

## ACTION REVIEW

The City Council of the City of Charlotte, North Carolina convened for Action Review on Monday, August 27, 2018 at 5:10 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Councilmembers present were Dimple Ajmera, Tariq Bokhari, Ed Driggs, Larken Egleston, Julie Eiselt, Justin Harlow, LaWana Mayfield, James Mitchell, Matt Newton, Greg Phipps and Braxton Winston II.

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

**Mayor Lyles** said welcome back everyone from a little bit of a summer break; I think some people had longer breaks than others, but I hope everybody enjoyed their time watching all of the Facebook pictures, especially of Caroline, was really great Ed; so thank you for that. I know Dr. Harlow is waiting the days, and it won't be much longer before the due date.

**Councilmember Harlow** said it might be tonight.

Mayor Lyles said you are just wishing it is on a Monday night, so you don't have to be here. Today we are going to start our August 27, 2018 Council Meeting with our Action Review. You have at your place; I think it says updated as of 2:03 p.m. the Agenda questions that were submitted by each member of Council and the response to them. Before we go into that let me talk a little bit about some changes on the Agenda. First of all I want to note there are 66 Consent Items on the Agenda tonight, so I guess that is why we have such a wonderful staff audience. The staff has made some adjustments so if you will make the following notes that on Property Transactions that were settled are Item Nos. 73, 75, 82, 83, 89, 91, 98, 99, 101 and 106. Deferred for one month Item Nos. 102 and 105. Also deferred until we actually adopt our Housing Framework are Item Nos. 17, 18 and 19 on the Business Agenda. When we adopt our Framework we will go back and look at those properties and review them under the Frameworks criteria and policy if approved tonight, which I am certain the Committee Chair has assured me it is going to be approved. I know that we will have Council comments on Item No. 24 and we will make one other adjustment in the Agenda and address Councilmember Phipps' rezoning for UNC-Charlotte as well as the action on the Conference Hotel. We will take those as an A and B.

**Councilmember Phipps** said also Pikes Nursery.

Mayor Lyles said Pikes Nursery will be following UNC-Charlotte.

Mr. Harlow said I want to pull Item No. 38 for comment.

Mr. Phipps said I had a comment about No. 38, but I see some questions have been asked about it, but I just want to know what a person has to do to get some bus stop improvements in District 4.

Mayor Lyles said we are going to have a presentation on Transportation and I'm sure Mr. Lewis will be glad to take bus stop questions. Mr. Phipps you can follow-up with Mr. Lewis.

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### ITEM NO. 2: AGENDA OVERVIEW

**Marcus Jones, City Manager** said tonight we have John Lewis and Liz Babson, who are going to talk to you about the Transportation's strategy for the Transit System as well as C-DOT. I think one thing that is pretty significant is what we've been hearing from the Council; we just finished the FY2019 budget, but there has been a lot of discussion about the 2020 budget and concepts around Transportation, Economic Development, and job creation. Tonight both Liz and John will be at a very high level to

begin a conversation about Transportation and Transit, and I think it is appropriate to turn it over to the Chair of the TAP (Transportation and Planning) Committee to frame a little bit about what has been happening related to the TAP Committee in this area.

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### **ITEM NO. 3: TRANSPORTATION STRATEGY – TRANSIT SYSTEM**

**Councilmember Phipps** said the Transportation and Planning Committee have had a host of meetings this spring and into the summer talking about our Transportation Plan, so I am pleased that the entire Council will get to hear some comments about it tonight. This is a total system review of both our Transit and Rail System plans; we are talking about the livelihood of our region, how people get from point A to point B, where people live and work and how efficiently goods and services travel to our businesses and beyond. I like to ride the rails, I even ride the Amtrak to Raleigh, and when I can I ride the Blue Line right here to the Government Center, and I have my pass, and I'm looking forward to a pass that we all should be getting sometime later this fall, so we can be taking the rails and driving up our ridership numbers. I'm excited that we are going to be talking about this and I'm real excited about the future of our transportation system. We are making some good improvements step by step, and without further ado I will turn it over to Mr. Jones and staff to talk more about it.

**Marcus Jones, City Manager** said we are going to put up one or two slides and talk about safety mobility and community building, and while there have been many concepts that have been discussed over the course of the last year, or so there are some ideas that are being implemented across the world that may or may not fit here in Charlotte, but as we start to think about connecting people. We start to think about mobility I want us to think a bit about the comprehensive plan and what Taiwo is doing and how all of these pull together. It is interesting; I was in a meeting last week and someone talked about the Jetsons, the cartoon, and if you start to think about it most of the technology at that time didn't exist, but most of that technology does exist today. So for us, it is really a journey and it is really making sure that we are on the leading edge as it comes to innovation and creativity around mobility and moving people around. With that said, we have John Lewis who is going to kick it off and then hand it over to Liz.

**John Lewis, Transit Director** said it is a pleasure to be here with you this evening, to give you an update on where we are with several of our really important endeavors. I'm going to give you an update on the status of our 2030 Transit System Plan and also a status on CATS Envision My Ride Bus System Redesign, which is scheduled to take effect October 1st of this year. We are at the culmination of years if not decades worth of planning and coordination. This begins as a growth plan, and I think as these starts starting to align for the re-evaluation for what we are doing from a Transportation standpoint, not only as an agency but as a City, it would behoove us to take a look back at what started the 2030 Plan. As I was in other regions and other cities looking at developing a mass transit plan for those reasons, we looked at Charlotte as an example of what the City that understands what it wants to be as it continues to grow and how it meets those transportation challenges. I always want to begin with discussion of the 2030 Transportation Plan by reminding people that this started as a growth plan and as we continue evaluate and Taiwo's efforts and planning on the comprehensive plan that these actions happen, that these plans are tied at the hip, for lack of a better term. We took the Centers, Corridors and Wedges Plan and overlaid that with a Transportation Plan. The corridors that were identified for rapid transit grew out of that effort and not vice versa, so we are developing a system of mobility options that supports the goals of creating jobs and supporting economic development, but also a system that welcomes and encourages innovative solutions.

Over the last three years, we have opened the Gold Line Phase 1, we've opened the Blue Line Extension. Gold Line Phase 2 is under construction as we speak; the Charlotte Gateway Station Phase 1 is under construction. We are about half way through the 2030 Plan, but the City is in the midst of rapid growth and change, and the

decisions that we will be making now from a planning and development standpoint to grow this system and the day to day activities and decisions that you make as a Council on zoning, permitting and planning will focus and support our efforts to create a fully integrated transportation system of the future.

We've got to move quickly, because as I mentioned, our City is literally changing before our eyes. This is one my favorite views of the City; when I arrived in Charlotte in September of 2015, the Stonewall Corridor looked like this. Now, as we are finishing the Corridor Study for the Silver Line from Matthews to uptown Stonewall Corridor was one of our hopes for accessing uptown, but less than three-years later the Stonewall Corridor now looks like this; and that is no longer an option for us for rail transportation. So, in less than three-years that area of the City has changed dramatically for the good I think we would all agree, but we are quickly getting developed out of the options for rail access into the City. So, as we continue to take a look at how we want to build the corridors, we are re-envisioning and taking a second look at the Red Line. We are finishing taking another look at the west corridor. The most important aspect of these endeavors are how do we integrate into uptown by those four rail corridors? We needed to take uptown as our top priority and how would we find ourselves if not we would find ourselves developed out of options for connectivity. We began this study last fall with sort of a spaghetti bowl approach to corridor studies; we threw every possible option up on the wall to see what would stick. We integrated, and we were out with the public; we had many public hearings, and we went through all of those options and culled those down to about four options that we thought would be the most viable for further detailed study. We just recently were back in the public with our public hearings in each of the neighborhoods and communities that were impacted by those options and we got great coverage in the media on that, but I want to remind Council that we are very far from the end. There is still a lot of work to be done, and we are just down to the four possible alternatives that we will take into further study.

So, those four options I want to briefly take a look at those four options and remind you once again that we are still going through and refining these options, but if you look at the potential for accessing Center City we generally have four corridors so if we are coming from Matthews along the Silver Line that we already have a locally preferred alternative for how we are interacting in Center City in uptown is critical to the success of that moving forward. We could come from the Silver Line in Matthews into uptown through an east/west tunnel along the 5th and 6th Street Corridor; we could potentially come into the Gold Line Corridor and take advantage of the infrastructure that we already have in place and we will continue to place but that gives us an opportunity to revision what Trade Street could be as a transportation corridor. We could also some in from Matthews and connect to the Blue Line, taking advantage of that infrastructure that already exists, but that has some really difficult questions as to how transit and vehicles would interact considering all the at grade crossing along the Blue Line that [inaudible] from gates dropping every seven minutes to potentially gates dropping every three minutes, but that is an alternative that we will continue to take a look at. Then coming in from the Silver Line potentially along the 11th and 12th Street Corridor up I-277 then coming on into Graham Street in order to access the Gateway Station. We could also have a tunnel option there at Graham Street which would come out at MLK and continue on to the Airport. So, those are the major corridors that we will continue to study over the next several months and then come up with final recommendations this fall.

**Councilmember Driggs** said John, do we have these slides? I don't have them so have they been circulated?

Mr. Lewis said I believe Council should have the slides; if not we will make sure we get them to you after.

**Councilmember Mayfield** said this looks really good as far as how we move forward, but I was hoping we would also get an idea of what we are talking about doing with the current cub and spoke and an update on what energy we are putting on that because we know that that causes a big challenge. I'm looking at the paper work that was

passed out and looking at all the bus alignments we will get to this but one of our biggest challenges is this current system and the amount of time it takes to get in and out having to come all the way into uptown to go all the way back out. For me, that seems like more of a pressing issue than extending rail out to Matthews in some of these conversations and the potential of a tunnel.

Mr. Lewis said there are two parts to the presentation; I wanted to get the 2030 Plan out of the way and then I will move to Envision My Ride and our bus system.

**Mayor Lyles** said I think it is really hard sometimes because Envision My Ride is the new routing system that we have if you are familiar.

**Councilmember Newton** said I wanted to ask what does locally preferred alternative mean.

Mr. Lewis said locally preferred alternative is a federal process, and so before we can get in line for federal funding we have to have to create a very high level study that identifies the corridor that all of the governmental units and entities agree upon, so we all come out with a locally preferred alternative and we have done that for the Silver Line.

Mr. Newton said correct me if I'm wrong on this; we are talking about kind of a shifting of priorities here more into our downtown area, maybe kind of pushing something like the Silver Line and is this what we are talking about when it comes to –

Mr. Lewis said what we found is we finished our locally preferred alternative (LPA) for the Silver Line; we have one for the Red Line Corridor, and we are taking a look at the west corridor how we access the Airport. Now, quite frankly getting those corridors to an LPA is not a difficult action; what is difficult and what we found is how do we bring those four corridors together here in Center City, so we took a separate action to take a look at just the coordination in Center City so that is what we are focusing on here.

Mr. Newton said when I hear words like tunnel I'm thinking that sounds a little pricy right. Do we have estimates for how much some of this might cost or plans for any of that or will that be forthcoming?

Mr. Lewis said these are just very preliminary potential options so that we can hear from our communities, hear from our elected officials and those governing bodies and then refine our efforts down to a detailed study of that locally preferred alternative that we hope to get to at the end of this year or early next year. So, we won't get to that level of detail until we get down to one choice for each of those corridors, then we will get into that level of detail.

Mr. Driggs said we've been talking about a 2030 Plan for quite some time, and I think there is an understanding that events of the last five or 10-years have actually changed the timeline. Is it appropriate still to call all of this planning a 2030 Plan, or are we really looking more realistically at 2040?

Mr. Lewis said it is still the 2030 Plan, and it still possible for us to reach that 2030 goal as I've talked about lots of times over the last year. Once we get to this level of locally preferred alternative, we would like to take those corridors to a higher level of design next and then build all three at one time. That will enable us to reach that 2030 goal. We would have to have a very straight forward conversation with the community about how we could potentially pay for that, but it is possible to still meet 2030.

Mr. Driggs said that is 12-years right, so at one point talking about the larger plan number were banded about \$5 billion or \$6 billion to fund everything that is in the Plan. I don't know whether you are specifically addressing a subset of those projects, but at this rate, that would work out at \$400,000,000 or \$500,000,000 per year, so I realize we don't have any particular answers, but roughly how do you see the mix of that funding? What can we hope for from the feds and the state and kind of what does that look like



because we are headed down a path and at least in my mind I have no idea how this works.

Mr. Lewis said right now, we are looking at and we still don't have a final determination on what the federal program will look like, but based on the current program we are hoping for 50 percent federal participation. We had 50 percent on the Blue Line Extension and on the Blue Line and on the Gold Line, so until we hear definitively that that has changed that is still the ground rules under which we will proceed. We've had some vigorous debate at the state level over their participation for the Blue Line and the Blue Line Extension; both of those projects were 25 percent. The state over the last couple of years has gone from 25 to 500 and now back to 10 percent and then this past session there was some question as to when state money would be accessible, so we are still trying to get our hands around that, but before we can get to even any conversation about potential funding sources we have to have viable projects to move forward. So, this planning effort is key before we can even begin to explore any funding actions.

Mr. Driggs said from what you are saying we could be looking at a local funding need of a billion or a billion and a half.

Mr. Lewis said potentially.

Mayor Lyles said I think it is the difficulty of this, and we've struggled with it for a while; you can't ask for the money unless you have a plan. You can't have a plan unless you know how it costs and then you can't take that to the federal government until they actually appoint someone who is going to make a decision about it, so we are in a little bit of a loop but we know that without this whenever that loop begins to open, if we don't have this we won't have any opportunity to begin to request or have it established. It is a very difficult situation when you are in the local environment, because everything else is kind of undefined.

Mr. Driggs said I see that Mayor, but my understanding is that the capacity of the half-cent sale tax is pretty much spoken for. Is that a pretty fair statement?

Mr. Lewis said that is correct.

Mr. Driggs said so, come on let's be realistic. We are looking at new needs that have to be met somehow of some large magnitude, and I would love for us to have a continuing conversation about how we think that is going to work alongside the work that is being done. Just because we can't determine the amount doesn't mean that we shouldn't be thinking about it.

Mayor Lyles said I think that is a fair statement;, and I think the real questions around a lot of this is how big is it, who do we rely on, is it just Charlotte? Is it regional; is it something else and then the other thing that I think is really important is the comparable that you have for expanding capacity in other ways. All of those ideas around what do we build, all of that is going to have to weigh against this so I completely agree with you; it is a lot of conversation to have and a lot of moving parts right now.

**Councilmember Eiselt** said so to that point, I wonder John. When you come up with this plan and I'm thrilled that we are looking at it in a bold way, understanding it has to get funded, but I'm okay with talking about it at least.

Mr. Driggs said I like the Plan too.

Ms. Eiselt said what about the connection across the Catawba River to Gaston County and how does that play into the way you look at that when you know that Gaston County is really eager to have some sort of connection into Mecklenburg County and therefore do you think about it as a way to go and push regional approaches for transit; would that change the prioritization of the projects if you really had a county that said let's get on board together and work this? I just wonder if that is a factor.

Mr. Lewis said absolutely, I was going to get into that in a couple of slides, but let me address that now. You are absolutely correct that as we continue to go out and we are taking a second look at the west corridor because the west corridor originally was envisioned as a BRT and then over time it changed to streetcar; now we believe that the best option is light rail heading out. So, as we are looking at the west corridor we've heard very clearly from our neighbors in Gastonia that they have very keen interest in whatever that corridor would be that would extend to Belmont and eventually to Gastonia. At the same time, we are having conversations with NC-DOT about the new bridge across the Catawba River. We want to make sure that as they are developing their options for that bridge that they include the ability for rapid rail in those plans. Your point about the enthusiasm in other regions, we were in Belmont just last week. It was not a part of our original study plan but they wanted us to come out and present what we are looking at and what the potential is into the future. We had almost 200 people in Belmont attending that hearing, so it is clear that there is regional enthusiasm for this. What we are discussing now is the 2030 Plan which is the Plan that was developed in 2002 at the beginning of the half-cent sales tax that I feel like we have to deliver first, but at the same time we have our eyes on what is 2030/2031, because we are hearing from Gastonia. It is also very clear we must provide solutions to South Charlotte; the rapidly developing Ballantyne area is not in this current plan, but we are already having conversations on that. So, we are trying to catch up, not only with the delivering of this Plan but also with eyes on what is .2 of this Plan.

**Councilmember Bokhari** said as was said a minute ago the 2030 Plan is 12-years from now and as you look back 12-years ago there was no such thing as Uber, no such thing as scooter share, and we were a year out from awaiting the release of the iPhone one, so clearly a lot can change in 12-years, and I'm glad to see a Plan throwing a bunch of things at the way and kind of see what sticks. Are you also throwing the macro strategic changes that are anticipated to transportation environment on the wall with this? Because 12-years from now, I think everyone has agreed autonomous vehicles are going to be a very relevant thing in day to say City life. We started with a picture of all of these things from drone share to other stuff so given the fact that we move so slowly on these things and we are at a real pivotal moment how are you guys incorporating that line of thought into a 2030 Plan or 2040 Plan or whatever it ends up being?

Mr. Lewis said that really is the question of the day or the moment of the year; how do we integrate new and emerging technologies into this. I think the thing that doesn't change over time and going back to my first comment is that this did not begin as a Transportation Plan; this began as a growth plan and so those Centers, Corridors and Wedges don't change as fast as technology changes. So, how we move people along that corridor from a technology standpoint may change, and we want to be open to those changes in technologies, but we still need to connect people from where they live, where they will live in the future, to where they want to go in the future. I think why we are basing this on a growth plan is that that is what remains relatively stable over long periods of time. If Taiwo was here, he hasn't magically appeared and kicked me on that, but I believe that is still the basis that is true.

Now, to your point about changing technologies, as an example, we opened the Blue Line Extension and the first question that was asked was how are going to change our bus routes so that people can get off the Blue Line Extension and get to their final destination? I didn't believe that was the most effective way of providing first and last mile connectivity, so we started a pilot program with a transportation networking company that is providing on demand service connectivity from our stations. The one thing that we do well and that those companies would tell you the same if they were standing here is that they cannot compete from a rail standpoint. What we are very good at is moving large numbers of people along established corridors, and what we depend on are bus, in which I will talk about in a minute, but also other new and emerging technologies, how do we make those first and last mile connections. It may be that they are the connectivity that we need to expand our system into the future and we want to make sure, and we are making sure that these Corridor Studies provide the flexibility to integrate with emerging technology. Now 10-years from now whether this

could be an electric light rail, some sort of different technology, the corridors remains the same so we are open to the emerging technologies and changes that will happen in that arena.

Mr. Phipps said just getting back to a couple of comments that have already been made about the 2030 Plan, the 2040 Plan, and I thought I saw somewhere that there is a 2045 Plan somewhere. But in the TAP Committee this morning they talked about the Comprehensive 2040 Plan, and it talks a lot about integrating transportation, looking at regionalism and to the extent that we've talked about the Catawba River and Gaston County, it seems like the 2040 Plan is where we are going. I'm trying to visualize what it would mean; you said were going to fulfill the 2030 Plan, but we are still planning out another 10-years on a Plan; how do you link those things together? I'm having a hard time connecting to the 2030 Plan when we have other Plans out there that seem to be looking more out in the future there. That is what I'm confused about all these different Plans 2030, 2040, 2045.

Mr. Lewis said when we are talking about connectivity from the transit standpoint, while we are currently talking about the 2030 Plan and delivering again on those promises that were made as a result of the half-cent sales tax we are also having regional conversations and so Council will act tonight on extension of our contractual relationship with the Council of Governance. We had a regional summit early in the spring and out of that we are looking to do a regional transit plan which is broader than just the Mecklenburg County area that CATS serves currently and that is happening now. Now come out of that plan may not be rail extensions but things like express bus service, senior and disabled service, things that we can help our neighboring counties in in terms of planning and procurement I think brings the regional understanding of mass transit at a higher level. At the same time, as I mentioned earlier, we've heard very clearly that the west corridor should not just stop at the river. They want it to go to Belmont and on to Gastonia, which very clear we need to get into South Charlotte, but I can't do that unless we finish the 2030 Plan to start talking about what are the opportunities for beyond.

Really quick, all of these options require a great deal of coordination and this slide just sort of illustrates the opportunities and challenges we continue to move forward on this. All of the options we mentioned will cross I-277 and I-77, also think of these opportunities that these corridors will bring in terms of reimaging development and growth along the edges of Center City as we continue to move forward. So from a project schedule standpoint I mentioned earlier, we went from lots of options down to four. This fall we are going to have continued outreach in neighborhood and community hearings. We are going to have a two or three day charrette in either late September or early October. We hope that Council will participate in that as we take those four down to perhaps one or two that we will then take to the MTC at the end of the year to develop that final locally preferred alternative.

Now to get into Envision My Ride, while I continue to spend a lot of time talking about the rail system that we've built and continue to develop our rail lines act as arteries and veins of our system, but the bus acts as the capillaries that provide the fully integration of our transit service. Our bus service of the 75,000 people that we generally will move today about 60,000 of those people get from their origin to their destination on board bus. The single most important thing we can do from a transit standpoint right now is to create a bus system that meets the mobility needs of a changing City. Envision My Ride will go a long way in achieving that. When I got here in 2015 there was a national study that was released in the spring of 2016 that ranked 50 cities nationwide, not that study, but Charlotte from a transit standpoint, while we ranked very high on accessibility, you can get almost anywhere in the Charlotte region using CATS, but if you have to take more than one bus to get from your origin to your destination the average time of your trip is 90-minutes each way. So, think about that from the average person's individual commute each morning was 90-minutes, three hours a day, we generally either find someplace else to work or someplace else to live, and so many of our customers don't have that option, so we have to create a system that meets their needs. Envision My Ride is about moving from an old and outdate hub and spoke

system that was developed in the 50s that we've continued to perpetuate over the next several decades, that requires the vast majority of our patrons to come into town at the Transit Center, get off a bus, cross the platform, get onto another bus and head back out of town. When you look at the reasons why our ridership at CATS has declined over the last several years, it is because we are not meeting the mobility needs of our customers. There are other options out there for them and we think that Envision My Ride will be the foundation of changing that pattern and meeting the needs. The graph on the left shows the current system that has very few lines that are offering frequent, and when I say frequent, 15-minute service in our region. When we implement on October 1st the Envision My Ride proposal you will see the change in terms of frequent service in terms of access and travel times in that regard.

Over the last year and a half we've had almost 200 outreach meetings; we've toughed almost 4,000 people and we've had several thousand survey responses so we've intentionally made this a deliberate and interactive study. We've heard from our customers, our bus riders are smarter than we give them credit for, and we've made lots of changes to the system as we've rolled that out. When we implement this on October 1, 2018, I think our customers will be pleased with the outcome. Just as an example, when you are looking at the graph on the left it shows you just one example, an individual traveling to uptown to Rivergate on Route 16 would have to transfer current today at here to continue on to Rivergate. They would have to transfer to Route 56 Arrowood. Sometimes transfers do not happen efficiently and so a person would have to wait for that next bus. That is why those trips take 90-minutes on average.

Moving to October and Envision My Ride, Route 16 would provide direct connection to Rivergate and the hospital and then the 56 is change to provide connectivity across town from the Blue Line over to Premium Outlet Mall, and that is just one example of the changes that we are making to provide more direct service, more effective service for our customers as we move along. Lastly, just from a broad standpoint, when you are looking at the system as a whole, this is an interesting software component of the system we are using. We are able to take Jane, Jane is that icon in the middle and drop Jane anywhere in the City or in the region and then have the system determine where can Jane get within the dark areas within 15-minutes, within 30-minutes, within 45-minutes, so under the current system, this is where Jane's access is in the South End. So, within 30-minutes Jane has access to 65,000 jobs. Under the Envision My Ride, you will see that Jane's access and within 15-minutes grows significantly and within 30-minutes grows even more and 45-minutes continues the change. What that means from Jane's standpoint from an individual who is using our service to access jobs that goes from within 30-minutes from 65,000 jobs to 88,000 jobs, a 31 percent increase in access to jobs within that 30-minute window. That is the goal of Envision My Ride.

Ms. Mayfield said what is the impact of no longer going to Rivergate Shopping Center and now going to Charlotte Premium Outlet?

Mr. Lewis said we are still going to Rivergate, but instead of requiring a transfer like we do now it is a direct connect.

Ms. Mayfield said forgive me, I don't take the bus for the simple fact that it takes over 90 minutes, and I've got to walk 20-minutes to get to the bus stop, but when I think about how many people work out there I'm just trying to get a better understanding, because it would have been helpful if we had the PowerPoint, so we could go through it ourselves, and I was kind of hoping that during the time of the first presentation it would have been presented to us before we got this far so trying to see it from here, but help me understand again now what is the route going. If you live off of Freedom Drive –

Mr. Lewis said you are getting down to a level of detail I'm not going to be able to answer.

Ms. Mayfield said at the end of the day we've got to go to the community and be able to explain the detail.



Mr. Lewis said absolutely, but what we are doing now, I am scheduling meetings with each and every one of you and our Planning staff, we will sit down with you and go through every change that is happening to a route in your District. So, that will happen over the next several days and hopefully in the next week or so.

Ms. Mayfield said while we are looking at big route changes one of the biggest concerns that I have heard repeatedly is our bus route and the times of the routes directly to the Airport. We have a number of people who actually utilize public transportation that are employed at the Airport, but the Airport opens at 5:00 in the morning and may not close until after 11:00 p.m., so people need to be there before 5:00 a.m. before the Airport opens. Since that is a major route going to one of our largest employers, do you have any information or insight outside of us just having a one on one or what the route to the Airport is going to look like?

Mr. Lewis said it depends on where you are coming from; some of the routes at the Airport are sponsored will be no longer operating because of low ridership, but as an example, our sprinter service to the Airport continues to provide direct service. We will take a look at the operating hours on that; I'm not sure right now whether that services begins early enough to meet that 5:00 a.m., but those are the kinds of questions that we will continue to evaluate as we implement this service. We've also been working with the Airport with our van pool system, which gives workers, not just at the Airport, but at many different employers in our growing van pool the most flexibility in their commute, because we provide a vehicle, we provide the maintenance, we provide the fuel and insurance and then they utilize the vehicle on their time and everything from a five passenger SUV up to a 15 passenger van will provide the most flexibility for them getting to and from their destination.

Ms. Mayfield said I hope that we can have a conversation directly with Airport employees, because when we have these community conversations we have a good turnout but a lot of them are at work depending on what their hours are. So, if there is a way for us to have a meeting at the CLT Center or for us to go on the outside where we don't have to go through security, have something set up whether it is a kiosk in order to capture the surveys to try to make it more convenient for the actual employees at the Airport. I think that would be really helpful because I don't want them not to have the opportunity because they can't make it to a community meeting.

Mr. Lewis said absolutely we have done that; we've had two meetings at the Airport on different shift times, but we will continue to provide the most accessible opportunities for everyone to provide input.

**Councilmember Winston** said two things, one, as these changes occur I think we need to do a better job of communicating these changes, so I don't think CATS should be the only ones needing to communicate this to the community. I think Corp Com, if they are involved with this, needs to help with this. I've been riding the #3 bus for 10-years into uptown and then I hopped on one day, put by ear phones in and all of a sudden I wasn't going to uptown anymore. I was over on Statesville Road heading towards Beatties Ford Road, and I had no idea what was going on. We need to do that ahead of time so that people can kind of cope with this and I think we could just do a better job at this, and this is what I'm hearing from constituents as well. The second point I would like to make in terms of trying to continue to generate increased ridership, I think we need to look at not just routes but people that see bus routes as a means of transportation, especially affordable transportation, so maybe this is something this is something that comes in the end of it or something that dovetails after. I would like for us to explore different potential industries that we might be able to extend the benefit that we have in terms of unlimited ridership especially around uptown industries like the service industry, hotel industry, construction workers so that they are able to see not only is it valuable to live near transit but to utilize transit in an increased capacity. I think that is going to be important after doing all this work.

Mr. Lewis said I think the example that the City has provided with the all access transit pass is starting to gain some momentum, and we're fielding questions from different

industries and other companies in that regard. I think we have an opportunity to engage in that.

**Councilmember Ajmera** said John I appreciate your sitting down with me and walking me through Envision My Ride several weeks ago. I had heard and I know we had discussed this when we had one on one meeting where we have changed some of our existing routes especially to align with the BLE, and when it comes to first and last mile we had made some changes to our bus schedules and have provided options for Lyft where they could take Lyft. When I heard from some of my constituents especially folks over 60 they may not have an excess to the smart phone or the Lyft apt or whatever. I think we need to do a better job in terms of what options that we can provide when it comes to first and last mile, because I know we have changed some existing bus routes to align with the BLE however that has affected the folks who had taken the bus and now they are having to take Lyft where they don't have an access to Lyft. I think we need to consider that as we do first and last mile planning in addition to our Envision My Ride. Although I do appreciate your leadership in making our bus routes more effective in terms of folks not having to ride for 90-minutes to get to point A from point B, so I think that is great, but I think we need to do a better job with first and last mile option.

Mayor Lyles said I want to say the first time I heard a rearrangement of this kind of bus study, it was in another major city that we compete with, and it took them three-years, and I want you to know that the work that you've done working with the Transit Advisory Group, riders that work with the staff on a regular routine basis. The commitment that you've made to this effort from going to three hours to cutting that in half, I think is remarkable and when you compare it to what other communities have had to do with their bus systems, and I think this allows for our growth in the system and I look forward to hearing all the comments integrated in the plan and going forward how do we do a better job at our Airport, how do we make sure our seniors have opportunities that others have. I really believe that the core of any system is buses that are reliable and on time, and you've done a great job to get that underway. You have heard all the comments, and I'm sure you will figure out how to incorporate all of that and fund all the light rail at the same time, and I'm looking forward to it.

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#### **ITEM NO. 4: TRANSPORTATION STRATEGY – CHARLOTTE DEPARTMENT OF TRANSPORTATION**

**Marcus Jones, City Manager** said Liz Babson is going to bring about the second part, but I think it is important to start off again as John started off at a very high level; Liz is going to reintroduce this concept of Vision Zero, and if you start to think about Vision Zero it goes from a traditional approach where accidents are inevitable to accidents are preventable, and it really changes the whole lens of how we look at transportation. With that said I will turn it over to Liz.

**Liz Babson, Director of Transportation** said as Mr. Jones just said I'm going to talk to you and give you an overview of transportation but specifically focus on safety, mobility and community building from our perspective. This is a list of what we are going to discuss tonight; there is a lot of information to cover, so we are going to go through that pretty quickly. I do want to emphasize, because I've heard this theme a couple of times tonight already, that we continue to be a leader in the country in innovation and technology on the transportation front, and I think you will hear some of that as I talk to you about many of these items tonight.

Vision Zero is something that was introduced earlier this year; it was part of our Transportation Action Plan that you adopted last year and just as a reminder. Vision Zero is the philosophy that no fatality or serious injury is acceptable on our streets. That is a big goal, and it is even more important, because last year in 2017 we had a record number high of 74 fatalities on streets in this City. I am excited about the City's commitment and your commitment to making this philosophy important as we move forward, but I don't want it to be lost that safety has always been important to us in

Transportation. Just because we have a new Vision Zero Philosophy does not mean that safety has not always been top of minds in our designs and in our operations, but Vision Zero offers us a great opportunity to really engage the public on an educational front in a way that we really haven't been able to do before and I will talk a little bit about that in a minute.

Just to give you some indication, this is newer in the United States; here are a few examples of others across the country that have implemented the Vision Zero philosophy and have developed plans, many of those plans include actions and strategies, and I will talk to you a little bit more about that in a moment. Here is a geographical showing of the communities across the country that have adopted the Vision Zero philosophy. Then again back to the point that I was making, this is a great educational tool because this really helps us change the way we talk about crashes on our streets and specifically those fatalities and serious injuries. So, what you see on the left is the way I would describe our traditional approach of how we talk about it and then what you see on the right is a Vision Zero approach. It is just a different way to use different terminology that is more impactful and it helps us all get on the same page with how we think about safety on our streets. I talked about action plans of other communities across the country, just to give you an update. I was with you in April and talked about our Vision Zero Plan, and this is an update on where we are with that effort. This is a schedule that lays out six-months to get us to an Action Plan by the end of the year. I'm extremely excited to be able to report that to you. Work is underway that is a far more aggressive schedule than we had originally started with but staff has committed to this, we are doing it internally and we are moving along pretty quickly. So where we are right now is we just wrapped up conversations with our stakeholders and those stakeholders included groups both with the City and the County. We touched on public safety, public health, CMS and community advocacy groups, so it was internal and external to City and County agencies as well. Then again we are moving into our community engagement and Council this is a great opportunity for you to participate in that effort with us and I will talk a little bit more about that on the next slide. That is moving us in the direction of having an Action Plan by the end of this year and we will continue to keep you updated on our progress throughout the next several months.

I wanted to spend some time talking about that community engagement, because it is not only an opportunity for us to talk to the community, but it is a great opportunity to really focus on some education. This gives us the chance to have some focused conversations about transportation safety with people in the community so that is an exciting opportunity for us. Over the next two months, we've got 20 meetings scheduled and the important thing is we are trying to meet people where they are. These are not new meetings, so we are taking advantage of other planned activities and events that are already underway, and that will be for things like the City's Meet and Eat that is coming up; Open Street 704; Biketober Fest sponsored by Sustain Charlotte. We are going to attend public library meetings, so again we are trying not to make people come out unnecessarily but share this information and engage the community in places where they are already going. Also, as part of this community engagement effort we have launched a digital interactive map which is pretty cool, because that gives a chance, not only to have to meet people in person, but that gives people an opportunity to share information with us on line. What they can do with that digital interactive map is they can literally click on a location and tell us what they see at that location. So, it can be good, it can be positive feedback or it could be concerns that they have and all of that is part of this community engagement effort that we are undertaking over the next couple of months.

At the same time that we start community engagement, we are launching what we are calling 52 Weeks of Safety and that is a yearlong social media campaign. We are pretty excited about that, because that is going to give us an opportunity to be out there in the community repeatedly with traffic safety messages, and I'm excited to announce that we are going to attend the CMPD press briefing this week with the Chief and others and we are going to focus on school safety, so it is going to coincide with the start of school. We are going to focus on pedestrian and bicycle safety as well as school bus safety and

that will be an interesting opportunity because that is the launch of not only our community engagement effort but also our 52 Weeks of Safety.

**Councilmember Eiselt** said a conversation we've had over the last couple of years is about red light cameras and the agreement would be that that would be folded into the discussion on Vision Zero and since that is something that we would probably have to talk to the General Assembly about, even though there are local bills out there, we would have to make sure that we time that with our Legislative Agenda for the Council, so I just want to keep that in mind as you work that on the timeline, because I would very much like to have that conversation as a part of Vision Zero as to the feasibility of having red light cameras.

**Councilmember Winston** said when we talk about making streets safer especially for pedestrians, I know that kind of at the center of that is infrastructure improvements and sidewalks and bike lanes and protected this and other. Is part of this effort going to be any type of guidance given to us or to Planning as to what works best for those infrastructure improvements that we might be taking on with the CIP and other investment efforts?

Ms. Babson said sure and I believe a lot of that we already do and maybe some of those things will become more clear as I go through the rest of the presentation. Again, safety is not new to us, and we are always super focused on any serious injuries or fatalities that occur within our City, and as you've heard me say before, I know I really hit this point home when I talked to you in April, our most vulnerable users are our pedestrians and our bicyclists. So, we are always looking for opportunities to make that environment safer for them.

**Councilmember Newton** said I don't know if we are working in collaboration with state agencies. I've had a number of conversations with constituents and other Councilmembers about some of the pedestrian connectivity issues on Independence Boulevard. Someone was recently hit and killed, and I think it is the second time it has happened in the past three years, and I see people routinely crossing, and I've had conversations with staff about this. I'm told well, there is only so much we can do because it is not our road, so I'm hoping maybe in some of the process moving forward where we talk about Vision Zero and pedestrian safety that we do have these conversations with other entities to insure that the roads maybe we don't own or control are also included.

Ms. Babson said NC-DOT has participated in the stakeholder process with us and they have also adopted the Vision Zero philosophy at the state level.

**Councilmember Phipps** said recently, I had the fortunate opportunity to get an advanced copy of the Vision Zero Pedestrian Fatality Analysis that is put out on an annual basis, and I think as that rolls out to the rest of the Councilmembers when you read that document you will be able to see just how they analyze a hundred or more major intersections in Charlotte and do an analysis of the number of crashes, to bicycle incidents, pedestrian/vehicle crashes, and it is really a sobering read. I focused on the top ten most dangerous intersections but when you get a chance to look at that report you will be able to see even in your areas the extent of incidents and particular roads in your area and even though it has some good news in it that overall incidents were down but the number of pedestrian fatalities and incidents were up slightly. It was sort of a mixed type of read in trying to comprehend with all the growth we are seeing and the resulting traffic that ensues as a result of it. It definitely has consequence on how people use our roads. I know C-DOT and CMPD does a post-mortem analysis on these events in terms of what happened or what contributed to it. Was it infrastructure; was it carelessness?

Ms. Babson said we will get that report out to you.

**Councilmember Mayfield** said as we talk about Vision Zero and the opportunity, I mentioned this to the City Manager before, but when we talk about that regional



conversation I had a chance to speak with Senator Kent Williams of South Carolina earlier today and Carowinds Boulevard, which we have a number of our residents that work out at Carowinds and all along. There is no sidewalk. I've been working with a member of your team for about a year and there is a possibility of doing something which we haven't done before and that is a North Carolina/South Carolina collaboration on the sidewalk. I wonder if there is an opportunity in this conversation with Vision Zero for us to look at that as well, because we are continuing to do development on the North Carolina side of Carowinds, but you go into South Carolina to access it, so we may have an opportunity there, and there is some possible interest on the South Carolina Senate side to move the conversation forward. I just had that conversation earlier today even though staff, and I have been working on it for about eight or nine months, and I wanted to take the opportunity to put it out there in case it can fall under the umbrella of Vision Zero.

Ms. Babson said you are familiar with the \$48 million that you have approved; I just want to make sure that we keep focused on the fact that we have a pretty substantial system and we need to continue to maintain that. Capital funding is not the only way that we invest in our infrastructure. We are able to do a lot of maintenance activities through operating and Council. You take action almost every meeting on things that allow us to support that infrastructure, and these are just a couple of items that you are doing tonight, and again it is focused on safety. It is about keeping our streets safe, keeping our traffic signs updated and upgraded so they are visible.

Complete Streets is not new to us. We've had that in place for many years. Here is a before and after shot of Woodlawn Road, and I really like this because it really has all of those complete streets components and this project was done in conjunction with the Blue Line more than 10-years ago. Then of course there is East Boulevard another example of a Complete Street, and what I want to emphasize here is that as John Lewis just talked about, as CATS goes through making changes to their bus routes and changes bus stop locations again pedestrian safety is very important to us, and as part of that commitment from you Council to increase funding for sidewalk and pedestrian safety, we can look for opportunities to really target some of those transit stops and make sure we are providing for safe crossings. Also, same concept Complete Streets designing for all users from ages eight to 80 making sure that crossings are safe. This is an example of a buffered bike lane, so the idea behind all of this is just again to make sure that we are providing as many safety features as possible for our pedestrians and our cyclists so they feel safe and comfortable regardless of their age and ability. Again Council, you are taking actions that are consistent with building this complete street system to provide for that safety in the City.

Our citizens make a lot of trips, 2.8 million, and I was shocked by this number, so they make them by a lot of different modes. The importance here is that people want choices, so I want to spend just a minute talking about shared mobility, and basically what that means and John Lewis talked a little bit about it so it is not new to us here in the City and that is transportation services that are shared among users. Like John said, public transit is an example of shared mobility and CATS has also been implementing van pool and ride share programs for many years. Car share is one that we have introduced in the City recently. There are some example in uptown, the Airport and UNC-C and then bike share. We launched a B-cycle system in 2012 and last but not least he scooter share so Council; as John talked about, these shared mobility options are tools that we see that will help serve us in the future in serving that first and last mile user.

Placemaking, I won't go into any detail about this, but what I do want you to know is that we have a whole lot of land that we own that is in the public right-of-way, so we see that as a great opportunity to do some placemaking investment. These are some examples of some things that have happened, not enough of it going on so I've really challenged my staff as part of this CLT 250 to let's find a way. Let's get out there and decorate some cabinets and make sure that the community knows that these opportunities are available to them so we can lead by example from a staff perspective.

Then looking ahead, connected transportation systems really support that economic upward mobility as John mentioned. It is about making sure that people have choices and the right choices in the right places. Whether that is from a CATS perspective or whether that is from a streets perspective or whether Taiwo is talking about land use. It is all important, and it is all related. Then of course Pam from affordable housing perspective, we've got to continue to talking. Integrating our work so I don't have time to go into that, but I do want to sort of give you a teaser. We are the first in the country to deploy what is called signal priority, and we have integrated that system with CATS and their ABL system and the Fire Department and their CAD system. So we are pretty excited about that. It is out on the street right now. We are testing it and our plan is to continue to deploy that system wide. Again, listening to our residents is important, and I want to end with this story about Sherrie. Sherrie is one of four visually impaired residents, and I love this story, because this sort of just wraps it all up. Sherrie is visually impaired and relies heavily on improvements that we make in our transportation system for her to do that many of us take for granted, like going to the grocery store. Sherrie is a big fan of a lot of the improvements we are making in walkability and Sherrie tells us we do a good job, but she also tells us when we don't do a good job. It is really important that we think about people like Sherrie, and there are many others out there that we serve in this community and it is the improvements that we are making for her to be able to make these trips that we are making across the entire City to support pedestrian safety and bicycle safety and good access on our streets.

**Councilmember Egleston** said I think it is critical that we take this Vision Zero thing seriously, and we've talked about that as it relates to some projects in my District, but on our agenda it says future action Council will be asked to consider amendments regarding dockless bike share and e-scooters, and I knows that pilot program for both of those ends in October. Someone will die on an e-scooter before the end of this calendar year. We can't completely prevent stupidity, but I saw something Friday I don't think I even imagined; which were people two people riding e-scooters on I-277. I wish that was a joke. I'm dead serious, and obviously they weren't wearing helmets; no one is wearing helmets on these. Someone is going to die on one, and I know we can't completely prevent that, but I think we've got to be ready, if not before the end of the pilot program, at the end of the pilot program we need to have something that we can put in place quickly to say these are the rules that people are going to operate under. Are we going to be able to force people to always wear a helmet, probably not, but we ought to be able to say we are going to regulate and enforce things like people riding on sidewalks in uptown Charlotte, people riding on anything that is over 35 mph roads. Whatever it is, there has got to be a couple of things put in place very, very quickly, if not now, because I slowed down enough to yell at them to get off of I-277, and they thought it was funny, but it was like I'm going to see these people die right in front of me.

**Mayor Lyles** said that warranted a 911 call, because it is a highway.

Mr. Egleston said I spent 30-minutes this weekend trying to find something on line where there is actually a law against those being on the highway, and I couldn't find it.

Ms. Babson said there is nothing that regulates it.

Mr. Egleston said so, maybe they couldn't have been arrested for that, so the fact that they couldn't have been ticketed for that anything I can find is stupidity in and of itself, so we've got to do something. I think quickly, because I'm all for scooter and bike share in any sort of mobility options we can give our citizens, but we've got to have some rules in place and not just for the safety of the riders, but in the case of people riding on sidewalks uptown, the safety of other pedestrians who are being weaved in between by people on scooters, many of whom are not very capable of operating them well.

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## ITEM NO. 5: ANSWERS TO MAYOR AND COUNCIL CONSENT ITEM QUESTIONS

There were no outstanding Consent item questions.

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## ITEM NO. 6: CLOSED SESSION

Motion was made by Councilmember Phipps, seconded by Councilmember Ajmera, and carried unanimously to go into closed session pursuant to GS 143-318.11(a)(6) to consider the qualifications, competence, performance, character, and fitness of an individual public officer or employee.

The meeting returned to open session at 6:41 p.m. and immediately recessed to move to the Meeting Chamber for the regularly scheduled Business Meeting.

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## BUSINESS MEETING

The City Council of the City of Charlotte, North Carolina reconvened for a Business Meeting on Monday August 27, 2018 at 6:48 p.m. in the Meeting Chamber of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Councilmembers present Dimple Ajmera, Tariq Bokhari, Ed Driggs, Larken Egleston, Julie Eiselt, Justin Harlow, LaWana Mayfield, James Mitchell, Matt Newton, Greg Phipps and Braxton Winston, II.

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## INVOCATION AND PLEDGE

**Councilmember Driggs** said I don't have an Invocation; I would like to pay tribute to an American Institution, a Soldier, Statesman, and Patriot who died last week after a long battle with cancer. John McCain was a Navy Pilot who served in combat who was held and tortured for six years in a Vietnamese prison of war camp. He was the son and grandson of four star Admirals and himself rose to the rank of Navy Captain before retiring to pursue a career in government. He served in Congress for 35 years, 31 of those as Senator from Arizona. He was known as a maverick, because he was fearlessly independent and occasionally surprised people by voting his conscious instead of the position taken by his peers. The one constant in Senator McCain's long and storied career was his abiding, unswerving love of our Country and a commitment to bipartisan collaboration and consensus in addressing the biggest challenges of our time. He exemplified many of the qualities that many feel are being lost in American political life today and the Country is much the worse for his passing. Senator McCain, may you rest in peace.

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## COMMENTS FROM CITY ATTORNEY

**Bob Hagemann, City Attorney** said I have just informed the Mayor and Council in closed session, I've decided to retire from the City at the end of this year. With about 24-years with the City and particular the last seven years as City Attorney, it has been incredibly rewarding. I've been blessed to work with amazing people, those around this dais, those who sat around this dais as well as those throughout this organization, and we worked on a seemingly never ending list of very interesting matters. I tell people that I had the best job of any lawyer in the state; it is true, and I can't imagine a more interesting, gratifying, or flat out fun career. So, Mayor and Council, I want to thank you and your predecessors for allowing me to serve our City in this capacity. It has been an honor.

**Mayor Lyles** said we have to say I want the members of our community to know that often times Mr. Hagemann has sat here and helped guide us through meetings, but

more importantly his advice individually and collectively to each of us and many, many Councils, many, many Mayor before has always helped our City to one of the most ethical and cities with integrity of process, content and procedure than we've ever had, and I know you will receive many accolades, but I want you to know how much we really truly appreciate your service and wish you well as you go on this next journey in your life. Thank you very much.

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## **PUBLIC FORUM**

### **Memorial Garden for Victims of Crime at Forest Lawn East Cemetery**

**Sandra Toscano, 15538 Donnington Drive** said I am the mother of a homicide victim, I am so a victims advocate for the North Carolina Gang Investigators Association. That is a 5013C non-profit organization, and we are raising \$15,000 to build a Memorial Garden for Victims of Crime at the Forest Lawn Cemetery. The Cemetery has graciously donated a 20 x 20 plot for us to build that garden. We also have a local bank that has donated \$5,000 for some of the costs associated with the garden. I am here tonight to ask the City of Charlotte to participate and to show the support to the families of the victim's good will and participation by matching that \$5,000 donation to help assist with some of the costs for the garden.

**Mayor Lyles** said we will follow up with you and get more information about how it is organized and what you would like to accomplish and get some additional information and response. We are sorry for your loss and appreciate what you are doing to make a difference.

Ms. Toscano said we are doing it in conjunction with the CMPD Homicide Support Group and the Compassionate Friends of Charlotte.

Mayor Lyles said many of us have had the opportunity to attend those support groups sessions and celebrations, so we will work with them to get back to you.

### **Uber and Lyft Drivers Suspended from Airport**

**Steve Weiler, 421 Monterary Oaks Court, Fort Mill, SC** said first of all I thank God for another day. I come here tonight to talk about some things that have gone on at the Airport. I'm an Uber driver, and I spent 14-months out there, and I was called by Uber on April 23, 2018 who told me I could not drive out to the Airport no more until I took off my American Flag and some things on my car. I asked for a meeting with the Mayor and Brent Cagle; they met with me, and Brent admitted that they had made a mistake and they shouldn't have suspended me from the Airport. I went back to work out there, and I have had nothing but harassed, and I don't even know what to say it has been such an awful, awful experience with me. The people of Charlotte, I love Charlotte, and I love the Airport. I did 2,500 rides out there in 14-months with the same stuff on my car and somehow somebody just decided that hey Steve is not allowed out here anymore. Uber let me drive through the City of Charlotte; I've done almost 3,500 rides with them. About a month ago, I got fired by Uber, so I went down and visited Dominic down to the green light, and I said what went on and he just basically said [inaudible] don't want to sell out there no more, and I said so you guys just went along with it and you fired me for no reason? I did 3,000 rides out there, not one complaint from Uber, not one complaint from the Airport, not one complaint from a customer, and this is how I get treated? I said well alright and then I went to Lyft and started driving for Lyft; I did two rides with Lyft and got an e-mail from Lyft, you are fired. I'm trying to figure it out. I love Charlotte. I moved here five years ago, and I just don't even know what to think; the hatred that goes for our country, it is out of control.

### **Non-Profit Needs Building to Better Serve Community**

**Belinda Mazyck, 6329 Dougherty Drive** said I am the President of Big Super 10 Event which is a community outreach resource. I live in Charlotte, and I love my City. I've



been helping families in the area for 14-years from my home on my property. I have a big backyard. I started in my garage, and we outgrew the garage, so now we are outdoors, and we have big events and I'm grateful to my neighbors that let us park. We network with others in the community such as Marine Toys for Tots, delivering goods, local thrift stores, and I have some brochures where we have a list sponsors that sponsor us from Walmart, Food Lion and most of the major corporations and businesses in our area. They support what we do, and we help families pretty much with goods and resources, activities, educational information resources and also networking and volunteering opportunity. We do have CMPD Community Division, and they come out to our events, and we also have Marine Toys for Tots that we partner with. We have other businesses that come out. We have vendors come out, and they set up right in my backyard for free. We register 100 families by phone, and we find out what the needs of the community are during registration, and we actually go out and find resources to help. Now, we have families contacting us from all over from homeless and women crying on the phone, because the husband either got into it on the job and can't work. We have people just calling us, the parents of the children got killed or something, and they don't have anything and from losing everything in a fire. They are just calling us from all over. We usually help 300 head counting if you take the 100 times three in each household it is like 300. That is the minimal we've helped, but now we have gotten, so big we need a building. That is the bottom line, and we come to the City because the corporations and different ones in the community are pitching in and helping, and now we are asking the City if we can get some help of some kind of assistance with a building whether it is a tax write-off, because we need some kind of help.

Mayor Lyles said our City is better because of people like you that start off caring and take it to another level. We will follow-up with you as well and thank you for coming down today.

### **Affordable Housing**

**Marion Key, PO Box 16552** said it is an honor and a blessing to see you all and to speak. My topic is about affordable homes; where are they? I see that we are building all over the City. I heard the guy say he was an Uber driver; I'm sort of like an Uber driver, because I have grandchildren, and I'm all over the City with other people, friends and family. I'm driving here and there, and I see that our community is really, really busy, and we are really building up houses. Where are the affordable homes; where are they? Who qualifies for the affordable homes? Do the homeless qualify for them? I see people in the streets all day long under tents. Is the paperwork the problem? Why do we not know much about the affordable homes? The people, the City, we need to know what is going on in our City. Affordable homes are what I'm concerned about. I have family members out looking for places, when you go there even the paper work is too ridiculous. If you don't have a job and you are trying to get something to get started forward and you are trying to find a job, where are the affordable homes? They give you the application and the only thing the application has a criminal background, you've got to pay for that. If you are not qualified for that then you pay your money, then you have lost the money. Where are the affordable homes? This City is really growing, cars are on the street all the time; we can't get around the way we need to go. Where are the affordable homes for the people? We in this City we pay taxes. Cars are running all the time, people in restaurants, where are the affordable homes for the people, the seniors where are the affordable homes? I had a piece of paper, and I went to apply and the paper work said you got to pay \$45; if you are a senior citizen it should be affordable home for a senior citizen, and I don't mean a high rise, I mean something comfortable that when you retire that you can enjoy your life. Where are the affordable homes? I keep hearing it on the television. I keep seeing it in the paper. Where are the affordable homes? This reminds me of some singers, the Temptations sang a song saying vote for me I'll set you free, rap on brother, rap on. Where are the affordable homes. Wrote for me, and I'll set you free.

Mayor Lyles said please stay and hear our discussion later on this evening as we start talking about where are we going to have those homes.

### **Blue Star Mother's & Gold Star Mother's Chapter**

**Cynthia Sullivan, 2805 Birkhill Lane, Fort Mill, SC** said I'm here representing the Blue Star Mothers of Charlotte, North Carolina, but actually I am the Gold Star Mother. What the Blue Star Mothers are is an organization that is an outreach and support group for active military children; this is for parents of military children, but I was a mother of an active military child. [inaudible] Sullivan lost his life January 8, 2018 of this year in Iraq. We are getting ready to undertake a march from Charlotte, North Carolina at the end of September; actually we are doing our kick off September 27, 2018 and walking to Washington, DC. We are trying to get the Gold Star Mother's observant day put on the calendar. We are asking each and every one of you for your support whether it is morally, financially. We definitely can use some support of getting from here to Washington, because I want you to ask yourself, every time you mention the word freedom it is not free. Someone has paid the price, and we'll pay. I have paid dearly. I am a business grieving mother at the moment, but my son stepped to his calling. He stepped into his destiny. He did what one percent of Americans will do, and that is service. He left behind a beautiful daughter, a beautiful wife and heartbroken family, but we are proud of this 24-year old man that stepped up and served his country. I thank you for your time and whatever support you can give us we will graciously appreciate it because it is near and dear. We have ground hog day on the calendar but not a day of observance, which was mandated by President Franklin D. Roosevelt back in the 30s on behalf of mothers like me. I pray no one has to stand here and plead for any assistance for something as wonderful as this.

### **Transportation and Housing Accessibility**

**Dasia Thomas, 3420 Park Road** said I am representing a group of very intellectual and smart women. These women are a group who teach children, they serve them meals. They care for the elderly. They have a wide range of degrees and certifications, home owners, taxpayers, and voters. They are no different than anyone else in this room except for one thing; they cannot afford housing in Charlotte. According to the Urban Institute a few years back in Mecklenburg County as one of the 100 of the hardest counties in the nation to find affordable housing, but the rents have risen 35 percent in the last five-years, but the wage index has remained flat. These women before you are individuals working multiple jobs, enrolled in school and training programs, raising children and wanting to over them stability and good education. Despite these efforts they cannot afford anything better. I would like to add in 2000 only 19 percent of Charlotteans were in high poverty, but now it is 34 percent of Charlotteans who are now in high poverty, which is a huge jump within a decade. Do you know anyone who is making less than \$15.34 an hour, which is what you have to pay to be able to afford affordable housing? Each person cannot afford an average two bedroom in Charlotte which is a huge crisis and a lot of these people are one pay check away from homelessness. This beautiful group of women do appreciate the Council's focus on affordable housing and the affordable housing bond that will be on ballot this November. We are thankful that we have had a different community forums and throughout the City we encourage you to seek information voices that cannot be heard or are able to come to these meetings. They do encourage you to vote in favor of the Housing Charlotte Framework tonight which includes key points that are required for each developer receiving funding to set aside a minimum of 20 percent of affordable units for people like these beautiful ladies and any others who cannot afford housing in Charlotte.

### **Jail Investigation**

**Jennifer Vollmer, 1940 Garibaldi Avenue** said I am here to talk about a couple of things. The first one is this week is the National Prison Strike of 2018; prisoners all over the country are on strike for fair wages, voting rights and a list of ten very reasonable demands. The main reason that I'm here is about four people: Lavarchio Allen, Jerome Thompson, Marcus McAlway, and Kenneth Bingham; these are all people who have died in the Mecklenburg County Jail since May, from May to July 12, 2018. Two of those people we've been told died of suicide, but we cannot get any video released

from the jail. The only thing they are saying is that it is under investigation. I've been referred to the Coroner's Office a couple of times, because two of these families have no cause of death. They are burying their loved ones, and they don't know how they died and there is video, but the families haven't even seen the video. I want to know what we are going to do about it; I want to know what answers we are going to get. Four people in less than 60-days, that is like a person every two weeks dying and we are not getting any answers. Our community has a very recent history of a Police Department that does not give transparency and that isn't accountable. In the time that I've found out about this, which was the end of July I've talked to no less than 100 Charlotte Mecklenburg Police Officers or the Sheriff's Department, and I've mentioned these names. They don't know who they are, but we've got the Police walking around with badges wrapped in black tape for a fallen officer but they don't even know who these four guys are. They don't recognize those names. I'm not okay with that, so I want to know what we are going to do about it and when we are going to do it.

Mayor Lyles said I wish I could tell you more and would have a better answer for you, but you know the jails are operated by an elected Sheriff, and the City has no financial responsibility or authority around this. It is a very complex subject I'm certain, and it is difficult and I hear what you are saying, and I hear the voice in you, and I don't have any answers. I think the best thing we can do is communicate that you have come and spoken with us to the people that actually operate the facilities, and if you can continue to work through this then we can continue to have you present in the ways that someone can actually do something around this. We are going to refer you to the County and the Sheriff, and we will send them the information that you have presented to us tonight.

#### **New Partnerships and Collaboration with the City**

**Rodney McGill, 5835 Executive Center Drive** said Mayor Lyles I had to come up and speak to you today. I just had to before I do what I want to tell her. I know this is an election year for you all, and I know that I see you out here and probably see you out there too. I just had to agree with you Mayor; as I tell people when you told PBS that Charlotte's problems, they are just not focusing enough on race and poverty. I want to the sister and different people that come up, you shouldn't come up and really ask any of these people up here for anything. Twenty-four years ago what were you, about eight Justin; it is the exact same thing going on. Different people set in different seats, some people wasn't here. So, I come up here for like Braxton; you remember this? What are we going to do about that when they are writing the budget? Julie, you are the Mayor Pro Tem, see you soon. Dimple, how are you doing? Matt Newton, we have 38 businesses on Executive Center Drive right in your District; I know you will be running hard again next year too, good to see you. I just like for our community to know and Marcus Jones an award winning City Manager. I wonder if some of that \$2.6 billion can find its way to West Boulevard, Beatties Ford Road, or Hidden Valley maybe, and you know the big meeting I had with the RNC. I really see it is no difference, might as well let them come. What is the difference? Thank you Ms. Mayfield; from what I've been hearing you've been really communicating with the community a lot lately. You know people do change, like John McCain. At first he didn't want Martin Luther King holiday, yeah. He changed his heart, and I respect that. Remember [inaudible] Aretha Franklin too; she fought very well for civil rights. That is pretty much all I had to say.

**Councilmember Driggs** said I wanted to especially acknowledge the Blue Star Mothers tonight. Fostoria, I really appreciate and admire your work on behalf of our service people and the sacrifices that they have made. I appreciate your being here tonight as well. I wanted to highlight the fact that there are two events that we should be aware of. There is an ultimate sacrifice journey that is going to take place, the kickoff event is on Friday, September 28, 2018 with a two K run or walk. I think anyone of us could probably handle that and more information about that will be available, but if you note if is on Friday, September 28, 2018, and that will be a precursor to the ultimate sacrifice journey, which begins on Saturday, September 29, 2018, and is actually a march to Washington. There is an overnight stay in Fort Lee; people can participate in stages of that. We as public officials can help to promote that event by appearing as



speakers. I believe that even though we often acknowledge our service people in our invocation, we don't do enough. I went last to an event attended by Gold Star Mothers with the children of fallen soldiers, and it really sort of tears at you. We need to do more, these are two opportunities for us to demonstrate support for our service people, so once again thank you both for being here tonight. I appreciate what you do.

**Councilmember Winston** said I want to speak to two of the speakers, the first speaker about a Memorial Garden for Victims of Crime. I do believe that we need to do more as a government as we outreach to communities that are affected by unnatural death, either homicide, suicide, and even car accidents. If we don't interrupt on the long-term provided care for our community that are victims of violence, we are never going to interrupt the cycles of violence that plague our communities. That goes for people that are incarcerated as well. I think a little bit differently about this. I don't think this is simply something that falls on the Sheriff, although I do think the Sheriff has some questions to answer. When deaths happen and there are potential crimes behind that, it is CMPD's responsibility to investigate and really provide answers for why those deaths occur, especially when in a situation when people are buried, and we don't have a cause of death.

Mayor Lyles said I think that would be more in line with what the State would do an investigation and appear setting. I'm not sure what the role of the State is when you have a Department and the Sheriff's Office, I don't know which agency is responsible.

Mr. Winston said I don't want to put any words in the speaker's mouth, but I think that is what the speaker was saying is the community has a lot of questions that aren't getting answered and when we just kind of pawn it off to go set a meeting with another branch of government, when we have specifically responsibility of public safety within. If four deaths happen in any building in this City within six weeks CMPD is going to pay special attention to that area and we should do that in this instance.

**Councilmember Ajmera** said I wanted to address specifically speaker number seven, Ms. Key about where are the housing units. There are often times in the community when we are out in the community folks ask, where are the affordable housing units that are approved? I struggle with answering that question. There are times that some of the requests that I receive I send it to our Housing and Neighborhood Services Director, Ms. Wideman's attention, and she will connect them to various agencies. I wish there was a more streamline process where we work with all of our partner agencies to really have one central source or website where we can direct folks to that shows here is the entire list of our housing units, and here is where you can apply. You can apply to one, two, or all of them to simplify the process. It shouldn't be very complicated where they have to come here in front of us and ask where are the affordable housing units, and I hope we can address that. I know that Ms. Wideman has been working hard with various stakeholders and I hope we can address that as we move forward with our Strategic Action Plan.

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## CONSENT AGENDA

Motion was made by Councilmember Mitchell and seconded by Councilmember Newton to approve the Consent Agenda as presented with the exception of Item No. 24 which was pulled for comment; and, Item Nos. 73, 75, 82, 83, 89, 91, 98, 99, 101, 102, 105 and 106 which were pulled by staff.
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**Councilmember Harlow** said regarding Item No. 38: CATS Bus Stop Improvements, Council is being asked to approve a contract just shy of \$200,000 to BSL Galbreath, Inc. for CATS Bus Stop Improvements, and we beat ourselves up a lot, sometimes we don't highlight what I call the non-sexy things of City Government. This is a good one; we've had a lot of conversation with constituents around bus stops. We have a lot of transit users in my District. Awarding this contract would improve 38 bus stops in and around the Light Rail Extension, as well as some general CATS Bus Stops; 25 of those



happen to be in District 2, so extremely proud of that one. Piggy backing off of some of our conversations today in Economic Development Committee as we talked about how do we engage more with minority contractors this is a particular bidder who is a registered DBE, Disadvantaged Business Enterprise, who is also farming out a little bit of that business in the grading and excavation space to another DBE, so we are literally getting 100 percent DBE usage here out of this contract. I just wanted to pull that; we don't see that very often at all. I'm not sure I've ever seen that on a Council agenda in my short time here, so I just wanted to highlight the District 2 component of it, 25 bus stop improvements out of the total 38 and 100 percent of the DBE of the actual contract being awarded to disadvantaged businesses.

**Mayor Lyles** said every district is getting more bus stops.

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

The following items were approved:

**Item No. 22: Police Aviation Flight Simulator**

(A) Approve a contract to Frasca International, Inc. for the purchase of a Flight Simulator and maintenance for four years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms and amend the contract consistent with the purpose for which the contract was approved.

**Item No. 23: Police Motorcycle Lease**

Authorize the City Manager to negotiate a unit price contract with The Bancorp, Inc. for the lease of BMW motorcycles for the term of three years.

**Item No. 25: Governor's Highway Safety Program Grant for Traffic Safety**

Adopt a resolution authorizing the City to accept the grant award of \$20,000 from the Governor's Highway Safety Program.

The resolution is recorded in full in Resolution Book 49, at Page(s) 85-86.

**Item No. 26: Governor's Highway Safety Program Grant for Driving While Impaired Task Force**

Adopt a resolution authorizing the City to accept the sixth year grant award for \$187,479 from the Governor's Highway Safety Program for a Driving While Impaired Task Force. The resolution is recorded in full in Resolution Book 49, at Page(s) 87-88.

**Item No. 27: Fire Station Diesel Exhaust Extraction Services**

(A) Approve a contract with Air Cleaning Specialists Inc. for Diesel Exhaust Extraction System Services for a term of three years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

**Item No. 28: Transportation Asphalt**

(A) Approve the purchase of Transportation Asphalt from a North Carolina Department of Transportation (NC-DOT) contract, (B) Approve unit price contracts for the purchase of Transportation Asphalt for the term of six months under the NC-DOT contract dated May 1, 2015, with the following: Blythe Construction, Inc., Ferebee Corporation, and (C) Authorize the City Manager to extend the contract for additional six month terms for as long as the vendors are willing to provide asphalt to the City at the same or better terms as provided in the current NC-DOT contract and consistent with the purpose for which the contract as awarded.

**Item No. 29: Aluminum Sheeting and Sign Posts**

(A) Approve a unit price contract to the lowest responsive bidder Vulcan Aluminum for the purchase of aluminum sheeting and sign posts for a three-year term, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustment and to amend the contract consistent with the purpose for which the contract was approved.

**Summary of Bids**

Mandel Metals	\$317,087.00
Vulcan Aluminum	\$429,760.00
Osburn Associates	\$460,270.00
Korman Signs	\$540,684.00

**Item No. 30: Private Developer Funds Appropriation**

(A) Approve Developer Agreements with 601 South Tryon, LLC Lennar Carolinas LLC and Pappas Midtown, LLC for traffic signal installations and Improvements, and (B) Adopt Budget Ordinance No. 9397-X appropriating \$715,841 in private developer funds for traffic signal installations and improvements.

The ordinance is recorded in full in Ordinance Book 61, at Page(s) 535.

**Item No. 31: Resurfacing Fiscal Year 2019**

Approve a contract in the amount of \$9,891,700.66 to the lowest responsive bidder Blythe Brothers Asphalt Co., LLC for the Resurfacing Fiscal Year 2019 project.

**Summary of Bids**

Blythe Brothers Asphalt LLC	\$ 9,891,700.66
Blythe Construction, Inc.	\$12,291,247.05
The Lane Construction Corporation	\$12,950,591.20

**Item No. 32: Charlotte-Mecklenburg Police Department South Division Station Design Services**

Approve a contract in the amount of \$914,975 with C Design Inc. for architectural design services for Charlotte-Mecklenburg Police Department (CMPD) South Division and Housing and Neighborhood Services South Area Service Team Facility.

**Item No. 33: Fire Station 27 Facility Expansion**

(A) Reject the low bid submitted by Dosan Corp for the Fire Station 27 Facility Expansion, and (B) Approve a contract in the amount of \$707,213.83 to the lowest responsive bidder D. E. Brown Construction, Inc. for the Fire Station 27 Facility Expansion.

**Summary of Bids**

Dosan Corp.*	\$488,280.00
D. E. Brown Construction, Inc.	\$707,213.83

\* Dosan Corporation's bid in the amount of \$488,280 was found to be non-responsive as a result of failing to meet the City's Charlotte Business INCLUSION (CBI) program established subcontracting goal.

**Item No. 34: Street Maintenance Storage Facility Repair**

Approve a contract in the amount of \$178,880.40 to the lowest responsive bidder D. E. Brown Construction, Inc. for the street maintenance storage facility repair project.

**Summary of Bids**

D. E. Brown Construction, Inc.	\$178,880.40
McFarland Construction	\$261,013.50

**Item No. 35: Hyundai Construction Equipment Parts and Maintenance Services**

(A) Approve a unit price contract with May Heavy Equipment for Hyundai construction equipment parts and maintenance services for an initial term of three-years, and (B) Authorize the City Manager to renew the contract for us to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

**Item No. 36: Brown Grier Road Upgrades Project**

Approve a contract in the amount of \$632,000 with Calyx Engineers and Consultants, Inc. (Calyx) for engineering design services for the Brown Grier Road Upgrades Project.

**Item No. 37: McKee Road and Providence Road Intersection Improvements**

Approve a contract in the amount of \$4,758,910 to the lowest responsive bidder Blythe Development Co. for the McKee Road and Providence Road Intersection Improvements Project.

**Summary of Bids**

Blythe Development Company	\$4,758,910.00
Sealand Contractors Crop.	\$4,839,541.15

**Item No. 38: CATS Bus Stop Improvements**

Approve a contract in the amount of \$199,412.50 to the lowest responsive bidder BSL Galbreath, Inc. for the CATS Bus Stop Improvements.

**Summary of Bids**

BSL Galbreath, Inc.	\$199,412.50
M. H. Graves Construction Co.	\$208,937.50

**Item No. 39: lease of City-Owned Property at University City Boulevard Parking Deck**

(A) Adopt a resolution approving a retail lease agreement with LOFTS by TBodyBar for the least of approximately 2,687 square feet in the University City Boulevard Parking Deck for a seven-year term, and (B) Authorize the City Manager to negotiate and execute a lease consistent with its terms.

The resolution is recorded in full in Resolution Book 49, at Page(s) 89.

**Item No. 40: Lease of City-Owned Property at JW Clay Boulevard Parking Deck**

(A) Adopt a resolution approving a retail lease agreement with Velocity Boutique, Inc. (Velocity) for the lease of approximately 2,352 square feet in the JW Clay Boulevard Parking Deck for a five-year term, and (B) Authorize the City Manager to negotiate and execute the lease consistent with its terms.

The resolution is recorded in full in Resolution Book 49, at Page(s) 90.

**Item No. 41: On-Call Stream Restoration and Sanitary Sewer Repair**

(A) Approve a unit price contract to the lowest responsive bidder Eagle Wood, Inc. for On-Call Stream Restoration and Sanitary Sewer Repair for one year, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

**Summary of Bids**

Eagle Wood, Inc.	\$3,242,781.51
North State	\$4,077,096.18

**Item No. 42: Clem's Branch Lift Station and Force Main Project Construction Change Order #1**

Approve change order #1 for \$139,851 to English Construction Company, Inc. for the Clem's Branch Lift Station and Force Main Project.

**Item No. 43: Buffer Impact Mitigation for the Stevens Creek Lift Station Forcemain and Gravity Sewer Project**

Authorize a one-time expenditure of \$422,069.31 to N. C. Department of Environmental Quality for project permit fees.

**Item No. 44: Laboratory Equipment and Supplies for Metals Analysis**

(A) Approve the purchase of Laboratory Equipment and Consumable Supplies, as authorized by the sole source exemption of G.S.143-129(e)(6), (B) Approve a contract with Environmental Express Inc. for the purchase of Laboratory Equipment and Supplies for a term of three-years, and (C) Authorize the City Manager to renew the contract for up to two, two-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

**Item No. 45: Wastewater Treatment Chemicals**

(A) Approve unit price contract to the following lowest responsive bidders for the purchase of Wastewater Treatment Chemicals for a term of one year: JC Jones Chemicals, Inc., Olin Corporation, and (B) Authorize the City Manager to renew the contracts for a one-year term with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

**Summary of Bids**

A complete list of the Summary of Bids is on file in the City Clerk's Office.

**Item No. 46: Central Business District Water Distribution System Improvement Plan**

(A) Approve a unit price contract with Hazen and Sawyer to provide Engineering Services for the Evaluation of the Water Distribution System within and surrounding the Central Business District of Charlotte for an initial term of two years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms and to amend the contract consistent with the purpose for which the contract was approved.

**Item No. 47: Charlotte Water Research and Learning Services**

(A) Approve a unit price contract with the University of North Carolina at Charlotte for Charlotte Water Research and Learning Services for an initial term of one year, and (B) Authorize the City Manager to renew the contract for up to four, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

**Item No. 48: CATS and Centralina Council of Governments Agreement Contract Amendment**

Approve contract amendment #1 for \$147,000 to the Centralina Council of Governments to partner with and provide additional services for the Charlotte Area Transit System (CATS) to continue regional transit planning efforts.

**Item No. 49: Transportation Management Consulting Services**

Approve contract amendment one with TransPro Consulting LLC in the amount of \$170,813.

**Item No. 50: Airport FedEx Cargo Building Expansion and Parking Facility Design**

(A) Approve a contract with Landrum & Brown, Inc. for \$354,465 for Professional Design Services associated with FedEx Cargo Building Expansion, and (B) Approve a contract with WSP and Associates for \$272,499.83 for Professional Design Services associated with FedEx Parking Facility.

**Item No. 51: Airport Credentialing Office Renovation**

Approve a contract in the amount of \$1,345,300 to the lowest responsive bidder Encompass Building Group, Inc. for Credentialing Office Renovation project.

**Summary of Bids**

Encompass Building Group	\$1,345,300.00
Edison Foard	\$1,367,300.00

**Item No. 52: Airport Runway Rehabilitation and Taxiway Demolition**

Approve a contract in the amount of \$982,000 with Delta Airport Consultants, Inc. for the design of the Runway 18L/36R Rehabilitation project.



**Item No. 53: Airport Concrete Spall Repair Project Contract Amendment**

Approve contract amendment #1 for \$4,800 with Delta Airport Consultants, Inc. for Concrete Spall Repair for additional surveying services.

**Item No. 54: Airport Parking Deck Supplemental Guardrails**

Approve a contract in the amount of \$165,000 to the lowest responsive bidder Kelby Construction, Inc. for installation of supplemental guardrails.

**Summary of Bids**

Kelby Construction (only bid received)	\$165,000.00
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**Item No. 55: Airport Vehicle Maintenance Mechanic Services Contract**

(A) Approve a professional services contract with Carolina Auto, Truck and Coach Services, Inc. for vehicle maintenance mechanic services for a term of three-years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

**Item No. 56: Airport Communications System Maintenance Contract**

(A) Approve a five-year contract with Mobile Communications America for the Airport Control Room Communications System Maintenance, (B) Authorize the City Manager to approve price adjustments and amend the contract consistent with the purpose for which the contract was awarded, (C) Authorize the City Manager to purchase maintenance and support for as long as the City uses the system, and (D) Authorize the City Manager to purchase such additional software licenses, services, and hardware as needed from time to time to optimize the City's use of the system.

**Item No. 57: Airport Consolidated Geospatial Platform**

(A) Approve a three year contract with X-Spatial to provide and implement a consolidated geospatial platform, (B) Authorize the City Manager to approve price adjustment and amend the contract consistent with the purpose for which the contract was awarded, (C) Authorize the City Manager to purchase maintenance and support for as long as the City uses the system, and (D) Authorize the City Manager to purchase such additional software license, services, and hardware as needed from time to time to optimize the City's use of the system.

**Item No. 58: Airport Visitor Info Center Management**

(A) Approve a contract with Charlotte Regional Visitor's Authority for management and operation of the Airport Visitor Info Center for an initial term of three-years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

**Item No. 59: Airport Environmental Impact Statement**

Approve contract amendment #1 for \$113,988 with RS&H Architects-Engineers-Planners, Inc. for preparation of an independent fee estimate for the Environmental Impact Study.

**Item No. 60: Airport Federal Aviation Administration Grant Acceptance**

Adopt a resolution accepting a grant in the amount of \$3,000,000 from the Federal Aviation Administration for Airport projects.

The resolution is recorded in full in Resolution Book 49, at Page(s) 91.

**Item No. 61: Habitat for Humanity of Charlotte Funding for Housing Rehabilitation**

Approve a Community Development Block Grant allocation in the amount of \$375,000 to Habitat for Humanity of Charlotte for single family housing rehabilitation.

**Item No. 62: AARP Community Challenge Grant**

(A) Adopt Budget Ordinance No. 9398-X accepting AARP Community Challenge grant of \$15,500 and (B) Adopt a resolution approving the conveyance of two porch-style metal swings and frame to the nonprofit organization Sustain Charlotte, Inc.

The ordinance is recorded in full in Ordinance Book 61, at Page(s) 536.

The resolution is recorded in full in Resolution Book 49, at Page(s) 92-93.

**Item No. 63; Northlake 3 Area Voluntary Annexation Public Hearing Date**

Adopt a resolution setting the public hearing for September 10, 2018, for Northlake 3 Annexation.

The resolution is recorded in full in Resolution Book 49, at Page(s) 94-97.

**Item No. 64: Public Auction for Disposal of Surplus Equipment**

(A) Adopt a resolution declaring specific vehicles, equipment and other miscellaneous items as surplus, (B) Authorize said items for sale by public auction on September 15, 2018, (C) Authorize the City Manager to approve certain administrative and storage fees as may be required from time to time for auction events, and (D) Adopt an amended resolution prescribing procedures for disposal of surplus personal property valued at less than \$30,000.

The resolutions are recorded in full in Resolution Book 49, at Page(s) 98-108.

**Item No. 65: Tax Year 2018 Order of Collection and Fiscal Year 2018 Mecklenburg County Tax Collector's Settlement Statement**

(A) Adopt an Order of Collection, as per North Carolina General Statute 105-321(b) authorizing the Tax Collector of Mecklenburg County to collect the taxes set forth in settlement statement for tax year 2018, and (B) Receive as information and record in the minutes the Mecklenburg County Tax Collector's Settlement Statement for Fiscal Year 2018.

**Tax Collector's Settlement for Fiscal Year 2017**

Pursuant to the provisions of N.C.G.S 105-373, this memorandum is the Tax Collector's report of settlement to the Charlotte City Council for fiscal year 2018 (tax year 2017).

The total FY2018 Real Estate, Personal Property and Registered Motor Vehicle Tax charged to the Tax Collector for collection was \$445,941,580.93.

<u>Net Levy</u>	<u>Collected</u>	<u>Uncollected</u>	<u>Pct. Collected</u>
\$445,941,580.93	\$444,107,943.82	\$2,319,326.34	99.59%

At the end of FY 2018 there were 27 tax bills totaling \$156,708.34 under formal appeal with the Board of Equalization and Review or the Property Tax Commission; consequently, the Tax Collector was barred from pursuing collection of these tax bills. In addition, the Tax Collector was barred by the U. S. Bankruptcy Court from collecting 145 real estate, personal property, and registered motor vehicle tax bills totaling \$77,680.96. Since the above totals were barred from collection, it is important to note that when these totals are removed from the net levy calculation, the collection percentage increases to 99.64%.

Reference is hereby made to reports in the office of the Tax Collector that list the personal owning real property and personal property whose taxes for the preceding fiscal year remain unpaid and the principal amount owned by each person. These reports are available for inspection and review upon request. The Tax Collector has made diligent efforts to collect the taxes due from the persons listed by utilizing the remedies available to him for collection.

Prior Year Collection

During FY 2017, the Tax Collector pursued collection of delinquent prior year taxes.

Real Estate and Personal Property Tax:

<u>Tax Year</u>	<u>Net Levy</u>	<u>Collected in FY2018</u>	<u>Uncollected</u>	<u>Pct. Collected</u>
2008	\$331,484,571.21	\$ 110,006.81	\$ 525,848.13	99.84%
2009	\$347,149,280.73	\$ 110,502.44	\$ 648,928.75	99.81%
2010	\$353,123,673.34	\$ 165,242.71	\$1,931,513.90	99.45%
2011	\$366,710,032.11	\$ 179,469.96	\$ 660,649.63.	99.82%
2012	\$368,468,601.01	\$ 200,090.05	\$ 663,374.40	99.82%
2013	\$403,859,011.24	\$ 254,629.33	\$ 741,595.73	99.82%
2014	\$403,055,672.48	\$ 302,625.93	\$ 739,374.92	99.82%
2115	\$430,297,132.43	\$ 409,868.14	\$ 872,869.12	99.80%
2016	\$434,143,896.70	\$1,338,301.15	\$1,887,314.02	99.57%

Registered Motor Vehicle Tax:

<u>Tax Year</u>	<u>Net Levy</u>	<u>Collected in FY 2018</u>	<u>Uncollected</u>	<u>Pct. Collected</u>
2014	\$33,348.45	\$1,158.24	\$3,991.16	88.03%
2015	\$ 263.51	\$ 0.00	\$ 263.51	0.00%
2016	\$ 638.96	\$ 0.00	\$ 374.34	41.41%

North Carolina General Statute § 105-373 (3) requires that this settlement be submitted to the governing board. This settlement shall be entered into the minutes of the governing body.

**Item No. 66: Refund of Property Taxes**

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$814.24.

The resolution is recorded in full in Resolution Book 49, at Page(s) 109-110.

**Item No. 67: Meeting Minutes**

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of: June 11, 2018 Business Meeting, June 18, 2018 Zoning Meeting, June 25, 2018 Business Meeting, July 16, 2018 Special Meeting and July 16, 2018 Zoning Meeting.

**PROPERTY TRANSACTIONS**

**Item No. 68: Property Transactions – Cross Charlotte Trail Brandywine – Tyvola, Parcel #13**

Acquisition of 4,348 square feet (.1 acre) in Greenway Easement, plus 1,439 square feet (.033 acre) in Temporary Construction Easement at 2108 Hassell Place from Matthew Mosby and Kelly Mosby for \$47,600 for Cross Charlotte Trail Brandywine-Tyvola, Parcel #13.

**Item No. 69: Property Transactions – Cutchin Drive Drainage Improvement, Parcel #2**

Acquisition of 18 square feet (acre) in Storm Drainage Easement, plus 683 square feet (.016 acre) in Temporary Construction Easement, plus, 2,376 square feet (.055 acre) in Existing Drainage Accepted as Storm Drainage Easement at 3340 Cambria Road from Jeffrey C. Cline and Molly F. Cline for \$12,975 for Cutchin Drive Drainage improvements, Parcel #2.

**Item No. 70: Property Transactions – Cutchin Drive Drainage Improvement, Parcel #8**

Acquisition of 1,154 square feet (.026 acre) in Storm Drainage Easement, plus 763 square feet (.018 acre in Temporary Construction Easement, plus 120 square feet (.003 acre) in Existing Drainage accepted as Storm Drainage Easement at 3222

Mountainbrook Road from Manuel Garmilla and Carmen Carcer for \$12,000 for Cutchin Drive Drainage Improvements, Parcel #8.

**Item No. 71: Property Transactions – Cutchin Drive Drainage Improvements, Parcel #11.**

Acquisition of 2,395 square feet (.055 acre) in Storm Drainage Easement, plus 1,866 square feet (.043 acre) in Temporary Construction Easement, plus 3,064 square feet (.07 acre) in Existing Drainage Accepted as Storm Drainage Easement at 3200 Chaucer Drive from Matthews S. Wedding and Katherine R. Wedding for \$65,425 for Cutchin Drive Drainage Improvements, Parcel #11.

**Item No. 72: Property Transactions – Cutchin Drive Drainage Improvements, Parcel #12**

Resolution of Condemnation of 763 square feet (.018 acre) in Storm Drainage Easement, plus 453 square feet (.012 acre) in Existing Drainage Accepted as Storm Drainage Easement at 3142 Chaucer Drive from Debra G. Detwiler for \$21,850 for Cutchin Drive Drainage Improvements, Parcel #12.

The resolution is recorded in full in Resolution Book 49, at Page(s) 110-A.

**Item No. 74: Property Transactions – Cutchin Drive Drainage Improvements, Parcel #16**

Acquisition of 314 square feet (.007 acre) in Storm Drainage Easement, plus 996 square feet (.023 acre) in Temporary Construction Easement, [;is 1,584 square feet (.036 acre) in Existing Drainage Accepted as Storm Drainage Easement at 3116 Cutchin Drive from W. Leighton Carmichael and Linda E. Carmichael for \$40,850 for Cutchin Drive Drainage Improvements, Parcel #16.

**Item No. 76: Property Transactions – East Ford Road 3244, Parcel #1**

Resolution of Condemnation of 1,765.05 square feet (.041 acre) in Temporary Construction Easement, plus 2,131.47 square feet (.049 acre) in Existing Sewer Easement at 3244 East Ford Road from Beverly T. Farmer and Walter James Estes, III for \$1,275 for East Ford Road 3244, Parcel #1.

The resolution is recorded in full in Resolution Book 49, at Page(s) 111.

**Item No. 77: Property Transactions – Fieldcrest Road to Barringer Drive Sanitary Sewer Replacement, Parcel #18**

Resolution of Condemnation of 1,713.09 square feet (.039 acre) in Sanitary Sewer Easement, plus 2,086.21 square feet (.048 acre) in Temporary Construction Easement at 1137 Rollingwood Drive from Kimberly L. Grier for \$4,925 for Fieldcrest Road to Barringer Drive Sanitary Sewer Replacement, Parcel #18.

The resolution is recorded in full in Resolution Book 49, at Page(s) 112.

**Item No. 78: Property Transactions – Fieldcrest Road to Barringer Drive Sanitary Sewer Replacement, Parcel #25**

Resolution of Condemnation of 1,109.32 square feet (.025 acre) in Sanitary Sewer Easement, plus 1,295.6 square feet (.03 acre) in Temporary Construction Easement at 1039 Rollingwood Drive from TAH 2016-I Borrower LLC for \$3,900 for Fieldcrest Road to Barringer Drive Sanitary Sewer Replacement, Parcel #25.

The resolution is recorded in full in Resolution Book 49, at Page(s) 113.

**Item No. 79: Property Transactions – Fieldcrest Road to Barringer Drive Sanitary Sewer Replacement, Parcel #29**

Resolution of Condemnation of 12,122.92 square feet (.278 acre) in Sanitary Sewer Easement, plus 14,702.51 square feet (.338 acre) in Temporary Construction Easement at Brianna Way from Brianna Terrace Property Owners Association, Inc. for an amount to be determined for Fieldcrest Road to Barringer Drive Sanitary Sewer Replacement, Parcel #29.



The resolution is recorded in full in Resolution Book 49, at Page(s) 114.

**Item No. 80: Property Transactions – Four Mile Creek Tributary Sewer Replacement, Parcel #1 and #37**

Resolution of Condemnation of 1,191 square feet (.027 acre) in Sanitary Sewer Easement, plus 4,548 square feet (.104 acre) in Access Easement, plus 6,010 square feet (.138 acre) in Temporary Construction Easement at Weddington Road from Mahlon H. Privette and Jean M. Privette for an amount to be determined for Four Mile Creek Tributary Sewer Replacement, Parcel #1 and #37.

The resolution is recorded in full in Resolution Book 49, at Page(s) 115.

**Item No. 81: Property Transactions – Four Mile Creek Tributary Sewer Replacement, Parcel #8**

Resolution of Condemnation of 1,260 square feet (.029 acre) in Sanitary Sewer Easement, plus 3,867 square feet (.089 acre) in Temporary Construction Easement at Honey Creek Lane from Margaret K. Dowd, Mary C. Dowd, William E. Harrington, III and C. Neal Harrington for an amount to be determined for Four Mile Creek Tributary Sewer Replacement, Parcel #8.

The resolution is recorded in full in Resolution Book 49, at Page(s) 116.

**Item No. 84: Property Transactions: Goose Creek Pump Station – Part 2, Parcel #14.**

Resolution of Condemnation of 3,095 square feet (.071 acre) in Sanitary Sewer Easement at 16050 Thompson Road from Nicholas R. Helms and Samantha H. Helms for an amount to be determined for Goose Creek Pump Station – Part 2, Parcel #14.

The resolution is recorded in full in Resolution Book 49, at Page(s) 117.

**Item No. 85: Property Transactions: Goose Creek Pump station – Part 2, Parcel #42.**

Resolution of Condemnation of 3,080 square feet (.071 acre) in Sanitary Sewer Easement at Northside of Thompson Road from Paul D. Henderson and Ashely S. Henderson for amount to be determined for Goose Creek Pump Station – Part 2, Parcel #42.

The resolution is recorded in full in Resolution Book 49, at Page(s) 118.

**Item No. 86: Property Transactions – Goose Creek Pump Station – Part 2, Parcel #43.**

Resolution of Condemnation of 1,985 square feet (.046 acre) in Sanitary Sewer Easement at 15711 Thompson Road from Sherry T. Henderson for an amount to be determined for Goose Creek Pump Station – Part 2, Parcel #43.

The resolution is recorded in full in Resolution Book 49, at Page(s) 119.

**Item No. 87: Property Transactions – Goose Creek Pump Station – Part 2, Parcel #44.**

Resolution of Condemnation of 1,922 square feet (.044 acre) in Sanitary Sewer Easement at 15817 Thompson Road from Douglas M. Henderson and Sherry T. Henderson for an amount to be determined for Goose Creek Pump station – Part 2, Parcel #44.

The resolution is recorded in full in Resolution Book 49, at Page(s) 120.

**Item No. 88: Property Transactions – Goose Creek Pump Station – Part 2, Parcel #45.**

Resolution of Condemnation of 4,425 square feet (.102 acre) in Sanitary Sewer Easement, plus 1,898 square feet (.044 acre) in Temporary Construction Easement at

Northside of Thompson Road from Sherry Denise T. Henderson and Douglas M. Henderson for an amount to be determined for Goose Creek Pump Station – Part 2, Parcel #45.

The resolution is recorded in full in Resolution Book 49, at Page(s) 121.

**Item No. 90: Property Transactions – Goose Creek Pump Station – Part 2, Parcel #65**

Resolution of Condemnation of 830 square feet (.019 acre) in Sanitary Sewer Easement, plus 159 square feet (.004 acre) in Temporary Construction Easement at 2627 Health Lake Drive from Carolina Water Service, Inc. of North Carolina for amount to be determined for Goose Creek Pump station – Part 2, Parcel #65.

The resolution is recorded in full in Resolution Book 49, at Page(s) 122.

**Item No. 92: Property Transactions – Gum Branch Sanitary Sewer, Parcel #14.1**

Resolution of Condemnation of 428 square feet (.01 acre) in Utility Easement at 511 Gum Branch Road from McClure Real Estate & Investments, Inc. for \$50 for Gum Branch Sanitary Sewer, Parcel #14.1.

The resolution is recorded in full in Resolution Book 49, at Page(s) 123.

**Item No. 93: Property Transactions – Hinsdale-Tinkerbelle Drainage Improvements, Parcel #23.**

Acquisition of 2,346.45 square feet (.054 acre) in storm Drainage Easement, plus 2,127.1 square feet (.049 acre) in Temporary Construction Easement, plus 127.27 square feet (.003 acre) in Utility Easement, plus 2,233.37 square feet (.051 acre) in Existing Drainage Accepted as Storm Drainage Easement at 5508 Warewhip Lane from Jennifer H. Canter for Hinsdale – Tinkerbelle Drainage Improvements, Parcel #23.

**Item No. 94: Property Transaction – Hinsdale – Tinkerbelle Drainage Improvements, Parcel #48**

Acquisition of 1,978.2 square feet (.045 acre) in storm Drainage Easement, plus 1,518.58 square feet (.035 acre) in Sanitary Sewer Easement, plus 959.66 square feet (.022 acre) in Temporary Construction Easement, plus 25 square feet (.001 acre) in utility Easement, plus 260.87 (.006 acre) in Existing Drainage Accepted as Storm Drainage Easement at 3425 Champaign Street from Kim M. Kazmaier and Carl B. Kazmaier for \$36,475 for Hinsdale-Tinkerbelle Drainage Improvements, Parcel #48.

**Item No. 95: Property Transaction – Hinsdale – Tinkerbelle Drainage Improvements, Parcel #55**

Acquisition of 1,141.05 square feet (.026 acre) in Storm Drainage Easement, plus 1,392.59 square feet (.032 acre) in Sanitary Sewer Easement, plus 1,392.59 square feet (.032 acre) in Sanitary Sewer Easement, plus 2,274.77 square feet (.052 acre) in Temporary Construction Easement, plus 234.02 square feet (.005 acre) in Existing Drainage Accepted as Storm Drainage Easement at 3408 Cotillion Avenue from Mary Lynn Thigpen for \$39,600 for Hinsdale – Tinkerbelle Drainage improvements, Parcel #55.

**Item No. 96: Property Transactions – Hinsdale – Tinkerbelle Drainage Improvements, Parcel #196**

Acquisition of 51.67 square feet (.001 acre) in Storm Drainage Easement, plus 4,809.3 square feet (.11 acre) in Temporary Construction Easement, plus 330.76 square feet (.008 acre) in Existing Drainage Accepted as Storm Drainage Easement at 2918 Hinsdale Street from Robert Arthur Yeterian and Aiping Ying for \$33,500 for Hinsdale – Tinkerbelle Drainage Improvements, Parcel #196.

**Item No. 97: Property Transactions – McAlpine Creek Relief Sewer Phase IV, Parcel #196**

Resolution of Condemnation of 9,500 square feet (.218 acre) in Temporary Construction Easement at 7700 Krefeld Drive from Realty Income Properties 25, LLC for an amount to be determined for McAlpine Creek Relief Sewer Phase IV, Parcel #196.

The resolution is recorded in full in Resolution Book 49, at Page(s) 124.

**Item No. 100: Property Transactions – Rocky River Road Improvement, Parcel #19.2**

Resolution of Condemnation of 6,990 square feet (.16 acre) in Utility easement, plus 3,509 square feet (.081 acre) in Sidewalk Utility Retaining Wall Easement at 7500 Batavia Lane from Hollis Samuel and Bridgette Samuel for an amount to be determined for Rocky River Road Improvement, Parcel #19.2.

The resolution is recorded in full in Resolution Book 49, at Page(s) 125.

**Item No. 103: Property Transactions – Steele Creek Sanitary Sewer Improvements, Parcel #9**

Resolution of Condemnation of 2,739.66 square feet (.063 acre) in Sanitary Sewer Easement, plus 3,539.99 square feet (.081 acre) in Temporary Construction Easement at 13311 Crescent Springs Drive from Steele Creek Apartment Property Owner, LLC for \$3,550 for Steele Creek Sanitary Sewer Improvements, Parcel #9.

The resolution is recorded in full in Resolution Book 49, at Page(s) 126.

**Item No. 104: Property Transactions: Steele Creek Sanitary Sewer Improvements, Parcel #12**

Resolution of Condemnation of 9,925.41 square feet (.228 acre) in Sanitary Sewer Easement at 13321 York Center Drive from Earl Terry James, Sr. for an amount to be determined for Steele Creek Sanitary Sewer Improvements, Parcel #12.

The resolution is recorded in full in Resolution Book 49, at Page(s) 127.

**Item No. 107: Property Transactions – Tuckaseegee-Berryhill-Thrift Roundabout, Parcel #6**

Resolution of Condemnation of 844 square feet, (.019 acre in Sidewalk and utility Easement, plus 3,024 square feet (.069 acre) in Temporary Construction Easement, plus 1,446 square feet (.033 acre) in Utility Easement at 1100 Tuckaseegee Road from Richard B. Nagy for an amount to be determined for Tuckaseegee-Berryhill-Thrift Roundabout, Parcel #6.

The resolution is recorded in full in Resolution Book 49, at Page(s) 128.

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**ITEM NO. 24: COMMUNITY POLICING CRISIS RESPONSE TEAM:**

**Councilmember Eiselt** said I pulled this item just to comment on it; this action will authorize the City Manager to negotiate this contract to hire six mental health professionals that will embed with our CMPD Officers and this is direct response to the recommendations from the Police Foundation Task Force that said we need to do a better job of working with individuals that are in mental health crisis. I wanted to make the community aware of that, I'm happy that this step is being taking and hopefully one day we will have the ability to train all officers in crisis intervention with regards to mental health issues, but for now I'm excited that we are going to be able to move forward with this step and hire six professionals for this.

**Councilmember Mayfield** said I had a couple of questions on this, because this project is noted that a waiver was granted, so I had some very specific questions. One was whether or not an RFP was actually issued, because when I did a search on this company they have an office located here. They are out of state, their budget is around \$150,000, and they have two staff. We have a minority owned company that is doing very similar, if not the same work, in mental health that has seven employees, has been in business for more than 10-years and already in the process of hiring additional staff when we are looking at a company that would be basically getting ready to help expand

because the request is over \$600,000 for us to hire staff. I did have a chance to speak with the Chief, and he noted that this is a company that we have partnered with in the past, so I have a challenge with – a relationship was already created and now we are creating a contract. There wasn't an RFP. We have other companies who are here that work directly in a lot of our communities, specifically communities of color which are impacted and working directly with women, working directly with those who have been impacted by loss of family member and life. I'm trying to understand how this particular company was chosen when we are being asked to fund the hiring of additional staff when we already have companies out there that have more than five staff members.

**Mayor Lyles** said I think the question is a waiver of competitive solicitation process was granted, so can you explain how that happened?

Ms. Mayfield asked how was this company chosen and did we do any research for any other companies locally?

**Major Nelson Bolin, Police** said I am over the Community Services Bureau of the Charlotte Mecklenburg Police Department, and along with me is Captain Jim Wilson who serves in that function as well. You spoke of the relationship; we've had a relationship with Matrix since 2006 to serve for our mobile crisis. I do not know the exact number of employees that they have but I can tell you that over those last 12 years that anytime we've called them in the middle of the night, they arrive quickly. They help those individuals that we have in those crisis needs, and when we looked at this we looked at hiring six City employees, but to do that we would have to hire an additional clinical supervisor. That was something that wasn't allotted in the budget, so that is why we ask for that request. Again, that budget was there; we looked at changing it just for not hiring another individual. We looked at clinical supervision. We looked at experienced clinicians, and we looked at history by that provider that could help us, and all those answers were there. We knew that somebody could come in there right away and again just as Ms. Eiselt talked about serving those people in crisis, and that is what this is about is that co-responder team to get that done. That is an individual company that can get that done right away, 24/7 operation already, and we have that relationship there, and they can come in day one to provide that need.

**Captain Jim Wilson, Police** said I'm a Captain in the Community Services and I'm crisis intervention team trained. Currently, Cardinal Innovations, who is the Managed Healthcare Provider for this region and 14 regions, pays mobile crisis to provide 12 fulltime clinicians and eight clinicians that are available to any community member that calls. Like Major Bolin said we have a relationship with them where those clinicians carry our police radios. We get priority with them now, so their responding in the community as we speak to people that are in crisis. They don't charge them for the services; that is reimbursed through Medicaid and state dollars, and they have this relationship with Baltimore Police Department already where they have the clinician co-responder [inaudible], so we can call on that experience for them. They have a relationship with providers and community resources in the area so they can refer and triage already, and what this would do would allow them to hire six additional clinicians that would be solely for CMPD and for the members of this community, in addition to the 12 fulltime and part time they have now.

Ms. Mayfield said Mr. Manager, this next statement is for you, because it was noted Cardinal Innovations. We have seen the impact of Cardinal Innovations in our community so honestly that was not a selling point. I also have a challenge that with the \$656,000 ask that should have triggered an RFP process versus a personal relationship conversation, because I heard we have a relationship with the Boston PD also has a relationship with this company. We've been working with them for 12-years. It was not stated as to how many staff they currently have, because I just did a general Google search on the organization, which triggered the red flag of how many staff do you have, but we are saying we are going to pay for these staff that will specifically respond to CMPD and for our crisis. Yes, I think this is very important, and I think we need to have it, but this also is challenging with the conversations that we keep having in our community about upward mobility, about opportunity, about transparency regarding not



even having an RFP to go to find out do we have - we haven't worked with anyone else. We just said that we've had this relationship for 12-years where we've been working with this organization and now what is coming before Council is a request for \$656,000. This should have been some type of trigger prior to this coming before us to let us know, one this relationship is happening, but if we are going to put this dollar amount in order for us to adhere to what we keep saying to the community it seems like we would have had an RFP process or at least put a call out if not a full RFP, a call of interest to see if there are any other providers that would be interested in working our Police Department.

Mayor Lyles said I think Ms. Mayfield has raised an excellent point on something like this to have a process by which there is an opportunity for other people to qualify. It wouldn't have disqualified anyone but to actually to have and determine other qualifications around this and especially the amount that it is. I don't that we have an answer for you tonight Ms. Mayfield. Mr. Manager, I think that we really ought to consider perhaps holding this, but I know we have comments in other areas and there may be other questions about this but to have a waiver because of our history of doing business is not a sufficient reason not to bid.

**Councilmember Newton** said I want to speak in a manner that is respectful to you my fellow colleagues and particularly respectful to the concerns of Ms. Mayfield. Having said that, I think those are very valid questions that need to be asked that need to be answered. At the same time, I want to speak to just how important this particular program is in my opinion for us here in Charlotte, and I want to speak from a general perspective and at the same time from a personal perspective, because I think I'm a unique stakeholder in this conversation. I'm an attorney, but I'm also someone who lost a loved, close family member in an incident that I think this bears on. He suffered from mental illness and was shot and killed by an officer, and this is something I think about every single day. Having said that, I understand and fully appreciate the challenges that I think our Department faces and are interacting on a much more frequent basis with members of our community who suffer from mental illness, mental illness by the way that is fully treatable if those folks received the help they need. This program goes beyond simply crisis intervention training and I think over the past five-years what we've seen is we've seen a Department that has taken that challenge head on and I believe we have more. You look back about five-years ago, we might have had six, a handful of officers trained in crisis intervention training and we have hundreds today and well over 25 percent of our Department which is the standard. Now that doesn't mean that those folks, even our crisis intervention trained officers, it doesn't mean that they are fully equipped with the resources, the full training and the authority to manage situations that arise and that is where this program fills the gap. The gap of time that might exist where tragedy can occur, so I am fully in support of this pending the questions raised by Ms. Mayfield, and I've had numerous conversations with our City Manager's Office, I've had numerous conversations with our Chief of Police about this, and I want to thank them for listening and for being proactive, adopting Memphis' model and at the same time working towards us being a leader when it comes to this sort of interaction with citizens in our great City.

**Councilmember Winston** said I totally agree with the importance of this program. I just have some questions regarding the implementation and how we are doing this. It was my understanding during the budget process that these were going to be hired positions, and now they are going to be contracted out, so I would like to have a better brief about the entirety of this program as it goes on, because now we are buying a product as opposed to the way I see it creating a new kind of paradigm within our Department. Kind of moving forward, I would like to get to the point. I do think it is transformational to think that we will have people that are sworn officers that have these types of skills. I think that creates a different paradigm, and I will say it is more potent to our community that this idea of contracting something out that can eventually go away if that makes any sense.

**Councilmember Egleston** said to Mr. Newton's point we do currently have a good number of officers with these skills and with this training, but I hope, and I'm very

familiar with this work because before my wife moved to Charlotte from Durham, this is the exact work she did in conjunction with the Durham Police Department. She was one of these crisis intervention folks who were contracted by the Police Department, worked directly with an officer, and it had incredible positive effects in the work they were able to do. I hope, not only Chief Putney, but also our Fire Chief Johnson will both continue to prioritize this training for their officers and firefighters, because often times on these calls the Fire Department might get there first, and I know they are in as much need of this training and this skillset as our Police Officers are. I applaud the effort to get a lot of our Officers certified; I know we are doing better than average, but I think we can continue to prioritize that for Police and Fire so that we have more people that are City employees who are equipped with this ability.

Mayor Lyles said I think we have an agreement that this service is needed, but the work the officers are being trained to do is important will continue to do that. I think the question is about the procurement process and granting a waiver and why.

**Chief Kerr Putney, Police** said I think the only thing I can add is this: time is of the essence. We are not trying to circumvent a process. Let me say that to begin with and if that is the will of the Council so be it. I applaud that. Our issue is we are entering the third quarter; we are doing engagements already. What is missed is we are talking clinicians who have Masters Degrees and the expertise that our officers do not have. CIT is a major move forward, but it is four hours training. We know the signs and systems, we know how to try to deescalate, how to communicate better, but we are not experts. That is the philosophical message that I want to make sure we clear up. It is a matter of expertise, and we don't have it, so we are in need of it as soon as we can get it. I think we are all saying the same thing. It is a matter of the process. We are open to the process the way that obviously this Board decides to go. I just want to move sooner rather than later, because at any moment we can have an interaction, and I would rather be more prepared than we are currently.

**Councilmember Ajmera** said if you were to open the process, what would be the delay like? In other words, how much time would it take for us to get this in front of us for an approval?

**Marcus Jones, City Manager** said I think the important thing that goes back I guess the question that Mr. Winston had. You did approve positions in the budget back in June. I'll add to that, that isn't prevalent throughout the entire country because of maybe conversations like this. Sometimes it is difficult to get clinicians trained to be in patrol cars with officers so when the Chief came to me, which I own this and basically said there is another solution. We have a group that we have good outcomes with that we could implement immediately, and that is why it is on your agenda tonight. I think one of the things that we should have on the table is does the current relationship work? Not just that we have a relationship but are there some outcomes that are positive outcomes? But again if it is the will of the body to go to a different process, it will delay us. I don't know if it is weeks or months.

Mr. Putney said it will be months, sir.

Mr. Jones said but this was an opportunity to implement based on positive outcomes with a current partner.

Mayor Lyles said I'm going to pull out Item No. 24 and the Manager will bring this item back to us on September 10, 2018; therefore no action will be taken on Item No. 24 tonight.

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## ZONING

**ITEM NO. 9: ORDINANCE NO. 9393-Z, PETITION NO. 2018-047 BY FOUNDATION OF THE UNIVERSITY OF NORTH CAROLINA AT CHARLOTTE, INC. AMENDING THE ZONING MAP OF THE CITY OF CHARLOTTE TO AFFECT A CHANGE IN**

**ZONING FOR APPROXIMATELY 4.42 ACRES LOCATED ON THE EAST SIDE OF NORTH TRYON STREET ACROSS FROM J. W. CLAY BOULEVARD FROM INST (INSTITUTIONAL) AND TOD-M(O) (TRANSIT ORIENTED DEVELOPMENT – MIXED USE, OPTIONAL) TO TOD-M(O) TRANSIT ORIENTED DEVELOPMENT, MIXED USE OPTIONAL) AND TOD-M(O) SPA (TRANSIT ORIENTED DEVELOPMENT, MIXED USE, OPTIONAL, SITE PLAN AMENDMENT).**

The Zoning Committee voted 7-0 (Motion by Gussman, seconded by Ham) to recommend approval of this petition and adopt the following statement of consistency: This petition is found to be consistent with the University City Area Plan, based on the information from the post hearing staff analysis and the public hearing and because the area plan recommends transit oriented development. Therefore, we find this petition to be reasonable and in the public interest based on information from the post hearing staff analysis and the public hearing and because The University City Area Plan recommends transit oriented development for this parcel, as it is within ¼ mile of, and adjacent to, the JW. Clay Boulevard/UNC Charlotte transit station and this site is within the core of the transit station area, and should be developed to foster a walkable, mixed use, urban environment that promotes street-level activation and design and creates pedestrian activity and comfort and the proposed development plan provides for a mix of uses in an urban and pedestrian-oriented form along North Tryon Street and while the requested optional design provisions allow for a reduced amount of active uses along the street-level frontages, the proposed open space and pedestrian system along North Tryon Street alternatively activates and enhances the street-level environment of the station area.

Motion was made by Councilmember Phipps, seconded by Councilmember Egleston, and carried unanimously to approve Petition No. 2018-047 by Foundation of the University of North Carolina at Charlotte, Inc. and adopt the following Statement of Consistency: This petition is found to be consistent with the University City Area Plan, based on the information from the final staff analysis and the public hearing and because the area plan recommends transit oriented development. Therefore, we find this petition to be reasonable and in the public interest based on information from the final staff analysis and the public hearing and because The University City Area Plan recommends transit oriented development for this parcel, as it is within ¼ mile of, and adjacent to, the JW. Clay Boulevard/UNC Charlotte transit station and this site is within the core of the transit station area, and should be developed to foster a walkable, mixed use, urban environment that promotes street-level activation and design and creates pedestrian activity and comfort and the proposed development plan provides for a mix of uses in an urban and pedestrian-oriented form along North Tryon Street and while the requested optional design provisions allow for a reduced amount of active uses along the street-level frontages, the proposed open space and pedestrian system along North Tryon Street alternatively activates and enhances the street-level environment of the station area

The ordinance is recorded in full in Ordinance Book 61, at Page(s) 525-526.

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**ITEM NO. 15: UNC CHARLOTTE CONFERENCE CENTER PARTNERSHIP**

Motion was made by Councilmember Phipps, seconded by Councilmember Harlow, to authorize the City Manager to negotiate and execute an agreement with the Foundation of UNC-Charlotte for the City to fund up to \$8 million to construct a Conference Center in partnership with UNC-Charlotte.

**Councilmember Phipps** said I would just like to say, this has been carefully vetted; we've had presentations on it from CRVA and other parties that this would be a good addition for UNC-Charlotte, the University City area, and a the whole City of Charlotte in terms of bringing economic impact and conferences that heretofore have not been able

to be held directly near the campus. I think it will be a good generator that everyone could benefit from, and I would hope that my colleagues join me in approval of this item.

**Councilmember Mayfield** said my colleague touched on it, but I want to make sure that the community understands what we are approving with this \$8 million. It is specifically for the Conference Center, but it is specifically coming from the Convention Center tax. Many years ago a previous Council went to the General Assembly, lobbied and was able to identify a special tax, hospitality, and tourism, and this is part of that funding, the Convention Center tax, so as we have conversation about housing, of which I will be sharing some information in a couple items from here, but I want to make sure that the community knows specifically this is a different pot of money, so for this pot of money this development is in support of the construction of the Conference Center, but what that is going to do for the City and for the students at UNC and really for our region is to help bring conferences into the area that we don't have. If you travel to Boston and other places, they have these big medical conferences, and that is one of the things that we haven't been able to have especially with UNC being such a major impact in our community, but I wanted to make sure that the community understood from what pot of money this was coming from, because trust me if we had access to \$8 million from housing we will be spending it, but this isn't from the housing pot of money. This is strictly from the Convention Center pot of money, but this will be a really good investment for down the road with how UNC-Charlotte is going to grow and how we are able to bring conventions and not just have them uptown at the Convention Center.

**Councilmember Winston** said I'm in support of this project, and I would like to say a lot gets talked about the investment that has gone wrong along the Blue Line and how people have been left out, but this is a great example of the right type of investment that you want to have by your light rail station. There are going to be jobs that are going to be generated, and they are going to be able to be accessed conveniently from people from all parts of town because of where it exists. It is going to continue to tie the University area and uptown so that we can really expand this City in a way that works for more people and not just those that can afford to access it. As Ms. Mayfield was getting at, part of my questions today in our agenda was sort of a sarcastic comment about a Consent item that gave something to UNC-Charlotte for them to study, and I was like well I thought we don't have a Research Institution in the City, so bringing conferences in like this, bringing professionals in that are going to attend these conferences I think gets much closer to being able to define ourselves however you define it as a World Class Research Institution ultimately.

**Councilmember Ajmera** said my colleagues have already touched upon the economic opportunities that it will bring, but is also important to emphasize the educational opportunities that it is going to bring and attract researcher experts in various fields. This is only going to help out City become one of the best when it comes to educational talent, so thanks to UNC-Charlotte's efforts in really taking this huge step and partnering with the City to lead in this effort. I will also support this.

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

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**ITEM NO. 10: ORDINANCE NO. 9394-Z, PETITION NO. 2018-043 BY PIKES NURSERIES AMENDING THE OFFICIAL ZONING MAP OF THE CITY OF CHARLOTTE TO AFFECT A CHANGE IN ZONING FOR APPROXIMATELY 5.85 ACRES LOCATED SOUTH OF RIDGE ROAD, WEST OF PROSPERITY CHURCH ROAD, EAST OF BENFIELD ROAD, NORTH OF I-485 FROM CC (COMMERCIAL CENTER) TO CC SPA (COMMERCIAL CENTER, SITE PLAN AMENDMENT).**

The Zoning Committee voted 7-0 (motion by Gussman, seconded by Samuel) to recommend approval of this petition and adopt the following statement of consistency: this petition is found to be inconsistent with the mapped land use in the Prosperity Hucks Area Plan for the portion of the site that includes the pond and frontage on Highland Shoppes Drive and consistent with the Plan for the remaining portion of the



site based on the information from the post hearing staff analysis and the public hearing and because the future land use map recommends Park/Open Space for the portion of the site that includes the pond and frontage of Highland Shoppes Drive and the plan recommends a mix of uses (retail/service, office, and institutional) for the remaining portion of the site. However, we find this petition to be reasonable and in the public interest based on information from the post hearing staff analysis and the public hearing and because the proposal is consistent with the more specific recommendations of the area plan including that the existing pond should remain and may be incorporated into a significant open space and there could be retail uses along a realigned McKay Road and the extension of Highland Shoppes Drive and development should recognize the existing pond as a key open space element and any additional open space should building upon this unique amenity, and uses should orient to it or to the adjacent street. The proposed site plan preserves the existing pond, and provides a plaza area and pedestrian path around the pond creating a park/open space area and new buildings to be oriented towards streets with parking located to side or rear. Shared parking is encouraged. The site and building design is in a walkable form with buildings oriented to McKay Road and the extension of Highland Shoppes Drive and sites larger than five acres should include at least two uses mixed vertically or horizontally and the proposal includes multiple uses mixed horizontally and the site is not appropriate for uses with accessory drive-in service windows and gasoline pumps which are prohibited on the proposed site plan.

Motion was made by Councilmember Phipps, seconded by Councilmember Mayfield, and carried unanimously to approve Petition No. 2018-043 by Pike Nurseries and adopt the following Statement of Consistency: This petition is found to be inconsistent with the mapped land use in the Prosperity Hucks Area Plan for the portion of the site that includes the pond and frontage on Highland Shoppes Drive and consistent with the Plan for the remaining portion of the site based on the information from the final staff analysis and the public hearing and because the future land use map recommends Park/Open Space for the portion of the site that includes the pond and frontage of Highland Shoppes Drive and the plan recommends a mix of uses (retail/service, office, and institutional) for the remaining portion of the site. However, we find this petition to be reasonable and in the public interest based on information from the final staff analysis and the public hearing and because the proposal is consistent with the more specific recommendations of the area plan including that the existing pond should remain and may be incorporated into a significant open space and there could be retail uses along a realigned McKay Road and the extension of Highland Shoppes Drive and development should recognize the existing pond as a key open space element and any additional open space should building upon this unique amenity, and uses should orient to it or to the adjacent street. The proposed site plan preserves the existing pond, and provides a plaza area and pedestrian path around the pond creating a park/open space area and new buildings to be oriented towards streets with parking located to side or rear. Shared parking is encouraged. The site and building design is in a walkable form with buildings oriented to McKay Road and the extension of Highland Shoppes Drive and sites larger than five acres should include at least two uses mixed vertically or horizontally and the proposal includes multiple uses mixed horizontally and the site is not appropriate for uses with accessory drive-in service windows and gasoline pumps which are prohibited on the proposed site plan.

The ordinance is recorded in full in Ordinance Book 61, at Page(s) 527-528.

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## **PUBLIC HEARING**

### **ITEM NO. 11: PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF AN ALLEYWAY OFF OF WEST PALMER STREET**

**Mayor Lyles** declared the hearing open.

Motion was made by Councilmember Driggs, seconded by Councilmember Mayfield, and carried unanimously to close the public hearing.

Motion was made by Councilmember Mayfield, seconded by Councilmember Egleston, and carried unanimously to adopt a resolution to close a portion of an alleyway off of West Palmer Street.

The resolution is recorded in full in Resolution Book 49, at Page(s) 67-69.

\* \* \* \* \*

## **ITEM NO. 12: PUBLIC HEARING ON CRESSWIND VOLUNTARY ANNEXATION**

**Mayor Lyles** declared the hearing open.

Motion was made by Councilmember Newton, seconded by Councilmember Ajmera, and carried unanimously to close the public hearing.

Motion was made by Councilmember Mitchell, seconded by Councilmember Newton, and carried unanimously to adopt annexation Ordinance No. 9395-X with an effective date of August 27, 2018, to extend the corporate limits to include these properties and assign them to the adjacent Council District 5.

The ordinance is recorded in full in Ordinance Book 61, at Page(s) 529-533.

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## **POLICY**

## **ITEM NO. 13: CITY MANAGER'S REPORT**

**Mayor Lyles** said the City Manager has completed his report on a one-page document that is at your places to give you a summary of what is coming up on the next agenda.

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## **ITEM NO. 14: HOUSING CHARLOTTE FRAMEWORK**

**Councilmember Mayfield** said tonight City Council is being asked to approve our Housing Charlotte Framework for building and expanding access opportunities through affordable housing investments/diverse price point housing. The framework establishes a collaborate effort among the City and other community partners such as the Foundation for the Carolinas, Local Initiative Support Corporation (LISC) and the leading opportunity council for the allocation of private and public resources to guide the City's affordable housing investments, policies, processes, and related decisions. The framework recommends key strategies and short-term priority, financial tools represents specific policy objectives and methods the City, and its partners will explore to address housing affordability challenges. On July 23, 2018, Council received an update on this framework. The framework was also reviewed by the Housing and Neighborhood Development Committee, of which I would like to take a moment to thank all of my Committee members, my Vice Chair Mr. Driggs, as well as all of our members, and was recommended to the full Council for consideration. These strategies also include community input, many from advocacy groups that we heard from at our July 23rd public forum. I believe that several speakers representing these advocacy groups are signed up to speak about this tonight.

Motion was made by Councilmember Mayfield and seconded by Councilmember Newton, to approve the Housing Charlotte Framework for building and expanding access to opportunity through housing investments.

**Judy Seldin-Cohen, 229 North Church Street** said I am a volunteer organizer at the Stan Greenspon Center, and today I am asking you to approve the revised Housing Charlotte Framework. We've all inherited the history of our City's past housing policies, and tonight we've heard two voices with painful stories reflecting thousands more. What matters now is how we shape our housing policies for our future. Our volunteers are grateful for our meetings with nine City Councilmembers with Mayor Lyles and with Ms. Wideman. We admire your commitment to this issue, and we appreciate your willingness to engage with our coalition. The revised framework is a solid compromise that strengthens our City's response to the question, where is the affordable housing? This framework reserves 20 percent of bond funded units for households earning under 30 percent AML. That is less than \$19,000 a year for a family of three and the group facing the greatest shortage of affordable housing. An additional 10 percent of units are set aside on a priority wait list for those in this group who need a subsidy-friendly landlord to accept their rental subsidy or their housing voucher. These changes allow affordable housing developers to build profitably and lease up quickly yet recognize the lack of alternatives for those struggling the most. When it comes to NOAH (naturally occurring affordable housing) rather than the City purchasing developments the framework now creates a substantial fund as a layer of capital for developers mirroring how our City currently funds new construction and leveraging these bond dollars to convert more NOAH units to long-term deed restricted units. Preserving this inventory reduces painful displacement and hard choices for some between food and rent. The revised framework also authorizes a process to give voice to those who are personally impacted by homelessness or displacement, a policy initiative of the housing justice coalition. With this new version of the Housing Charlotte Framework we at the Stan Greenspon Center commit to helping the \$50 million housing bond pass this November, mobilizing our volunteers and our many coalition partners to campaign with us, and we, all of us together in this room, will launch a housing policy legacy which we can look back upon with pride. Thank you for the start of a brighter future for our City.

**Dale Mullennix, 3200 Pendleton Avenue** said I am the Executive Director of the Urban Ministry Center and along with my colleagues I want to thank you for your commitment to and your leadership in this initiative to addressing our needs for affordable housing in our community. You've heard Judy speak to many of the stats and the data, I'm going to take a slightly different approach and really talk about the meaning of this proposal because the proposal before you tonight is impactful. It is a game changer. It is a step in the right direction; it is a compromise. It is not perfect but as somebody said, the cost of perfection is irrelevance, and we want to be relevant. We want to get things done. We at the Urban Ministry Center have been providing housing now for a number of years and we've learned from our own experience the value of housing for people who are homeless particularly or the cost benefits to our community but also how lives are changed, how health is improved once someone has a safe, affordable place to live. What we've also seen is just the very prospect of being able to have a place to live begins to change a person's life; they begin to change their own perspective on themselves just from the hope that is generated from the very real possibility that they might have a place to live. I will confess. I used to be an incurable optimist, but I got cured, and over the last 25-years I've listened to way too many heartbreaking stories of our neighbors who are living in places unfit for human habitation. I've known too many neighbors who have died waiting to have a place to call home. So, what I want to focus on with you tonight is to separate the distinction between optimism, which is generally what people who are used to getting what they want feel versus hope, because hope is that contradiction that we have to have over against our present condition of not having affordable housing. Hope is what we must have even when we are facing overwhelming challenges of having tens of thousands of people who don't have affordable housing, and hope is what still must be there even when our neighbors are realizing some of their worst fears. When people are living in some of the most dire circumstances it is the hope that you can create with this proposal. Not just the dollars, not just the strategies,

not just the policies, but the hope that you can create for so many people in our community. It will give them a way to look to their future and think differently about themselves, to think differently about us, to think differently about their community, so I'm grateful to you if you will support this proposal that we will together see the hope necessary for our community.

**Janet Ganoung, 9907 Deer Spring Lane** said I've been Chair of the Greater Charlotte Chapter of Carolina Jews for Justice. CJJ is a part of an affordable housing focus coalition which includes the Stan Greenspon Center, One Meck, the Housing Justice Coalition, and many houses of faith. Thank you Madam Mayor, Council and staff for meeting with member of the Coalition over the past weeks and months and for listening to our proposed policy changes to increase housing opportunities in Charlotte. Collaborating with one another in such a respectful way is the way democracy is supposed to work. Tonight, we urge you to accept the Housing Charlotte Framework as amended from its original version based on input from CJJ and our many coalition partners. This amended framework will serve more folks at the lowest income levels where the housing shortage is most acute, subsidizing developer preservation of NOAH will stretch dollars further while reducing the City's risk. Expanding the length of deed restrictions and requiring equal replacement of affordable units will allow more residents to remain in the homes and in the neighborhoods they love. Lastly, providing ample time for input to City Council prior to decisions on bond funded projects validates the voices of those who advocate for or are directly impacted by displacement and homelessness. Being last out of 50 major cities in upward mobility is not who we want to be. Poverty is not the absence of assets; it is the absence of justice. The great disparity and opportunity that we see in Charlotte is what we have collectively created through the policies and politics of our history. We must acknowledge and accept this history before we can achieve a future of justice. What we have done in the past is not working; we have to consider new workable solutions, and we gratefully recognize your move in this direction. Thank you in advance for voting to approve the revised Housing Charlotte Framework. The 2017 Leading on Opportunity Report recommends that before making significant decisions for the community we must ask ourselves a simple question; how will this decision impact the opportunity trajectory of our children, youth and families? To answer this question, we must first know the needs of the diverse people in neighborhoods that comprise Charlotte. We believe that listening to the people most greatly affected by government's policies shows how much we as a community care. Everyone deserves a voice, everyone wants and needs to be heard, validated and valued. Over the past year you have shown your commitment towards open conversation and a greater sense of trust including staff's promise to be more forthcoming with data and information from this point forward. That being said, we cannot and will not let our efforts end with conversation. We have to turn them into action.

**Deronda Metz, 534 Spratt Street** said I am a Director for the Salvation Army Homeless Shelter; also I'm a Chair for the Homeless Coalition, the Homeless Services Network this year. I'm not sure whether you all are aware of it or not, but we released our homeless point in time count on August 23, 2018, so this is the first time in several years that our homeless count went up by 13 percent. On behalf of the Homeless Services Network just advocating that you all support and vote for the Housing Charlotte Framework, as it has been revised. We are also asking that Council prioritize delivery of affordable housing to the lowest of income, because that is what we see and that is what we believe that is most needed. On behalf of the Network, we are asking that we can work with the City to define the process of how spending bond dollars by giving voice to those who are advocates or impacted by displacement and homelessness.

I just want to talk for a moment; I am a native of Charlotte, grew up in this City, grew up at 925 Druid Circle, and from my porch I can look down the street and see Double Oaks, saw it all my life, huge community of affordable housing, and I think it is great what some of the work that Julie and her organization is doing over in that community. I also went to school with people from Fairview Homes and although public housing may not have been a good thing, it provided affordable housing. I've been working in



homelessness since 1990 at the Salvation Army Shelter and really have seen family homeless really grow, and one of the things that concerns me and I watched this happen, I know that this is a public policy issue and it has to be addressed from the federal level to really address this family homeless issue but one of the challenges for me is that being there as a director and literally seeing people that I grew up with in this community not being able to afford housing, so I'm just to shift a little bit. I have to do this.

Mayor Lyles, I didn't really want to, but I promised people that we see every day in this City that we don't have answers for, so we've got families camped out on Spratt Street. We've got families camped out around Charlotte, because we don't know what the solution is. So, when people ask us in this City, where do we go? We say we don't know so people go to the Mayor's Office, and the Mayor's Office calls the providers and we don't have answers, and I don't have an answer for you all tonight, but what I do know that it is a community problem that we don't have answers for our homeless in this community and we have so many families, men and women sleeping on the streets that really requires a community solution, so I want to just say as we have a community conversation I will definitely continue to work with the City staff and let you all know about it and hope to have you all involved in that.

**Julie Porter, 4601 Charlotte Park Drive** said I am President of the Housing Partnership, a non-profit affordable housing developer. I'm here to voice support for the Housing Charlotte Framework as amended. There are many aspects of this plan, which will increase Charlotte's capacity to serve low-income families, and we are convinced the strategies proposed combined with an expanded housing bond will help us increase the supply of high quality affordable housing. We are especially encouraged to see the focus on strategies targeted to stabilize extremely low income households and those families vulnerable for displacement. Also, the recognition that Charlotte is losing its naturally occurring affordable housing to investors whose primary motive is profit. Lastly, we believe the focus on homeownership is going to lead to families building self-sufficiency and net worth. The framework is ambitious and innovative, and I encourage you to support it.

**Councilmember Egleston** said I just want to say, a lot or the majority of the people sitting up here right now last year ran with affordable housing being our top priority and, even those who didn't acknowledge what a critical need it was, but no matter what any of the 12 of us or any of the people that work in this building did, we wouldn't be able to make a big dent in this issue without the participation of the community and that means our citizens and our corporate partners. So, I want to thank all the people that are here tonight but all the people who have been involved in this. It has been an incredible coalition of organizations in this community that have made this their top priority who have really challenged us, who have given us ideas that maybe we wouldn't have otherwise thought of, and I think this plan and the results from it and from the affordable housing bond will be better for it. I also want to acknowledge a lot of our corporate citizens who today in particular, we were at the Foundation for the Carolinas and heard from Wells Fargo and Crescent Communities about what they are doing to try to help match the work from the bonds in the private sector, so they along with a lot of others that have already come on board and will come on board I think need to be commended as do all the people here tonight and all the organizations they represent, because we I think said this is going to be our main focus, but it's got to be something that we've got buy in from the community and you all are proving tonight that we do, so thank you.

**Councilmember Winston** said this is an incredible document as Mr. Egleston said; this is work that we committed to the community to do, and we are doing it. I think this is a document that helps us on this Council be good stewards of taxpayer money when it comes down to it and we didn't want to just ask for \$50 million and have no plan for it and that is what the work of the HAND Committee has done along with the community. I thank you for that to guide us and future Council of how to operate with this. To use some words of one of my colleagues, I think this is a masterful document. As I read through it, it was chocked full of information and there is so many layers of this I really think honestly that we should encourage professors and teachers to include some of

this information in curriculum, because it does provide answers but provides a lot of other questions for how we got here, so we are going to need innovative solutions to continue on of solving this generational problem. We are not just going to get here specifically through this document.

I will point out one criticism that I do think we should look at. It is not something that was going to prevent me from voting in favor of this, but on Page 5 of the document it states that today many Charlotte residents face a tradeoff in terms of where they live. They can live in more affordable housing near public transit and within a short commute to most jobs within Charlotte, or they can live in higher cost housing in areas with higher performing schools, lower poverty rates, and less access to transit. I understand where this sentence is going, but I don't agree with the way it is characterized. I don't think that is the choice that people in our City who are searching for affordable housing truly have and being that so much in this document is accurate I don't want that to stand out. It honestly goes against what we stated in other Departments in the City, specifically the presentation we heard tonight from CATS in Envision My Ride which acknowledges that for too many of our bus routes, a strong majority of our public transit they are inaccessible provide egregious commute times for low-income workers, which further leads to housing insecurity and therefore lack of accessible affordable housing. I will vote in favor of this framework, but I do think this is an important premise that we should look at perhaps changing as we move forward to make it more accurate to the reality of our citizens.

**Councilmember Eiselt** said to follow on a couple of comments of my colleagues I want to say that this is tough work, and I want to really commend the Housing Committee that had done a lot of work on this, the members of the Housing Committee and the community who has dug in deep on this. It is hard work; it is challenging work, and you all have some down repeatedly. You've challenged us, and I think that (a) I want to recognize that and (b) I want to say that in no way is my next comment saying that the work is done. We know that there is still a lot of work to do; we know there is a lot of improvements to do, but today is a really, really good day to be a Charlottean. I'm proud of the work that this group has done, and I'm proud of our City. This morning we started out the day hearing from one of our community partners, Wells Fargo that has committed \$20 million to a couple of different programs for affordable housing. That is a big deal. Crescent Communities has stepped up and set aside acreage in their new development, the River District, for I believe it is all 30 percent and below housing. Do I have that right Ms. Mayfield?

Ms. Mayfield said no it is going to be mixed income. It is going to be 20 percent 60 and below.

Ms. Eiselt said the Foundation for the Carolinas also has made it clear that they hope more community partners are going to step up and match the \$50 million that the City has said they are going to commit if our citizens vote positively for the bonds, but I just wanted to say that for a moment let's take that victory and let's be proud of that and move forward knowing that we can get this done as a community. Thank you for everybody who has put a lot of hard work into that.

**Councilmember Harlow** said this is a great day to be a Charlottean, not just to be on Council, but to be any advocate for fair and just housing. We know if we fail to plan we are planning to fail and when we ran for office a lot of did say, as Mr. Egleston said, we put affordable housing as a focus and many of us supported our Mayor when she said we can't do this alone, and that doesn't mean the 11 of us up here but also so many of you and others that are here and also those that are watching consistently meeting with us, consistently staying on us offering up policy ideas and changes, meeting with staff, attending our Committee meetings. This commitment with this framework is really a great outline that commits not just to lower incomes and especially around 60 percent and below and in particularly 30 percent and below AMI levels in the rental market, but I believe it also shows a little bit of a renewed focus on home ownership and self-sufficiency as well. I know we lose a little bit of that message when we talk about just apartment rentals, but it calls for policy around different strategies of establishing certain

funds that invites our private and non-profit partners in, long-term deed restrictions, equal replacement of affordable units and NOAH properties that also better leverages City owned properties. So many different avenues and webs that this framework provides, tax relief for developers also tax relief for long-term homeowners to stabilize communities. So, big kudos to the housing team; Pam and your team; Chair Mayfield of our HAND Committee. I'm proud to serve on that Committee but for this Council making this a priority and then probably most importantly you all, just the community, the coalition of One Meck, CJJ, and Housing Justice Advocates, the faith community. Forgive me if I'm forgetting other groups but all of these groups that are supporting a different way of thinking around housing in Charlotte. Tonight is still another step but today has been a great day because of the private partner commitments we heard about earlier, so I will be happily supporting this.

**Councilmember Ajmera** said last month we heard from many of you and there are two common threads, first was the community input, and the other one was around affordable housing especially for households earning 30 percent or below. With the proposed Housing Charlotte Framework that we have in front of us today it addresses both concerns that were raised by many of you. It incorporates community input and a housing requirement for 30 percent AMI households for all publicly funded development. That is a big victory, and I'm pleased to see these changes; thanks to Pam, Debra and staff for working with many housing advocates, private sector and non-profits for your commitment. Charlotte is very lucky to have folks like you who truly care about our community.

**Councilmember Driggs** said I wanted to point out that this has been an amazing learning process for us. I think there was a recognition that affordable housing was a very big priority but when you get down into the kind of details of how to take resources and put them to the most productive use there was a very lively debate. We had a Retreat about it. We got useful input from people like Lee Cochrane and Marc Ethridge, and I think we all know a lot more than we did before about the ins and outs, how it is done in other cities. So, this document reflects our best thinking so far on how to put these funds that we committed to use. I wanted to particularly recognize Ms. Campbell and Ms. Wideman because they took on board all kinds of input, and they processed it into this very organized statement that you see. I will tell you that a lot of work still remains to be done. This is not the kind of final statement; this is a course that we've charted. We are going to work with LISC (Local Initiative Support Corporation). We are going to look and see what kind of private partners step up, and we heard this morning about commitments as has been alluded to, a couple of those are equity, but others are kind of creative. There is a land contribution there and there was an increase in program funding that Wells Fargo has committed to, so we need to kind of roll with that and continue to evolve out thinking on this as we become smarter about what our opportunities are. I think this is an excellent step in terms of charting a course that we can use to explain the bonds for example. We did not want to be going out and looking for authorization for bonds and not be able to talk about exactly what we are going to do, so I'm just grateful that we've been able to pin this down and get a lot more specific about how it will work, and I look forward to partnering also with the community on housing issues going forward.

**Councilmember Bokhari** said I also want to say it is a proud day for us to take a second and look at everything that has been done here and I will agree this framework document is masterful. It really is, but I'm going to vote yes for this because I am as Mr. Egleston said, one of the folks that didn't necessarily campaign on this, but the data and the meetings and everything we've looked at for the last seven, eight, nine months has shown me what a real crisis and problem this is. I think there is something that needs to be said right now. In a little more than two months, the community is going to vote on this bond and based on everything I've seen and heard, although people don't really start paying attention until right before the election. I think there is a really, really good chance, if not a great chance, this is going to pass, but victory is not measured in if this passes then; \$50 million, just so everyone kind of realizes, if we look at average math, the average deal four percent type deals that we've done \$50 million gets you 1,428 units at \$35,000 apiece. So, if we do things on average and average has been pretty



good for us over the last several years, and how we perfect it, how we do nine and four percent deals we are going to get around six percent of the challenge solved of the 24,000 units that are there with this money, and that doesn't account to the 5,600 units on average per year of NOAH we've lost between 2013 and 2017. If we do things average the same way they've been done before no matter how great this dollar amount and spend is in comparison to anything that has happened historically there is a chance five-years from now when we get the new numbers, we are 45,000 units in a crisis and we are 24,000 today, so that is why I encourage us all to think about the fact that this win here and success is not when this community votes yes on these bonds. It is when we measure what we've actually done to inspire the private sector to give more, to inspire the community to want to do this again. So, that brings me to my final point which is this framework is great. It is a great document. It is one of the best I've ever seen come out of this Department of the City. It is very powerful, but a framework is a tool box. It is a bunch of tools that in there, so now I know I've got wrenches in different sizes and screwdrivers, Philips head and flat head and all these different things. That is not a strategic plan; that is not a pro forma, locational policy. Those things are going to help, but at the end of the day when you start a new business and you are going out looking for capital, you don't get to give them a framework. You have to give them a strategic plan with a pro forma, and you might say well, I don't know where these units are going to come from or what deals are going to be presented, well neither does anyone starting a business know which customers are going to buy what, but we have to make assumptions and within those assumptions we have to say I'm signing up for 3,000 units. That is double what we would normally get where they are going to be in these areas, right between NOAH and this. Right now, all this framework tells me is we've got the most incredible toolbox that has ever been put together, and we don't know exactly what the blue print of the houses we are going to build, so I'm not saying that to deflate our sales right now, because this is a great moment, but again, it isn't success to just have this approved, so between now and hopefully November we will do some additional work to put an actual strategic plan on how this toolbox is going to be deployed, because we don't have that yet.

Ms. Mayfield said that was a lot, thank you. Really, how do you follow all of that? A couple of things come to mind; the first thing that I want to do is thank my entire Committee. I thanked Mr. Driggs first, because I knew we were going to have this [inaudible], and I didn't want to waste time. I wanted to hear from the community, and I wanted for all of you to speak, but I also specifically thank my co-chair, because he takes a lot of hits on this conversation regarding housing. This is not a partisan issue; we do not agree on a number of things, but this has been something where he, and I have worked closely side by side on for four years together now. So, I wanted to acknowledge that, because you take a lot of hits in your District for this, but I also want to take a moment to acknowledge my team which is Councilmembers Harlow, Egleston and Newton, because we have some really good conversations, and we go back and forth in housing.

I am going to address some of the comments that my colleagues made, but I want us to step back. When the conversation for the River District first started that is also going to be in West Charlotte on the back side of the Airport, so that will still be District 3, but this is what I want everyone to know. From the beginning of those conversations last year there was a commitment to have diverse price point housing, mixed income house, affordable housing on this land so this morning's announcement of the 4.5 acres which equates to around \$2 million from Crescent Communities, thank you for keeping the verbal commitment that was made because you did not have to do that. Thank you Wells Fargo for stepping up; I want to thank you for the commitment that you made as well, but I also want us to really think about how we move forward. My colleagues supported the idea: City Manager, thank you. Pam Wideman, as our Director of Housing, I push you so hard regarding what are we doing? How do we do better? How do we move forward? Assistant City Manager Campbell, I am constantly in your office, and I call them on Saturday and Sunday about what are we going to do. Thank you City Manager for recognizing in response to statements that were just made we are stepping outside the box and being creative. What is NOAH? Natural Occurring Affordable Housing; we know that houses, including my \$50,000 house, and now I have a



\$447,000 house across the street, and I bought my house in 2001. There is an impact to that, but we are losing those long-term rentals. We are going to be moving forward and being very proactive, and we are not waiting until November when we are going to be able to go in and purchase some of these homes. We are going to figure out how to make this work. We are not in the business of being landlords or rental agents; we are going to work with our partners where government has the ability to pull the trigger a lot quicker especially for those that already have rentals in them. Some people are paying \$600, \$700, \$800, so how do we maintain that stability? I also want us to think about how we move forward. I need us to make sure that we don't forget that there are people who also are not at the lowest income levels who need help and who are being impacted daily.

So, we have members here and hopefully the cameras have paid attention, because you need to know there are two separate conversations, the conversation tonight and the conversation specifically in Lake Arbor so we have residents paying \$800 to \$1,100 plus, and they are living in slums. As we talk about NOAH, naturally occurring affordable housing, because we love to throw acronyms, we've got to be steadfast, not to further the riches of slum lords, and I'm going to say just that, because a slum lord is just that, a slum lord. I'm not going to try to pretty it up and make it seem like [inaudible], so what we have right now in Charlotte is Robert Wolf, who according to our North Carolina records runs Reid Property Group and Belmont Construction out of Brooklyn, New York. That is who owns Lake Arbor. We also need to recognize that it is managed by Broad Management Group also based in New York, so keep in mind, and if you didn't know, you can look it up on your own, Lake Arbor DTIC LLC has been operating on a revoked business license from 2016 to 2018, and this license was revoked by the North Carolina Secretary of State Office. So, while we have these conversations which it is a very valid conversation regarding 30 percent and below, you do not want a complex that concentrates all 30 because that creates ghettos and slums, and that is what we have right now. You want a diversity of income. You want people to have opportunity to grow. You want people to come in, but we also have to figure out how to address the needs right now, and I promises you if you really step back and take the emotions out of it you do not want government making someone a millionaire for being a slum lord. We have to work with the Attorney General, because this should not be happening in Charlotte, in our Charlotte.

I've been in Charlotte since 1988. This is my home. This is my City just like the natives sitting around this table City, so when we have this conversation I need us to recognize NOAH does not mean just apartments. It is also single-family homes. What does rapid rehousing mean? We have these names and these words that we put out, but they have very real expectations. This framework that this Council is supporting, and I thank you all for supporting it, is going to give us just that, the framework for how we put all these tools into the box. It is not to spend all of our money building multifamily. It is a combination of where can we have the greatest impact. Right now, we are going to start purchasing some homes, that is coming now, but in the meantime I need people to understand that the conversation is not only for those making under \$20,000 a year. It is a broad conversation because if you are paying \$800 to over \$1,100 a month and living in conditions that are completely unsafe and unhealthy there is a problem, so we need to figure out through the best of our ability. I've already talked to our District Attorney. We are working to get in contact with the Attorney General's Office. We are doing everything that we can, but in the meantime I need you all to understand it is not a one sided conversation. It is a conversation that is under an umbrella; our partners are coming to the table. We are going to make some moves; a hundred billion would be a lot better, we aren't going to get a hundred billion, but we need two or three billion honestly to address the housing crisis. This \$50 million, community support it. Corporate community; please continue to add to give us your \$50 million. We can make a difference, but I want you to understand that this decision tonight regarding our framework is going to help put us in the right direction with how we move forward.

Mayor Lyles said I want to say a couple things about this effort. It is something that has such great meaning for this community that we have to think about it so seriously. We've talked about this for a long time, and I've worked with many of you for years, all

kinds of issues, all kinds of problems, all kinds of how to discuss this? What are we doing? How are we doing it? Finally we've come to a place where we've got a framework, and we've got resources to begin to do something. I know what it means to have a situation where you are faced with such demand, such a problem that you think how do I find that hope? How do I create that? But what I would say is for the last ten years or more this community has incrementally stepped up, and we've done a large amount of work, but tonight's work is a major step, because we are actually beginning to own some of the issues that we've talked about differently, and we are trying to address it in a way that makes a difference long-term. I have to agree with Ms. Mayfield on this issue; for our City to actually take this step requires, that we begin to think about how do we get people the income that is necessary to live here? It is not enough to build the houses, because you can build buildings, but we've got to build people, and we've got to have the opportunity for people to participate in this.

Many of you know that I tell the story of growing on a street where every day every person that lived on my block got up and went to work, and we've got to create situations where people can go to work, but they can make enough money to be able to buy or rent on their own. Now, there are always going to be some special situations, but without knowing that we have to create people with the ability to work and we are not going to be able to house everyone that we need to and there are a lot of needs, and we've got to do more than just give people a job. We've got to have children to be able to go to school to learn. Ms. Mayfield and I went to a workshop yesterday, and it talked about disparity and disparity among African Americans in this community is great, all the data matrix that they show you and the only way that we can begin to make a change is to begin to become economically self-sufficient in a way that we can have people working every day, supporting their families and having a decent place to live. While we talked about this a lot my message has always been that we don't want to be a City that doesn't have diversity and that is diversity of jobs, diversity of housing, diversity of people, but we've got to do this in a very strong way.

We are going to be challenged, and it is a challenge that you've heard many people express, but basically the federal government who put money into this have now said they are stopping and if they are going to stop we do not know how we can deal with everybody that needs to be living and working and not able to work. If people don't have a job, we are not going to be able to build the number of houses that are necessary for people that are making the very lowest of 30 percent of our income. If we want to be a City where we can have every one live here, we've got to continue this journey, we've got to have hope but hope has to be backed up by innovation, strategies, and implementation, and it has to start with the idea that people can get a job and afford a home. It is truly a challenge for us, and it is a very urgent challenge. I don't know what the future is like. We often talk about these things that are going on today; you know we had a presentation, and what jobs are there going to be? How are we educating people for the jobs that are going to allow them to live in our City? What I call upon is not just this effort of \$50 million but the effort to fund community college education, the effort to create good schools so our kids can go to learn and then if we can do that perhaps we can make a real difference. I'm most proud of this community for stepping up to this challenge. I'm proud to live here. I'm proud to work with everyone, and I do believe that this is a great day to be in our City, because we are all in, and we are going to make a difference and it is not just going to be short-term; it is going to be for the long-term, the very long-term, the generation that comes after us.

I want to thank the people around this dais, and I want to say when we talked about the first bond referendum it was like well, you now it is 15, and oh maybe it is 20, maybe 30 and we went and took that giant leap to \$50 million. We do that because of the growth in this community. If we were in another community and we had to raise the taxes to do the bonds at this level we would be having a different conversation right now, and that is what we all have to remember. We are not in this for just one way, we are in this for every way possible. That means continuing our growth so that people that create jobs can do that so that we can have people prepared to take those jobs, because that is how we continue our effort; that is how we work together, and that is what makes

Charlotte a special place. So, thank you for what you are doing but we've got a lot to do, but I think everything is possible. Let's build on that and see where we can go.

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

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## **BUSINESS**

### **ITEM NO. 16: STATEWIDE CONTINGENCY FUNDS ADMINISTRATION MUNICIPAL AGREEMENT**

Motion was made by Councilmember Mitchell, seconded by Councilmember Eiselt, and carried unanimously to (A) Accept Statewide Contingency funds in the amount of up to \$1,500,000 on behalf of the North Carolina Department of Transportation, (B) Approve a Municipal Agreement with the North Carolina Department of Transportation to administer the Statewide Contingency Funds, and (C) Adopt Budget Ordinance No. 9396-X appropriating \$1,500,000.

The ordinance is recorded in full in Ordinance Book 61, as Page(s) 534.

The resolution is recorded in full in Resolution Book 49, at Page(s) 70-84.

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### **ITEM NO.17: SALE OF CITY-OWNED PROPERTY ON MATHESON AVENUE ITEM NO. 18: SALE OF CITY-OWNED PROPERTY ON PARKWOOD AVENUE ITEM NO. 19: SALE OF CITY-OWNED PROPERTY ON SPENCER STREET**

**Mayor Lyles** said Item Nos 17, 18, and 19 will come back on our agenda on September 10, 2018. We hope with the idea that these properties will be looked at under the Housing Charlotte Framework, and basically these properties were conducted under the idea of greatest value, so we've got to look at differently now that we have a framework for doing that.

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### **ITEM NO. 20: APPOINTMENTS TO THE ARTS AND SCIENCE COUNCIL ADVISORY COUNCILS**

#### **Central Advisory Council**

The following nominees were considered an At-Large appointment for a two-year term beginning July 1, 2018, and ending June 30, 2020.

- Brooke Gibbons, nominated by Councilmembers Mayfield and Winston
- Kaitlyn McElwee, nominated by Councilmembers Bokhari, Egleston and Harlow
- Marjorie White Molina, nominated by Councilmembers Ajmera, Eiselt, Newton and Phipps

Results of the first ballot were recorded as follows:

- Brooke Gibbons, 0 votes
- Kaitlyn McElwee, 7 votes - Councilmembers Bokhari, Driggs, Egleston, Eiselt, Harlow, Phipps and Winston
- Marjorie White Molina, 4 votes – Councilmembers Ajmera, Mayfield, Mitchell and Newton

Kaitlyn McElwee was appointed.

### **South/East Advisory Council**

The following nominees were considered for an At-Large appointment for a two-year term beginning July 1, 2018, and ending June 30, 2020.

- Cache' Heidel, nominated by Councilmembers Newton and Winston
- George Kaperonis, nominated by Councilmembers Egleston and Eiselt

Results of the first ballot were recorded as follows:

- Cache' Heidel, 2 votes – Councilmembers Mayfield and Mitchell
- George Kaperonis, 9 votes – Councilmembers Ajmera, Bokhari, Driggs, Egleston, Eiselt, Harlow, Newton, Phipps and Winston

The following nomination was made for one appointment for a District 7 representative for a two-year term beginning July 1, 2018, and ending June 30, 2020.

Councilmember Driggs nominated Nalan Karakaya Mulder.

George Kaperonis was appointed and Nalan Karakaya Mulder was reappointed.

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### **ITEM NO. 21: MAYOR AND CITY COUNCIL TOPICS**

**Councilmember Newton** said I wanted to take a quick moment to thank our Economic Development Department on their hard work in vetting the Eastland proposals. I wanted to thank all of my colleagues on the Economic Development Committee as well as our honorary colleagues that joined us today in this process, where we heard the results of that vetting that it has been a long road, but we are there and we will be coming back so reconvening in late September. I believe the date was September 27, 2018 when we will be selecting a master developer moving forward. That will be presented to the Council as a whole. I'm very excited about it, and I just wanted to thank my colleagues as well as the Economic Development Department for all of their hard work.

**Councilmember Bokhari** said I will just say Bob, I'm going to miss you dude. We will have you for a little bit longer, but I just wanted to take a personal moment to say how much I have enjoyed spending time with you. You love to teach us all things about all kinds of crazy stuff, and I can't imagine we are going to find someone who is going to do it the same way you do. I appreciate the time we've had with you.

**Councilmember Phipps** said I would just like thank the parent company of Harris Teeter for deciding to phase out the use of plastic bags over five-years.

**Councilmember Mayfield** said I want to invite everyone on the dais as well as in the community; we are having our second conversation of Police Racial Healing, Race faced and reconciliation, Police Relationships in Communities of Color this Thursday, the 30th starting at 6:00 p.m. at Mayfield Memorial Baptist Church at 700 West Sugar Creek Road. Please come out; we will have our Deputy Chief, Vickie Foster; Dr. Peter Weary, as well as Mr. Robert Dawkins and two community members who are going to share as well as un-vailing and continuing with our virtual reality program that will help us with training moving towards the future.

**Councilmember Ajmera** said I would like to thank Mr. Driggs for using his Invocation time to pay tribute to American Hero, Senator John McCain, and I would like to observe a 30 seconds of silence in his honor.

**Councilmember Eiselt** said was the first day of school for CMS students so everybody please slow down while you driving. Buses are trying to find their routes; kids are trying



to get to school safely. If you are on a scooter please be careful, as children are walking around, and hopefully if you are a child riding a scooter to school, please wear a helmet.

**Councilmember Winston** said today we did some work that changes the way we do things and how we build our neighborhoods. A lot of us did run on that too; I know I did to try to take big steps to change the systems that we live under that don't always work as well as they should. Sometimes we can't do this alone; we want to make safe and secure neighborhoods, but we can't do that strictly from a Council. Today on I-85 is an exact example when somebody decided they wanted to shoot into a car and create one of the most ridiculous situations I've ever heard. We need community buy in for that to happen. We want to change Police accountability and change the way we treat one another so law enforcement and community relations improve. We can't do that alone. We had a federal agent kill a man in our City over the weekend, and there is no real way to gain accountability with that. We have to get other bodies of government to buy into this with us, but there are some things that we can do on our own as we try to change systems and that happens within our government. We had a discussion in the Budget Committee last week that talked about one of the things that we do, one of the processes that we go about and that was in line honestly with many different conversations that we've had a different times. How do we improve the things that we do in this government? How do we get out of something that was made for the 20th century for the last 100 years and how do we push it forward for the next 100-years? We can do this work from this dais, and we have not been willing to do so, and I suggest once again in the 32 seconds that I have that we find the gumption as a body as a City Council and as a Mayor to start the process so we can change things that need to be changed like how we run public forums? How we run Consent Agenda Items? How do we have a Council that has the resources and time to do the heavy lifting of this City? How do we structure our Committees and our meetings in ways that work can be done throughout the week and doesn't have to get pushed? We have the opportunity to do this and I suggest that we find a way to do that. We don't have to look outside of anywhere else besides behind this dais, and we should be willing to do that work and take on that heavy lifting.

**Councilmember Driggs** said since I'm on eulogy duty tonight, I don't know that this group has met since the Queen of Soul died, and I just want to say I'm possibly the only person here that remembers vividly when Chain of Fools and Respect first came out an enormous influence on American Music and an American Icon and the end of an era that she passed.

**Councilmember Harlow** said two quick announcements, Mayor you mentioned early in your comments about the framework making sure that while we are continuously trying to build a more inclusive and better Charlotte we also have to provide wages and find ways to make sure that folks have jobs. The Urban League of Central Carolinas helps with that and helps with training, folks with various industries. They have an informational session coming up about their tuition free certifications and high paying industries such as HVAC, high voltage line work construction, fiber optic, broadband, Microsoft office; that is going to be Tuesday, September 18, 2018 at 6:00 p.m. at the Urban League offices 740 West 5th Street. You can find out more information on [urbanleaguecc.org](http://urbanleaguecc.org). Secondly, tomorrow we will continue working on housing. There is a housing locational policy community engagement sessions have been going on; another implementation of that will take place in District 2 tomorrow at East Stonewall AME Zion Church at 1729 Griers Grove Road. As we continue to have conversations around our locational policy and continue to introduce; the committee has introduced a new scorecard, and it is going matrix around where we are going to have priority locations for our affordable housing developments. Please come out for that tomorrow evening at 6:30 p.m.

**Councilmember Egleston** said I just want to thank all of the City staff and all of the residents of Districts 1, 4, and 5 that joined Councilmembers Phipps, Newton, and I nine days ago. We haven't had a meeting since then. We had a great discussion around some of the investment that is going on in the Northeast part of our City, which at times

has been slow to see progress but has certainly not been forgotten, and there is a lot of stuff in the works for that part of town that I think all three of us and a lot of our constituents are really excited about. Thank you both Councilmembers for joining me at that as well. To Bob, I think while replacing your legal acumen will be difficult. What will be impossible is probably my favorite thing about you, which is the institutional knowledge and the 24-years-worth of stories. I will miss the stories, and I'm sure I have only heard one percent of the ones you have, so I will begrudgingly allow you to no longer be our City Attorney in a couple of months. You are not off the hook being our friend and joining us for a beer from time to time to tell a good story. We will miss you.

**Mayor Lyles** said I just wanted to say at the beginning of the meeting when we had the Citizen's Forum, I deviated from our rules and for that I apologize. We will not deviate from those rules again. I know that those rules are in place so that we can actually have everyone playing with the same level of information and working together. A lot of what we do is very prescribed, our purchasing procedures, state law on how we do a number of things, but when you have rules I should respect those rules and I will follow them going forward. Every now and again I just perhaps thought this is okay, and it is not and I see that all the time, so thank you for your patience with me. We will work on that. I just really feel like this is one of the times that we've had a little bit of a break and we are coming back and so to kind of start with that we got through it, but I want to say that we can learn a really great need, and we had a lot of things on this agenda that we accomplished, the Housing Framework, thanks to the team. A lot of the information that we had and when we didn't have information Marcus; thank you for stepping up and saying we will get back to you, and we will work through it. This meeting went really well, and I think the more that we actually follow our procedures, follow the state law, follow our Charter the place works. It is when I step off or we step off of those that we lose our way, and we are not working well together. Thank you for that.

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#### ADJOURNMENT

Motion was made by Councilmember Mitchell, seconded by Councilmember Mayfield, and carried unanimously to adjourn the meeting.
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The meeting was adjourned at 9:06 p.m.



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Emily A. Kunze, Deputy City Clerk, NCCMC

Length of Meeting: 3 Hours, 54 Minutes  
Minutes Completed: September 7, 2018