated shelter and more staff positions. They also need to be moved out from under CMPD. Without this, they will continue to be strained and limited in their ability to impact their community. City staff, volunteers and fosters will continue to witness death and trauma through euthanasia at their workplace. Please be the leaders your city needs and take action today. Prioritize the needs of the City and provide the resources that CMACC needs. Thank you.

Traffic

Daneen L. Carroll, 9335 Timothy Court said yes, good evening, everybody. So, I'm here to address an issue that impacts everyone. It's funny we were talking about congestion in Charlotte in different ways. Traffic. So, I have a problem statement. A lot of companies now have hybrid return to work right now, and I know right now there's an effort to go on with DOT (Department of Transportation) to deal with congestion. My request is coming from Ballantyne, for example. I think it's really not wise to have road construction during rush hour traffic. We're already trying to get Uptown, and there's a lot of people coming in. So, if I give an example, Fairview and Providence in the morning, it sometimes takes 30 minutes just to get like half of a mile, because there's construction. My request is, if you can work with DOT to ask them, just like other major cities, if they're going to work, 7:00 p.m. to 7:00 a.m., because it is creating a traffic nightmare, for people coming from all parts of Charlotte, to do road work in the middle of rush hour traffic. It's already stressful enough in the morning. I used to live in Waxhaw. I moved to Ballantyne. It's taking me longer to get to work now than when I was in Waxhaw. A lot of companies now are also going to potentially move to five days a week. So, can you imagine what this is going to look like, it's already bad enough, if you don't manage the construction. So, I'm just asking City Council to work with DOT to regulate the time that you decide to do construction, because I'm going to tell, you doesn't make sense to do it in rush hour traffic. So, that's my ask.

Mayor Lyles said thank you very much for your comments. So, we'll follow up. Alyson will help us. There's a rule book for traffic and all of that, and they know more about it than most of us up here. We'll have you work with Alyson right over there, if you give her your information, so that you can have a conversation about it, and we can figure something out.

Kendall Little, 1018 North Caldwell Street said if I have photos, can I hand them to the clerk?

Mayor Lyles said I'm sorry, you have photos? Yes, if you would give them to the officer, he'll get them to us. Alright, thank you for joining us tonight. You have two minutes.

Mr. Little said good evening, Charlotte City Council. Thank you for taking the time to allow me to speak to you briefly. Before I begin, I want to tell you a quick story. On November 24, 2024, I woke up to a loud boom and a screech. As I went outside to see what happened, I realized it was another accident between Belmont and North Davidson. This accident was different from any other one I've sat through and heard before. It was pregnant woman, and I heard her scream, "Oh my God, my baby, my baby, my baby." Sometimes I still think about that moment today, and that's why I'm here before you. This is the eighth accident that I've witnessed at that intersection from when I first moved to area in April 2024. I'm aware that a traffic light is approved at this location, but I'm here today asking Charlotte City Council to please expedite this process, because the situation has not only worsened, I've already seen three accidents to start 2025 in the same area. I'm here today, because I'm hoping that we can expedite the process of getting a stop light or a crosswalk, because it's a matter of public safety. Driving down that road every single day is a risk, not only to my life, but to my fellow Charlotteans. Also, it's very difficult for people to be able to support the local businesses, such as Optimist Hall, Rosie's Coffee Shop, even Birdsong Brewery, because there's not a crosswalk. Oftentimes, it takes me minimum one to three minutes

to cross the street, because I'm having to wait for traffic to die down. Finally, I want to address the impact on taxpayer resources. This intersection is right by the CATS terminal, which in some of the photos, you'll see a CATS bus was involved in an accident, and that was October 31, 2024. Not only that, emergency responders have to take their time and resources, which I appreciate, however, sometimes it takes three to eight cop cars to solve the problem with an accident, and I appreciate that, but the issue is, is that they're so many other issues in the City that it would be helpful if they didn't have to respond to the recurring problem that happens about once a month. I've left you photos documenting these accidents, and I hope the City can work for a better alternative for Charlotteans and for everyone else. Thank you.

Mayor Lyles said thank you very much. Alright, so we're going to have you talk with Alyson, so that we can get some more information, and I see that the photos are coming around. Do you need your photos back?

Mr. Little said no ma'am.

Mayor Lyles said okay, then we'll make sure that the staff gets those as well. Thank you very much.

The Park at Oaklawn Apartments

Monica Williams, 1250 Rising Oak Drive said good evening. This is on behalf of The Park at Oaklawn where I live. Let me tell you a story of what used to be Fairview Homes. It was suggested to be gentrified after being studied like a genome. You see, things were going as planned to support and help people in need. Then, things took a turn becoming slack, and not looking back to help support the greed. Millions are spent on housing programs in Mecklenburg. I need to see the mission statement. If that mission does not align with what's going on, perhaps one needs to consider an abatement. The Park at Oaklawn, formerly known as Fairview Homes, was created to make things better. Sadly, things are not working out and has forced us to start writing letters. Shrek is a perfect example. You see, let me explain the need. He too was faced with gentrification in his face, because the fairytale folk needed a place, because they too fell victim to greed. Mecklenburg County represents Duloc, Shrek's fictional town. City Council and INLIVIAN represent Lord Farquaad, the leaders and investors who shuffled the fairytale folk around. Shrek's beloved swamp represents are neighborhood home, with lots of caring to give, but dumping people around like fairytale folk is not a way to live. I would be remiss not to include Shrek, Oh, what the heck, he's quite the feisty soul. As he planted the seed, he became the voice of fairytale folk, and after they spoke he decided to address their needs. You see Shrek represents homeowners that care about their hood. He doesn't mean any harm or cause in alarm; he just wants Lord Farquaad to keep his word and do good. You give them a fish, they eat for a day. If you teach people to fish, they will eat for a lifetime. Stop giving away the fish. So, what's the moral of the story? Analogies are a great way to emphasize art imitating life. Thank you.

Shawn Williams, 1250 Rising Oak Drive said good evening, everyone. Ladies and gentlemen of the City Council, thank you for the opportunity to speak today. My name is Shawn Williams and I'm the President of the Homeowners Association for The Park at Oaklawn, which you've just heard. Just so you know, The Park at Oaklawn consists of 71 single-family homes, the Anita Stroud Senior Center, which has 83 single units for our seniors, and 178 apartments that are managed by INLIVIAN. Additionally, we're being supported by Ivory Baker Rec Center by Park and Rec. I'm here to address a pressing issue that affects our community's safety, but also the very fabric of our neighborhood. I call it the mismanagement of our apartment complex by INLIVIAN. Over the past few years, we've been witnessing a troubling rise in violent crime within this tightknit development, shootings, both random, and sometimes targeted. I have a family here today of Carlos Leiva, who lost his life, 25-years-old, in our community a few months ago, contributing to the uptick of the poor management of INLIVIAN over the apartments. Many of these units in the apartments are falling into despair and disrepair, becoming breeding grounds for criminal activity. When basic maintenance is neglected, such as excessive trash, no power washing, the overflowing of both trash, poor

drainage systems, which create moats, and many of the areas creating an environment for mosquitoes to breed. The condition of the apartments not only creates an unsafe environment for residents, but also invites illicit behavior. Broken lights, unsecured entrances, and inadequate security measures send a message that these properties are not being cared for. This in turn attracts unwanted elements, leading to increased crime rates that ripple out of the impact of the entire neighborhood. Moreover, the deteriorating infrastructure of the apartment complex has serious implications for our community's property values. When potential home buyers see poorly maintained rental properties, they often choose to look elsewhere, driving down the values of surrounding homes. Families invest their savings into properties hoping to build a future only to see their investments diminish.

Mayor Lyles said Mr. Williams, thank you. I think you know Mr. Heath over here. I would like if you would organize your group to meet outside, Mr. Heath will meet with you to get the remaining of your remarks, as well as talk with you about what your concerns are. Mayor Pro Tem, Danté Anderson, will join Mr. Heath as well. Thank you very much.

Mr. Williams said thank you.

Arts Funding

Anne Lambert, 950 Hawthorne Bridge Court said good evening. My name is Anne Lambert, and I'm from the theater company, Charlotte's Off-Broadway, and I'm a resident of the VAPA Center. Thank you, City Council members for voting to move forward with the Arts and Culture Board. With this action, you are moving Charlotte closer to the next step that is most meaningful for me, enabling independent artists like me to apply for competitively awarded grants to support our regional projects. That \$2 million investment, out of a \$2.5 billion budget, is a modest investment that will have a huge impact for independent artists in Charlotte. When I watched the meeting where the vote was taken, I heard and appreciated the concerns expressed by select Council members regarding accountability and equity. I think one way to address those concerns is for all City Council members to become more aware and knowledgeable about independent arts in Charlotte. I personally invite you to attend more arts events, particularly those produced by independent artists like me, and to read the arts and culture plan, and to invest more time and energy and money in implementing the plan's recommendations. I am here to help you achieve those goals. I invite you to reach out to me to schedule a time to meet with me, and some of my other independent artist friends at the Charlotte's Off-Broadway space. It's a 55-seat black box theater, inside the VAPA Center, I personally maintain, so that my artist friends and I can produce small theater projects and pursue our artistic ambitions. I welcome you to talk with me and my friends about your concerns, and discuss ways that we can address and mitigate those concerns going forward. I want you to be excited and assured that the money the City of Charlotte is investing in independent artists is fuel for an economic and creative engine that will produce exponentially beneficial results for everyone involved. Thank you again for supporting independent artists in Charlotte.

Arts and Culture

Tommy Nichols, 2300 Allegheny Street said hello, Mayor Lyles, City Council and City Manager. My name is Tommy Nichols, founder of Power Up USA and the Charlotte Black Film Festival. As a 15-year organization, we just received our first grant from the City, and I thank you. As a result, last night we closed submissions on the Micro Film Grant, where we're giving African and Latino Americans here in Charlotte \$500 to \$5,000 to produce their next film. We're also sponsoring and producing a production-assistant boot camp in April 2025 for the workforce development, so folks can go directly on set, so I thank you. During the committee presentation, someone mentioned that ASC (Arts & Science Council) and Charlotte is Creative was the only organization to work with the National Endowment for the Arts. I just wanted to get that clear. We were hired two years in a row to work with the National Endowment for the Arts to review and recommend \$1.4 million in funding to many art organizations across the country. In addition, I was asked directly by Sundance and the National Endowment of

the Arts to be a founding member of the Independent Media Art organization that's national, where I represent eight states in the southeast. Finally, tomorrow, you guys will get two emails. One is an impact statement to share with you why I think we're the best art and culture and digital inclusion organization in Charlotte, and second, to invite you to our new space, CLT (Charlotte) Creative Workspace in the Freedom/Wilkinson opportunity zone, where we have a 5,200 square foot space with an AI (Artificial Intelligence) lab, 20-station computer lab, podcast studio, film and photography studio, a conference room, and other entities, where we're empowering the next generation of creative and digital equity individuals. Thank you.

Caregiving

Chef Maria Kemp, 19825 North Cove Road, Suite B-188, Cornelius said thank you. Good evening, Mayor and Council members. Seventy-three percent of employees have a second secret job, caregiving, and that's from Forbes. Many miss out on valuable resources and support, because they don't even realize that they're caregivers. Who are these caregivers? They're City employees, first responders, transit workers, CMPD, and thousands in the private sector, from small businesses to the 18 Fortune 500 companies that call Charlotte home. They're balancing careers while raising children, caring for aging parents, or supporting loved ones with disabilities. Caregiving isn't just for elders. It affects all generations. How do I know? Because I was one of them. I'm Chef Maria Kemp, and for 8.5 years, I cared for both parents six years apart, while managing my career. Like thousands of Charlotte residents, I silently juggled work and caregiving, stretched thin emotionally, physically, mentally, and financially. Why am I here today? As a DEI (Diversity, Equity, and Inclusion) professional, I've worked to create inclusive workplaces, and caregiving is a workforce equity issue that disproportionately impacts women, minorities and lower-income workers, yet it's often overlooked. I've shifted my focus to ensure caregivers don't have to choose between a paycheck and the care of their loved one. Is Charlotte ready? In 2030, 73 million Americans will reach age 65. This is a silver tsunami, meaning more people than ever will need care or be responsible for providing it. Will Charlotte be ready? Caregiving is a workforce crisis, but Charlotte can be a leader. Investing in caregiver support strengthens our economy before employees burn out or relocate their families to other states. I would love to speak with a member of your team for further action. Who will meet with me? Thank you.

Mayor Lyles said chef, thank you for those remarks and thank you for reminding us that the silver tsunami is coming for many of us that are around this dais, but I want to ask if you would work with Monica over here, and having some conversation around what possibilities that we have in the City to be supportive or our seniors. So, thank you and the caregivers that help them. Thank you very much.

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PUBLIC HEARING

ITEM NO. 7: PUBLIC HEARING ON NORFOLK SOUTHERN O-LINE CORRIDOR ACQUISITION FINANCING

Mayor Lyles declared the hearing open.

There being no speakers, either for or against, a motion was made by Councilmember Mitchell, seconded by Councilmember Molina, and carried unanimously to close the public hearing.

Motion was made by Councilmember Driggs, seconded by Councilmember Molina, and carried unanimously to adopt a resolution authorizing and approving a directly placed installment financing contract in an amount not to exceed \$93,000,000.

The resolution is recorded in full in Resolution Book 55, at Page(s) 488-492.

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POLICY

ITEM NO. 8: CITY MANAGER’S REPORT

Mayor Lyles said do we have any updates, Mr. Jones?

Marcus Jones, City Manager said yes, thank you, Mayor and members of Council. I have before you my 30-day memo, which outlines from February 26, 2025, the National League of Municipalities’ Town & State dinner in Raleigh, North Carolina. Through our committee discussions, we also have National League of Cities’ Congressional City Conference in mid-March 2025. We have the Zoning Meeting on March 17, 2025. While I think we probably cut a day off of Shawn’s 45-day clock, we will have March 24, 2025, the next time there’s a Business Meeting, an update on the public safety plan that we have been talking about. I think even in the interim, Shawn is reaching out to all of you to make sure that he keeps you up to date with some of the things that we’re talking about.

Then, Mayor, the last thing I’d like to do is just point out two things in the Manager’s report, and it really highlights many of the things that this Council has done in terms of public safety. So, I want to talk a little bit about CMPD’s Civilian Crash Investigators that just began this past mid-December 2024. Since that time, they have responded to more than 2,000 crashes, and maybe more importantly, that’s about 1,800 service hours from uniformed officers that are now able to address higher-priority calls. That’s the equivalent of six officers in that short period of time, so something that came out of the SAFE Charlotte plan that has been implemented that’s been working.

Lastly, a shoutout to Charlotte Fire Department. I had an opportunity, much as you Councilmember Mayfield a couple of weeks ago, I think you were at [INAUDIBLE] the 130th class [INAUDIBLE] recruit graduation, just a wonderful moment. I think if you’ve never been to a police recruit graduation or a fire recruit graduation, just the energy in the room for the families and everyone being proud. I will say kudos to Charlotte Fire, as we sent resources to Kentucky, much like we did to the western part of North Carolina. Twenty-one members of CFD (Charlotte Fire Department) went to Kentucky to assist with rescue operations in southeastern Kentucky, which was overwhelmed by historic flooding and dangerous winter conditions, some of the same people who we deployed in western North Carolina. CFD is adjusting operations to ensure local fire stations remain fully staffed, but it’s just a shoutout, and it’s not just what occurs for us. It’s when the call comes, we go, and I’m very proud of our public safety folks. So, I just wanted to do a little shoutout tonight for both CMPD and Charlotte Fire. Thank you.

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BUSINESS

ITEM NO. 9: NATIONAL LEAGUE OF CITIES’ 2029 CITY SUMMIT

Motion was made by Councilmember Mitchell, and seconded by Councilmember Molina to adopt a resolution in support of hosting the National League of Cities’ 2029 City Summit in Charlotte.

Councilmember Mitchell said Mayor, let me just thank the CRVA (Charlotte Regional Visitors Authority) for doing an outstanding job filling out the application for hosting National League of Cities. Citizens, this will be our third time hosting this conference for every elected official across the United States. We did it in 2005, they generated about \$5.3 million. We did it in 2017, they generated about \$6.3 million. So, I think this is a

great win for our City to, once again, showcase while we're the 15th largest city, and everybody's still trying to come to Charlotte. I'd like to thank everyone from this table for being involved in National League of Cities. It takes really a team effort and a City effort for National League of Cities to want to come to Charlotte again. So, thanks everyone.

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

The resolution is recorded in full in Resolution Book 55, at Page(s) 493-494.

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ITEM NO. 10: UPSET BID PROCESS FOR CITY-OWNED PROPERTY ON EAST 27TH STREET

Motion was made by Councilmember Mitchell, seconded by Councilmember Driggs, and carried unanimously to (A) Adopt a resolution authorizing Upset Bid Process for a portion of land containing approximately 0.065 acres from the 0.180-acre city-owned parcel (parcel identification number 083-051-09) located near North Brevard Street, Charlotte, North Carolina, and (B) Direct the City Clerk to cause a notice of the proposed sale to be published which shall describe the property, the amount of the offer, and the terms under which the offer may be upset.

The resolution is recorded in full in Resolution Book 55, at Page(s) 495-498.

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ITEM NO. 11: ADOPT AN INITIAL FINDINGS RESOLUTION AND SET A PUBLIC HEARING ON AIRPORT 2025 GENERAL AIRPORT REVENUE BONDS

Motion was made by Councilmember Driggs, and seconded by Councilmember Johnson to adopt an initial findings resolution authorizing the City Manager, or his designee, to make appropriate application to the Local Government Commission for issuance of General Airport Revenue Bonds not to exceed \$350,000,000 and setting a public hearing on April 28, 2025, for this financing as required by Internal Revenue Service regulations.

Mayor Lyles said Mr. Winston, what the Attorney has said to me is that you would come when we have the public hearing.

Anthony Fox, Interim City Attorney said this is a motion just to set the public hearing for the date to occur. It hasn't been advertised yet for a public hearing. You'll have an opportunity to speak at that time.

Braxton Winston, III, PO Box 32101, said I'm speaking about the items [inaudible] consider a public hearing.

Mr. Fox said this is not a public hearing on your agenda, and the Council would need to waive its rules to allow a member of the public to speak.

Mayor Lyles said so, because we would have to allow people to speak on this once that the hearing has been set, that you would have to come back for that.

Councilmember Driggs said the only decision tonight was to set the hearing. So, if you have a comment about whether or not we should set the hearing, feel free, but otherwise the subject matter will be discussed at the hearing.

Mr. Fox said well, if you want to waive your rules and allow someone to speak on your agenda items, even though they're not on the agenda and it doesn't call for a public comment.

Motion was made by Councilmember Johnson, and seconded by Councilmember Brown to waive the rules for the public hearing on Item No. 11 to allow Mr. Winston to speak.

The vote was taken and recorded as follows:

YEAS: Councilmembers Anderson, Bokhari, Brown, Johnson, and Mayfield

NAYS: Councilmembers Ajmera, Driggs, Graham, Mitchell, Molina, and Watlington

Councilmember Mitchell said Mayor, just for clarification, and City Attorney, I just want to be clear, because it says that the public hearing is going be set for April 28, 2025. So, our former colleague will get a chance to speak. We know Braxton's passion, so I don't want the narrative to be out there we don't want Braxton to speak on this issue. There's a date set in the book for April 28, 2025, Braxton. So, I want to make sure we see your smiling face back here.

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

The resolution is recorded in full in Resolution Book 55, at Page(s) 499-502.

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APPOINTMENTS TO BOARDS AND COMMISSIONS

ITEM NO. 12: APPOINTMENTS TO THE PUBLIC TRANSIT ADVISORY COMMITTEE

The following nominations were made for two appointments for a two-year term beginning immediately and ending December 31, 2026.

- Robert Hillman, nominated by Council member Johnson and Mayfield.
- Tonya Jameson, nominated by Council member Driggs, Graham, Mitchell, Molina.
- Jim Marascio, nominated by Council member Bokhari and Driggs.
- Vernetta Mitchell, nominated by Council member Mitchell and Molina.
- Lauren Patterson, nominated by Council member Ajmera and Brown.

Results of the ballot were recorded as follows:

- Robert Hillman, 8 votes - Councilmembers Bokhari, Brown, Driggs, Graham, Johnson, Mayfield, Mitchell, and Watlington
- Tonya Jameson, 10 votes - Councilmembers Ajmera, Anderson, Bokhari, Driggs, Graham, Johnson, Mayfield, Mitchell, Molina, Watlington
- Vernetta Mitchell, 3 votes - Councilmembers Ajmera, Anderson, and Molina
- Lauren Patterson, 1 vote - Councilmember Brown

Motion was made by Councilmember Mayfield, seconded by Councilmember Mitchell, and carried unanimously to appoint Robert Hillman and Tonya Jameson by acclamation.

Ms. Jameson and Mr. Hillman were appointed.

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ADJOURNMENT

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

The meeting was adjourned at 7:27 p.m.


Stephanie C. Kelly, City Clerk MMC, NCCMC

Length of Meeting: 1 Hours, 54 Minutes
Minutes completed: April 2, 2025