

The City Council of the City of Charlotte, North Carolina convened for an Action Review on Monday, December 13, 2022 at 5:08 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, Malcolm Graham, Renee Johnson, Matt Newton, Gregg Phipps, and Braxton Winston II.

ABSENT: Councilmember Julie Eiselt.

ABSENT UNTIL NOTED: Victoria Watlington

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Mayor Lyles welcomed everyone to the December 13, 2022 Action Review and said this meeting is being held as a virtual meeting in accordance with all of the laws that we have to follow, especially around an electronic meeting. The requirements also, include notices and access that are being met electronically as well. You can view this on our Government Channel, the City's Facebook Page, or the City's YouTube Page.

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INVOCATION AND PLEDGE

Councilmember Graham gave the Invocation and the Pledge of Allegiance to the Flag was led by Councilmember Newton.

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ITEM NO. 2: ACTION REVIEW AGENDA OVERVIEW

Mayor Lyles said I'm asking the City Manager to give us a presentation and introduce the agenda for tonight.

Marcus Jones, City Manager said tonight we really have devoted the time for the action briefing to discuss the Unified Development Ordinance and the Strategic Mobility Plan update. As you may recall we touched upon these at the Fall Annual Strategy Meeting. As well as we have given you a calendar being able touch base. We wanted to make sure that we gave the Council ample time tonight to get an update on both of these two areas.

Then, Mayor, we do have Marie Harris here. If there are any questions about the consent items for tonight.

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

Mayor Lyles said let me note that we have a request and you if you make a note of this for items 27 and 28 for a separate vote when we go downstairs. The staff is deferring item 69 and I think Ms. Harris will go through the questions that the Council has. You should have that at your place or it has been emailed to you.

Marie Harris, Strategy and Budget said yes, Ms. Johnson do you have additional questions that we didn't cover?

Councilmember Johnson said can we have a separate vote for item 51 as well?

Mayor Lyles said yes, absolutely, item 51.

Councilmember Ajmera said I would like to comment on items number 30 and 32.

Councilmember Phipps said 32, comment.

Ms. Harris said Mr. Winston I didn't get a chance to check back with you. I'm not sure if these answer your questions. Thank you, sir. And Mr. Phipps.

Mr. Phipps said yes.

Ms. Harris said anyone else have additional questions. I know a few of you had some business item questions that we discussed briefly and you have a chance since those are already for a separate vote for business items to discuss.

Mayor Lyles said yes, all business items will have a separate vote and that will be in the chamber as well.

Marcus Jones, City Manager said I do believe that Taiwo will come in to set up the main course for tonight. That is the update on the Unified Development Ordinance. As well as the Strategic Mobility Plan update and I think he has a team of three or four that will assist him tonight. So, thank you Taiwo.

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ITEM NO. 3: UNIFIED DEVELOPMENT ORDINANCE AND STRATEGIC MOBILITY PLAN UPDATE

Taiwo Jaiyeoba, Assistant City Manager/Planning Director said today first of all I want to say thank you very much for your participation last week. We had the 2040 Policy Map workshop with you. That was really for us to be able to hear from you as well as your constituents in terms of how that process is going. But today like Manager Jones said earlier on, it's going to build on the conversation we had with you at the Fall Annual Strategy Meeting. As well as the conversation we've had with the Transportation Planning and Environmental Committee last month. So, the presentation is to fold. That's really a partnership between the Planning, Design, and Development Department. As well as to the Charlotte Department of Transportation staff working on the Unified Development Ordinance and the Strategic Mobility Plan. Our aim on the SMP today is really going to focus on the Comprehensive Transportation Review guidelines and new ways in which we are looking at, evaluating projects in our city. So, it's going to be our Deputy Director will come first and share with you on the Unified Development Ordinance and then Laura will support and then Ed McKinney from C-DOT (Charlotte Department of Transportation), Deputy Director will also, come and speak specifically to the Strategy Mobility Plan. But it is also, an element of this that is very important. That's the economic analysis that we are doing as part of the Unified Development Ordinance. Ms. Craig will speak to that as well. So, we will be back here to take questions that you may have and to engage in conversations with you. Thank you.

Alyson Craig, Deputy Director of Planning, Zoning & Development Department said as Taiwo described we are here tonight to talk to you about the Unified Development Ordinance and the Strategic Mobility Plan. The Strategic Mobility Plan is something that really touches both the Policy Map and the Comprehensive Plan as well as the UDO and we are really going to focus on that component that touches the UDO today.

So, Laura Harmon who is our Project Manager for the Unified Development Ordinance will talk about how we are engaging in the community and describe what we have been hearing. We can certainly use your assistance in spreading the word about some of the engagement opportunities to learn more about the UDO. So, the UDO of course is a dense document, and while it's organized more clearly and concisely from eight documents that we're working from today. It is new and we are finding a good bit of misinterpretation even from professionals that work in city ordinances today. That's really helpful for us to understand where we may need to make changes to the language or providing supporting graphics and tables to help make sure the intent is cared for correctly. We are also, starting to scratch the surface of where we might need to have a deeper dive and more in-depth conversations with members of the community. Based on the conversation we've had with folks from the real estate industry. As well as those that are in sustainability and affordable housing advocacy groups. These conversations have

been extremely productive and helpful and we are considering extending the comment period for the first draft of the UDO to discuss these in more detail and have these productive conversations.

After Laura's presentation, we will hear from Ed who will talk through the proposed Comprehensive Transportation review. The real focus is on moving people and how this relates specifically to the UDO. Then I will wrap things up and talk about the economic impact analysis work that we did in the stakeholder meetings that we had last week. With that, I will turn it over to Laura.

Laura Harmon, Project Manager said Alyson went through what we will be talking about tonight. We will move right into the UDO update. The UDO again was first released, the first draft on October 7th So, just a little bit more than two months ago. And we have been really focusing since even before the release and continuing on through early January on community engagement. Which is as Alyson mentioned has been really fruitful So, far, but we think we have more of that to do and are looking forward to continuing to work with folks on that. So, we will under our current schedule, continue to accept comments through January 14th of next year.

A little bit about how we have been reaching the community. We obviously have our website. That's our primary source of information for people. There are links to the drafted UDO and comment survey on our website. As well as additional information. We've also, been using social media extensively, Facebook, Instagram, Next door, and Twitter, getting the word out. As well as email notifications. Including the City Council and a number of other groups and thanks to the City Councilmembers who have shared this information with your constituents. That's been very helpful in getting the word out.

So, we started our first phase of community engagement with pop-up events, which were really meant just to let people be aware that this is going on. While we live it and breathe it pretty much every day, we know a lot of members of our community are not familiar with what's going on with the Unified Development Ordinance and we wanted to get the word out. So, we had 11 pop-up events and 660 plus interactions at those events just getting the word out. Just being out in the community and having a chance to tell people a little bit about the UDO and advance of our informal meetings. We then had five open houses and in-person open houses. Honestly didn't get as much participation as we had hoped. We had 89 people participating in those. Even though we thought it was a great opportunity for one-on-one conversations and we had some really good conversations at the open house meetings. We had hoped that more people would participate. They were fairly lengthy. So, we provided a fairly open window at the meetings, four to eight hours in length to accommodate a variety of schedules. You can see the participation we had and the timing that we had these meetings.

We are not in the midst of virtual conversation, which are actually finding people to be a little bit more interested in participating in those. Maybe because they are a little more structured and there online and we are all very used to working online right now. So, these will be going through January 11th, early next year. Each conversation focuses on a specific topic. So, these are really again more focused than a general open house. It's a little bit easier for folks to maybe come and learn a little bit about a topic and then ask us questions. There is only an hour and we have for each topic we have two meetings. People have a choice to put on their schedule to either come between noon and one or six and seven on the same day. So, again trying to work with different people's schedules. We do require registration and you can go to our website and find out information. Folks can go there and sign up.

So, far we have had six meetings, but three topics. We've had 122 individuals that have attended the first three conversations. So, that's been really good. We've got a lot of good questions and some feedback.

A little bit about our website, the first draft is on the website. It's www.charlotteudo.org. comments can be left on the draft through an online platform and we are having some people really take advantage of that and it's very helpful to hear and to see comments in

writing. In addition to hearing the general feedback that we get from people, there's also, additional information on the website, schedules, upcoming meetings, supporting documents, frequently asked questions, and more. One thing that we think is pretty helpful on the website is the reference guide. Maybe also, thought of as a user guide. It's a 26-page document which is much shorter than the 600-plus pages and the UDO. It is a guide that walks you through the draft of the UDO to understand where to find information on specific topics of interest. It also provides a summary of some of the regulatory concepts in the UDO. Not all of them, but some of them. Like the residential overlays, parking tiers, tree preservation, and transportation improvements. So, we were asked to do what we could to make the UDO more user-friendly and we think this has been a good step and have made this available to the community.

So, a little bit about feedback that we are receiving. We do have an online portal. So, far we have 94 comments entered through last Friday. We have an actual number of sub-comments under those 94. So, we probably have a lot more than that if you were to count that way, but a good number of comments. We are expecting a lot more as we near the deadline for receiving those. We've also, gotten feedback at our open house meetings and virtual conversations. We have had as Alyson mentioned some meetings with the development community and others that have requested that we meet with them to go ahead and have conversations about some of what's in the UDO. We've received emails and letters, and then we are also, set up if anyone is interested to gather comments through the City's 311 system.

So, a little bit about what we are hearing So, far. The first thing we hear is a number of questions and feedback on topics not directly related to the UDO. So, we get some questions or comments about city services. We try to direct people to the right place to help them understand where they can go to get that information. We are a little bit challenged with confusion by the community about the difference between the Comprehensive Plan and the Policy Map and Place Types, and what's in the UDO. So, we try to help explain that to folks so that they will understand that difference. We have also, worked on a graphic that we are going through at each of our meetings now to explain the difference between Policy and regulation. So, won't go into this in great detail with you guys, but we talk about the Comprehensive Plan being visionary, the UDO being mandatory legally binding. Then show the example of a Place Type and a Place Type being general principles, zoning districts being those legally enforceable rules, and finally an example of the innovation mixed-use Place Type and some of the general language that talks about what should happen in that Place Type. Then you can go to the regulations from the innovation mixed-use zoning district and see how specific that is compared to the general information and the Place Types. So, again trying to hint that these are related. The Comprehensive Plan and the Place Types are a foundation for much of what's in the UDO, but they are different in the UDO is again that legal document with the Comp Plan being the policy document that sets the foundation.

We are also, getting some comments that help us realize that maybe the UDO and places in the draft is not clear enough or there are some clarification needed. There is sometimes also, just some misreading of the document. So, we heard for example that the UDO heights have changed, and actually, there are the TOD (Transit Oriented Development) heights and the UDO had changed and they are actually the same as they were before. So, getting some feedback that maybe sometimes is incorrect and then some areas where we could be clearer. An example is what requirements apply for adaptive reuse of buildings and what requirements don't apply? There have been people who make interpretations of what they think the ordinance means. We realize sometimes that's incorrect and we need to get more language in the document to make that clear for people. Then probably the most important area is recommendations for adjustments and revisions to the draft UDO. So, we are looking at every comment that comes in through the portal and we are learning that there are some things that we need to go back and adjust or talk about more or consider. some of them we know we need to adjust. some of them we need more discussion. Examples are the ability to overlap open space and tree save requirements. It may not seem like a terribly big deal, but if you are developing a site and you cannot use the same part of your site for both of those that start to eat up more of your land. So, we are looking at how we can make that adjustment. We've heard

some feedback for example on maximum heights for duplexes and triplexes. We have a relatively low height for those. In most cases to try to deal with neighborhood character, but we are also, then hearing well you trying to preserve neighborhood character, but you also, maybe making it very difficult to develop those types of housing. So, again something we need to spend more time talking with others about and maybe reevaluating.

So, in the final slide on the UDO, there are key dates. Again, we released it in October our current schedule has all comments coming in for this first draft in January. Developing a second draft out of that. Having a relatively short time period for comments on the second draft compared to the first draft. Then moving forward to a third draft for public hearing going through the adoption process. Then a final draft for the City Council's decision. With that, I will turn this over to Mr. Driggs.

Mayor Lyles said let's take questions while we are on this. Ms. Harmon, why don't we go ahead before we move into transportation initiatives.

Councilmember Driggs said one thing I will point out is the planning process. The 2040 plan process was characterized by allegations that we were not responsive to recommendations for change and that a lot of input that we got was treated as just a question that needed to be clarified. So, I'm going to be watching to see whether the UDO is actually meaningfully more as a result of conversations that we have with stakeholders. It needs to be a partnership. It's important.

The other thing I'm curious about is we are planning to adopt the Policy Map before we finalize the UDO and I'm not sure how those two steps relate to each other. So, we put the Policy Map in place, and isn't that a reflection, or isn't that sort of part and parcel of the UDO? How do those things connect?

Ms. Harmon said actually the Policy Map is a foundation for where we would eventually rezone properties. So, it's going to guide the policy of property's Place Type would guide what the appropriate zoning district would be eventually.

Mr. Driggs said but we haven't even finished defining the Place Types which we will do in the UDO before we start designating where they are. Isn't that right?

Ms. Harmon said there actually defined in the Comprehensive Plan and through the policy mapping process. There's a more extensive manual that is all coming from the Comprehensive Planning process.

Councilmember Watlington arrived at 5:34 p.m.

Mr. Driggs said yeah I get, but the slide you had up there before noted that the Comprehensive Plan was a kind of statement of principles and then you crossed over to the regulations which actually define. So, I just wonder whether there are some unanswered questions still. At the time that we adopt the Policy Map about what some of those policy assignments will actually mean. Isn't there going to be some unfinished work still on the UDO when we adopt the Policy Map?

Ms. Craig said we will still be working through the very specifics of the zoning districts to implement the Place types at that point. You are correct.

Mr. Driggs said I will just note we did get a two-page letter from the industry and I hope we will be very responsive. There's a group of people who are working together and they represent a substantial stakeholder group. Mr. Manager, you remember we had some conversation about engaging with them and I would just like us to be responsive to them cause I said repeatedly in the past, that I regard them as being the money and the expertise that will help us to achieve the goals of the plan. They should be made to feel like partners.

Ms. Craig said I just want to mention to Councilmember Driggs, that we did respond to that letter. We went through each of their questions and provided a detailed response for each item and they received that last week.

Mr. Egleston said okay, I will talk to them, but I think there needs to be kind of an ongoing dialogue. Thank you.

Ms. Craig said absolutely.

Mayor Lyles said I think that is a great point, Mr. Driggs. We did promise continuous dialogue with every segment of the community that we could reach. Especially those that are involved day to day in the work that we are trying to accomplish.

Councilmember Newton said I noticed in one of the slides that the Council decision is scheduled for July 2022, and I just wondered understanding that city elections are postponed until May. I don't know where that puts us from the standpoint of any new Councilmembers being sworn in. But I just was wondering if that had been taken into account and how that might correspond or impact that July 2022 Council decision date.

Marcus Jones, City Manager said I guess much like next year's calendar that you will vote on tonight, that came through the Budget and Effectiveness Committee and we didn't know that there would be a change in the election. So, even tonight my desire is that the Council will move forward with that calendar. Then we could always come back and amend it, let's say, in January. The same kind of concept with what's happening with the Place type mapping as well as the UDO. We want to get feedback from you tonight. Then on the 20th, the team is going to go back to the Transportation Planning and Environment Committee and provide more data and information from what we've received from the community and get even more guidance with the hope to come back in January. If there needs to be any kind of change to the schedule perhaps do that in January if that would work for the Council.

Mr. Driggs said I would just point out that delay makes it easier for this Council to continue its work, right. So, it makes it less likely that we are going to have new people come in at a time when we want to take a very important vote. And I think it's tough. I mean if you join the Council and two weeks later you are being asked to vote on this, that's a tough one. So, I think it would be better if this group, we have worked on this for So, long could be the one to see it through and the change in the schedule gives us more time to do that. Thank you.

Mr. Newton said and that's my point exactly. And I think maybe, later on, we might mention the budget too because that would give us more time to discuss that as well. So, thank you.

Mr. Phipps said I had a question similar to Councilmember Driggs as it relates to the 2040 Plan and the UDO. Later this evening we are going to be holding I think on the Center City Partners 2040 Plan and as part of that plan, there were several additions made to enhance the plan. One of which talked about parking maximums and the desire to have language in the Center City 2040 Plan similar to the language that's in the UDO, but what I have a hard time understanding is we haven't approved the UDO yet, So, how is it that we are going to put in some language to a plan that we are voting on tonight contingent on us passing a future plan? I mean are we that certain that prevision will prevail in the UDO? Could you help me understand that, please?

Mr. Jaiyeoba said a good question. The way we have modified the language in the Center City Plan right now is that we are going to implement that ask specified in the Unified Development Ordinance whenever that is adopted. It takes definite priority over what's in the plan. So, what the Center City Plan has done is not to be specific, but to say those parking minimums/maximums will be implemented as specified in the UDO whenever that is adopted. But I will also, say that last week we engaged Center City in a conversation where as part of the UDO we are going to be meeting with developers and businesses in the center city to review the draft UDO and also, the second draft of the UDO So, that we

will align both. So, the decision on the Center City Plan tonight is fine to go ahead because it is a visionary document just like the Comprehensive Plan. It is what happens in the Unified Development Ordinance that will prevail over that. So, we've modified the language in that plan tailoring it to whatever happens in the UDO whenever that is adopted.

Mr. Phipps said thank you for the clarification.

Councilmember Winston said one note when we did speak about this about a month ago I did provide a bunch of comments and questions. So, I would love to get some response from the staff about those. They were all for future consideration, not to be answered then. A suggestion I would make is that I think yes you guys have done a great job of advertising via social media. I've seen those and I have shared them, but I think we are missing an opportunity to go a step further. Especially, I would say on Twitter where I think there is ample opportunity to have engagement, actual engagement around the UDO throughout the days and weeks. I would suggest you have social media manager. There's a great developer, urban design community that is engaged, that regularly talks about the UDO, talks about design in the city. I would say the only thing that is missing in that feedback is interaction with the staff. I hope that we take advantage of that opportunity.

Additional questions I would have from the question I had last time, how does the UDO define or differentiate between roads and streets, and how does it kind of regulate growth and development along roads and streets? something that you mentioned Ms. Harmon, how does the UDO define or determine neighborhood character, and how far back does this look? We have a rezoning petition in Noda for instance we have existing residents that are really kind of frustrated with certain types of density that are proposed to be added. They have said that the neighborhood character, it's changing the neighborhood character. Well in fact Noda was originally designed to be a super-dense live, work, play neighborhood. It was a miltown that was completely kind of self-contained. So, it was super dense for that time period. I use that example as I think there is a disconnect as to what neighborhood character actually is versus what it is perceived to be. So, I would really like to understand how the UDO is going to reckon with that. Thank you.

Mayor Lyles said Mr. Winston asked the question. Do you like to have some time to get some additional information? Mr. Winston that will be in the follow-up report for the staff to get some time to think through what you are suggestions are.

Councilmember Ajmera said a couple of comments on this. Last week when we had a Policy Map discussion with the staff, I sent several examples from constituents that have come in. I would like feedback on those and responses on those in a timely fashion. Also, the whole UDO, the 2040 Policy Map it's a very complex process in the document in itself. I would like us to use an example when we are talking about the Policy Map or the UDO. So, just to really understand how this is all going to work in real scenarios, right. We take one neighborhood in our city and say, this is what the 2040 Policy Map will have an impact in this way. This is what the UDO will do and So, on. So, I am looking for an example. I think that's where I struggle here. And there are several letters that we have received. One letter that Mr. Driggs was referring to earlier in his remarks. I think more than just responses, the Council needs to have a discussion on those topics to better understand because I think just saying this serves our visionary, I think there needs to be a discussion to better understand why we are doing this. Specifically, around tree-save requirements, stormwater, and so on. So, hopefully, we can have a session on that. So, is there a session scheduled to address some of these questions that have come up during our community forums?

Mr. Jones said So, I want to make sure I understand our schedule. So, the letter I believe was from Tim Cinema. And I didn't know if that was something we would begin to address in this session or is this something that would be addressed in TAP (Transportation Action Plan) or something that was to be addressed last week. So, I hear what you are saying.

Ms. Ajmera said [inaudible] addressed in the last discussion. I was asking questions, but it was very theory-based. I think we need to understand how this is going to be implemented. I think that's where we struggle. None of us on the Council are engineers or Civil Engineers or architects, right. So, I think that's where we struggle in taking this language and interpreting it in day-to-day life. What does that mean for a Charlottean? So, I think that one was really helpful. However, it doesn't give me a real example. So, that's what I am looking for.

Mr. Jones said Councilmember Ajmera, I totally agree with you. I'm trying to figure out what vehicle for going forward is. My understanding is that even last week, having a situation where there was a developer and a staff member, and a Councilmember at the same table that came very helpful. And so, that's what we're trying to do in this session to get feedback from you so, that what's the best way to engage Council with these processes.

Ms. Ajmera said okay, so, I hear as a result of the feedback that you received you'll probably have some changes, and hopefully, we'll have a discussion on some of these questions and examples as well as we go through this process. Is that correct?

Mayor Lyles said that is correct. Is it going to happen in the next two weeks? No.

Councilmember Johnson said I appreciate the process that we are breaking this information down into smaller sessions, which is what I've asked for since the beginning. I still think it is very complicated. You know even if you know the Council and a developer, and planning staff that's just for the 11 of us. How are we getting this information to the residents in such a simplified interactive manner? Councilmember Winston mentioned Twitter and social media, but there is a whole population that's not on Twitter and social media. So, I really want to be conscientious of the seniors. Those who may not be on the computer as much. We need to be in the inner cities of the areas that are going to be mostly affected by gentrification or change. And I want to just keep advocating that they are getting this information. I don't know if it's on our government channel. I don't know how that works. Maybe radio ads on different stations and really make a targeted effort to reach those that might not be on social media or that prefer face-to-face meetings. But we are still missing some of the population. I'm hearing from seniors and the black community and they feel like they're not getting the information. So, if we just want to make sure that we are intentional about making sure they get the information in an understandable way. You know a 600-page document at the library that says pick it up. Not everyone is a visual learner. So, we just need to do more because if the 11 of us still need that kind of handholding even though this information is available to us and we've gotten it over and over again, it's most important that the residents are understanding the information. Thank you.

Mr. Driggs said yes, I just want to say the Manager asked a question. Which is how do we want to address this? I do think there is a burden on us to kind of coordinate and not to allow ourselves to be dissipated on this thing. We need to come together and figure out what the focus is. Laura, I appreciate that you noted the tree save and the conflict on whether it could overlap. I've been told that has a major impact on economics. So, for example, I think we can look at a sample site and we can get a lot of the guys in the industry to do some economic impact analysis for us, but we need to try to get down from the generalities into a little more detail that is meaningful to the public. The public is not going to be able to read 600 pages. They are not going to be able to critique this thing. They want to know what does it mean for me? What can happen to me? I can tell you, for example, for myself that it is now possible that there will be an apartment house next door to my house as a result of the draft Policy Map. So, can we take kind of chunks like topics and just drill a bit, look at sort of the ramifications? The suggestion in the letter was that there are some conflicts or even contradictions at least as the developer community sees it in there, which may have come from stitching together the various pieces. The tree piece and the sidewalk piece, and So, on, and maybe they weren't fully reconciled yet. But I feel like we talk in generalities and we come away from these conversations and not with a strong sense that we really solve anything. And the question is what can we define as a goal for a conversation or meeting and fix and do something about? So, I'm happy

to coordinate with you, Mr. Manager, and think of what some of those things are. What we didn't do early on was really prioritize. We stayed at a list of things that we wanted to achieve for the goals that we had and we didn't acknowledge the places where one of those goals works across purposes with another, and resolve how we fix that? How do we preserve the trees and also, bring the cost of housing down, for example? So, I just think we need to get a little deeper into a couple of those critical questions. Maybe that's a committee thing first and then becomes a full Council conversation. But I would just say, colleagues, you know, you really need to be active on this. You need to kind of weigh in and say, this is what I want. This is what we want and let's get together so that we send a message. Thank you

Mayor Lyles said those were great comments. I just wanted to follow up. I do think getting things scheduled and on the way, I believe that we should send this to the committee and then let them go through it and then have a workshop, perhaps earlier one of the days that we could all be here for a Council meeting the earlier in the afternoon or sometime that makes it work for everyone, but I do believe that when we are talking about this, we need continuous communication and feedback in a relevant way and it can't come from just one Councilmember. It has to come from a consensus that we've developed this is the direction we want to take and So, I would hope that the Manager would be able to set something up and maybe a schedule that's like maybe monthly, quarterly. I don't know what the right schedule is, but I do believe the engagement is warranted and needed and we need to be in a way that we're following it consistently So, we know what we're doing, and not move around like we're talking about this and that we need to have something that either says it's about the developer or the neighborhoods, that there's the infrastructure commission, all of these things are going on. I mean, these people are meeting and working hard on this stuff. So, we need to just make sure that we keep up with everyone.

Councilmember Graham said just one quick comment and I just want to reiterate with Councilmember Winston and Johnson said about the communication of what we're doing and kind of simplifying it in a way. I think that's going to be really, really important. And again Mr. Manager, you heard me say this before. I think one of the most underutilized resources we got is the government channel. We got to find a way to utilize that asset that we have to communicate outwardly to the citizens in a way that is user-friendly, that is, simplifies what we're doing and talking to the community and their love language, right in a manner that they can understand what we are doing. So, hopefully, I don't know if it's a funding issue as we go into the next budget session that we really kind of take a look at. I mean that area and try to utilize it not only for this issue but a wide variety of other messages we want to communicate outwardly to the community. Believe it or not, a lot of people watch it and that goes in addition to whether it's Twitter or Facebook or as Councilmember Johnson said and the community is talking to neighborhood leaders. I think I'll be can kind of do that. I think it might help some of the communication pieces that kind of water it down in language that the Community can understand. Thank you.

Ms. Johnson said one last thing, instead of being So, dissected, the Comprehensive Plan and the UDO plan and the transportation plan, you know, what if we looked at this more from a neighborhood perspective like this specific address? This is how this applies to me. And you said that councilmember Ajmera, you know, and councilmember Driggs said it as well, people want to know how does this apply to me? So, if there was some comprehensive look and I don't know if be interactive on the computer, typing your address, and this is what, you know, this is what your address UDO says, the tree ordinance that the transportation, this is how this applies to you. This is what this means. So, we can start looking at this even if you all went to churches or community centers. OK, here's this address on Sugar Creek. This is how this neighborhood will look based on the Comprehensive Plan and the UDO and the Place Types, all of this language it's very technical and it doesn't mean anything to, you know, a lot of people. They want to know; how do all of these plans or this Comprehensive Plan apply to this address? So, if we could start looking at things from an address perspective, some kind of way and I don't know how you do that, but something comprehensive, even if we overlay, but the dissection of You know, what's the 2040 plan? What's the UDO plan? What's the

transportation plan? Residents want to know how does it apply to my address? Thank you.

Mr. Jones said and all of this is extremely helpful. I believe if we go back to a few months ago, we did talk with Councilmembers about what are some of the ways that you'd like for us to communicate? And I think, Mr. Driggs, you're you actually want us to mail everybody. And at first, we scratch our heads, but it was a great idea. So, what I'm hearing over and over again is, how does it apply to me, and what we'll do is we will reconvene tomorrow, look at the schedule that we have in terms of communication and we can be nimble. We'll make sure there's something that's more touching for the individual, but also, make sure that we can do something that the Council, as a body can also see how this works.

Mayor Lyles said thank you. Great session. Great points made.

Mr. Winston said this is kind of sort of on the conversation that we had earlier today. I think a big part of this is what I'm hearing colleagues saying we have a lot of questions. We're asking a lot of questions and trying to bring clarity on behalf of our constituents. The staff is really try hard to figure out ways to do this. I think we're all saying how can we communicate better amongst each other and really kind of sus through all of this information? I really like what Councilmember Graham said earlier today. I agree with him that more people watch the Government Channel than we probably think. We could do some type of a weekly show or something where we're able to talk about topics. I think that could be quite effective. I don't think that's the only solution. Something I think about is a Wiki. It is something like Wikipedia. It's something that can be open source so that if everything doesn't rely on the staff. It's a place where we can all put our questions down and have a repository, but we can also see everybody's answers and for those things like Ms. Johnson just suggested, right to have some of those neighborhoods or address specific things. Again, since it's open-source we can rely on folks that are doing the work, have different understandings, and are trying to decipher these things in the community to add to this kind of body of knowledge, but we would also, have the ability to monitor that from a city perspective to make sure all of the information on that is your main and correct. So, it could be something that we could also, as Councilmembers reference when we are having those meetings without going through stacks of paper. Just a thought. Thank you.

Edward, McKinney, Deputy Director of the Department of Transportation said hopefully you'll see actual the interrelationship to what I'm about to talk about and in the discussion, you've just been having. So, what I want to do today is walk you through some work that we shared with you very briefly at the Fall Strategy Session. Then last month we went into this in a little bit more detail with the Transportation Planning and Environment Committee around the transportation and mobility components of the UDO. So, this might be a good opportunity to walk you through in a little bit more detail and kind of tees off of some of the discussion we've just been having about understanding a little bit more of the detail and some of the things that we're doing related to the UDO.

So, what do I want to do again is to give you a sense of what this is about, what these transportation guidelines are, why they're important, related to the scheduled engagement that's going on with the UDO, and then hopefully leave you with a clear sense of what's new and why are we in front of you and why is this really important to be having this discussion with you early as part of the development of the UDO and the review.

So, using some new terminology, the Comprehensive Transportation Review Guidelines is really a new term that we've used to really call something that we already do, but we're rethinking it in a completely different way. So, what we're creating is guidelines that will replace the existing traffic impact study guidelines that we have today. As Council, you're familiar with this, I think obviously, primarily through rezoning cases on large rezoning and development cases, we're doing traffic impact. You see some of that data and that information and we provide you summaries of that related to development projects. So, we have standards in place today and what I want to walk you through is what we are

proposing to do related to the UDO and primarily related to making sure that our guidelines and our policies and practices are tied to the goals established in the 2040 plan and ultimately integrated in a way that can be implemented through UDO. To give you a little bit of sort of a cut to the chase on some of the key parts of this is certainly one of the things that you've talked with us about is the trip thresholds. One of the questions that we get asked many times for rezoning cases is, was there a study required, and what threshold was it? And So, I'll talk with you in detail here in a moment. But yes, we are looking at revising those trip thresholds and that relates again, both to the goals that we have in our establishing the Comprehensive Plan, but it's certainly informed by the discussion that we've been having with you over the last several years given the pace and growth that we're seeing in the development throughout the Community.

One of the big things I'll emphasize is the multimodal part of this, and I'll go into lots of detail here in a moment. But it's really important in all and I'll emphasize the notion that this is comprehensive. We're using that word intentionally to say that we're revising these guidelines not just to look at how we mitigate traffic vehicular traffic in cars, but how are we ensuring that the infrastructure that we're building is really supporting the expectations we have in our Place Types and the kind of character and development that we want to see out throughout the Community? The last point I want to make is an important one because one of the things that we do today on these guidelines and currently how we apply them is primarily for the rezoning process. So, most of this analysis and mitigation is happening through those rezoning petitions. One of the fundamentally sorts of new things that are that will ultimately get implemented through the UDO is these new districts that we're talking about. Once they get applied and rezoned throughout the city, we knew it was going to be important that these guidelines were clarified and re-established so that by-right development as anticipated through UDO would be tied to these guidelines. So, we want to make sure that we're not just applying this to the rezoning process, which sort of completely applying this in the future once we have an adopted you UDO and we are essentially rezoning that UDO throughout the city.

You've seen this diagram before and I want to just emphasize again the relationship of this work to all the work that's been in front of you over the last several years. So, the top of his diagram obviously is a 2040 plan. That's essentially our vision for our growth. And as we've talked about, there's some key components of that from a land-use standpoint. Certainly, the Policy Map, the UDO from a development and ordinance standpoint, and then what's in the middle there is the Strategic Mobility Plan and the work that we've been doing to tie those things together. There's two specific things we just want to dive into in a little bit more detail tonight, it's particularly around these transportation review guidelines but also this notion that these guidelines will sit within a document called a streets manual, which will be a technical support document to the UDO. It tied very specifically to the adopted policies, they ultimately adopted policies to the Policy Map. But it's essentially a very important kind of guideline document that will allow us to apply all the things I'm going to talk about, to the implementation of the development review through the UDO. So, a little technical thing here, but it's an important part of the establishment of making sure these guidelines connect from our policy and become sort of a technical way that we can implement it through our UDO.

I won't go through the schedule. You have seen this before. This isn't any different than what Laura just described, but what I do want to highlight here in the red is where those two components from a process and engagement sit. So, the streets map, which was that one component of the streets manual which is that map that sensually defines the expectation of all arterial streets that's tied to the review that we're currently going through with the community around the Policy Map. So, that's a process that were tied completely to that public process and we're getting input from that now and schedule of that with the Planning Department will be taking the input that we've gotten from the community and preparing a revised version of that with the revisions to the Policy Map. These Transportation Review Guidelines that I'm going to talk about in more detail are following the UDO process. So, those guidelines get implemented through the UDO. So, it is important that they follow that schedule. The review and even some of the economic analysis that Alyson is going to talk about in a minute, are tied to these draft guidelines.

Ultimately the adoption review of that from the Council standpoint would be on the same schedule as the adoption reviews of the UDO.

So, again, let me paint the picture quickly about why we're doing what we're doing as I get into the detail and I want again to start with the Comprehensive Plan. So, what's on this slide is essentially the words that are adopted in the Comprehensive Plan specific to goal five. So, of the goals of the Comprehensive Plan, there was one very specific one related to transportation and mobility. And that goal five have these six objectives and I certainly don't need to read all those words but, I want to highlight a few things because these policies and this vision are what we tie ourselves back to and we're looking at how do we technically make sure that we're implementing these expectations as we look at the development and the impacts of development that it's having on our community. So, you see things like safety, certainly, you see things like equitable and affordable. So, we're looking at and ensuring that the way we incentivize the way that we expect the development to occur starts to meet some of those goals. Multimodal connectivity, sustainability, managing congestion, thinking about emerging technologies. In a moment you're going to see where some of these things start to land some of the specific expectations we have in the guidelines. And again, the point I'm making here is it's the way that we hold ourselves accountable to what we're expecting in these guidelines relative to the expectations that are in our vision plans in the Comprehensive Plan. Let me now drive into that in a little bit more detail.

So, what you see on the two halves of this slide are essentially sort of a high-level summary of how we do our traffic impact setting today, a kind of very simplified version of what the focus is. Then I pulled out this is even a more specific piece of our adopted policy plan, our Comprehensive Plan that said very specifically sets expectations about how we should look at revising and updating our transportation review guidelines. So, today a couple of emphases that you'll see as I walk through our proposal, very focused on vehicle trips. So, essentially our TIS (Traffic Impact Study) is really specifically around quantifying how many trips, quantifying how that impacts this network around it, but very specific just to the impacts of vehicles. And as I mentioned in a minute and as you'll see as you can assume from the vision of our Comprehensive Plan, our city is much more than that, right. We need to be thinking about our city in a more walkable transit and multimodal way. There's one threshold that I mentioned this notion of thresholds. I'll talk about our approach to that in a moment. But again, we have one threshold. There's 2,500 trips. So, I'll give you the context of that in a second. And certainly, that's been a hot topic with the Council on rezonings, and should we be thinking about that differently? Again, I'll share with you what our proposal was. And then again, the notion that it's really primarily applied to our rezoning process. I've already said that. I want to make sure it's clear again what our focus that on today's policy and practices. As you can see the Comprehensive Plan says we want it to be multimodal, we wanted to be integrated. It should relate to addressing the multimodal needs we have of a city and new terminology there. Again, I'll share with you what that looks like from a transportation demand management standpoint. So, it's not just about mitigating what's going to happen, but what can we do to incentivize ensuring that we're getting places that are multimodal and maybe not creating as many trips as they need to. There's some very interesting ways that other cities are doing that particularly in they are high-intensity places, So, you'll see how we've begun to apply those practices in the proposed guidelines that we have So, again, the notion that we're going we are attempting to make a pretty dramatic shift from a very vehicle focused to more multimodal comprehensive focus and let me walk you through what that could look like from a detail standpoint.

So, maybe a simplified way to kind of break it down from a proposal standpoint. How do we get there? How do we do what I just described? We've kind of boiled it down to answering maybe three basic questions. So, number one it's really a first and foremost about how we're removing people. So, it should start with a pedestrian It should be assessing what is the multimodal infrastructure around a development project, what are the needs that we have, and what's the rational expectation we should have of that development to help support and strengthen that multimodal infrastructure?

There's also, this notion, again of this transportation demand management. It's a simple way of saying how do we reduce trips, what are the things that we can do, sometimes physical, sometimes programmatic, to incentivize and support development, to find innovative ways to encourage other modes of travel, to encourage reduced use of the vehicle? Things that essentially take trips off the road. So, there's some unique things that we think we can include in these guidelines that would help us get there, particularly in some of our most high-intensity places and transit-supportive places.

And then lastly, certainly managing traffic will continue to be an important part of what we do. It just needs to be in context to these other questions, right? And so, we'll talk about reduced and come up with some thoughts about how to reduce those thresholds. One of the unique things I'll share with you is we also believe one threshold doesn't completely make sense. The complexity and diversity of development in Charlotte is too much for one threshold to address. And so, I walk you through kind of what we're proposing to do with that. So again, remember the big questions. How do we maybe people? It's really about a multimodal assessment and what are the things that we can do to strengthen that? Are there some things in particular places in high-intensity places that we can encourage in reducing trips? Then where it makes sense, we still believe we need to do the traffic analysis to know that there's some infrastructure improvements that still can and should be made from the vehicular standpoint.

I'm going to now start to go in a little bit more detail, give you some examples, and kind of end with sort of a simplified example and try to give you a snapshot of what this could look like. So, for the first two questions, the multimodal in this transportation review question the way we would walk you through is essentially calibrating a sort of a tiered expectation of what we want you to do based on the context. So, let's start with ultimately what UDO zoning district are you in? Are you in a higher intensity one? Are you in a lower intensity one? It would then ask the question what land use are you because depending upon the land-use you have a different trip generation, a different trip pattern. So, it's more than just how much. It's really what kind of use and then ultimately how much of that use? If you start to answer those basic questions about development, that would set up for us to set tiers and said okay depending upon what context, what land-use, how much are you doing, would then calibrate an expectation that says okay, given that scale of development and where you are, there's a menu of essentially multimodal and (TDM) Transportation Demand Management) measures that we would expect would be part of your mitigation and from a multimodal standpoint, we've already identified many of those needs. We've got accessible ramps and infrastructure throughout our city that we need to help improve. It's one of our own public expectations and we think there's some very simple and transparent ways that we could connect those needs to development projects. There's certainly sidewalk gaps. There's identified places where we know we need pedestrian crossings. I'll show you an example in a moment where there's known projects and essentially it's a very simple conversation calibrated to the scale of development that would set our expectations for a development project to help us fill and meet some of those expectations from a TDM standpoint, from [inaudible].

Again, if you're in a high-intensity place, particularly around transit, we've got a menu of options that would be available. Our goal there is really to encourage us in new thinking both physical and programmatic. So, a good example is obviously some office and development projects. If you just simply have the facilities to shower and change. So that if you are commuting by bicycle, it just encourages your employees to do that. So, a project that would do that would certainly get credit and be part of their mitigation pattern. Could be a problematic thing, such as providing for or subsidizing a transit pass. So, we've defined sort of a broad menu that gives development opportunities and developers to choose from, and in a pretty hopefully transparent way inflexible way. So, again as we find those opportunities, what we're really trying to do is encourage as many ways as we can to reduce trips. So, that sort of describes this sort of notion of calibrating down to what kind of project intensity are you. We've defined a set of menus that help us define those projects in a transparent way to get to both the idea of how we move people and how to reduce trips.

Finally, the question about traffic. So, let me talk a little bit about the notion of thresholds and how we would continue to look at and mitigate from a traffic impact standpoint. So, we do believe we need to reduce thresholds. You see on this chart gets gives you context that where Charlotte is within these examples or North Carolina examples. But you can see our 2,500-trip threshold compared to even some of our larger cities in North Carolina. Raleigh is a good example of 1,500 trips. Some of the smaller ones are down to 1,000. If you look at national examples, some of our peer cities are somewhere in the kind of 1,000 to 2,000 trip range. And So, again it's clear to us that calibrating that threshold needs to be rethought. But it's really important. The message here is that it's not just one threshold. We believe that intensity should be a big part of it because again, for us the scale and kind of diversity of development in Charlotte just mean that we need a more nuanced way to kind of look at traffic impacts. I won't go through all the details of this slide, but what I want to emphasize is what we've tied up as sort of a low-intensity threshold at a higher intensity threshold. It may be sort of counter-intuitive, but the notion that our lower intensity places are generally the places that are still growing initially and there's still a fair amount of kind of vehicular infrastructure that is still available to us. So, we believe the threshold should be a little bit lower there because simply the nature of how travel still moves, and some of those lower intensity places will still be a little bit predominantly based on the vehicle and there's still some really important places where we can get infrastructure tied to their development impact that's valuable to us as that part those parts of our city grows. From a high-intensity standpoint, those opportunities are less and I'll show you an example in just a second that says in some of our high-intensity places, we've really exhausted all the vehicular kinds of capacity things that we want. In fact, what we really want to do is encourage walking, bike, and pedestrian access to transit. And So, really our emphasis is less on having a development do traffic study and really more focused on ensuring that we're getting the kind of multimodal infrastructure that we want in those kinds of places.

Here's an example. So, let me try to share at a high level, what that could look like. We shared a quick version of this with you at the Fall Strategy Session, but let me walk you through it again, in the context of what I've just described, which is back to those three questions. So, the project here is an office project developed I think maybe two or three years ago on Morehead, just outside of Uptown. You're probably two and a half blocks away from the Blue Line. So, you're essentially within walking distance of transit. You're on Morehead. You're close to uptown. This is an office development with some retail mixed-use on the ground floor. Alyson talked through this at your Strategy Session. A little bit they give you a sense of that from the draft standpoint it's within a Regional Activity Center Place Type and potentially would be from a UDO draft UDO standpoint in urban edge zoning, probably one of our higher intensity zoning districts. That just gives you a little bit of context for the type of place trying to create. So, here again, the emphasis is on moving people, reducing trips, and in this case, because of its location, its intensity, it wouldn't make sense within our guidelines to actually, do sort of a conventional traffic study about trips. It's really about how do we ensure that we get the right kind of pedestrian and multimodal infrastructure? This is a case where there was a project at that intersection shown in this example of Caldwell, where there was already an identified need for a signal in the pedestrian crossing. So, that would be a great case as a development project like this comes in and identified pedestrian project is already on the table. Then through the Comprehensive Transportation review process, we would have a way to calibrate what is the appropriate response that development could occur. So, it might be helping support a portion of that cost depending upon the scale of the project and might actually be the full investment of that pedestrian infrastructure. But it's. Calibrated specifically to a need related and already identified around that development project. And then again from a TDM standpoint, what we really would want to be encouraging is reducing trips and we didn't do this on this project, but an example could have been right if this office project was and already could be encouraging bicycle commute, you know, having the facilities there in place or again, the notion that you're a couple of blocks from the Blue Line and ensuring that your tenants and your employees might have access to a subsidized transit pass. Those couple of examples of the kind of menu. So, the point I'm trying to make there is in those kinds of places, in a high-intensity place, what we're really trying to emphasize is the things that are set up in our goals, in our Comprehensive Plan, and essentially our Place Types. I know I've given you a lot to

cover. Let me just use this as a way to kind of summarize. Again, the nation where we are today and what we're trying to get to from a proposal standpoint moving people, new threshold with a menu of the things that we could do around a development project to ensure that we strengthen the pedestrian environment. We do that somewhat today, but there's no formal requirements and this is a way to kind of make that process more transparent and clear. Same thing from a TDM standpoint. We've done some good examples, some big projects, and some larger rezonings where we've gotten some great commitments around TDM, but that's really been through the negotiated rezoning process. We feel this is an important opportunity to get that established in these guidelines.

And then on a traffic standpoint, again, the notion from one threshold, we think there's a calibrated version of threshold that is really tied to high and low-intensity places but only applied again in those places that we think we have the best opportunity and impact to having a more technical transportation review. So, again lots of information. Back to the slide again just to remind you that the whole Comprehensive Transportation Review process I just described, there is a draft out there. We are walking through that and sort of [inaudible] step with the schedule of the UDO and I think we will talk here in just a second about how we get to that from the economic analysis, and we are continuing to engage through that process to get input and review on these guidelines.

Mayor Lyles said [inaudible] I'm really glad to see the report coming up and again another opportunity for a good discussion.

Ms. Ajmera said I have a lot of questions. I might need one with you, but just a couple that I think we can go over now. So, how does the Transportation Mobility Network plan fit into this CTR (Comprehensive Transportation Review)?

Mr. McKinney said so your question is about the Transformational Mobility Network and the relationship?

Ms. Ajmera said yes.

Mr. McKinney said so I don't want to be the spokesperson for that because I know there's a lot of work going on, but the simple way I would say it is the Comprehensive Transportation Review Guidelines are really tied to the way we review private development and implement the development regulations of the UDO. They are completely separate from how we might publicly fund larger infrastructure. These guidelines are really just a new way for us to be thinking about how we engage in kind of a comprehensive way to mitigate development traffic as applied through essentially our UDO.

Ms. Ajmera said so to follow up on that Ed, so we do have plans in place for an example [inaudible] of a line? So, are we going to implement some of this regulatory requirement in anticipation of, for example, the Silver Line or that would come after the Silver Line is in the pipeline?

Mr. McKinney said I think if it's a Place Type, UDO question, maybe it is best to throw to Taiwo or Alyson on the implementation of the Place Type UDO.

Mr. Jaiyeoba said my fear is that you are trying to tie this to the Silver Line as related to the Transformation and Mobility Network. So, what we've been doing is like Ed said, this is totally separate from that. We out the Transformation Mobility Network, this work will continue to go on. As to how do we make sure the developments are longer existing Blue Line or future Light Rail Station, they really have the right regulation that will help them to be implemented in the future. So, regardless of the TMN, this work will continue to go on. One thing we've done very well obviously through the Place Type Mapping effort is working closely with CATS (Charlotte Area Transit Center) with regards to the Silver Line work. So, the right Place Types are in place for that. But even beyond that is also looking at areas where there could be potential rail systems in the future may be physical of the Gold Line for example. What will the Place Types along that corridor be? What will they

look like? All of that is being worked out separately as part of the conversation we are having with CATS. But this Strategy Mobility Plan is completely different from the Transformation Mobility Network because, without the Mobility Network or TMN, we will continue to do this one. This is funding-driven as much as the vision and [inaudible] than the TMN.

Ms. Ajmera said so to follow up on that Taiwo, this will only apply to the existing Light Rail, right? It's not in anticipation of other light rail projects that are in planning?

Mr. Jaiyeoba said it will also apply to the future, yes.

Ms. Ajmera said eventually once it's completed?

Mr. Jaiyeoba said yes, whatever we have right now, we are working also with CATS on the 2030 Transit System Plan.

Ms. Ajmera said that answers my question. Thank you. So, my next question. So, on slide number 23. So, where you have the intensity mapping, I guess how could residents know what their intensity mapping looks like? Would that be part of our 2040 mapping exercise? Yeah, so you know you've got a low intensity and you've got medium to high intensity. So, would this be part of our overall 2040 mapping exercise? So, let's say if it's Neighborhood 1, then it's low intensity versus the activity center that will be medium to high intensity. So, how are we mapping that? Would that be part of the overall mapping exercise?

Mr. McKinney said yes, the intent here is to follow and it's not predetermining, that process that we are going through now on the Policy Map and ultimately UDO. So, wherever those land, the intent of these guidelines is to tie very specifically and I'll be more specific these guidelines would tie very specifically to the UDO district ultimately once adopted again. So, we know there's lots of work to get through the review of all of that and the adoption. What we will do ultimately with these guidelines is make sure that once that is adopted our definition of high and low intensity will be specifically defined by the UDO zoning districts that apply to them. So, it will be driven by the ultimate ordinance of the UDO following the Policy Map.

Ms. Ajmera said okay, so this will be after the UDO is completed or it would be before?

Mr. McKinney said the guidelines as I mentioned follow the review process of the UDO. So, they sort of come in tandem. So, you won't be adopting one before the other. You'll essentially be doing that at the same time.

Ms. Ajmera said got it. It will come after the 2040 Policy Map exercise?

Mr. McKinney said correctly.

Ms. Ajmera said is that correct? Okay. So, I didn't quite understand when you were giving an example, the Morehead example. So, in high intensity for this traffic infrastructure requirements are an additional investment in infrastructure, would that be substituted for no traffic study? Is that what I heard? Is that correct?

Mr. McKinney said yeah again, we are oversimplifying in this example, but it sort of to make a point. There are places and we might argue this is a good example, there are places where there aren't really opportunities to add a right-turn lane or dual left-turn lane or the kind of typical traffic mitigation. In fact, sometimes it would be inconsistent with the character of the place that we are trying to make, right. We want them to be more walkable, and more comfortable from a pedestrian standpoint. In this case, you've got a very robust urban street network and the access is already there. The emphasis from our perspective at that point should be let's make it the best pedestrian environment we could possibly make it. Let's ensure that the development is incentivized and encourage access to the transit that's already there. We want to put the emphasis on where the policy is. We want that to be multimodal, not [inaudible] focused.

Ms. Ajmera said so what I hear is that ultimately where the gaps would be identified as a result of this and would probably be filled through this private development. However, I just want us to be mindful that it is predictable, right. What are those infrastructure investments look like? Whether it's bike facilities or whether it is sidewalks. Thank you.

Mr. Driggs said Ed I really appreciate the work you doing and I am particularly pleased to see that we are not getting specific about traffic because, during the early 2040 plan conversations, people were saying to me so you know what it means? But I did want to just give you a feel for the kind of community-facing conversations at least that I have had and you've had some of them too. People say so is Providence Road going to be more or less crowded? Are we going to limit development on Providence Road in such a way that we don't have to wait 30 minutes to get through 51 coming south. Interpreting this and offering it as an answer and saying yes, because we are doing this your life of Providence Road or Ardrey Kell or wherever is going to get easier, I don't know how we do that because it looks like here we are talking about what should be a smarter approach to traffic and that should bring with it the prospect of less congestion on the road, but at the same time if we can't build the infrastructure that gives people alternatives to their car and we start squeezing on the traffic, where does that get us?

And we want higher density. We need that in order to achieve our housing goal. So, I think I look at this kind of dynamically. I think we will build out our infrastructure and we do have a plan for mobility, but I can see a 10-20 year arising in which people don't really have a lot of choices and so will this give them comfort that their life on the road is going to be easier?

Mr. McKinney said the simple way I would answer that for the moment and then there is lots more work and part of the economic analysis and some of the additional work that we are going to be doing over the next six months or so we'll start to test some of this out, but the simple way I would answer the Providence Road question let's go back to this threshold intensity. Our argument I think is that Providence Road isn't one thing, but there are places along Providence Road as you get closer to the City that have intensity, that have mixed-use that want to be and are evolving to be more walkable, have better access to but transit etcetera and there are places that are less intense. I know that doesn't completely answer your question, but I would say the way these guidelines are intendedly set up is to recognize that even a corridor like Providence, isn't one thing and our approach has to be calibrated and context-sensitive. Certainly, there will be projects along with Providence where you would absolutely do a traffic impact study and understand that's vehicular impacts. There are places where you might not do that as much given again, the intent of where the comprehensive plan is going and the context of that corridor. So, we need to vet that out. We need to test that out some more and your right, it is an important question to have with the community, but our notion is we think it's not a one size fits all solution.

Mr. Driggs said I would promote this by saying that we are going to make fewer land-use decisions that are totally incomprehensible from a traffic standpoint because I think that's what it is. It is a more subtle multidimensional process. It's not one threshold on the traffic impact study. So, even though we can't promise a solution, we can be smarter about it. That's the key I think. So, thank you.

Mayor Lyles said I think Mr. Driggs you did very well because I do think that traffic index studies are generally what not to do or to prevent something. Whereas what you are trying to do here is figure out a better way to deliver the opportunity. So, I think that's really well said.

Councilmember Phipps said Mr. Driggs said, going back to that slide where we manage how we manage traffic with the triggers for the traffic impact study. Yes, why not keep the 2500 TIS trigger for high-intensity development Because my concern is that there is no line of demarcation between medium and high intensity? Both of them are set at 2000 trips. So how would you differentiate between me, medium and high intensity if they all have the same trigger?

Mr. McKinney said it's a fair question. What you see here is we've combined one category. And what we propose is the 2000 trip threat threshold. Your question is a good question. That again, it's a part of our process as we go through the economic analysis review to test. Okay, maybe we do need another layer in there. Maybe there's a medium intensity threshold. We'll test that to your question. Maybe instead of 2000 trips, it should just be set at our current 2500 trips. Again, one of the things we want to do is, Alyson would talk about here in a moment, I wanted to give her an opportunity to talk about the economic analysis and part of that, and we're fully integrated into that process where we want to work through and test a whole number of sites to kind of answer some of the questions you're asking to make sure that that was calibrated in the right way. The way I would answer your question is that's part of what we want to analyze as we go through the review of this process before we go to adoption.

Mr. Phipps said it's quite possible that we might have a differentiation?

Mr. McKinney said certainly we will test that for sure and to even be more frank with you, we're going to get a lot of feedback from the development community about these thresholds and the impacts. So, our intent is to have a full, you know sort of transparent on the table kind of conversation about what the thresholds are being. We'll hold ourselves accountable to truly testing what these proposals mean and being really transparent with you and the development community and the broader community about what we think is the right approach with some very rigorous kind of testing and review.

Mr. Phipps said thank you.

Councilmember Newton said yes, thank you for the presentation, Mr. Driggs said. I feel like this is a more flexible, responsive approach than what we have with our rigid 2500 daily trip threshold. We know that the city is growing exponentially. I think that there are areas that are growing faster than others. We see that every month in our rezoning meetings. One of my frustrations has been that the data we receive is only up-to-date today and we're not really looking at data that we know will be say occurring five years down the road. So essentially in areas where there is a high growth, we know that the impacts of that growth are going to manifest themselves down the road and we're not seeing that today. How do we model or shape a model that incorporates future growth so we can get ahead of that curve rather than find ourselves in situations where we'll only be responsive today in creating scenarios where we're falling further behind in infrastructure traffic, and transit improvements in those high growth areas?

Mr. McKinney said we did. I don't want to take too much time answering the question if we need to move on, but I would say, and this may be a great follow-up for discussion with the Transportation Planning and Environment Committee, get a little bit more into detail. The simple and the quick way. I would answer you though without giving you lots of detail, there are in this proposal and even in what we do today, there are ways in which we do anticipate future growth, and what I would describe is the cumulative impact. I wouldn't argue to say that's the best way we possibly could, but I don't want anyone to leave with the impression that we don't look at broader growth through these analyses. We do and we're certainly glad to go through that in more detail with the committee and the Council moving forward.

Mr. Newton said I think it's worth us having a conversation offline as well because I see this as a real opportunity for us to address that. So, thank you.

Councilmember Johnson said I'd like to attend that meeting also because I want to piggyback off of what Mr. Newton said. I'd like to see a cumulative approach also, and I think I've said that. If I'm a developer and my development has 2499 trips and his next to me has 2499 trips and hers next to me has 2499, the neighborhood is burdened with all these trips, but there's not been a traffic study triggered. I know in District 4 there's areas with lots of growth, but there's not the one that triggers it. Meanwhile, the traffic and the neighborhoods are burdened with traffic. It's like this on Mallard Creek. And I've been saying this with the Kings Grant. You know, they're proposing this large development, but there's so much growth along that highway. So, I'd like to know if that cumulative strategic

approach, if we can look at more of a cumulative approach from past development or ongoing development into count, you know, future. We really need to be more nimble in that approach because this is this working.

Mr. McKinney said it's great feedback and certainly that would be a great topic for us to talk more deeply with the committee for sure. I appreciate that feedback. Thank you.

Mayor Lyles said well, I think just like we talked about the UDO and some of the questions, this may be one of the workshops that we need to have.

Mr. Winston said kind of piggybacking on what Mr. Newton and Ms. Johnson were referring to. One, I think we are missing a couple of goals. I think a good question this study should be able to answer or help us answer is, how do we achieve neighborhood-friendly speeds or govern higher speeds on roads between two-point? Again, differentiating between roads. To Mr. Newton and Ms. Johnson's points, you know traffic modeling inherently has a goal of creating plausible narratives not necessarily the correct narratives. Traffic studies are inherently backward-looking at the best and present date looking measures what is happening now or compares what is happening over time to project what is needed in the future, but it lacks the human kind of nature aspect of growth regarding the engineering of transportation infrastructure. For instance, we might think about eating and drinking establishments and wanting to create pedestrian-friendly orientations around. Well, that eating and drinking establishment might be very different if it's Jenny's Ice Cream versus Cookout. Both have pedestrian aspects of it but I don't think your traffic study is thinking about how the neighborhood or people will interact with that particular type of development and how that will spur Ms. Johnson's point, other types of development that we haven't even thought about of. So, my question is kind of about what Mr. Newton, in different words, but what Mr. Newton was asking. How are we going to include human or nonexpert input that works in combination with the professional methodologies that you have presented in this CTR study method? Because I think it's important. I think we miss a goal if we don't combine the two. The art and the science.

Councilmember Newton Left at 6:43 p.m.

McKinney said good feedback. That's a great topic moving forward. I appreciate that feedback. We'll love to come back to the Transportation and Planning and Environment Committee and talk through that in a little bit more detail.

Mayor Lyles said

The meeting was recessed at 6:46 p.m. to move to the Meeting Chamber for the regularly scheduled Business Meeting.

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BUSINESS MEETING

The City Council of the City of Charlotte, North Carolina convened for a Business Meeting on Monday, December 13, 2021 at 6:53 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, Malcolm Graham, Renee Johnson, Matt Newton, Greg Phipps, and Braxton Winston II.

ABSENT: Councilmember Julie Eiselt.

ABSENT UNTIL NOTED: Victoria Watlington

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Mayor Lyles welcomed everyone to the December 13, 2021 Business Meeting and said this meeting is being held as a virtual meeting in accordance with all of the laws that we have to follow, especially around an electronic meeting. The requirements also, include

notices and access that are being met electronically as well. You can view this on our Government Channel, the City's Facebook Page, or the City's YouTube Page.

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PUBLIC FORUM

Mayor Lyles said Mr. Mackey, good to see you, and Happy Holidays.

Show Appreciation to Charlotte Water during Pandemic

Larry Mackey, 8725 Waterrock Road said Happy Holiday and thank you. I want to talk about Charlotte Water. We provide water, clean water, and remove the wastewater. Through the pandemic we worked through the whole pandemic, We made sure all our customers, whatever service they needed were provided by us. And I want to thank the guys for working so hard and for what they do for this city. But everybody in here needs basic needs. And the basic needs are housing, transportation, food on our table, and health insurance. And if you have kids, childcare. As we know, Charlotte has grown to be a big city. The prices of the housing even also the apartment is outrageous. It takes 2 1/2 to three checks to pay your rent. It takes 15% more to put food on your table. It takes 40% thirty-five to 40% more to fuel your car. Those are basic. And anybody who works 40 hours a week should be able to do the basics? Y'all has been working hard for us and I'm asking yall to continue to work hard for us, because without you, where will we be? So just remember we just wanted to the basics. Be able to pat the basics. We're not asking for vacations. We ain't asking for new cars. Do we want to be able to stop robbing Peter to pay Paul? Thank you

City of Charlotte's COVID Testing Mandate

Matt Hefner, 601 East Trade Street said Madame Mayor I'm going to ask for some grace. I was emailed by the clerk earlier and asked to reduce my speech to a minute and a half. So, I have a minute and a half speech prepared, but I have the three-minute speech on my phone, so if it's OK, I'm going to read it from my phone and give you 3 minutes speech. In maybe 3:10 cause I'm reading and I don't see as well as I used to.

I'm a Homicide Detective with the CMPD. I'm 22 years into a 30-year career. I'm a proud husband and father and a humble servant of Jesus Christ. Tonight, I represent hundreds of City Employees, both vaccinated and unvaccinated. We wish to make it known that our health decisions are no business of this Council. We wish to keep our health decisions private without interference or coercion from this Council and city leadership, An employee's decision to receive a COVID (mild to severe respiratory infection caused by the coronavirus) vaccine should be just that. The employee's decision. Mandated weekly testing for only the unvaccinated is a punishment, meant to coerce those employees into changing their decision. Represented here are members of the CMPD, the Charlotte Fire Department, and other city services. We are all very different, but we have one thing that unites us. We agree that you, the Council, are adding yourself a chair in our homes where these decisions are to be made. Many of your city employees fill this room tonight, standing proudly with their families Is and their coworkers. Many of us have brought our children and spouses because your decisions are affecting people well beyond the names on the payroll. I speak tonight for our CMPD Lieutenant, who has a rare blood vessel disorder? Receiving any one of these COVID vaccines puts up an extremely high risk for stroke. Yet you choose to subject him to weekly testing. Even though he carries the COVID antibodies. I speak tonight for a CMPD detective who was a new mother breastfeeding her four-month-old. She and her wife have grave concerns and little research about the effects of the vaccines being passed through breast milk. Yet you choose to subject her to weekly testing despite the fact she and the baby beat COVID during pregnancy.

I speak tonight for faithful employees in this room who have prayed to God with their families and taught their children from scripture that God is the giver and taker of life, and only God is sovereign and viruses, diseases, and all other kinds of illnesses. Yet you

make those faithful employees subject to your sovereignty, requiring them to test weekly after God has kept them from illness and symptoms. Two years ago, when COVID hit nearly every civilian in this room, stayed in their home for days and weeks, but officers and firefighters continue to do our jobs with no hard data available. Now you, the very people who depend on us, are deciding you will make our health decisions for us, forcing us to get vaccinated or tests weekly, the freedom to choose our path, our own risk mitigation, our own health options is being taken away. You push many of us into a corner, forcing us to choose between our health freedoms and our long-invested careers by the CMPD's own data, at least 30% of our total COVID cases have occurred in fully vaccinated employees. The vaccinated employees are spreading COVID just as easily as the unvaccinated. Yet you're punishing the unvaccinated with unwanted testing in an effort to coerce them into getting a stick.

You claim you can do all this through City Policy. I will tell you there's an army of employees and citizens praying that you 12 people will see the light and stop this intrusion. And so, I asked the 12 of you and I ask you, Mr. City Manager, is this the right thing to do? Do you truly feel you should have that seat in each of our homes to decide our health for us? We the employees of this city say it's not your place. We ask you to stop these weekly testing mandates for the unvaccinated. We ask you to stop any future health mandates, especially related to vaccines.

Councilmember Watlington arrived at 6:59 p.m.

City Shift Differential

Nichel Dunlap, 1412 Baxter Street said is I am a member of [inaudible] Charlotte City Workers Union. Shift differential pay will continue to be a topic of grave concern for the Charlotte City worker. As the sunsets and they retire to their homes from a long day in the office, some of our city workers are having to leave their homes as well as their dinner tables to go out and seek the needs of the city. If they leave their homes while we remain comfortably within hours, it would seem that we would need to offer some type of incentive for them as well as their families as they endure this discomfort while ensuring ours. Durham has a population of 290,767. That city covers roughly about 112.64 square miles. The city of Charlotte has a population of 887,214 and our city's total area covers roughly about 308.6 square miles. The city of Durham has implemented the safety adjustment lean, which allows more time in the AM for those workers who had to report in the PM and work tirelessly throughout the night while we rest. Considering there 112.64 square miles compared to our 308.6 square miles, it would seem that this Council would want to re-evaluate the needs of this city worker as far as the tools that they need to cover the grounds of this city. I appreciate your time and I yield to the floor. Thank you.

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AWARDS AND RECOGNITION

Mayor Lyles said now move into the portion of our meeting where we recognize people that have made great contributions to our community or our government, or just being a part of our community and having a purpose. So, I want to ask Mildred Millie Laney to please stand up. I want to tell you a little bit about her. I'm not going to tell you when she was born, but I want you to know she's done a lot of good living.

You know, when I came to work here as a staff person in the Old City Hall building on the third floor, there was a City Clerk's Office, and Mildred was there. And I want to say that she has worked for the city, is it over 40 years Mildred?

Millie Laney, Assistant City Clerk (Minutes) said 36 and a half.

Mayor Lyles said 36 and a half. Mildred's duties really work to compose all of the City Council meetings, minutes, and other meetings that we had. She used tape recorders and word processors. I expect you probably had a few written notes and things like that to transcribe as well. And she gave us the ability to know our history of what we've done

as a Council for many years. In her initial performance review, she was described as a diligent worker. She worked cooperatively with her team, she was conscientious and always dependable. In other words, she's been described as a professional, knowledgeable, warm-hearted, dutiful, tireless, reliable team player, organized and meticulous. And you know that because she would call you and say I did not understand that word. Can you please tell me what it means and how to spell it? She's been recognized a number of times throughout her employees, but over the years she has clerked for the City Council Meetings in the absence of the City Clerk and the Deputy Clerk. And no matter how much complexity we gave her, she never failed to stand up to the task.

On January 31st the year 2000, Millie retired for the first time, after 15 years of service. On February 1, 2001, she came back to work. So, she never really stopped thinking about this community. She's worked part-time since then. Now, on December the 31st, she'll join a number of other people that have given so much to the City and will retire and begin doing more of the things that she enjoys, such as quilting, and spending more time with her family. She's joined by her daughter and her granddaughter. Stand up, daughter and granddaughter. She's also joined by a former City Clerk, Brenda Freeze. I'd like Brenda Freeze to stand up.

So, all of these women have given a great deal of work and pride to this organization. So, I just want you to know, after 35 years, I'm going to read the list of mayors that have served, Mayor Gant, Myrick, Vinroot, McCrory, Foxx, Kinsey, Cannon, Clodfelter, Roberts, and I'm lucky enough to be added to that list. Thank you so much. Please stand up and give her a hand.

(Applause where given by all)

Mayor Lyles said thank you very much. Enjoy that retirement. Take good care of your mom and your grandma because she really is a jewel in our City's Crown. Thank you very much.

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CONSENT AGENDA

Motion was made by Councilmember Egleston, seconded by Councilmember Newton, and carried unanimously to approve the Consent Agenda as presented, with the exception of Item Nos. 27 and 28 which were pulled for a separate vote; and Item No. 69 which was deferred

The following items were approved:

Item No. 29: U.S. Department of Justice Fiscal Year 2021 Local Law Enforcement Crime Gun Intelligence Integration Initiative

Authorize the City Manager to accept the three-year Fiscal Year 2021 Local Law Enforcement Crime Gun Intelligence Integration Initiative Grant in the amount of \$700,000 from the U.S. Department of Justice.

Item No. 31: Construct Sweden Road Repaving Phase 2

(A) Reject the low bid submitted by RAM Pavement Service, Inc. for the Sweden Road Repaving Phase 2 project, and B. Approve a contract in the amount of \$1,043,197.38 to the lowest responsive, responsible bidder NJR Group Inc. for the Sweden Road Repaving Phase 2 project.

Summary of Bids

RAM Pavement Service Inc.	\$820,721.20
NJR Group Inc.	\$1,043,197.38
Blythe Brothers Asphalt Co. LLC	\$1,213,159.04
POLIVKA INTERNATIONAL COMPANY	\$1,354,539.73

Sealand Contractors Corp.

\$1,381,588.18

Item No. 33: Electrical Engineering Design Services and Power Quality Studies

(A) Approve unit price contracts with the following companies for electrical engineering design services and power quality studies for an initial term of three years: AME Consulting Engineers, PC (SBE), Atom Engineering, PLLC (SBE), Current Solutions Professional Engineering, Estimating and Consulting, PC (SBE), McKim & Creed, PA Quality Consulting Engineers, PLLC (SBE), and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 34: Roof Inspection and Maintenance Services

(A) Approve unit price contracts with the following companies for a roof inspection and maintenance services for an initial term of three years: Corner Stone Construction Services, Inc. (SBE), TeamCraft Roofing, Inc., Tecta America Carolinas, LLC, and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 35: Training Academy HVAC Control System Replacement

Approve a contract in the amount of \$968,750 to the lowest responsive bidder Action Mechanical Contractors, Inc. for the Charlotte Police and Fire Training Academy Control System Replacement project.

Summary of Bids

Action Mechanical Contractors, Inc	\$968,750.00
Armstrong Mechanical Services, Inc	\$1,044,408.66

Item No. 36: Airport Area Water Line Construction

Approve a guaranteed maximum price of \$11,636,111.32 to Garney Companies, Inc. for Design-Build construction services for the Airport Area Water Line project.

Item No. 37: Mallard Creek Interceptor Phase 1 and 2 Improvements Design

(A) Approve a contract in the amount of \$6,505,969 with RH Price Inc. for Design-Build design services for the Mallard Creek Interceptor Improvements Phase 1 and 2 project, and (B) Authorize the City Manager to acquire all easements and real property interests, including by condemnation, when necessary, for construction of the project.

Item No. 38: McAlpine Creek Wastewater Treatment Process Improvements

Approve a contract in the amount of \$33,236,220 to the lowest responsive bidder State Utility Contractors, Inc. for the McAlpine Creek Wastewater Treatment Plant Waste Activated Sludge Equalization, Blending, and Odor Control Improvements Construction project.

Summary of Bids

State Utility Contractors, Inc.	\$33,236,220.00
The Harper Corporation - General Contractors	\$36,625,950.00
Wharton-Smith, Inc.	\$38,287,340.00

Item No. 39: Siphon Cleaning Services

(A) Approve a unit price contract with Dukes Root Control Inc. for siphon cleaning services for an initial term of one year, and (B) Authorize the City Manager to renew the contract for up to three, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 40: CATS Rail Inventory Spare Brake Pads and Discs

(A) Approve unit price contracts with the following companies for spare brake pads and discs for an initial term of five years: Siemens Mobility, Inc., Hi-Tec Enterprises, and (B) Authorize the City Manager to renew the contracts for up to three, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for

which the contracts were approved.

Item No. 41: Airport Baggage System Parts and Software Maintenance and Support Services

(A) Approve the purchase of Allen-Bradley brand electrical control parts by the sole source exemption, (B) Approve a contract with McNaughton-McKay Southeast, Inc. for the purchase of parts and software maintenance and support for the term of three years, and (C) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 42: Airport Financial Advisory Services

(A) Approve a contract with Frasca and Associates, LLC for airport financial advisory services for an initial term of five 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. 43: Airport Parking Management and Staffing Services

A() Authorize the City Manager to approve a three-month contract extension in the amount of \$895,137 with SP Plus Corporation for parking management and staffing services, (B) Approve a contract with Republic Parking System, LLC for parking management and staffing services for an initial term of three years, and (C) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 44: Pest Control Services

(A) Approve a contract with Sustainable Pest Systems, Inc. for pest control services 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. 45: Bond Issuance Approval for 8th & Tryon

Adopt a resolution granting INLIVIAN's request to issue multi-family housing revenue bonds, in an amount not to exceed \$17,000,000, to finance the development of 8th & Tryon.

The resolution is recorded in full in Resolution Book 52, at Page(s) 382-388.

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Item No. 45: Bond Issuance Approval for Sugar Creek Apartments

Adopt a resolution granting INLIVIAN's request to issue multi-family housing revenue bonds, in an amount not to exceed \$23,000,000, to finance the development of Sugar Creek Apartments.

The resolution is recorded in full in Resolution Book 52, at Page(s) 382-388.

Item No. 46: Bond Issuance Approval for Sugar Creek Apartments

Adopt a resolution granting INLIVIAN's request to issue multi-family housing revenue bonds, in an amount not to exceed \$23,000,000, to finance the development of Sugar Creek Apartments.

The resolution is recorded in full in Resolution Book 52, at Page(s) 389-395.

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Item No. 47: Set a Public Hearing on Kennington Area Voluntary Annexation

Adopt a resolution setting a public hearing for January 10, 2022, for the Kennington Area voluntary annexation petition.

The resolution is recorded in full in Resolution Book 52, at Page(s) 396-397.

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Item No. 48: Resolution of Intent to Abandon an Unopened Right-of-Way off Rocky River Road Parallel to Rockland Drive

(A) Adopt a Resolution of Intent to abandon an unopened right-of-way off Rocky River Road parallel to Rockland Drive, and (B) Set a Public Hearing for January 10, 2022.

The resolution is recorded in full in Resolution Book 52, at Page(s) 398-399.

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Item No. 49: Refund of Property Taxes

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$381,092.05.

The resolution is recorded in full in Resolution Book 52, at Page(s) 400-401.

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Item No. 50: Meeting Minutes

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of October 18, 2021 Zoning Meeting, and October 25th-27th, 2021 Annual Retreat.

PROPERTY TRANSACTIONS

Item No. 52: Aviation Property Transactions - 8508 Douglas Drive and 8507 and 8517 McAlpine Drive

Acquisition of 1.898 acres combined (0.642 acres, 0.622 acres, and 0.634 acres) at 8508 Douglas Drive and 8507 and 8517 McAlpine Drive from Jimmy Tucker for \$440,000, and all relocation benefits in compliance with Federal, State, or Local regulations for Aviation Master Plan.

Item No. 53: Aviation Property Transactions - 8119 Robbie Circle

Acquisition of 1.372 acres at 8119 Robbie Circle from James K. Todd, Trustee for Family Trust of Helen S. Korbler for \$275,000, and all relocation benefits in compliance with Federal, State, or Local regulations for EIS Mitigation Land South.

Item No. 54: Charlotte Water Property Transactions - Little Hope Creek Sanitary Sewer Improvements, Parcel #19

Resolution of Condemnation of 3,209 square feet (0.07 acres) in Permanent Easement, plus 902 square feet (0.02 acres) in Temporary Construction Easement in Storm Drainage Easement, plus 1,111 square feet (.026 acres) in Temporary Construction Easement at 5839 Wedgewood Drive from Justin and Michelle McCartney, Trustees of The M., and J. McCartney Revocable Trust Agreement for \$41,075 for Little Hope Creek Sanitary Sewer Improvements, Parcel #19.

The resolution is recorded in full in Resolution Book 52, at Page (s) 402.

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Item No. 55: Charlotte Water Property Transactions - Little Hope Creek Sanitary Sewer Improvements, Parcel #38

Resolution of Condemnation of 1,998.00 square feet (0.05 acres) in Permanent Easement, plus 799.00 square feet (0.02 acres) in Temporary Construction Easement at 4327 Waterbury Drive from Ramzi Kheireddine for \$44,625 for Little Hope Creek Sanitary Sewer Improvements, Parcel #38.

The resolution is recorded in full in Resolution Book 52, at Page (s) 403.

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Item No. 56: Charlotte Water Property Transactions - Little Hope Creek Sanitary Sewer Improvements, Parcel #39

Resolution of Condemnation of 2,277 square feet (0.05 acres) in Permanent Easement, plus 909 square feet (0.02 acres) in Temporary Construction Easement at 4321 Waterbury Drive from Rafic and Jouhaina Kheireddine; Karim and Glencora Helena Kheireddine for \$25,500 for Little Hope Creek Sanitary Sewer Improvements, Parcel #39.

The resolution is recorded in full in Resolution Book 52, at Page (s) 404.

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Item No. 57: Charlotte Water Property Transactions - Little Hope Creek Sanitary Sewer Improvements, Parcel #40

Resolution of Condemnation of 2,014 square feet (0.05 acres) in Permanent Easement, plus 826 square feet (0.02 acres) in Temporary Construction Easement at 4315 Waterbury Drive from Paul E Dubler for \$22,800 for Little Hope Creek Sanitary Sewer Improvements, Parcel #40.

The resolution is recorded in full in Resolution Book 52, at Page (s) 405.

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Item No. 58: Charlotte Water Property Transactions - Little Hope Creek Sanitary Sewer Improvements, Parcel #47

Resolution of Condemnation of 2,006 square feet (0.05 acres) in Permanent Easement, plus 648 square feet (0.02 acres) in Temporary Construction Easement at 4221 Waterbury Drive from Gregory Edward Soule II and Sarah Noonan Soule Trustee or their successor in trust under In Soule We Trust, dated April 6, 2016, for \$32,000 for Little Hope Creek Sanitary Sewer Improvements, Parcel #47.

The resolution is recorded in full in Resolution Book 52, at Page (s) 406.

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Item No. 59: Charlotte Water Property Transactions - Little Hope Creek Sanitary Sewer Improvements, Parcel #48

Resolution of Condemnation of 2,000 square feet (0.05 acres) in Permanent Easement, plus 800 square feet (0.02 acres) in Temporary Construction Easement at 4215 Waterbury Drive from Stephen John Ingersoll, II and Carling Anderson Ingersoll for \$31,475 for Little Hope Creek Sanitary Sewer Improvements, Parcel #48.

The resolution is recorded in full in Resolution Book 52, at Page (s) 407.

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Item No. 60: Charlotte Water Property Transactions - Little Hope Creek Sanitary Sewer Improvements, Parcel #50

Resolution of Condemnation of 1,296 square feet (0.03 acres) in Permanent Easement at 4201 Waterbury Drive from Wesley M. Scott and Donna S. Scott for \$18,500 for Little Hope Creek Sanitary Sewer Improvements, Parcel #50.

The resolution is recorded in full in Resolution Book 52, at Page (s) 408.

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Item No. 61: Charlotte Water Property Transactions - Little Hope Creek Sanitary Sewer Improvements, Parcel #55

Resolution of Condemnation of 1,780 square feet (0.04 acres) in Permanent Easement, plus 774 square feet (0.02 acres) in Temporary Construction Easement at 1201 Sewickley Drive from Daniel Hunter Courtney for \$20,050 for Little Hope Creek Sanitary Sewer Improvements, Parcel #55.

The resolution is recorded in full in Resolution Book 52, at Page (s) 409.

Item No. 62: Charlotte Water Property Transactions - North Tryon Pressure Zone Boundary Change and 960 Zone N-S Transmission Main (WT Harris-Plott Road Water Transmission), Parcel #9

Resolution of Condemnation of 1,574 square feet (0.04 acres) in Permanent Utility Easement, plus 2,014 square feet (0.05 acres) in Temporary Construction Easement at 9617 E. W.T. Harris Boulevard from Delilah Thompson for \$3,075 for North Tryon Pressure Zone Boundary Change and 960 Zone N-S Transmission Main (WT Harris-Plott Road Water Transmission), Parcel #9.

The resolution is recorded in full in Resolution Book 52, at Page (s) 410.

Item No. 63: Charlotte Water Property Transactions - North Tryon Pressure Zone Boundary Change and 960 Zone N-S Transmission Main (WT Harris-Plott Road Water Transmission), Parcel #16

Resolution of Condemnation of 1,536 square feet (0.04 acres) in Permanent Utility Easement, plus 2,020 square feet (0.05 acres) in Temporary Construction Easement at 9417 East W.T. Harris Boulevard from Patricia A. Schadewald and Russell A. Brown for \$2,275 for North Tryon Pressure Zone Boundary Change and 960 Zone N-S Transmission Main (WT Harris-Plott Road Water Transmission), Parcel #16.

The resolution is recorded in full in Resolution Book 52, at Page (s) 411.

Item No. 64: Charlotte Water Property Transactions - Upper Little Sugar Creek Trunk Sewer Atrium Segment, Parcel #1

Acquisition of 922 square feet (0.02 acres) in Permanent Easement at 1606 Lombardy Circle from Daniel M. Campbell and Ellen T. Campbell for \$22,819.50 for Upper Little Sugar Creek Trunk Sewer Atrium Segment, Parcel #1.

Item No. 65: Charlotte Water Property Transactions - Upper Little Sugar Creek Trunk Sewer Atrium Segment, Parcel #5

Resolution of Condemnation of 2,680 square feet (0.06 acres) in Permanent Easement at 1618 Lombardy Circle from Douglas and Deborah Wyatt for \$34,850 for Upper Little Sugar Creek Trunk Sewer Atrium Segment, Parcel #5.

The resolution is recorded in full in Resolution Book 52, at Page (s) 412.

Item No. 66: Charlotte Water Property Transactions - Upper Little Sugar Creek Trunk Sewer Atrium Segment, Parcel #6

Resolution of Condemnation of 2,091 square feet (0.05 acres) in Permanent Easement at 1622 Lombardy Circle from Elizabeth Katter Simonini for \$28,750 for Upper Little Sugar Creek Trunk Sewer Atrium Segment, Parcel #6.

The resolution is recorded in full in Resolution Book 52, at Page (s) 413.

Item No. 67: Charlotte Water Property Transactions - Upper Little Sugar Creek Trunk Sewer Atrium Segment, Parcel #8

Resolution of Condemnation of 2,159 square feet (0.05 acres) in Permanent Easement at 1626 Lombardy Circle from John C. Granzow for \$29,675 for Upper Little Sugar Creek Trunk Sewer Atrium Segment, Parcel #8.

The resolution is recorded in full in Resolution Book 52, at Page (s) 414.

Item No. 68: Property Transactions - Central/Kilborne/Norland Pedestrian and Bike Improvements, parcel #7

Acquisition of 57 square feet (0.001 acres) Post Construction Controls Easement, 1411 square feet (0.032 acres) Utility Easement, 438 square feet (0.01 acres) Sidewalk Utility Easement, 122 square feet (0.003 acres) Temporary Construction Easement at 1747 Norland Road from HA-CT Properties LLC for \$12,275 for Central/Kilborne/Norland Ped and Bike Improvements, parcel #7.

Item No. 70: Property Transactions - Dixie River Road WM Extension, parcel #8

Resolution of Condemnation of 1,394 square feet (0.032 acres) Utility Easement, 1,869 square feet (0.043 acres) Waterline Easement at 0 Dixie River Road from Yadira Fernandez for \$4,200 for Dixie River Road WM Extension, parcel #8.

The resolution is recorded in full in Resolution Book 52, at Page (s) 415.

Item No. 71: Property Transactions - Dixie River Road WM Extension, parcel #9

Resolution of Condemnation of 6,216 square feet (0.143 acres) Utility Easement, 10,303 square feet (0.237 acres) Waterline Easement at 6820 Dixie River Road from Known and Unknown heirs and lineal descendants of Marshall Grier (date of death 07-14-1975) and Surviving spouse Bernie Lee Grier (d/o/d 04-25-1990) for \$9,275 for Dixie River Road WM Extension, parcel #9.

The resolution is recorded in full in Resolution Book 52, at Page (s) 416-417.

Item No. 72: Property Transactions - Dixie River Road WM Extension, parcel #33

Acquisition of 10,813 square feet (0.248 acres) Utility Easement at 7021 Dixie River Road from Carl Bradley Frazier and Justine A Miller-Frazier for \$13,100 for Dixie River Road WM Extension, parcel #33.

Item No. 73: Property Transactions - Dixie River Road WM Extension, parcels #34 and 35

Acquisition of 4,954 square feet (0.114 acres) Utility Easement at 7015 and 7009 Dixie River Road from George W White and Loretta F White for \$15,400 for Dixie River Road WM Extension, parcels #34 and 35.

Item No. 74: Property Transactions - Dixie River Road WM Extension, parcel #40

Resolution of Condemnation of 650 square feet (0.015 acres) Utility Easement at 6739 Dixie River Road from Muhammad Nadeem, Mahwish Sultan, Azra Perveen Siddiqui, Shahid Muhammad, and Javid Muhammad for \$1,025 for Dixie River Road WM Extension, parcel #40.

The resolution is recorded in full in Resolution Book 52, at Page (s) 418.

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Item No. 75: Property Transactions - Idlewild/Monroe Intersection - Phase I, Parcel #15, 19, 35, and 37

Acquisition of 7,276 square feet (0.167 acres) Post Construction Controls Easement, 168 square feet (0.004 acres) Bus Stop Improvement Easement, 3,849 square feet (0.088 acres) Utility Easement, 348 square feet (0.008 acres) Retaining Wall Easement, 192 square feet (0.004 acres) Storm Drainage Easement, 10,374 square feet (0.238 acres) Sidewalk Utility Easement, 13,830 square feet (0.317 acres) Temporary Construction Easement, 6,143 square feet (0.141 acres) Waterline Easement, plus 12,330 square feet (0.28 acres) Fee Simple at 6000 Monroe Road, 2525, 2301 and 2315 Rama Road from Hendrick Automotive Group for \$581,525 for Idlewild/Monroe Intersection - Phase I, Parcel #15, 19, 35, and 37.

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Item No. 30: Habitat for Humanity of the Charlotte Region Funding for Single-Family Rehabilitation

(A) Authorize the City Manager to negotiate and execute a contract with Habitat for Humanity of the Charlotte Region for single-family rehabilitation in the amount of \$2,000,000, (B) Authorize the City Manager to amend the contract consistently with the purpose for which the contract was approved.

Councilmember Ajmera said this is for item number 30, Habitat for Humanity of the Charlotte Region, funding for single-family rehabilitation, which is in a \$2 million partnership with the habitat. I know just a couple of weeks ago, we were discussing the Innovation District. Concerns have come up from the Cherry Community to ensure that there is aging in place that are resources for seniors to live where they have lived for many, many years So, this program will help many residents who continue to age in place. I just wanted to highlight that and I have also reached out to our Cherry Community to ensure that they are aware of this partnership and hopefully we will continue to ensure that our senior's age is in place. Thank you.

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Item No. 32: Cross Charlotte Trail Design Services

Approve a contract in the amount of \$503,200 with The John R. McAdams Company, Inc. for design services for the Cross Charlotte Trail Segment 10 - Mallard Creek Church Road to Pavilion Boulevard.

Councilmember Ajmera said on number 32, which is the Cross Charlotte Trail Design Services a couple of years ago the Council had a very passionate discussion on cross Charlotte Trail, specifically the budget gap that we had identified and how it was severally underestimated. So, I just wanted to give a shout out to the Manager, Mr. Jones, for delivering on the promises that were made and ensuring that there is a budget gap that's been addressed in this design phase and this is one of the last segments that we were debating, specifically segment number 10 from Mallow Creek Church to Pavilion. So, I just wanted to highlight that.

Councilmember Phipps said I just wanted to say I'm so glad to see this design phase funding finally come to fruition, even though the project is only 30% in the design phase. That means we've got another 70% to go, which is quite a lot to go, but still, this particular stretch of the Cross Charlotte Trail received some passionate discussion at the time, and as much as it was one of the very last phases to be approached, but now it is, so I'm just glad as Mrs. Ajmera has said, that we follow through on it and we're finally getting closer to finishing up this phase and moving ahead with completion of the trail. So, I applaud our efforts and look forward to getting that phase of the Cross Charlotte Trail completed cause it's definitely in my neck of the woods and from time to time I wouldn't mind traverse in that trail once it's done. So, thank you.

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Item No. 27: Police Recruitment Advertising Services

Councilmember Winston said thank you very much. I will be voting against this. This is not an indictment on the vendor. They do great work. Actually, one of the people who co-owner of [inaudible] Entertainment, was one of the people that are nominated for the Arts Commission. The intent of this is to try to recruit folks to a job that is very important to hire for right now. On top of that, we are trying to recruit a diversity of candidates that we have not been able to hire historically to serve in law enforcement.

My beef with this consent agenda item is we could spend a million dollars on this type of marketing plan. It will not achieve the goals; it will not achieve the types of goals until we change the job of what a law enforcement officer is. A law enforcement officer cannot be a marriage counselor, that cannot be mental health expert, they cannot be all of these things that we have to respond to, to make their job frankly impossible to do.

Now we are taking steps in our Charlotte Plan to change the job of what a law enforcement officer is and isn't. I believe it would be wiser if we spend that \$200,000 on continuing to do that. This may feel good, but again, it's not going to keep the goals that we have set out if we don't change the job. Thank you.

Councilmember Watlington said I wanted to understand what the numbers currently look like. If this contract is a continuation or another year, I'd like to understand what was delivered from the contract previously, and if anybody can give an idea of what's to be expected in terms of recruitment numbers and demographics.

Riley Hunnicutt, Charlotte Mecklenburg Police Department said when you say numbers are you meaning applications or hiring or what are you talking about?

Ms. Watlington said you can give them both to me. I just want to get a sense of what was delivered and what we're trying to achieve here.

Ms. Hunnicutt said that last year with the contract we were able to focus on 12 markets. We spent a great deal of effort doing marketing and with multiple media platforms in those twelve different cities spanning from New York to Virginia and the Carolinas, Portland, West Philadelphia, and the DC area. There was a great deal of information. We had about 400,000 clicks on our website through charlottepolicejob.org through the [inaudible] communication, which ran that for us. We had approximately 2500 people sign up for the email newsletter. This generated different conversations between potential applicants where we did target women and minority recruitment. We were able to highlight those demographics and currently in our agency and put that information to the newsletter which features them every month. As far as the hire results, in 2020 we hired 157 people. Thus far for 2021, we hired 135 officers.

Ms. Watlington said do you have the breakdown of demographics for this year to date?

Ms. Hunnicutt said I don't have it with me but I can provide that to Council.

Ms. Watlington said okay, thank you. The only other question I was going to ask you has slipped my mind. So, thank you.

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

YEAS: Councilmembers Ajmera, Bokhari, Driggs, Egleston, Graham, Johnson, Newton, Phipps, and Watlington.

NAYS: Councilmembers Winston.

Motion was made by Councilmember Driggs, seconded by Councilmember Phipps to (A) Approve a contract with Kelso Communications for recruitment advertising services for an initial term of 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.

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Item No. 28: Police Low-Velocity De-escalation Delivery Systems

Councilmember Watlington said just so we are absolutely clear. What is a Low-Velocity De-Escalation Delivery System?

Marie Harris, Strategy and Budget said if you refer to the handout from earlier, this specifically is defense technology, single 40-millimeter launchers. So, this type of equipment is used in lieu of firearms. So, it's the last resort before a more lethal option issue. So, it's basically not rubber bullets, but it says it is crushable foam OC rounds. So, it's equipment that we already have. This contract will be to maintain it and also purchase additional rounds but its equipment it's already employed within the police.

Ms. Watlington said okay, thank you.

Motion was made by Councilmember Driggs, seconded by Councilmember Phipps to (A) Approve the purchase of low-velocity de-escalation delivery systems by the sole source exemption, (B) Approve a contract with Lawmen's Distribution, LLC for the purchase of low-velocity de-escalation delivery systems for the term of one year, and (C) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

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

YEAS: Councilmembers Ajmera, Bokhari, Driggs, Egleston, Graham, Johnson, and Phipps.

NAYS: Councilmembers Newton, Watlington, and Winston.

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Item No. 51: In Rem Remedy 1040 Rosada Avenue

Councilmember Johnson said I just wanted to have this one pulled out just to draw the attention. This is being demolished. It's a property in Hidden Valley, and it's going to be demolished, this is one of the things that I wanted to talk about when we talk about gentrification. These are the kind of issues and kinds of properties that make it easy for developers to come into these neighborhoods. This property caught on fire. It's been sitting. It's blighted. There's been no attention to it and the City has done everything to reach out to the families. They've publicized it in the newspaper and now it's being demolished. The property likely has tax delinquencies, which would make it subject to purchase through a tax lien. So, these are the kind of inattention that causes a lot of turnover in our neighborhoods. I would say to residents of Hidden Valley and residents that really do try to maintain our neighborhoods, these are the kind of properties you want to take a look at when you see a blighted property in these neighborhoods, reach out to that member's family. If you know someone, make sure the families know the value of this land and this property. Someone's going to get this land. These are the kind of things that we need to do to really protect our village. And so, I would just say that this is how gentrification happens. With these blighted properties, the families may be abandoned. These properties after the owner passed away and we just really have to really pay attention. When this property sells for a tax lien that's the ability for someone to build

wealth. So, I would just you know, talk to the residents of Hidden Valley or family members who might have known this owner, to keep an eye on this property because whoever buys it is really going to have an opportunity. So, it's just an education if we pay attention to these blighted homes if residents can really just start to watch out for one another and when you see these kinds of things know that the City is not going to let this type of property sit forever. So, it's just really something that pays attention to in our neighborhoods.

Councilmember Watlington said I have a question for Ms. Wideman. In these instances, is there a vehicle for itself to purchase this land and be able to build this house here that's in replacement housing cause we understand based on similar to what Ms. Johnson was saying that whoever buys it, the can go put a \$400,000 house on this lot? Do we have tools that will allow us to actually build the replacement housing?

Pam Wideman, Director of Housing and Neighborhood Services said so I'll answer this yes and no. So, with the Corridors of Opportunity, this is one you all set aside funding for that. We could add a tool to our toolbox that could mimic something that the City Manager and you all did a couple of years ago, where there was the for sale, rehab, and Acquisition For Rehab And For Sale Program, right. So, when we went out and we purchased properties that were for sale, this property has about \$8000, I believe tax delinquency on it. And so, to the extent that it comes for sale, perhaps that is something that could be considered. But right now, it's not for sale. And so, there's no mechanism at this point to buy it, except for it would be to watch it if it were auction. If it came up for foreclosure with the county.

Ms. Watlington said I see, I'd love to I would love to add that to our toolbox. Whatever we need to do to investigate something like that. I think it's a great opportunity to preserve affordability. Thank you.

Ms. Wideman said thank you.

Mayor Lyles said Ms. Wideman before you leave the dais, I wanted you to be recognized. You attended the Heirs Workshop that was put on by the Federal Home Loan Bank. This is a part of what Ms. Johnson is talking about. If you look at this, they could not identify the heirs of this property. That's because oftentimes in our communities, we do not keep records of who lives where and who keeps the property. It's very difficult once you have not only the tax liens, there can be other liens against the property because we have not been able to do this. So, Ms. Weidman, as well as Tiffany Capers, who is in the Greer Heights Community Development Association, attended a workshop. We were at the Vice President's presentation, so I didn't get a chance to attend, but I would love to hear more about the Heirs Workshop and the work that the banks are going to help us identify, keeping people to get that next generation because I saw on the sheet that the heirs were not identified. There are heirs but they could not be reached or identified and that is a large part of the issue and the problem as well.

Ms. Wideman said that's right, Madam Mayor, thank you for bringing that to my remembrance. We did. The Federal Home Loan Bank, basically, was a group of cities and it was a group of funders. This is a large issue in many cities throughout the region, throughout the country. And so, it was really about what types of partnerships could be forged to address this very issue. One of the things that Ms. Capers and I, particularly for Grier Heights, and she is with Crossroads CDC there. It was really about how do you begin to educate people early on so that when you know Mother, Father, Grandmother passes away, how do you not have to search for the relative, how you prepare to get your house in order if you will so that these properties don't sit still. So, that was the bulk of the discussion in that workshop.

Mayor Lyles said I look forward to hearing more about the tools that we have to continue to do that have affordable housing and adequate housing for everyone.

Motion was made by Councilmember Johnson, seconded by Councilmember Driggs, and carried unanimously to Adopt Ordinance No. 196-X authorizing the use of In Rem Remedy to demolish and remove the structure at 1040 Rosada Avenue (Neighborhood Profile Area 371).

The ordinance is recorded in full in Ordinance Book 60, at Page(s) 493.

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PUBLIC HEARING

ITEM NO. 7: PUBLIC HEARING ON PROPOSED AMENDMENTS TO THE FLOODPLAIN ORDINANCE

Mayor Lyles declared the hearing open.

There being no speakers either for or against a motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to close the public hearing on proposed amendments to City of Charlotte Code of Ordinances Chapter 9 - Floodplain Regulations, and (B) adopt an ordinance amending the City of Charlotte Code of Ordinances Chapter 9 - Floodplain Regulations.

Councilmember Phipps said are there any provisions being contemplated by the North Carolina General Assembly that could affect our proposed changes as outlined?

Unknown said I'm just thinking through the various things happening in the state at the legislative level. I'm not aware of anything that would affect this particular ordinance. No sir.

Mr. Phipps said cause they always seem to come up as like a surprise or whatever. I just wanted to know if we were aware as a heads up.

Mayor Lyles said I think that one of the issues was brought up in the budget. It was going to be a budget policy decision at the Metro Mayors. That was taken out of the budget that was just recently adopted by the state.

Mr. Phipps said thank you.

Councilmember Ajmera said I had a conversation about this earlier with Mr. Davis. So, just so that everyone can hear could you please also explain what you explained to me earlier. How does this relate to our 2040 Policy Map discussion and why there is an urgency behind this? I understand that it will end up saving our homeowners millions of dollars from potential flooding. But I just want everyone to understand that this is a step in the right direction.

Mr. Davis said sure thank you for the question. It is just, on a broad basis, understanding what we are doing. We've had a flood plain ordinance for years. What it seeks to do is minimize property damage due to flood events that occur in flood plains. So, that plains ordinance today has just basic requirements that inform how structures should be built and to what elevation to try to minimize the impact of potential flooding events. What this change is seeking to do is take whatever that elevation would have been before and add one foot to it. That recommendation has been made after a stakeholder review that had reviewed quite a bit of data that looked at a variety of things that we think will impact how structures on the flood plain may be impacted in the future by rain events. So, partly that's understanding environmental conditions, but to your question, it also contemplates what is anticipated in terms of the city's future land development or land-use vision. So, that is fairly complicated. Modeling that has to happen to set those elevations and the consensus of the stakeholder that included development representation and real estate industry, engineers, etcetera all reach a sense of opinion that adding one foot to that built height

would save property owners quite a bit more money than the adding the expense of adding one foot of elevation. As to why we would do it now, I would say that this language is absolutely intended to be codified into the Unified Development Ordinance. It would be unchanged. We felt the urgency to do it now simply because we know it would save property owners money and we would rather not wait on that for them to get that benefit.

Ms. Ajmera said thank you, Mr. Davis. And to confirm that this has no impact to developable land, it's just a higher elevation.

Mr. Davis said no impact on what can be developed.

Ms. Ajmera said thank you.

The ordinance is recorded in full in Ordinance Book 64, at Page(s) 479-481.

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ITEM NO. 8: PUBLIC HEARING AND DECISION ON THE HAMPTON WOODS AREA VOLUNTARY ANNEXATION

Mayor Lyles declared the hearing open.

There being no speakers with for or against, a motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to (A) close the public hearing for the Hampton Woods Area voluntary annexation, and (B) adopt an annexation ordinance with an effective date of December 13, 2021, to extend the corporate limits to include this property and assign it to the adjacent City Council District 5.

The ordinance is recorded in full in Ordinance Book 64, at Page(s) 482-486.

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ITEM NO. 9: PUBLIC HEARING AND DECISION ON THE HOOKS LANDING AREA VOLUNTARY ANNEXATION

Mayor Lyles declared the hearing open.

There being no speakers with for or against, a motion was made by Councilmember Egleston, seconded by Councilmember Newton, and carried unanimously to (a) close the public hearing for the Hooks Landing Area voluntary annexation, and (B) adopt an annexation ordinance with an effective date of December 13, 2021, to extend the corporate limits to include this property and assign it to the adjacent City Council District 5.

The ordinance is recorded in full in Ordinance Book 64, at Page(s) 487-490.

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ITEM NO. 10: PUBLIC HEARING ON A RESOLUTION TO CLOSE AN ALLEYWAY OFF NORTH BREVARD STREET BETWEEN ALPHA MILL LANE AND BELMONT AVENUE

Mayor Lyles declared the hearing open.

There being no speakers with for or against, a motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to close the public hearing and to adopt a resolution to close an alleyway off North Brevard Street between Alpha Mill Lane and Belmont Avenue.

The resolution is recorded in full in Resolution Book 52, at Page(s) 327-330.

ITEM NO. 11: PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF WEST 27TH STREET AT NORTH PINE STREET

Mayor Lyles declared the hearing open.

There being no speakers with for or against, a motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to close the public hearing and to adopt a resolution to close a portion of West 27th Street at North Pine Street.

The resolution is recorded in full in Resolution Book 52, at Page(s) 331-335.

ITEM NO. 12: PUBLIC HEARING ON A RESOLUTION TO CLOSE MULTIPLE ALLEYWAYS BOUND BY 6TH STREET, NORTH TRYON STREET, 7TH STREET, AND NORTH COLLEGE STREET

Mayor Lyles declared the hearing open.

There being no speakers with for or against, a motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to close the public hearing and to adopt a resolution to close multiple alleyways bound by 6th Street, North Tryon Street, 7th Street, and North College Street.

The resolution is recorded in full in Resolution Book 52, at Page(s) 336-350.

ITEM NO. 13: PUBLIC HEARING ON A RESOLUTION TO CLOSE OLD NATIONS FORD ROAD

Mayor Lyles declared the hearing open.

There being no speakers with for or against, a motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to close the public hearing and to adopt a resolution to close Old Nations Ford Road.

The resolution is recorded in full in Resolution Book 52, at Page(s) 351-363.

ITEM NO. 14: PUBLIC HEARING ON A RESOLUTION TO CLOSE SOUTH TRYON - COLLEGE CONNECTOR STREET

Mayor Lyles declared the hearing open.

There being no speakers with for or against, a motion was made by Councilmember Egleston, seconded by Councilmember Newton, and carried unanimously to close the public hearing and to adopt a resolution to close South Tryon - College Connector Street.

The resolution is recorded in full in Resolution Book 52, at Page(s) 364-369.

ITEM NO. 15: PUBLIC HEARING ON A RESOLUTION TO CLOSE WEST AVENUE UNOPENED RIGHT-OF-WAY

Mayor Lyles declared the hearing open.

There being no speakers with for or against, a motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to close the public hearing and adopt a resolution to close West Avenue unopened right-of-way.

The resolution is recorded in full in Resolution Book 52, at Page(s) 370-372.

POLICY

ITEM NO. 16: CITY MANAGER'S REPORT

Marcus Jones, city Manager said no report and Happy Holidays.

ITEM NO. 17: AMEND CODE OF ORDINANCES CHAPTER 3 – ANIMALS

Holly Newton, 1150 Brighton Place said I'm a small business owner here in Charlotte, along with the nonprofit United for Animals of Mecklenburg County. Hundreds of Charlotte residents have voiced their desire for a full ban on traveling wild animals visiting our city for years now, and I feel our Mayor in the mass majority of the City Council have sided with Universal, a circus based in Atlanta, GA, who is currently not using wild animals in their acts. And if they travel to different cities that have enacted a ban on traveling wild animals?

Instead of voting on Universal chose chosen language of a traveling wild animal ordinance while completely ignoring your own constituents. This is not only disheartening, but it is undemocratic. In my opinion, it's a reflection of local political corruption. How is the bull hook band going to be enforced, I ask. It isn't because a bull hook ban is unenforceable. Please consider voting on a full ban on traveling wild animals. Thank you so much.

Jessy Siefken, 3004 Holt Street said thank you for the opportunity to speak. There comes a time when we realize that the ways of the past no longer make sense. Brown and black communities of the range nations from which the animals that we see in circuses come from have long condemned their exploitation. The African Elephant Coalition, which is made up of 29 African countries, has asked to end the export development out of their natural range, including to the U.S. As you can imagine, they want the few remaining elephants to remain in Africa. The wildlife animal protection form of South Africa opposes the commodification of wildlife. They stress that capturing wild animals and keeping them in cages for display is a sad lasting monument of colonial ideology.

The World Congress of Indigenous Peoples opposes the use of animals for entertainment. The Intergovernmental Platform on Biodiversity and Ecosystem Services has worn as of the very real increased risk of slow and [inaudible] diseases from human interactions with animals and children, citing primates and camels, particularly. The National Association of Public Health Veterinarians have asked for an end to exotic and wild animals in exhibitions, settings, and a provisional direct contact with [inaudible] animals. There's simply no justification for continuing to carry on this sad vestige of colonialism. The risk of pathogen transmission, the public safety threat, and the substandard quality of life of animals kept in captivity are already incontrovertible reasons.

Christina Scaringe, 5455 Wilshire Boulevard said for ADI. We know firsthand what happens to animals in this industry as we've rescued, rehabilitated, and rehomed hundreds of animals, including former circus animals, to our South Africa Wildlife Sanctuary and other sanctuaries we've partnered with worldwide. We've written and helped [inaudible] legislation throughout the U.S., Europe, and Latin America, and we've partnered with governments to rescue animals seized in violation of these and other trade and trafficking laws under far more challenging circumstances than exist in the U.S. Charlotte Residents reached out to us years ago to help them make a change in their community, and we support their call for a full ban. But today's proposals don't answer community concerns. They are sadly performative, and they don't address animal suffering or related trade trafficking, conservation, health, or safety issues. They are actually, worse than the status quo, reducing the existing production for animals and people. Your existing code already provides certain protections which appear are not enforced. This issue could easily be addressed with a few very simple edits to your code, which we repeatedly provided the Council and City Attorney. It would decrease your oversight costs, enabling and clarifying enforcement. Unlike today's proposals, which require multiple subjective expert determinations, your city officials have already cited their lack of expertise to make such determinations. But those who profit from the status quo will fight to maintain it. It's such a shame the Council is so determined to dismiss citizens' concerns to serve outside industry interests rather than their own community or the larger world community, including those fighting so desperately.

Gail Thomssen, 322 Haywood Street, Raleigh, North Carolina said is I am the North Carolina State Director for the Humane Society of the United States. I'm here to express our strong recommendation for a full ban on the use of elephants, big cats, primates, and traveling shows. This is more effective, easier to enforce, and consistent with current trends. With the wealth of information that is now available about the lives of elephants [inaudible] and other wild animals, it has become apparent that life in a traveling show could be nothing but misery for them. Each type of animal exhibit also poses a threat to public safety by bringing people into dangerously close proximity to powerful, unpredictable, and stressed wild animals. A prohibition on traveling to wild animal shows will not have an adverse impact on the local economy. Wild animals plays do not generate new economic spending in the region. They simply retribute a family's discretionary spending. Many circuits [inaudible] are responding to the public's distaste for the use of wild animals in circuses by choosing to modify their shows. Circus Vargas, long ago eliminate all animal acts in order to cut costs, and as of 2017, has seen its attendance numbers grow between 23 and 6%. No one here tonight is recommending that circuses not come to Charlotte. We are simply asking that animals are not part of that [inaudible]. [inaudible]. Some of these circus establishments can attract more people and sell more tickets simply because the element of animal cruelty is removed. I thank you for your leadership and consideration and I'm here to provide any information you need.

Cynthia Hendrick, 236 Abbeville Road, Georgetown, South Carolina said as a Director of an Exotic Animal Sanctuary for over 13 years. I'm here to speak to you on behalf of the animals. Any creature with a central nervous system is deemed a sentient creature, which means they're aware of their surroundings. They can feel pain, they feel joy, fear, and experience all the five senses that we do as humans. As a caregiver for these exotic other animals, I've witnessed all these actions in animals. I've seen animals mourn, show excitement, anticipation, shaking, fear, patience, pacing anxiousness, and cry out in pain. I've witnessed a cow standing solemnly in one spot as tears ran down her face while her friend was dying. Our wolves would refuse to eat for days after a pack member died. And even received gratitude from a horse that we had just rescued.

The point is that all these animals used in circuses are sentient beings as well, and for them to be treated so inhumanely is simply unacceptable. These magnificent creatures are denied everything that would come natural to them. They're kept imprisoned. They're tortured to perform tricks for entertainment, and then they're transported through all types of weather conditions, only to live this nightmare over and over, day after day. The abuse must stop. What is being allowed to happen to these creatures is barbaric, unacceptable, and heartbreaking. Please ban all traveling animal acts so that this torture can end and thank you for allowing me to speak.

Lauren Males, 1810 Shumard Lane said three years ago we presented the Council with a proposed ban on wild animals and traveling shows. Since then, the ordinance was dismissed and replaced with a bull hook ban, which is not what the community has asked for. We ask then, and we are asking now for an end to performing wild animal shows in the City of Charlotte. This is not a novel, unsubstantiated or extremist position. More than 2/3 of Americans say they've concerned about these acts, and the data supporting the need to ban traveling wild animal acts is not only extensive, it's also growing worldwide.

Forty-six diverse nations across a wide social, economic, and cultural spectrum have already banned cruel and dangerous traveling wild animal acts. It's unfortunate the City has reverted to considering a bull hook ban, though some have turned to that idea in the hopes they can find, a have your cake and eat it too solution. Bull hook bans solve neither the cruelty nor the public safety issues. Anything can be used as a weapon to abuse animals. Even standard husbandry tools such as shovels or brooms. A bull hook ban fails to address known public health or safety issues, and it does not resolve the deprivation or extended confinement that is inherent to this business model, which chronically stresses animals and contributes to the known safety risks. The business model is inherently inhumane and unsafe.

Marissa Garst, 1013 Fairground Street said I'm a resident of Enderly Park. I've been disheartened to see that City Council has largely ignored the voices of hundreds of Charlotte residents declining to meet with us, while gladly accepting meetings with representatives of a circus based in Atlanta. It is incredibly unethical for the government to allow those who profit directly from animal abuse to draft our own city's animal [inaudible] legislation. Wild animals will not perform tricks unless they're terrified of what will happen if they don't. In numerous places that have passed bull hook bans, handlers have simply carried something else, such as a pipe or stick, and the same way they would carry a bull hook.

Wild animals cannot be controlled and will not perform without the fear of abuse. So, bending the ball hook does not eliminate cruelty. No matter what trainers used to give the illusion of control, they cannot protect themselves or the public. In Honolulu, a circus elephant quickly stomped and killed her bull hook-wielding handler before she was shot dead by police in the streets. Trainers with bull hooks were helpless to stop two elephants appearing with the circus at a Charlotte Church, who nearly trampled 2 church members after crashing through the buildings through a glass window. Circuses visiting Charlotte have also allowed people to ride on the backs of animals like elephants, who frequently carried tuberculosis, which can be transmitted from animals to humans. As the pandemic has taught us, the risk of zoonotic disease is very real. Anything less than a ban on the use of wild animals in performing acts is a failure to protect animals and the Charlotte residents you claim to represent. I hope you will do the right thing. Thank you for your time.

Kelsey Joseph, 2022 Sage Park Drive said thank you for the opportunity to address you as a concerned citizen regarding the animal ordinance tonight. I'm not going to give you information regarding animal welfare and public safety concerns. We've been doing that for years. You have everything you need to make an informed, fair, and compassionate decision. Instead, I'm here to express my disappointment with the Council's actions. Tonight's agenda includes a bull hook ban that no one at all wants, and a modified bull hook ban that only the circus wants and completely excludes the language that hundreds of citizens of Charlotte have been asking for free years.

Since 2016, we have been clearly asking for a ban on cruel and dangerous traveling wild animal acts. We are the citizens of your city. Many of you have declined meetings with your own constituents but have been excepting them from Universal Circus, an out-of-town company that has no right to have an influence on our city's policies. Over 200 Charlotte residents have emailed you to ask for a full ban on wild animal acts. The only explanation that I can think of for why the agenda is drafted this way is because the Council does not want to vote down an ordinance that would protect animals and is instead trying to save face and look like they are doing something positive when the opposite is true.

This is performative, misleading, and unethical. I'd like to end by quoting Councilmember Matt Newton from the Axios article published this morning. He said, not at least considering what advocates have been pushing for years surmounts to political theater. It's undemocratic. Thank you.

Benjamin Johnson, 230 Peachtree Street said I am the Director of Operations for Universal Circus. The COVID-19 pandemic, shuttered many businesses across the country, including a lot of minority businesses. We barely survived to remain one of the few black-owned and operated businesses in America that provide live entertainment. Now going into our 29th season, we celebrate our cultural contributions from our founding year in 1994 by presenting people of African descent from across the globe. But beyond that, we have people of all ethnicities that are performers under the big top.

For decades our customers in Charlotte, who primarily come from communities of color, a lot of whom are low income, are able to afford our tickets. In addition to experiencing multiple inspections from federal, state, and local authorities across the country, we meet or exceed numerous jurisdictions, and regulations, and some of the accusations made are clearly out of order because our circus has not been convicted or accused officially of any wrongdoing. Virgin B of the ordinance does protect animals. While it allows Universal Circus to operate here.

Laura Meier, 1574 Clayton Drive said I'm not here as a County Commissioner, but as a very concerned constituent. I'm asking you tonight to please, please vote on a full animal ban and circuses that come to Charlotte. It would seem that you are ignoring the voices of hundreds of Charlotteans that have been speaking to you for years while listening to the voice of only one business who is not even a local business.

Circuses do not use animals. They do exist and they are successful. By voting for a ban on the wild and exotic animals, you are voting to bring Charlotte into the 21st century and you will be rejecting the archaic and cruel practice of exploiting animals for human entertainment. This is your chance to do the right thing. Reject the useless bull hook language that does nothing. And please consider banning all wild and exotic animals for our entertainment. Join the over 50 countries and over 190 cities and towns in the United States with a full or partial ban on wild and exotic animals. This should be the easiest thing you do while you were serving on the City Council. Thank you in advance for doing the right thing and just the right and [inaudible] of protecting the welfare of animals. Thank you for each service. That concludes my comments.

John Clifton, 13311 Crescent Springs Drive said I'm going to fall off [inaudible]. A lot of this information is misleading. This is a special interest group. You know you're special interest group and you know what the fact is that we have done been up to her since over the last two years and we've been turned down and haven't gotten anywhere with this.

What I really want to say is that I'm in Charlottean. This is not based in Atlanta. This is based on John Clifton. I was part of the birth of the Universe Soul Circus and entertainment that came here. I'm going to tell you one other thing. Every kid in America or any place in the world should have a chance to see a circus. And you know what? These things I would like to some of the points that you got [inaudible] to show that we abuse animals, and what you have. So, you know this special interest group that's why you got so many here. And you know, we the people that we had to support us, I mean we can't get these kids out here. We're going to keep coming here and then you telling us, you know, you're not going to have a meeting. I had to come my way from here from LA just to speak. So, you know, you are full of it and full of, you know, I really want to say something else but you know I'm tired of it.

Drake Hair, 1533 S. Main Street, Winston Salem, North Carolina said when I was in kindergarten, my class took a trip to Ringling Brothers Circus in Charlotte. I thought that it was sad to keep the animals in captivity. So, instead of attending, I made a sign that said services are no fun for the animals. I stood outside with my family. For years I have supported the efforts to ban these cruel shows in Charlotte. I'm now in college, and I'm asking for the city to prohibit the use of wild animals and [inaudible] show. I know that

some of you here today consider the subject trivial and you have more important issues to consider, but there's nothing more important in these difficult times than respecting our planet. Respect does not allow us to take wild animals from nature and force them into a life of servitude. Using these majestic animals for our entertainment is not the message we want to give to our children.

We humans are not entitled to grab whatever we want from the wild to be used in a cruel end demeaning way. We need to become better stewards of this endangered planet. All sentient beings should be free from needless suffering. I would also like to take this moment to remind the Council of what the ordinance states. First off, this ordinance will not affect dog shows. It only applies to exotic or wild animals. Secondly, pet tramps, zoological gardens, scientific research laboratories, wildlife rehabilitators, and veterinarians caring for such animals are all exempt from the list. This change in the ordinance will only affect exotic and wild animals in circuses. This large group of activists has worked so hard fighting for this issue. It would be extremely disheartening to see the interests of the circus put before the interests of the citizens. No one has asked for a bull hook ban. This language does nothing to protect the animals and would make it even more difficult to pass the appropriate language in the future. Please take this moment to make [inaudible] right decision for all those involved. Thank you.

Gina Navarrete, 4439 Town and Country Drive said I'm here tonight to ask you to reconsider a vote on a full ban on the use of wild and exotic animals and circuses and traveling shows in Charlotte. The fact is that the use of exotic animals by circuses has been fully banned in almost 50 countries. Why? Because it is widely recognized that services cannot properly care for these animals, and because the cruelty and inhumanity of this practice is well known. In the US, six states and more than 150 cities and counties have also banned this practice. I'm asking you to take the right steps and the inhumane practice of using exotic animals by traveling shows and circuses in Charlotte.

Eventually, the use of exotic animals and circuses will end. Maybe not this year, maybe not next, but it will eventually end. I am asking you to be forward-thinking and vote yes on full animals and the abuse of these animals today. Before you vote tonight, ask yourselves, what is your version of Charlotte? Do you often speak of how Charlotte cares and the kindness of Charlotteans? Many of the Charlotte residents have spoken and want a full band. If you vote against a full ban tonight, you are sending a clear message that you're not listening to our communities. So, ask yourselves, what is the message you want to send to residents in our communities?

Alexandra Volk, 15403 Oleander Drive said the fact several Councilmembers use their valuable time to confer with a for-profit out-of-state corporation who uses animals as entertainment to guide the language of an animal welfare ordinance is a huge conflict of interest and grossly unethical. The new ordinance is not enforceable and leaves the animals in a more dangerous place than before. The world is not going in this direction. People are waking up. More than 150 U.S. cities, towns, and counties have a ban on using wild animals in traveling shows. Animal abuse laws are getting tougher all around the world. This change is inevitable. What is your benefit in delaying? The proposed Charlotte, language It's hardly enough. Science has proven these animals can feel pain, love, loyalty, and fear, just as you and me. Think of your most cherished loved ones. Now, think of them being held against their will to perform acts for others. Are they sick, tired, thirsty, in pain? It doesn't matter. As we've heard it tonight. They're just money makers. Traveling shows such as Universal Circus can still perform without using animals. When your great-grandchildren look up your names and how you voted on this issue, will they be proud of you or ashamed? Be on the right side of history and vote on a total ban of animal performances in Charlotte.

Thomas McMillion, 2400 Kimway Drive said I didn't want to have to speak again, but if it helps in even the smallest way, of course, I will. All I want is for you guys to open your hearts and show love and compassion for these animals. What they are doing is not natural and this just needs to be stopped. You have the power to do this, so please do so. Thank you.

Ceres Santos, 2400 Kimway Drive, Matthews, North Carolina said so here we go again. I learned about this issue with my oldest child a few years ago. When [inaudible], told me that wild animals did not belong in chains. Please, if I can have your attention. When [inaudible] told me that wild animals do not belong in chains and cages, it immediately clicked because it's just common sense. We have provided you guys with scientific data and the opportunity to learn. There have been zoologists over here, former circus trainers, your colleague, Laura Meier, and hundreds of citizens begging you to listen to us. Your dismissal leads us to believe that there must be friendship between you guys and the circus. Bribery. What is it? [inaudible]

We have been accused by some of you and it's very unfair not caring for homelessness and social issues. That is completely unfair and unfounded. We have sent some of the Councilmembers heartfelt emails. No response. And Braxton, this is for you, Braxton. You were a hero to a lot of these guys over here, man. Be on the right side of history, please. Open up your mind and see that this is wrong. As far as the Republicans in the group, do you guys even care? I mean, the ordinance that the circus wrote and drafted for you would do a lot more harm. I wish you all happy holidays and please make history tonight.

Penimah Tehilah, 2989 Giverny Drive said I'm from the South Park area of Charlotte, North Carolina. I want to express my disappointment with the lack of a full animal performance ban that has been replaced with this unenforceable and arbitrary language update. This is not what Charlotte citizens requested, and this makes no real change for the animals. I've heard some justification for these forced animal performances as being affordable entertainment. The reason these forced animal performances are low cost is because these businesses do not pay their workers. The animals have no choice. They did not consent to this forced labor, and they have no choice but to endure the cruelty. I ask all of you. Would you want to trade places with any of these animals forced to perform for one day, just 24 hours in their place? If your answer is no, you cannot morally justify voting against a full animal performance ban. Thank you.

Shimon Yaakov Laxer, 2829 Giverny Drive said to treat others the way you would be treated if you were in their position. We call this the golden rule. Not a single person sitting in these chairs, not a single person living in Charlotte whom you represent would trade positions for a moment with any animal, the way they're treated in circuses. They don't go on stage to perform for the fame or for the applause, but because they have been beaten and tormented into submission. Bull hooks are but one weapon in an arsenal of tools that are meant to input the pain on the innocent. This should be repulsive to the moral sensibilities of anyone who professes to be compassionate. I beg you today to open your hearts to compassion and make it the only ethical move and ban outright all animal performances in circuses in Charlotte. Thank you so much.

Fred Lawing, 3024 East Independence Boulevard said I'd like to thank you Mayor Lyles, and the City Council for the opportunity to speak. The City Council have lots of power. They do so much good for so many people. Lots of lot of abuse that you take too, we understand that. I want to say this, we'd like to have a full ban and not a compromise because a compromise many times don't favor anybody. You can compromise and hurt both ends. A case and point. A lady wants to rent an apartment. And she rent the apartment and later they found out she had a dog and said you can stay, but the dog has to go. She said. Look, if you told me that my husband had to go, I'd stay. But if my dog is leaving, I'm going with the dog. So, that's the way people feel about animals. I'm a vegan and many of us are vegan and we care for the animals. We don't eat animals. We don't wear silk, leather, or harm animals in any way. We are very concerned about animal rights, and human rights. Even prisoners have rights. So, we want to say this. In all fairness to everyone and God's creation, do we want a full ban and not compromise for the circus? Thank you.

Talitha Moniz, 12128 Bain School Road said I'd like to ask a question, and this is genuine to reflect on, not accusatory, I promise. But why did you become politicians, to inspire hope and be a voice for the voiceless, or to uphold power structures already in place? Because lately, it has felt like the latter. I'm not even 25 and I'm losing hope. Is this the message you want to send to young activists? That no matter how much work

you do, you'll never be on our side, but on the side of corporations and companies. I've worked with various organizations over the past six years for environmental work, migrant assistance, a part of political delegations for international working-class solidarity, and every single thing it just feels like we're fighting with our representatives to care about what we're saying. Aren't you supposed to fight with us? If I can't trust you to pass the simple ordinance that's been written for you has so much support and is well within your power, how can I believe that you'll fight with me against bigger systemic problems? Like Duke Energy's monopoly or ICE kidnapping my people? How can I trust you to not give more money to cops who harass us during last summer's peaceful protests? Just please pass the full band so we can move on and there can be one less group suffering in our city. Maybe you don't like how some people are asking for this ban, but this isn't about them. It's about the animals who are taken from their homes and forced to be objects. And that's colonized their mindset. And we need to move far away from that in every sense. Thank you.

Rosemary Thompson, 744 Country Club Drive said I'm speaking for North Carolina voters for animal welfare. I'm the Codirector. Opposing brutal exotic animal entertainment is hardly a radical stance. We know that New Jersey, Hawaii, Colorado, and California legislators have all voted to prohibit the practice statewide. Earlier this year, North Carolina State lawmakers introduced a bill that would do the same. Traveling circuses simply cannot meet the physical or behavioral needs of wild animals. They will stand up to 90% of their lives in chains or small cages. We might tell ourselves that our children should see a real circus, but we aren't giving our kids enough credit. Most instinctively understand that the downtrodden elephants, struggling to complete a trick, the camel endlessly trudging around in a circle, and the tiger wincing at the crack of the whip, are in distress. Aside from the depressing nature of these spectacles, they are astonishingly unsafe. The public should never being close proximity to large wild animals suffering from the stress and constant intimidation, withholding of food and water, and extreme confinement. The woefully understaffed USDA, which is tasked with enforcing the Animal Welfare Act, exists to protect the interests of business owners, not animals. But despite this obvious conflict of interest, circus trainers managed to rack up scores of animal cruelty violations. It's rare that any actions are taken. We know that no one wants to support animal abuse.

Hannah Flemister, 8138 Deodora Cedar Lane said Universal Circus is a beloved institution in our city. They have objected to the passage of a ban on wild animal shows in Charlotte and they continue to stress that they're being targeted, used to being a minority-run circus. The hundreds of citizens of Charlotte who want to see an end to animal abuse are not targeting the UniverSoul circus. Quite the opposite. We do not want to stop any circuses from coming to town. We want an end to the wild animal shows. Universal does not use animals. They have amazing human acts. Their Rep spoke at a City Council meeting in New York City and opposed the proposed wild animal ban and said they would not come to town if the ban was passed. NYC did pass the full band on performing wild animals and UniverSoul still come town, just not the wild animals. They have visited many cities like Atlanta, Jacksonville, Tampa, Newark, Queens, and Philadelphia without using animals like elephants and tigers. They will still come to Charlotte if we ban performing wild animal acts, and the show will be safe and fun for citizens in Charlotte without animal abuse. There are still circuses that aren't transitioning away from the use of animals. There are several circuses and fairs, including this past September festival in the park that brings wild animal shows to Charlotte. Circuses such as Loomis Bros, Garden Bros, Royal Hannaford, and many others. This ordinance would not single UniverSoul out. It would apply to all of these circuses that exploit and abuse animals for profit because they are not here to entertain humans. This outdated and cruel way of thinking about animals has to change. Please ban performing wild animal shows in Charlotte. Thank you.

April Benson, no address provided said to all asking to councilmembers, thank you so much for allowing us to speak a few minutes with you. I will not throw gauntlets at any one of you cause, I still got to work with you. But I do want to say I love animals. I love animals, but I'm not going all the way to Africa to see them. And because there is an Ave for them to be able to come and have shown that we are able to see, we want to be able

to see those animals. But there can be such a thing called compromise to make sure that the animals are not being abused. It's no different than you have pets at home. Even the goldfish in the bowl. We have to be fair cause a long time ago that's how we got transportation. And there are countries that still use animals to get to other places. So, let's be fair. I have not seen one picture coming from this particular circus, showing that the animals have been abused. I've gone, I've seen and I have enjoyed it. So, let's try to make sure that we come together as a compromise and keep the show where it is on the east side of Charlotte, at the Eastland Mall area, and whatever that it takes that most people do use that as a way to make extra income. We are growing city and someone spoke previously about the economic values of having a place to live. You got to think about other people other than yourself. Thank you.

Donna L. Rentz, 12604 Sabal Park Drive said to Mayor Lyles and esteemed colleagues on the City Council Daises, my name is Donna rents, I'm CEO and founder of Sisters Motion Inc. and I'm the Field Director for Elect Venroy Reed District 5. I'm here to say one thing. I support Universal Soul Circus. I have supported Universal Soul Circus since I lived in Florida. They were recognized by House Representative, Frederica Wilson. They're one of the 5,000 Role Models Of Excellence, and as it's been stated several times, I haven't seen anything, anyone proves that there's anything going wrong in the Universal Soul Circus arena. I knew about Universal Soul Circus before I met John. So, coming to Charlotte and seeing the UniverSoul had traveled to this area was a wonderful thing. So, my children, [inaudible] right up there, he went to Universal Soul Circus and now I'm taking my granddaughter, who is 12 to Universal Soul Circus. So, keep the circus. Thank you for your time.

Lawrence Surles II, 5554 Mount Mansfield Road said I am in support of version B. I've been going to the circus for years now and it's been part of the culture of Charlotte and for the African American community here. I've seen where foster kids, even though with the pandemic, last year the circus wasn't able to come. And they've been anticipating for this circus to come. This has been a tradition, just like Christmas, just like Thanksgiving. And we're asking you to be in support of version B because this is a part of the culture of Charlotte, even though it is based out of Atlanta. I promote this event. I'm just going to say this. I get harassment from organizations, coming on saying this and this about the circus. And I'm like, OK, I don't do that about [inaudible]. I'm promoting culture. Promoting the circus cause I know there was a time when people couldn't even go to the circus-like that. So, this is something that we don't want to end. This is one minority business that we want and that is the Universal Soul Circus.

Mayor Lyles said that is the last speaker. I want to say thank you to each of you for conducting yourselves in a way that we can hear this discussion, in a way that everyone was heard and everyone was understood. So, there are time in this room that doesn't take place. So, first, let me say thank you for the way that you handle this public forum.

Now, what happens next is that the City Council begins their discussion. And I'm going to ask you to give the same courtesy to the Council that they gave to each of you. That's really important so everyone can be heard and everyone can have their thoughts considered. The action said to receive an update from the City Attorney on the proposed amendment to Chapter 2. That was the material that went out with the agenda.

Patrick Baker, City Attorney said what you have in front of you and I've had multiple conversations. The words that I used were interested parties to not be pejorative to any particular party, but specifically, I've had a conversation with what I would call the animal rights activist, but also representatives of the circus, and specifically UniverSoul.

Since the last time, this appeared on the agenda, which was in September the matter was deferred for me to have additional conversations with the interested parties, but also with Councilmembers Newton and Johnson as well. Ultimately we were not able to come to any particular consensus. So, what you have in front of you is essentially where things left off the last time that the Council took up this matter. Which was back on February 24th of 2020.

Proposal A is actually the product of a vote by the City Council at a Strategy Session in February of 2020 after hearing from the administration having questions answered. There was a vote at that February 3rd meeting by 9-2 to procure an ordinance amendment that is consistent with what is proposal A in front of you. At the February 24 meeting, when proposal A was in front of the Council to be voted on, there was a substitute motion that was made and I believe that the substitute motion was a counter proposal that I think was authored by folks from UniverSoul. And at that time, I adjourned from the dais, went upstairs, and tried to put together a document based on their request and ultimately it was decided that we would come back later the next month to settle the matter. Then of course the next month was the pandemic and we haven't had a meeting since that time. So, that's essentially where you are right now. The action has been consistently to receive direction from the Council as to what if any amendment to the ordinance you wanted to have. Just to be clear the amendment that we are talking about is a new subsection F, which does not exist in your ordinance right in Section 373 Exotic or Wild Animals that deals with the handling of exotic and wild animals for those entities that have been exempted from being prohibited from maintaining those animals within this Charlotte city limits.

Proposal A, I would call the bullhook ban and that specifically targets the use of bullhooks, electric prods or whips, or other devices to train, handle, or otherwise interact with the elephants, felines, primates when they are on display, performing, or being trained is prohibited. A flat-out prohibition against the use of those instruments and also prohibitions against the use of chemical, mechanical, electrical, or manual devices in the process of inducing or encouraging the animal to perform.

Proposal B, I would say is a modified version of A, in the sense that it's not an absolute ban on those devices, but those bans are prohibited unless they are used for training or guiding purposes that do not cause physical injury or suffering as prohibited. That's the main difference between proposal A and proposal B and the matter is back in front of the Council for direction as to which proposal or any other proposals you want for us to consider to prepare for you.

Councilmember Egleston said while you're helping frame the conversation, can you help make sure we are all on the same page as to how we define exotic animals because I do think there has been a misunderstanding about what all animals that would apply to whether dogs, horses, farm type animals. It's my understanding that it would not, but I want you to clarify that for the record, please.

Mr. Baker said so there is a specific preexisting definition for the term exotic or wild animal. It speaks to an animal that would ordinarily be confined to a zoo or one that would ordinarily be found in the wilderness of this or any other country. Specific things that it does not include are animals and species customary used as ordinary household pets, animals of species customarily used in the state as domestic farm animals. Those would be your horses, cows, pigs, etcetera, fish in an aquarium with the exception of Piranhas, and birds or insects.

There is a long definition, but that's the gist of what a wild and exotic animal is and is not.

Councilmember Ajmera said I just wanted to ask about the enforcement of the bullhook ban, and I know a couple of the speakers had raised that issue. How would the enforcement work?

Mr. Baker said I believe Dr. Joshua Fisher, who is actually a charge of the animal care and control. But in terms of the actual enforcement of it, it may be best for him to speak to that.

Mayor Lyles said thank you Dr. Fisher for joining us.

Dr. Josh Fisher, National Animal Care, and Control Association said my pleasure, thank you for having me. So, as far as the enforcement of the use of bullhooks or something like that, that would be something that Animal Care And Control would be

responsible for if that is what the Council decides. It would be something that essentially would initially start an inspection for Animal Care And Control to go out and check all of the animals that are brought to the City of Charlotte and ensure that they are in appropriate condition. Don't have any would, things like that. Then anything beyond that as far as the use of bullhooks, prods, etcetera, would be in response to a complaint, right? So, there would have to be a witness that would see the use of those reported to Animal Care And Control, and Animal Care And Control would respond with an investigation.

Councilmember Watlington said my question is for UniverSoul Circus. I'm curious as to what your show consists of in cities where wildlife animals have been banned from the services so.

Benjamin Johnson, 230 Peachtree Street, North West Atlanta, GA said the young lady earlier mentioned New York City. We just performed in Queens, which is in the City of New York, with our camels and horses and dogs. So, I'm not sure exactly where she is getting her information from. This year 2021, we performed in Prince Georges County, Maryland. Then we went to Queens, New York. Then we went to Newark, NJ. And then we had our horses and dogs there in Newark, NJ. And from there, we went to Philadelphia.

Ms. Watlington said so am I to understand that all of these cities have an exotic animal ban?

Mr. Johnson said no, the state of Jersey does, but we present there with our horses and dogs. The only animal group that we, that the city of New York bans is the zebra.

Ms. Watlington said okay, thank you.

Councilmember Phipps said I'm confused. On September the 21st, I think that's when this was deferred by us, but didn't we in fact come down here and get a presentation?

Mr. Baker said the presentation was earlier in September. That was at your Strategy Session. And it was essentially, it was the same presentation that you had in February of 2020. Affectively the same presentation.

Mr. Phipps said so we never had any speakers to come before us?

Mr. Baker said you had speakers on the February 24, 2020 meeting.

Mr. Phipps said thank you.

Councilmember Johnson said so you mentioned in February we were at a point where we were ready to vote on Version A.

Mr. Baker said correct.

Ms. Johnson said we didn't vote because of the pandemic?

Mr. Baker said correct. So, Version A came out of the February 3rd Strategy Session. Where a presentation was made to the Council by the administration. At that point and time, we showed you all of the communities that wild and exotic animal bans. Those communities that have something less than a ban, I think there were a couple of communities in Texas and ultimately out of that meeting the council by a 9/2 vote directed me to work with the administration to produce what's in front of you is, Proposal A, which was modeled somewhat after I believe Houston, TX, but something coming out of Texas. One of the communities coming out of Texas. So, the Proposal A was what was in front of you at your February 24, 2020 meeting and during the course of that conversation, a substitute motion was made of that that ultimately looks like Proposal B. Then we stopped the meeting to give me the opportunity to properly codify what was being requested in Proposal B, because that was sort of being made on the fly with the idea that I bring it back to you in March, and by then the pandemic had sent us in a very different direction.

Mr. Johnson said what do you see as the primary difference between A and B?

Mr. Baker said A is or of an outright ban of the use of bullhooks electric prods or whips. In any way, shape, or form being involved in the performance of the wild exotic animals. Proposal B prohibits them unless, and that's the I think the word that's important unless, used for training or guiding purpose is that do not cause physical injury. So, a isn't looking or waiting for physical injury to occur, whereas B allows the use of this equipment unless it is causing physical injury. A is an absolute prohibition of that equipment.

Ms. Johnson said that's all I had. Thank you.

Ms. Ajmera said so, I just want to make sure I heard this correctly. So, Mr. Ben Johnson, if you can just confirm that you said circuses continue in cities and states that already has a ban in place? Is that correct? So, you continue to operate there right?

Mr. Johnson said if I understood your question correctly you said do circuses perform where there are animal bans? Some circuses do and some bans are not outright complete. So, for example, in the city of New York, where we just performed a couple of months ago, the only animal group that we weren't allowed to display would be the zebra. So, we did not take the zebras. And the same thing in New Jersey, the state of New Jersey.

Ms. Ajmera said got it. So. I mean, you can continue to host circuses without wild animals? That's what I hear depending on the language that Council adopts?

Mr. Johnson said right. So, the language that's in version A is very restrictive. We couldn't bring the horses here for example, even though their domestic animals. Version A would basically keep us out. So, we don't have a mixed animal act with the camels, zebras, and dogs. If we don't have the horses that bring us down to just the dogs. And so now you're really taking our show and your whittling it down. And so that's where the challenges are for us. So, we're proponents of protecting the animals. As one of the speakers mentioned, we need to find some sort of compromise that protects them and can allow us to continue to come to Charlotte.

Ms. Ajmera said got it. Thank you, Mr. Johnson. So, you said version A, so the language that we have in front of us, A says received an update from the City Attorney. That's all it says.

Mr. Egleston said if you scroll down on the agenda there is a hyperlink to Version A and Version B of the language. So, not Part A and part B of the agenda item.

Ms. Ajmera said okay, I just wanted to make sure. That's two different things. Okay, I got it. Mr. Baker why don't you clarify this for us.

Mr. Baker said I actually had a follow-up question because I heard two different things here. Proposal A doesn't redefine what a wild or exotic animal is. I assumed that when you say that you can't bring your dogs or your horses, under Proposal A, it's because of the other restrictions on the use of equipment. We're not now turning dogs or horses into exotic animals. I assume that you're talking about how you use your equipment.

Mr. Johnson said that is correct. we're talking about the way the language is. It's very broad and a little bit ambiguous the way it's written for Version A. So, that's why the version B which gives more detail on how it's interpreted using existing code we'd be able to come and perform with the horses. With Version A we can't come with the horses. We couldn't come up with the mixed animal act. If I said dogs earlier I misspoke if I said dogs. Mr. Baker said well, I mean horses. Version A has now turned horses into wild and exotic animals?

Mr. Johnson said no, no, no, we're not talking about the definition of the animal we're talking up the equipment, the language, and how. It's so broad in terms of what it is saying. It prohibits what it terms is whipped. So, there are a number of instruments that are used

with the Horse act to guide the horses. And during the horse act, there's one that's used for sound effects. And so those two would be banned by Version A.

Ms. Ajmera said Mr. Baker, just to follow up, is that what you're doing? Because that's my interpretation. So, would dogs and horses be banned under Version A?

Mr. Baker said I think the issue is how they use their equipment in training and guiding. There's is no difference. We're not doing anything as it relates to defining what a wild and exotic animal is.

Ms. Ajmera said got it. It's just the use of the training techniques.

Mr. Baker said yes, that appears to be the issue.

Mayor Lyles said I want to make sure that I heard you. You use whips for sound and you do not use a whip to hit an animal?

Mr. Johnson said no, we do not hit animals with whips. No ma'am.

Mayor Lyles said I just wanted to make sure.

Ms. Ajmera said Mr. Baker could you please clarify. I'm not sure I'm following Mr. Johnson here.

Mr. Baker said I have not been to one of the circuses, but let's just say they have dogs and part of the act includes a person who cracks a whip and that's the cue to get the dogs to do what have you. Under Version A, they wouldn't be allowed to do that because whips are banned from any I think training or otherwise interacting with their animals. They couldn't use the whips for that. It's not defining making a dog a wild and exotic animal. It's that we are taking away the use of whips in these processes. If they didn't use a whip, but there was some other command, a hand clap or something like that, that would cause the dog to perform, that wouldn't be banned under A.

Ms. Ajmera said got it. So, A would ban instilling fear in animals by using a whip or bullhook, or electric prods. Okay, I got it. Thank you.

Mr. Baker said B allows the use of that equipment so long as it doesn't injure the animals.

Ms. Ajmera said got it. When you say injure, that means physical injury, not emotional?

Mr. Baker said it causes physical injury or suffering.

Ms. Ajmera said got it.

Councilmember Winston said Mr. Baker so, what I'm hearing is a little confusing to me. This is a bit of our governing structure right. We had this issue come up early in this term, in December or January and we finally got it in the agenda. You want us to take action so that Councilmembers work with the community to at least take a step. Some Councilmembers made a substitute motion and by our rules, we can only vote once a substitute motion is called we have to vote for those things. We didn't feel comfortable even considering the substitute motion because of how quickly it was put together and now that action basically has been suspended for two years or so. So, I hear the speakers that want to consider a ban. I don't think that subject has even been considered. But we are in a situation where potentially if I'm correct Mr. Baker, I can assume that there's going to be a motion and a substitute motion for items A and B on this agenda item. Now, if we take those two votes, is either of those actions actually considered a ban on wild or exotic animals?

Mayor Lyles said Mr. Winston I think we are assuming that we know what those emotions are. Is that correct?

Mr. Winston said we have two potential actions.

Mayor Lyles said it could be more than two. It can be one or none or three. There could be several. [inaudible] to the discussion about how we do this or what we are trying to accomplish.

Mr. Winston said I'm trying to parse out what we have on the agenda, which is not a consideration of a ban on wild and exotic animals.

Mayor Lyles said right.

Mr. Winston said but it seems like we're talking about a ban on wild and exotic animals. I guess what I'm asking Mr. Baker is how do we get to a point where we can actually consider a ban on wild and exotic animals?

Mr. Baker said so gets to Section B on your agenda. The rest of the request on the Council action is to adopt an ordinance amending Chapter 3. So, someone could make a motion for A. Someone could make a motion for B or someone could make another motion so long as it is amending the ordinance, Chapter 3 on animals, or the Council can choose not to take any action. It's all available for you, keeping in mind that normally had this all occurred at the February 24th meeting, you would have had a motion and a substitute motion, and one of the two of those would have gotten the six votes. If neither of them got six votes then somebody could have made a third motion. But because that meeting was adjourned and then we have had the two and a half years where we are basically back to square one and you have A and B in front of you because that's the last time we were discussing this. You had A and B. We haven't asked you to choose only from A and B. It's in front of you to adopt an ordinance amending Chapter 3 and whatever you choose to adopt, including not adopting anything, is what's in front of you tonight.

Mr. Phipps said I had a question for Mr. Johnson. I wanted to understand what he said.

Mayor Lyles said until we get a motion on the floor, Mr. Johnson I appreciate it, but what I'm trying to do is get the questions for the City Attorney until we get a motion. Then we would open it up for discussion, and then you can have more inquiries. I just think right now we are just talking and we don't have a motion. Someone needs to make a motion. Mr. Phipps is that okay with you because then we can ask a question specific to the motion.

Mr. Phipps said yes.

Councilmember Graham said I'm a little frustrated, right. I'm frustrated for the people in the audience. I'm frustrated for the people behind the dais. It seems like we are doing committee work you know, around the dais and that's no good for anybody in terms of if we really want to enact public policy. I was surprised that it was on the agenda. I would readily admit that I have not done a lot of homework on the issue. Not that I don't think it's important. I've been doing some other stuff that's related to Council work. But it seems like we are doing committee work. I'm not sure the outcome is going to be in the best interest of anybody in this room right now. We can make a decision and I'm prepared to vote if a motion if a motion comes up. I'm just frustrated.

Mayor Lyles said I understand that because we would ordinarily have people that would have spoken about, well this is what you can do in New Jersey, how many places, what applies. I understand we don't have the data around. I've heard of over 100 cities; I don't know the number. It is kind of that way. I think that one of the issues might be that we have a difference of opinion on this. We have some decisions here. I do think that we are doing work that should be data-driven as well as consideration for the community. I think that's important. We are trying to figure out what the motion is.

Mr. Newton said I really question if we are all in order in the first place because it's always been my understanding that before you engage in discussion, you have a motion and a second.

Mayor Lyles said I'm trying to get one. I haven't had anyone recognized.

Mr. Newton said I will yield to the motion.

Mr. Graham said it always comes to committee.

Mr. Newton said I have been very perplexed and confused about much of this conversation. The reason why I say that is because we hit a reset back on September 7th, 2021. All of this conversation about what happened back in February of 2020 I feel like is completely [inaudible] to where we are today. That reset meant, and this was something that we discussed as a Council, meant that this would go back to the City Attorney. We would have a conversation between himself, myself, and Councilwoman Johnson, and we would reach some conclusions. We would reach some decisions. What we did was we asked the City Attorney to meet with all stakeholders, everybody. And what happened thereafter was the City Attorney came back to us with a recommendation. A written recommendation. That recommendation was for us to simply vote on whether or not we wanted to institute a ban. The reason was because that is the salient single issue here. It's something that certainly advocates have asked for, for over three years now. It's something that if it were to fail would be the preference of UniverSoul Circus because we would revert back to the original ordinance. It's just that simple. Because of that, I don't understand why the agenda in front of us today lacks that provision. Quite frankly, let me just quote this. This is from our own City Attorney just 11 days ago. He said my recommendation would be to simply present the ban. The Council would then simply vote it up or down. There will not be an alternative ordinance either from me or UniverSoul in front of the Council that night. That night being tonight. So, once again I am completely confused, perplexed, surprised that we don't have at the very least an option C in front of us.

Mr. Driggs said you can make one.

Mr. Newton said that everyone should have received a copy of the language for exotic and or wild animals banned within our city. This is something that has been provided to us before, like literally over the past few months multiple times. It's something that I have provided to the entire Council. It was either last Friday or Saturday and then it's also something that's in front of us tonight. So, what this would do is it would institute a ban on wild and exotic animals in traveling acts. AKA, circuses within the city of Charlotte. It should be clear; it would not apply to animals that are not wild animals.

Motion was made by Councilmember Newton, seconded by Councilmember Egleston, to (A) Receive an update from the City Attorney on proposed amendments to Chapter 3 - Animals of the City of Charlotte Code of Ordinances, and (B) Adopt an ordinance amending Chapter 3 – Animals.

Mr. Newton said so I just wanted to also mention here before moving on that many of the claims that we have heard thus far can be easily disproven by a simple Google Or Yahoo search. All you have to do is Yahoo UniverSoul Circus escaped animals. You would be amazed at the information you find. At the same time, all you have to do is Google or Yahoo New York City Ban. You will be amazed at what you would find. It's all there. It's publicly accessible information. I wanted to mention this too. This is the inside baseball of this. The reason why there is all of this confusion happening down here is because no one wants to make the first motion. The first motion is subject to a substitute motion, which means that you can then divert away from a vote. I know that the citizens of our city have been asking for over three years now for us not to necessarily vote up a ban, but to just vote on it entirely. Just to make a decision on this whether we vote it up or down. I feel like we are not being honest and transparent. Certainly, there is a question pertaining to honesty or transparency when it's not even included in the agenda after numerous conversations [inaudible] written. But regardless I don't think we are being honest and transparent if we're playing these games to try to avoid the vote. So, I fully anticipate there being, I hope not, but I fully anticipate there being a substitute motion on this motion that would then divert away from a vote on whether we would institute a ban

and then eliminate the issue altogether. Now, having said that I would ask Madame Mayor, to be given the opportunity to at least comment, and I know I'm commenting right now, but I would ask to at least be given the opportunity [inaudible] comment on this motion for the ban.

Mayor Lyles said feel free. You have the floor, Mr. Newton.

Mr. Newton said okay and thank you all for bearing with me. Just out of a sense of decency and common courtesy to your colleague, thank you. Thank you all. So, on a fundamental level, I believe that ripping animals away from their families in foreign countries and bringing them here to be packed into small disease-inducing spaces is subjecting them to different methods of pain and suffering all for our amusement and enjoyment is morally and ethically wrong. Any responsible person who has had a pet and most certainly anyone who has ever lost a pet knows that every animal on God's green Earth possesses their own personality and spirit. They experience pain, anxiety, and destituteness, just like us.

Now, there were two proposals presented to us this evening on our agenda. They were both woefully inadequate. They limit the scope of what is already covered in our current city code and institute language that is subjective rather than objective in nature. For example, the language quoted in a manner that is likely to cause physical injury or suffering in quote calls for a subjective interpretation rather than instituting an objective standard. Neither RCA that's in our agenda, applies its protections to all wild and exotic animals, only mentioning elephants, felines, and primates. And they only apply to bullhooks, electric prods, and whips. Certainly, there are more instrumentalities used to control abuse, animals; steel bars, golf clubs, shovels, pitchforks, and canes, to name a few, and possibly even more that I've yet to be invented.

We, as a Council, often talk about how we must prepare for the uncertainties of the future and the decisions that we make. Automated cars and green buses are examples. Well, these two RCAs don't do that. This all leaves the door open to a myriad of ways in which animals can continue to be abused and mistreated in circuses here in Charlotte. Making both proposals more performative than substantive. Highlighting that point, neither proposal is what any of the stakeholders wanted anyway. Animal rights advocates prefer a ban and UniverSoul, the only circus I'm aware of that weighed in on this at all for us to keep things the way they already are. So, if our goal truly is to protect the safety and welfare of animals as well as our own citizens, and not take any chances in the process, there is only one surefire way to do that is to institute a ban on all wild and exotic animals in circuses within our city. We already have that general ban. Keep in mind this would not stop the circus from coming to town. Circus acts are not just limited to wild and exotic animal displays, with much more expansive acts including stunt clowns and dance. And a ban doesn't prevent acts, including non-wild in exotic animals like dogs or horses unless you use whips on them. Circuses continue to tour and thrive in cities with bans such as New York and Los Angeles. That's why there is no reason to believe that UniverSoul or any other circus for that matter, would not be able to continue touring here in Charlotte if a ban were instituted. On a side note, we're also waiting for a review on whether many of our city ordinances are enforceable. Pursuant to that review, I think it would be unwise to adopt anything short of certainty like a ban. So, a ban is what so many in our community have been requesting for years. Many of them are here tonight. We had 24 speakers; nineteen, twenty of them are here to tell you that they favor a ban. That's only a small portion of the greater majority of people in Charlotte that have reached out to us. I'll be voting in favor of it if I have the chance. And not for any unnecessary unwanted and ineffective collateral RCA's and I ask you, my colleagues, to do the same.

Councilmember Watlington said just if I'm clear if I understand Councilmember Newton's Comment. It is possible then that if a substitute motion is made and that is voted down, and then the original motion is voted down that we will stay back to the main motion.

Mayor Lyles said we would go back to the main motion.

Ms. Watlington said no, it means suppose the main motion is also voted down. Then what happens? Where are we?

Mayor Lyles said then I guess that would be a great time to create a committee to do this work because it would mean that the Council doesn't have a position that creates a majority vote. No, action would be taken tonight. And then I think that we have to figure out well, what are we trying to accomplish?

Mr. Phipps said I'm still confused as to if we deferred the matter for further review by a couple of members to work with the attorney. Did this not ever come back to the full Council to discuss because right now we're looking at changes to the language So, tonight it didn't include the ban. So, when did we have the benefit of the discussion as a Council about changes that would include a ban other than tonight at this dais? That's what I'm confused about. How did we get to this point?

Mayor Lyles said I don't have an answer for that, to tell you the truth, Mr. Phillips. I Mr. Newton, I just want to make sure that what I'm saying, I want to make sure you hear it. When I spoke with Mr. Newton, he felt like the ban was the thing that was supposed to be on the agenda. And so, what the City Attorney had was a request to come back with an A, which is in the agenda. I think that Mr. Newton had an opportunity to say, as we asked Mr. Newton and Ms. Johnson to work together, say my position is that we should [inaudible] a ban. So, that's the best I can say about how we got to a ban because there was an agreement.

This is pre-COVID you all. I mean I hate to say it, but if we had a meeting in the next two weeks, we're talking about a meeting two years from when we had this discussion. No fault, no harm because honestly, this Council does great work. The work that we did to protect people in COVID, the work that we've done to have all these task forces go out there and distribute \$70 million so that the community would be able to stand up so we can have this discussion is a miracle in a lot of ways, or no it's due to our fine intellect and tenacity to get things done. So, what I'm saying is that's how the ban came up. Mr. Newton asked for this to be considered.

Ms. Johnson said I just want to fill in some gaps. In September, the Mayor did charge Councilmember Newton and I to discuss and try to come up with a negotiation or consensus. What happened, and we met with Patrick. Patrick met with the interested party. What happened was there was no negotiation. This circus contributed language. According to Mr. Newton, the proponents wanted nothing less than a full ban. So, there was no modifying the language, which is what the committee had been charged with, and was the trajectory of the Council. As he stated in February, we were working on modified language. So, that's why you have not seen the language about the ban, because the entire time we've been trying to come to a negotiation, where there's language that would satisfy all parties. So that's what happened. There's been a couple of things that have been said today. Another reason that we might have been charged I thought, Mayor, cause the Mayor knew that both Councilmember Newton and I were both animal lovers. That's one thing that Councilmember Newton and I bonded with.

I just lost my dog who was 15 on the 11th of November, and Councilmember Newton was so supportive during that time. His wife bought something online to help with the care. So, it's not fair to categorize us as non-compassionate and noncaring if we would vote for something other than a ban. Yes, I support Universal Soul Circus. Unashamedly because in the black community we've lost CIAA (Central Intercollegiate Athletic Association), we've lost The Battle Of The Bands. The Universal Soul Circus donates tickets to see him at schools. They've gone to areas that are blighted and underprivileged, such as freedom Drive and Eastland Mall before it became hot and a trendy areas. So, we appreciate the work that you've done.

This is bigger than the Universal Soul Circus. This is about business and this is about legislation. I don't think that it's up for our Council to legislate a legal business because there are opponents to the business operations. I've heard individuals talk about horses and cows and veganism and being in cages and captivity and I'm concerned. I'm

concerned if we vote for a ban today, where this leads. Does someone come in a few weeks and say, well, we're opposed to the horse ranch around the corner or the furrier or Planned Parenthood and expect us to legislate? Well, that's not our role, in my opinion.

Substitute motion was made by Councilmember Johnson, seconded by Councilmember Driggs, to adopt the language in Version A.

Ms. Johnson said we do hear you and I appreciate and respect your passion. I think we are voted. I know that we are voted to consider all of our residents. It's not the fact that the circus is from out of state. It's about business operation. It's about freedom of choice in my opinion.

Mayor Lyles said it's not often that I call an officer out here to ask people to leave the room. But we have really been really good, respectful of you. I would like for you to be respectful of this Council. We will just not have you talking over. We've listened and we are working so hard. You don't see Mr. Newton and Ms. Johnson yelling at each other and they're having a very difficult debate. Please respect that. If we can't respect that, then we'll have to do something a little bit differently.

Ms. Johnson said I made a substitute motion to modify the language that protects the animals, that bans the bullhooks, but still allows businesses like UniverSoul Circus, businesses like other circuses that you mentioned, the gentleman whose at the Freedom festival or whatever. We may not agree with business operations, but this is the United States of America. Councilmember Newton mentioned or someone did, you know I remember when my puppy was taken away from his mother. What do you think about that? So, that's no different than your example of the animals being taken away from their parents and being shipped across the United States. Animals are separated from their parents. It's part of the ecosystem.

Mr. Egleston said this [inaudible] very unorganized a few minutes ago because nobody wanted to make the first motion. We've now ended up in a place where are voting on a motion that is the one thing that the people on both sides of the forum on this agreed on, that they don't want. So, even the UniverSoul Circus said we don't want this. This will essentially restrict our ability to do business. The proponents of a ban has said this is fairly useless. So, if we approve this, both sides are going to feel like they haven't been heard and that we are doing something that they don't want. Which is why I had hoped that we would get the motion on option A first, have a substitute motion for the full ban, so if that failed, we could come back to the original vote on that. I'm going to vote against the substitute motion, not because I think bullhooks are okay, but simply because I think we need to go back to the original motion and vote on it. If that doesn't pass, we can consider some lesser action. But I do want to reiterate to Mr. Johnson, and I appreciate that a couple of the folks who are in favor of the ban made this very clear, I don't think there's a person in this room that doesn't support you bringing business and the amazing human acts that are part of your performance and part of your show to our city. I hope that continues regardless of what happens tonight because you have incredible performers. You do a lot in the community. You bring entertainment and joy to a lot of people in this community and I think that most of that joy comes from the human performers that you have. So, I hope that UniverSoul Circus and Charlotte have a long future together. I think that the future can be without those animals. So, I would encourage us to vote this down so that we can vote on the original motion, which was the confusion earlier, and be done with this because everybody knew that Councilmembers Johnson and Newton were working on this. Anybody who wanted the opportunity to engage could have taken it. Not every Councilmember gets involved on every issue that we take up. That's okay, we have to divide and conquer oftentimes, but have a feeling that we could work on this for another month or we could work on this for another year. No one's votes going to change. Everybody fairly well knows where they're going to fall out on this and so I ask we just take the vote tonight if the full ban fails, it fails. If it passes, it passes, and we need to move on. We've got a lot of other things in front of us and to extend this, I think it's just delaying the inevitable. So, I'll be voting against the substitute.

Councilmember Bokhari said yes, I agree with the sentiments right there. I think the punchline is that it sounds like option A is the absolute worst of everything. So, it's a little unfortunate we're here on this one at the end of the secondary motion. This is not my topic. This is not an area that I spent a lot of time in, to be honest. My passions lay elsewhere, but I understand the importance of it. Times like this you know like as I make snap judgments without more detailed kind of deep in the weeds conversations, I have to think about my principle setting. On one side of that coin, there's the smaller government approach to all of this. Then on the other side, there's trusting in your colleagues that do make this their primary issue and do go into the weeds of it and understanding if it was Fintech or 5G or something, they would rely more on my analysis and deeper diligence and when it's something like animal rights and things like this, I'm going to rely on several of theirs, which is much deeper and default more towards the position, maybe not of the limited government on the side of it, but on the principle of sometimes, we need to protect those that cannot protect themselves. So, with that, I'm going to vote no on the substitute motion, and hopefully, then we'll have an opportunity to go back and I'm going to take a leap of faith and vote yes for a full ban and support that motion that was initially made.

Mr. Driggs said I think the idea that an outcome isn't completely satisfactory to anybody is a bad result. It's called a compromise. You know you can't talk as if only if one party or the other utterly prevails, we have failed. It's called a compromise. This is what we do when we're trying to reconcile diametrically opposed points of view. I listened to this night. I don't agree with the UniverSoul's suggestion that language in A, which says they can't use it in a manner that's likely to cause physical injury or suffering, would lead to the exclusion of all those animals. I think if we passed A, UniverSoul would come to town with all their animals and I just don't accept that, which is why I would not favor B.

I think that one of the difficulties is if we reject A and then we go back to the original motion and that fails, we have done nothing. And I believe that there is a case to be made for doing something, for allowing ourselves to be identified among the communities who have taken an action to restrict. And from my reading, I looked on a website and I heard 190 tonight I saw 250, I think localities according to the Four Paws website, that had a ban or a restriction on these animals and there are 36 thousand localities in the United States So, I'm struggling with the presentation here. I'm struggling with the idea that we must be corrupt if we don't agree with you. I'm struggling with the idea that 200 of you if you don't get your way, have suffered an undemocratic outcome. This is a city of 870,000 people. But I'm not going to base my position on this on those observations. I just think that some of the logic we've heard tonight and the attempts to shame us as we try to do our work have not served your purpose well. So, in that sense, I will vote for the substitute motion and then if it doesn't get the necessary support, we'll see how the outcome is on the original motion. Thank you.

Ms. Ajmera said this is the first time where I have seen that we have a motion on the agenda and no one made a motion for that, but everyone wanted to wait to make a substitute motion. So, that substitute motion will be decided on first before the original motion. I think that's just disingenuous.

Mayor Lyles said? I'm not sure, Ms. Ajmera. I'm not sure what's disingenuous.

Ms. Ajmera said we have a motion on the agenda. I'm sorry, we already have language on the agenda, which is Version A and Version B. And no one made a motion for the item that's already on the agenda. However, Mr. Newton made a motion for something that was not on the agenda, so that someone else could make a substitute motion because no one wanted to take any action on the motion that's already on the agenda. I just think that's disingenuous. We always make motions on the agenda. So, for that very reason I think for full transparency, I'm going to not support the substitute motion so that we go back to the original motion and make a decision on that.

Mr. Newton said to Councilwoman Ajmera's point, it is gamesmanship, right. The idea is, what are we going to vote on in the anticipation that we can silence the voices of the public that we've heard and not vote on what we've been asked, once again for three years to vote on something that our own City Attorney recommended we vote on, no less

than 11 days ago. Now, having said all that, I just wanted to reiterate the fact that none of the stakeholders are on board with proposal A. Frankly, they would all prefer us to go back to the original ordinance if we were not to institute a ban. I do believe, to Councilwoman Johnson's point, she treated Max immaculately. She loved that dog. I know that. But there is a difference between the pets we have here and the animals that are ripped from their homes in Africa and brought here for our amusement and entertainment. She would never lift a finger to Max. But what we know and all you need to do once again is do a Yahoo or a Google search on this. This is not information that's hard to obtain. What we know is that there have been countless animals over the years who have been subject to abuse and mistreatment. And the only way for us to actually tackle that and prevent it is because it doesn't happen in this Version A or Version B because of the subjectivity of these ordinances, it doesn't happen, right. It doesn't happen because there are limitations within this where it only applies to felines, primates, and elephants. It only applies to these certain instrumentalities, not things like steel bars, golf clubs, shovels, pitchforks, canes, the list can go on and on and on. We know that the only way that we can assure ourselves that we prevent it is through a ban. So, that's why I will be voting against this Version A. My hope is that my colleagues do the same and we can actually vote on the pertinent, only issue frankly in front of us, is whether or not we will institute a ban.

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

YEAS: Councilmembers Driggs, Graham, Johnson, and Phipps.

NAYS: Councilmembers Ajmera, Bokhari, Egleston, Newton, Watlington, and Winston.

The motion failed.

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

YEAS: Councilmembers Ajmera, Bokhari, Egleston, Newton, Watlington, and Winston.

NAYS: Councilmembers Driggs, Graham, Johnson, and Phipps.

The motion passed.

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ITEM NO. 18: CENTER CITY ALL IN 2040 VISION PLAN

Councilmember Egleston said I will keep it brief since our last one took a few hours. Just to say we've had a discussion about the Center City 2040 plan in meetings prior there were lots of questions that were asked. I hope that everybody saw, you received an email on Friday that gave you a link so that you can see the summary of all the changes that have been made to the plan, both Mayor Protem Eiselt, who is the Chair of Transportation, Planning and Environment, and I have reviewed those changes. We do feel they are responsive to the Community's concerns and to the questions, the Council asked, and both asking that you support approval of this plan as the Planning Committee has also recommended.

Motion was made by Councilmember Egleston, seconded by Councilmember Newton, and carried unanimously to consider approval of the Charlotte-Mecklenburg Planning Committee's recommendation to adopt the Center City 2040 Vision Plan.

* * * * *

BUSINESS

ITEM NO. 19: PROCESS TO CREATE SOUTHPARK MUNICIPAL SERVICE DISTRICT

Councilmember Bokhari said this is something that is has been pretty complicated even for myself for a number of years, but we've had a group of all the neighborhood associations of South Park as well as all of the business coalition members, spend well over years' worth of work coming together with the proposal, and this is the action for us to kick off those conversations. So, we don't need to necessarily have everything solved and figured out now. The next weeks and months will give us the opportunity to dive into those topics which I look forward to sharing with you all. Some of what I've gone through with these folks and, what is a complicated and even a topic that I've been torn on in times, and I will take you all through that over these next coming weeks and months and look forward to the process. But for now, I do appreciate and want to recognize all the countless hours that neighborhoods and the business community has put into this.

Motion was made by Councilmember Bokhari, seconded by Councilmember Driggs, and carried unanimously to (A) Approve the process for considering creation of a SouthPark Municipal Service District, and (B) Authorize the City Manager to direct staff to prepare reports documenting district boundaries, tax rate and revenue, and plan for providing services.

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ITEM NO. 20: MALLARD CREEK CHURCH INFRASTRUCTURE REIMBURSEMENT AGREEMENT

Councilmember Ajmera said during our strategy discussion on this topic, I had expressed concerns around reimbursement for a state-maintained project. However, I do support this motion because it's a public-private partnership that addresses the immediate issue of traffic and congestion. But I recognize that this may not be a sustainable solution for all state-maintained roads and projects, so I hope that the State Department of Transportation will still need to address the underlying issue of the funding gap for \$13 billion. But I will support this. Thank you.

Councilmember Winston said I would like to know if somebody on the staff can answer this now, this would be great, but if not, I can take it home line later on. Who is going to comprise the street design team for this project? I know Centene is funding this, but this is public infrastructure and I would hope that part of that street design team includes residents, people who are not necessarily just traffic engineers or professionals. [inaudible] and not just Centene's vision. So, who will be part of that team?

Tracy Dodson, Assistant City Manager said Councilmember Mr. Winston, I can probably take it better offline with you. There is a design team that's working on all of the infrastructure improvements out there. This might follow a slightly different process because of the public investment that we have in it, that can engage the community. But, at this point so far the design has been focused just on the NC-DOT (North Carolina Department of Transportation) coordination. But I can talk to you more offline about kind of the overall process moving forward and who is involved.

Mr. Winston said yes, I think we should have somebody from C-DOT (Charlotte Department of Transportation) [inaudible].

Motion was made by Councilmember Egleston, seconded by Councilmember Newton, and carried unanimously to authorize the City Manager to negotiate and execute an infrastructure reimbursement agreement with Centene Management Company, LLC in an amount not to exceed \$6,500,000 for municipal infrastructure improvements, which are expected to be reimbursed to the developer in two payments of \$3 million and \$3.5 million split between the 2022 and 2024 Bond Referendum.

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ITEM NO. 21: UPSET BID PROCESS FOR CITY-OWNED PROPERTY ON DIXIE RIVER ROAD

Motion was made by Councilmember Egleston, seconded by Councilmember Ajmera, and carried unanimously to (A) approve a resolution authorizing the upset bid process for the proposed sale of a portion of City-owned property (parcel identification number 113-291-02) located on Dixie River Road, including a temporary easement for future construction of right of way improvements, and (B) direct the City Clerk to cause a notice of the proposed sale to be published, which shall describe the property, the amount of the offer, and shall state the terms under which the offer may be upset.

The resolution is recorded in full in Resolution Book 52, at Page(s) 373-377.

ITEM NO. 22: SALE OF CITY-OWNED PROPERTY ON DENVER AVENUE

Motion was made by Councilmember Driggs, seconded by Councilmember Egleston, and carried unanimously to (A) adopt a resolution approving the sale of approximately 29.159 acres of vacant City-owned property on Denver Avenue (parcel identification numbers 061-043-03, 061-043-04, 061-081-48, 061-081-02, 061-043-17, 061-043-10, 061-081-38, 061-043-02, 061-081-50, 061-081-40, 061-043-06, 061-043-07, 061-043-01, 061-043-09, 061-081-41, 061-081-01, 061-043-08, 061-081-39, and 061-043-05) to SteelFab, Inc. for \$2,616,000, and (B) authorize the City Manager to negotiate and execute all documents necessary to complete the sale of the property.

The resolution is recorded in full in Resolution Book 52, at Page(s) 378.

ITEM NO. 23: SALE OF CITY-OWNED PROPERTY ON STEELE CREEK ROAD

Motion was made by Councilmember Driggs, seconded by Councilmember Egleston, and carried unanimously to (A) adopt a resolution approving the sale of approximately 76.74 acres of City-owned property on Steele Creek Road (certain portions of parcel identification numbers 141-211-11, 141-041-23, 141-211-20, and 141-221-26, and the entirety of 141-211-01 (improved), 141-211-02, 141-211-03, 141-221-04, 141-221-03, 141-221-02 and 141-221-01) to Foundry Commercial, LLC for \$9,650,000, and (B) authorize the City Manager to negotiate and execute all documents necessary to complete the sale of the property

The resolution is recorded in full in Resolution Book 52, at Page(s) 379-380.

ITEM NO. 24: LEASE OF CITY-OWNED PROPERTY AT THE JW CLAY PARKING DECK

Motion was made by Councilmember Driggs, seconded by Councilmember Egleston, and carried unanimously to (A) adopt a resolution approving a five-year lease agreement, with up to two three-year extension options, between the City of Charlotte and Dieudonne Kamba for a retail space in the LYNX Blue Line Extension JW Clay Parking Deck, and (B) authorize the City Manager to negotiate and execute all documents necessary to complete this transaction.

The resolution is recorded in full in Resolution Book 52, at Page(s) 381.

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ITEM NO. 25: PROPOSED 2022 CITY COUNCIL MEETING SCHEDULE

Councilmember Driggs said I think this is self-explanatory, frankly. It's just about our meeting schedule and takes into account the irregular election schedule that we have. I think we talked about it in committee and considered a couple of options for the timeline for the council budget adoption, particularly in light of the recent news. There's not actually a lot of sensitivity about this. So, I would move to approve it.

Motion was made by Councilmember Driggs, seconded by Councilmember Egleston, and carried unanimously to approve the 2022 City Council Regular and Budget Meeting Schedule.

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ITEM NO.26: MUNICIPAL RECORDS RETENTION AND DISPOSITION SCHEDULE UPDATE

Thomas Brewer, 134 Yeoman Road, Mooresville, North Carolina said all of what I'm addressing is open public record. These issues I'm addressing is also a matter of public concern. Prior to Charlotte City Council voting on this tonight, you must first ask Manager Jones and Attorney Baker if the City is following the law, not only when it comes to retention of these records, but also as it relates to the City complying with [inaudible] request and court orders. Ask them if they are aware or have any knowledge of documents being destroyed, shredded, or misplaced. I ask you not to take my word on whether the City is acting in good faith when it comes to public record laws. Listen to the words of U.S. Magistrate Judge David Keir, who on November 30th made recommendations for sanctions against the City of Charlotte. Among the things he states notwithstanding eight prior orders, it is clear that numerous documents responsive to the plaintiff's discovery request and within the scope of the court's order have either been lost or destroyed. He referred to the City as being a disobedient party. He referred to the City's noncompliance as egregious. He also recommended allowing an adverse jury [inaudible], where the jury would be instructed to conclude that missing evidence was unfavorable to a party, knowing it was relevant to some of the issues in the case willfully caused its loss or destruction. Many of you on the Charlotte City Council have openly complained during Charlotte City Council meetings or on social media that the City staff is not always forthcoming or they withhold information. U.S. Magistrate Judge David Keir agrees. Ask the questions of Manager Jones and Attorney Baker.

If we can't city leadership or Charlotte City Council address compliance with record retention laws, why should employees have any faith or trust in personnel matters such as vaccines? Thank you.

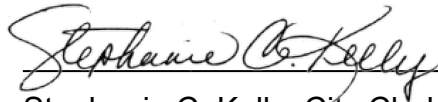
Patrick Baker, City Attorney said I heard a couple of things about that. This is a matter of active litigation, where there are various motions and appeals. It's similar to when I first came here as you will recall there was a sex harassment verdict against the City for almost \$2 million. Ultimately that case was completely reversed at the fourth Circuit level. So, this is a part of a process where we have made some appeals in the case and I will certainly keep you apprised as to these cases. But essentially this is litigating what's going on. But as it relates to records retention I absolutely agree that we need to stay on top of records retention and be consistent with the [inaudible]. But we're just arguing a lawsuit that is actively being argued right now.

Motion was made by Councilmember Phipps and carried unanimously to approve the updated North Carolina Municipal Records Retention and Disposition Schedule.

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ADJOURNMENT

The meeting was adjourned at 9:40 p.m.

A handwritten signature in cursive script, reading "Stephanie C. Kelly", written over a horizontal line.

Stephanie C. Kelly, City Clerk, MMC, NCCMC

Length of Meeting: 4 Hours, 39 Minutes
Minutes Completed: May 03, 2022