

The City Council of the City of Charlotte, North Carolina convened for a Dinner Briefing on Monday, June 12, 2017 at 5:25 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, LaWana Mayfield, James Mitchell, Greg Phipps, and Kenny Smith.

ABSENT: Councilmember James Mitchell.

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Mayor Roberts called the meeting to order and informed the Council that there is an item on our nominations that we need to vote on now, if we want to fill out the sheets, because there is a question about Council Policy on one of them. That is Item No. 16 for CRVA appointment; there is a gentlemen who has served for six years, who is seeking a third term, but Council Policy is that you have to wait a year before you can reapply to serve, and he is asking for us to suspend that Council Policy; it is Vinay Patel. If we are going to actually do that we need to vote on it and that inform your votes on the nominations for the CRVA Board. If we actually vote to do that then this person would be eligible; if we don't do that the person would not be eligible.

Councilmember Fallon said would it set a precedent?

Mayor Roberts said I don't know how often we could get it.

Councilmember Mayfield said everybody has already turned their ballots in.

Mayor Roberts said if you have already voted as if he were eligible, so we actually need to vote on this. Let's go ahead and vote on the policy and whether we want to suspend our policy.

Emily Kunze, Deputy City Clerk said if the motion doesn't pass we will return the applications to Councilmembers to make another choice.

Mayor Roberts said we can look at while we are having our Dinner Meeting.

Councilmember Driggs said it is not a policy change; it is an exception to policy.

Mayor Roberts said the motion would be to suspend the policy this one time.

Motion was made by Councilmember Fallon, seconded by Councilmember Ajmera, to suspend the policy in the resolution establishing policies and procedures for nomination and appointment to boards that states after serving two full consecutive terms, a person must be off that board, committee, or commission for one full term before being eligible for appointment to the same body to consider an applicant to the Charlotte Regional Visitors Authority.
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Ms. Mayfield said I'm trying to understand if we have a policy in place and we have over 800,000 plus citizens in this City, why would we expend a rule for an individual who has already served to serve yet again opposed to actually going out and making sure that we have diverse voices around the table for our Boards and Commissions. I'm trying to understand why we are having to vote on this and why anyone would think that is a good idea to expend someone who has already serve their maximum number of times.

Mayor Roberts said so you are not going to vote for it.

Ms. Mayfield said I just want to make sure that we have a clearer understanding of what it is we are saying so we are setting a new precedent by doing this.

Councilmember Driggs said he has been off for a year and he is asking us to shorten the period until he is eligible again from two-years to one.

Mayor Roberts said the request is to suspend the policy because normally it is two-years off, and he wants to eliminate one of those years and he has been off for one year, not two-years. The motion is to suspend it for this one instance.

Councilmember Lyles said he has served two three-year terms; he has been off one year, and you are supposed to be off one term which would be three-years before being eligible to serve again. He has served two terms, off one, with the exception to wait another two years.

Councilmember Ajmera said the way I see this I think we had made an exception for one of the Business INClusion Committees in the past to allow residents that were outside of the City; I don't exactly remember, but I think on a case by case basis this is a truly unique case where it requires the hospitality industry knowledge and with three international hospitality groups they have expertise and knowledge in hospitality, and the hospitality sector is not being represented in CRVA today. With that expertise, I had actually voted for Vinay; I just wanted to make sure it was clear.

Councilmember Eiselt said I think it is now; Bill Deloache with Hilton Gardens and he has become the kitchen cabinet Hospitality Board, so is there is now. I'm just trying to see why we would make an exception.

Councilmember Austin said I agree with the same thing; we've not 800,000 people in this City, so why aren't we giving other people an opportunity to serve? I think if we do this we are setting up a precedent that we may not want for future nominations and give everyone an opportunity to serve; that was the whole point for having people serve on boards.

Ms. Fallon said for my point of view it is for the continuity for a part of CRVA that doesn't have representation right now.

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

YEAS: Councilmembers Ajmera, Driggs, Fallon, Kinsey, and Smith

NAYS: Councilmembers Austin, Eiselt, Lyles, Mayfield, and Phipps

With one Councilmember absent the vote ended in a tie; therefore, Mayor Roberts voted and her vote was Nay.

Mayor Roberts said for anyone who voted for this gentleman who is not eligible will get their ballot returned, and you can make another selection. To explain my vote I think we need to encourage more people to be engaged; we have a lot of folks in that industry, and I think there is a great deal of opportunity to bring more voices to the table.

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ITEM NO. 1: AGENDA OVERVIEW

Councilmember Kinsey said compliments of Park and Rec from the Eastway Regional Park was sort of kicked off on Saturday a week ago. Just remember how important parks are to everyone. This is from the Senior Rec Center on Shamrock Drive, and they had to make clothes out of newspaper. The main thing I want to talk about is our water; you will notice that we will have adult water cups and water out of faucets at our meetings from now on. We will not be using bottled water, and that is because we've got the best water in the whole country and the best utility company in the whole country. We just got a report recently about the quality of the water, and I must say that Charlotte Water; I don't know if you have seen them in your neighborhood, but I've seen them out working in our neighborhood all hours of the day and night, and they provide us with water 24/7, so we are going to take advantage of it, and we are going to show our commitment to the community.

Mayor Roberts asked all of Charlotte Water staff to stand up and be recognized.

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ITEM NO. 2: MAYOR AND COUNCIL CONSENT ITEM QUESTIONS

Mayor Roberts said that Item No. 44 has been pulled because there is no demolition need; they have made all the repairs, and it does not need to be demolished which is a good story.

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ITEM NO. 3: CITY OF CHARLOTTE CAR SHARE PILOT PROGRAM

Mayor Roberts said this comes out of the Transportation and Planning Committee and recognized Councilmember Lyles as Chair of that Committee.

Councilmember Lyles said I just wanted to recap for the full Council members of the Transportation and Planning Committee; Councilmembers Smith, Phipps, Ajmera, and myself have really worked hard on a number of efforts but more importantly the work that you have done to say that the vision of our Transportation and Planning Focus Area is a place that Charlotte will have access for convenient transportation. Recently, the Council approved the Transportation Action Plan, Charlotte Bikes, and Charlotte Walks, and this is really a demonstration of our commitment to what we are doing in the Focus Area, so not only do we have the first item which is Car Share, but we have two additional items that will go in tandem with our Focus Area, Corridor Study and the Uptown Connect Study. All of these are advancing or implementation of our Plan. The Committee has worked very closely with staff on the Parkwood and The Plaza Corridor Study and the Uptown Connect Study, and while we are doing this for information we really want to get the feedback of the Council before we come to you for final action. With that, I will turn it over to Danny Pleasant, who is the Director of our Department of Transportation. He is going to work with his team to walk through the three topics and as I said information only, but please any question that you would like to have addressed please let's get it out on the table so that when we come back to you we've formed the Plan that you will be comfortable with approving for implementation.

Danny Pleasant, Transportation Director said it is exciting to be here tonight; we've been working closely and hard with the Committee to bring you plans early in the year which you have adopted, which feeds right into the work we are doing here today. We are going to introduce you to Charlotte Car Share Program that we've been working on for a while as another transportation choice. We will show you some bicycle and pedestrian safety enhancements that we are looking to do on Parkwood and The Plaza along with three other major street corridors that we have within the City and show you a plan for bicycle network how to extend the City wide bicycle system into the downtown by adding protective bike lanes and really strengthen that safe access to and through the Center City. We really want to echo that recognition of the hard work the City Council has done to approve an update to the Transportation Action Plan, to the Bicycle Plan and a brand new Pedestrian Plan that we are calling Charlotte Walks. By adopting these plans, we are making our streets safer for all users; we are providing more robust transportation choices for everyone, maybe be a little car light and a little less dependence on car travel throughout our City as we grow and take all those other actions that we do day in and day out that strengthens our connections between jobs and housing and those other activities and destinations that we love about Charlotte.

The City has come a very long way in developing transportation choices over the last several years as you know to support the City's growth and really more importantly our aspirations for a healthy and economically robust land development pattern. Everything we do in Transportation seems to connect; that is our theme that we connect Charlotte and there is almost nothing that happens in the City that is not dependent on having a robust Transportation system to get us all connected. We know that is what it takes to be a successful competitive twenty-first century City. The City Council's visions is

described pretty much in this graphic I think, a City that is described through our Community Letter that you so thoughtfully put together last fall, our Focus Area Plans, the recommendations of the Opportunity Task Force for example, and of course the Ten Traits of Winning Cities that you have spoken about, and we think that this Transportation work over all really speaks to that 15 Minute Livable Communities Trait by creating a way for people to get around by foot, by bicycle, by public transit, and of course by automobile really being a big tent that welcomes folks into our community has been inclusive in our facility and really connects the fullness of our community, all neighborhoods together.

The presenters this evening will share the next steps we are talking about implementing transportation policies and plans that Council has already adopted. Alex is going to start us off talking about the new Car Share opportunity; Dan Gallagher will then update you on progress on Parkwood and The Plaza work, which was referred to Committee and now that has come back and you will get a fuller briefing on that as well as West Boulevard, South Tryon Street and South Boulevard. Then Vivian will step up and talk about our Uptown Connects project. As you heard, no Council action is necessary at this point, except that it would be really great if you adopted the budget this evening, and that could really get us started in moving forward with any plans. As we unfold the plans, as we have needs to approve contracts and consultants and that sort of thing but advance the Plan and of course you will see it then as well. We are excited to share this new information tonight.

Alex Riemony, Transportation said as Danny mentioned the Transportation Action Plan, recently adopted by Council, is the City's long range multi-model Transportation Plan. One of the main Transportation goals in the Plan is to promote transportation choices for all users. Car Sharing has been identified by staff as a new tool that can be used to compliment Charlotte's existing fleet of transportation choices. Tonight, we are going to talk a little bit more about what is Car Sharing, what is the pilot program that we are planning to launch this summer, and what are some of the next steps for implementation.

Car sharing services currently operate in more than 400 North American cities and are a common form of transportation in Cities such as Austin, Atlanta, San Francisco, and Denver. Car sharing opportunities actually exist here in Charlotte today at the Airport and at UNC-Charlotte and provide a great option for students and visitors alike. One of the main points of this program is to actually expand those opportunities to other residents. So, car sharing systems operate most efficiently and effectively in dense urban environments where residents might not be expected to use a car for every trip that they make but might want the option to have a car on occasion. For this reason, many cities are focusing on bringing Car Sharing to the urban corridors. For this pilot program, we are proposing bringing car sharing opportunities and expanding them in Charlotte in Center City in uptown.

We are not alone in the idea of actually putting out a pilot program for this Car Share Program. Many cities have used pilot programs across the country to test the use of on street parking spaces permitted for these car share vehicles. San Francisco recently completed their Car Share Pilot Program and some of the interesting statistics that they found for their car share vehicles were that vehicles were in use an average of six hours per day and each car share vehicle had more than 19 unique users each month. In addition, they found that nearly one out of five car share members reported selling or donating a car due to car sharing. Minneapolis has also recently completed a pilot program; it was a two-year program and they found similar results as San Francisco, that cars were in use an average of six and a-half hours per day and they had an average trip of 34 miles. If you look at this graph, you will notice that not only were residents more likely to give up using their personal vehicle, but they were also more likely to start taking transit, riding their bikes and walking, so that is a lot of positive impacts across the transportation network in general.

What is Car Sharing? It is a self-service vehicle rental model where people rent vehicles often by the hour using them an online platform. It is very similar to B-cycle but

for cars. There are four steps that you need to follow to becoming a car share member and actually checking a car out. The first step is to apply online, so you can do this by using your mobile application or the provider's website. After you are approved as a member you can reserve a car using the website or an application and pick-up your car, not in a traditional rental car office but actually on an on-street parking space or off-street location. Once you get to your car, you simply unlock the car without actual keys; you use your phone, or you can use a membership card that can be mailed to your home address. Once you are unlocked, you simply drive to whatever destination you have in mind, and when you are finished with your trip you return the car share to the exact same designated parking space where you picked it up. There are many benefits of car sharing; ultimately it promotes transportation choices in our City and then also supports a car light lifestyle and reduces car ownership. By households having access to an additional vehicle they can either give up their second or third vehicle or perhaps forgo vehicle ownership entirely. It also provides an affordable alternative to car ownerships, so AAA actually estimates that the average US car cost approximately \$9,000 per year for a family to operate, so it is a pretty significant cost and by choosing car sharing as another option you can reduce those cost significantly.

Car sharing also has benefits of increasing walking, biking and transit as we saw in Minneapolis and reducing vehicle miles traveled. Ultimately, car sharing is an extension of our transportation network and can really help to promote more livable cities.

Councilmember Phipps said do we have any idea of the approximate hourly cost to rent one of these?

Ms. Riemony said yes, that is a great question. It is approximately \$12 per hour and then you also pay an annual membership fee.

Ms. Phipps said I know we have a rental car tax that helps with tourism and things so would be a part of that in any way?

Ms. Riemony said I don't believe so; this is outside of that funding source.

Councilmember Eiselt said is there an age limit like for a rental car you have to be 25?

Mr. Riemony said yes, if you are a registered student you only have to be 18, and if you are not a student you have to be a minimum of 21 to actually rent a car.

Councilmember Austin said to piggyback on Mr. Phipps and the costs; is the person responsible for gas?

Ms. Riemony said in your membership costs and in your per hour costs, you are actually allocated 180 miles, gas, and insurance, so it is a pretty good package when you start to think about it that way.

Mr. Austin said has there been a reaction from the rental car industry about this?

Mr. Riemony said that is a good question, and I'm not able to speak to that but I imagine it is more competition that they are facing. As I mentioned earlier, you don't actually need to go to a rental office or to pick up the key so for a lot of people this is a more convenient option, and in that sense it is creating a lot of competition I imagine for them.

Mr. Austin said so these are just located like in our downtown corridor on the street?

Ms. Riemony said I will get to that and our map.

Councilmember Lyles said I've used one of these in D.C. and it is related to the downtown, but in D. C. it also included your parking fee so if you found a space it has where we use a little password to use Park It, so you are actually covering the cost to avoid any penalty or fine, and they are called Zipcars in D.C., and they are primarily

around your areas of business during the day and your carrying pretty much your urban population centers. It is not a commute car; it is really you are going to take another way to the urban area, but if you've got to move around that portion of it, it works really well. I just wanted to say I've had great experience with it.

Councilmember Ajmera said I also had an experience with this when I was in college when they had just come out, and this is a very good model for a college student because not every one of them have a car, so when they had to go somewhere for an interview or for a doctor appointment this is a perfect alternative regarding incurring the cost of about \$9,000 to have a car. In California, when I went to college there, they actually had it on college campuses, so it was easy for students to use that. I'm not sure if that is a similar model. I think this is a great alternative for college students.

Ms. Riemony said they have a lot of success here in our University as well.

Ms. Ajmera said I used it for going to interviews when there was no alternative for public transportation, so it is a good model for college students to get around.

Councilmember Smith said Enterprise and a lot of the rental car companies are getting into this business now, because it is cheaper on them; it is easier and it is a segment of the market they are missing out on. Enterprise actually has a commercial where they go through all of the facets in one of them.

Councilmember Driggs said \$12 per hour is a pretty good daily rate. How is the maintenance done, and how do they monitor the condition of the cars and make sure that when you go to pick your car up it is clean and stuff?

Ms. Riemony said that actually works by the member, so when you as a member go to a car to pick it up, and if you see any type of trash or if it is out of gas you report that immediately to the Zipcar and the previous user will actually get dinged a cost for not taking care of the car as they are expected. This car and other car share providers also monitor their vehicles on a weekly to monthly basis and are checking to make sure they are operating. It is in their best interest to make sure these cars are running at their best, so they are dedicating their time and resources to do so.

In September, we started to get this pilot program rolling, so we solicited letters of interest, and Enterprise is actually one of companies we reached out to in addition to Zipcar and Car To Go, and in November we selected Zipcar as the pilot vendor for many reasons; one of the reasons being that they are already providing great trips for our students and airport visitors today, and they are seeing a lot of success; also because their car share model works great with the roundtrip fix where you actually park in the same spot that you pick-up in. In the fall, we started negotiating the contract with Zipcar to provide the car share vehicles through a two-year pilot program. Some of the major program details are as a two-year pilot with 12 designated car share spaces; the City will be responsible for providing six on-street permitted spaces and Zipcar will be responsible for supplying and maintaining the car share vehicles, providing six off-street match, so we've actually ask them to provide for every space that we provide on-street they are going to be providing a space in off-street private garage location that will still be visible and acceptable to the general public. We are doing this for a couple of reasons, one being that we would like to test the use between an on-street and off-street location, and Zipcar will also be responsible for submitting quarterly data so we can actually monitor the success and utilization of these car share vehicles. Zipcar will be covering all cost of the program, so all revenue foregoing at our six on-street spaces will be covered and there will be no cost to the City.

Councilmember Mayfield said you ended the last slide that there is no costs to the City; what is the anticipated revenue this is supposed to generate for the City since we are talking about yet again not having access to up to six street spaces when we already have a problem with no parking signs being placed over parking spaces uptown that is supposed to be for the community good. What is the revenue generated that is supposed to bring to the City?

Ms. Riemony said they are being cost neutral, so the average parking space in Charlotte generates about \$650 annually, so they will be covering that times six.

Ms. Mayfield said that is not answering my question; if we are going to look at opening access to our citizens for this company, which I have a challenge that we started with interest varying a small group in the community knew about it. We've identified that Zipcar opposed to just putting out an RFP because there may be a local company or someone else that has started doing this type of work outside of just identifying yet another business that is out there having a true opportunity to have a small business that may be interested in providing this service since we've been talking about doing something similar to this for more than three years now. The fact that we identified the Zipcar, did not have an RFP, we are talking about identifying on-street parking for them to utilize the service but if this isn't going to generate revenue specifically for the City I'm trying to understand the benefit of giving this company access to our residents and/or visitors.

Mr. Pleasant said Zipcar is paying for the cost of the parking spaces they will occupy, so that will come back to the City.

Ms. Mayfield said so we are saying for the six on-street parking spaces that averages around \$650, so for those six spaces Zipcar is paying the City of Charlotte for –

Mr. Pleasant said \$650 times six is the revenue that will come back to the City, and that is about the average we get system wide with our on-street parking in the Center City.

Ms. Mayfield said how do we decide on Zipcar opposed to just opening up an RFP process for any?

Mr. Pleasant said we reached out the companies in the country that do this in other cities that are equipped to do this, and Zipcar is the company that responded to our request for that interest. Others said that they were not ready to come to the Charlotte market just now, and Zipcar is and they are already in the market.

Ms. Mayfield said so, Zipcar is already in the market?

Mr. Pleasant said yes, they are already in our market.

Mr. Driggs said and Zipcar is a for profit company right? So, does our agreement with them include specifying what they may charge is that right?

Ms. Riemony said they have a model that they apply across the country, which is what I was referencing earlier; they have an annual membership fee and then a \$12 per hour trip rate/

Mr. Driggs said and we have no control over how much they charge?

Ms. Riemony said we do not have control over how much they charge.

Mr. Phipps said this pilot project; it is concentrated in the uptown geographic area?

Ms. Riemony said it is uptown and South End. As I mentioned previously, these programs work best in dense urban environment where residents are already making trips by other modes and this just further supports their car light lifestyle that they are choosing.

There are four on-street parking spaces in uptown and two in South End, and there was a lot consideration taken into account when selecting these spaces including frequency of street closures, construction, peak hour parking restrictions, and ADA accessibility. Then there are six off-street parking matches that Zipcar will be providing and these will be in private parking garages that will still be visible and accessible to the car share

members. To give you an example of where some of these on-street spaces will be, there will be one near Romare Bearden Park, one near UNCC uptown campus, and one near the New Bern Station.

Some of the next steps for implementing this program are to finalize the agreement with Zipcar; again this is a two-year pilot period at no cost to the City. The kickoff is a six-week marketing campaign that will culminate in a ribbon-cutting ceremony and launch in mid to late summer and then throughout the program we will be evaluating the results, and at the conclusion we will come back and share the results with City Council.

Mr. Driggs said if we like the results how many of these cars do you expect would be in operation in a normal market for them?

Ms. Riemony said under the pilot program there will be twelve, but we can always add or reduce those based off utilization. The more the City responds to this in a positive way the more spaces we could actually add.

Mr. Driggs said this is a pilot program which means it is an experiment, so what does it look like if it gets rolled out full scale?

Mr. Riemony said twelve spaces; six on-street and six off-street, that is the rollout.

Mr. Driggs said and we don't expect it to get any bigger than that if it is successful?

Marcus Jones, City Manager said Mr. Driggs, you have nailed it. It is a pilot, so I hope that is what the Mayor and Council would expect the City to do, to be innovative to try some things and if you start to look at the company we are in it is the same conversations that we've had with Denver, Austin, and Seattle, and one thing that Danny and I talked about is to be bold, but I think we started off with something that is manageable but with twelve spots with the concept of being, let's say that it is wildly successful, whatever that means, then we could come back to you with where we think this should go. Right now, it is just having another tool in the tool box if you will another option for residents and visitors and that is the way we are approaching it.

Mr. Austin said I like the idea but I always think how would I react if I were a criminal. How do they prevent cars getting stolen or going outside of the zone?

Mr. Jones said we are going to bring you to staff meetings.

Mr. Austin said you are building the loop-hole.

Ms. Riemony said one of the ways that you actually find these car share vehicles and their faces is there is an online platform that has a map that shows you when a car is active and when a car is not active. When you reserve, you are the only one that actually has the capability to unlock that car. Now, that doesn't prevent potentially a criminal from stealing that car, but at that point Zipcar would get involved, and they would go through those legal processes. As the model works, I haven't heard when I've been talking with Zipcar I have not heard of many things like that. Some of the more challenges that they face is from time to time vandalism, which will be reported almost immediately, and they will come out, pull the car, re-service it and then get a good car back on the lot. Then potential towing enforcement if someone is actually not parking in the right spot. That has been the worst criminal stories that I've heard.

Mr. Austin said so it is done by an online phone application that is connected to a credit card.

Ms. Riemony said you actually have to be approved as a member, so you will go through their application process. If you are convicted of a felony or a major crime it is likely that you might be triggered in that sense.

Councilmember Smith said I think this is awesome. It is a really cool project, and I'd be interested to see its success. My concerns are more do we have the critical mass to make it successful for Zipcar, because when you reeled off a couple other areas where they are it seems to be a little more dense than our Center City core is right now, but we are trying to compete with Portland often and Nashville and all these other cool cities and with the seventh destination right now for millennials, and we give incentives to companies to bring their business here then we need to have some of the amenities that their employees like, and to me this is like an easy bite at the apple to do that. I'd be interested to see if we have the density and piggy backing on Mr. Driggs what does it look like if it is successful; what is their critical? What do they need 50 cars in the market? Do they need 60? Do they need 15? What do they need if it ends up being successful to make it successful in the future, but Mr. Manager I hope that is a conversation we have in the future, and they come back say this is great and we need to figure out if there are 20 more parking spots uptown? I'm excited.

Councilmember Fallon said I saw this in Barcelona; it was very interesting. The other thing is with the membership, do they check to see if you have a license?

Ms. Riemony said they do.

Mr. Driggs said probably early in the development of the concept.

Ms. Eiselt said this is very pertinent to me because my son just graduated from college a couple weeks ago and move to Seattle on Saturday, so he does not have a car; I did not buy him a car, and he can't afford a car. He wouldn't move to a city that he couldn't get around by different forms of transportation, so I love that we are getting this, because it is building my case to say we have that too.

Mayor Roberts said I just want to add one thing, another benefit, when I was with the County, and we looked at transportation demand management trying to reduce carbon footprint, trying to get people out of their cars, people were hesitant to carpool even if they lived in the same neighborhood and someone they worked with because they couldn't do errands at lunchtime or they couldn't go get some groceries or go to the drugstore or whatever and so a lot of the companies started looking at can we have a shared car as a company. This is a way a smaller company or a group of companies together in uptown can encourage employees to take transit or to take carpool and then still have ways to do those errands during the middle of the day, and they don't feel stuck. You can't always do an errand on public transportation or a bicycle because you have to carry something, or you might need to go get cupcakes for the office party; can't do that on a bicycle, so I think that is another benefit is that we are really reducing that carbon footprint.

Ms. Riemony said this is going to actually provide membership for the employees at a discount rate.

Ms. Lyles said I want to apologize to my colleagues; I just was corrected by Ms. Campbell that what I should have said is that the Action Plan includes this presentation, and we have not seen as a Committee this complete presentation. I wanted to be clear on that. I don't want you to think that I completely lost it; I may have lost a little bit of it but not all of it. The other two items we did review so my apologies to the Committee for not being very clear.

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ITEM NO. 4: PARKWOOD AVENUE AND THE PLAZA STUDY UPDATE

Dan Gallagher, Transportation said I'm going to the Parkwood and The Plaza Corridor Study Update as well as talk about the other corridor studies that we currently have underway. The purpose of tonight's presentation really is to drive in and dive in a little bit to Parkwood and The Plaza. We've spent a lot of time with the Transportation and Planning Committee over the past few months and with the community working through the issues on Parkwood and The Plaza. We will talk a little bit about what is a Corridor

Study, give you a little bit of background and some of the data that we look at as part of these corridor studies and then also give you a glimpse of the staff recommendations that we've developed for the corridor studies. I also want to take this an opportunity to talk a little bit about what is coming up on the other corridors that we are also studying; South Boulevard, South Tryon, West Boulevard, and Eastway Drive to give you a sense of what is going on across the entire City as we look at making our City more comfortable for pedestrians, bicyclists, and transit users, all those things that we've already talked about tonight giving our residents more choices.

Let's talk about the corridor studies that are currently underway. As you can see in this map Parkwood and The Plaza is one of them but we are also currently studying South Boulevard, South Tryon, and West Boulevard, and the corridor studies really allow us to look at specific interventions; how can we step in and address some of the challenges that our residents are facing on each of these corridors. It is really an opportunity to improve conditions for pedestrians, bicyclists, and transit users and really provide an opportunity to balance the street for all users. We talk a lot about vision zero; we talk a lot about complete streets. This is where sort of the rubber meets the road in terms of balancing those streets so they are better for all users. As you can see in the blue line, we have another corridor study that just was initiated and this one is being done through the Community and Neighborhood Investment Plan, and this one is on Eastway Drive. As time passes, we will be doing more and more corridor studies across the City.

Tonight we are focusing on Parkwood and The Plaza but one of the questions the Committee asked us when we were in Committee with Parkwood and The Plaza and diving into the details they wanted to know how are corridors selected for study; what are some of the things that we look at. First of all, we looked at the four-lane undivided roadways in our communities, and we have a lot of them but we also sort of layered in which of the corridors that have high bus ridership, where are those residents that are trying to get back and forth across the street because they are trying to get to and from the bus stops, or it was also where are the light rail stations going to be so in proximity for where we would want to dive into the corridors in greater detail. You hear time and again speeds and volumes are things that we look at; we look at safety and crash data. That is part of our vision zero deeper dive. We hear from the community; you hear from the community, so we also looked at where the community was saying there is a problem out on this corridor, we need you to step in and talk a look at it. Finally we also looked to see is there a near term CIP project or CNIP project that might come in and address those issues. If there is that is great; we want the CIP and CNIP areas to address corridor challenges, but where we don't have a CIP project that is where these corridor studies came in. We did not have a CIP project or a CNIP project on these four corridors, and we needed to step in and see what could be done.

Let's start with Parkwood and The Plaza. That was the item that was actually referred to the Transportation and Planning Committee, went into Committee, and we talked about it a lot, and tonight is our chance to come back and share it with the full Council. You may remember in November of 2015 there was a Citizens' Forum, and there was an online petition that was submitted as part of that forum. Over 500 signatures were part of that online petition, and it has since grown to over 700. Council, at that time, you referred that item to the Transportation and Planning Committee, and you asked us to look at ways to improve bicycle and pedestrian safety issues along Parkwood and The Plaza. We took that as a charge, and we ran with it from January through September 2016; we did data collection. We hosted walking tours with the community. We worked very closely with them. We did an awful lot of review and an awful lot of traffic analysis to get to the point that we are tonight, and we are doing that same approach on each of the corridors that we are looking at across the City.

In October, we hosted two public workshops for Parkwood and The Plaza and then we went into Committee and worked with the Committee hand in hand over a three-month period giving them an update following up on questions and presenting the Findings Report. We presented that findings report and you have a copy of that Findings Report in front of you today and we will be developing a Findings Report just like this for each of the corridors that we are studying. Just to give you a little bit of background on

Parkwood and The Plaza Parkwood runs roughly from Belmont Avenue; we studied a two-mile segment all the way to The Plaza and then out to Matheson Avenue. Along this two-mile stretch in the last five-years there have been 18 crashes with either pedestrians or bicyclists and an automobile and two fatalities. You heard from the community about their concerns about these corridors, and we looked at the safety data; analyzed it in great detail again the traffic volumes and speeds. We looked at where the bus stops were and where the bus turned off, and the community reminded us this is an area that the Blue Line Extension is going to be opening up several station areas right in this vicinity as well as the Cross Charlotte Trail crosses Parkwood Avenue. There is going to be changes in this corridor and this gives us an opportunity to get on the front end. We hosted walking tours just like we've been doing along the other corridors; we hosted walking tours in May and had a great turnout. You will notice the folks here have clipboards in their hands, and we asked them to really give us feedback about what they were experiencing as a pedestrian, as a motorists, as a bicyclists on each of these corridors. We walked the corridors with them, and you can see here and I can tell you it is a little nerve racking leading of 25 residents behind you walking down a corridor like this where you are on back of curb sidewalk, up against a fence with fast moving traffic just a few feet off your right shoulder, but it was important that we walk the streets with the residents, and again we are doing this along each of the corridors that we are studying.

We hosted public workshops in October 2016 to make sure that we heard what people were saying that we had gotten it documented; we got it down on paper. We shared some of the ideas we had for maybe making changes and really tested those ideas with them. Then [inaudible] did it again in the findings report, the findings report that was put together that we've shared with the community, the Committee, and we are sharing with you tonight. Again, we are really proud of that work but let me give you a sense of some of the things we are talking about. For Parkwood in the blue area, now all the way out to The Plaza we are proposing to road diet Parkwood; it is about a 1.6 miles segment from Belmont to The Plaza. In order to do so, we would modify the median a little bit to accommodate the road diet. It would give us an opportunity to implement protective bike lanes, and we talk about things coming full circle, some of the things we talked about earlier tonight and some of the things that you've passed this year from the Transportation Action Plan and Charlotte Bikes support that movement towards more protective bikeways. It also gives us a chance in this blue area to improve the connections across the street for pedestrians who are trying to get to the new Blue Line Extension Station at Parkwood to the Cross Charlotte Trail and to all the destinations in this area.

We also looked at The Plaza so that last segment in red is about .4 of a mile, and while we were unable to recommend a road diet on that section of The Plaza we felt the traffic volumes were just too high to get there. We did come up with a number of recommendations for that area. There are three signalized intersections that you see circled in green. We think there is an opportunity to go ahead and put in the leading pedestrian intervals; that is those where you get that three or four second head start as a pedestrian to get across the street to initiate your way across the street. We also think there is an opportunity to add another signalized intersection at the Stratford Avenue location, so we are looking to include that in our recommendations as we move forward. Those recommendations are mapped out in the Findings Report; they are very detail, and we will be doing something just like for each of the corridors that we are currently studying. We wanted to share these findings with you tonight after our work with the Committee, and we wanted to advance these study recommendations into design and implementation.

I also wanted to take this opportunity for a few more minutes and talk about the other corridor studies that are underway, so you have a sense of our timetable and how we are moving these forward. Also, I wanted to mention that your budget tonight includes funding to design and implement the highest priority interventions on each of these corridors, and we know we are looking forward to moving that work forward; we know the community is looking forward at these interventions, and we are happy to be in that

position tonight to actually be in a position where we are not only studying, but we are ready to move forward.

Let me give you a sense of the timelines and the work that is going on in C-DOT and with the community. This is South Boulevard and South Tryon; we started that work back in 2016 and did a lot of iterations. We did a public workshop, we developed our recommendations and we will be going out with the final workshop in July. I wanted to also talk about West Boulevard, and you will see the timetable here. We had a very aggressive timetable with West Boulevard. We did walking tours and Councilmember Mayfield joined us on that one walking tour and got a sense of what it is like to walk the streets on West Boulevard and how challenging that can be. We kicked off a public workshop; we are developing recommendations right now and we are going through a series of public workshops with the community and ultimately we will culminate with a final public workshop in August. As you can see, that is a very compressed timetable and that is purposeful. You may remember the mother of Ty'Asia Young came before you when Charlotte Walks was being adopted and said please do something, and this is our way of helping you and us do something about West Boulevard, and so we are working very closely with that community almost on a bi-weekly basis to develop the recommendations for West Boulevard that we can implement much sooner rather than later.

Finally Eastway Drive, this just got initiated in May. We did walking tours and public workshops. Councilmember Ajmera I believe you did one of the walking tours on that. We are developing recommendations and will work through that process and bring that out to a final workshop targeted for October. Again, we will do a Findings Report for each corridor study that gives you a clear game plan and idea of what the near term and high priority interventions are on each corridor.

Councilmember Eiselt said after the final workshop, how fast can something be implemented especially in the critical areas where there have been lots of accidents like West Boulevard and Parkwood? What does that look like; how quickly can something be put in place?

Mr. Gallagher said there are some things we can do almost immediately; those leading pedestrian intervals we can go in and advance that almost immediately. There are a number of recommendations that you are going to likely see on a corridor like West Boulevard will include adding in new mid-block pedestrian signals to cross people across the street. Those can happen pretty quickly where we have right-of-way. If we don't have the right-of-way we may need to take a little time to acquire that right-of-way but we feel really confident that we are going to move these right into design and some of these things right into implementation.

Councilmember Driggs said the road diet concept is a little counter intuitive to some people, because you are taking away capacity for traffic. What is the experience on East Boulevard; wasn't that one place where we actually implemented a road diet?

Mr. Gallagher said actually Charlotte is one of the national leaders in road diets; we've done about 20 road diets across the City in the last 10 years or so. East Boulevard was one of our highest volume road diets; it has been while traffic is congested during the peak hours as you would expect in a dense area. The safety benefits have been significant, so we have dropped crash rates, we have dropped the severity of crashes, and I won't say we have eliminated but significantly reduced the number of severe crashes, the head-on and the angle collisions that had been pretty prevalent on East Boulevard before we road dieted.

Mr. Driggs said isn't the idea to encourage people to choose other means of transportation; is that one of the hopes to come out of it and for that you have to have other means of transportation. Are we thinking when we implement the road diet that there will be somewhere else for people to go?

Mr. Gallagher said not exactly and you mentioned about it being counter intuitive. Our goal is to process the same level of traffic so East Boulevard is an example. Before we road dieted East Boulevard, it handled about 20,000 vehicles per day; after we road dieted East Boulevard it handles about 20,000 vehicles per day. We are not necessarily looking to send traffic elsewhere. I mentioned earlier in the presentation that The Plaza we felt that was something we could not road diet. The volumes hit a level that we didn't think we could process the traffic, so when we did the Parkwood road diet analysis we analyzed, could we accommodate existing traffic, the traffic that is out there today? We felt that we could. Could we accommodate traffic at another 10% level? We felt we could and at 20% increase in traffic we felt that is where it would begin to breakdown. I can attest to you at 20% more traffic on many of our corridors in Charlotte we will experience increased congestion.

Councilmember Phipps said the plan that we are going to proceed under now is we are going to use budgeted dollars to make incremental improvements to each of the corridors or will we be concentrating one corridor done and out of the way?

Mr. Gallagher said our plan and our approach is that we would do intervention improvements on each of the four corridors.

Councilmember Lyles said I really want to thank the staff for coming forward as quickly as you have. It has been a lot of discussion but the biggest thing we can do right now is to move forward with the pedestrian safety on these four corridors and the staff has figured out positive and the budget includes the money to do it, and we really have the opportunity to begin to live what we adopted the vision zero idea of creating safety in our City. I want to thank the staff and the Council for the support of the Corridor Study. We need to make it safe on West Boulevard, Parkwood, South Tryon, and Eastway Drive. It is really something I think the citizens of our community will see immediate results and understand that we are reacting to those things and incidents that have happened.

Councilmember Kinsey said I particularly interested in Parkwood; how soon will we know how much you are intervening and just how much of that project will get done?

Mr. Gallagher said our game plan is that we would like to implement the entire road diet on Parkwood. It is hard to do that incrementally.

Ms. Kinsey said I would think so, but I just wanted to hear you say that. So, they are planning for that to go forward?

Mr. Gallagher said we are absolutely planning for that to go forward. We have a little bit of coordination that needs to occur with the Parkwood Station Area Northeast Corridor Infrastructure Improvements, but we are planning on moving that immediately into design pending your decision tonight on the budget.

Ms. Kinsey said design and construction?

Mr. Gallagher said design and construction yes, we've got to get it designed first.

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ITEM NO. 5: UPTOWN CONNECTS STUDY UPDATE

Vivian Coleman, Transportation said I have been working on the Uptown Connects Study as the Project Manager over the past year that we've been working on this study. Tonight, we are going to talk about what the City of Charlotte is doing in terms of many initiatives but how it focuses down to the Uptown Connects Study, and we are doing so much more to create a better, more connected and more comfortable way of walking and biking in terms of network, and this is seen in many of the efforts that we have undertaken through the Cross Charlotte Trail and many other projects as you see the Cross Charlotte Trail here in the blue line, Irwin Creek Greenway and also working

through other corridor studies, as Dan has just alluded to, so we are doing a lot of great work but we have a lot more to do. This study proposes recommendations that support the goals of the City Council adopted Transportation Action Plan and the Charlotte Bikes Plan as well as the 2020 Vision Plan, which calls for Center City to become a City of Bikes. The study proposes to recommend greater bicycling opportunities with a focus on the connection to and through our uptown via new bike facilities for all ages and abilities and really the litmus test here and our team has said this over and over again, how do we get moms and dads and their children into our Center City in a safe and comfortable manner on a bike. That is the true goal of this and to connect destinations in existing and planned greenways and the Rail Trail. These connections are very important for the 100,000 workers that are in our uptown and the 15,000 people that live in uptown as well as the many more that live adjacent to the uptown.

With the Uptown Connects Study, many of our streets have been converted via our complete streets policy and Dan alluded to a number of these road conversions that we just talked about; East Boulevard and others, and we've done many road conversions in terms of resurfacing opportunities as well, but the practice has changed a little bit in terms of the bike lanes that you see throughout our City without a buffer and the desire now by our residents in our public meetings, online surveys and just in general public meetings City wide is to provide more protected or buffered bike lanes that provide a barrier or more of a separation and this is becoming very important on the heavier volume streets or heavier speed streets. I ride uptown quite a bit, and some of the streets are not comfortable for me to be on. Even the spandex crowd, those that ride in the road and [inaudible], they are saying to us that they would like more protected facilities on busier roadways. So, the City is starting to pilot a lot of projects, one of these is The Plaza that you hopefully had the opportunity to ride last month. It is a short-term protected bike lane to test, so we will be looking for lots of other opportunities to test these kinds of road improvements and learn about the operations and maintenance and measures for success so that we can be better informed when we do the more permanent facilities as we are intending to do. Many cities are investing in urban biking, and it is not just the big cities like New York and Chicago; it is our peer cities, Atlanta, Memphis, Austin, and those cities are working to provide these facilities in the most dense and intense areas of our cities. Our merging bike network in Charlotte includes 90-miles of bike lanes, but again the design is changing nationally to provide more buffered facilities such as you see in Washington and Atlanta up to the top of the slide. We are also planning protected bike lanes at this point in other areas of town or City like J. W. Clay Boulevard.

Many of these protected lanes, not unlike our street conversions, are within the curb space, so we are not adding more street cross section; we will work to reduce a vehicular lane or a parking lane to provide that conversion for bicyclist as a priority and that is not unlike many of our road conversions. These are the kinds of facilities that the public is telling us they are desiring the most. We wanted to share a few slides of things we are already doing in our uptown and the study builds upon that momentum. East Fourth Street at College these are our first green lanes that really give drivers a notion of where our bicyclists are. West Fourth Street at Frazier Park, we just completed that streetscape with bike lanes, a fully complete street project which allows pedestrians as well to have full movement along the street and cross the street. I walk my dog here every day, and it works quite well. West Fifth Street is another road conversion that we've done a streetscape project into our uptown and then we've just installed green bike lanes on Brevard Street going into our uptown and as you move through on to 12th Street so Brevard coming onto 12th and then that will provide greater connectivity into uptown along the Rail Trail. So, we are doing some really great things in that north/south corridor but we need to do more on our east/west streets.

Charlotte B-Cycle is another great thing we are doing in the uptown and South End and that will hopefully transfer to other parts of the City so a lot of good momentum, but where do we go from here and this is where the Uptown Connects Study comes in. With our study process roughly a year ago, we hired a consultant and we started to get down into reviewing all of our streets and did a lot of data collection; lots of engineering kind of analysis and lots of traffic monitoring. That really took us to a review of where

we eliminate some of those corridors, and we found route that are the best candidates, and that has gotten us down to nine corridors for conceptual evaluation. We took that to the public, and I will talk about those meetings in a minute, but we believe that through our technical analysis and our public input that we've struck the right balance for our recommendations, and these are the two primary recommendations that I will speak of a little more tonight, a protected bike lane on 5th and 6th Streets, which I will describe, and we are calling the Belk Greenway Connector primarily an off-street multiuse pathway that runs along the Belk Freeway.

With Community Outreach we spend a lot of time over the past year with stakeholder interviews, dealt with a lot of cycling advocates. Center City Partners helped us with some business outreach, and we found a lot of good support on 5th and 6th Street from those business owners that we've reached out to date. We've had roughly 140 persons at each workshop, a very well attended event and the public was very engaged and very supportive of those recommendations. The things the public kept saying is go big make this cycle track or the other things you are going to do through our uptown iconic so that we are seen a cyclist with those motorist duking it out around us and make Charlotte known for cycling so that we can get persons and attract a creative class and that kind of thing.

The 5th/6th Street Protected Bike Lane; what we are intending to do to the concept it connect to the Cross Charlotte Trail and cross the 7th Street Bridge which is a five-lane cross section right now. We are working with NC-DOT on that and then it would follow up along 6th Street to where the new Police Station is where 6th and 5th connect, come on up 5th and then connect through Ray's Splash Planet to Irwin Creek Greenway. So, you provide a great connectivity throughout the town. This is an image of what it could look like; there are lots of designs that we will look at when we start designing this, and it is one travel lane of 34 total travel lanes across our east/west corridors. We have a lot of great connectivity north/south with the greenways and the Rail Trail, but we don't have a lot of great connectivity on this east/west corridor so that is our intent to attempt to get there. Again, this is through the heart of uptown so it connects many destinations.

This gives you some idea of what that could look like, this is Chicago, Seattle; it is raining, so Ms. Eiselt your son might want to try this and car share and try some of the B-Cyclist in the Seattle system. Pittsburgh, PA is actually marketing the restaurant's market to the cyclist on the bike lanes, so there is another catch there. We move to the Belk Greenway Connector; this is an image of what it could look like, and I will describe this. The Belk Greenway Connector would connect again at the Cross Charlotte Trail and run up through a new street around Baxter Street, which there is a new park renovation. Pappas is doing a multiuse development and then it runs down McDowell and hooks into the Brooklyn Village Development. When it leaves there it goes through a weave of on and off ramps along the Belk Freeway, so when you look at this Austin Texas image it is very similar to what it could look like along a major arterial. It would be the back way that is actually raised a little bit off away from the freeway, and then we have another piece here which would follow all this development that is occurring on Stonewall Street and wrap itself around Bank of American Stadium down to the existing Cedar Yards Greenway. If you haven't had the opportunity to walk on that Cedar Yards Greenway it is wildly popular now; a lot of people coming into uptown.

So, this would be proposed in three phases, and the first one is the Blue Line; we are putting that into design already. The red line would be the second phase; the purple line is the one where we are going to have to weave into all the ramps that are going to be a little bit more difficult. The great news here is that we are working with lots of developers along the Stonewall Corridor as they are building all of their developments. We've spent a lot of time with them, lots of hours already promoting this concept. This concept is very supportive by the development community, Center City Partners, the residents that have been to our meetings so these two particular recommendations are really looking very supportive.

This is an idea of what Belk Greenway Connector could look like in addition to Austin; Atlanta is doing some great work on the beltline, and that is the greenway around Atlanta. There is also a pathway that will follow a freeway called the Atlanta 400, and that is another area where we will be talking with those planners to make this successful.

What are the next steps for us in this study? On the 5th and 6th Protected Bike Lane we intent to initiate design; we have funds for that, and we would like to get that going. The construction is unfunded at this point, because it is something that we haven't put into CIP planning but we will strive to do that. The Belk Greenway Connector Phase One is a little more long-term, but we do have a piece that we can create right now, and that is that Phase one that gets us from Cross Charlotte to Davidson Street, so we've started that design. We think we probably will get some MPO funding out of that, so we are feeling pretty confident about that and we will see how that plays out in the next couple of weeks when the MPO votes on that. So, 5th and 6th is a little more short-term; can happen within about two and a-half years and the whole greenway of the Belk Connector would take us a few more years just because of the weaving that has got to occur under and over the freeway ramps.

This is an image of Boise, Idaho roughly 200,000 people but a great facility through its downtown and we've got cities all across the United States that are doing this. There is great momentum through the plans that have been adopted here to provide bicycling facilities, and we want to build upon that momentum with the Uptown Connects Study, so we really want to move the pendulum even further to make this a more bike friendly City in our downtown.

Councilmember Smith said it looks like you had maybe 200 people that attended the workshops; do we have any sort of data as to how many uptown bike commuters there are?

Ms. Coleman said we are getting data on that. We've got echo counters in 17 locations throughout the uptown. They are pulling in that data; I don't have that offhand, but we can get that information.

Ms. Smith said I believe you said earlier that on the 5th/6th Street we are not going to take away car lanes but will pull areas in which you've got parking lanes and other stuff. At one point, I think in Committee we discussed possibly losing a lane of traffic.

Ms. Coleman said on 5th and 6th Street there is parking most of the day where that lane would be for the cyclists. So in greater part it would be parking removed and that parking is peak parking so it is Cinderella parking, so it is not 24/7 so that lane is being used for parking.

Mr. Smith said but the idea would be to take away parking not take away lanes that automobiles are coming in to uptown.

Ms. Coleman said there are some stretches within that where it is a vehicular lane, but a good majority of it is parking most of the day.

Councilmember Driggs said there are some costs in terms of displacement and actual capital outlay. How do we decide where it is cost effective to put these lanes? There must be some sort of comparison between cost and benefits that tells us this is the place to do it; how does that work?

Ms. Coleman said the cost benefit is one issue; we looked at a lot of different layers in terms of where the most appropriate streets would be and there is a challenge in every street in uptown in terms of its design, configuration, speeds, volumes, and capacity. We chose that street in particular, because it does have the capacity to absorb the bike lane. In terms of the cost benefit, I would have to get more information for you on that data.

Mayor Roberts said I have a question about the protected bike lanes in terms of the timing. When you say two to three years is that design and construction?

Ms. Coleman said correct.

Mayor Roberts said and that is the 5th and 6th Street one?

Ms. Coleman said that is correct and so the design is really going to take us some time because we are dealing with utilities, traffic signal modifications, adding bike prioritization. It is a true capital project that needs to be done right so the design is going to take some time. There are a lot of utilities that we may not know about under the street near these cabinets and signals. Putting the paint down is the easier part; it is a complex project on any of the downtown streets but about a year in design and then we move into the RFP and consultants then get to the construction.

Mayor Roberts said so the construction will start in 2018.

Ms. Coleman said the end of 2018.

Mayor Roberts said have we given any thought to like we did on The Plaza for temporary protected bike lanes like putting planters or cones or something?

Ms. Coleman said we talked about that on the stretch; however, this is a really complex street where we need to do this safely and if we just put cones down for C-DOT that is not safe enough on this particular corridor for a long-term kind approach. We are looking for other opportunities, and we are putting together a list of areas where we can test out the plazas and other locations and learn from that and be informed from that. It would be operations maintenance and bring that to the design discussion with the 5th/6th street team that will be assembled.

Mayor Roberts said so there might be other areas, not the 5th and 6th Streets, but other parts of the City that we are looking where we could do a study like we did before.

Ms. Coleman said we had some great success on The Plaza, and we would like to bring that to some other locations after formal review.

Mayor Roberts said I got a lot of comments after the open street in that week from people who really thought it was helpful to see what it would feel like; not everybody loved it but a lot of people liked it, but they saw things they wouldn't have seen if they didn't have the kind of pilot cap set.

Danny Pleasant, Transportation Director said as far as that particular project is concerned we are in the evaluation phase right now so we have collected lots of comments, lots of data, lots of crash data, so we will report back out on how that went to make a decision on whether to move it to the next level as a more permanent installation. Similarly, we've had conversations with Vivian and myself and staff about picking up pieces and parts of this where we think it is safe and seeing if we can't do some sort of a temporary test to see how it works. Vivian is right, because this is in the block system you've got traffic signals, and you've got some complications, but I think there are parts of it that we might can do real short stretches as sort of an interim test to see how it works before we go and do the full capital program.

Mayor Roberts said somebody also showed me the heat map so you can see where the B-Cycles are going. You can actually see the frequent paths that the B-Cycles use like there is a heat map, and they use them somewhere on the internet, and you can see that they are using some of these corridors already.

Mr. Pleasant said B-Cycle has a very robust data sharing system that we can get that data; we can see how it operates, and we are looking at ways to even expand that so you might be hearing about that in the future as well.

Mayor Roberts said I was amazed at the number of people who do bicycle uptown. It is quite a lot.

Ms. Eiselt said I think it is exciting, and I love to see us moving in this direction, and there are a lot of people who are very passionate cyclists in Charlotte but they also don't always think that the rules apply to them for traffic, so I would love to see some kind of signage as a part of this or some kind of education process that we work with those groups to say you too have to stop at a red light.

Ms. Coleman said outreach marketing of this will be a big piece of how we teach our residents how to use this.

Mr. Pleasant said we have the same problem with motorists, so we've got to reach them also but I think everybody has to learn how to play well together in that space.

Mr. Phipps said as far as bike safety is concerned are helmets required or just recommended?

Ms. Coleman said helmets are under 16 years of age; otherwise, you don't have to wear a helmet.

Mr. Phipps said we talk about the protected bike lanes, but I don't know if we've got the maximum protection or not.

Ms. Lyles said I just wanted to say Councilmember Ajmera and I had the opportunity to see [inaudible] and the book that she has on the street bike. She did the work in New York City and afterwards we all thought could we just get a bucket of paint and go out and paint the street green and put some strips down and we may have that enthusiasm and I'm grateful that the Manager and Danny said, well wait; we actually have to do some work and they are doing a great job. I just want to say that she uses the phrase "if you can change the street you can change the world," and that might be kind of like something that people say everybody says that about everything, but when you start talking about how much the car has dominated our environment since the 50s, I do think there is an opportunity to make some significant changes, and I'm looking forward to doing it carefully and safely, because I believe all of it does fall under our ideas that we can have transportation options that are safe in our City. No green paint today but soon.

Mayor Roberts said some planters.

Ms. Lyles said they did talk about that, and they did a lot of planters, and I don't know if we can do that or how we can do that. We don't generally have that beautiful open space, but it is a thought.

Mayor Roberts said I want to encourage us to think about on the weekends when the traffic is less and there are a lot of people out there who are big enthusiast who would probably be willing to help like get some planters and try some spaces.

Mr. Pleasant said we have opened our practice wide open to folks who want to approach us with all kinds of interesting street designs and painting and all that sort of thing. You may have noticed a few weeks ago the same weekend as The Plaza experiment, UNC-Charlotte actually has a tactful urbanism class in their College of Architecture and so the class asked if they could go and paint 9th Street and Brevard Street intersection and they did. It has sort of faded out, because they used chalk paint and we got a lot of rain but you can still see remnants of that. We are quickly developing a program where folks can have permission to go out and do a design. We do ask that they bring the design; we don't people just showing up with spray paint and having at it; we want to actually see a design and we will have a way to get them okay with that over time. We've seen a couple of gorilla urbanism kind of plays in the City, and we just want to make sure when that happens it happens with some intentionality and some good design.

Mr. Jones said I hope tonight has been informative. We didn't lead off with this; it really was a theme about transportation so what we are doing is we are taking a 30, what is happening across the City and we hope that we can have themes based for these Dinner Briefings, so they can be more informative for you.

Mayor Roberts said I think it was great Mr. Manager. I think having everything flow together was very helpful in keeping the theme and helping keep us focused.

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

There were no Consent Item questions.

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The meeting was recessed at 6:48 p.m. to move to the Meeting Chambers for the regularly scheduled Business Meeting.

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The City Council of the City of Charlotte, North Carolina reconvened for a Business Meeting on Monday, June 12, 2017 at 7:07 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, Greg Phipps, and Kenny Smith.

ABSENT: Councilmember James Mitchell.

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INVOCATION AND PLEDGE

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

Councilmember Driggs said because of the Council's schedule over the last couple of weeks we have not had the opportunity to participate officially in the Memorial Day Remembrance of fallen members of our Armed Forces. Our City is always mindful of the sacrifice of these great men and women and we all live in a better world because of the unselfish dedication of our Armed Forces so tonight let us pray for them.

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ITEM NO. 7: CONSENT AGENDA

Motion was made by Councilmember Mayfield, seconded by Councilmember Lyles, and carried unanimously to approve the Consent Agenda as presented with the exception of Item No. 44, which was pulled by staff.
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The following items were approved:

Item No. 28: Juvenile Offender Diversion Program Grant

(A) Accept a grant in the amount of \$95,389 from the Mecklenburg County Juvenile Crime Prevention Council to fund the Juvenile Offender Diversion Program, and (B) Adopt Budget Ordinance No. 9105-X appropriating \$95,389 in funds from Mecklenburg County.

The ordinance is recorded in full in Ordinance Book 60 at Page 694.

Item No. 29: Secondary Public Safety Answering Point Funding Program

(A) Approve a contract with the North Carolina 911 Board to implement the Secondary Public Safety Funding Program, and (B) Adopt a resolution approving an Interlocal Agreement with Mecklenburg Emergency Medical Services Agency, a secondary Public Safety Answering Point for the 911 system, as required by the North Carolina 911 Board.

The resolution is recorded in full in Resolution Book 48, at Pages 312-344.

Item No. 30: Private Developer Funds for Traffic Signal Improvements

Adopt Budget Ordinance No. 9106-X appropriating \$159,000 in private developer funds for traffic signal improvements and related work.

The ordinance is recorded in full in Ordinance Book 60, at Page 695.

Item No. 31: Intelligent Transportation System Projects Engineering Services

Approve professional services contracts in the estimated amount of \$1,160,000 for the design and construction administration of fiber optic cable routes and traffic signal interconnection with the following firms: DRMP, Inc. \$375,000, Kimley-Horn and Associates, Inc. \$360,000 and STV Engineers, Inc. \$425,000.

Item No. 32: Resolution Supporting Statewide Contingency Funds for the North Carolina Department of Transportation

Adopt a resolution supporting grants totaling \$1,500,000 in Statewide Contingency Funds to the North Carolina Department of Transportation for highway improvements to accommodate new industry development.

The resolution is recorded in full in Resolution Book 48, at Pages 345-346.

Item No. 33: Lakeview Road Farm-to-Market Project

Authorize the City Manager to execute a contract not to exceed \$1,510,300 with HNTB North Carolina, P. C. to provide engineering services for the Lakeview Road Farm-to-Market project.

Item No. 34: 1633 Starbrook Drive Storm Drainage Improvement Project

Award a contract in the amount of \$736,238.40 to the lowest responsive bidder Harvest Environmental Services, Inc. for the 1633 Starbrook Drive Storm Drainage Improvement Project.

Summary of Bids

Harvest Environmental Services, Inc.	\$736,238.40
Carolina Cajun Concrete, Inc.	\$872,532.00

Item No. 35: Windy Rush Road Storm Water Improvement Project

Award a contract in the amount of \$599,965.20 to the lowest responsive bidder United of Carolinas, Inc. for the Windy Rush Road storm Water Improvement Project.

Summary of Bids

United of Carolinas, Inc.	\$599,965.20
Hall Contracting Corporation	\$644,667.60
RJJ Construction LLC	\$699,527.14
Carolina Cajun Concrete, Inc.	\$872,756.40

Item No. 36: Transit Advertising Contract Amendment

Approve contract amendment #1 to extend the contract through December 31, 2018 for \$600,000 with Luguire George Andrews for advertising and marketing services.

Item No. 37: Airport Signage Design Services

(A) Approve a contract in the amount of \$621,366 with GS&P/NC, P.C. for signage design services for various projects, and (B) Adopt Budget Ordinance No. 9107-X appropriating \$621,366 from the Aviation Discretionary Fund to the Airport Community Investment Plan Fund.

The ordinance is recorded in full in Ordinance Book 60, at Page 696.

Item No. 38: Airport Concourse Renovation Design Services

Approve contract amendment #1 in the amount of \$1,480,090 with C-Design, Inc. for design services for the Concourse A Expansion and for changes in renovation design for Concourses A, B and C.

Item No. 39: Airport Emergency Call Station System

(A) Approve a contract with Johnson controls, Inc. for term of five-years and ten-months to provide an Emergency Call Station System, (B) Authorize the City Manager to purchase additional software licenses, services, and hardware as needed from time to time to optimize the City's use of the system, and to approve other amendments consistent with the purpose for which the contract was approved, including price adjustments, and (C) Adopt Budget Ordinance No. 9108-X appropriating \$1,547,723 from the Aviation Discretionary Fund to the Aviation Community Investment Plan Fund.

The ordinance is recorded in full in Ordinance Book 60, at Page 697.

Item No. 40: Refund of Property Taxes

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$2,071.32.

The resolution is recorded in full in Resolution Book 48, at Pages 347-348.

Item No. 41: Meeting Minutes

Approve the titles, motions and votes reflected in the Clerk's record as the minutes of: May 8, 2017, Business Meeting, May 10, 2017 Budget Adjustments and May 15, 2017 Zoning Meeting.

PROPERTY TRANSACTIONS

Item No. 42: In Rem Remedy: 7820 East W. T. Harris Boulevard

Adopt Ordinance No. 9109-X authorizing the use of In Rem Remedy to demolish and remove the structure at 7820 East W. T. Harris Boulevard. (Neighborhood Profile Area 183).

The ordinance is recorded in full in Ordinance Book 60, at Pages 698-702.

Item No. 43: In Rem Remedy: 75-1 Bondhaven Drive

Adopt Ordinance No. 9110-X authorizing the use of In Rem Remedy to demolish and remove the structure at 7501 Bondhaven Drive. (Neighborhood Profile Area 229).

The ordinance is recorded in full in Ordinance Book 60, at Pages 703-707.

Item No. 45: Aviation Property Transactions – 9540 Dorcas Lane/7108 Steele Creek Road

Acquisition of 45.95 acres at 9540 Dorcas Lane/7108 Steele Creek Road from John M. Long and Jessica Long for \$4,365,250 for Airport Environmental Impact Statement Mitigation Land.

Item No. 46: Property Transactions – Kenilworth/Romany Storm Water Improvement Project, Parcel #14

Acquisition of 1,818.99 square feet (.042 acres) in Temporary Construction Easement at 1302 Kenilworth Avenue from Parkview Condominium Owner's Association, Inc. for \$16,550 for Kenilworth/Romany Storm Water Improvement Project, Parcel #14.

Item No. 47: Property Transactions – Raw Waterlines Right-of-Way Protection Tennessee Avenue, Parcel #1

Acquisition of 16,117 square feet (.370 acre) in Fee Simple at 4007 Tennessee Avenue from Pablo Alonzo Villeda Aguillar for \$95,000 for Raw Waterlines Right-of-Way Protection Tennessee Avenue, Parcel #1.

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PUBLIC HEARING

ITEM NO. 8: AXA EQUITABLE LIFE INSURANCE COMPANY BUSINESS INVESTMENT GRANT

Mayor Roberts declared the hearing open.

There being no speakers, either for or against, a motion was made by Councilmember Eiselt and seconded by Councilmember Driggs, to close the hearing and approve the City's share of a Business Investment Grant AXA Equitable Life Insurance Company for a total estimated amount of \$486,149 over seven years.

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

YEAS: Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Phipps, and Smith

NAYS: Councilmember Mayfield

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POLICY

ITEM NO. 9: CITY MANAGER'S REPORT

City Manager, Marcus Jones said Mayor, I will turn it back over to you for the budget discussion.

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ITEM NO. 10: CITY-OWNED REAL ESTATE AND FACILITIES POLICY

Motion was made by Councilmember Mayfield and seconded by Councilmember Kinsey, to approve the Housing and Neighborhood Development Committee's recommendation to adopt the City-Owned Real Estate and Facilities Policy.

Councilmember Smith said I just wanted to take this opportunity to say this is exciting. We've got about \$4 billion in assets that the City owns, and I think the Real Estate Department does a great job in this shift from more transactional to try and connect the dots, but I wonder, and Mr. Manager this can come back in a follow-up item, is it timed with this shift that Real Estate become its own department, much like the County does, so they have a little more autonomy as they are trying to go around and connect the dots, and again it is more organizational than it is anything else. I thought it might be worth your taking a look at to see the pros and cons of that.

Marcus Jones, City Manager said sure.

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

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ITEM NO. 11: EXTENSION OF CHARLOTTE BUSINESS INCLUSION PROGRAM'S RACE AND GENDER CONSCIOUS MEASURES

Mayor Roberts said this is an extension in the interim until a new policy can go into place.

Motion was made by Councilmember Mayfield, seconded by Councilmember Austin, and carried unanimously to Amend Part A, Section 8 of the Charlotte Business INClusion Program's Race and Gender Conscious Measurers through December 31, 2017.

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BUSINESS

ITEM NO. 12: FY 2018 OPERATING BUDGET AND FY 2018-2022 COMMUNITY INVESTMENT PLAN

Motion was made by Councilmember Fallon and seconded by Councilmember Driggs, to adopt the FY 2018 Appropriations and Tax Levy Ordinance No. 9104-X the Capital Investment Plan Resolution for FY 2018-2022, the FY 2018 Pay and Benefits Resolution and associated Human Resources contracts, and other items related to the Annual Ordinance adoption: (A) The FY 2018 Operating Appropriations and Tax Levy Ordinance, (B) the FY 2018-2022 Community Investment Plan Resolution, (C) The FY2018 General Solid Waste Fee for single family and multifamily residential units, (D) the FY 2018 Storm Water Interlocal Agreement, (E) the FY 2018 Transit Operating Budget and Debt Service Budget, which was approved by the Metropolitan Transit Commission on April 26, 2017, (F) The FY 2018 Charlotte Water Rates, (G) The FY 2018 Pay and Benefits Plan Resolution and associated Human Resources Contracts, (H) Outside Agencies and Municipal Service Districts Contracts and (I) Other Budget Items.

Councilmember Phipps said this evening we are gathered at this dais to approve our 2018 Operating Budget and the 2018-2022 Community Investment Plan. We've had a host of Budget Committee Meetings, Workshops, Straw Votes, and here we are at this point now. We've gathered all the necessary documents I think to approve this and this budget has been discussed, well vetted, battle tested, so I would again like to thank the members of the Budget Committee and the full City Council for all their work in getting us to this point. I would also like to especially thank the City Manager and Strategy and Budget staff for the excellent budget process this year. I think it was facilitated as much; this is Mr. Jones' first budget, and it seems like it was pretty non-controversial, no property tax increase this year, and I think that had a lot to do with its relative smooth sailing. With the hard work they have done, I would like to recognize the Strategy and Budget Team with a round of applause.

Some key items on the budget, as I said there is no property tax increase this year. We are keeping our property tax rate at 47.87 cents per \$100 of assessed value, which is the same thing it was last time. The total budget is about \$2.4 billion so that is a lot of money to run this great City that we have here, the City of Charlotte. Most of our budget allocations this year followed along the line of our Letter to the Community, where we pretty much focused on three key areas: safety, trust, and accountability, access to safe, quality and affordable housing and good paying jobs. All of these three categories really informed our decisions, as far as being a focus on the neighborhoods and what we've heard as a result of civil actions we had over this past fall, as far as the public safety is concerned we did follow through on our commitment; we have 91 police full-time equivalent, which includes 62 sworn officers, 25 civilian and four Aviation Officers. We have 18 Firefighters for a new engine company at Station 42 over in the Eastland area, and we have two Fire Code Inspectors and one Administrative Officer

position, so it follows through on making our community safe with the allocations of resources for police and staff. The Manager did recommend the budget for us, but we did make some minor adjustments to it. I think we put another \$250,000 in for a Code Enforcement crew that is going to be added to the City's Code Enforcement staff. We added another \$250,000 for arts in recognition of what the Economic Mobility Taskforce had suggested would help in these situations and a host of other things that would really amplify what we are trying to do in the community. The budget also includes investments in the City to make our City the Employer of the Year, and we increased the minimum pay to \$15 per hours, something I think we've moved it up a couple of years from our original timetable. We have multiple options for health insurance, and we have paid parental leave also as part of our budget package this year.

I received an e-mail today from Mr. Randall Hartsell who was concerned about the \$21 increase in the annual water rate this year, but it comes to \$1.73 per month, less than six cents per day. I can tell you that the Committee is really sensitive in terms of fee hikes that we do, so we try to minimize those impacts, and we certainly appreciate the feedback that we have from Mr. Hartsell. We also have a small increase in our Solid Waste Tipping Fee, a nominal \$6 per year, 50 cents per month sort of like a pass through type fee, but we had no fare increases for CATS. We continue to fund the needs for the airport and our other enterprise funds, so this budget that we have here tonight; if you received any advanced copies or package we've got 10 pages of summary so if anybody wants to dig deeper and just see all the good things we were able to do this year on this budget they can certainly take a look. This budget makes the necessary investments to maintain operations and infrastructure while taking steps toward insuring Charlotte is well positioned to become the Winning City of Tomorrow. With that said, I would like recommend that we approve Items A through I.

Councilmember Lyles said thank you Mr. Phipps; that was great. I do want to make a statement, because I sat on that side of the room for actually 22 budgets with no tax increase, and to be able to say that I'm going to vote for one today is really something that is very significant, because I think it shows the financial strength and health of our community, and that is not always a common thing in a lot of municipalities. We are fortunate to have a City that is growing and while growth brings about many challenges it also brings about a lot of opportunity.

The City budget is the most important policy document that this Council can approve. It approves that focus on our service delivery and it provides the strategies for the future. One of the most important things about any policy document is that we have to listen to both the citizens and we heard that and we talked about some things that we needed to do. I think the idea of the \$15 per hour living wage is really significant this year. We also listen to our employees, and we have included a benefit, a family medical leave for maternity and paternity leave, so that is really significant as well.

I want to say our focus today has been on safe, quality neighborhoods; clean water; clean streets; adequate housing; traffic signal improvements; and having a great workforce. This document also begins us on strategies for the future. We want to be a City that we can have options for transportation for everyone that lives here. We want people to be able to walk, drive, and bike in our City. We need a safer City with our corridor improvements that we are going to make to build sidewalks and trails and construct police and fire stations and finally I also want to thank the community for believing that we can fund our commitments that we made after the protest in 2016, doing something to bring about good paying jobs and affordable housing as a foundation for people that live here, but also building trust and accountability in government particularly in our Police Department.

I will vote for this budget with all of my colleagues to approve it and hopefully we can do this in a way that we can be very proud that we've taken the action to build our City today and plan for a better tomorrow for each and every one of us who lives and makes this City our home. I really believe that we can make a difference if we continue to take our focus on what is important for each and every person in our community.

Councilmember Ajmera said being a CPA I understand the importance of having a balanced budget, so I want to first applaud our Manager's efforts of presenting a very balanced budget that addresses public safety needs in the significantly growing community with no increase to property taxes and the Charlotte Water increase of about \$1.73 per month. I would like us to also consider and I think we had this discussion during our last budget session that we would look at some of our other sources of increasing water fees, because this increase is specifically not considering how much water each customer uses. In January of next year, I would like us to consider other options so that doesn't necessarily impact our seniors and millennials that may not use a lot of water. Also, I want to highlight the \$.9 million to fund Engine 65 at the Eastland Mall area to address the response time issues, and with that I will be approving the budget.

Councilmember Driggs said I really appreciate the effort of staff on this budget, and I think it is worth emphasizing that staff did a brilliant job of reconciling all kinds of different input from us, so we had a Community Action Plan. We had a goal of being a Winning City. We had Focus Area Plans and they took all of that on board, and I think if you read the Manager's summary, you will see that attention has been paid to each of those things, and I think that is a significant achievement. I did personally want to express thanks to Kim Eagle, Eric Hersherberger, Bill Parks, and Rachel Wood for their patience in answering my questions and going over things in great detail. I intend to vote for the budget; I think it is a good budget. We made a good investment in public safety, which is a top priority in any City. The only thing I will point out is for one this budget does represent a 5.5% increase in spending over last year, which is possible which we can responsibly do in a rapidly growing economy, but we can't get used to that. We need to try to get to a steady state. I would like to see us look kind of further into the future and anticipate some of the needs that we are going to have in the future and be planning for them and not kind of spend as we go. I know that a lot of planning goes on, and I don't mean to minimize that, but I think Council needs to be more aware of the demands that could come up, and I would also remind the staff that we have a couple of outstanding policy issues that I think we properly did not try to resolve during this budget process, but they've been around for a couple years now on water and stormwater. I hope in the off season when we are not talking about the budget that we will tackle those policy questions. This was a great job, and I intend to support it and I hope we all will.

Mr. Phipps said later on this summer in a subsequent Budget Committee meeting, we will be discussing or reviewing like a post analysis of the budget process to see where some greater efficiencies can be gained in the process by leveraging the Manager's expertise so that we might do a better job with our time in deliberations during the whole budget process.

Mayor Roberts said I want to add my thanks to the thanks you've heard around this dais tonight. I think that we have an amazing City staff, and when I look at the fine men and women sitting over there waiting with baited breath for us to pass this, I think about the hours that I have seen folks upstairs after hours, the overtime put in, the customer service orientation, the willingness to listen to citizens' input, the willingness to try things that are different, the willingness to try extra hard to accommodate the incredibly diverse rapidly changing needs of a City that is the second fastest growing City in America. I appreciate so much the colleagues that I have to work with and the colleagues around the dais. This has been a very smooth and coordinated process and Mr. Manager, this has been your first budget here in Charlotte, and I think it is amazing if you look at the adjustments we made to your recommendation, it is probably less than one-tenth of one percent. It is a very small change, and that shows that you too have been listening and working with all the amazing colleagues that we have. It is certainly a team effort.

I think that some of the most important work we do as a City is the writing and adoption of our budget. It is a statement of what Charlotte values as a City, and this budget makes it clear that we believe in spreading opportunity to every corner of our City as a priority. We focus on many areas; you've heard a lot of folks talk about them. I think that again the hopeful unanimous support tonight is going to show how in line we are

with what we've heard from our community and our Letter to the Community. We've focused on public safety by adding almost 200 CMPD Officers and support staff over the two years making public safety a priority. With affordable housing a crisis in our City, we've added more money to the Housing Trust Fund and to invest into more housing units and to accelerate that. I would like to see us in our next budget, as we look at our two-year CIP, us increase the amount we put into affordable housing and possibly even doubling those housing bonds. In addition, we made a commitment to our workforce by providing \$1 million for job training to insure that those who want to work and find a job can find the right training and find employment. By adding positions that will help us grow the Mayor's Youth Employment Program and other of our youth programs, we've made our children a priority. The next generation belongs to all of us, and I'm proud that our budget reflects that. We also as mentioned showed how much we value our employees by making sure we brought our lowest paid workers up to \$15 per hour and by making sure that families have paid family leave so that the young children that our employees are bringing forward have a great start in life and their families can be safe and secure and have the best opportunity for success.

We must stay committed to closing the opportunity gap, and I look forward to working with this whole community as we continue to work through the recommendations of our Opportunity Task Force. Working with the whole community as well as with our county, our schools and our state to make sure we can accomplish that important goal. The last thanks that I would give would be to our state for not putting unneeded budget pressures on a City that is growing as rapidly as ours is. With the increased need for not just operations but also capital spending we really appreciate our state recognizing that, and we will continue as a big City to reach out to the counties and cities around us and make sure that we are addressing that urban rural divide that we know is a challenge to our state. So many things that we do we do share in our region and we do look at ourselves as an integral part of our region and will continue to do that as well. Once again thanks so much, and even though by policy I'm not voting unless it is to break a tie, which I don't think I will be doing, my spirit and heart is with this budget and I fully support it.

Councilmember Fallon said never believe this all happened over night. We started working on the Police four years ago to get boots on the, because we knew we would need them. Unfortunately, we can't get enough on the ground but we will; it is a love of mine to look at that department and want it to be as strong as it can be. And my Fire Department; those are your lines of defense. Never forget that.

The vote was taken on the motion to approve the FY 2018 Operating Budget and FY 2018-2022 Community Investment Plan and recorded as unanimous.

The ordinances are recorded in full in Ordinance Book 60, at Pages 678-693.

The resolutions are recorded in full in Resolution Book 48, at Pages 263-311.

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ITEM NO. 13: NOMINATION TO THE BECHTLER ARTS FOUNDATION BOARD

The following nominations were made for one appointment for a three-year term beginning July 1, 2017 and ending June 30, 2020:

Matthew Benson, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith.

Motion was made by Councilmember Phipps, seconded by Councilmember Austin, and carried unanimously to reappoint Mr. Benson by acclamation.
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Mr. Benson was reappointed.

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ITEM NO. 14: NOMINATION TO THE CHARLOTTE INTERNATIONAL CABINET

The following nominations were made for a three-year term in the At-Large category beginning July 1, 2017 and ending June 30, 2020:

Momina Faridi, nominated by Councilmembers Fallon, Lyles, and Phipps
Johnell Holman, nominated by Councilmembers Austin and Eiselt
David Lynn, nominated by Councilmembers Driggs and Smith
Arun Nair, nominated by Councilmember Ajmera
Manning Watkins, nominated by Councilmember Kinsey

This appointment will be brought back for consideration at the next Business Meeting.

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ITEM NO. 15: NOMINATIONS TO THE CHARLOTTE MECKLENBURG PUBLIC ACCESS CORPORATION

The following nominations were made for two appointments for three-year terms beginning July 1, 2017 and ending June 30, 2020:

Antrice Mitchell, nominated by Councilmembers Ajmera, Austin, Driggs, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith.
Eric Seckinger, nominated by Councilmember Eiselt
Jill Sochacki, nominated by Councilmembers Ajmera, Austin, Driggs, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith.

Motion was made by Councilmember Driggs, seconded by Councilmember Kinsey, and carried unanimously to reappoint Antrice Mitchell and Jill Sochacki by acclamation.
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Ms. Mitchell and Ms. Sochacki were reappointed.

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ITEM NO. 16: NOMINATIONS TO THE CHARLOTTE REGIONAL VISITORS AUTHORITY

The following nominations were made for one appointment for a three-year term in the Full Service Hotel category beginning July 1, 2017 and ending June 30, 2020:

William DeLoache, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Kinsey, Lyles, Mayfield, Phipps, and Smith.

The following nominations were made for a partial term in the General Travel category beginning immediately and ending June 30, 2019:

Clark Allen, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Phipps, and Smith.
Lester McKendrick, nominated by Councilmember Mayfield.

The following nominations were made for a three-year term in the Restaurant category beginning July 1, 2017 and ending June 30, 2020:

Thomas Sasser, nominated by Councilmember Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith.

The following nominations were made for a three-year term in the Mecklenburg County Town category beginning July 1, 2017 and ending June 30, 2020:

Karen Bentley, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith.

The following nominations were made for two appointments for three-year terms in the At-Large category beginning July 1, 2017 and ending June 30, 2020 and one appointment for a partial term in the At-Large category beginning immediately and ending June 30, 2018:

Arthur Gallagher, nominated by Councilmembers Ajmera, Austin, Driggs, Fallon, Kinsey, Mayfield, and Smith

Tracey Montross, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith

Lloyd Scher, nominated by Councilmember Kinsey

Jonathan Schulz, nominated by Councilmember Smith

Peter Grills, nominated by Councilmembers Ajmera, Driggs, Fallon, Lyles, and Phipps

Leo Percopo, nominated by Councilmembers Austin, Eiselt, Lyles, Mayfield, and Phipps

Motion was made by Councilmember Smith, seconded by Councilmember Phipps, and carried unanimously to appoint William DeLoache, Clark Allen, Thomas Sasser, Karen Bentley, Arthur Gallagher, and Tracy Montross.

Mr. DeLoache, Mr. Allen, Mr. Sasser, Ms. Bentley, Mr. Gallagher and Ms. Montross were appointed.

The remaining At-Large appointment will be brought back at the next Business Meeting.

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ITEM NO. 17: NOMINATION TO THE CHARLOTTE WATER ADVISORY COMMITTEE

The following nominations were made for one appointment for a three-year term in the Contractor category beginning July 1, 2017 and ending June 30, 2020:

Tom Pearson, nominated by Councilmembers Driggs and Smith

William royal, nominated by Councilmembers Ajmera, Austin, Eiselt, Kinsey, Lyles, Mayfield, and Phipps

Thomas Rothrock, nominated by Councilmember Fallon

Motion was made by Councilmember Smith, seconded by Councilmember Austin, and carried unanimously to appoint William Royal by acclamation.

Mr. Royal was appointed.

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ITEM NO. 18: NOMINATIONS TO THE CITIZENS' TRANSIT ADVISORY GROUP

The following nominations were made for two appointments for three-year terms beginning July 1, 2017 and ending June 30, 2020:

Rebecca Cherry, nominated by Councilmembers Driggs, Kinsey and Smith

Joh Francis, nominated by Councilmember Mayfield

Daniel MacRae, nominated by Councilmembers Ajmera and Phipps

Robert Padgett, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith

Adam Pasiak, nominated by Councilmembers Fallon and Lyles

Billy Roosenberg, nominated by Councilmembers Austin and Eiselt

Motion was made by Councilmember Mayfield, seconded by Councilmember Ajmera, and carried unanimously to reappoint Robert Padgett by acclamation.

Mr. Padgett was reappointed.

The remaining appointment will be brought back for consideration at the next Business Meeting.

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ITEM NO. 19: NOMINATION TO THE DOMESTIC VIOLENCE ADVISORY BOARD

The following nominations were made for one appointment for a partial term beginning immediately and ending September 21, 2018:

Alexis Kondratyk, nominated by Councilmembers Austin and Mayfield

Keesha Leak, nominated by Councilmember Driggs

Manday McCasian, nominated by Councilmember Kinsey

Antoinette Mingo, nominated by Councilmembers Ajmera, Eiselt, Fallon, Lyles and Phipps.

This appointment will be brought back for consideration at the next Business Meeting.

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ITEM ON. 20: NOMINATIONS TO THE HISTORIC LANDMARKS COMMISSION

The following nominations were made for two appointments for three-year terms beginning July 17, 2017 and ending July 16, 2020:

Larken Egleston, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Lyles, Phipps, and Smith.

Ola Mitchell, nominated by Councilmember Kinsey

Leonard Norman, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Mayfield, and Phipps

Ruth Perez, nominated by Councilmember Mayfield

Mary Jo Shepherd, nominated by Councilmember Smith

Motion was made by Councilmember Smith, seconded by Councilmember Austin, and carried unanimously to reappoint Larken Egleston and Leonard Norman by acclamation.

Mr. Egleston and Mr. Norman were reappointed.

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ITEM NO. 21: NOMINATIONS TO THE HOUSING ADVISORY BOARD

The following nominations were made for one appointment for a three-year term in the Affordable Housing category beginning July 1, 2017 and ending June 30, 2020:

Dennis Boothe, Jr., nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith

The following nominations were made for one appointment for a three-year term in the Financial Representative category beginning July 1, 2017 and ending June 30, 2020:

Emily Crow, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith

Motion was made by Councilmember Driggs, seconded by Councilmember Kinsey, and carried unanimously to reappoint Dennis Boothe, Jr. and Emily Crow by acclamation.

Mr. Boothe and Ms. Crow were reappointed.

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ITEM NO. 22: NOMINATIONS TO KEEP CHARLOTTE BEAUTIFUL

The following nominations were made for two appointments for three-year terms beginning July 1, 2017, and ending June 30, 2020; one appointment for a partial term beginning immediately and ending June 30, 2019; and one appointment for a partial term beginning immediately and ending June 30, 2018:

Brenda Adams, nominated by Councilmembers Eiselt, Fallon, Lyles, and Phipps
Gina Antilus, Nominated by Councilmember Driggs
William Babb, nominated by Councilmembers Fallon and Lyles
Jesse Boyd, nominated by Councilmember Austin
Elizabeth Brunner, nominated by Councilmember Mayfield
Brie Carlson, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon Kinsey, Lyles, Mayfield, Phipps, and Smith
Jena Coen, nominated by Councilmember Smith
Sharon Geter, nominated by Councilmember Austin
Jonathan Giles, nominated by Councilmember Mayfield
J. Michael Haithcock, nominated by Councilmember Ajmera and Kinsey
Johnell Holman, nominated by Councilmember Ajmera
April Hood, nominated by Councilmember Kinsey
Jordan McGee, nominated by Councilmember Eiselt
Ian Patrick, nominated by Councilmember Phipps
Eric Seckinger, nominated by Councilmember Driggs
Brian Withrow, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith

Motion was made by Councilmember Smith, seconded by Councilmember Austin, and carried unanimously to reappoint Brie Carlson and Brian Withrow by

Ms. Carlson and Mr. Withrow were reappointed.

The remaining two appointments will be brought back for consideration at the next Business Meeting.

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ITEM NO. 23: NOMINATIONS TO PASSENGER VEHICLE FOR HIRE BOARD

The following nominations were made for a one-year term in the Representative of the Hospitality/Tourism Industry category beginning July 1, 2017 and ending June 30, 2018:

Sheila Ethridge-Boddie, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey Lyles, Mayfield, Phipps and Smith.

The following nominations were made for a two-year term in the Company Operations Certified Licensee category beginning July 1, 2017, and ending June 30, 2019:

Robert Walker, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith

One appointment for a three-year term in the Representative of Persons with Disabilities category beginning July 1, 2017 and ending June 30, 2020.
No nominations were made to this category; this appointment will be re-advertised.

The following applicant indicated that she does not qualify for the above mentioned categories:

Trici Davis, nominated by Ajmera, Fallon, and Smith.

Motion was made by Councilmember Driggs, seconded by Councilmember Ajmera, and carried unanimously to reappoint Sheila Ethridge-Broddie and Robert Walker by acclamation.

Ms. Ethridge-Broddie and Mr. Walker were reappointed.

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ITEM NO. 24: NOMINATIONS TO THE PLANNING COMMISSION

The following nominations were made for one appointment for a three-year term beginning July 1, 2017 and ending June 30, 2020:

Victoria Nwasike, nominated by Councilmembers Austin, Driggs, Eiselt, Fallon, Lyles, Mayfield, Phipps, and Smith
Mary Frances Parker, nominated by Councilmembers Ajmera and Kinsey.

Motion was made by Councilmember Driggs, seconded by Councilmember Austin, and carried unanimously to appoint Victoria Nwasike by acclamation.

Ms. Nwasike was appointed.

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ITEM NO. 25: NOMINATIONS TO THE PUBLIC ART COMMISSION

The following nominations were made for one appointment for a three-year term beginning July 1, 2017 and ending June 30, 2020:

Steve Copulsky, nominated by Councilmembers Fallon, Kinsey, and Lyles
Gaurav Gupte, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, and Mayfield
Lakisha Lucky, nominated by Councilmember Phipps

This appointment will be brought back for consideration at the next Business Meeting.

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ITEM NO. 26: NOMINATIONS TO THE STORM WATER ADVISORY COMMITTEE

The following nominations were made for one appointment for a three-year term in the Environmental Professional category beginning July 1, 2017 and ending June 30, 2020:

Leslie Jones, nominated by Councilmembers Ajmera, Austin, Driggs, Eiselt, Fallon, Kinsey, Lyles, Mayfield, Phipps, and Smith

Motion was made by Councilmember Driggs, seconded by Councilmember Mayfield, and carried unanimously to reappoint Leslie Jones by acclamation.

Ms. Jones was reappointed.

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ITEM NO. 27: MAYOR AND CITY COUNCIL TOPICS.

Councilmember Ajmera said I want to announce an upcoming Town Hall on June 28, 2017 from 6:30 to 8:00 p.m. in Room CH-14 in the Government Center. The team is going to be tackling Economic Mobility Together with our City Manager, Marcus Jones, our County Manager Dena Diorio also my Council colleagues Ms. Mayfield and Mr. Mitchell will be talking about economic opportunities, and I will be talking about Eastland redevelopment. Ms. Mayfield will be covering youth development, one of her passions, and Mr. Mitchell will be covering minority women owned businesses opportunities. We will be Tackling Economic Mobility Together, so I look forward to seeing you all there.

Councilmember Austin said there is going to be an event called Conversations Versus Confrontations, how to insure positive interaction with law enforcement and young black males. It is going to be Saturday June 17, 2017 from noon until 2:00 p.m. at the Trinity Episcopal School, hosted by the BPC and the Social Justice Committee of St. Paul Baptist Church. This is something we talk about quite often; two of the topics are going to be Conflict Resolution and Proactive Activity. I think this is going to be good for the summer, because as you know sometimes crimes heats up during the summer and this will be a great opportunity for everyone to come out.

Councilmember Kinsey said two quick things, some of you will notice that we are drinking water out of Charlotte Water cups, and we are no longer using bottled water. You will notice back behind us we have nice glass pitchers, and these cups so we setting an example for other citizens to cut back on bottled water and use this good water out of the tap. It is very good water. The other thing I want to mention is that I am having a Town Hall Meeting Thursday, June 15, 2017 from 6:30 p.m. until 8:30 p.m. at International House which is also known for those who have been around for a while as Midwood School. It is right across from Harris-Teeter on Central Avenue. The address is 1817 Central Avenue and we are in Room 215. We will talk a little bit about affordable housing, transportation options, maybe trying to get people out of their cars and then just some District 1 updates. We've got some interactive events that will go on, and I'm hoping we will have a lively Q and A time. We are not going to just have to sit there and listen to talking heads. I want us all to have a good time, so I'm hoping you will come. At this late date, an RSVP is not really necessary but we would like to know how many chairs to put out. We will have some light refreshments, so we want to make sure we have enough for everybody, so you can call Kim Oliver or e-mail her. I hope to see you there. I do not know how to use Event Bright, but if there is a link you might want to try it. Now the last time we talked about Town Hall meetings Mr. Phipps really did outshine us with his titles. I tried very hard; I failed, but I did come up with this, Housing, Trees, and Bike Lanes, Oh My!

Councilmember Driggs said on Thursday, June 22, 2017 at 7:00 p.m. guest speaker Gary McFadden, former CMPD Homicide Detective, will be giving a briefing to South Charlotte residents on the impact of homicides within the community. That will be at Calvary Church at 7:00 p.m. at the intersection of Rea Road and Highway 51.

Councilmember Fallon said on June 22, 2017 6:00 to 7:30 p.m. Mr. Driggs and I will have a Town Hall at the Rea Road Library, and it will be the adopted budget, the CIP by City Staff and public safety updates District 7 Police Officers. On the 29th, I will be having a Town Hall at the University City Library, and that will be the adopted budget, the CIP by our City Manager, Marcus Jones; public safety updates by Chief Ker Putney; Captain Ryne Butler and Captain Brian Foley for the North Division and the University City Division. You can get in touch with Kim Oliver, as Ms. Kinsey told you, and it is Event Bright, which I don't know how to use either. It never works for me. I'm going to have this done mostly in questions and answers; I don't believe you want to hear us that much. You want to hear the City Manager, the Chief of Police, and the Division Police Captains, so what we are going to do is have mostly questions and answers.

Councilmember Eiselt said I would like to congratulate all of our graduates; this is the tail end of graduation season with CMS graduating right now, and I think the private schools and Catholic Schools have had their graduations and the colleges have had theirs. I want to wish all of our graduates God speed in whatever it is they are going to do, and congratulations on all of your hard work. I have a Carolina Grad and a CMS Grad, so it is a very meaningful season for me.

Mayor Roberts said I was going to say a little bit about graduates too, but you did it for me, but I do have high school graduate, and he is going off to Georgia Tech, and I have one still in college in California. Congratulations to all of those who completed their degrees, completed their diplomas, took this amazing step. I tell you what was amazing to me is I went to several graduations and a lot of tears. A lot of families who hadn't had someone graduate from high school. I went to Johnson & Wales Graduation, a lot of families who hadn't had somebody graduate from college. A lot of struggles, special needs students in those who were graduating from CMS and Johnson & Wales and all our other Universities and it is just tremendous to see these young people launched in great ways. It is very moving, many, many congrats. I heard lots of scholarships that were awarded to Charlotte-Mecklenburg students, very, very pleased to see that; millions and millions of dollars those kids are going to be able to use to launch in their great career.

I've already had my Town Hall Meeting, but I want to give thanks to those that came out last Saturday, and I also want to thank the City staffs who were there, Chief Putney. I will tell you listening to other Town Hall Meetings our Chief is really working overtime, and we appreciate so much that he is willing to answer those questions face to face with all of our constituents and to be present and to be accountable. Willie Ratchford talked about Community Relations; Pam Wideman talked about housing. Kevin Dick spoke about our workforce initiative. Angie Cathy and Sophia Davis talked about our Mayor's Youth Employment Program that we are going to double next summer, and Ross Dennis from MeckEd talked about After School Programs, connecting folks in our City with positive programs and helping support our schools in that way and working with all the youth programs the City offers as well.

One last thing I wanted to mention we kind of skipped over this pretty quickly during our meeting but I wanted to just thank AXA Equitable Life Insurance Company in that grant that we approved in our meeting earlier this evening. They are investing \$17 million and creating over 550 new jobs, and they have committed to 315 new positions to be hired locally. They are working very hard to align with the City values and Winning Cities characteristics with our Letter to the Community with equitable economic development and economic opportunity. They are working on a diversity of jobs, on job retention and on significant contracting opportunities as well. This is interesting; they are going to coordinate job fairs and recruitment events for both temporary and permanent jobs in the City and County. Community organizations and residents will receive notice of these employment activities in addition to training opportunities with City job training and placement partnerships. They are working very closely with the City; they know our desire to spread opportunity to very corner and to really reach all of our employable workforce, and I just wanted to say thank you to AXA and also thank you to our County and State partners who also are part of this Business Investment Grant. I'm sorry that Kevin Dick already left, because I skipped over that pretty quickly, and I didn't get a chance to talk about this grant, but it is a financial services company helps build our strength in the financial services sector and adds to those thousands of jobs that we've already brought to Charlotte this year. Thanks to all those involved with making that happen as well.

Councilmember Lyles said on Saturday, June 24, 2017 at the Fire Department Headquarters at 500 Dalton Avenue at 8:00 a.m. to 9:30 a.m. I would like to invite all of those graduates who don't have plans for college this fall to come out and learn about working for the City as a Police Officer or a Firefighter. I think sometimes we forget what great paying jobs we have in our organization, but not only that pay for that job but the passion that you can do and commit to by being someone that is a part of our organization that is working with people to keep our community safe, to keep it well and

those are jobs that I think are often not thought about when we have people that are going to high school. They really just say well you need to go to college or you need to do something else, but I would encourage parents, high school graduates, and anybody else in the community to come out on Saturday June 24, 2017 to the Fire Department Headquarters and learn what it is like to be a Police Officer or a Firefighter in our City. This is a place where we need women; everyone knows when women are involved in any work project the outcomes are always better. That is actually documented with research, but we also need people of color that will come out and help us all be better, because we will be more diverse. So, whether you are starting out in middle school come out and learn how we have a camping night for middle school and high school girls at the Fire Academy. If you are a graduate of high school, come out and look at the job opportunities that we can present for you. These are jobs that you can raise a family on, and you can live in our City if you just come out, learn about them and apply. Again, Saturday June 24, 2017 at the Fire Department Headquarters, come out and meet our public safety officers.

Councilmember Phipps said I would also like to re-announce my Town Hall Meeting on June 22, 2017. I'm surprised that so many Town Hall Meetings are going to be on June 22, 2017; I thought I had that date on lock. It is going to be Thursday, June 22, 2017 6:30 to 8:00 a Martin Luther King Middle School, 500 Bilmark Avenue; the theme Digital Inclusion it is not an Illusion. We will talk about Digital Inclusion and what it is, how does it impact your neighborhood. The format, we will have a brief presentation then we will have a resource staff interactive computer stations, participating partners will be the City, CMS, Goodwill, Charlotte Works, the Urban League, Google Fiber, and others. I don't believe Chief Putney will be coming to this one and as it has already been said you can RSVP to Kim Oliver or go to my Event Bright link is digitalclt.eventbright.com, so I want to see you all there. I would like to congratulate Principal Kit Rea for a successful graduation of Vance High School this past Saturday at the Holton Arena. I shook 432 hands cross that stage, and I'm looking forward tomorrow to doing the same thing at Mallard Creek High School Graduation.

Councilmember Mayfield said we had in the White Hall area, and I want to congratulate the now management team and staff of Top Golf that opened up, because they also, between full and part-time jobs, created over 500 opportunities without asking the City for any tax incentives, so I'm happy about that part. Also, I want to acknowledge the fact that they had a local job fair and gave a lot of your people their first job which I am really happy about. I also want to remind everyone the annual Mayor's Youth Employment Program kick-off event is going to be at the Spectrum Arena on Friday the 16th and that starts at 1:30 p.m., and this is a great event for our CMS students and those young people. You have to be nominated to be a part of the Mayor's Youth Employment Program, but it has access to a number of companies, partners, and I put a challenge out to my colleagues around the dais a couple months ago when we had the first youth job fair to reach out to the business owners in your area to work to show that true commitment when hiring our young people and also utilizing our Partner, which is Goodwill, which has training and programming to help our young people with not only resume building but also to help you with access to clothing and services.

The last piece that I want to mention is last Monday night we ended our meeting early, and I had the opportunity along with my colleagues Mr. Al Austin and Ms. Julie Eiselt, we had a chance to go to First United Methodist Church where there was a conversation that was led by the Community Voices from Charlotte uprising where we heard from not only local community residents but also residents from around the region and the impact that policy and law has had on community. We heard from a number of religious leaders and I definitely want to reach out and thank Pastor Sadler for contacting me and letting me know this was going to be happening as well as to Amantha Barbee and all who were in attendance; we need to hear from you, but I would also encourage those in the community when you are having a conversation, send it to all the Council and even though my colleagues don't invite by Event Bright, Facebook is not the best place to always reach us. Contact us through our Council e-mails, because not everyone is on Facebook. I post a lot, and I will be honest I don't read everything

that is on there, but I do post a lot. It is easier to contact all of us so that we all know about it, because I think this Council wants to know what the community has to say and we want to be an environment that is not as restrictive as a governmental environment. We cannot all be there, because then it becomes a public meeting, but at least give us the opportunity to know what is going on so we can hear your voices.

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ADJOURNMENT

Motion was made by Councilmember Mayfield, seconded by Councilmember Austin, and carried unanimously to adjourn the meeting.
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The meeting was adjourned at 7:58 p.m.



Emily A. Kunze, Deputy City Clerk

Length of Meeting: 2 Hours, 24 Minutes
Minutes Completed: June 16, 2017