

The City Council of the City of Charlotte, North Carolina convened for a Dinner Briefing on Monday, May 22, 2017 at 5:19 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Jennifer Roberts presiding. Councilmembers present were Dimple Ajmera, Al Austin, Ed Driggs, Julie Eiselt, Claire Fallon, Patsy Kinsey, Vi Lyles, LaWana Mayfield, Greg Phipps, and Kenny Smith.

Absent: Councilmember James Mitchell

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ITEM NO. 1: AGENDA OVERVIEW

There was no Agenda Overview.

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ITEM NO. 2: MAYOR AND COUNCIL CONSENT ITEM QUESTIONS

Councilmember Mayfield said I have a question on Items No. 26, 28, 30, and 31; they are mainly updates, but I think it is information the community should know.

Randy Harrington, Chief Financial Officer said I will be happy to relay those answers in the open session downstairs.

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ITEM NO. 3: CHARLOTTE'S IMPROVED RATING IN THE NATIONAL FLOOD INSURANCE PROGRAM.

Darryl Hammock, Engineering and Property Management said I am the Assistant Manager on the City side of the Storm Water program of Charlotte-Mecklenburg Stormwater Services. I am very pleased to be here today to share with you some great news, related to Charlotte's flood resilience efforts, particularly related to how our community benefits by going beyond the minimum as it relates to floodplain buyouts, flood notification and local development and building standards. Charlotte-Mecklenburg Stormwater Services staff, both in the City and the County have worked diligently for over a year to enhance our status in the National Flood Insurance Program related to the City's floodplain management activities. I would like to recognize Charlotte's partner in Stormwater representing Mecklenburg County, Dave Canaan, Director of Water and Land Resources which houses the County side of Charlotte Mecklenburg Stormwater Services. We also have with us today Dan Brubaker, representing the North Carolina Department of Public safety, who we've heard today explain to us how lucky Charlotte is to be in the top 1% of participating communities nationwide. Also, we have Susan Wilson and Jess Muñoz representing Federal Emergency Management Agency (FEMA), and they are going to get the award today for the most miles traveled to attend a City Council Meeting, having come to visit us today from the City of Atlanta. With that, I will turn it over to Dan Brubaker.

Dan Brubaker, North Carolina Department of Public Safety said I am the National Flood Insurance Program Coordinator for the State of North Carolina, and I wanted to congratulate you on behalf of the North Carolina Department of Public Safety Division of Emergency Management on this outstanding achievement. There are over 1,400 communities around the United States that participate in the community rating system, and only 11 are a CRS 4 or better, so you are in very elite company. That means it is a big deal for the community because it provides not only savings to your citizens who carry flood insurance policies to the tune of about \$171 per year per policy by having a CRS 4; it also gives a level of resilience and protection for your community to be able to recover and respond when a flooding disaster strikes. Again, congratulations; it is a significant statement your leadership and your commitment to your citizens for resilience and protection against flooding. I have to point out also that it makes Charlotte the highest rated CRS community in the NFL. Now, I would like to introduce from FEMA Region 4, Susan Wilson.

Susan Wilson, Federal Emergency Management Agency (FEMA) said I am the Chief of the Floodplain Management Insurance Branch for FEMA Region 4 out of Atlanta, and it is my great honor to be here with you to recognize the City of Charlotte's achievement of the Community Rating System, CRS Class 4 Rating. The City of Charlotte began participating in the National Flood Insurance Program in April of 1973. Since entering the NFIP, we have seen the City of Charlotte make increased strides in the administration, and the enforcement of its floodplain management program. The result of these actions is a safer community that is more disaster resistant and resilient. In the early 1990s FEMA began a program to recognize communities that went above and beyond the minimum floodplain management requirements established to participate in the NFIP. That program called the Community Rating System or CRS Program was structured similar to, if you are familiar with fire ratings where the worst is a 10 and the best is a one. So, the CRS Program is structured the same way which each class accrued 500 points and for each class improvement the community would receive an additional 5% premium discount for those policies that are in the high risk special flood hazard area. As Dan said, right now there are over 1,400 communities in the nation that participate out of 22,000. Fourteen hundred communities participate in the CRS Program, and only 11 now, including the City of Charlotte, have reached a CRS Class 4 or better and we are proud that we have five of those CRS Class 4 or 3 communities in our region. The other communities in the region that have a CRS Class 3 are the City of Ocala, Florida; Louisville/Jefferson County, Kentucky; they are a combined local government. They are Class 3 and joining Charlotte are Palm Coast, Florida and Charleston County, South Carolina that are Class 4. So, what does that really mean? Well, currently we showed that the City of Charlotte has 2,759 flood insurance policies in force in the City of Charlotte. That represents over \$688,000,000 worth of property coverage. Policy holders now in the special flood hazard area, the high risk flood areas, receive a 3% premium discount on their flood insurance policies, so that equates by our numbers and we are taking out those that are not in the special flood hazard area, about \$345 worth of savings for those policy holders that are in the high risk special flood hazard areas. Now, those areas that are the lower risk standard rated policies that are in B, C, or X zones, those are the low to moderate floor risk areas that don't qualify for the highly discounted preferred risk policy, they receive now a 10% discount on their policy premiums, and that averages out to about \$81 per year savings. Total is about an annual savings of premium discounts of \$471,995, so almost \$472,000, and that is a huge savings. While policy holders get that premium discount, everybody in the City of Charlotte, all citizens, all residents, and all property owners benefit from a safer built environment and enjoy a City that is less vulnerable to flood damage and that will be more resilient to damage from future flood events. Now, I would like to introduce my boss, Mr. Jesse Muñoz, who is the Director of the Mitigation Division for FEMA Region 4, who will present to the City of Charlotte its CRS Class 4 Plaque and to recognize also those important members of the City's CRS Team.

Jesse Muñoz, Federal Emergency Management Agency said I am here representing the Federal Emergency Management Agency to congratulate the City of Charlotte on its continued efforts towards outstanding floodplain management. In particular, I want to recognize the City's CRS Team to include Dave Canaan, Tim Troutman, David Kroening, Salih Iddrisu, James Scanlon, Mark Boone, Daryl Hammock, and Alyssa Dodd. An outstanding team you have here Mayor, but not only them; the many departments within the City of Charlotte that play a key role in making this happen and to provide the Floodplain Management that is necessary and to get to this achievement. I would like to take this opportunity to present the plaque to the Mayor in honor of the City of Charlotte obtaining the Class 4 in the Community Rating System.

Mr. Muñoz read the plaque, "The City of Charlotte successfully participates in the National Flood Insurance Program Community Rating System. The community has undertaken a series of meaningful activities to protect its citizens from losses caused by flooding and has significantly exceeded the requirements for NFIP participation and effective floodplain management".

Mr. Muñoz said I would also say to Dave and his team at the County, we really do appreciate the partnership and their steadfast leadership over two decades of floodplain management and making our community as resilient as it can be.

Mayor Roberts said I appreciate the teamwork, and I remember the County and the City working together on buying out so many properties that were near streams that have a lot of flooding, and it is a win/win for us to get this certification to have lower costs but also more safety, and of course we all know the little catch phrase “turn around don’t drown,” and we just had a big rain yesterday, so it is perfect timing to help us know it is absolutely very important for safety and savings lives. We appreciate that and the 2,700 folks that have flood insurance appreciate the savings. Thanks so much and thanks for coming up from Atlanta too.

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ITEM NO. 4: FISCAL YEAR 2018 PUBLIC ART WORK PLAN

Marc Gustafson, Public Art Commission said there is going to be a parade of people in front of you tonight to tell you how they own the prettiest baby; I know the Airport is going to say they have the prettiest baby, and the flood folks say they have the prettiest baby, but I think I literally get to talk about having the prettiest baby among us. I am here to talk to you about the FY18 Public Art Work Plan for the City of Charlotte. Today’s presentation is going to include an overview of the Public Art Commission to report on projects that we completed in the FY2017 and the FY2018 Public Art allocations.

I am Chair of the Public Art Commission, so this is what we will talk about tonight Public Art Commission. Carla is going to talk about some community capacity building completed projects, some maintenance issues, looking forward to 2018 and here are some pictures. As I told my group earlier if you don’t have much good to say put up pretty pictures and we have plenty of those. The Commission is made up of nine members from the community, three appointed by the County, three appointed by ASC and three appointed by the City. We have a great new member that you all put on last year, Ms. Belfield, and she has been a great contributor, but you can see the classes and then you can see the areas of expertise of those folks. We try to get a balance among profession, experience and art exposure and then you will see that Chuck Barger, Manoj Kesavan and I are rolling off this year; we’ve completed six-year terms.

The pack meets monthly to assist with the review of artist proposals. I know that Councilmember Mayfield has served on a panel and if there is a panel in your area I encourage you to serve on it, but we select the artist and then we work with the ASC to approve the contract process and make sure we marshal the project through the process and working with City staff is always important on that. As most of you all know the City Public Art Ordinance was adopted in 2003, and it allows for us to 1% or projected construction costs at the time the project is included in the City’s Capital Improvement Program to be used for the selection, acquisition, commissioning, and display of art work. So, 1% of eligible dollars from City projects go into our Public Art Works, and this is the point in the conversation where I want to thank you all for what you’ve done for public art. As I said a few minutes ago, this is the end of my second term as Commissioner; I’ve been on six years, the last three as Chair, so as of this summer I will roll off.

Councilmember Eiselt said that 1% does not cover maintenance?

Mr. Gustafson said it does not, and I think Carla is going to cover some maintenance projects that are ongoing, but that is always an issue with public art. The Ordinance was written as 1% at the time from the construction costs, and it is for those things, selection, acquisition, commission, and display; doesn’t include maintenance.

Ms. Eiselt said who covers the maintenance?

Mr. Gustafson said there are different ways; lots of time it has to do with the Department whoever takes possession of the piece, and we usually work with them to do that. Todd Stewart, who works with the ASC, is one of our project managers, and it is working with those different departments and then sometimes ASC comes up with the money to do it. It all depends on the project, but once we go through our process. We commission the artists for the 1%, and Rachel knows this incredible well, having done this in the past; it is 1% of that project and then we don't have maintenance costs. As our role as the Public Art Commission would view our role as steward of those public funds we are talking about, that 1%. I know you all take that role incredible seriously, and we do as well. What I want to talk about just very briefly is where we've been, so in the six years I've been on the Commission we commissioned Ascendas at the Airport and did a dedication in 2012 in honor of Susan Burgess right before the DNC. Some of you have been on our Public Art Tours, and we toured CMPD Eastway, Westover, neighborhood projects in Sedgfield, and Elizabeth, and Grove Park. I know Councilmember Mayfield was at the Reid Park Dedication not long ago, and if you were there you saw people brought to tears with the fruition of that park and the public art that is there and the Reid Park Academy students coming out and singing the National Anthem. We've done Old Growth at the airport, and I know that Councilmember Kinsey was there when Station 42 six years ago out at Eastland Mall and to see firemen came out of the station to participate in the Public Art Commission is a pretty cool experience.

This is all the places we've gone and now places where we are going; it is an incredible opportunity for us to work with Brent Cagle at the airport with the Concourse A Expansion, north Tryon Street and Shamrock Drive corridors and the development that is going on up there, the Joint Communication Center, the JCC we call it and then the Berryhill Round-About. So, that is where we are going, and I would like to thank you for allowing me and trusting me and the Commission to do those projects, and we appreciate your support for all of that. Now, I will introduce Carla Hanzal; she is the Vice President of Public Art for the ASC, and she is going to go into the great detail of all of these projects.

Carla Hanzal, Arts & Science Council said thank you Marc and I really appreciate your service of certainly carrying the Commission for three years, and we've really thrived under your leadership, so thank you very much. It is an honor to address the City Council and Mayor today to share some of the exciting projects that were completed last year as well as share some of the forthcoming projects for FY18. I am pleased to let you know that public art touches all districts in this year's work plan. I welcome the opportunity to meet with all the Councilmembers as I've only been on my job 18-months; I've met with some of you, but I know that I need to have more appointments and would like to learn more about your districts and some of your goals and the needs of your citizens.

As Marc mentioned, we work to implement the City's Percent for Art Ordinance, which enables public art to be included in appropriate CIP projects. The Percent for Art Ordinance is created to promote cultural heritage and artistic development of the City, enhance the City's character and identity, contribute to economic development and tourism, add warmth, dignity and accessibility to public spaces and to expand the experience and participation of citizens with the visual arts. Public art dollars are signed on projected construction expenditures and our staff begins working with the Budget Office, Planners and Project Managers once the appropriation is calculated and the site has been determined. There is always a community based aspect to each public art project; we include citizens on the Artist Selection Panel and then we also make sure our artist once they are selected has a meeting with community members so that the community's input can feed their schematic design as they move ahead. Significantly, the ASC is working on a number of projects that impact facilities, neighborhood improvements, activating business corridors and connectivity, and we are also beginning to engage artists in the major expansion occurring at the Charlotte Douglas International Airport. We are additionally working this year on Public Art Community Capacity Building. We are beginning to devise the Public Art 101 Workshop for local and regional artists to enable them to learn more about what is required to do a successful art project and how we are doing public art and working with communities

really differs from studio practice. We are also compiling a regional artist directory to provide contact information for regional artists. You can create functional elements that can be included in architectural projects and then also murals, and this will be a resource for municipal partners, communities as well as developers. The Neighborhood Matching Grants Art Program has been recently put in place, where we now have \$30,000 of pooled public art funds to allocate to neighborhoods to commission their art work. This is a really good way of meeting the needs of our neighborhoods.

Last year, Artists Hoss Haley monumental Old Growth sculpture was officially put into the City's collection. It is sited at the FBO Plaza, which is the terminal for the arrival and departure of private aircrafts. This monumental sculpture represents the form of a towering tree and the landscaping of the plaza with native and drought-tolerant plants also create an inviting space for travelers to rest and engage with the art work.

Councilmember Mayfield said otherwise known as Giant Jenga.

Ms. Hanzal said I think it will always be known as Giant Jenga. We now proceed to projects that are in progress for FY18. We have many diverse projects; we are in a great period of expansion, as I continue to click through the number of exciting projects. This particular work is Blessing Hancock's Responder, which is an illuminated enclosure of light, shadow, and color that will serve as an icon for the soon to be created Joint Communication Center, which will be constructed at Statesville Avenue and North Graham Street. It is inspired by the overlapping communications signals responder highlights the technologically communication system used by the JCC and the crucial communication between emergency response professionals and the communities they serve. This project is in Councilmember Austin's District 2.

For the North Tryon Redevelopment Project the Artist Team WowHaus are creating sculptures at the entrance and exit medians of the soon to be constructed one-way pair on North Tryon Street made from recycled road sign fragments, a good sign will be located at the medians that split the one-way traffic as it enters and exits uptown Charlotte. Patterned crosswalks designed by the artists will aid pedestrian safety and additionally an \$80,000 Our Town Grant from the National Endowment for the Arts provided additional funding for this project. This project will be in Councilmember Kinsey's District 1.

Artists Douwe Blumberg will create a sculpture for the intersection of Berryhill, Thrift and Tuckaseegee Roads; the Berryhill Roundabout sizeable appropriation is based on enthusiastic feedback from the community members who advocated for public art and the Project Team listened and responded and encouraged supporting art as an asset to the CIP. The artist is currently researching neighborhood history to shape the concept design. This project is in Councilmember Mayfield's District 3.

We are now moving to the projects in progress for the Community Investment Program and this is 10th Street Tiny Park. This is a project that is created by an Artist Team David Wilson and Stacy Utley and will be creating a space near the Piedmont IB Middle School and is going to be a space that combines function as well as innovation. They are currently working with two existing [inaudible] entrances at the site that will be integrated into the park design which will incorporate the history of the neighborhood. This project is in Councilmember Kinsey's District 1.

The CMPD Hickory Grove will be the sixth Police Station to incorporate public art. The art work will be integrated into the building's exterior of the site structure such as the building façade, fencing, gates, or pillars. The design of the building has not yet begun and the selected artists will work with the facility architect to help create an appealing facility that welcomes neighborhood residents. This project is in Councilmember Ajmera's District 5.

The Art Work for the Applied Innovation Corridor will align with the larger goals of the corridor to enhance the neighborhood's identity and attract talent. The ASC plans to focus on the north end section of Graham Street as the potential site of an Art Work or

Art Works to be integrated into the City Streetscape. The decision to focus on Graham Street was due to the number of existing public art projects along Statesville Avenue section of the Applied Innovation Corridor, including Bright Walk, Double Oaks, Aquatic Center, and the JCC. This project is in Councilmember Austin's District 2.

The Comprehensive Neighborhood Improvement Program (CNIP) will revitalize corridors that have not been addressed in many years. Two CNIP projects are currently underway. Local Artist Carrie Gault is creating a master plan to include sculpture within the Shamrock, Central, and Albemarle Corridor. The intent is to distinctly put a stamp on the neighborhood reflecting its history and unique characteristics. This project will be created in Councilmember Kinsey's District 1.

The Prosperity Village CNIP area specifically impacts the Craven Thomas Road and Robert Helms Road streetscape project. Approaches to this opportunity could focus on sculpture gateways, roundabout features, or way finding designs including functional elements such as benches and railings. The second meeting of the Artist Selection Panel has occurred, and the Panel has put forth two selected candidates and an alternate and it is likely that these two artists will be approved by the Public Art Commission at its May 24, 2017 meeting on Wednesday. This project will be created in Councilmember Phipps' District 4.

The next two slides reveal projects slated for the Northeast Corridor Improvement Projects. Through discussions with the City staff two sites have been selected to make the greatest impact; one is in the suburban Hidden Valley Neighborhood. One is in the University City Neighborhood and one within the Urban Core. The Hidden Valley Neighborhood site has been selected along Tom Hunter Road, and this opportunity will also create a place making statement for the neighborhood to assist with way finding pedestrians, cyclists, and motorists. The ASC will be working with the Hidden Valley Neighborhood Association to determine how the selected artist can best serve the community. This project is in Councilmember Phipps' District 4.

The NECI project for University City has been sited near the lake, and it re-envisioned that it will be a major place making opportunity. This project is in the planning phase and discussions were scheduled with University City Partners and will align with their master plan goals as well as considering the proximity to UNC-Charlotte. This project is in Councilmember Phipps' District 4.

The Twenty-Fifth Street Bridge will support the NECI goals of connectivity and access as it creates a gateway linking neighborhoods and businesses to the CATS Blue Line Extension. The Cross Charlotte Trail will traverse adjacent to or beneath the Bridge. We've engaged Artist Lauri Lundquist to design a Living Bridge which is comprised of railings, lighting strips, walkways, and vines. These elements will contribute to unique pedestrian and motorist's experience. This project is in Councilmember Kinsey's District 1.

The Cross Charlotte Trail is an expanse of 26-mile pedestrian and bike path which will extend from the Polk Historic site to University City. Because of the scope and scale of this project we've engaged consultants Jennifer McGregor and Renee Pachakie who created the master plan for the Rose F. Kennedy Greenway which is in Boston. They have created a strategy plan for the Cross Charlotte Trail, which has helped us select the potential sites, concepts and recommended budget allocations, as well as timelines over the next five-years. They have also helped us outline how to maximize the budget and create the greatest impact for this wonderful opportunity for our City. The Cross Charlotte Trail connects neighborhoods at the Transportation Corridor as well as the recreational trail as it threads from the South Carolina Border to Cabarrus County. This linear park will be a place to experience arts and installations. Projects will engage residents, attract visitors and encourage the exploration of the trail and its many adjacent communities pooling multiple years appropriation the budget for the trail is \$243,175; the County's budget is approximately \$175,000, so the approximate current allocation is \$418,175. Because of the scope of this project, four districts are included,

Ms. Kinsey's District 1, Mr. Phipps' District 4, Mr. Smith's District 6, and Mr. Driggs' District 7.

The next several slides reveal the extent of expansion of the Charlotte Douglas International Airport, which serves over 44 million passengers annually and the number is expected to increase by 2.6% each year, although I have the majority of the Airport Leadership Team here so maybe those numbers have even gone up more since I read the statistics. To accommodate the demand on this facility, expansion and new construction is planned in numerous locations. Last June, the Arts and Science Council hired Marcus Mitchell to be the Program Director of CLT to oversee many of the forthcoming integrated art projects at the Airport. One of the current projects underway is with Artist Refik Anadol, who is creating an interactive art work that includes programming the exterior LED lighting system for the new Concourse A expansion at the Airport as well as creating a dynamic wall on the inside of the new Concourse A, which will incorporate visualization of data such as wind patterns or flight patterns including arrivals and departures. When completed the programmable LED lighting sequence will span over 850 linear feet providing a memorable greeting for all motorists arriving at the airport along the Josh Birmingham Parkway. This project is in Councilmember Mayfield's District 3.

Christian Moeller has been selected to create the public art work that will be suspended from the ceiling of the new food court to activate the area above a central part and seating area. The food court lies at the juncture of two highly traffic concourses and will see nearly half of all passenger traffic at the airport. As we know, the airport serves as a front door to our community and the public art work that will be incorporated into the construction will help create a lasting impression about our unique City, its history, and aspirations. All Aviation projects are in Councilmember Mayfield's District 3.

Councilmember Austin said I'm beginning to feel like District 3 is going to be a cultural mecca; what is going on?

Ms. Mayfield said unlike District 1, Ms. Kinsey's projects are all throughout the District. If you really look a lot of my projects are happening at the airport, so it is still going to be a very different conversation. We are getting into the community now, but it is going to be a different conversation to try to get that expanded because if we think about it, it is only at Five Points Berryhill, where it is in the community and this project, which I'm excited that we've cleaned up.

Ms. Hanzal said to get back to Councilmember's Eiselt's question, we are now actively working on conserving some of the works of art within the City's collection and thankfully the Budget Analyst Office has helped us find some money each year which is a line item to go toward public art conservation. The first project that we are undertaking is the conservation of Cheryl Foster's Faces of Freedom, so many of them are starting to be phased from the pillars and a number of these are created along West Morehead Street to Ashley Road, so we are actively working on completing that conservation. We are combining two years of art maintenance funds to be able to complete this conservation. Additionally, we've also done an entire survey of the City's public art collection and we now have it cataloged and have conservators to look at this list and to prioritize which works are going to need conservation first. We are actually able to start working through these conservation issues.

Ms. Eiselt said could you repeat where the money for – is that a line item?

Ms. Hanzal said Rachel Wood has helped us find some money.

Ms. Eiselt said in other words, the ordinance does not allow us to use public art money for maintenance. Is that right?

Ms. Hanzal said that is correct.

Rachel Wood, Strategy and Budget said for the record it is not found money; it is money that is actually budgeted in Engineering and Property Management for specialty items in the right-of-way, and we do have \$40,000 per year allocated for this purpose. We put it in the Capital Fund and we are able to build it from year to year.

Ms. Hanzal said I appreciate that distinction; I realize when you are setting up the budget you just don't find money, but Rachel helped us appropriate it. Our next project that we are actively conserving is Passing Through Light by Erwin Redl, and this is off of West Trade Street by the I-277 underpass, near Johnson C. Smith University, and this was a public/private partnership, so actually the conservation funds were set aside by Johnson C. Smith University. We are deciding to work with that fund to make a solution that will help that underpass be illuminated and to realize what the artist intention was. Half the site has been dark, and it is just not living up to its potential so we are actively working on creating a solution to that problem now.

Mr. Austin said are we going to be partnering to utilize some of the CNIP Funds to even enhance this particular project even more? Is that what I'm understanding?

Mayor Roberts said it is pretty dark even when it is lit.

Mr. Austin said not only just that but we need something during the day, and I think that is part of the conversation with the community. You may not be aware of that but there is an effort to do something during the day so that underpass pops a little bit more and not that you are going into a dark hole even during the day. I think that is also coming with this particular project in combination with the CNIP project.

Ms. Hanzal said I did talk about two CNIP projects but two more forthcoming including the one that you are talking about. We are working on finding potential sites and will begin working on that project shortly.

Councilmember Driggs said you mentioned the distribution among the Districts, but it is interesting doing a quick and dirty here there is about \$400,000 each in Districts 1 through 4 and \$60,000 each in Districts 5 through 7 and in 6, and 7 it is only a share of the Cross County Trail. If we are going to talk about Districts is there some basis on which an attempt is made to allocate to the districts?

Ms. Hanzal said it is all based on construction dollars. I might have other people jump in here but basically it is tied specifically to construction dollars and in most cases the project has to occur near to where the CIP project is located. Occasionally, projects can be bungled so that appropriations can go elsewhere but the Public Art 1% Ordinance is written based on construction projects.

Mr. Driggs said when we get our police station will we get some public art too?

Ms. Hanzal said yes.

Councilmember Smith said Mr. Driggs we didn't a lot out of the CIP in District 6 and 7.

Mr. Driggs said yeah, I know it is all part of the same thing.

Councilmember Phipps said I think the case could be made for some public art at Waverly complex.

Mr. Driggs said there is definitely a case being made; there is not much public investment going on there because it is all being paid for privately. Maybe that is the problem.

Ms. Eiselt said what about I-485? Is that because it is state money; there is no local component to that huh?

Mr. Driggs said which one?

Ms. Eiselt said I-485.

Mr. Driggs said yeah, state NC-DOT.

Ms. Hanzal said just to let you know what the appropriations are for this year for the FY18 Public Art Allocations CIP Eligible Projects; it is totaling \$235,733 for general CIP Public Art and \$438,982 for Aviation Public Art. On behalf of the Public Art Commission and Arts and Science Council, thank you City Council for supporting public art, and together we create projects that enhance our City and also help our identity and foster opportunities for citizens to engage more actively with the visual arts.

Mayor Roberts said I have a question about the selection of artists; I know that some of those are internationally known, but what is the percentage of local artists and percentage of minority artists currently, and is there any attempt to help foster local artists? Getting one of these projects is a great opportunity for someone who is up and coming a local artist

Ms. Hanzal said that is in part based on feedback that we have received that we really do want to help create a pathway for local artists to be able to engage more in some of our public art opportunities, so that is why we want to do the Public Art 101 for first of all help them know it really entails to be able to do a public art project. It is very different from studio practice, and it is a more collaborative; there are a lot more benchmarks they have to meet to be able to create the art work, but we do want to help create those opportunities if our local or regional artists are interested in pursuing that path. That is really why we do want the Public Art 101 and in terms of our City Public Art Works we have approximately 70 some City projects; 71 that have been completed, and I think our entire minority artists are 23 in both City and County. I will mention that for the 10th Street Tiny Park that artist team is minority artists, and they are also local. One artist is from Charlotte, and one is from Durham, so we are pleased that that is an opportunity that will create other opportunities for the artists in the future.

Mayor Roberts said out of the 71 how many are local?

Ms. Hanzal said I don't have that figure, but I will that to you shortly.

Ms. Roberts said that will be great and also if you could do the dollar amount; I know it is a lot of statistics but people ask.

Ms. Hanzal said okay.

Ms. Eiselt said I have a question for staff; with regards to the Public Art Ordinance, I assume that it is very specific with the project, and that is where the art goes and so which results in Districts 6 and 7 not getting very much art. It does bother me that we have this beautiful piece of art in the part of the airport where private planes go, so by in large most people will never see that art unless they are lucky enough to have a private plane. I don't know if we need to take a look at our ordinance and see if we can have some flexibility with it to be able to put art in parts of town where other people can enjoy it.

Mr. Gustafson said on the distribution question, the projects we are talking about today are just City projects, and so if you look on the County side the County has a matching Ordinance, so the County where they are building parks, libraries they have distribution throughout the county, so you can see more projects. Morrison Library for example is getting renovated right now so we have a public art project going in there, so the County is going to follow those. One of the issues the Ordinance is asked to follow is the construction of a building and where the Joint Communication Center is built in that District we can't take those dollars and put them into South Charlotte unless they decide to move the Joint Communication Center to South Charlotte.

Ms. Eiselt said again that is not your issue; I think that is a City issue in terms of how we wrote that ordinance, but the value of that piece of art at the JCC for instance is tied to

the fact that that has to be really an expensive building for safety reasons, and now you've got a really nice piece of art there as well, and I just wonder if maybe we need to rethink that and give it a little flexibility so that we can share some of that art in other parts of town that might not have City projects going on but certainly would like to have some nice art to look at when they are stuck in traffic.

Ms. Hanzal said we do have the opportunity to pool funds and that is a discussion that can take place certainly as we are doing planning for projects and working on what the Public Art Funds are that are tied to construction budget CIP. We can determine whether it is appropriate to take some of those funds and pool it for other areas so that is something we continue to actively do and can continue to do in the future as we look at that distribution.

Mr. Gustafson said I think on some of the projects, for example the air base, that is a project where we are working with our partner and our partner being the airport so that needs to get down to, not the current administration of the airport but that needs to get down to whoever is operating those facilities at the time their knowledge of the Public Art Commission and their flexibility. I think the current development at the airport is all very public facing, even exterior facing public art projects. We've got to work with our partners and you all manage those partners.

Councilmember Ajmera said I'm going to ask about a Neighborhood Matching Grant where we have the \$30,000 up to that match. Would that help us sort of spread that footprint of public art in other neighborhoods where there may not be a lot of City construction?

Mr. Gustafson said we have a project in Elizabeth under a similar program we have projects in Sedgfield, Reedy Creek Park and there is one up Harris Boulevard and so yes any neighborhood is allowed to apply for those funds. We encourage all of them to apply for them; neighborhoods can join together to apply for them, and that is one attempt to pool dollars and distribute things throughout the City. The problem with those is it ends up being pretty small projects.

Ms. Hanzal said as neighborhood apply for improvement it is under Neighborhood and Business Services, so this is a way where we really want to create funds for neighborhoods like maybe they are doing a community garden and they want to have an artist create some sort of sculpture within their garden. This is a fund that they will have access to so they can commission an artist. The projects that we did for Elizabeth and some of the areas, those were very low budget projects around \$26,400, and those were very successful projects so we felt this threshold of \$30,000 is a really good amount of money for neighborhoods to begin to work with.

Ms. Ajmera said I think \$30,000 is a good start for example, like Grove Park off of Harris; that was perfect, but I think when we are trying to spread public art in other parts to Ms. Eiselt's point, I'm not sure that is something we should look into increasing that amount so that we can really spread the public art especially in parts of the City where there may not be that many. I give you an example of more neighborhoods where they had to personally raise money to do an art project which is underway right now. Mr. Smith was at the opening ceremony for that, so I think when we are trying to do a project of that magnitude it is really a challenge with \$30,000 when we are spending almost \$800,000 on other projects. That is just my take on that.

Councilmember Kinsey said I have served on a number of the Artist Selection Committees, and we talked about things that we've talked about tonight, but one problem I think we have is sometimes the money we have for a project is not enough to divide, because you can't just throw something up if it is a significant project; you've got to have the funds to do that. There was one time when I did do my little fussing act, because we had done some public art at a transportation facility that nobody would see and the Director of the facility at that time didn't particularly want it. What he wanted was some pictures of the old trucks, so we did move that money from that particular place to a bridge. It had to have something to do with the highway so we did move that

to District 1 of course; I didn't select it. We just don't have enough money to really divide them up, and they really do have to go with the projects. It is not something you can say we don't have a piece of bark here so let's do something, unless we are willing to fund the whole thing. Maybe we need a copy of that ordinance, because some people are maybe not familiar with it.

Marcus Jones, City Manager said I think the great news is it seems that the Mayor and Council are unified that public art is a good thing and many cities across the country struggle with having this conversation so that is great, but also cities across the country revisit their Public Art Ordinance and if there is some type of analysis that you would like for staff to do to bring back to Council to see if there is some parameters that need to be tweaked or revisited we would be more than happy to do that.

Mayor Roberts said I think there is a sense that we need to look at it again since it has been in place over 15-years and see if there are ways to be flexible; keep the spirit of it but also to see if there are other ways to help other parts of the City have art. I think the support of local artist is really important and minority and folks who wouldn't have access to big fancy contracts and coaching. I think that is a good aspect of the program that we could certainly look at and then maybe if people are worried about it all going in one place maybe you could say up to half-million and over that then it may be shared with others.

Mr. Phipps said this \$30,000 of pooled public art funds is this \$30,000 for everybody?

Mr. Gustafson said the neighborhood projects; that is per project, but even at that amount if you think about the construction of a project your departments spend \$30,000 building these smallest of things, so when we do those \$30,000 projects it is great that we give them to local artists but if you look at the math on those and the breakdown by the time they get through the materials, their design, their engineering, their electrical and all that these artists are taking losses on those things. They are getting paid pennies per hour to do this so absolutely you want public artists and we have the Program 101 and the neighborhood projects and we are trying to get the work to those people and the directory of local artists that we are giving to Parks and Rec is available to everyone is a spot. I would agree that the \$30,000 is just so small that we can sprinkle these things about but then to what effect?

Mr. Hanzal in another way it is also a way of giving neighborhood agency to create their own public art, because sometimes just as they want community gardens or some other project they also have the desire to do public art so this would be a project where the Arts and Science Council does not have to get involved; they have the agency to do it on their own. We will help them with the functional artist director or artist directory to know how to contact local and regional artists that would be not as expensive to bring in to work on their projects and then that \$30,000 can be used to create a community based public art project.

Mr. Gustafson said not putting a plug for the ASC but they have a full-time staff, two Project Managers, the Vice President of the program that they can be hired out to private developers and we are doing that on Stonewall with developers and so that is a resource that they can be hired to acquire the artist, to commission them and to manage the process. There is the private opportunity.

Mayor Roberts said thank you for that update; we really appreciate your time.

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ITEM NO. 5: AIRPORT AREA STRATEGIC DEVELOPMENT PLAN

Stuart Hair, Aviation said thank you for allowing me to provide an update on the Airport Area Strategic Development Plan. In your packet, you should have received a copy of this presentation, and in addition there should be a hard copy on your desk and there is also a collateral piece, a marketing piece that should have been provided to you

as well. In addition, anybody here familiar with the Charlotte Agenda website or newsletter; anybody read it this morning? They gave a pretty good summary of this presentation as well, so take a look at that if you want some further details.

A little bit of background on the Airport Area Strategic Development Plan, we initiated this project in October of 2015; Council approved the hiring of Consultants with MXD Development Strategist as the lead Consultants. Jacobs and Kimley Horn and the Lysterly Agency are the sub-consultants on this project. From December 2015 through February of 2017, we had a series of public engagement events including a deep dive with about 20 residents of the area doing community advisory groups, series of six meetings, and a very large public meeting and then targeted individual meetings with some stakeholders as well. We had a working group of City Executives cutting across different department lines as well as a Technical Committee that cut across Department lines, so we had a robust engagement initiative associated with the development of this strategy. December 5, 2016, about six months ago now, I was here to provide you all an update as to what the initial findings were. We took those initial findings the Consultants drilled down further refining them and provided a Technical Report to us in February. We worked with them to clean up that Technical Report and make it more usable for us as a strategy to lead to action and the final Technical Report and the Commercial Development Strategy Document were delivered to us about a month ago in April 2017. Ongoing, this will be implemented as Project AMP; like any good economic development project you've always got to put a project code name associate with it, so we wanted to have some soft branding. This is not hard branding; this is just something for us to kind of identify what it is. and it is Project AMP the Airport Master Plan. It is about implementing the Airport Area Strategic Development Plan.

For your information and to remind you, there are three primary objectives with the Commercial Development Strategy; it is to further the mandate that the airport is financially self-sustaining. It is to put vacant and underutilized airport property back into productive use and it is to ensure that future development around the airport is compatible with airport activities so these are all mandates that come from FAA governance. These are all objectives that are consistent with our grant assurances from the FAA. Out of the Commercial Development Strategy there were identified target economic clusters with three primary types of economic activity being compatible with airport activity: manufacturing and distribution, services, and amenities, and all of those interfaces in some way with the airport itself, so there are specific types of businesses within those clusters. Aviation, Aerospace for example or professional services or retail and dining amenities; all of those work well around airports. There is precedent around other airports and in fact around our airport for these types of businesses, so those are the target economic clusters, the target activities that we will be seeking to see develop on the airport's land. If you may remember the study area for this Commercial Development Strategy was a total of 25 square miles; it looked at what type of economic activity is happening on the whole west side, primarily focusing on the area between Billy Graham Parkway on the east side, Shopton Road on the south, the Catawba River on the west, and I-85 on the north side. That was kind of the area that was included in there, and it focused in on the land that the airport owned, so we are looking at how does commercial development happen on the airport controlled property. It is roughly about 1,000 acres of controlled property that is suitable for commercial development that is not going to be necessary for future aeronautical development. Of that, based off of market forecast and based off of the activity within these economic clusters it appears about 700 acres could be developed on that 1,000 acres of access property. We have the different types of land use within each one of those groups looking at some assumptions there of production and of usability of the sites.

Underpinning this whole strategy is a Transportation and Mobility Framework so the specific types of actions that are necessary from a transportation and transit standpoint from connections that will activate this type of development. One of them is not limiting transit connectivity of the Airport to uptown versus some enhanced type of mobility, so not preventing a light rail line essentially or not preventing some sort of enhanced transit option along Wilkinson Boulevard corridor. In addition, other types of mobility enhancements are improved interchanges, enhanced interchanges, maybe new

interchanges along I-485. Enhanced road network, part of this is driven by the Environmental Impact Study that we are undertaking in relation to the potential of an Airport expansion. Part of it is looking at enhancing the capacity of roadways if we are going to have new development in this area that is currently not developed, it would generate new traffic, so there may be a need for enhanced roadways as well. That was one of the underpinning assumptions within this Commercial Development Strategy is that there is a framework of transportation and mobility movements that are necessary.

Now, we were talking about pretty pictures earlier; the Arts and Science Council showed some pretty pictures of some public art. This is a pretty picture that we've been looking at for a while. This is a conceptual rendering; this is art as much as anything else, but this is art of how this area around the airport. Here is the airport. There is the Terminal itself; there are the runways. There is the ramp space. How could the area commercial development around it, what could it look like? That was the deep dive that the Consultants provided for us. You can see some of the images in the collateral piece as well that kind of take you through the process that we worked to obtain this rendering, and there is also some pictures of what the individual development districts would look like, but I want to stay here on the conceptual rendering for just a second. To understand that these are ideas in relation to the private market, so this is in response to market demand that is coming in already. So, we have a demand for private development and we've got people calling us looking to do development around the airport, and this is in response to that demand to understand how it could develop in a way that is compatible with the aeronautical activity that is consistent with the objectives that we talked about earlier.

Next Steps – I kind of teased that we've got multiple projects that are underway right now, and those projects are in two specific areas right now. These are the immediate opportunities along the Wilkinson Corridor area, kind of the front door or gateway whatever land use planning term you want to use but right along Wilkinson Boulevard at our front entrance to the airport. There is multiple opportunities and in addition there are other opportunities in the CLT South Area, and those are primarily in the warehousing, distribution, advanced manufacturing, whereas the CLT front door is primarily in the retail and professional services industries. We are seeing multiple deals structures; we are having interest from private developers on us developing it and then leasing space in a development with us just leasing the land to them or some sort of partnership. In addition, we have interest of us disposing of the land, just selling the land traditionally and there may be some opportunities for that.

This creation of the Commercial Development Strategy is complete but the implementation is ongoing. I hope for the next 20-years basically to be coming to you all on a regular basis requesting Council Action, taking it through the processes that are established here for us as a City to get approval for these projects, so there is no overriding land use plan adoption. It is instead individual specific projects requesting Council Action that we hope to come to you over the implementation cycle of the Strategic Development Plan. That is my presentation, and I want to open it up for any questions that you all may have so that we can have this conversation ongoing.

Councilmember Lyles said I really appreciate this, and it is exciting work and I'm really excited about the opportunities that are presented. I just want to make a comment about the projects following FAA and City Policies and guidelines. Currently, we have in the Economic Development Committee a review of our policies when we deal with City funding or opportunities created, and there are two things that I think are particular of note here, and I hope that we get this reviewed and a decision made before we embark on this. We've been talking about an MWBE Policy that covers 100% of the project costs when we have public/private partnerships, if we have some tax money into it or public City money into it, not to just isolate minority and women participation. The second part of this is as we know most jobs are created by small businesses, and we've talked about the County's economic development project in Marshall Park, where they are using minority equity partners. We've just finished our Opportunity Task Force Report and one of the most important things that we can do is where these large pieces of property are developing, pretty much the last frontier in our 300 square miles, is that

we really have to look at it and say, are we building the kind of City that is inclusive and creating economic opportunities? I really appreciate this one because just like the River District and some of the other big projects, but I also think to my colleagues getting that out of economic development sooner than later will make this truly an inclusive project that we can have everyone participate in.

Councilmember Driggs said on Transportation, the River District is going to have a big impact also so are you guys talking to each other?

Mr. Hair said very much so yes, and that was one of the key drivers with this Mr. Driggs; that when we started we had lines just pointing at each other and over the year and a half that we worked together with the River District, as a key stakeholder, leveraging the expertise of Kimley Horn, leveraging the expertise of C-DOT and NC-DOT staff, that is included in this transportation mobility framework here, and the nominal River District road surface plans are interfacing with this road surface plan as well.

Mr. Driggs said do you know when you will have visibility on the amount of CIP money that might be required and when?

Mr. Hair said this is early conceptual framework at this point; we are just finishing up the strategy at this point. We do anticipate having those conversations over the next year and do hope to include those in future CIP requests.

Mr. Driggs said I wouldn't want to get in too deep without know what we are buying in exactly.

Councilmember Mayfield said I wanted to thank both you and Mr. Cagle, because we've been having a lot of conversations regarding growth around the airport where there is nothing I can do about it, but I think some decisions we made probably 15-years ago we could have done better when it comes to community development, housing when we had an idea of what the growth path of the airport was going to be. Of course everyone read the paper yesterday regarding one of our oldest churches in the community and them deciding as a board to vote to, but even with the River District, when we started the conversations the fact that it was on the side as opposed to actually in the flight path was one of the multiple conversations that we've had regarding impact. The reality is as the airport continues to grow no matter how new a plane is there is going to be an impact and even if it is a modern plane having 300 flying over you within a 30-minute window is going to have an impact. I also want to thank the airport staff with working with FAA, because we had the representative from Atlanta for FAA down four different times to have meetings with the community and try to figure out what is going on. This area needs more – the development that needs to happen is what is being recommended but along with warehouse industrial we have to figure out that restaurant and hotel, so when you look at other areas so there are a lot of opportunities but I just wanted to take the moment to thank you for not only listening to the community, because we can't do anything about the current neighborhoods or the neighborhoods that were approve many years ago and then under the five-year vested rights starting being developed, but moving forward we have a better idea and a clearer picture of what the expectation in the area is going to be so as not to approve housing and residential in the area that is going to be severely impacted by airport traffic and airport noise.

Brent Cagle, Aviation Director said one thing that Ms. Mayfield brought up this evening is Steele Creek Presbyterian Church, and I am sure you all saw the two articles over the weekend. I will say to clarify the airport has an ongoing relationship and a good relationship with Steele Creek Presbyterian Church, and we also understand the impacts that over the years our growth has created for them. Any future decisions by the church, the airport will support them on, but certainly the airport and this development plan is not requiring the church to move. There are many factors that are going into that; one is the impact of aircraft and, but we have been trying to partner with the church to find the best solution knowing that this is a very historic property, the oldest church in Mecklenburg County, and we are trying to find solutions that work for

us and the church, but certainly the airport will not force the church out so to speak. They are not in the development plan, and if the airport is to purchase the church property at some point in the future would be at their request, and we would absolutely preserve the historic property. There is no question about that and no debate from us anyway on that, and that would be a property to preserve.

Councilmember Kinsey said I was going to ask that questions, so I'm glad you answered it. Thank you; that is historic property.

Mr. Cagle said the paper was accurate on this part of it; the church is not interested in selling and the airport is not interested in purchasing the cemetery, so all discussions we've had with Steele Creek Presbyterian Church thus far have never involved the cemetery; that would remain in the church's hands.

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ITEM NO. 6: ANSWERS TO MAYOR AND COUNCIL CONSENT ITEM QUESTIONS

Answers will be provided in the Business Meeting under the Consent portion of the meeting.

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PUBLIC FORUM

Mayor Roberts explained the rules and procedures of the Public Forum.

Mayor Roberts said there are a number of folks signed up about the Extraordinary Event Ordinance, and I want to make one comment before we start, and that is that there is a public forum on June 6, 2017 at the Belmont Center from 6:00 p.m. to 8:30 p.m. on the Extraordinary Event Ordinance. That will be an opportunity for question and answers for more engagement. Tonight is for us to hear from you, but if you want to have much more engagement and contact with folks who are working on that Ordinance then June 6, 2017 is the time to do that. There will be City staff there to answer questions as well as folks from the Police and others to hear and to engage. The final vote by the City Council will not happen until June 26, 2017. We can hear from you on the Extraordinary Event Ordinance until June 26, 2017; we will be shaping the changes in that ordinance up to June 26, 2017.

Decrease the Destruction of Green Space and Mature Trees by Developers

Kim Hombs, 16303 Farmchase Court said the green people you see here is the tip of the iceberg of some very passionate citizens that we just notified literally last week. What we are here for is we feel that Charlotte Mecklenburg citizens we are representing have grave concerns that we are not being heard and our concerns are not being heeded. We are alarmed; we are dismayed and concerned regarding the alarming rate of decimation of mature trees and green space by explosive development. The beauty and character of our beautiful City and County is being rapidly destroyed. Charlotte's crown jewels, her trees, are being destroyed daily. Our trees and green space are Charlotte's identity, our attraction, our quality of life; they clean our air and water provides flood mitigation and calm and sooth our souls. They keep us healthy and happy on so many levels we want to see a greatly strengthened Tree Ordinance, at least 30% mature tree save or greater on larger pieces of land independent on location if near waterways, rivers or creeks. We would like to see an elimination of the developer's option to pay a mitigation fee to opt out of tree save; we would like to see a City/County requirement for all tree services to be certified Arborists in order to have permits to trim or remove trees on public or private property. We would like to see a significant tax incentive for private or corporate property owners for maintaining and preserving mature trees on their property. In addition to requiring a permit to remove any trees beyond a three to four inch diameter on any private or public property, we would like to see developer tree save have an overall master plan to have connectivity

in corridors across the City, which would be ideal for passive pedestrian and wildlife habitat preservation. It feels like currently the developers have the cart blanche to do whatever they choose, no concern for impact on our environment or the concerns of our citizens. We all love Charlotte for her trees; that is why we come here, and that is why we stay here. There are numerous statistics to support the fact that more trees are good for property values, businesses, air and water quality, health, lower crime rates, and overall quality of life factors. We do not come to Charlotte or stay in Charlotte for a land of buildings and cement and that makes us like any other. Please greatly strengthen the Tree Ordinance.

Access to Healthcare

Mickie Hall, 3810 Ayscough Road said this is my first time at a City Council Meeting; it has been said that things must be really bad if the introverts start coming out. I am here as a woman, as a Pharmacist, and as a concerned constituent. You are all versed on the facts; a preferred women's health clinic is a legitimate licensed medical clinic that provides abortions which are legal medical procedures. The business and its clients must face anti-abortion protesters every day. The clinic's clients are approached aggressively and yelled at as they enter the clinic. The protesters yell derogatory comments about the physicians inside, sometimes calling them by name. The protesters have a sophisticated network of speakers, not just a bull horn or a microphone. In addition, this unique situation is costing our City money for Police support. At least five officers are usually there on Saturday, less during the week, and I'm told they are having to pay overtime to some of them for the Saturday work. Police support would be unnecessary if everyone followed the rules for peaceful assembly. The City's sound permitting procedure, which is based on e-mails received at exactly midnight, is archaic and supposedly can be circumvented through software or divine intervention, depending on who you ask. This is a waste of Charlotte Mecklenburg Police time, and Danielle Strayer has said she receives 300 to 800 e-mails a night. Since this is a unique situation, can the City not agree to alternate the sound permit on a weekly basis between Cities for Life and Charlotte Clinic Escorts? Can we not use some common sense to try to deal with this difficult situation? The Charlotte clinic protesters receive national attention in several publications including the Huffington Post in December 2016. Another article will be coming out soon in Vanity Fair Magazine. As is the norm these days, this is more negative news about our City and North Carolina, as North Carolina continues to try to repair its image after the Legislatures HB2 debacle, where Charlotte was seen as a City that is depressive to women. It is important to note that Title 10 funding was recently rescinded. Title 10 funds are used by community based clinics to provide contraceptive services and pap test to approximately four million low income women in the United States. It is estimated that Title 10 funding decreased unwanted pregnancies by 30 to 33%. It is currently doubtful if the affordable care act birth control benefit will be continued. In addition, the proposed GOP healthcare bill defunds Planned Parenthood for one year, which will cause clinics to close. Can our Health Department really absorb all of these patients? They have recently had difficulty getting pap smear results to the patients they already have. Although abortion is now at its lowest since the 1970s, this is going to change. I would also like to explain that being pro-choice is not the same as being pro-abortion. The Charlotte Observer does not make this distinction, and it is unfortunate.

Enforcement of Noise and Traffic Laws

Brooke Adams, 3301 Foxridge Road said I am also going to be talking about the situation outside the Preferred Women's Clinic on Latrobe Drive. I wanted to revisit the situation, following the City Manager's commitment to increase policing, at the site. As you have heard, in order to get to your appointment a patient has to drive through protesters standing in the street who wave and try to get her to stop. She has to weave around distracting signs with grizzly photo shopped images, and once she pulls into the parking lot she will have hate speech blasted at her at 106 decibels, far in excess of the 75 decibel limits. Just standing outside the clinic holding a clinic parking sign; I have experienced the physical stress that results from these conditions. I can only imagine what this environment is like for a patient. On Saturday mornings, CMPD now has five

police cars to set up barricades and sit outside the clinic from 7:00 in the morning until 1:00 in the afternoon. The cost of even one Saturday's policing, no doubt vastly exceeds the price of the no parking signs that were proposed, and this cost is going to continue forever probably, because unless something changes Cities for Life and Operation Save America and their kind will not stop violating the law. Taxpayer dollars that could have been used to help women and children and reduce the number of unwanted pregnancies will instead be wasted on CMPD's frustrated game of cat and mouse with the protesters. Balancing a woman's right to access healthcare and a protesters right to free speech is often considered impossible, but if we could just have two things we would improve the balance. First, we need to stop the protesters from waving down cars on the street. The police officers have told us that protesters can legally walk into the street, and if they get a patient to stop their car and impede the flow of traffic then the patient is just as guilty as the protester. So, the patient is punished by the protester and by the law. Second, the process for awarding the amplified sound permits needs to be fixed. As Ms. Hall mentioned, both sides have a program now that submits a number of applications for the permits, but the pro-choice side is generally denied. In addition, we need to have real consequences for parties who exceed the maximum decibel level of their permits. These protesters are very well funded; a \$100 fine is nothing to them. They might pay more attention if what it meant was that they couldn't get a noise permit for another month or two. How long would the Police and City Council allow protesters to wave down cars at Trade and Tryon in the middle of the day or outside the Panther Stadium on a game day? If women attempting to access healthcare on Latrobe Drive were given the same rights as these drivers and if the amplified sound permits were awarded in an equal way-

Women's Clinic on Latrobe Drive

Lydia Stern, 712 Louise Avenue said I am also here to speak about the situation at a Preferred Women's Clinic on Latrobe Drive. I first became aware of the situation as I was headed to my own appointment, not at the Women's Clinic but at another healthcare facility on the same street with a different purpose. As I close to my destination, I suddenly saw people in scrubs waiving me down. I was confused but curious, so I did pull up. I was asked if I was going the clinic. Indeed I was going to a clinic, just not the one they were trying to stop me from getting to. It was a tough time in my life that was inundated with change I had not control over, and I decided to get some therapy for the first time in my life. I watch now as other patients of Eastover Clinic drive into the same situation daily. There are already under duress as they approach the circus that is Latrobe Drive. Two Saturdays ago, we were very hopeful as Major Kornberg was on the scene and citations were actually issued. We had some hope that we had been heard. Last Saturday, our hopes were once again crushed as we watched the driveway get blocked and the sound escalate over the permitted volume while the Police Officers assigned did nothing. One man paced in the driveway while he shouted over the loud speaker that was obviously over the decibel limit. Police did nothing to stop him. I was out there just this morning, and I did not see any Police presence until 11:40. The last patient arrives at the Clinic at 11:30, and by 11:40 there is really no point in showing up at all. Today, I watched again as the women from Pregnancy Resource Center stopped traffic in the middle of the road time and time again, because the no parking signs didn't happen they feel no reason to change their behavior and actually seem embolden to stop traffic even more. Abortion is a legal service, at least for now, and while the protesters invoke their right of free speech, they infringe on the rights of others. They inflict pain, as well as trigger posttraumatic stress disorder, on women six days a week. They preach to a captive audience that has not solicited their advice and do not have or have to have the same religious beliefs or affiliations. The opposing side says that they are there to offer counseling but in North Carolina a women must receive state directed counseling that includes information designed to discourage her from having an abortion. Then they must wait 72-hours before the procedure is provided; therefore, they are already getting counseling and do not need to be counseled by Cities for Life or any other organization.

Extraordinary Events Ordinance

Sebastian Feculak, 3232 Williams Station Road said I will actually start with the summary to make sure I try to touch on all the points about the Extraordinary Events Ordinance, which we have spoken about a couple of times. I do appreciate the City Council taking the steps to also host a forum for us on June 6, 2017, and I'm looking forward to speaking to you all then. I did want to mention that even though there is currently a repeal of this ordinance most of the parts of the ordinance are being moved over to the Picketing and Assembly Ordinance, which retains a lot of the issues that we had originally with the original Extraordinary Events Ordinance; therefore, it actually makes it more vague, because this Picketing and Assembly Ordinance specifies that any assembly of 50 plus individuals is now considered an event where the Police can now search you for having a backpack or the certain designated objects that were originally banned but still it doesn't create certain designated physical barriers. How do you know you are actually within this area where there is 50 plus individuals present; are you part of the assembly or not? Will you be liable for search, because you are in the City Limits or because you are on a block? I find it kind of ironic where we had an issue because it was designating certain events like CIAA or Charlotte Pride, events that had no actual collaboration with the City whether they wanted higher police presence. So, why were those events highlighted but no other events such as the protest at the abortion clinics? Why were these festivals and parades targeted? A lot of times when we talk about police presence, police security, one of the things that came up was that during some of these events there was racial objections. Basically, we saw that black and brown activists and individuals were targeted predominantly during these events. We had especially during the Panthers game recently where we had individuals arrested and searched; however, we didn't know where the actual barriers for this search zone were, so we didn't know that we were under the liability of being searched or that some of the activists during the protest for Keith Lamont Scott were going to be possibly arrested. A lot of times this ordinance tends to target the folks that are speaking out on socioeconomic justice, racial justice issues, but they are actually being criminalized for making their voice heard and unknowingly being searched and arrested and detained. Mine you, one of the bigger cases we had was thrown out because we knew it was unjustifiable.

Ray McKinnon, 5720 Brookfield Pointe Drive said thank you for having us here again. I remind you that some folks said that they have not heard voices from people in opposition to this ordinance. We came here in January; we've spoken to many of you face to face about this ordinance. The fact is that currently, Charlotte City Council is the policy makers for this City; it is this body and this body only who sets policy. It is the job of the Manager and the job of the Attorney and the job of the Chief of Police to execute that policy. We had an uproar in September, and the thing that I wanted to focus on were policies that were a part of the injustices. Mr. Feculak spoke earlier about the unfair application of this ordinance. What started me on this ordinance was seeing a young man targeted, arrested, charges later dropped and they were able to stop him, infringe upon his fourth amendment rights, because of this policy that this City Council persist in keeping or amending, and we do it because they say we have to be safe. I say this; I echo the words of Deputy Chief Estes who said that CMPD already keep us safe. This ordinance only gives them added provisions to say hey, what is in your bag? He said that in the Charlotte Observer back in 2015. That is a clear violation of a person's fourth amendment rights. If we can give discretion to people who are standing against a woman's protected rights, if we give them these discretions, we have seen time again where CMPD given these added powers, and they abuse them, because they are people because they are human. I am for this Council; I am for each of you who I know and love to repeal this ordinance and to reject the amendments. Why, because the Charlotte Mecklenburg Police Department already keeps us safe. The Chief and his Deputies already do an incredible job of doing that, and there is nothing right now in current law that would prevent them from doing that. This ordinance does nothing but infringe upon our rights, so we will keep coming, we will keep showing up and we will not be quiet, because our rights do not take a day off. We cannot say we can give away our rights for some safety, and that argument fear mongering, and I am frankly tired of hearing it. You are the policy makers; please make policies that protect

all of us and remind us that our rights do not take a day off, and you know this ordinance does not keep us safe; it infringes on our rights. Do the right thing; repeal this ordinance, and reject the amendment offered by City staff who do what you ask them to do. You are the policy makers let's do it.

Kimberly Edmonds, 1440 Harding Place said I too am one that sits behind the door in operations, and I really don't come out in the public to speak, but I would like to address this issue. I carry this constitutional book around; I've had it since 2012, and a lot of time we quote the first amendment or fourth amendment or whatever the amendments are, but I just thought to read it out loud in front of the Chamber and to be clear about what this is all about with this Extraordinary Events Ordinance. "The right of the people to be secure in their persons, houses, papers, and effects against unreasonable searches and seizures, shall not be violated and no warrant shall issue but upon probably cause supported by oath or affirmation and particularly describing the place to be searched and the persons or things to be seized." At this point, the extraordinary events concerns the citizens with racial profiling and violations of citizens' rights. We are dealing with inequality cases here in Mecklenburg County that consists of economic justice, housing crisis, environmental in quality education for our black and brown communities which you all know. I've had the privilege of working for Fortune 500 Companies in all of the different divisions, and we all understand that every department has risk management, policies and procedures that are in place to ensure quality assurance, customer service, and equal opportunity across the board as such should be even so for our governmental relations as well as our Police Departments. Of course bringing up the bar standing the Paris incidents in comparison to what we are seeing regarding our citizens' rights, at this point it is a bunch of crap that I'm just going to lay out like that. Given we already pay for our Police Operations to respond in cases of emergency such as that. Things we need to be discussing is risk management with our Police force in government, evaluating administration and insuring there is integrity and accountability on how various departments are conducting businesses with chambers and constituencies. Even so, I was disappointed of the proposed Charlotte budget instead; of course we can get on that, but we can talk about issues such as maybe even implementing GPS tracking systems or devices on our police vehicles to monitor how those things are going in our neighborhoods and our communities. There are risk associations on how things should be done. Right now, we are jeopardizing how we feel that we should operate going out into public events in case such as festivities. Let's uphold the integrity of our community.

Noisy Neighbor next to home with Historic Designation

Paula Pridgen, 2144 Park Road said I live at 2144 Park Road, and you may know the house as the Dilworth Airplane Bungalow. Last fall, the City Council approved the designation of the bungalow as one of Charlotte's historic properties. Thank you. I love my home, but I do not love my next door neighbor, Ed's Tavern, and I specifically do not love the huge, over 2,000 square feet outdoor bar that they have built in my backyard since I purchased my house in 2015. I have come here today to inform you all of the ongoing noise issues with the bar since its inception 10-years ago, which have recently intensified due to the construction of the massive back deck that is only 50-feet from my house. I ask City Council for your help through the zoning or the Noise Ordinance to prohibit outdoor amplified sound end operational hours of 11:00 p.m. and to require acceptable buffer from neighboring residences.

Ed's Tavern and my home are in extremely close proximity to one another. I can often clearly understand conversations from their deck while standing in my backyard, and I can often hear patrons talking while inside my home despite having spent around \$6,000 on storm windows, but noise issues do not stop with the talking, yelling, and cheering of patrons. Oh no, the back entrance of the once historic corner store is now littered with 10 huge TVs. They have added amplified sound to these outdoor TVs and to trivia on Wednesday and Thursday nights. I and my neighbors have frequently complained to Ed's and the police that we can hear the trivia nights inside our homes. We have also complained of the loud music on the outdoor deck. The weekly music is loud enough that I can sit in my home and sing along. These weekly concerts effectively

make my house unusable as a home from 3:00 p.m. to 8:30 p.m., every Sunday afternoon and evening. The bar also continues to operate outside after 11:00 p.m. despite multiple code violations. I have documented and taken photos of seven such occasions in the past month alone.

Of the dozens of noise complaints to police, we have succeeded in getting just two decibel readings from Ed's property line, and despite officers agreeing that the noise is unreasonably loud when heard in my home and back yard, the police have refused to cite the business, because they either don't have a decibel reader or because readings registered just below the allowed 85 decibels. Note that the 85 decibel guideline does not take into account whether the nearest residence is 50-feet away or 500-feet away and whether it is a historic residence or a newly constructed apartment building. Furthermore, the current noise ordinance does nothing to cover non-amplified noise from a business. Providence Police Captain Nathan King has refused to designate Ed's Tavern as a chronic noise producer without multiple noise citations, but it is extremely difficult to get police to cite the business. I have provided to you all excerpts from the Noise Ordinance along with evidence as to why Ed's Tavern should be appropriately classified as a chronic noise producer, which would allow Code Enforcement to create noise mitigation plan. Without question, Ed's Tavern is in violation of the spirit of the Noise Ordinance. Thank you in advance for any assistance that you may be able to provide in this matter.

Extraordinary Events Ordinance

Braxton Winston, 1401 Anderson Street said I am here to speak on encouraging you to give a clean repeal to the Extraordinary Events Ordinance and to reject any amendment that creates any kind of vague, worse type of ordinance or law that is on the books. In that regard, I will ask you to not employ the same tools as the oppressor in a way that the North Carolina General Assembly did by repealing HB2 by bringing us further back with a bogus law that passed as a repeal. On September 25, 2016, at about 11:00 in the morning, I left my home, and I went down town by myself to Bank of America Stadium to livestream just like this with a battery pack and my phone in hand to disseminate the facts of what was going on to the thousands of people that wanted to know what was happening here in Charlotte from all around the world. At about 11:20 a.m., I was stopped by Detective Watson out of Eastway Precinct, who was a homicide Detective, and he was commanded by his superiors to go get him, because he has been part of the protest over the past couple of nights. Use the Extraordinary Events Ordinance to arrest him and get him off the streets. Now, I did not make this up; this was told to my Defense Attorney by Officer Watson in our Mecklenburg County Courts across the street shortly before my case was dismissed, and my case was possession of a gas mask with the intent to disobey the lawful order of a law enforcement officer in an extraordinary zone. I was walking narrating what I saw and what was going on around, again by myself before any crowds showed up outside of tailgaters and people drinking on the streets. I was stopped, and I was asked to give up my backpack. I said no, but I was commanded to do so. When they opened my backpack they found a gas mask in there, a gas mask that had been purchased by my friends and family after they had witnessed me being tear gassed for hours over and over again. My body is still bruised from those canisters being shot at me from CMPD mortar rounds. They did this out of the fear of my wellbeing, and you guys tried to criminalize me because of it. I sat in a jail cell for 10-hours, because I wanted to express my first amendment rights. I sat in a jail cell for at least four hours after my bail was paid, because as soon as people found out before I could hang that up people were out there to pay my bail. Do it, and do it right; don't play around.

The Dinner Briefing was recessed at 7:11 p.m. to move to the Meeting Chamber for their 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, May 22, 2017 at 7:23 p.m. in the Meeting Chamber of the Charlotte Mecklenburg Government Center with Mayor Jennifer Roberts presiding. Councilmembers present were Dimple Ajmera, Al Austin, Ed Driggs, Julie Eiselt, Claire Fallon, Patsy Kinsey, Vi Lyles, LaWana Mayfield, and Greg Phipps.

ABSENT: Councilmembers James Mitchell and Kenny Smith

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INVOCATION AND PLEDGE

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

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CONSENT AGENDA

Motion was made by Councilmember Driggs and seconded by Councilmember Kinsey, to approve the Consent Agenda as presented with the exception of Item Nos. 17, 18, 19, 26, 28, 30, and 31 which were pulled for questions and comments.

Councilmember Ajmera said Item No. 27, I would like to point out that we are creating a one of its kind technology, a mobile apt, that is going to really help the transit riders have a smooth experience with Phase One where the mobile apt is going to create an individual account for the transit riders, and it is also going to provide an account for folks who do not have a bank account, and in Mecklenburg County we have one in four riders that do not have a bank account, so this is a great way for us to make their transit riding experience as smooth as possible and also the Phase Two even goes further by linking the transit account with Uber or Lift so combining the entire experience so that it is a smooth experience, and you could actually do the whole trip through the CATS Mobile Apt account, and that is pretty cool. I wanted to point that out, because this is cutting edge technology, and we are the first one in North America to do this, and I wanted to give kudos to our CATS staff.

Mayor Roberts said I want to point out that that is a Syntech Company that we are sub-contracting with. That is what we are all about, financial technology, so that is good to hear as well.

Councilmember Mayfield asked for a friendly amendment to the motion to approve all those items except Item Nos. 17, 18 and 19 for a separate vote.

Mayor Roberts asked Mr. Driggs if he would accept that friendly amendment to the motion.

Councilmember Driggs said yes.

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

The following items were approved:

Item No. 16: Independence Boulevard Area Sidewalk and Bike Facilities South
Approve a contract in the amount of \$418,521 with Kimley-Horn and Associates, Inc. to provide planning services for Independence Boulevard Sidewalk and Bike Facilities South.

Item No. 20: Petroleum Tank Maintenance Services

Approve a unit price contract for petroleum tank maintenance services with the following companies for a three-year term: Petroleum Equipment & Services, Inc. and SouthEastern Petroleum Services, Inc.

Item No. 21: Environmental Consulting Services

(A) Approve a contract for environmental consulting services with the following companies for a three-year term: Geosyntec Consultants of North Carolina, PC, Hart & Hickman, PC, Terracon Consultants, Inc., AECOM Technical Services of North Carolina, Inc., Amec Foster Wheeler Environment & infrastructure, Inc., S&ME, Inc. and HDR Engineering, Inc. of the Carolinas, (B) Authorize the City Manager to renew the contracts for up to two additional one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which they were approved.

Item No. 22: Environmental Emergency and Rapid Response Services

(A) Approve contract with the following companies for Environmental Rapid Response and Emergency Response Services for an initial term of three years: Haz-Mat Environmental Services, Inc., Contaminant Control Inc., Clean Harbors Environmental Services, Harvest Environmental Services, Inc., Hepaco, LLC, and Progressive Environmental Services, Inc. (B) Authorize the City Manager to renew the contracts for up to two additional one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which they were approved.

Item No. 23: Charlotte Water Gas Monitoring Safety Equipment

(A) Award a unit price contract to the lowest responsive bidder Safety Resources, Inc. for the purchase of gas monitoring and detection safety equipment for an initial term of one year, and (B) Authorize the City Manager to renew the contract for up to two additional, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which it was approved.

Summary of Bids

Safety Resources, Inc.	\$35,965.83
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Item No. 24: Vast Water Treatment Plant Chemical Storage Tank Replacement Project

Award a contract in the amount of \$149,000 to the lowest responsive bidder, Basinger Contracting Company, for the Vast Water Treatment Plant Chemical Storage Tank Replacement Project.

Summary of Bids

Basinger Contracting Company	\$149,000.00
Dellinger, Inc.	\$178,698.00
BS Service Solutions	No bid
Kemp Construction, Inc.	No bid
Sanders Utility Construction, Inc.	No bid
Gilbert Engineering Company, Inc.	No bid

Item No. 25: Irwin Creek Treatment Plant Phase 2 Project – Construction Change Order

(A) Approve change order #1 for \$3,091,052 to Ulliman Schutte Construction, LLC for the Irwin Creek Treatment Plant Phase 2 Project, and (B) Approve contract amendment #2 for \$349,348 to Hazen and Sawyer for engineering construction Administration services for the Irwin Creek Treatment Plant Phase 2 project.

Item No. 27: Transit mobile Payment Application Consulting Services

Approve a contract in the amount of \$160,000 with Aria Transport Services for Transit Mobile Payment Application Consulting Services.

Item No. 29: Cummins Bus Engine Parts

(A) Award a unit price contract to the lowest responsive bidder, MHC Kenworth, for the purchase of Particulate Filters and Catalyst Bus Engine Parts for CATS bus fleet for

one-year term, and (B) Authorize the City Manager to renew the contract for us to two, one-year renewal terms with possible price adjustments and to amend the contract consistent with the purpose for which it was approved.

Summary of Bids

The complete summary of bids is on file in the City Clerk's Office.

Item No. 32: Cooperative Purchase Contracts

(A) Approve the following cooperative purchasing contracts as Citywide contracts, as authorized by G.S. 143-129(e)(3); Haworth, Inc. for the purchase of office furniture for a term of five years under U. S. Communities Government Purchasing Alliance Contract #4400003402; OFS Brands Holdings, Inc. for the purchase of office furniture for a term of five years under National IPA contract #R142213; Amazon Business for an online marketplace for the purchase of products and services for a term of five years under U. S. Communities Government Purchasing Alliance contract #R-TC-17006; DLS Solutions for Amazon Web Services for technology products, services, and solutions for a term of five years under U. S. Communities Government Purchasing Alliance contract #4400006643; Insight Public Sector for the purchase of Microsoft and other miscellaneous hardware, software, and cloud solutions for a term of five years under U. S. Communities Government Purchasing Alliance contract #4400006644 and (B) Authorize the City Manager to extend the contracts for additional one-year terms as long as the cooperative contract is in effect, at prices and terms that are the same or more favorable than those offered under the cooperative contract.

Item No. 33: Fitness Center Equipment Maintenance and Repairs

(A) Approve a unit price contract with Carolina Fitness Equipment LLC for Gym Fitness Equipment Maintenance and Repairs for an initial term of one year, and (B) Authorize the City Manager to renew the contract for up to four, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which it was approved.

Item No. 34: Video Streaming Software Contract

(A) Approve a contract with Granicus Inc. to provide maintenance and support for Granicus video streaming software for a term of four years and six months. (B) Authorize the City Manager to approve price adjustments and amend the contract consistent with the purpose for which it was approved, and (C) Authorize the City Manager to purchase maintenance and support for as long as the City uses the system.

Item No. 35: Resolution of Intent to Abandon a Portion of Barnette Place

(A) Adopt a Resolution of Intent to Abandon a portion of Barnette Place, and (B) Set a public hearing for June 26, 2017.

The resolution is recorded in full in Resolution Book 48, Pages 251-254.

Item No. 36: Resolution of Intent to Abandon a Portion of Myrtle Avenue

(A) Adopt a Resolution of Intent to Abandon a portion of Myrtle Avenue and (B) Set a public hearing for June 26, 2017.

The resolution is recorded in full in Resolution Book 48, at Pages 255-257.

Item No. 37: Resolution of Intent to Abandon a Portion of Poplar Street

(A) Adopt a Resolution of Intent to Abandon a portion of Poplar Street, and (B) Set a public hearing for June 26, 2017.

The resolution is recorded in full in Resolution Book 48, at Pages 258-260.

Item No. 38: Refund of Property Taxes

Adopt a Resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$58,351.72.

The resolution is recorded in full in Resolution Book 48, at Pages 261 -262.

Item No. 39: Meeting Minutes

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of: April 17, 2017 Zoning Meeting, April 24, 2017 Business Meeting and May 1, 2017 City Manager's Recommended Budget Presentation.

PROPERTY TRANSACTIONS

Item No. 40: Aviation Property Transactions – Near I-485 and Dixie River Road

Acquisition of 1.615 acres near I-485 and Dixie River Road from the Griffith Family Trust for \$75,000 for Airport Storm Water Management Land.

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ITEM NO. 17: WISEMAN STORM DRAINAGE IMPROVEMENT PROJECT CONSTRUCTION CHANGE ORDER #1.

Councilmember Mayfield said actually Item Nos. 17, 18 and 19 are tied together; the question that I have for staff is in response to some concerns we are having in communities with sink holes and drainage, and I wanted to get an update. I'm scheduling a meeting with staff for a deeper conversation, but I did want to give staff the opportunity to share the update today.

Randy Harrington, Chief Financial Officer said as it relates to Item No. 17 and 18; I will answer those two together. Both of those in those cases the repairs authorized under the amendments included addressing existing storm drainage infrastructure and failures, including sink holes in these older neighborhoods as well as other flooding problems. They would be addressed in those particular two items. As it relates to No. 19, if any additional problems are identified during the project and are immediately adjacent to the neighborhood wide improvements they would likely be repaired as part of that project. If new problems are found outside of the project area they would not likely be addressed at that time but investigated to determine if they qualify for a particular service.

Ms. Mayfield said it was clarification and a follow-up conversation will be happening later.

Motion was made by Councilmember Mayfield, seconded by Councilmember Ajmera, and carried unanimously to approve change order #1 for \$265,399.52 to Hall Contracting Corporation for the Wiseman Storm Drainage Improvement Project.

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ITEM NO. 18: CHEROKEE SCOTLAND STORM DRAINAGE IMPROVEMENT PROJECT CHANGE ORDER #2.

Motion was made by Councilmember Mayfield, seconded by Councilmember Ajmera, and carried unanimously to approve change order #2 for \$294,525 to OnSite Development, LLC for the Cherokee Scotland Storm Drainage Improvement Project.

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ITEM ON. 19: RIDGE ROAD EXTENSION CONTRACT

Motion was made by Councilmember Mayfield and seconded by Councilmember Ajmera, to approve a contract in the amount of \$391,300 with WSP USA, Inc. (formerly known as Parsons Brinckerhoff, Inc.) for engineering planning services for the Ridge Road Extension Project.

Councilmember Phipps said I'm trying to figure out, what is the issue with the Ridge Road Extension Contract that it would be included in this discussion?

Councilmember Mayfield said the Engineering and Property Management piece of it as far as impact on current older neighborhoods for any new development and a deeper conversation, which is why Mr. Harrington was able to give us a quick update as far as if any additional problems happen or occur later, what will be the process to identify and try to address it.

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

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ITEM ON. 26: CHARLOTTE GATEWAY STATION PROJECT PHASE 1A AND 1B AGREEMENTS

Councilmember Mayfield said the question that I have for staff is a combination of recently we were notified that there was going to be a delay in a project. The specific question I asked was how would this accelerate the project and I wanted to give staff the opportunity to respond to that publicly.

Randy Harrington, Chief Financial Officer said let me begin by saying that in this particular project it is a really strong partnership among a number of entities including the City of Charlotte that includes CATS and other departments. It also includes the North Carolina Department of Transportation, as well as the U. S. Department of Transportation, as well as Norfolk Southern Railway. A good partnership, a lot of players involved in terms of making this particular project happen. I will also note that thinking of this project; this is a multimodal transportation center in the uptown area; think of it somewhat like a Union Station or Grand Central Station in terms of a central multimodal point. It would have inner-city passenger rail, inner-city bus, commuter rail services, modern street car and regional express and local bus. This project has been moving as fast as we can move it, and I think NC-DOT along with US-DOT have all been extremely pleased with the progress that we've made on this project, and I think there were some questions around is there going to be a temporary station or just a permanent station, and after review and consideration analysis the determination at this point staff believes that the most cost effective approach is to build only the permanent station, so we will continue to move forward with the track structure, the platform structures, other signalization and bridgework, and we will move as fast as we can on that particular project, so we can get the permanent station in as quickly as possible.

Councilmember Fallon said when do you think it will get done, what year?

Mr. Harrington said let me ask Tina Votaw with CATS to confirm that particular component.

Tina Votaw, Transit said relative to the first phase, which is the construction of the bridges and the new track for the passenger station we will start construction on that early next year in 2018, and we are projecting a full three-year construction period, so that is through 2021. What we have said to ourselves and to our partners is that as we strategize to advance the station building itself, and that is the building where Amtrak will sell tickets, customers will wait, presumably there will be restaurants; what we said to ourselves is that we would like to complete that within three-years of the completion of the track and the bridges, so the simple math would be we have given ourselves until 2024. Now, that is not to say we couldn't complete in advance of that, but just realistically there are some steps we have to do to implement the station building and to do it in a prudent and thoughtful way. Some of those steps are to develop the RFP and put it out for discussion with the development community, because we want to do the station building with a developer partner. We have several touch points during that process; we have to come back to you; we have to go back to FTA, and we have to go back to FRA throughout that procurement process and make sure that you all are updated. We've included all those timelines into that broader 2024 projection.

Ms. Fallon said so you are talking about seven years?

Ms. Votaw said not to say we can't do it sooner but we want to be realistic.

Ms. Fallon said when are you going to finish the North Line?

Ms. Votaw said you are talking relative to the BLE or to the North Commuter Line?

Ms. Fallon said the North Light Rail.

Ms. Votaw said so the Northeast Corridor BLE, the Blue Line Extension, the current projection is March of 2018. John Muth is here for further detail on that; I've been working on Charlotte Gateway Station primarily.

Ms. Fallon said so we've got seven years for that and at least another year to finish the Blue Line, unless there are more delays.

John Muth, Transit said we are still targeting March of 2018 as the date by which we hope to open the Blue Line Extension up to the University.

Ms. Fallon said do you think it will all be finished by then?

Mr. Muth said yes, that is the date that is required in our Full Funding Grant Agreement, and we are continuing to work with our contractors to see if we can improve on that but we feel good about the March 2018 date.

Ms. Fallon said I know John, because it got delayed more than we thought it was going to be delayed. It should have been done already.

Councilmember Phipps said I was wondering about the existing Amtrak Station, and I know I submitted a question to Mr. Harrington earlier about are there going to be even any minor improvements or renovations being contemplated for the existing Amtrak Station. So, we've got seven years, and this existing station is just going, aside from some air conditioning, is nothing going to be done to that station, even cosmetic type changes? We've got the Applied Innovation Corridor coming, but we are still going to have this structure that in my opinion doesn't fit what we are trying to do in that corridor in terms of appearance and functionality, but there are no plans to do anything with the existing Amtrak Station in terms of, except maybe potholes in the parking lot but nothing in the interior space.

Ms. Votaw said we agree that that station is not adequate which is why we are interested in advancing the new downtown station. Amtrak at this point doesn't have a capital project to renovate the building or retrofit the building other than the air conditioning that we discussed earlier today and state of good repair type of improvements. They lease that property from Norfolk Southern, and basically they are going to keep it in the state of good repair, and we are going to our level best to move all we can, heaven and earth, to advance the permanent station. We agree it has been there since 1962; it is not fitting for the City of Charlotte or this region, and we really absolutely want to build downtown.

Mr. Phipps said meanwhile people coming from up north, New York and stop in Charlotte that is what will see on their first stop.

Ms. Votaw said since 1962 yes, it has been there since 1962.

Motion was made by Councilmember Austin and seconded by Councilmember Mayfield, to (A) Adopt a resolution authorizing the City Manager to negotiate and execute a Grant Agreement and supporting documents as Recipient of Fiscal Year 2015 TIGER Discretionary Funding from the Federal Railroad Administration in an amount up to \$30 million for Charlotte Gateway Station project, (B) Adopt a resolution authorizing the City Manager to negotiate and execute a revised Municipal Agreement between the City and the North Carolina Department of Transportation for Charlotte Gateway Station project, and (C) Adopt a resolution authorizing the City Manager to negotiate and execute a Framework Agreement between the City, Norfolk Southern Railroad and the North Carolina Department of Transportation for the Charlotte Gateway Station project.

Mayor Roberts said I want to ask one last question before we vote; I know folks have been hearing about the timeline for Gateway, and I just want to make it clear that there has not been a delay, because the timeline is as the timeline has been from the start. Is that correct?

Ms. Votaw said correct, I think the reference when the grant was announced the Secretary of Transportation made a very bold statement and challenged the community to break ground in 18-months. That was a bold statement, and we appreciated his enthusiasm, but I can assure you that we are executing this project at a pace that is appropriate for the complexity of the project and is consistent with engineering practices. We are not going to rush the design to meet a date that maybe didn't reflect all of the outreach we have had to do with both of our partner railroads and our funding partner. The partner railroads are Amtrak and Norfolk Southern, and our funding partner is NC-DOT. I would not want us to say there has been delay, because there simply has not. That was a reference that the Secretary made; it was a challenge, and we are doing our level best to implement the project at an appropriate pace.

Mayor Roberts said two of the aspects of that; there was no danger of losing that Federal Grant, and there is still a process for public engagement except for the construction of that.

Ms. Votaw said yes, absolutely. What will happen is, assuming that this action is approved tonight, we will sign the documents locally; FRA will sign the grant agreement no later than September 30, 2017, which is the end of the Federal fiscal year. Some of us will then turn our attention to the station building and the procurement, to invite a developer partner into that process then there will be more community engagement as we design the building in advance of that part of the project.

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

The resolutions are recorded in full in Resolution Book 48, at Pages 246-250.

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ITEM NO. 28: CATS LIGHT RAIL VEHICLE REPAIRS

Councilmember Mayfield said this project was asking for the approval of purchase for repair parts as well as authorizing the City Manager to negotiate contracts in an amount up to \$2 million with an identified company. The question I have for staff, because we broke down in this write-up two different accidents that involved vehicles, the accidents unfortunately were caused by the drivers of the vehicles. Their insurance paid out around \$25,000 but the amount that we are anticipating the repair costs are estimated to be approximately \$1.6 million but not anticipated to exceed over \$2 million. I was asking for the additional insurance information for the insurance that we have on our vehicles and where those costs are coming from, and ultimately is there any reimbursement?

Randy Harrington, Chief Financial Officer said the City has a \$100,000 deductible, and anything above \$100,000 would be applied to insurance proceeds to pay the reimbursement. As Ms. Mayfield mentioned, in this particular case, there were two motorists, each had the lowest level of state required property coverage, which is \$25,000, so that is all that would apply in this particular case; however, as with any of our cases like this we would continue to pursue it in the event that there were other opportunities to recoup costs that were liable or as a result of the particular motorists.

Ms. Mayfield said and our insurance once we hit over that \$100,000 with the combination of the two there is specific goal to try again to recoup as much of those funded expended as possible.

Mr. Harrington said that is correct.

Motion was made by Councilmember Mayfield, seconded by Councilmember Austin, and carried unanimously to (A) Approve the purchase of repair parts for CATS Light Rail Vehicles, as authorized by the sole source exemption of G.S. 13-129 (e)(6), and (B) Authorize the City Manager to authorize and negotiate a contract in an amount up to \$2,000,000 with Siemens for the repair of three light rail vehicles damaged by automobile collisions.

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ITEM NO. 30: AIRPORT JOINT OPERATIONS CENTER

Councilmember Mayfield said we have been having this conversation about the Joint Operations Center for a little while and tonight our action is to approve a contract for the architects-engineers-planners for the design services of the Joint Operation Center. The question I had is, we are moving forward with this Joint Operations Center as a recommendation from Homeland Security. The question is are we going to be recouping any of these costs from Homeland Security or who are the expected payees for this? Is it going to be the customers, will it be the airport moving forward through the discretionary fund, will it be our providers? Who is going to actually pay this cost for the Joint Operations Center since Homeland Security, although making a recommendation, has not allocated any funds to pay for these Joint Operations Centers across the nation?

Randy Harrington, Chief Financial Officer said I'm going to ask Brent Cagle, Aviation Director to answer your particular question on this one as well as the next item.

Brent Cagle, Aviation Director said the Airport will and is pursuing federal funding on ultimately what we believe will be the total project. Two things about that, it is not clear to us, well it is clear that this is a recommendation from the DHS, but their recommendation was not a mandate; it was a recommendation or best practice, and it does not come with automatic federal funding associated with the recommendation. As we move from design, which is what this contract does, and have a clear understanding of total construction costs, we then will pursue if possible federal funding from both or either/or the FAA and TSA. It is unclear to us yet what federal funding is available. In the event that the project is funded by federal funding less than 100% or not at all, it would be paid for out of Airport Discretionary Funds and then be passed on to our tenants via their rents and rates and charges.

Ms. Mayfield said is there a pause between the conversation of identifying the total amount of the design where we actually speak to all of our tenants to make sure that there is buy in for what this anticipated cost is going to be prior to the next step of actually moving forward with the Joint Operations Center?

Mr. Cagle said the answer to that is yes; as we understand the total project construction costs we then will go to the airlines as airport rate payers and ask for their approval in what the airline Lease calls a majority in interest and quite simply put that is asking

them to sign off support for the project, and at that point we and they would understand the rate impact.

Motion was made by Councilmember Mayfield, seconded by Councilmember Ajmera, and carried unanimously to (A) Approve a contract in the amount of \$1,432,770 to RS&H Architects-Engineers-Planners, Inc. for design services for a Joint Operations Center, and (B) Adopt Budget Ordinance No. 9102-X appropriating \$1,432,770 from the Aviation Discretionary Fund to the Aviation Community Investment Plan Fund.

The ordinance is recorded in full in Ordinance Book 60, at Page 676.

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ITEM NO. 31: AVIATION VERTICAL TRASH COMPACTORS

Councilmember Mayfield said Mr. Cagle, with this one, I guess it is more of a suggestion than a question; Item No. 31 is looking to award a unit price contract to our lowest responsive bidder for Aviation Vertical Trash Compactors. This is for approximately 60 compactors throughout our Aviation, and we are adopting an appropriation from the Aviation Discretionary Fund to the Aviation Community Investment Plan Fund of \$800,000. Last week, the Mayor, Councilmembers Ajmera, Phipps, and I had the chance to attend the ribbon cutting where they had zero trash, and they received Gold LEED, one of the highest levels of LEED certification but utilizing a zero trash model, and I was wondering opposed to us moving forward with identifying 60 compactors when we also had a different program that was utilized at the airport around compost and other things with recycling a while ago, are we having any real conversations about how to become more green at the airport since this contract is also asking us to authorize the City Manager to renew the contract for up to two additional one-year terms. I wanted to get an update for my colleagues and for the community.

Brent Cagle, Aviation Director said first of all the vertical trash compactors are very large so they are 60 units for \$800,000. These are large trash compactors that sit outside the building so these aren't inside the building, they are outside the building on the ramp, and what they do is increase efficiency by removing the numerous traditional cans? That in itself is efficient, because there is less vehicle and machines and less energy that it takes to remove the garbage and other things. These are very large units that sit outside the building. Now, from sustainability standpoint as we continue to grow and as we rehabilitate and add to the building, we will be working and continue to work with the City to follow its sustainability policy and to look at the ability to get at least to build to a LEED certification level and then possibly explore a LEED certification. What I would say though is, we are not close to a zero waste steam facility today. I think that is a goal that we will continue to pursue, but it is something we will pursue over time and that will pursue as technology develops, so we are always interested in lowering that waste stream and being more sustainable and we continue to have those efforts but we are not there today. I think we have a plan to move us closer to it, but it will take time.

Ms. Mayfield said in addition to that, I would like to ask our Chair of the Environment Committee, depending on your schedule because I don't want to necessarily add more, if you already have a full agenda throughout the year since we are going into summer break but to see if we can have conversations around the environmental impact and looking at best practices for other airports when we think about our airport.

Mayor Roberts said that is a really good point; we actually had a visitor from the Dutch Ambassador recently, because they've done this circular economy where everything goes back into use or it turns into energy. I think it is a great opportunity, as we build out a new terminal, to take a look at what that might mean for one of our biggest buildings. I am sure they are willing to bring us some expertise and help share in some best practices.

Mr. Cagle said we agree totally and support sustainability.

Motion was made by Councilmember Mayfield, seconded by Councilmember Kinsey, and carried unanimously to (A) Award a unit price contract to the lowest responsive bidder, Becker Complete Compactor, Inc. for the purchase of vertical compactors for the term of three years, (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which it was approved, and (C) Adopt Budget Ordinance No. 9103-X appropriating \$800,000 from the Aviation Discretionary Fund to the Aviation Community Investment Plan Fund.

Summary of Bids

* Becker Complete Compactor, Inc.	\$553,257.10
Reaction Distributing, Inc.	\$471,645.00

* Becker Complete Compactor, Inc. was the only responsive bidder.

The ordinance is recorded in full in Ordinance Book 60, at Page 677.

ZONING

ITEM NO. 8: ORDINANCE NO. 9100-Z, PETITION NO. 2017-012 BY THE DRAKEFORD COMPANY AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF CHARLOTTE TO AFFECT A CHANGE IN ZONING FOR APPROXIMATELY 0.683 ACRES LOCATED ON THE NORTH SIDE OF MCCLINTOCK ROAD BETWEEN NANDINA STREET AND ST. JULIEN STREET FROM R-5 (SINGLE FAMILY RESIDENTIAL) TO MUDD (CD) (MIXED USE DEVELOPMENT, CONDITIONAL) WITH FIVE-YEAR VESTED RIGHTS.

The Zoning Committee found this petition is consistent with the Central District Plan, and the density of 17.56 units per acre is consistent with the General Development Policies (GDPs). The office component of the live/work units is consistent with the office use recommended for the northernmost property but technically inconsistent with the residential use recommended for the other two lots based on the information from the staff analysis and the public hearing, and because the plan recommends office uses for one lot, and single family residential uses up to four units per acre for the other property. The petition meets the General Development Policies locational criteria for consideration of over 17 dwellings per acre. Therefore, we find this petition to be reasonable and in the public interest, based on the information from the staff analysis and the public hearing, and because the subject property is located at the edge of the Commonwealth neighborhood and abuts the Plaza Central business district; and the proposed development, which is primarily residential with a minor non-residential component, will provide a transition from the predominantly single family part of the Commonwealth neighborhood to the Plaza Central business district and the inclusion of live/work units provides an opportunity for services within walking distance of other businesses and residences and the proposal to develop three quadruplexes limited to two and one-half stories and set back from the sidewalk will result in new development that is compatible with the adjacent single family dwellings and further, the building renderings show an architectural style that is in keeping with the character of the Commonwealth neighborhood. The Zoning Committee voted 6-0 to recommend approval of this petition with the following modifications:

- 1. Removed the parking space located between the building and the street.
- 2. Deleted the "Elevation Note" from Sheet A1.
- 3. Amended Note 3B to include only the enforceable items pertaining to designated units, square footage, and reference to inclusion of conditions in homeowner's association restrictive covenants and bylaws, as follows: "Proposed nonresidential use ground conditions shall include two ground floor units in Building 1, with office

use limited to 500 square feet per unit. Detailed conditions of the rules and guidelines for the nonresidential uses will be included in homeowner's association restrictive covenants and bylaws."

4. Amended Note 5C under "Architectural Standards" to replace Chatham Avenue with St. Julien Street.
5. Amended Note 5B to align with the site plan by stating two units on the first floor of Building 1 shall be developed to each accommodate 500 square feet of nonresidential office uses.
6. Amended Sheet RZ1 to reflect width of proposed sidewalk along the site's frontage on St. Julien Street as six feet.
7. Amended building height from 2 and 2.5 stories, to 2.5 stories.
8. Added Note 5D under "Architectural Standards" as follows: "Attached to the rezoning plan are conceptual architectural renderings of the single family attached quadplex homes that are intended to depict the general conceptual architectural style, design treatment and character to be constructed on site. Accordingly, each elevation shall be designed and constructed so they are substantially similar in appearance to the relevant conceptual architectural renderings of this submittal with respect to architectural style, design treatment and character. Notwithstanding the foregoing changes and alterations, which do not materially change the overall conceptual architectural style and character, shall be permitted.
9. Amended Note 6F to add the following: "A six-foot wood screen fence will be located in place of wall if construction easement/approval cannot be obtained from abutting property owners."
10. Amended Sheet RZ-1 of the site plan to label the following: "(a) a 12-foot heated living space setback from St. Julien existing right-of-way 19'6" from St. Julien future back of curb; (b) Future back of curb to taper from 12'6" to 17'6" from existing St. Julien centerline; (c) 30-foot front heating living space setback from McClintock Road existing right-of-way 37' 5" from McClintock future back of curb; (d) porch/deck to be located within the first three feet of twelve-foot side setback along St. Julien Street; (e) Porch/deck to be located within the first five feet of 30-foot front setback on McClintock Road."
11. Annotated the building elevations to indicate building materials, and design elements.
12. Amended Note 3B as follows: "Office square footage allowed as part of live/work units limited to a maximum of 500 square feet per unit." Also, eliminate language related to retail sales, as retail sales considered accessory to the office use would be allowed.
13. Amended Note 5B as follows: "The first floor of Building 1 shall be developed to accommodate 1,000 square feet of office uses permitted in the MUDD district."
14. Amended Note 3B to delete all reference to commercial uses prior to development, associated hours and signage.

The petitioner made the following changes to the site plan after the Zoning Committee vote. Therefore, the City Council must determine if the changes are substantial and if the petition should be referred back to the Zoning Committee for review.

The petitioner added the following notes in response to community input:

1. Increased St. Julien Street setback from 12 feet to 20 feet.
2. Enhanced landscaping along St. Julien Street.
3. Reduced McClintock Road setback from 30 to 25 feet.
4. Committed to masonry fence where construction access is granted/feasible.
5. Reduced building height from 38 to 36 feet (resident request for raised finished floor above grade challenges further reduction, which shall be explored during permitting.
6. Moved both live-work units to building 1 (where recommended land use is office), which borders commercial uses.
7. Limited hours of live-work unit operations.
8. Eliminated Sunday operations in live-work units.
9. Changed dumpster enclosure to eight-foot masonry surround.
10. Added brick to lower level façade of all buildings.
11. Added brick to the side, lower level of buildings with street visibility.

12. Added three porches to side of building that borders St. Julien Street.
13. Modified driveway to one-way drive that limits headlight intrusion.
14. Adjusted lighting to ensure privacy.
15. Limited location/enhanced screening for HVAC units.
16. Eliminated the prospects of vinyl rails/hand rails.
17. Reinstated the condition that a real estate sales center or construction trailer may occupy 2145 McClintock Road prior to the development.

Councilmember Kinsey said I'm a little bit of a quandary here, because we do the have the changes explained; we don't have the Zoning Committee here, so how would we handle it if we sent it back to the Zoning Committee? Ms. Harmon is prepared to note the changes that were at your desk if that is appropriate Mr. Attorney.

Laura Harmon, Assistant Planning Director said we have left at your seats some updated information, and I'm going to quickly read through the 17 changes that have been made. Some of these were made after the information that was sent to you in your agenda packet. Staff believes the changes are all enhancements and are further supportive of neighborhood concerns in the area.

Ms. Kinsey said ordinarily I would have probably wanted this to go back because they are substantial but the developer worked with the neighborhood, and they reached this agreement together, so for that reason I would move that we do not have to take it back to the Zoning Committee.

Motion was made by Councilmember Kinsey, seconded by Councilmember Mayfield, and carried unanimously not to send this back to the Zoning Committee for further review.

Motion was made by Councilmember Kinsey, seconded by Councilmember Austin, and carried unanimously to approve Petition No. 2017-012 by The Drakeford Company, as modified.

Motion was made by Councilmember Kinsey, seconded by Councilmember Fallon, and carried unanimously that petition is consistent with the Central District Plan, and the density of 17.56 units per acre is consistent with the General Development Policies (GDPs). The office component of the live/work units is consistent with the office use recommended for the northernmost property but technically inconsistent with the residential use recommended for the other two lots based on the information from the staff analysis and the public hearing, and because the plan recommends office uses for one lot, and single family residential uses up to four units per acre for the other property. The petition meets the General Development Policies locational criteria for consideration of over 17 dwellings per acre. Therefore, we find this petition to be reasonable and in the public interest, based on the information from the staff analysis and the public hearing, and because the subject property is located at the edge of the Commonwealth neighborhood and abuts the Plaza Central business district; and the proposed development, which is primarily residential with a minor non-residential component, will provide a transition from the predominantly single family part of the Commonwealth neighborhood to the Plaza Central business district and the inclusion of live/work units provides an opportunity for services within walking distance of other businesses and residences and the proposal to develop three quadruplexes limited to two and one-half stories and set back from the sidewalk will result in new development that is compatible with the adjacent single family dwellings and further, the building renderings show an architectural style that is in keeping with the character of the Commonwealth neighborhood.

The ordinance is recorded in full in Ordinance Book 60, at Pages 672-673.

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ITEM NO. 9: ORDINANCE NO. 9101-Z, PETITION NO. 2017-035 BY CAROLINA CAPITAL INVESTMENTS AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF CHARLOTTE TO AFFECT A CHANGE IN ZONING FOR APPROXIMATELY 4.39 ACRES LOCATED ON THE NORTH SIDE OF WEST TREMONT AVENUE BETWEEN SOUTH TRYON STREET AND TOOMEY AVENUE FROM I-1 (LIGHT INDUSTRIAL TO I-1 TS-O (LIGHT INDUSTRIAL, TRANSIT SUPPORTIVE OVERLAY, OPTIONAL) WITH FIVE-YEAR VESTED RIGHTS.

The Zoning Committee found this petition to be consistent with the New Bern Transit Station Area Plan, based on information from the staff analysis and the public hearing, and because the plan recommends residential land uses. Therefore, this petition was found to be reasonable and in the public interest, based on information from the staff analysis and the public hearing, and because the subject site is just outside of the 1/2 mile walk from the East West Transit station on the Lynx Blue Line and the transit supportive overlay will allow for a transit supportive residential development in an urban form and at a scale that is appropriate in an urban development and the proposal supports pedestrian and streetscape design by placing units that front along West Tremont Avenue and by adding an eight-foot planting strip and six-foot sidewalk and this petition will help support the transition of the area to a more walkable transit district; and the petitioner has agreed to memorialize the Tremont Music Hall by using associated street names within the development, if approved by the City. The Zoning Committee voted 4-2 to recommend approval of this petition with the following modifications:

- Tremont Music Hall will be memorialized by using associated street names in the development if approved by the City.

Motion was made by Councilmember Mayfield and seconded by Councilmember Austin, to approve Petition No. 2017-035 by Carolina Capital Investments, as modified.

Councilmember Mayfield said I just wanted to share that the petitioners as well as he developer worked closely with the residents in the Wilmore Neighborhood, and the President of the Wilmore Neighborhood Association did send us all an e-mail over the weekend showing support for this project and they are happy with the development and it is going to be for the community a positive impact, and they did submit the elevations that we were requesting.

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

Motion was made by Councilmember Mayfield, seconded by Councilmember Austin, and carried unanimously that this petition is consistent with the New Bern Transit Station Area Plan, based on information from the staff analysis and the public hearing, and because the plan recommends residential land uses. Therefore, this petition was found to be reasonable and in the public interest, based on information from the staff analysis and the public hearing, and because the subject site is just outside of the 1/2 mile walk from the East West Transit station on the Lynx Blue Line and the transit supportive overlay will allow for a transit supportive residential development in an urban form and at a scale that is appropriate in an urban development and the proposal supports pedestrian and streetscape design by placing units that front along West Tremont Avenue and by adding an eight-foot planting strip and six-foot sidewalk and this petition will help support the transition of the area to a more walkable transit district, and the petitioner has agreed to memorialize the Tremont Music Hall by using associated street names within the development, if approved by the City.

The ordinance is recorded in full in Ordinance Book 60, at Pages 674-675.

PUBLIC HEARING

ITEM NO. 10: PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF BOOKER AVENUE

Mayor Roberts declared the hearing open.

There being no speakers, either for or against, a motion was made by Councilmember Austin, seconded by Councilmember Mayfield, and carried unanimously to close the public hearing and adopt a resolution to close a portion of Booker Avenue.

The resolution is recorded in full in Resolution Book 48, at Pages 240-242.

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ITEM NO. 11: PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF AN ALLEYWAY OFF OF KEETER DRIVE

Mayor Roberts declared the hearing open.

There being no speakers, either for or against, a motion was made by Councilmember Kinsey, seconded by Councilmember Mayfield, and carried unanimously to close the public hearing and adopt a resolution to close a portion of an alleyway off of Keeter Drive.

The resolution is recorded in full in Resolution Book 48, at Pages 243-245.

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ITEM NO. 12: CITY MANAGER'S REPORT

Marcus Jones, City Manager said I have two items tonight that hopefully interest you. One is the Letter to the Community; as we start to think about the budget development process, one of the areas we focused on was the Letter to the Community and the three key areas that Council had identified. What we've been doing is having conversations in the community based on the Letter to the Community, and we've used individuals who were in Civic Leadership Academy. Even if you call 311 now, don't be surprised at the individual at the end of your request ask you a few questions about how do you feel about how the City is doing, and we also have City employees from every department that have signed up to engage with the public in this area to sharing of information and hearing of ideas, and we hit a milestone. Starting in April, we've already had one on one discussions with 2,500 residents, so that is good information that we are collecting as it related to the Letter to the Community. I would also like to mention in terms of Neighborhood Development; on July 15, 2017 we will have our 10th Neighborhood Board Retreat which is also very important. Since the first Neighborhood Board Retreat, we've worked with 150 neighborhoods. Again, it is an opportunity to identify and prioritize strategic goals, create action plans, and improve quality of life. The applications are accepted through June 11, 2017, so once again an opportunity for us to engage with the residents at the neighborhood level and at the individual level.

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ITEM NO. 13: CHARLOTTE BIKES BICYCLE PLAN

Councilmember Lyles said I just want to first think all the people, especially our Bicycle Advisory Committee that helped in shaping this plan. The staff has done a tremendous job in helping us move forward. We've got much to do but we are on a great path so I want to say thank you.

Motion was made by Councilmember Lyles, seconded by Councilmember Kinsey, to approve the Transportation and Planning Committee's recommendation to adopt the Charlotte BIKES Bicycle Plan.

Mayor Roberts said we have a lot of bicycle enthusiast out there and more coming every day, so I'm glad that we are moving forward.

Councilmember Mayfield said this is a major win for those in the community; a lot of cyclist groups have started. You know I'm always fussing about the fact that I need to get people safely across the street before we put a whole lot of energy in bike lanes, but I recognize that this is something that the community is asking for and there is no ethnicity, no socioeconomic, there is no one box that is addressed by bike lanes. You are seeing groups popping up throughout the City in almost every part of it. I was just wondering if my colleagues wanted to speak to the fact that this is a major win for us to move forward the Charlotte BIKES Bicycle Plan.

Ms. Lyles said I would agree with Ms. Mayfield; this is a major win. We are using technology to provide bicyclist safe crossings in major intersections, but not only are we looking at bicycles as a way to have your group ride or do a community engagement. We are trying to look at bicycles in a way that allow people to have transportation options, for commuting, for going to the grocery store, for going to parks and the day that I'll feel best is when I see the grocery store, instead of having all the grocery carts, we will have the bicycles parked there with the baby strollers attached and then I know we would have arrived. I want to say particularly, the Manager and also recognize Danny Pleasant who has joined a national advisory group in this effort and has done a great job in advancing this. We also have the opportunity one day to begin to think about how do we create routes that are commuter routes for bicyclist to be safe and as we do that, we are having our budget consideration four corridors that we are studying and I hope that each of those corridors will begin to think about our community as a place where you can walk, bike and drive a car. Thank you Ms. Mayfield for prompting me; sometimes we take these things for granted, and we shouldn't and thank you for reminding me of that.

Mayor Roberts said it has been quite a team effort, and I want to thank all the folks in the community; all the different bicycle enthusiast and groups that are working really hard to improve safety. Everybody needs to wear their bicycle helmet but also the folks who have worked very hard on protected bike lanes. I appreciate all the input we've gotten from The Plaza and that experiment, and I know a lot of folks are looking to have one in the uptown area soon and the west side and all over the City. That is what people need. The whole bike report is online, but the six Es' of a bicycle friendly city: education, engineering, encouragement, enforcement, equity, and evaluation and planning. This has been a group effort and it is going to help us be a Winning City of the 21st Century.

Councilmember Phipps said one of the things about this bike plan that shows the level of enthusiasm in the community is that I had e-mails and phone calls about when would this Bike Plan be funded. People are wanting to fund this Plan before we even approved it tonight. I'm looking forward, now that it is approved, I know we had questions about if it was possible even during our straw votes to put something in there, but I guess that whole process has evolved since then. We are looking for the next budget cycle on this but I don't think people are too happy about that, but I think we will hear more about funding this actual Bike Plan to be extended. It really can make an impact on a go forward basis with biking here in Charlotte.

Councilmember Eiselt said I'm excited about this Bike Plan as well, and I'm serious about this Bike Plan as well. By that I mean that, we also can't forget that we've got to have the enforcement part of it. We've got a problem with speeding in this City, and we've got a problem with red light running. A bike helmet isn't going to save somebody when they get hit by a car because somebody is in a big hurry, so I'm just asking Council to not take our eye off the ball. I'm encouraging CMPD doing whatever they

need for resources to make sure that they are enforcing speeding laws and red light running.

Ms. Mayfield said as well as cyclists who run through red lights.

Ms. Eiselt said absolutely and I see it all the time.

Councilmember Driggs said I just wanted to say that having been knocked off my bike by a car that ran a stop sign I would like to second that.

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

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BUSINESS

ITEM NO. 14: APPOINTMENTS TO THE BUSINESS ADVISORY COMMITTEE

The following nominees were considered for one appointment for a partial term beginning immediately and ending April 28, 2018 and one appointment for a partial term beginning immediately and ending April 28, 2019:

Scott Campagna, nominated by Councilmembers Eiselt and Mitchell
Johnell Holman, nominated by Councilmembers Ajmera and Eiselt
Mary Jo Shepherd, nominated by Councilmembers Ajmera and Smith
Victoria Watlington, nominated by Councilmembers Austin, Eiselt, Lyles, Mayfield and Phipps.

Results of the first ballot were recorded as follows:

Scott Campagna, 5 votes – Councilmembers Austin, Driggs, Mayfield, Phipps, and Smith
Johnell Holman, 4 votes – Councilmembers Ajmera, Eiselt, Fallon, and Lyles.
Mary Jo Shepherd, 3 votes – Councilmembers Ajmera, Eiselt, and Kinsey
Victoria Watlington, 8 votes – Councilmembers Austin, Driggs, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith.

Ms. Watlington was appointed for the term ending April 28, 2019.

A second ballot was taken between Scott Campagna and Johnell Holman and recorded as follows:

Scott Campagna, 7 votes – Councilmembers Austin, Driggs, Fallon, Kinsey, Lyles, Mayfield, and Phipps.

Mr. Campagna was appointed for the term ending April 28, 2018.

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MAYOR AND CITY COUNCIL TOPICS

Councilmember Mayfield said I am extremely excited because last Friday we were able to do something which is new and hopefully will rollout throughout the City. In partnership with City staff the Mayor's Youth Employment Program, the Charlotte Premium Outlets, Sharon Campbell, thank you so much, you are a God sent, she is the General Manager, to our Partners at Goodwill Opportunity Campus thank you so much. We had our first ever youth job fair for 16 to 24 year old to fill the jobs out at the Charlotte Premium Outlet for the summer. We had a lot of vendors out there; a lot of young people came out and learned a lesson since this was the first one ever; I didn't know young people needed to be 17 or over to get a job now. When I got my first job I was 13, so who knew that they changed the rules on that. Some companies did hire 16

year olds, but we had a number of young people that had interviews starting as early as this Wednesday, so I'm really excited and if we can work out the kinks the goal is to hopefully move it around, so I'm going to put a charge out to my colleagues the relationships you have with the corporate community and the business community, call on them, because we had this conversation on a Monday, and we were able to pull the Charlotte Premium Outlet as well as Goodwill into a discussion on Wednesday and in less than three weeks we put this job fair together specifically for the youth. We have some things that we can do to make a difference, so I'm going to challenge all my colleagues, especially those of us who are super competitive to see what companies you can bring to the table to get some of our young people employed.

Councilmember Phipps said 30-days from tonight, I will have a Town Hall Meeting in District 4 called Digital Inclusion, not Just an Illusion. It will be at the Martin Luther King Middle School, right in the heart of Hidden Valley. We are trying something new this year; we've got an Event Bright registration link that is going to be going out and you can register and you can also call Kim Oliver or you can contact her by e-mail. Martin Luther King Middle is a Verizon Pilot School for CMS, so we thought that would be a good place to host it. Agenda items will include a brief presentation on the technological roadmap to access and opportunity, and we will have a resource fair and portable computer labs stations, so you can talk to your various service providers from the City, including Google Fiber and others to discuss any questions or concerns you might have, light refreshments of course. Even though we've got 30-days, I will probably be mentioning this at all subsequent Council meetings on a go forward basis. It is June 22, 2017, 30- from today. Be on the lookout for Digital Inclusion, not Just an Illusion.

This coming Thursday we are having a transportation update meeting at the Back Creek Presbyterian Church where we will be talking about the Back Creek Church Road Farm to Market Project as well as a host of other transportation and infrastructure issues in and around the Back Creek corridor. It will be at the Back Creek Presbyterian Church from 6:00 p.m. to 8:00 p.m. Come on out and see what is in store for that corridor out there. There is a lot going on in the Back Creek area of our City.

Councilmember Lyles said I committed to the co-sponsor of Conversation Versus Confrontations will hold a meeting which talks about to insure positive interactions between law enforcement and young African American males in Charlotte. It is Saturday, June 17, 2017 from noon to 2:00 p.m. at Trinity Episcopal School which is on East 9, 2017 Street. The sponsors are the Social Justice Committee of the St. Paul Baptist Church and the Black Political Caucus of Charlotte Mecklenburg Social Justice Committee. The speakers will include Chief Kerr Putney, and I'm really particularly excited about this, because what we are seeing is that the community continues to engage in a discussion around race, trust and law enforcement, again, Saturday, June 17, 2017 from noon to 2:00 p.m. at Trinity Episcopal School.

Mayor Roberts said we are going to have a busy June. We had Meck Dec celebration last Friday; we were the first in independence here in Mecklenburg County, and we are very proud of it. A big shout to those who graduated this past week-end from Johnson C. Smith University; I went to the Johnson and Wales Commencement, and Councilmember Phipps' daughter was among those graduating. I've never seen so many creative mortar boards. Johnson and Wales students are very creative and they really did a great job. One mortar board said Game of Loans. Congratulations to all the graduates and many more graduations in the coming weeks with high schools in the area as well. I too am having a Town Hall Meeting, another June event and in the spirit of trying to match Councilmember Phipps I guess I ought to call mine; I'll be focusing on youth and technology. We are going to have folks from our Mayor's Youth Employment Program, our Career Discovery Day, A Tech Charlotte which is a new program we are doing with Microsoft. They are all going to be there to talk about that, so mine is Youth Opportunity Building up Community. It is at 10:00 a.m. at Pritchard Memorial Baptist Church on South Boulevard. We also have Chief Putney speaking at that meeting so we are going to keep our Chief pretty busy in June. I appreciate the community supporting all these great events, because we have a lot going on in Charlotte.

Councilmember Eiselt said I am having a Town Hall Meeting next week on Tuesday, not in June; it is still in May, on May 30, 2017 at UNC-C Center City at 6:00 p.m. The theme is Development, How to Advocate for Your Neighborhood. My catchy phrase is Whoa! They want to Build What? Basically, the idea is how to speak up and use your voice, how residents can use their voice to impact neighborhood development, and the idea is that we will have a panel discussion with Planning also with petitioners that represent the development community, but we are going to have neighborhood residents from NoDa, Prosperity Village, and SouthPark that can talk about how they've organized their neighborhoods and have land use teams that work with the developer early on in the process to come out with a better result for them and for the developer and, for us as a Council, that is a win/win when it comes up for a vote. We want to avoid all this coming up the week before it gets approved. I hope you will join me on May 30, 2017; 6:00 to 8:00 p.m. UNC-C Center City Campus which is 320 East 9th Street, Room 601. You can RSVP to Alban Burney.

Councilmember Fallon said another one but it is not digital. June 29, 2017 our City Manager will be talking on the budget and we will have the two Captains, one from the North Division and one from the University Division to talk about safety. There will be another one down in Ballantyne, but I don't have a date for you yet. The one on the 29th is at the University Regional Library at 6:00 p.m., and I would love for you all to come and ask all the questions that you send me e-mails about.

Councilmember Kinsey said I guess this is a repeat performance, because I too will be having a Town Hall Meeting on Thursday, June 15, 2017 6:30 to 8:30 at International House 1817 Central Avenue, Room 215. I have a theme, but I'm not about to say what it is, because I'm going to outdo Mr. Phipps. I'm going back to the drawing board on this one. I'm hoping we will have a full house; some of the things we are going to talk about are things that are important to me and I think District 1, and that is affordable housing and neighborhoods, transportation, safety, and different choices. We've talked about some tonight with the Bike Plan, so we will talk a little bit about that and probably touch on a little bit about historic districts. We have some in District 1; the Pedestrian Overlay, which is getting to be a little bit of a question now in some of the neighborhoods in District 1 and greenways, community safety; it is just a broad spectrum of things that time will allow. If you want to, I would love it if you would; contact Kim Oliver. I will come back and announce this again with a title that outdoes Mr. Phipps.

Councilmember Driggs said I'm going to be exceptional tonight and not announce a Town Hall Meeting. I had one about two months ago, so I will pass on to the next speaker.

Councilmember Ajmera said I'm going to follow the lead and not announce Town Hall either. In fact, last week was very positive for the Eastland redevelopment and it was the first time we brought the private sector to provide back feedback on challenges for the development there. We had over 35 development companies come on Monday and Tuesday of last week, and they expressed concerns of our infrastructure mentioning connectivity and walkability. They also discussed the regulatory barriers that developers face in Mecklenburg. Jacob's Consulting Group, that we have hired, will be presenting the developer's feedback and recommendation to the ED Committee on June 8, , it is a great opportunity for the City to spread jobs and opportunities in all parts of our City and also address the real community needs around economic mobility and good paying jobs. Also, we had a tactical urban event on Thursday at the former Eastland site and Councilmember Kinsey was there, and this event was focused on short term activities that we can do to keep the community involved and informed about the site while we continue to work on the long-term redevelopment plan. We had a great event with local artist, food vendors and musicians that were providing insight and perspectives as we look at some of the short-term activities. Overall we had a great turnout, and we were all mad with enthusiasm from local neighborhoods so please stay tuned as we tackle this huge undertaking in engaging in short-term activities and planning the sustainable development for this site. Go to the City website for continuous updates on the Eastland site.

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ADJOURNMENT

Motion was made by Councilmember Mayfield, seconded by Councilmember Eiselt, and carried unanimously to adjourn.
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The meeting was adjourned at 8:23 p.m.



Emily A. Kunze, Deputy City Clerk

Length of Meeting: 2 Hours, 52 Minutes
Minutes Completed: June 6, 2017