

The City Council of the City of Charlotte, North Carolina convened for a Dinner Briefing on Monday, October 9, 2017 at 5:15 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Jennifer Roberts presiding. Councilmembers present were Dimple Ajmera, Ed Driggs, Julie Eiselt, Claire Fallon, Vi Lyles, LaWana Mayfield, Greg Phipps and Kenny Smith.

ABSENT: Councilmember Patsy Kinsey

ABSENT UNTIL NOTED: Councilmembers Carlenia Ivory and James Mitchell

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ITEM NO. 1: MAYOR AND COUNCIL CONSENT ITEM QUESTIONS

Councilmember Mayfield said I have two items that I'm pulling that staff has prepared and will be discussing downstairs, Item Nos. 28 and 29. Those are the ones that I would like to pull Mayor.

Councilmember Eiselt said Item No. 27 pull for a comment.

Mayor Roberts said I have been told that Item No. 45 has been resolved and Item Nos. 46 and 47 are going to be deferred to December.

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ITEM NO. 2: CLOSED SESSION

Motion was made by Councilmember Mayfield, seconded by Councilmember Driggs, and carried unanimously to go into closed session pursuant to GS 143-318.11(a)(3) to consult with attorneys employed or retained by the City in order to preserve the attorney-client privilege and to consider and give instructions to the attorneys concerning the handling or settlement of: City of Charlotte v. Halle Properties, LLC, 13 CVS 7494; Brian J. Kurzel, et al v. City of Charlotte, 16 CVS 19521 and Crystal Eschert v. City of Charlotte, 3:16 cv 295.

The meeting was recessed at 5:18 p.m. to go into closed session.

Councilmembers Ivory and Mitchell arrived at 5:38 p.m.

The closed session recessed at 6:17 p.m. City Council reconvened in open session in Room 267 at 6:19 p.m.

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ITEM NO. 3: AGENDA OVERVIEW

There was no Agenda Overview provided.

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ITEM NO. 4: CROSS CHARLOTTE TRAIL UPDATE AND TIGER GRANT APPLICATION

Councilmember Lyles said the Cross Charlotte Trail has been an important project for us working on this facility in conjunction with the City, the County, and a lot of it is included in our walkable and bikeable plans long-term, but it has been a while since we actually addressed the Trail as an agenda item, so on the agenda tonight you will see the information with a request for approval of a TIGER Grant application for the pedestrian bridge over US-74 where everyone understands we've had problems with people trying to cross Independence Boulevard. This will provide a safe passage there so we will learn about what we are going to do and what this TIGER Grant application will be for.

Vivian Coleman, Transportation said Joe Frey and I the co-leads on this project; we've been at this a little over two-years now working on the Trail. We've been asked to talk about this in a little bit more rapid fashion tonight, so we can get through the presentation. We want to provide a little background on the Cross Charlotte Trail tonight and talk about the community engagement efforts and really dig into getting boots on the ground, in terms of the things we are doing right now to get this built. We are imagining in reality now that we can hike or bike from Pineville to uptown, to UNCC and to the Cabarrus County Line through the Trail with 30-miles of spine that will cross the City separated from automobile traffic to the extent we can and then hitting dozens of destinations along the Trail and neighborhoods along the way. What you can see on this map is all the different types of places, major destinations that the Trail will take you. About half of the Trail is built right now; some through county and some through City but we still have a ways to go. We will hit roughly 140,000 residents and 130,000 jobs within a half mile of this Trail within walking distance so hitting a seventh or so of our population along the Trail and it is not just recreation. The County started building greenway years back for recreation in mind but C-DOT and the City see this as transportation, a corridor where you can get there without having to put the keys in the ignition, take your trips to get to work or play, dining and the like. Quality of Life is another big piece of this Trail; the County does a survey every couple of years and greenways, paved trails are the number one most desired amenity. We also see this from an Economic Development standpoint, and Joe is going to talk a little bit about this in terms of tourism and place making and the economic development opportunity that we see with this Trail. It is all about enhancing community value for all of our residents.

Councilmember Mayfield said before we go too far on the previous slide when we think of more than just recreation we also need to add weddings. There was one right there at Summit Avenue and Grandin Road off of the greenway about a month ago where there was a beautiful wedding that was held right on the greenway. It was actually pretty beautiful right before a Panther's game, so the fireworks going off to kick off the Panther's game was a great congratulation.

Ms. Coleman said a great way to get married along the greenway, absolutely and these are the kinds of things that start to happen so this is really about community value and those kinds of things that happen and creating a special moment along the Trail where people will stop and linger and enjoy it and not just commute upon it. One of the big things we've done is we've presented all over the country at national conferences talking about the return on investment for trails, and that is a big, big thing. The urban greenway along the Midtown segment cost roughly \$43 million; it has spurred \$433 million in private investment. These are the kinds of things that we can continue to do through The Cross Charlotte Trail. We have a long way to go in building trails; Charlotte is roughly at the bottom of the list when it comes to national building trails, and if we build our Cross Charlotte Trail we start to jump up a little bit and start getting a little more competitive, but if we built out the entire Mecklenburg County Greenway System then we are up with the top cities in the United States, but these cities are also moving in a way that they are building greenways, so it is fluid list. We have a competitive nature among various cities. It is a trail for all users, and we see all kinds of folks on the Midtown section and various segments of other greenway; just to give you snippets here of kids walking to school. There is a greenway Ms. Mayfield was speaking of where the wedding was held, the Rail Trail built upon some of those special place making elements from the Rail Trail and commuting to Publix or wherever it may be that you need to go. There are a lot of goals in the Master Plan, which is approved at this point, and we are using that to build upon our various goals in terms of the user experience, the transportation corridor, creating these special places along the Trail, the place making elements, and you will hear a little more about that tonight. Equity and Access providing a Trail that gets to many neighborhoods the key portion of what we are looking to do, then getting back to economic development; building a quality trail with quality filament along it, making sure it is feasible from an actual construction standpoint.

Then public support, we have been out to talk to thousands really, not hundreds, thousands of people at this point. Many community meetings, pop-up meetings where we just show up at a brewery or a library, various neighborhood meetings and then public workshops where we have roughly 200 attendees at each of these big public workshops. So, a lot of great, great input from the public on this and what they have said clearly is build it now; build it yesterday. We want a premier experience with a wide trail that separates users, so there is not that conflict of the dog walker and the stroller and the skateboarders and bicyclist. Connect me, all neighborhoods want to be connected to this Trail, so we are already talking if you will about other trails that would connect to it and make it great. Make it an experience that you really want to be on that is safe, comfortable and enjoyable. Part of that gets to this idea of user experience on a trail where you want to be and enjoy quality experience for all users. This shows a separated user group trail; you can see the pedestrians on one side and bicycles on the other and that helps reduce conflict for our commuter cyclist. Developing a trail that is really is trail oriented that has its back door and its front door on the street and on the Trail. We are working with developers now; we have some guidelines in place to get that kind of development to happen along our Trail. We have more work to do on that, but we are moving forward.

This is the last slide I will talk about and then I will turn it over to Joe. We are working on and have completed a public art strategy, so we are going to do some great things with public art along the Trail and we are going to the County's Wayfinding System to build a consistent approach and wayfinding so people can get around. Then looking at another consistent approach in benches and lighting and get this thing lit where it needs to be lit, in terms of place making. I will turn it over to Joe and he is going to talk about getting this on the ground.

Joe Frye, Engineering and Property Management said Vivian is kind of your Chief Planner on the Trail, and I'm kind of the Chief Engineer in charge of getting the thing built and on the ground and making it a reality. I'm going to talk a little bit about our Interlocal Agreement then get into the segments just to give you an update on where things are and some highlights and then I will get into the item that is on the agenda tonight.

First of all, we have this Interlocal agreement with the County, so this is a true City/County partnership that has gotten a lot of attention. We had that agreement that was passed by the Council and Board of Commissioners in 2015. We've been working together, and we established that they were responsible for some sections for construction and real estate and we are responsible for others. Ultimately, the County will take over maintenance of all of the Trail except for what is in the City streets or where we cross City streets.

What you see here is a map of the overall Trail and the green segments are existing greenways up here at Toby Creek and Mallard Creek in the north, Little Sugar Creek in the middle, and there are some existing greenways in south Charlotte, and we call them McAlpine and Four Mile Creek. The red are the sections the County is working on and was working on and planning to do when we got into this. The yellow, some in the north, a little in the south are the pieces that the City agreed to construct in that interlocal agreement. I will kind of walk you through real quick stats on this. First of all, we already got a piece on the ground using City money within just a little over two-years of our first bond funding coming through. The County is working on this underpass under Parkwood Avenue; we approached them and said why don't extend that to Cordelia Park? We will put money in together. We had a second interlocal agreement; got that completed earlier this year and had this great ribbon-cutting where we had something like ten speakers between the City and the County and well over 100 people come to celebrate, and we are proud of that accomplishment. We are already getting things on the ground.

Also we have this South Charlotte Connector that will get on the ground next year and this was an idea we had to add something to connect those little existing greenways that basically by building a one-mile connector half the county and half us will extend

the reach of this trail by seven miles into South Charlotte so a really big bang for your buck victory there. The next segment is this section in kind of South Charlotte from Brandywine Road to Tyvola Road. That is starting at Park Road Shopping Center and going down to Tyvola Road, so it ends behind Park Road Shopping Center. Basically, that is a really challenging segment, very important because you see its missing link in the middle of the much needed segment to get into uptown. The creek there is down low; there are steep banks and then there is development right up against those banks. We've got challenges like access, actually making it constructible, permitting; we've got a whole team of engineers who have been working on this for two years, and we at 90% plans. We expect to get into construction in 2019. We've got some beautiful elegant solutions we've come up with including some underpasses, some elevated trails, some low-water crossings. We actually bought the house at the corner of Seneca Place at Selwyn Avenue and Park Road, and we are going to build a pocket park there to create an access from Selwyn Avenue. We do have fly-through video of this that I don't have time to show you, but it is really nice if you want to go on our webpage and check it out. It is about three minutes long; it is animated and gives you an idea of why that is so hard. A lot of big walls and a lot of infrastructure to get that section done, but it is a critical piece and as one journalist recently put it; it is in a word beautiful.

Then we've got sections going north like in the North East Corridor; I'm just going to run through these quickly, but we've started some design and planning on these. These are broken up into segments that we can build in logical progression as we get funding over time. As you know we got up to Cordelia Park, which is reaching up into NoDa and the red is the section we just completed. You can see where the creek comes over here and crosses under all the railyard and all of that so it gets into some tricky territory. We are not just going to build a greenway next to a creek [inaudible] urbanity. That is where it ends at 24th Street now, so this is the line we've come up that takes advantage of some existing infrastructure such as a rail spur that was abandoned that the City now owns which came up and that being a great place to put the Trail. It also takes advantage of hot development in that area I would say. Developers are very interested and working hard in there, because the Blue Line is coming through and now The Trail is coming through so they got a double punch. One of the great advantages we are taking advantage of is the Matheson Avenue Bridge; we can't under all those railroad tracks but we've got to get from one side to the other. We have to get over it and to build a separate bridge would be really impossible here, so we are actually going to come around this new development and this developer is partnering with us and helping us build this along their frontage; we are going to ramp up the side here, and we are going to get up to the top of the Matheson Avenue Bridge, which is so wide and it doesn't need to be that wide that we can fill on the side of that and get to what I like to call The View. As Vivian talked about great experiences are part of this, and this is the view I'm talking about if you haven't been to the top of that bridge. This will be a destination along this Trail that people will travel here to see. People will enjoy and the good news is that between us and the County from those existing greenways in South Charlotte and the ones the County is building down to South Carolina, we are at by the end of 2020 have at least 20 miles of continuous trails from South Charlotte up to this spot. That is our goal right now and that is very exciting.

I will go quickly through these slides; we've got some challenging sections; we've got to get down off that bridge, and we've some railroad tracks we've got to get across that is always challenging, but we've got developers interested in working with us too in these sections. This takes up to Craighead Road; we've got this area which is near Sugar Creek Road, where Asian Corners are in there. It is a lot of industrial but again having interest with developers interesting in partnering with us, a chance to create a whole new great area around the Trail to get it through there we see a lot of opportunities. We are starting studying and planning on a section through Hidden Valley, so we actually crossed Tryon Street to get to Hidden Valley, which I think is the largest contiguous neighborhood in Charlotte. We've come up with three different alignments and there has been a lot of support from different groups up there. From there we cross into this area which is the Newell South and Autumnwood Neighborhood areas. That gets into a little more suburban area, and there is actually some big open space and pretty pristine areas; it is actually hilly. If you have never been up there it is quite beautiful, and I was

really amazed when I got to see this area, so we are excited to get through there too. From there, we connect to the existing Toby Creek Greenway that now gets to Rocky River Road and takes you up to UNCC. That is a big vision in the future; one thing I left out that I want to talk about is that gap in the middle at US-74 and I-277 interchange.

In thinking about this I want to go back for a minute and talk about tourism. What you have if you are familiar with it; we've got to get through this interchange, and that is just a crazy place to get through. There is that huge interchange, and the creek goes underneath it and goes underground, and that is why this great gap from the Trail coming north getting into uptown. We want to bridge that, and so we did come up with an interim solution that we think would work temporarily, and that is to use the Central Avenue Bridge, which is kind of right there and you could jog out of your way, and we could squeeze on the side. We don't think that will work in the long run, and it is not exactly what the Trail would want to be in the long run, so we started thinking about what is a bigger idea to get through here and bridge this gap.

Getting back to talking about tourism for a second, we were thinking about that at the same time, and I want to talk about the swamp rabbit trail in Greenville; it is just example of a place where people go and spend money on trails like this. It was completed about six years ago and this is from a study done by Furman University and I just want to tell you what they saw on that trail and I've been there; a lot of us have been there and seen its great experience. In 2013, 25% of the users were tourist; that is [inaudible], and it generated in that year alone \$6.7 million in economic activity. The last point it they interviewed the businesses along the trail who reported that they saw a jump in revenue from 10% to 85% after that trail opened up. With those two things in mind and how do we bridge that gap and how do we entice tourism when you talk about a city you want to go to visit or ride a trail, what comes to mind are bridges. There are world class bridges in other cities that draw the tourist that this happens. This is an Omaha, Nebraska the Bob Carey Bridge, there are no cars on that bridge that crosses the Missouri River. That is the Sky Dance Bridge in Oklahoma City, Oklahoma, right by their skyline, both of these. This is the Helix Bridge in Seattle, and I've been on that one myself, and this is the Beautiful Freedom Suspension Bridge in downtown Greenville, South Carolina. Bicyclist and tourist, when they plan to spend a weekend in cities and spending their money there you see pictures of bridges like that; for me that makes me want to go there.

Ms. Mayfield said are we also looking at San Diego, because they have that bridge where they built a park right over the highway. I see the examples that you are using and that looks like a whole lot of extra, but I am wondering have we looked at San Diego and how they were able to manage having a park right over the highway and how they have the connector.

Mr. Frye said I just threw a few examples up there for visual aspect of it. We looked at lot of different ones; this is just one concept. So, what we have come with is an idea for our bridge here in Charlotte; this is a rendering from a planner, and we have other concepts. We are not set on a concept yet, but basically, we get this great connection we get a centerpiece in the Cross Charlotte Trail that also becomes the centerpiece in the Carolina Thread Trail, and if you combine our trail with the trail in Greenville, the Tobacco Trail in Durham and the Neuse River Trail in Raleigh, we maybe have a national draw for cycling tourism if we team together. People just come visit the Carolinas, so what we've done last year, and you did hear about this and by the way tens of thousands of cars would go under and see this every day. We are reapplying or we are asking you to approve a re-application for a TIGER Grant. It is due next week and we have it ready to go in as soon as you all approve it basically. The total estimated project cost is \$16.7 million, and that includes the bridge and the connection from 7th Street to the bridge and from the other side of the bridge to 10th Street. We are asking for \$11.6 million and our match would be \$5 million, and the good news is we already have that match, because it was already earmarked for this segment of the Trail so we can use that from 2016 bonds, and we can pay it back with the 2018 bonds if we need to, if we borrow from another segment that we have it in that full funds for Cross

Charlotte Trail that we don't have to go emergency looking for money to match this if we get it.

Councilmember Eiselt said Joe, for the bridge segment, are we planning out far enough? I love the Trail we've been on it several times biking, but already it is too narrow and the bikers and pedestrians are crashing into each other right where the hospital is. I don't know if anyone has fallen in the creek yet, but it is awfully narrow.

Mr. Frye said that is the oldest section of the greenway in the county.

Ms. Eiselt said yeah, you can't do much.

Mr. Frye said Vivian went through that quickly; in our Master Plan, for all of the new sections, we are going a lot wider than that. We do not have plans to go back and widen the existing sections; I think that may happen over time later as traffic grows on this Trail.

Ms. Eiselt said if we sort of aspire to what they have line in Minneapolis or where they literally have the commuter lane and the recreational lane and the pedestrian lane. They are pretty wide. Do we have that built into this project sort of anticipation of high uses?

Mr. Frye said we would make this bridge 16-foot wide, and that is our minimum desired cross section of the Cross Charlotte Trail, which is a lot wider. That section you are talking about down by the hospital is about eight-feet wide.

Ms. Eiselt said okay so even double, is that enough?

Mr. Frye said you have to balance cost a little bit somewhere; I certainly could go for a 20 foot wide Trail, but I think for this budget we looked at 16-feet.

Ms. Eiselt said my point is that it will be popular, and it will get used and people will use it to commute, but if we are going to build it we might as well build it right.

Councilmember Smith said you said we have it from an old bond. Where are we on the status of the overall project? We originally allocated \$35 million for the Cross Charlotte Trail.

Mr. Frye said I think that is correct; we've gotten \$33 million so far. We are going to be asking for more in future bond referendums.

Mr. Smith said the \$35 million that was approved in two cycles was not enough to cover the whole Trail?

Mr. Frye said it will not be at this point.

Mr. Smith said I was going back to see when we offered it to the citizens to put on the ballot, I was under the impression that it would cover the whole Trail. Is that not how we offered it or have we come into cost overruns? What I'm trying to figure out we have the \$5 million for this match now, and I'm trying to figure out as we continue down the path of filling out the Trail how we are going to end up.

Mr. Frye said I think that would be a presentation another day.

Mr. Smith said I've got to vote tonight.

Mr. Frye said I will be happy to talk about, but I would want to run through other people, but we know based on what the public has asked for such as width that the need is for this to be wider than I think was originally envisioned. I don't know that anybody promised the public that we would build the whole thing for \$35 million, and it is not part of my job exactly until I'm told so, but we expect to need more money.

Mr. Smith said we have a week until this application is due; we've got to make a reasonably large decision on expenditure, so to me this would have been great to maybe have had a meeting or two before so we could answer some of these questions. I'm just trying to figure out what it is going to cost us, what we told the citizens it was going to cost and how that impacts it, and I would think that would be a question that we would need to know to vote. I'm not trying to belittle or take shots; I just think that is something we need to know.

Marcus Jones, City Manager said Mr. Smith we don't have a number that would allow us to finish the construction that we could give you tonight. That is what is happening now; each department is going back in and looking at projects, scrubbing the numbers to get better estimates, but I can tell you that, and I think your question is the \$35 million was the expectation that the City's portion would be done with the \$35 million and what I'm hearing is that no.

Ms. Coleman said if I could tie onto that, when we went through the Master Planning process and there was an evolution of what this Trail became and it became a Trail that is more signature, that is wider that accommodates, so \$35 million was a starting point for us, because we had the bonding capacity to do such. As we move through this process looking at the needs and the wants of our citizenry, we are looking at something that is a little more wider, better built signature, so that is going to carry costs a little bit more.

Mr. Smith said a quick review of how the media portrayed it was that it was a 26-mile segment for \$35 million. I just wanted to raise that point.

Councilmember Fallon said do step by step for me; if we don't get the TIGER Grant where does the money come from? You are not assured of the TIGER Grant.

Ms. Coleman said if we don't get the TIGER Grant the Central Avenue Bridge is our solution for the segment that Joe just described. We would build that with the funds we have.

Ms. Fallon said that will pay for it?

Ms. Coleman said it will pay for that segment from 7th Street to 10th Street, but it would be on Central Avenue Bridge, and it wouldn't be as desired a facility because it is not as comfortable as a standalone bridge, so if we get the federal money to me it is more like icing on the cake we've got the standalone bridge that will work.

Ms. Fallon said I'm asking if you don't get the TIGER Grant what do we do?

Ms. Coleman said we would not build the signature bridge.

Ms. Fallon said are we going to get stuck in case it doesn't go through with how do we raise this money?

Ms. Coleman said the bridge would not be built.

Ms. Fallon said alright so that is a contingency. You are not going to go back to the public and ask to have a property tax raise or a CIP raise or anything?

Ms. Coleman said not for this segment. This segment would be built.

Ms. Fallon said but at some point you will be coming back for more money, but you have no idea how much.

Councilmember Driggs said so back to your point, we can do this within existing funding and then refund it in 2018; are we talking about borrowing money from within the current budget and then having to increase the current budget later and therefore we are effectively increasing the current budget if we do this?

Ms. Coleman said not with this segment no.

Mr. Frye said for this segment our solution without the bridge is Trail connection to the Central Avenue Bridge, using the Central Avenue Bridge and Trail connection to the other side. The difference between that and this is the bridge itself. The allocated funding without this bridge is to build that using Central Avenue Bridge. Doing the bridge isn't adding money but we are using the money we have to do this for the match.

Mr. Driggs said so you are saying the Grant would pay for the entire additional costs of doing this bridge.

Mr. Frye said that is how we planned it, yes.

Mr. Driggs said I do have a concern as well about the fact that we are getting this the same day for some reason a week before the deadline for application. I don't why it couldn't have been done in a more deliberate fashion, because you ask one question and you don't get an answer and tonight you need a vote. Furthermore, I was distinctly under the impression we were getting a Trail, and it was going to cost \$35 million, and now we have this kind of uncertainty about where that is headed. I'm not really comfortable with this.

Councilmember Lyles said Mr. Manager could you have someone provide us the bond language or what was presented by the time that we do this in another 15 or 20 minutes, because I don't know the answer to that whether or not. I remember what you are saying; the question wasn't that that was the conclusion it was what did we say, because in most of this I think that we've talked about this Trail for a number of years and there have been other changes along the Trail for stormwater and storm drainage, and I wonder if we actually looked at all of the costs, because I know there are segments that we did other things with and we are juggling. I think the clarification is did the bond language that we used to advertise this project say that this was \$35 million to complete the project? That is what I think the question was from Mr. Smith, and I think that is a fair question for us before we vote on something like this.

Mayor Roberts said by the time we vote on the item in the agenda we will have the answer.

Mr. Jones said yes.

Mr. Driggs said could I just say my question wasn't limited to that. I think it is bad practice to be involved in a large project with no notion of how much it is going to cost. We ought to have some context for this.

Ms. Lyles said I don't disagree with you; I was just saying that I wanted to know what the bond –

Mr. Driggs said I think that is a good question; I'm just saying that mine goes a little beyond that. I do support the Trail; I love the Trail.

Mayor Roberts said thank you for the presentation and we look forward to voting on that later tonight once we get that answer and it looks like it going to be great. Mr. Manager; we have two more items; we have Uptown Connects Bicycle Lane Demonstration and Charlotte Placemaking HUB and we have Boards and Commissions Membership Eligibility Criteria. Is there one of those that can wait until next time?

Ms. Lyles said I think the most important thing about the bike is that we've been talking about this demo and I know that there have been some folks that don't necessarily know about it and that is what concerns me because we've got again a deadline that we are talking about the demonstration would begin October 22, 2017 for a week. I think we all need to be aware of this one.

Mayor Roberts said can we move the Boards and Commissions Membership Eligibility Criteria to next time?

Mr. Jones said yes.

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ITEM NO. 5: UPTOWN CONNECTS BICYCLE LANE DEMONSTRATION AND CHARLOTTE PLACEMAKING HUB

Ben Miller, Transportation said we wanted to get in front of you before you see demonstrations projects out in uptown starting October 22, 2017. It is a demonstration project of what was ultimately recommended in the Uptown Connect Study, so I'm here to talk to you about the process and partnerships involved in this project and also Monica will talk and relate it to this bigger picture of the City Initiative called the Charlotte Placemaking Hub. There is a policy foundation for all of this; you adopted a Transportation Action Plan and a Charlotte Bike Plan that says we should do bikeway studies and we should do demonstration projects. The Bikeway Study was the Uptown Connects Study, and the demonstration projects are what we are here to talk about tonight.

If you remember Vivian Coleman actually came and presented to you all in June of this year about the Uptown Connect Study; it was a year or year and a half study process looking at how that best create a safe and comfortable bikeway network through uptown Charlotte. One of the ultimate recommendations was the Red Line you see on this map, and that connects the Cross Charlotte Trail that we were just talking about over to Erwin Creek Greenway on the other side of uptown. That study ultimately said we recommend a cycle track and 5th and 6th Streets through uptown Charlotte connecting the Cross Charlotte Trail with Erwin Creek Greenway and really providing those people who are going to be on those trails a comfortable on a trail like experience connecting them with all the economic opportunity and the cultural amenities in uptown Charlotte. That was a long-term study process, and that is now advancing into design as a permanent project, unfunded for construction at the time. One thing we realized was, there was still a lot of interest from the stakeholders of that study to do some sort of demonstration of the study results and we had two exciting partners in Sustain Charlotte and Charlotte Center City Partners who were willing to bring resources to the task and that is what really led us to doing this demonstration here in October. This builds on our experience with previous pilot projects or demonstration projects we've done most recently on The Plaza over in The Plaza/Midwood Neighborhood; that was another bike lane demonstration project, and these are pretty good because they allow us to test the results of designs before we really invest in a full scale project. We like it from the Department of Transportation standpoint, because we get to learn from a fairly inexpensive test that really helps inform the final design.

We have two great partners in this effort, so the City is taking on what we usually take on lane closure, traffic control, and traffic analysis, and of course we will some communications and agency coordination to make this happen. Charlotte Center City Partners is bringing forward some great marketing expertise and actually have a grant this year to promote biking in uptown Charlotte, so they are going to put in a lot of resources to help promote and encourage people to use this project while it is out there. They will also be doing stakeholder outreach on the project and communications. Sustain Charlotte has also brought in some in kind design assistance, and they are also doing a big part in getting volunteers out on the day of to help set up this test and they are also play a part in programing it.

In terms of the details, this is a weeklong project October 22, 2017 through October 29, 2017 and it involves basically a lane closure, just as the study recommended on 6th Street going on to 5th Street towards Erwin Avenue. We are basically closing that with cones; it will look like a lane closure. Volunteers are kind of helping us make this more esthetically pleasing with buffers, planters and other materials to really beef up that project. It is one way for most of the project; there is a section, because the final study recommended a two-way project; there is a section where we are going to pull off a two-

way project between Pine Street and the light rail tracks. We couldn't do the full thing, because that is why we are actually asking for a long-term project as there is some signalization work that needs to happen to really pull off a long-term project on the entire alignment, but we thought we could pull off a two-way for a few blocks.

This is basically what it will look like, cones to really close off that south side or west side lane on 6th Street and then on the north side on 5th Street. Just as a reminder most of this is already on-street parking, so the biggest impact of this project is going to be the loss of around 100 parking spaces for that week. That alternates either side of the road sometimes, but we will be taking in this picture the left side of 6th Street for the entire alignment.

Councilmember Mayfield said it would be helpful for me to know how much we have invested in uptown for these bikes, because people have got to get to uptown, and we have cyclist throughout the City. We have 75 to 100 cyclists that are riding up West Boulevard, riding up Morehead Street and riding up Berryhill Road that is riding all through the areas outside of uptown. It will be helpful to know how much is begin invested, because people need to get to uptown, and it seems like a lot of our focus is around the uptown area, and the reality is our City is bigger than uptown, and there is a lot of investment. There is a lot of infrastructure dollars that are going into uptown and the biggest thing that I think most district reps hear is that we are not seeing whether it is in South Charlotte or out in Steele Creek area, my area or I see a little piece when I flipped through this regarding the east side is the fact that we are not looking at connecting those outside of the uptown condensed area to the rest of the City. It will be helpful to have that information brought back to us as soon as possible meaning prior to asking for more money to be released for this project. I will say, I will have a concern with us shutting down an area where we already have limited on-street parking, and if you know anything about the apartment complexes in uptown you may have one parking spot associated, possibly two if you pay for it, so if you have any guests or any visitors they are paying for the parking inside of those lots, because they actually charge for the parking inside a lot of the apartments in uptown. So, taking away what we are saying only 150 spaces, that can have a major impact. Just this past weekend, even though there were multiple events happening around all the spaces right in front of our building right off of Third Street, all those parking spaces had red bags on them and shut them down so that is money not being made, because it is over the weekend, but that is telling the community, we don't want you to be able to have accessibility to public parking. We need to consider all of those impacts when we are talking about we want people to visit and we want the residents to utilize these products; how welcoming are we really when we create these potential barriers or when all the focus is only one segment of the City? That was really for our Manager to direct you all.

Councilmember Ajmera said to follow-up on Ms. Mayfield's point I recently met with Charlotte East, and they are specifically asking about the Campbell Creek, and I know our City Manager and our Assistant City Manager are in the room and as I was looking through the presentation I did not see a connection, so I think the question is still outstanding whether we are connecting any of the creeks and existing greenways on the east side, because I didn't see that. A specific question came for Campbell Creek right off of Albemarle Road close to the Eastland site.

Mr. Miller said there is a separate CIP project called the Independence Trail South and North Projects, and I think those are primarily the solution that connects particularly greenways in east Charlotte towards this side of town. It is not as glamorous of a project as the Trail right now; it is really stitching together a network of local streets and shared use paths where they are needed to kind of wayfind people in the uptown.

Ms. Ajmera said when I met with some of the residents when that came to meet with me here and our City Manager they said, they weren't given any timeline because those were not funded. Is that the case? There was no specific timeline that we were able to provide in connecting Campbell Creek.

Mr. Miller said I believe they do have some funding; I know there are public meetings coming up about those projects either later this fall or later next spring. I think this fall. I can't speak to you about exactly how much funding they have, but I think there is definitely going to be some projects coming out of those CIP dollars.

Ms. Ajmera said could you get me that information, because I know I had asked for that information, and we were able to provide that to Charlotte East leaders. I hope we can get that information over to them. I think they actually brought the same concern to Ms. Mayfield's point about having to go to uptown for this type of facilities and that was the concern that I think we need to address.

Councilmember Eiselt said I wonder if we could finish this presentation; this isn't the first time we've heard of it. This has been going on for how long; I think we first heard about it a year ago. This is this presentation, and so before we start talking about other presentations, because this does connect two greenways which gives connectivity between two parts of town. I would like to hear the conclusion of this one.

Mr. Miller said in terms of conclusion just to remind you October 22, 2017 is when this is coming. We are doing substantial outreach to stakeholders, all the partners involved in this project are doing substantial outreach; Center City Partners particularly is outreaching to most of the businesses and property managers along the project. We will be monitoring it daily, and that is the beauty of a pilot project or a demonstration project. If we find something not working right we can adjust it. If the thing is terrible we will take it out. We hope that is not the case. We will be producing a findings report just like we did for The Plaza project, summarizing the data we collected and the lessons learned.

Councilmember Lyles said I think one of the things I'm excited about is people are asking how can we do more of this, and this is our first time doing a temporary one and it is paint. It is to test it out to get an idea of what works, and 6th Street has been talked about in this context just as a way to explain can it work, so yes, I think it is really okay to say let's try this one and where do we go next, but find out what works and how it comes about. This is I think the second or third presentation on this site, and we've always had the question when can we do more. I don't know when we are going to get to more, but I think having the public input and the community along here has said that this is something they are willing to try. How long is the project going to last?

Mr. Miller said a week.

Ms. Lyles said it is a week, so I would like for us to go ahead and try it, so we have a model that can go to the next place and say can we now do it and continue the engagement with our communities as well as try to get something done. We've got to figure out a start place for the example and the model so hopefully we can do one of these, and we can do it October 22, 2017.

Mayor Roberts said a quick follow-up on that, make sure the public knows where they can give feedback and input, because we want to make sure that folks are weighing in when they try it out. We want to get a lot of people helping us make it better.

Councilmember Phipps said I think it would have been helpful to know, and I know we won't have much time this evening to do it but what were the significant takeaways from The Plaza/Midwood demonstration? How did it impact what you are going to do on this one? I went past the one on Plaza/Midwood and have gotten several e-mails about it, and not all the e-mails are positive about the impacts of truncating the lanes or whatever so I would be interested in knowing what particular takeaways that we've gotten from that study and how you are going to factor them on this upcoming study.

Mr. Miller said Monica Holmes is not going to present on the Charlotte Placemaking Hub.

Mayor Roberts said thank you; that is a lot of information and we appreciate you squeezing it into a lot of desire to hear more. We are glad to know that and appreciate the time staff has put into this and look forward to trying that out on October 22, 2017. Mr. Manager are we going to move Item No. 6 to the next meeting?

Marcus Jones, City Manager said yes.

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ITEM NO. 7: ANSWERS TO MAY AND COUNCIL CONSENT ITEM QUESTIONS

There were no Consent item questions.

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The Dinner Briefing was recessed at 7:05 p.m. to move to the Meeting Chamber 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, October 9, 2017 at 7:15 p.m. in the Meeting Chambers of the Charlotte Mecklenburg Government Center with Mayor Jennifer Roberts presiding. Councilmembers present were Dimple Ajmera, Ed Driggs, Julie Eiselt, Claire Fallon, Carlenia Ivory, Vi Lyles, LaWana Mayfield, James Mitchell, Ed Phipps, and Kenny Smith.

ABSENT: Councilmember Patsy Kinsey

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INVOCATION AND PLEDGE

Mayor Roberts led a moment of silence followed by the Pledge of Allegiance to The Flag.

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AWARDS AND RECOGNITION

ITEM NO. 9: VETERANS DAY RECOGNITION PROCLAMATION

Councilmember Driggs said on Saturday I had the pleasure of participating in a sending off ceremony for the Charlotte Honor Flight, in which veterans flew from Charlotte to Washington and were able to visit national monuments and memorials. In that context, I was able to speak with many veterans including 16 World War II veterans; you can imagine they were elderly, and it provided a remarkable window on history. They talked about some of their experiences in Europe on the seas, on the beaches in Asia and therefore I think it is very appropriate that we read this proclamation today, and I'm proud to be able to do so, and I will work with the organizer of the flight that caused it to be delivered to those many veterans who couldn't all have been here tonight. It was a big group. Mr. Driggs read the following proclamation:

WHEREAS, November 11th is the anniversary date of the end of World War I, and a time to pay tribute to and remember those men and women who fought to preserve the liberties we hold so dear; and

WHEREAS, Veterans Day affords all of our citizens a special opportunity to honor the deeds of those who sacrificed so much to answer the call to arms during the life of this great country; and

WHEREAS, the 20th Century marked America’s greatest armed struggle through two World Wars, the Korean War, the Vietnam War, the Saudi Campaign and other armed conflicts worldwide; and

WHEREAS, the sacrifices made by those who served have been the price that our veterans paid so that the rest of us might enjoy the fruits of justice and liberty now and into a new century; and

WHEREAS, without Americans like them—who were willing to sacrifice everything—the fate of our country would be unknown; and

WHEREAS, Veterans Day has become a significant part of our American heritage as we recognize the millions of our citizens whose military service has had a profound effect on history; and

WHEREAS, on this date, November 11, 2017, we want to honor those who serve and rekindle the spirit of patriotism and the desire to serve our country:

NOW, THEREFORE, I, Jennifer Watson Roberts, Mayor of Charlotte, do hereby proclaim November 11, 2017 as

“VETERANS DAY”

in Charlotte and commend its observance to all citizens.

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ITEM NO. 10: ANTHONY HAMILTON DAY PROCLAMATION

Mayor Roberts said our second proclamation is in honor of someone from our Charlotte community who has achieved fame by inducted in the North Carolina Music Hall of Fame. We have with us tonight our native Charlottean Anthony Hamilton. Mayor Roberts read the following proclamation:

WHEREAS, Anthony Hamilton is an Grammy Award winning R&B singer, songwriter, and record producer from Charlotte, North Carolina; and

WHEREAS, Anthony Hamilton grew up on Hemphill Street near West Boulevard and graduated from South Mecklenburg High School; and

WHEREAS, Anthony Hamilton has contributed over \$50,000 to various charities around the Charlotte area and countless service volunteer hours; and

WHEREAS, Hamilton hosts the annual, “Anthony Hamilton Big Payback Week” in his hometown of Charlotte during CIAA Week; he distributes food, backpacks, shoes, and presents checks to shelters and family centers throughout the city, with additional support from the Jordan Brand; this project allowed him to contribute \$30,000 alone in donations to various non-profit organizations; and

WHEREAS, Hamilton has several mentoring projects that provide hands on mentorship for aspiring artists, including the talented teens of Inspire the Fire; and

WHEREAS, Anthony Hamilton will be inducted into the North Carolina Music Hall of Fame in Kannapolis on October 19, 2017; and

NOW, THEREFORE, I, Jennifer Watson Roberts, Mayor of Charlotte, do hereby proclaim October 19, 2017 as

“ANTHONY HAMILTON DAY”

in Charlotte and commend its observance to all citizens.

Mayor Roberts said one of his groups, Inspire the Fire are going to be performing at the National League of Cities event that is going to welcome city council members and mayors from all of the country in November. We appreciate your contribution to that as well.

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ITEM NO. 8: CONSENT AGENDA

Motion was made by Councilmember Mayfield, seconded by Councilmember Phipps, and carried unanimously to approve the Consent Agenda as presented with the exception of Item Nos. 28 and 29 which were pulled for questions and comments and Items 45, 46, and 47 which were pulled by staff.

The following items were approved:

Item No. 23: Charlotte-Mecklenburg Police Department (CMPD) Aviation Helicopter Computers

(A) Approve the purchase of Charlotte-Mecklenburg Police Department (CMPD) aviation helicopter computers, as authorized by sole source exemption of G.S. 143-129(e)(6), and (B) Approve a contract with AeroComputers, Inc. for the purchase of two CMPD aviation helicopter computers for the term of one year.

Item No. 24: Fire Station 15 Facility Expansion

Award a contract in the amount of \$380,160 to the lowest responsive bidder Encompass Building Group, Inc. for the Fire Station 15 Facility Expansion project.

Summary of Bids

Encompass Building Group, Inc.	\$380,160.00
Newton Construction	\$400,258.00
Wharton-Smith	\$403,896.24
D. E. Brown Construction, Inc.	\$439,371.00
Garrett Construction Services, Inc.	\$449,841.60

Item No. 25: Charlotte-Mecklenburg Government Center Fire Alarm Upgrade

(A) Approve the purchase of fire alarm equipment from a cooperative purchasing contract as authorized by G. S. 143-129(e)(3), and (B) Approve a contract in the amount of \$161,392 with SimplexGrinnell for the purchase and installation of fire alarm equipment under the National Joint Powers Alliance contract 031517-SGL, effective until June 30, 2021.

Item No. 26: Structural Engineering Services Contract

Approve unit price contracts with the following firms for structural engineering services for a three-year term: Labella Associates, P.C.; Structural Capacity, PC, STV Engineers, Inc.; Zapata Engineering of North Carolina, Inc.

Item No. 27: Storm Water Repair and Improvement Fiscal Year 2018-B Contract

Award a contract in the amount of \$2,450,856 to the lowest responsive bidder Onsite Development, LLC for the Storm Water Repair and Improvement Fiscal Year 2018-B.

Summary of Bids

Onsite Development, LLC	\$2,450,856.00
United of Carolinas, Inc.	\$2,486,090.76
Blythe Development Company	\$2,524,438.50
R. H. Price, Inc.	\$2,982,049.45

Item No. 30: Generator and Uninterruptible Power Supply Project

Approve a contract in the amount of \$163,000 with AME Consulting Engineers, Inc. for professional engineering services for the Generator and uninterruptible Power Supply Project.

Item No. 31: Wilson Air North Terminal Design and Construction Services Contract

Approve a contract in the amount of \$1,366,050 to the Wilson Group Architects, PA for design and construction administration services for a new general aviation charter terminal.

Item No. 32: Taxiway A Rehabilitation Construction

(A) Award a contract in the amount of \$12,823,949 to the lowest responsive bidder Hi-Way Paving Inc. for the Taxiway A Rehabilitation project, and (B) Adopt Budget Ordinance No. 9187-X appropriating \$380,645 from the Aviation Discretionary Fund to the Aviation Community Investment Plan Fund.

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

The ordinance is recorded in full in Ordinance Book 61 at Page 99.

Item No. 33: Refund of Property Taxes

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$2,326.57.

The resolution is recorded in full in Resolution Book 48, at Pages 482-483.

Item No. 34: Meeting Minutes

Approve the titles, motions and moves reflected in the Clerk's record of the minutes of September 11, 2017 Business Meeting and September 18, 2017 Zoning Meeting.

PROPERTY TRANSACTIONS

Item No. 35: In Rem Remedy: 905 Aileen Circle

Adopt Ordinance No. 9188-X authorizing the use of In Rem Remedy to demolish and renew the structure at 905 Aileen Circle (Neighborhood Profile Area 116).

The ordinance is recorded in full in Ordinance Book 61, at Pages 100-104.

Item No. 36: Aviation Property Transaction

Acquisition of 1.477 acres at 8403 Tuckaseegee Road from Randall A. Crain and Freddy V. Crain for \$250,000 for Airport area Master Plan – Project AMP.

Item No. 37: Aviation Property Transaction – 8021 Tuckaseegee Road

Acquisition of 1.16 acres at 8021 Tuckaseegee Road from Frances Query Heirs for \$175,000 for Airport Area Master Plan – Project AMP.

Item No. 38: Property Transactions – 25th Street Connection, Parcel #2.1

Acquisition of 530 square feet (.012 acre) in Utility Easement plus 634 square feet (.015 acre) in Gas Line Easement at 411 East 25th Street from Paul H. and Marcar Hochartz for \$21,950 for 25th Street Connection, Parcel #2.1.

Item No. 39: Property Transactions – 25th Street Connection, Parcel #11

Acquisition of 1,005 square feet (.023 acre) in Storm Drainage Easement, plus 1,435 square feet (.033 acre) in Sanitary Sewer Easement, plus 1,166 square feet (.027 acre) in Sidewalk and Utility Easement, plus 2,910 square feet (.067 acre) in Waterline Easement, plus 16,022 square feet (.368 acre) in Temporary Construction Easement, plus 1,144 square feet (.026 acre) in Utility Easement at East 24th Street from Harvey Kendall for \$63,800 for 25th Street Connection, Parcel #11.

Item No. 40: Property Transactions – Clanton Road and Barringer Drive Fire Site, Parcels #1, 2, 3 and 4

Approve resolution of condemnation of 97,097 square feet (2.229 acre) in Fee Simple at 421 Clanton Road from Robert Alexander for \$820,000 for Clanton Road and Barringer Drive Fire Site, Parcels #1, 2, 3 and 4.

The resolution is recorded in full in Resolution Book 48, at Page 484.

Item No. 41: Property Transactions – Sanitary Sewer to Serve 13720 Mallard Creek Road, Parcel #1

Approve resolution of condemnation of 5,766 square feet (.132 acre) in Sanitary Sewer Easement, plus 11,121 square feet (.255 acre) in Temporary Construction Easement on Mallard Creek Road from Odell School Highway Investment Traders, LLC for \$23,375 for Sanitary Sewer to Serve 13720 Mallard Creek Road, Parcel #1.

The resolution is recorded in full in Resolution Book 48, at Page 485.

Item No. 42: Property Transactions – Sanitary Sewer to Serve 13720 Mallard Creek Road, Parcel #2

Approve resolution of condemnation of 2,048 square feet (.047 acre) in Sanitary Sewer Easement, plus 5,656 square feet (.13 acre) in Temporary Construction Easement on Mallard Creek Road from Odell School Highway Investment Traders, LLC for \$9,550 for Sanitary Sewer to Serve 13720 Mallard Creek Road, Parcel #2.

The resolution is recorded in full in Resolution Book 48, at Page 486.

Item No. 43: Property Transactions – Gum Branch Sanitary Sewer, Parcel #7

Approve resolution of condemnation of 2,279 square feet (.052) in Sanitary Sewer Easement at 635 Belmorrow Drive from Eric S. Trivette for \$525 for Gum Branch Sanitary Sewer, Parcel #7.

The resolution is recorded in full in Resolution Book 48, at Page 487.

Item No. 44: Property Transactions – Gum Branch Sanitary Sewer, Parcel #35

Approve resolution of condemnation of 2,548 square feet (.058 acre) in Sanitary Sewer Easement at 7023 Seney Drive from Red Rooster Farms of St. Petersburg, LLC for \$800.00 for Gum Branch sanitary Sewer, Parcel #35.

The resolution is recorded in full in Resolution Book 48, at Page 488.

ITEM No. 48: Property Transactions – South Tryon Sidewalk Improvement Project Phase II, Parcel #24

Acquisition of 2,428 square feet (.056 acre) in Sidewalk and Utility Easement, plus 280 square feet (.006 acre) in Temporary Construction Easement, plus 328 square feet (.008 acre) in easement from WFC Steelecroft Fund II, LLC for 410,000 for South Tryon Sidewalk Improvement Project Phase II, Parcel #24.

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ITEM NO. 28: LEASE OF CITY-OWNED PROPERTY AT THE CHARLOTTE TRANSPORTATION CENTER (CTC)

Councilmember Mayfield said my question was specifically around the lessee, which is a wireless cell company of which I'm thinking our uptown area is prime location and at our Transit Center we have a number of fast food restaurants and other things and to be honest I wanted to find out if that really was the best use for a site in prime location of uptown Charlotte.

Tony Korolos, Engineering and Property Management said sure, good question. The question is about the use for that location at the CTC in uptown regarding a cell

phone equipment sales basically. We had in that specific location same use for the last eight to nine years and staff strives to have the best tenant mix in these types of locations. Obviously, that kind of mix is predicated on consumer demands and supply in demands in those retail locations so at this point in time we think that the consumer demand of tenant mix is the right tenant mix regarding restaurants and cell phone sales. That does not mean that that would not change as this lease renewal will come up and that is something that we would look into.

Ms. Mayfield said for Mayor and colleagues, I want us to think about in the future how we look at tenant sales and contracts in our area of uptown and what is the image that we want to present, not only to our residents, but also to those are visiting.

Motion was made by Councilmember Mayfield and seconded by Councilmember Driggs, to adopt a resolution approving a retail lease agreement with Wireless City Fashion, Inc. for the use of approximately 442 square feet of the Charlotte Transportation Center for a five-year term.

Councilmember Lyles said I agree with Ms. Mayfield; I think when we had the policy that says consumer demand, but it is also a facility that we know we have a captured audience and the idea of having healthy food in that location to me would be something that even if it wasn't as competitive or brought in the revenue, I think it could be something that we would be able to do that when you look at the location of the Center and everything that is around it. I'm going to vote and support the lease today, but I would like to actually ask us to come back, just like we've looked at our policies on how we place places and where they are, whether or not at the Transit Center we have the right mix, because we are creating the demand there I understand, but sometimes I think we really need to look at some options that people may need that we have been asked to provide and not had the opportunity to do. I would like to actually ask that we review that policy and the Manager come back with what we are currently doing and some options that we could have, because there are other centers where you see great food markets, fish markets, and there are lots of things that I think people would do if you just say well whatever the tenant or lease holder comes in and asks for without us doing some work, I think we are missing an opportunity.

Mr. Korolos said that is a great point and some of those leases will be coming up within a couple years or so. As those leases come up, obviously we will review, because we are under a contractual obligation. As the leases come up, we will be opening the market to more option where we can provide the consumer more options and more variety of retailers and food options.

Ms. Lyles said let's have a plan to do that to go out and look for those retailers and food options.

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

The resolution is recorded in full in Resolution Book 48, at Pages 480-481.

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ITEM NO. 29: SNOW/ICE REMOVAL SERVICES FOR CITY MAINTAINED STREETS

Councilmember Mayfield said the question that I had was actually a two part question one, I wanted to get an idea of how many contracts do we current have and/or what percentage of City work is contracted with Blythe Construction, because their name comes across a lot of our contracts. It would be helpful to get an idea, especially when the City of Charlotte has partnered with the National League of Cities, and you have myself as well as Ms. Eiselt representing when we look at the Race, Equity, and Leadership Council and are we looking at how we look at contracting through equity lens, and what is equity lens when we have minority and small business enterprises in our whole MWSBE? I wanted to get an idea of what is the percentage that Blythe has,

as well as why do we have a contract both for Blythe Construction and Blythe Development even though they are two separate parts of the organization, I wanted a little more clarification on that.

Kim Eagle, Assistant City Manager said Blythe Construction and Blythe Development are two separate legal entities; they both bid on the same kinds of work for the City. I have those numbers for you, but by way of background this particular item is for snow and ice removal only in situations where City forces cannot handle the volume of removal. We've had to call on this kind of contract only two times in the last 17-years, so the scale of the operation and the nature of the amount of equipment that has to be at the contractors disposal is on the larger end of the scale to be able to help us in those extreme circumstances. When we went through the bid process, we reached out to 51 different entities to try to get interest in this work, but as I mentioned it is a very large scale kind of endeavor. When we received proposals in out of the 51 we had four responses, two of which are the two companies we are requesting award to tonight Blythe Construction, Inc. and Blythe Development Company. Just for some quick numbers to your other question concerning the amount of work that these two companies receive from the City, and they do things like parking decks, paving, resurfacing of streets, storm water maintenance, new streets, street widenings that kind of work; Blythe Development Company currently has 17 active contracts with the City, and Blythe Construction has 10 active contracts. I have not run the calculation yet of all of those types of contracts that are currently active in the City and what that percentage is, but I will be more than happy to bring that back to you. I just didn't have time to go out to the full City data base to run that particular percentage.

Ms. Mayfield said I appreciate that clarification.

Motion was made by Councilmember Mayfield and seconded by Councilmember Smith, to (A) approve unit price contracts with the following companies for removal of snow and ice on City maintained streets for an initial term of three years: Blythe Construction, Inc., Blythe Development Company, and (B) Authorize the City Manager to renew the contracts for one additional three year term with possible price adjustments, and to amend the contracts consistent with the purpose for which the contracts were approved.

Councilmember Ajmera said also I think about two or three weeks ago we had a few workers that had come up here and talked about a specific treatment that they are seeing from some of those contractors that are getting City contracts [inaudible]. Have you looked into that to ensure that we don't award such contracts if there is this practice that is taking place such as [inaudible] to ensure that workers are being treated fairly?

Ms. Eagle said yes ma'am we have requirements in our contracts that apply directly to the prime contractor. I believe the situation you are referring to was occurring on airport property, for some work they were having done that was actually a sub-contractor, but I will be happy to go back and get a follow-up for you and provide some general information on how we ensure work practices are appropriate based on our contract requirements.

Ms. Ajmera said even if it is a subcontractor, if you could tell us what are some of our options to ensure that even if it is a subcontractor what tools do we have to ensure that City money is being awarded to employers that are going to treat their employees or subcontractors fairly?

Ms. Eagle said we will be happy to provide that in a follow-up and a summary of how that works.

Councilmember Eiselt said to Ms. Mayfield's point about looking at the other contracts companies like Blythe are involved, I think a question I would have in this example is how many companies could actually better certified to work for the City; how they could even fulfill that and I think that is what we should look at every time we look at these

opportunities. How many other ones are out there that could fulfill and we might find that in case of ice and snow there are probably not a lot that have that equipment, but there are other opportunities probably that might even bring attention to the fact that we really could be looking for other sub-contractors and small businesses and actively recruiting them to certify.

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

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PUBLIC HEARING

ITEM NO. 11: PUBLIC HEARING ON VOLUNTARY ANNEXATION

Mayor Roberts declared the hearing open.

The being no speakers either for or against, a motion was made by Councilmember Mayfield, seconded by Councilmember Phipps, and carried unanimously to close the public hearing and adopt Ordinance No. 9183-X with an effective date of October 9, 2017 to extend the corporate limits to include this property and assign it to the adjacent City Council District 3.

The ordinance is recorded in full in Ordinance Book 61, at Pages 77-80.

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ITEM NO. 12: PUBLIC HEARING ON VOLUNTARY ANNEXATION

This agenda item was pulled by staff.

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ITEM NO. 13: PUBLIC HEARING ON VOLUNTARY ANNEXATION

Mayor Roberts declared the hearing open.

The being no speakers either for or against, a motion was made by Councilmember Phipps, seconded by Councilmember Mitchell, and carried unanimously to close the public hearing and adopt Ordinance No. 9184-X with an effective date of October 9, 2017 to extend the corporate limits to include this property and assign it to the adjacent City Council District 4.

The ordinance is recorded in full in Ordinance Book 61, at Pages 81-86.

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ITEM NO. 14: PUBLIC HEARING ON VOLUNTARY ANNEXATION

Mayor Roberts declared the hearing open.

The being no speakers either for or against, a motion was made by Councilmember Mayfield, seconded by Councilmember Mitchell, and carried unanimously to close the public hearing and adopt Ordinance No. 9185-X with an effective date of October 9, 2017 to extend the corporate limits to include this property and assign it to the adjacent City Council District 3.

The ordinance is recorded in full in Ordinance Book 61, at Page 87-93.

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ITEM NO. 15: PUBLIC HEARING ON VOLUNTARY ANNEXATION

Mayor Roberts declared the hearing open.

The being no speakers either for or against, a motion was made by Councilmember Mayfield, seconded by Councilmember Smith to close the public hearing and adopt Ordinance No. 9186-X with an effective date of October 9, 2017 to extend the corporate limits to include this property and assign it to the adjacent City Council

Councilmember Mayfield said I would add that these three that we just approved with specifically within District 3 are going to definitely be benefits for the City since it will be bringing an un-incorporate area into the City of Charlotte that will not only contribute to our tax base but also give us the ability to hopefully direct some of the development to ensure that we have diverse price points when we look at how this area continues to grow.

Mayor Roberts said it looks like it is a little over 200 acres in total.

Councilmember Phipps said I was wondering, at what point would these voluntary annexations require us to redraw the district lines?

Mayor Roberts said I think that may happen after the census in 2020.

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

The ordinance is recorded in full in Ordinance Book 61, at Pages 94-98.

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ITEM ON. 16: CITY MANAGER'S REPORT

Marcus Jones, City Manager said I have one item to bring to everyone's attention this evening, and it is a good item. As you may know this week is Minority Enterprise Development Week, and I think it is very important that we recognize the accomplishments of our Minority Business Enterprise, as well as the corporations and financial institutions that are partnering with them. The City is proud to sponsor a series of events this week including educational workshops on bonding, wining proposals, navigating resources and financing. There is a meet the buyers and prime vendors fair and on the 12th of this month there will be a luncheon celebrating the achievements of the minority entrepreneurs, and they are supporting the commitment to equal opportunities. It is a good week and I would ask that as much as possible that individuals who are able to participate in the events and pass along the opportunities.

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BUSINESS

ITEM NO. 17: CROSS CHARLOTTE TRAIL PEDESTRIAN BRIDGE 2017 TIGER GRANT

Motion was made by Councilmember Lyles and seconded by Councilmember Mayfield, to adopt a resolution authorizing the City Manager to submit an application to negotiate and execute a TIGER Grant Agreement with the U. S. Department of Transportation for the Cross Charlotte Trail Pedestrian Bridge over US 74.

Councilmember Fallon said were we supposed to get costs on that for the future?

Kim Eagle, Assistant City Manager said I have some background information, and then as we step into it further I'm going to ask Danny Pleasant to come to see us, but by way of reminder you have already approved \$38 million for the Cross Charlotte Trail. The first \$5 million was approved in the 2014 bond referendum; that was followed by \$30 million approved in the 2016 referendum and then an additional \$3 million in the 2016 bond referendum for the Ballantyne/South Charlotte Extension for a total of \$38 million that you have already approved for the project. Tonight's action is approving our application for a TIGER Grant, which would leverage \$5 million out of that \$38 million to actually put in place a better option for a bridge as you talked about at your Dinner Meeting, instead of the interim solution across Central Avenue so it leverages money you have already approved by applying for that Grant.

We did go back and look at the bond language to your earlier question. The language was very generic in nature; it authorized bond funds to be spent on transportation infrastructure, not specifying the specific project, and it did come through the Chamber's Bond Campaign, so it was very general in nature. In terms of the progression of the Cross Charlotte Trail, Mr. Pleasant can speak to that if you have additional questions.

Councilmember Driggs said I just wanted to say, I support the Trail project, and I'm going to support this on the basis of the assurance that the \$5 million is contained within funds that were already allocated and that we are looking entirely to the TIGER Grant for any increase in costs that relates to the substitution of this bridge for the prior proposal. I did note with some concern tonight that we ask the question about what the total cost of the Trail was likely to be; my colleague Kenny Smith brought this up, and we were not able to get a good answer, and we don't have time to try and resolve questions like that. Again, I will support it on these terms, but I'm a little concerned about what we are going to hear in the future concerning the additional money that may be needed.

Mayor Roberts said I think I saw a head nod that your understanding is correct about the funding. Is that right Ms. Eagle?

Ms. Eagle said you are correct concerning the \$5 million that this grant application would leverage, yes sir.

Councilmember Lyles said I think this is a good move for us to make, because we can spend \$5 million painting the Central Avenue Bridge. Here, if we have the opportunity, we can take \$5 million that we would have to do the retro fitting of painting the Central Avenue Bridge to actually get federal funding that would come in at \$11 million or \$12 million, so I think we approved this last year and moved forward with it, and I think having this opportunity to try to build the bridge that might be more permanent is worth the effort and the application. I'm going to support this as a part of our \$38 million to bring in an additional \$12 million and to build what the staff has determined is that kind of I think both a bridge that talks about making a statement but also connecting something that is really important without just using paint.

Councilmember Phipps said I would just want to know in the future can we get a report on what we might believe is an estimation or a projection of the costs to complete the entire Cross Charlotte Trail?

Danny Pleasant, Assistant City Manager said we are continuing to gather more and more information. We have a Master Plan now so we know what the alignment is going to be and that helps inform. As we get into segment by segment we will continue to do more and more design and that will inform even more. There are opportunities to partner with others to maybe take down the cost of some of the land and in some cases we will have the trail built as part of development, so there is an economy of scale there. Roundabout way of saying I don't have an exact number for you now, but as we move this thing through the future and will bring to you from time to time, most likely through your budget process as it starts to unfold this winter and spring we will get better and better information about that. The cost estimate of \$35 million that you are very attuned too right now, just a reminder that cost estimate was calculated in 2012 before we had a

Master Plan, before we knew what the public's expectation was about the quality of the project, so it makes sense that given inflation, given higher expectations, given more information we can do an awful lot with \$35 million. We can get from South Carolina all the way almost up to NoDa on a seamless Trail for \$35 million. The \$16.7 million that would be part of this bridge project is sort of icing on the cake. It gives us a great iconic connection, and it is as functional as it is based on its form.

Councilmember Smith said so then we started this project without knowing what it was going to cost to complete it?

Mr. Pleasant said we did some calculations, very general calculations based on a cost per mile that we were seeing on Greenway type projects across the County, and I think you will have to agree that most of the Greenway projects across the County aren't quite to the finish that we see on our more modern day ones, like the outside the Metropolitan. That was based on a very basic cost per mile that we had seen up until 2012.

Mr. Smith said so the alternative is to [inaudible] the Central Avenue Bridge and how much is that going to cost?

Mr. Pleasant said to extend the trail under the 7th Street Bridge up into Central Avenue Bridge and across and then with a connection back to the rest of the trail is about \$5 million. The \$5 million you will spend either match the federal grant, or we just spend it to do the Central Avenue Bridge.

Mr. Driggs said just to follow up, the concern I have is that without a stated number this is essentially a blank check, so I would just like to see the normal discipline that says we have a goal in mind or an expectation in mind as to what it is going to cost and any changes from that are then discussed and approved as appropriate, as opposed to this kind of open ended process where we just wait and see. I think that is the issue, can we just get a number there and then have some accountability for that?

Mr. Pleasant said we know what the number for the bridge will be; we've got a pretty good estimated on that. To finish through the NoDa area it is a little trickier, and we haven't done all the designs and calculations, not so different if we were going to build say a I-485, because it was built out over many, many years and of course the cost escalates over a period of time, so it got more and more expensive as you build it. Transportation projects, big infrastructure projects that happen over a long, long period of time; the longer that period of time the more difficult it is to make that accurate calculation.

Mr. Driggs said if there was some order of magnitude about the uncertainty; are we talking about potential \$3 million or \$10 million; what range are we dealing in?

Mr. Pleasant said we will continue to bring those calculations to you, and we will give you our best estimate when we can get it.

Mr. Driggs said I just hope we get like a little bit of a framework here, so we know what we are spending.

Councilmember Ajmera said the way I see this, this is just an approval for us to submit the TIGER Grant, so really this is a match. If we were to get this grant it is \$11 million that we are getting from federal, so this is a no brainer where we could get almost \$11 million plus \$5 million, so it is \$16 million of infrastructure or the facilities that will be used for our residents just with \$5 million investment.

Mayor Roberts said I just want to echo and clarify; we heard this in our Dinner Meeting, so those who are just watching now this is to apply for a TIGER Grant that would bring back \$11 million plus federal dollars for a \$5 million local match. That is twice what we are investing, to make a signature bridge. It will be a placemaking bridge connecting a central part to the Cross Charlotte Trail. We saw pictures of amazing bridges in other

cities that have done this that have led to more economic development, and I can't help but remember the figure that we were given for the Little Sugar Creek Greenway, a \$43 million investment, and I was on the County Commission when we were spending this money and people were saying oh my goodness, that is so much money. \$43 million led to \$433 million of private investment along that greenway so the tax return from that in a couple of years you have more than paid for that investment, and you look at the usage of that Little Sugar Creek Greenway and that is going to connect to The Cross Charlotte Trail. It is tremendous; it serves all ages, and let's just make sure we get the Grant and that we get a great signature design that is going to really stand out and make people notice and remember Charlotte for being this great big connector.

Mr. Pleasant said if we do receive the award of the grant that award will come back to you for acceptance.

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

The resolution is recorded in full in Resolution Book 48, at Pages 478-479.

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ITEM NO. 18: APPOINTMENTS TO THE DOMESTIC VIOLENCE ADVISORY BOARD

The following nominees were considered for one appointment for a three-year term beginning September 23, 2017, and ending September 22, 2020 and one appointment for a partial term beginning immediately and ending September 21, 2018:

Gabrielle Alsop, nominated by Councilmembers Driggs, Eiselt, and Fallon
Rita Brown, nominated by Councilmembers Driggs, Eiselt, and Fallon
Linda Carr, nominated by Councilmembers Ajmera and Mitchell
Monique Cleckley, nominated by Councilmembers Ajmera and Mitchell
Pamela Johnson, nominated by Councilmembers Ivory and Mayfield
Tiffani Newbold, nominated by Councilmembers Ivory and Mayfield

Results of the first ballot were recorded as follows:

Gabrielle Alsop, 6 votes – Councilmembers Driggs, Eiselt, Fallon, Lyles, Mitchell, and Phipps
Rita Brown, 3 votes – Councilmembers Driggs, Eiselt, and Phipps
Linda Carr, 1 vote, Councilmember Ajmera
Monique Cleckley, 1 vote – Councilmember Ajmera
Pamela Johnson, 2 votes, Councilmembers Ivory and Mayfield
Tiffani Newbold, 4 votes, Councilmembers Fallon, Ivory, Lyles, and Mayfield

Motion was made by Councilmember Lyles, seconded by Councilmember Ajmera, and carried unanimously to appoint Tiffani Newbold.

Gabriella Alsop and Tiffani Newbold were appointed.

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ITEM NO. 19: APPOINTMENT TO THE HOUSING APPEALS BOARD

The following nominees were considered for one appoint in the At-Large category for a partial term beginning immediately and ending December 31, 2018:

Gregory Pizarro, Jr., nominated by Councilmembers Ajmera, Kinsey, and Mitchell
Cherie Readus, nominated by Councilmembers Driggs and Smith
Tyjuana Wilson, nominated by Councilmembers Ivory and Mayfield

Results of the first ballot were recorded as follows:

Gregory Pizarro, Jr. 5 votes – Councilmembers Ajmera, Eiselt, Lyles, Mitchell, and Phipps

Cherie Readus, 2 votes – Councilmembers Driggs and Fallon

Tyjuana Wilson, 2 votes – Councilmembers Ivory and Mayfield

Motion was made by Councilmember Ajmera, seconded by Councilmember Lyles, and carried unanimously to appoint Gregory Pizarro.

Gregory Pizarro was appointed.

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ITEM NO. 20: APPOINTMENTS TO KEEP CHARLOTTE BEAUTIFUL

This appointment was pulled by staff and will be brought back at the next Business meeting on October 23, 2017.

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ITEM NO. 21: APPOINTMENTS TO THE ZONING BOARD OF ADJUSTMENT

The following nominees were considered for one appointment for a partial term beginning immediately and ending January 31, 2019 and one appointment for a partial term beginning immediately and ending June 30, 2020:

Terry Brown Jr., nominated by Councilmembers Ajmera and Mitchell

Scott Campagna, nominated by Councilmembers Driggs, Eiselt, Ivory, Mayfield, and Smith

Thomas Rothrock, nominated by Councilmembers Fallon and Lyles

Marshall Williamson, nominated by Councilmembers Driggs, Eiselt, Lyles, and Smith

Results of the ballot were recorded as follows:

Terry Brown Jr., 7 votes – Councilmembers Ajmera, Eiselt, Ivory, Lyles, Mayfield, Mitchell, and Phipps

Scott Campagna, 7 votes Councilmembers Driggs, Eiselt, Ivory, Lyles, Mayfield, Mitchell, and Smith

Thomas Rothrock 2 votes – Councilmember Ajmera and Fallon

Marshall Williamson, 3 votes – Councilmembers Driggs, Fallon, and Smith

Terry Brown and Scott Campagna were appointed.

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ITEM NO. 22: MAYOR AND CITY COUNCIL TOPICS

Councilmember Ivory said I want to announce that on October 12, 2017, we are going to have a meeting at the West Charlotte Recreation Center at 7:00 p.m. regarding the neighborhoods, and there are a lot in District 2 that are over 50-years old regarding water, sewer and piping. I invite the constituents to come and James and myself will be present at that meeting with City individuals.

Councilmember Ajmera said I want to highlight the entrepreneurship program that we brought to Charlotte, and this was the forest program that was actually partnered with Silicone Valley Entrepreneurship Program that provides three modules where it starts with a business plan to product devolvment to venture capitalists where they actually come to Charlotte pick one of the youth who have devolved a project and give them actual financing to devolve a company. There were 36 kids that actually enrolled in the program, and it is cost free so I'm very excited about all the youth that have participated

in the program and Sunday was our first kick-off. We will continue to keep you posted as we move forward with module second and third and potentially a new wave of technology leaders will hopefully come from Charlotte region.

Councilmember Driggs I just want to let everybody know on Sunday, October 15, 2017, the Ballantyne Breakfast Club will be holding its first Ballantyne Community and Candidates Picnic from 2:00 to 4:00 p.m. at the Ballantyne Hotel on their south lawn. This is what was the Ballantyne Candidates Forum and Chilly-Cook-off and apparently they decided to change the cuisine but it is essentially that event.

Councilmember Eiselt said I just want to mention to the Council and to the public that we have been going through an exercise on the Community Safety Committee of looking at all of the recommendations from various task forces in the past several years and from The 21st Century Policing Task Force Report, and this past Thursday staff did an excellent job of compiling all of those recommendations, and that is still in draft form but in looking at what has been accomplished and what work still needs to be done from those different task forces and efforts going back to 2005. We recognize that there is work that still needs to be done, but more urgently, we need to take a look at the homicide rate in Charlotte; 72 homicides is approaching a record that I think goes back to 1995, and we need the community's help in looking at the factors that have gone into the loss of lives in Charlotte and a dramatic increase in the loss of lives in Charlotte. I'm asking the City Manager to help to put together a group starting with our stakeholders that are working on the Police Foundation Report, and this group would presumably include other community members, but really it is a community based group that is going to look at what happened with the 72 homicides and get more details and work with the community and get us some answers and some recommendations. It is a continuum of the work we've been doing, but it is more urgent around the homicide rate right now. I would ask that the City Manager do that please.

Mayor Roberts said sort of the idea of a task force?

Ms. Eiselt said I'm asking him to put a group together to look at the homicides in Charlotte.

Marcus Jones, City Manager said we can do that.

Mayor Roberts said I have some thanks to give to folks; I think this is our first Council Meeting since the Las Vegas shooting, and I just want to give a shout out to our first responders and to those in Las Vegas who helped in that faster than it might have been and also just remember all the loved ones who were lost and to think about going forward how we keep our community safe. It was a terrible tragedy that this nation won't forget. Unfortunately, we are seeing too many mass shootings in our country and in light of our homicides as well, we need to do something about gun violence and I'm hoping that we have a community coming together to have a real discussion about how we all can be part of helping reduce gun violence.

A couple of quick thank you on a lighter note; we had the CIAA media day. The folks from the CIAA are looking forward to that February event that week of 12 teams competing here, the men and women's basketball teams, and we look forward to welcoming them. I also want to give a shout out to the Hornets and Michael Jordan. The Hornets actually donated funds to refurbish Tuckaseegee Park and four outdoor basketball courts with beautiful Hornet's colors as part of their legacy projects and a lot of kids are going to have a great time playing there. Michael Jordan also just made an announcement of donation of \$7 million to help bring healthcare facilities to needy parts of town where there is not currently access. We have great heart and compassion in our community, and I just wanted to thank you Hornets; thank you Michael Jordan. The last thing is we have distinguished group of visitors here from Germany with the Atlantic Bridge. I greeted them this morning, and they are looking to learn from Charlotte; one of the folks in that delegation was a candidate against Angela Merkel, so this is a very high level delegation with some federal parliamentarians and officials from Germany

looking to increase the ties between our City and their country and doing good things together. I just want to say welcome to them.

Councilmember Lyles said I wanted to say welcome to Clarence Armbrister, who is the 14th President of Johnson C. Smith and will be coming to Charlotte next week. We are excited whenever we have leadership at our historically African American College and to say goodbye to a wonder leader Dr. Ronald Carter. I think that Mr. Armbrister is coming with his spouse Denise who works for a company here, Wells Fargo. I hope they will make that transition easy for her. We say welcome and we are grateful to have you join the JCSU Family. Homecoming is October 21st. Ms. Ivory will put on her majorette uniform and bring her baton out of the closet.

Ms. Ivory said it was cheerleader.

Ms. Lyles said well it was a short shirt and it had something. It is going to be fun October 21, 2017 and he will be here as well as the new President.

Councilmember Mitchell said I promised the citizens of Coulwood an update about tiny homes and I will ask Ms. Lyles to give us an update.

Ms. Lyles said the tiny homes issues have been referred to the Transportation and Planning Committee. We had one meeting, and we had the Interim Planning Director, Ed McKinney give us a briefing on two areas that he addressed, one the specifics of the proposed development with the one lot already on the ground; the house already constructed in Coulwood. We talked about what is the concept for review, and it was really about creating character, and it is what we are trying to do with our entire update of our unified development ordinance is to find places where the character of our community would be maintained and certainly you have been clearly hearing from the neighbors and residents of Coulwood that they don't feel that is within the character. There is an ordinance, just to say that in that area where people have the ability to meet all of our regulations and requirements then that is going to be something we are going to have to follow through. We also will have a meeting I believe in the next week and we will continue to address the issue around tiny homes. Today, I just handed out to the Committee members, there was an article in the New York Times Paper yesterday about tiny homes and the issues identified in that article around zoning, compliance with things like how do you provide water, how do you provide sewer, what kinds of lots, where they are acceptable, whether they are on wheels, whether they are on a pad or built into I guess what would be called the ground here. Those issues are going on all over the country, so we are going to continue to explore what we can do but our context is around working within the same principles of our unified development ordinance review which is character and making sure that people when they invest, probably the most significant investment they have in their lives and careers in their homes that they do so with awareness, and we are going to try to make that possible.

Councilmember Phipps said a short time ago, we had some visitors from the Latino Civic Engagement Program; they were escorted here, and I think they just left a few minutes ago. They were escorted by Wendy Pasquale who was the Executive Director of the Latino Community Center in northeast Charlotte. I just wanted to thank them for coming to witness civic governance at its finest here on the Charlotte City Council.

Councilmember Smith said first I would like to extend my prayers to the Dowd Family; Roddy Dowd, Sr. passed away a little over a week ago. He was the owner of Charlotte Pipe and Foundry a hundred plus year old company. Mr. Dowd served our country and served our community and was a tremendous philanthropic person and really gave to this community, provided hundreds upon thousands of jobs for local folks, and he will truly be missed. He was a gentleman of the highest order and the only person I know that would still call me Kenneth. He was a good man, and he will be missed, so my prayers are with the Dowd Family.

Two, I would like to ask for my colleagues to allow a referral to Governance and Accountability Committee. Last week we had the City Auditor release a report on

Contract Award Thresholds. Currently, the City Manager has the ability to negotiate a contract at \$100,000 and above that has to be approved by Council. It has been in place since 1995, and based on a review of comparable jurisdictions the Auditor recommended raising the threshold to \$500,000. This would give significant time savings to our staff and reduce our Consent Agenda by about as much as 50%. If there is no objection, we have the ability to take it up on our calendar, and we would like to take it up and we will come back hopefully in the next month or 45 days and make a recommendation to the full body.

Councilmember Mayfield said I want to remind the community, hopefully everyone has already received it, if not this is your invitation for the District 3 Meet and Greet. The City Manager and staff has been hosting Meet and Greet around the City, and if they haven't come to your area they will be coming soon, but tomorrow evening starting at 6:00 p.m. it will be at the Arbor Glenn Recreational Center, which is in Clanton Park right off of Clanton Road. I would like to invite all of those in the community to join. You will have representation from multiple departments within the City, where you will be able to receive information, ask questions; hence, the opportunity to truly be engaged with what may be coming down the pike, in the area not only in the surrounding immediate area but also what is happening in the City.

Also, I would like if it is okay with my colleagues, a referral to the Housing and Neighborhood Development Committee. The City Manager and I have already had a conversation regarding the fact that we are seeing a number of multi-family units that are being purchased. I believe that there is a conversation that we can have both with the upcoming rewriting of our UDO and expansion where we will have the ability to look at some implementation that can be instituted on the local level and through language that can help protect our current residents as new development is coming in, so we would like to refer that to the Housing and Neighborhood Development Committee, and we do have time to bring some information back before going into a new cycle.

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ADJOURNMENT

Motion was made by Councilmember Mayfield, seconded by Councilmember Eiselt, and carried unanimously to adjourn the meeting.
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The meeting was adjourned at 8:11 p.m.



Stephanie C. Kelly, City Clerk, MMC, NCCMC

Length of Meeting: 2 Hours, 56 Minutes
Minutes Completed: October 17, 2017