

The City Council of the City of Charlotte, North Carolina convened for a Strategy Session on Monday, October 4, 2021, at 5:06 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Councilmembers present were Ed Driggs, Larken Egleston, Julie Eiselt, Malcolm Graham, Renee Johnson, Greg Phipps, Matt Newton, and Victoria Watlington.

ABSENT UNTIL NOTED: Dimple Ajmera, Tariq Bokhari, and Braxton Winston, II.

Mayor Lyles thank you for joining the Charlotte City Council. This is our meeting where we talk about the ideas and challenges in an open setting to further our education and discussion of major issues. So, we call it our Strategy Session, where we talk about what we're doing and what we are trying to do. So, I want to call this meeting to order and welcome everyone to the October 4, 2021 Strategy Session. Tonight's meeting is being held as a virtual meeting in accordance with the electronic meeting statutes and all the requirements of the statutes are being met through electronic means. Everyone is able to join us or view this meeting on the Government Channel, the City's Facebook page, or the City's YouTube Page.

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Councilmember Ajmera and Winston arrived at 5:08 p.m.

ITEM NO. 1: VISION ZERO UPDATE

Marcus Jones, City Manager said as the Mayor mentioned earlier, typically at these Strategy Sessions is an opportunity to talk about many of the issues that have been discussed in the various Council Committees, so we do have that opportunity at the end of the Strategy Session tonight, but what we also have are a couple of updates that have been requested by Council. One is the Vision Zero update as well as the River District update and then we also have three nominations to Advisory Boards that would be sorted out after those presentations. We do have two Closed Session items so, Mayor, if there aren't any questions, I can make the introductions for the first presentation.

Mayor Lyles said please do.

Mr. Jones said Vision Zero, and I believe earlier I saw on the monitor our Deputy C-DOT (Charlotte Department of Transportation) Director Debbie Smith and Major Dave Johnson who will walk us through an update on Vision Zero through our traffic safety technology lens. I believe that at the last Safe Communities Committee meeting the discussion began and then it provided us with an opportunity to share data with the entire Council. So, if there aren't any questions, I would like to turn it over to Debbie and Major Johnson.

Debbie Smith, Deputy Transportation Director said I would just like to start with a gracious thank you to CMPD (Charlotte Mecklenburg Police Department) for housing us in their space and I would love to have the witnesses around the room to say I'm definitely

not in the Chief's chair, so with that let's get started. The purpose of today's presentation is an opportunity to review Charlotte's commitment to Vision Zero. We are going to walk through some highlights on specific traffic safety technology tools. We will spend some time summarizing Charlotte's automated enforcement and once again, this is something that the Chief and Major Dave Johnson went over in the Safe Communities Committee so at the end we will recap some of those questions that came up during that Committee meeting.

Vision Zero is a strategy to eliminate all traffic safety-related deaths and severe injuries while increasing safety, health, and mobility for all. Charlotte renewed its commitment to Vision Zero in 2018 with the creation of this Vision Zero Action Plan designed to eliminate those traffic deaths and severe injuries by 2030. So, this slide really shows that traditional approach in comparison to a Vision Zero approach with really the focus being on people are going to naturally behave in a certain way and we don't want those mistakes or accidents, if you will, to be fatal and human error is part of something we should be planning for. So, the focus for tonight's presentation is really going to be traffic safety through that technology lens but I don't want to miss the opportunity to highlight that there is some really great work that is being done with Vision Zero funding thanks to Council and better support in 2018. Thank you, we've been working on spending that \$2 million, as well as 2020 \$2 million, and your recommendation, was to double that amount for the 2022 bond to \$4 million. With that funding, we installed traffic calming devices in neighborhoods thoroughfare street lighting, and pedestrian and safety projects. Some of those items you will see in the presentation.

Real quickly before I jump into these technology tools, I want to recognize the amazing collaboration with the Vision Zero Task Force. We have a group of over 50 people representing 30 distinct agencies that are committed to these Vision Zero goals and when the Task Force was first formed in 2018, just after our action plan was developed, we had somewhere around 20 agencies and I just think that speaks to the commitment in the community to continuing this Vision Zero advancement. CMPD is an outstanding partner right there with us. Some of the other groups include Atrium and Novant, CATS (Charlotte Area Transit System), we have CMS (Charlotte Mecklenburg Schools), and we have multiple representatives from CMS. We have the DA's (District Attorney's) Office and Mecklenburg County Public Health, the Sheriff's Office, NC-DOT (North Carolina Department of Transportation), and dozens more. So, just wanted to highlight that.

Here are some of the tools that we are going to talk about in today's presentation. We are going to talk about leading pedestrian intervals, something that we include with that leading pedestrian interval known as an enhancement. We've got pedestrian rectangular rapid flash beacons, LED Smart streetlights. I will then turn over the presentation to Major Johnson to talk about enforcement programs on the high injury network, and lastly, we will wrap up with driver feedback signs on these technology tools.

Many of the pedestrian crashes that happen at signalized intersections are due to drivers not yielding the right-of-way to a pedestrian. A leading pedestrian interval gives the

pedestrian a three-second head start to enter that intersection and really get themselves positioned so that a driver can see them, so those three extra seconds really are a fantastic safety feature. We have deployed this at over 248 locations and as you can see in the picture that I show here you can see that there is the pedestrian indication with the walking man turned on. The two pedestrians are entering the intersection while they are still seeing a red signal indication.

So, building on the leading pedestrian interval, the enhancements would include things that I have circled here which are the additional signage, the blank-out sign that once the driver is about to make that turn next to the flashing yellow arrow to reinforce that there is a pedestrian in the crosswalk. So, once again, we have deployed this at 21 intersections, and of that 33 approaches in those 21 intersections have this treatment, so once again, a very positive safety enhancement.

The pedestrian rectangular rapid flashing beacon is installed where we have marked crosswalks that meet criteria and that criteria is typically a two or three-lane roadway and this type of installation is a step above just yellow flashing lights because the strobe effect of those rectangular rapid flashing lights really alert that driver to the presence of the pedestrian. So, we have that currently installed in about five locations.

The LED Smart Streetlights, is an opportunity for this City and Duke Energy to partner together in a North End Smart District. We worked together to install these smart streetlight devices on several hundred individual lights and this map that I show you on this screen are those images of those individual distinct streetlights and green is a good symbol and means all of them were working. One big advantage is that we can monitor the lights in real-time and what happens is that when you see that real-time notification when there is a power outage or a power loss or even a variation in the voltage, and so what that does over time successful pilot here we are working with Duke to begin deployment of these smart streetlights citywide. It will replace a manual process that we have to do that nighttime inventory, so once again, increasing pedestrian and vehicular safety because those lights can self-report and that outage can be repaired sooner than that. With that, I'm going to turn it over to Major Johnson.

Major Dave Johnson, CMPD said when we at CMPD look at the factors that contribute to our fatality accidents and our serious injury crashes we know that speeding leads the way as far as contributing factors to those wrecks, followed closely by distracted driving and driving while impaired. In 2020, for comparison purposes, our Major Crash Unit investigated 81 fatalities and unfortunately, we are on track to probably meet or exceed that number this year. When we formulated this slide last week, we didn't have some new numbers so since last week we've had four additional crashes for a total of 60 and we've had five additional fatalities since last week for a total of 64.

We focus our transportation unit's enforcement efforts in these 30 high injury network enforcement corridors, and you can see them listed on the map. I believe when we made our Committee presentation someone asked for this specific information, so we wanted

to make sure and provide it here. Like I said, this is where our transportation unit, our motors, our DWI Taskforce, and our major crash folks focus their enforcement efforts on the jurisdiction. They do that through a variety of enforcement operations including seatbelt checks, a saturation patrol where they can flood the area with traffic enforcement officers looking for all manner of traffic violations. They do specific DWI checkpoints, and they do radar enforcement within these enforcement corridors. Now, these aren't the only places in the City obviously where our transportation folks work, we also are directed through our citizen complaints, we can receive those through various channels, but we address speeding complaints, we address stop sign violations, and certainly at the beginning of the school year and throughout the year we address any complaints that we receive about school buses being illegally passed in the roadway.

One piece of technology that we have available to us at CMPD, we have two of these driver feedback signs. They are solar-powered, battery-powered; we can deploy those fairly quickly and mount them on just about any type of street sign pole that may be near the roadway. We can deploy these in response to the high increase in crashes, citizen complaints, or any nature of the manner in which we want to one, alert drivers to their speed, and two, collect speed data in those areas to help us formulate a response. The cost of those are about \$4,500 apiece, and like I said we currently have access to two of those that stay deployed on a pretty regular basis by our transportation folks.

Ms. Smith said along the lines of the driver feedback signs C-DOT has developed a program to address some frequent locations where we get community concerns, high injury locations or those places that we know have excessive speeding concerns. With that C-DOT has developed a program where we deploy about 15 signs showing locations on the map that you see and what we do is we are maximizing the effectiveness of the newness of the sign and so what that means is that we are taking those signs and not all 15 are always deployed all at one time, we actually rotate them around therefore really getting that [inaudible] but most of our safety studies demonstrate that these devices have a strong reduction in speeding when they are first placed. So, we wrote them around in those places to maximize that new effect and get that information. As Major Johnson also mentioned in his driver feedback signs, we collect data as well and can see in real-time the effectiveness of those devices.

Automated enforcement is a term that we use, and we usually are using that term to describe speed cameras or red-light cameras, so I just wanted to make that clarification. Charlotte ran a speed camera program in Charlotte and Major Johnson presented this at the Safe Communities Committee on August 10th, so I'm just going to quickly highlight that for the rest of the Council to hear. Charlotte operated a program from 2003 to 2006 and this has specific legislation that was enacted to allow Charlotte to operate these cameras, however, an officer had to be present within that van. Also, the 14 locations were specifically called out in that legislation as well and those corridors were really selected based on close proximity to a school and did not necessarily represent the location with the highest number of crashes or the highest number of speed-related crashes. So, that legislation, while it was enacted, it did have a sunset date and that

sunset date was in 2007 and so it was not renewed. As of today, no North Carolina municipalities are operating camera programs for speeding.

Now moving to the SafeLight Camera Program, that is the program for red-light Cameras. So, red-light cameras are deployed at signalized intersections. The technology works in conjunction with our traffic signal and has detection with the ability to know when a vehicle crosses the white stop bar after that traffic signal turns red. So, sensors in the pavement trigger high-speed cameras that take two pictures per violation, and citations are then mailed to the owner of the vehicle. We maintain traffic signal timing at all 893 traffic signals in the City and we use national, and state-adopted formulas to calculate the red and the yellow time and so we call those clearance intervals. We base that on nationally adopted formulas, and it bases it on the speed limit and the geometry at the intersection and so yellow lights typically are between three and five seconds long and red lights are usually one to two seconds long. More red time and more yellow time do not improve the safety at an intersection and so there are really specific reasons why those calculations are in place.

Charlotte's SafeLight Program: we operated the program starting in 1998 and expanded it to 20 intersections during the length of the program and those red dots on the map show those 20 locations where at some point between 1998 and 2006 we operated a camera program. I'm sharing some analysis and evaluation at four locations, so four out of the 20, and it is important that I point out that four of the 20 were consistent throughout the duration of the camera installation. We had really great quality data in the three years before the program started, so 1995 through 1998. Three years during the program, 1998 to 2001, and where it was really important that we have the data after the program ended and terminated so that we could understand what that overall impact is. So, as you can see the first box above shows the total number of crashes at all approaches to an intersection and I will pause there and just mention that at a signalized intersection we may have only had a camera for red-light running at one of those four approaches. So, the top box captures the total number of crashes. What we saw is a reduction in angle crashes both during the operation of the program and three years after the program was discontinued. Rear-end crashes, while we saw a slight increase during the operation, we saw a decrease in the three years after the operation of the program. The box below is specific to the approach where we had the camera and so once again it is the number of crashes for that camera approach only and what we found was that angle type crashes in the three years before we saw a reduction while we were operating the program and a very slight increase after the program ended. Overall, we saw rear-end space study in the three years before and during, but we saw a decrease in the three years after.

Charlotte suspended the program for red-light cameras at the end of 2006 and we were watching very closely the City of High Point, the lawsuit was filed against the City of High Point. When the North Carolina Supreme Court decided not to see the petition for review in July of 2007 which meant it stood as is. What we found is that the City then suggested that we go ahead and terminate the program. What the Court of Appeals decided is that camera enforcement programs were not illegal the clear proceeds, which was defined as

90%, of that civil penalty was to be paid to the local School Board. So, the City of Charlotte negotiated with CMS, and in 2009 City Council authorized payment of about \$4.7 million to CMS based on the proceeds from running that program. Once we paid in 2009, we formerly terminated that program in 2010.

Program Cost: a question came up at the Safe Communities Committee meeting asking about how much does it cost to operate a program and what revenues were received so I thought it would be great to be able to show the last full year that we operated the Safe Speed and the Safe Light cameras. The Safe Speed in 2006, the total revenues which mean that is what was received from the civil penalties, \$1.48 million and in 2006 our expenses, which means the administration to run that program was \$1.195 million. Safe Light 2006 revenues were \$1.3 million and in 2006 expenses were \$910,000. So, where that is important is that I really want to point out that it cost a lot, much more than the 10% of the administration that is allowed under the legislation to really run this program.

The Red-Light Camera Programs in North Carolina; special legislation currently exist for Raleigh so, what you see on this screen is Raleigh, Fayetteville, Greenville and Wilmington are the organizations that are currently running red-light programs. Raleigh does have special legislation which defines the clear proceeds as those funds remaining after covering the cost of the program whereas Fayetteville, Greenville, and Wilmington continue to operate the system similar to the way the City of Charlotte was operating it, which were civil penalties with the 90% and 10% rules do apply and there are interlocal agreements between those counties and the school boards to share in that actual cost to run that program above the 10%.

Let me just recap, there were a few questions that came up at the Save Communities Committee meeting and this slide just gives you an opportunity to go back and see where we can answer those questions. One way is providing the list of the high injury enforcement corridors, we cover that on slide #11. C-DOT can control the traffic signal operations and I walked you through that on slide #17. We talked about the impact on crashed on slide #19 for the red-light camera program and slide #21 covers the revenues and the expenses.

With that, I just want to wrap up with what can Charlotte do. We want to continue to build on these strong partnerships that we have through the Vision Zero Taskforce and with the actions in our Vision Zero Action Plan and we really want to focus on the technology solution that truly do address Charlotte's top transportation safety priorities. So, some of those that we talked about today were the Leading Pedestrian Intervals for that really focuses on pedestrian crashes. That is an important top priority for us. We want to continue the installation of driver feedback signs in these priority locations. Once again, Major Johnson mentioned speeding being the number one contributing factor to fatalities and serious injuries. So, what we are finding is that we want to explore those technology solutions that really do address the speed-related and our top priority, and what we are finding is that red-light running is not one of the top priorities and the top factors that we

are seeing in crashes, fatalities and serious injuries. With that, I will open it up to questions.

Mayor Lyles said before we begin our discussion, I want to say thank the Committee for bringing this to our attention for the full Council. I do want to say as a result of this discussion I have written a referral to the Safe Communities Committee to actually ask them to look at technology and what we can do that would enhance our operation for our safety programs using technology and for them to explore the best practices and the best technology out there to bring forward. I've asked that they can do that within 60-days so by the end of December to be able to come in and have some recommendations. I think it is really helpful to provide your thoughts about what that Committee should be looking at and would include in addition to the discussions that we've had around our existing program, but how do we make our existing program react more quickly with the technology and innovations that have occurred since we adopted the Vision Zero Policy.

Councilmember Ajmera said great presentation, thank you so much for addressing all the questions and requests that were raised at the Committee meeting. This was very helpful. I appreciate the recommendations; can we go back to slide #25? When we are deploying streetlights are those streetlights in our backlog or are they existing streetlights?

Ms. Smith said let me answer that question; so, as we are deploying new streetlights, we are working very closely with Duke Energy to get those smart devices so that we can do a deployment together. What we are finding is that as they get the devices in, we are working with them, whether it would be a new installation any time after March of next year, they will likely be doing maintenance on existing streetlights and anytime they go out to perform service to a light they would seek to add new smart devices. So, we are just working on our timing for those installations.

Ms. Ajmera said so this is a device that would be going with the streetlight that is already existing.

Ms. Smith said you are correct.

Ms. Ajmera said so this doesn't address the huge backlog that we have for our streetlight request.

Ms. Smith said we still have priority locations prioritized. Correct, we still have a backlog of streetlights that we are working on.

Ms. Ajmera said I sound like a broken record here, but we have many major thoroughfares that are missing streetlights and that is really the funding issue. I talked to staff about W. T. Harris Boulevard for example. All the way from Old Concord Road to The Plaza there are no streetlights. I see a lot of fatalities on that road and I'm sure there are many others, but we've got to address the huge backlog that we have when it comes to streetlights

where we have missing and where we have no streetlights whatsoever. I appreciate that we are using technology to address Vision Zero and really address some fatalities here. I also see there is a purple light and I know that it has something to do with technology glitch and I think it could be a hazard because it is so bright and I'm sure they exist throughout the City. What are we doing to address that?

Ms. Smith said great question Ms. Ajmera, Duke is aware that there was a manufacturing issue with those lights and so while they know where some of those runs are, we encourage people to report to Duke where we see those and so anytime we see those locations we are also reporting to Duke where those locations are so they can get repaired.

Ms. Ajmera said thank you; while they are installing that smart device, we definitely need one right by the Government Center where employees are crossing from the parking deck to the Government Center. I've seen drivers just speed through that and they don't even see there is a walkway and I'm sure many of our employees can attest to that, but I think that would be a great place to start as well. For slide #11, there is a citizen request, and this question would be for CMPD, how do you enforce when you get a call about speeding and in real-time it is very difficult to enforce that kind of request as they come in so how do you enforce that? I'm interested in understanding the process.

Major Johnson said to enforce a speeding complaint? There is one of a few ways that we can handle that. We can refer that to the Patrol Division where that complaint is located, and they can send that to their shift officers and some Divisions have community coordinators or specified traffic officers who they can send out to that location and run radar and then take enforcement action as necessary. What we can also do is direct that complaint to our Traffic Enforcement Team, our Transportation Division like I mentioned before. Our motorcycle officers, our DWI Taskforce officers, and our major crash and if they fall within certainly within or adjacent to one of our high injury network locations, they can do a specific operation targeting that location. We've done 84 of those types of operations so far this year so about two per week or a little ahead of two per week of those types of specific operations. I can tell you so far this year we've made in those 84 operations 3,131 traffic stops that account for 4,296 separate violations. Now, those are not just speeding violations, but any violation that they happen to encounter while they are enforcing and addressing the speeding complaint gets addressed while they are there. So, with the blue lights, the increased presence of officers in that area what we hope is that the drivers will slow down, and we have safer streets.

Ms. Ajmera said are you able to correspond to the data or are there calls that we are getting to a number of enforcements that actually are occurring because there are times by the time an officer gets a call the driver is already gone.

Major Johnson said that is very true, so if it is a specific complaint about speeding, 911 will send that out over the radio then so if we happen to have an officer in the area that can witness that and address it they certainly will, but you are right it is tough when they

are mobile and transient in that nature by the time we get there it is hard to locate them, but I will say if we do have officers in the area they will address it and we have engaged our real-time crime center in some of those operations too. So, if a call comes in about someone driving extremely reckless or if there was a hit and run accident where they fled the scene, we have those assets available to us to try to locate that vehicle and track its location and address it as we need to.

Ms. Ajmera said those DWI checkpoints, are those in high injury networks or are those close to serving businesses?

Major Johnson said they are within those high injury networks. That is the focus of those checkpoints, yes ma'am.

Ms. Ajmera said thank you so much for focusing on this. This is a real important issue in terms of safety. We have seen so many lives that have been lost because of this speeding, so many injuries, we've got to get a handle on speeding on our streets.

Councilmember Eiselt said Debbie and Major Johnson, thank you for the presentation. Sadly, there were two more fatalities today on Randolph Road. I don't know the reason but because of an automobile accident. This is an issue that has been on the top of my mind since I've been elected, the issue of looking at the technology for red-light cameras or speeding cameras. I hear what you are saying, if the state doesn't allow us to do it there is not much we can do. I hear how much it costs but we don't factor into there when we ran the program, how much did it save CMPD from not having to sit out and do all this enforcement that you are talking about. I haven't heard the analysis from the Police Department as to whether or not you think it works as the technology that you would like to have regardless of what the cost is. I find that in this city where there is a will to do something this City can figure out how to do it, and in this case, I just keep hearing for years that it is a matter of costs. This is specifically red-light cameras because they are allowed, other cities do have it. Now if CMPD has decided it is not worth it, it really doesn't save them much then that is the answer, but I haven't heard that and I will tell you, aside from the cost of housing in this City speeding, reckless speeding, the drag racing at night is probably the number one issue at least that I hear about from constituents as an At-Large member and it is a real frustration that we can't really have a tool that is making it very clear to people we will penalize them if they run through a red-light, or we will penalize them if it is excessive speeding. I'm not talking about, heck I would probably be the first to get caught if it was some kind of speeding. I'm no angel on that, but I'm talking about people that really don't have much regard for other people on the road. I guess I just want to hear from CMPD if this is something that doesn't work, you don't like it, then so be it, but what do you think Major?

Major Johnson said ma'am I will say this, the red-light cameras I don't know how much time it saves CMPD. We don't do a lot of specific red-light enforcement so I don't think that we would see significant savings as far as time spent by our officers doing those types of activities. Now if it reduces accidents, which we've seen in the data presented

today the three-year after effect was that accidents were reduced. We can certainly calculate that and put a number and a value to that. We know that our officers, some of our Divisions that is the number one call for service number wise is just minor traffic accidents that the officers have to respond to. We can certainly put a numeric value to that, but we share your concerns certainly with excessive speeding. You are all aware of the work that we've done this year to address drag racing and reckless driving. We are still working through some of those vehicle seizures, and we are very proud of the work that was done back in the spring, but we know that that work continues and needs to continue. I'll say this and it has been said before, it has been said by Chief Jennings, we are one piece of the overall Criminal Justice System that is designed to hold these folks accountable for their actions. We've written, as I mentioned, 4,200 some odd traffic violations and that is just from our Transportation Unit alone. The enforcement side I think is being addressed, I think we could certainly do a better job at holding other parts of the Criminal Justice System accountable for how those cases are managed, but they have their limitations as well. We are certainly understanding of that, but I would say we are in favor of any technology that we could certainly prove and have the data to support. If we have technology that makes the streets of Charlotte safer for our motoring public and our pedestrians, CMPD would absolutely 100% be in support of pursuing that technology.

Ms. Eiselt said thank you Major, and I know you've been really responsive to some of the residents in particular where the drag racing is going on. I really do appreciate your efforts. My frustration is just from the standpoint I don't think anything is going to change, I guess that is what I'm hearing, but I think it is one of the biggest problems we have in our City because people know they are not going to be stopped and I just don't know how we address that. But thank you very much for your work, I do appreciate it.

Mayor Lyles said Ms. Eiselt, one of the cities had special legislation which we could certainly do, but there is also an opportunity to collaborate with the school board as the other three cities have and so that is something that we can have a conversation about because it is something that is safety for the entire community and as many of us that participate in it can make it happen. As you say if there is a will, to make it safer then we can do this.

Councilmember Winston said I would just ask if we are going to take resources researching the effects of technology enforcement we also need to research and correlate technology improvements in vehicles that reduce accidents over periods of time as we've seen in the effects of accidents. I think without doing so I fear that false pretenses may be used by policymakers to make these joint inferences and guidance and suggestions of future policies and purchases that might be suggested. I think that is certainly a data set that we need to overlay if we are going to seriously consider making significant investments in technology.

I see a lot of recommendations on enforcement on drivers, I would ask you guys to look at that map that is up there right now and look at those 30 corridors of high injury network. I would also ask you to think back to the many, many discussions that we've had around

the Comprehensive 2040 Plan over this past year and think about how the City has developed, how we have built a hard infrastructure network that has intentionally segregated not just our City but segregated people's ability to traverse or terrain by foot. You can see that once Charlotte was just really kind of densely situated in that I-277 cluster, but through suburban sprawl, we built a city where people would come to work and drive out in a way it was meant to create a City that was dependent on automobiles and specifically created to prevent pedestrian access to certain people in certain neighborhoods. So, it is no surprise that there is a correlation of high injury networks that are not friendly to pedestrians and cause motor vehicle accidents. I would ask, has CMPD, we've seen a lot of titles called Safe Streets and Speed Streets or whatever, has CMPD made any recommendations for how we actually make the streets that we deem dangerous safer, and is there any kind of score of the street?

Major Johnson said I would answer that by probably handing that to our friends at C-DOT. There are a number of traffic calming technologies that can be put into place, but I will toss that to Debbie to see if she can address that question.

Ms. Smith said absolutely Councilmember Winston; Julie noted the way that we have over time built out Charlotte and we are working on making great strides to change that. One number that I will highlight for you is as we were assembling information on our pedestrian safety installations so that would be these pedestrian beacons that I talked about earlier, the leading pedestrian intervals, pedestrian refuge islands. What that is is a median that allows the pedestrian to cross the street in two stages, therefore looking in only one direction at one time. We really focus 75% to 80% of those installations in areas with high transit ridership and low vehicle ownership and so we are already turning the dime on that. That is exactly our focus for these locations, so Julie noted it and I hope that is useful information to you, sir.

Mr. Winston said I think the answer to the question was that no CMPD has not made any suggestions for how we can improve the safety of actual streets because the infrastructure is what is dangerous. I give a bit of an anecdote; last week I actually got a speeding ticket on one of those high injury networks on Sharon Road West, the stretch between South Boulevard to Park Road, right before it turns into Glen Eagles at Quail Hollow. It is in a part of District 6 to the point that was just made that where you go a half a mile in one direction, yeah, you do have Quail Hollow. You have people that rely on vehicles. You go a half-mile in the other direction to the very borders of District 6 and District 3 you have a Light Rail Station, Sharon Road West. I would probably tell you that the way you correlate will not work very well in that part of the neighborhood. There are a lot of multifamily residents, working people, students that it is just not going to match. I will also tell you that giving people a speeding ticket on that network because that is what the officer told me that if they were on one of these strings or whatever you want to call it, you are not going to make that street safer by giving people speeding tickets for 54 miles per hour in a 35. That is the same stretch of the street I was once walking from the Light Rail and talking with Councilmember Eiselt on a phone call one day. She was nervous for me because she thought I was on a racetrack. That is what it sounded like

walking the half-mile from that Light Rail Station to my home on a 35 mile per hour street which if you've ever driven it at 35 miles per hour you are probably in danger. So, I don't know what we are considering here. Again, especially in the context of the conversations around the 2040 Plan. We know we can't enforce our way out of this, we've built ourselves into this so I think we should have a conversation in the Safe Communities Committee for what does the investment look like to actually make the infrastructure safer, and which is the cause, and I spent time in Engine 16 that has responded over and over to t-bone accidents on Sharon Road West. I've run into them on my way home. How do we get that information from our organizations to really quantify to know the type of investments that we need to make these streets safer and apply that to the budget process? I think it will be a great exercise as we are about to go into an early budget process at the end of October. I would say before 60-days, what can we do going into that if this Council is really serious about making investments to make our streets safer?

Councilmember Bokhari arrived at 5:37 p.m.

Councilmember Phipps said I want to turn your attention to I guess page 12, the Driver Feedback Signs. Do you consider these Driver Feedback Signs to be an effective tool for traffic mitigation?

Major Johnson said it varies sir, depending on the location. We always pull that data and investigate that and analyze that to see if it was effective in a particular location or now. So, I would say that it varies, but we typically see when the signs are first placed in that location, we see speeds drastically drop because it is something new that the drivers see, it draws their attention to pay attention to not only the sign but their own speed in relation to that sign. We do see it having a calming effect on traffic, but once it normalizes, we see folks kind of returning back to their old driving habits. The answer is yes, initially we do see improvements in those areas, but those improvements wane after a while so that is why we utilize the portable ones so we can move that around and have that calming effect in various locations in the City.

Mr. Phipps said given the growth of the City, the number of drivers I'm just wondering why do we only have two given the size of Charlotte and this whole region and the problems we are having with speeding and traffic behavior? It seems like two for a City of our size it doesn't seem adequate to me.

Mayor Johnson said we have two at the Police Department, C-DOT has access to 15 additional and just prior to the meeting we were discussing the possibility of purchasing some additional units for both organizations. There is a total of 17 available across the City with more hopefully on the way.

Mr. Phipps said that is better. Major Johnson in the past you have spoken I guess critically of speed light cameras. I thought I heard you one time say that they cause more rear-end traffic accidents because people come to an intersection and see that and slam on brakes

and they are rear-ended. Do we have any matrix on that, any history of showing the incidents of that happening when we did have speed light cameras?

Major Johnson said we can go to slide #19, you will see there was an increase in that first chart you see there for the three years during the operation of the red-light cameras, there was an increase from 258 to 322 in rear-end collisions. That is the stat that I referenced during the last presentation I believe.

Mr. Phipps said so in your opinion would you characterize that as a spotty performance on the red-light cameras? Would you be in favor if we could get special legislation or whatever would you see that as something that would help us out or would you think that it would still result in some of these rear-end crashes that would mitigate any kind of advantage, we would have in getting this type of technology?

Major Johnson said honestly Sir, I believe the results are mixed at best. We would certainly be open to exploring additional data but the investment that obviously the City would have to make in that program and the negotiations that would need to be accomplished with the School Board certainly play into that decision. But any technology that we encounter that we are proposed with that we think ultimately results in a safer Charlotte CMPD is 100% for regardless of maybe the legislative roadblocks that might stand in front of us. We support it if we can show that it makes the street safer.

Councilmember Driggs said Major the name Hunter comes up there, are you, Major Hunter?

Major Johnson said no sir, that is Brandon Hunter, he is in our PIO Office.

Mr. Driggs said what is your name, please?

Major Johnson said, Dave Johnson.

Mr. Driggs said thank you, sir. Ms. Ajmera I was pleased to hear you refer to a broken record in your comments because I have used that expression sometimes and worried a little bit about whether there were members of the Council that doesn't know what a record is so I'm glad that a younger person has heard of that. On the presentation, I appreciate everything you've done and what you told us. I have a general impression that it illustrates how difficult these issues are frankly. Your reference to the fact that it looks like our 2021 fatality rate is on track with 2020 so we can't point to any improvement yet as a result of the things that we've done so far. The other data on the traffic cameras, I've talked to officers in the past when these conversations were taking place before and the input has always been the same and it is not just the cost question. If we felt we could actually avert accidents or even save lives by spending money I think we would consider it, so it is not a requirement that this program be self-financing. But the point is that the value just wasn't there based on the data that I heard about in the past. What I'm waiting for is when we get to the point where we have enough numbers and hard data to start reaching

conclusions about what works and what doesn't, and we've had some anecdotal information here which if anything does not point to a particularly successful future of the different things that we are doing. Do you know when we are going to have enough numbers and information to be able to say this made a measurable difference, this did not make a measurable difference, and where we should focus our energies?

Major Johnson, I would say that one place that we could look for some additional data would be these cities that are currently operating red-light cameras and have been for some time. I would think that their data set would be of the size that we could make some educated decisions.

Mr. Driggs said I'm not referring to the red-light cameras, I recognize that that conversation reached a certain conclusion. That is one topic. What I'm talking about is the other measurers that we are now pursuing as a result of Vision Zero and wanting to get to a point where we can take the outlays of what we might have been spending and we can show the things that we've done with the money and we can show based on presumable statistics which things have been effective and which ones haven't in the same way that you've shown us some numbers here to indicate the effective of red-light cameras and things. What I'm not getting yet from this presentation is a sense of how much success we've had or what has been successful or when we will know what is successful.

Ms. Smith said Mr. Driggs, I would love to jump in and maybe help to answer that question. As we are deploying devices like leading pedestrian intervals, some of the pedestrian beacons, we do have an opportunity to go back in and look at the crash data. That is the beauty of Charlotte handling the processing of that data so we can put our hands on that and come back to you with some measurable improvements where we've put in these devices in top specific locations.

Mr. Driggs said thank you, we may not have enough data yet, but I'm just saying I look forward to reaching a point where we have enough experience with these different measurers to start making a distinction between the ones that are most effective and the ones that are less effective. I would comment also on this subject of street racing came up; that has been kind of a key issue particularly in the context of COVID (mild to severe respiratory infection caused by the coronavirus) for the last year. I think CMPD has done a great job in specifically addressing that, but the things we are trying to improve with this program are the longer-term ones. So, we may see a time when COVID is no longer affecting traffic and the roads aren't as wide open and the street racing situation subsides a bit, but the data from the past that you've shown us and the concerns that we have for the future relate to the steady-state longer-term kind of behavior on the roads. Having this note personally, I think distracted driving is a huge problem. I'm just astonished when I drive around, and I look out of my car at people who are watching movies on their phones while they are driving, or they are texting, and I can't believe that doesn't give rise and in fact, a long time ago I was rear-ended in my own car by somebody that had a cell phone in his hand and didn't notice that the light had changed. I think that one of the difficulties

again Major Johnson, is that if somebody calls you and says I just saw a guy speeding and you noted it is very hard to take that guy, you are also not able based on the report of a license number and a violation to take any action because you have to have seen it in order to be able to do anything about it.

Major Johnson said that is correct sir, yes, an officer would have to observe that violation in order to take any enforcement action.

Mr. Driggs said alright, thank you for your work, and again look forward to getting to the point where we can really start pulling this apart based on numbers.

Major Johnson said great, thank you, sir.

Mr. Jones said thank you Mr. Driggs for those questions and I just want to go back to something Debbie Smith said earlier. If you start to think about Vision Zero, and I remember when we signed up as one of the few cities in the country that became a Vision Zero City and a lot of it was around a new way of looking at crash data and fatalities. I will say that we are only a few years into this process; \$2 million was in 2018, the first time. We put another \$2 million in 2020 and in the 2022 bond, we are proposing \$4 million so a lot of the technology that is being deployed will provide data for the Council to make more informed decisions. I just wanted to highlight that.

Mr. Driggs said thank you Mr. Manager.

Councilmember Johnson said thank you for the presentation, it was a great presentation. My question is for you Ma'am Mayor, in that referral to the Safety Committee could a part of that referral be to take a look at technology or something to address the drag racing? We all know that is one of our major citizen complaints so is there something more that we can focus on as a Committee to try to address this issue?

Mayor Lyles said as I've been listening, I think we can modify the charge as we gain more conversation around, for example, your suggestion on how do we deal with street racing. I believe it kind of fits with Mr. Winston. Empty long stretches of concrete are like building a drag strip. It is and it is our street design, it doesn't take curves, the way that we've built so many things that it allows for those opportunities. The way we've built you can go fast and then run off the exit and disperse pretty quickly. All of those are kind of design issues, I think that this would fit in that and we will adjust the charge for looking at the design of streets as well. I think that looking into how do our streets contribute to some of these practices. I think that street racing is a COVID phenomenon, we've had it before. I guess if you've lived here long enough, we used to have it and it would always come in peaks and valleys. It is just kind of one of those things that occurred. I don't know why, but I think we could look at some of that and see how those designs result in those kinds of opportunities to race.

Councilmember Egleston said a couple of things, one I think to the point around street design I do think it is something that we need to take up. I think street design in my opinion falls more squarely in our Transportation and Planning Committee where I think the conversation in the Safety Committee should be more focused on the enforcement piece. The design piece to me would be a better referral to Transportation and Planning, just my personal opinion. I hope and I appreciate what the Manager said, we are putting money into these efforts and these priorities where it has not been done prior. I hope that whenever he starts his draft Manager's budget that we continue to see that prioritization and potentially increase because I think given the amount of feedback we are getting from Council tonight and the amount of feedback we get from citizens on a daily basis around all of these issues kind of intertwine, but each a bit different.

As Ms. Eiselt said, this is one of the top two or three issues in our City that I think concern people and impact quality of life. I understand the reasons we are not doing some of the camera stuff anymore, I do think as we look at things like I believe \$4,500 poles that read out people's speed as they go by and we can move those around pretty quickly and pretty easily, that to me is a pretty small investment for something that has been said today demonstrates an impact. I hope we are looking at more opportunities for that, I also wonder if there is opportunities for communities who have neighborhood associations that might want to fund one of these in different places in their neighborhood, or are there opportunities to use neighborhood matching grants for something like this if the community wanted to do so, so the community could deploy them even in an instance where maybe there is not the statistical data to support it as a priority area in comparison to other parts of the City, but neighborhoods might see the value that can they do that on their own or can we help them do that with grants.

I do think we need to see more enforcement on, particularly high speed. I believe it was said earlier that we don't make our streets safer by writing people tickets. I think that was a lead-up to we need to design better streets and I agree we need to design better streets, but we are doing that on Friday. I would love to have you all join me at the opening of the Parkwood Road Diet Project that has a protected bike lane and has taken on lane out of travel out of each direction of Parkwood Avenue between Davidson Street and The Plaza, an area where a cyclist was killed just a couple years ago because people drove up and down it like idiots at 20+ miles per hour over the speed limit. So, we are implementing those changes and I think we need to do more of it, and we need to do it as quickly as possible, but there was a wreck on a residential street this weekend where two sports cars were racing, one ran off the road and ran into the side of a house or the front of a house, completely totaled the car. Had there been someone walking on the sidewalk that is right there they would be dead. There are plenty of people who drive 10 miles an hour over the speed limits around Charlotte and I wish they wouldn't, but that is not the problem. The problem is we have people that drive like complete morons at 30 and 40 miles an hour over the speed limit and not just on our interstates but on our residential streets. We have a colleague whose family was victim to something like that so I don't know how much more evidence we need to justify putting more money and more enforcement efforts behind slowing people down and I do believe that writing tickets will

make our streets safer because after a couple of those tickets when their insurance starts to go up, that is what changes your behavior. I'm sure most of us got more speeding tickets as young people than we do at this point in our lives because at some point when you start paying the insurance bill, it is double or triple what it used to be you start being a little more mindful about how you drive. So, I do think the enforcement piece from a ticket-writing standpoint can make a difference in addition to everything else we've been talking about.

I would encourage it if it is the will of the Mayor and the majority of my colleagues agree, I think street design is a piece that we should tackle in Transportation and Planning.

Mayor Lyles said Mr. Egleston, I appreciate that and I'm going to ask your indulgence with the staff. While they are talking about other Vision Zero cities and other cities that have this experience, I think it might be good to connect the question of both how do you use technology, and have you changed anything in the way you design your streets and just as the beginning steps I'm going to ask if you would continue to include that as we go through this with a specific focus on the Vision Zero cities.

Councilmember Phipps said we got a report from CMPD where they did street racing intervention activity and they seized 60 muscle cars and it was talked that street racing was dead in Charlotte as a result of this enforcement action. So, I thought it was quiet for a while, but are we seeing an uptick in it now and if so, are there plans for a Phase 2 effort to do some intervention and car seizures and such as that?

Major Johnson said I will say that yes, we know that there is going to be some maintenance work that needs to be done so that these folks that want to engage in this type of activity know that we haven't backed off or haven't forgotten them. But I will also add this, we get a lot of complaints that come in as "street racing" but when we investigate it, we actually find out it is more of just a loud muffler or somebody revving their engine going down the road, which is much harder to address than a location where multiple cars are lining up and racing through a quarter-mile through a parking lot or down a street. That is one issue that we have to address, it is really a street racing issue, or is it a loud muffler issue or an upgraded performance exhaust issue that has been added to a vehicle? We see that as certainly two different issues, one is certainly is a quality-of-life issue and one is a safety issue, so we prioritize the safety issue and address the street racing as such.

Councilmember Winston said Mayor Lyles, we had a conversation a little while ago about how do we use Committees, how do we keep going, and do some of the things that we did around the Comp. 2040 Plan and a couple of other things this year are better. I think Mr. Egleston brings up a point. This might be a good exercise for that. I would disagree that this isn't just about roads, this is specifically looking through a lens on roads, planning, development through a public safety lens. I would ask us to keep this recommendation in Safe Communities because that is the place where we can interact with emergency services like CMPD as well as who is missing from here who responds

to traffic accidents is the Fire Department. I would even think that perhaps Code Enforcement would have some type of data to overlay over what makes particular streets in certain parts of town more dangerous than others. So, while CMPD, the Fire Department and Code Enforcement might not, I might relinquish asking them to make recommendations on what we should do to make roads safer, they might be able to give us information and data on what makes these particular roads in certain parts of town dangerous. Then the Committee can refer back to Council that information and we can send something, if we do decide that we want to make a plan and we want some type of policy action around that data that we get or the suggestions that we get, that goes to TAP (Transportation and Planning) so that we have some of that pre-work, some of that very relevant work under subject areas that uses that comprehensive approach of all of our work overtime.

Mayor Lyles said I'm going to say yes, I also want to say we need to get some information and I'm wondering if I could actually ask the Fire Department to give us some information about what they see as they travel around the dangerous streets. We have to define some of that.

Mr. Winston said I would say that I spent some time this summer going to firehouses and I went to the ones that had the highest response rates and they have a lot of information about what is happening in neighborhoods and why these things are happening that we haven't even toughed and again enforcement simply will not solve.

Mayor Lyles said I agree with you, I'm just trying to make sure that we don't bog down so much that we don't see this as taking steps forward. I'm just layering the priority on the Vision Zero work and then as you said add to that work with design and then use is another thing. So, we can work on that, but let's see if we can get through this in the next 60-days and see what we can add instead of going all out and not having anything until next March. That is kind of the way I see it. These folks are still working on what we've assigned them to do, and this additional work is additional work. I'm really grateful for all of you to do that. I'll spend some time with Larken as well as the Manager to get a charge that works for the timeframe that we are doing and to meet some of these design things because this is going to be with us for a while. This city wasn't built, it is 256 years old now, so we've got a lot of time to fix things or a lot of things to fix as a result of that.

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ITEM NO. 2: RIVER DISTRICT UPDATE

Marcus Jones, City Manager said another item that was asked by several Councilmembers I believe last month was an update on the River District so I will turn it over to Tracy.

Tracy Dodson, Assistant City Manager said let me give you a quick update on this project and some of the history of where it was and the commitments we've made. We've

also asked Crescent Communities to give you a little bit of an update on where they are on the project then we will talk about what is to come. This project started six years ago I think, and I was on the Development Team when it started and so it was identified as a generational project and it is obviously one that is near and dear to my heart and I think one that I think is very unique for our City. It has gone through a lot of twists and turns in the six years, but the one thing that is so important is it continues to move forward in the project.

I'll walk you through quickly and remind you like I said of the projects and the update from the developer. There has been some other developments that are adjacent to River District, but not in what I call River District Proper, and we will also talk about Next Steps and what is there for you to consider in upcoming meetings. The River District Proper which is what you see up here on the map was the 2016 rezoning, it was 1,400 acres. We also did a Reimbursement Agreement in 2017 and as you will remember there is no infrastructure out here today with the exception of a dead-end road section of Garrison Road as well as Dixie River Road and some smaller really kind of secondary or even unpaved roads. So, we did the Reimbursement Agreement in 2017 for West Boulevard. Earlier this year you have seen the first annexation for River District which is 161 acres. We also brought earlier this year an amendment for the West Boulevard Reimbursement Agreement which was to add some more work that was requested by NC-DOT and then we hope that later this year we will have the groundbreaking for West Boulevard. West Boulevard is the core of the kind of getting everything started. In addition to that, we also had to consider water and sewer. Again, there is nothing out there so there was a large undertaking to get to where the point you are actually going to see things happen out there and we are finally moving that forward.

This sheet is a phased approach of how we thought we might address some of the roads out there and West Boulevard, just to orient you a little bit, is the road in orange in the middle that runs right and left. The far road on the left edge with the purple and the orange is Dixie River Road and green I should say at the bottom that is out there today and then the road that kind of runs to the top and the bottom in the middle that is green at the bottom, then purple then orange and then purple again is Garrison Road. Those are the three primary roads that we've been looking on. This phased approach that you see here was really starting in the core and then kind of working our way out as development occurred around it. This pretty much still stays intact; however, we are looking at opportunities where the market presents itself and that is what you will see next is the next project that we will bring forward to Council, and I'll hit it again at the end, is the southern section of Garrison Road, all the way from Dixie River Road at the bottom of your screen up to the yellow of West Boulevard.

As a part of the rezoning, there were over 30 commitments that were made and I think when people asked for an update, this is a lot of what you are looking for, where we stand on these things. The affordable housing, there was a commitment of 365 units, the initial development has land that is donated, and development partner selected in Laurel Street and they have started that process. I know HNS (Housing & Neighborhood Services) is

considering the project and the hope is if the funding comes through that it will be in late 2023. As I mentioned earlier, there is also the extension of water and sewer lines. We had committed to the rezoning to reserve two school sites; they have provided options for those school sites as well as neighborhood park sites. They also discussed a dedicated land for Beaver Dam Creek Greenway and that land would be dedicated as a part of Phase 1. Site options were also provided to CMPD for a Police Station. In addition to these, we also had a site for a Fire Station. Lewis has been working closely with that on options for that site and then public access to the riverfront. That will be a later phase commitment, but it will come prior to this CO for the 1,000th residential unit in the MX District which is more of the residential part of the development.

There are locations for CATS bus stops and a plan for a 1.5-acre Transit Center. We've provided locations to CATS for that. Then there is erosion control, water quality monitoring as well as a 75-acre wildlife preserve, and a total tree save. All of those again are future phases or ongoing throughout construction. I want to invite Chase Kerley to come in from Crescent Communities and really give you a little bit more of that developer perspective of what they are working on out there.

Chase Kerley, Crescent Communities said I am a Managing Director for Crescent Communities and I've been leading our efforts with the River District since its rezoning in 2016. I welcome the opportunity to really kind of go through where we are, where we've been, and where we are going. I want to start with the soul of the City and the heart of nature. Our vision for this development stems from this statement and everything we've designed and intended to build for the [inaudible]. The River District is going to be a vibrant diverse place that fosters unprecedented economic vitality, offering a full range of residential and commercial opportunities surrounded by hundreds of acres of preserved open space. Unlike anywhere else in Charlotte this location and its Master Plan that will be shown here shortly captures a lot of the natural beauty that extends from the Catawba River to the west and then maximizes the convenience to the global reach of Charlotte Douglas Airport. A Master Plan like this and the scales and the build-out over many years where market needs and design will change over time, so it is important that we have a flexible plan that is resilient, but thoughtful enough to establish clear direction and strategy. A lot of the fundamentals in the rezoning does provide these different development districts in order to kind of control growth, establish for identity where our variance uses will be.

It takes into account location analysis such as I-485, Catawba River, and the in-between, but this Master Plan is really going to be a refreshing alternative to the traditional use suburban model designed to the human feel rather than the automobile, which I think sounds like an important aspect of some concerns that were expressed tonight. The connected network of homes, retail shops, restaurants, office buildings, schools, public spaces all with the allures of parks and trails. Starting towards the east, closest to I-485, that is where we envision more of a diverse employment center for a wide spectrum of office opportunities ranging from small business options. Then if you head west this will transition into a more commercial gateway corridor along West Boulevard for [inaudible]

small office and retail whereas that intersects with the road that runs north to south with Dixie River Road will create a vibrant collection of intertwined residential and commercial uses. Then as that transitions closer to the river will have more of a residential focus.

One of the experience principles of how we thought about the River District is to provide a uniquely compelling connection in nature and the outdoors. One of the commitments within the rezoning was for 40% of the 1,400 acres to be reserved for common open space. The rendering on the left is our greenspace map. It is a framework in which we intend to draw connections for those work and live out here towards interactions with and through nature. It shows how we intend to build the built environment which in this example we turned the roads and the rooftops [inaudible] and bring the open space, forest, trails, the parks so you can see really how we analyze the connected tissue of the built environment in with nature.

The next page kind of has a list of a few things that we have brought forward. There is within the land that we own today, there will be about 460 acres of preserved common open space. Two-and a half-mile that I will show in a minute of protected bike lanes, 2.7 miles of riverfront frontage, nearly 30 parks, and parks can mean a lot of different things from half-acre to five to 10 acres. We've got three different water access points, close to 20 miles of bike and pedestrian trails of which we've built eight of those to date through a partnership with Parks and Rec and with Carolina Trailblazers, and then a two-acre sustainable farm and then 3.5 miles of more greenway.

Tracey mention, none of this that we've designed could be imagined without the right infrastructure planning. In the beginnings and long-term success that the River District was founded upon was a partnership between Crescent and the City of Charlotte and so here are these four active infrastructure projects that we've gone into partnership with to advance both water, sewer, and roads. As Tracy mentioned, the gatekeeping element of the River District is with West Boulevard shown in red. The [inaudible] agreement back in 2019 and skipping steps and fast-forwarding to now we have completed the 100% construction plans and contract documents with the expectation of going out for bid this year with a groundbreaking as early as this year as well. What is shown in green is the Beaver Dam Creek Sewer Trunk Extension which we did complete recently. That has been fully built and is going through the finalization steps and then we've also begun the design of the second leg of sewer that will advance the employment district in yellow. Last, we've got the Dixie River Road Waterline shown in blue, which that project has been fully engineered and is in the process of purchasing easements and right-of-way which should start construction by the beginning of next year.

As Tracy mentioned, this is just an illustration of where we have had properties that have been annexed overlaid on the Master Plan, just so you can get a sense of where we are going to start. Most of this does comprise of the West Boulevard roadway extension and which I will show shortly will be our first phase of development.

Tracey mentioned earlier there is going to be a significant amount of roadway improvements in this area over time, but what I wanted to show here represents where we are going to have road improvements take shape next year. Red is West Boulevard, but purple will be Dixie River Road which will front our first phase, and just to give you a sense of what will get built, to the bottom is a cross-section of the roadway design of both West Boulevard and Dixie River Road for all of its frontage within the River District will get built towards. It is a two-lane, median-divided road section, and as I've heard tonight the focus in and around having friendly vibrant but safe pedestrian environments. That is what this road section is built on. You can see that each side of West Boulevard and Dixie River Road will have six-foot bike lanes and an eight-foot pedestrian pathway that is brought outside of the road so this will invite safer pedestrian interactions both for the cyclists and the vehicular traffic.

Now how a project of this scale begins, and it will set your trajectory and expectations of what the future can offer for many years and given that this project will take many years we do not want to step forward [inaudible] so we have placed a lot of thought and care into planning the first stage and we are excited to share that with you tonight. There are two areas that we are going to develop first, both of which are activated along the West Boulevard Corridor. As soon as construction for West Boulevard will begin which again could be as early as the end of this year, we will begin construction of a 70-acre mixed-use development called West Row, centered in blue. It is our vision that the intersection of West Boulevard and Dixie River Road will be the center of gravity for this project and so what better place for us to start than there. West Row is truly going to be a mixed-use development related to diversity and density of urban living with a range of residential offerings, retail, restaurant, event space, and office space with the proximity to the trails and parks as we've shown. Also anchored with a two-acre professionally managed working farm. There will be a mix of rental and for-sale options. Crescent's novel brand will build market-rate apartments towards the end of next year and as Tracy mentioned we have partnered with Laurel Street a local Charlotte-based affordable housing developer which we will donate the land for them to build their 124 affordable apartments.

In diversity, inclusion is very important to Crescent and the River District and we really wanted to show a clear sign of alignment towards the housing solution. They want to send the right signal saying that this is the first phase, it is going to be the most vibrant and it is one that we feel will show the most diversity. We should be receiving the final land development permits for these 70-acres in the next few weeks and begin construction there. Then separately as West Boulevard matures a little further, we will begin construction of the 150,000 square foot office building shown in the top right. This building will serve rally at the beginning of what will amount to eight million square feet of office, much of what Crescent will lease so the beginning of this gateway at the intersection of I-485 and West Boulevard will be very important for us to drive strong job creation and the foundation to build towards much diverse and resilient office marketing, which leads into the last slide.

Crescent and Lincoln Harris originally partnered in 2015 for the River District and it consisted of 1,000-acres that Crescent currently owns in purple and another 400-acres that Lincoln Harris has assembled in the rezoning. It was owned by an [inaudible] of others. The River District was later rezoned in 2016 and since then Crescent has led all of the master planning, public/private partnership projects, development planning, the rezoning commitments, and related design aspects of the River District what was presented today amongst many other initiatives. We have separately grown our position within the River District from the 1,000 acres shown in purple to what now amounts to just 1,300 acres of land shown on the right. We don't have plans to stop there. Crescent will not develop all of the River District itself; we will partner with others on land that we own, and certainly, as new projects are brought forward within the project or within its parameters, we will work collectively to make sure that this project is built upon the vision of a sustainable diverse and inclusive and yet highly desirable mixed-use community. The River District will be an icon for Charlotte, an example of great placemaking, a place emersed in nature with a soul and experience of the City and we look forward to a continued partnership with the City and all the stakeholders involved as we continue to lead this transformation of this western side of Charlotte.

This is just a rendering of West Row showing Dixie River Road is on the right as West Boulevard will traverse through the middle and then all the various mixed-use apartments, rentals, single-family, and retail anchored by the farm towards the back. Then again, a rendering of our office that again will take shape towards the end of next year.

We've talked a little bit about the schedule; West Boulevard is nearly permitted; construction should begin anytime soon. We appreciate your patience. Beaver Dam Creek Sewer, that has been built, the waterline is about to start as well along Dixie River Road which will be kind of the precedent beginnings to all densification and beginning of West Row ad many phased to come.

Ms. Dodson said I will finish this up on this last slide. Chase, thank you very much. What you will see coming to you all again soon in the upcoming weeks is a reimbursement agreement for that section that I mentioned of Garrison Road. West Boulevard is up here so the West Boulevard work that Chase mentioned is occurring right here right now. Today Garrison Road kind of comes off of the interchange and runs down and dead ends about right here. This property was rezoned earlier this year by McCraney, another developer that is a part of that agreement. We have worked to have them do the Garrison Road connection all the way to Dixie River Road. This is an important connection because it has another creek crossing. Right now, if you were on Dixie River Road, the Outlet Malls are here, Berewick is right down here. If you were to try to get up to this interchange you would have to take Dixie River Road up over I-485 and then back down. So, West Boulevard in this connection back up to the West Boulevard interchange are critical ones that we think are needed so you will see Council Action for \$8.5 million previous approved bond dollars to do this Garrison Road work and also following that will be the annexation of that property as well. I know that was a lot and I'll stop any questions that you might

have for myself or Chase and I will also ask [inaudible] for my team to be on [inaudible] is the day-to-day of the project.

Councilmember Watlington said I do appreciate you, Chase, I know that we have spoken a few times in regard to this and you keeping me abreast. I've just got a couple here, the first one is can you remind me what is the total anticipated public investment for the phases?

Ms. Dodson said it is hard to say, I think what we've been doing is taking them piece by piece. Obviously, as we dig into some of this roadwork costs change and so we didn't have necessarily an allocated cost for each piece of it. We had I think at one point in the time estimated about \$30 million out there between West Boulevard, Garrison Road, Dixie River Road what that looks like, and how that is, whether we do Tax Increment Grants, whether we do CIP. There are a lot of different ways we can look at that, whether we do it through future zoning, different ways.

Ms. Watlington said I would like to get an understanding of what we think that looks like right now because I would like to be able to quantify the public benefit versus the public investment. I saw the menu of items that you all have worked on to ensure that there is a public benefit. I just want to get a feel for what that return on investment looks like for us. As I think about that and particular to affordable housing, I'm happy to see the Laurel Street project in Phase 1 and my question there is 124 units that will be anticipated affordable. How many units total in the development?

Mr. Kerley said the zoning is allowed for flexibility for a lot in different types of densification, so it is entitled for as many as 5,000 single-family and rental apartments which I believe there is a 10% commitment for affordable housing. As gentrification occurs there will be future phases of affordable housing.

Ms. Watlington said okay, you said 10% overall we should expect so this Laurel Street project with 124 units is the first one, but there is more coming?

Mr. Kerley said there are future phases, yes.

Ms. Watlington said that are there be homeownership opportunities?

Mr. Kerley said I can't speak for Laurel Street, but there will be future phases of affordable housing that could come through whether or not it is a single-family for sale or for rent, it is kind of to be determined.

Ms. Watlington said or even multifamily for sale, whatever that looks I would love to see what that could look like in the future because we understand this one is going to be generational so if there is a way that we can ensure that there will be some kind of generational wealth that can be approved by population that wouldn't otherwise be able to move into the River District I'd love to see how we are proactive about that. We

appreciate of course any affordable housing opportunity, but if we can give folks a chance to really have some economic mobility through this that would be preferred.

Mr. Kerley said we are also doing that through just the sizing of the homes where there are much smaller housing does create a much more affordable option, whether or not it is a preventative or not, but we are looking at other ways other than just making the commitment that way, so finding other ways to create more affordable housing product within the project through lot size and square footage pricing.

Ms. Watlington said to that point that was going to be my next question, Chase. Can you tell us a little bit more about what you think that mix is going to look like at this point?

Mr. Kerley said yeah if you go up a few slides to the West Row Land Plan you can see there is only 100 single-family townhomes provided here of which we have three different townhome product types and three different single-family product types so that there is a very wide, and this is just the first phase for the actual single-family, but we will have a wide array of product types. Here already offering five different types just within 100 homes.

Ms. Watlington said okay a little bit to that end there is the housing side, but there is also the economic development side of this project so I want to know if you can cover the MWSBE (Minority, Women, Small Business Enterprise) approach to ensure this project provides some opportunities for our MWSBE businesses. I know that I and Councilmember Winston were able to attend your diversity supplier event a couple of weeks ago and so thank you for the work that you are doing there. I would like to understand a little bit more about how you all are thinking about that.

Mr. Kerley said through the rezoning there was a commitment where all public infrastructures did have a 10% MWSBE commitment and Crescent made a goal to establish where all the private infrastructures would also have that 10% MWSBE goal as well where we can control, where Crescent is going to the actual build. Just within this first phase, the only that we have designed to date that we've put out to bid other than the public infrastructure is this site work of which we did make a commitment through the bid process of requiring 10% of MWSBE participation.

Ms. Watlington said and of that 10% how much is M and how much is W?

Mr. Kerley said I don't know off the top of my head.

Ms. Watlington said okay if you could get that back to us that would be great. My last question is, as far as that one parcel that you all don't yet have control over, I saw that there were quite a few paths like greenway paths and bike trails through it.

Mr. Kerley said I believe that is the City of Charlotte property and really it is Charlotte Water's property where they have a future facility designed for that, but there is an

agreement between Parks and Rec and the Carolina Trailblazers to use that property for different activation purposes now.

Ms. Watlington said awesome, thank you.

Mayor Lyles said I don't recall Ms. Watlington, but I think that there was some agreement around the Charlotte Water property as well and I can't recall the details but there is some agreement that is in the rezoning as a result of it.

Ms. Dodson said we didn't have an agreement in the rezoning Chase, not to put words in your mouth, but I just remember this one dearly. We did have a lot of conversations at the time with Charlotte Water about their needs for that property, several hundred acres. We had talked to them about their need is more on the back end of the property and we have talked to them about what Crescent can do to keep the consistency of Dixie River Road and the road frontage on that front piece of it and then they can utilize the back piece if they need to.

Mayor Lyles said it is still going to maintain its City ownership.

Ms. Dodson said for right Charlotte Water has indicated that they do [inaudible]

Councilmember Ajmera said what is the status of two bridges across the Catawba River to the River District?

Mr. Kerley said the Catawba Crossing?

Ms. Ajmera said yes.

Ms. Dodson said the Catawba Crossing was identified as a state project. There was a variety of support for the project, it was originally a much larger project, but the Catawba Crossing itself still sits out there as a potential future state project. It has not moved forward in my knowledge, Chase do you have any other knowledge of it?

Mr. Kerley said I know Gaston County has made a strong organizational effort to put it back on the map and there is a committee that has been steering some of the design for where the alignment would be. It has surfaced back, but where it is going or where it is right now, I can't comment on.

Ms. Ajmera said I think this could be a follow-up, Tracy if you can get a report on the bridge project from the two MPO's (Metropolitan Planning Organization) that are planning this since it does impact two counties. This project might qualify for a higher priority in NC-DOT. And to follow up on that how does that affect our Silver Line Plan or the plans in the future? Then one more question to that as well, can you secure the space for open space in City property? This could be answered now if you have it, if not this could be part of our follow-up report.

Ms. Dodson said I will just quickly say I don't think it has any impact to the first question Ms. Ajmera, I don't think it has any impact on the Silver Line discussions. On the open space on the City-owned property, I think that is a discussion with Charlotte Water we can have at a future date. The property right now is open space, it actually has bike trails on it and is used somewhat as recreation until the time that Charlotte Water would potentially need the property.

Ms. Ajmera said can you show that on the earlier map? So that area is quite large.

Mr. Kerley said I believe Charlotte Water wants to be a participant in the regional planning for this area and we have been through the years and wait through the design aspect. How they would commit towards that property and other future uses was there hasn't been until they knew how things were going to evolve. I believe there are a number of questions they had with regard to where there are going to be roadway impacts and essentially what would be remaining for their future water intake resource and I think that is evolving and so there are more data points that can kind of help identify what may be beneficial for common open space and public access and use in addition to the infrastructure needs that Charlotte Water has. I believe beginning with West Boulevard will be a point where those projects are approved, where the alignment of the future West Boulevard Extension could have some more informing bits of data for Charlotte Water to begin to make decisions.

Ms. Dodson said I just want to reiterate really quickly; Charlotte Water has been a great partner and we've looked at that property a lot of different ways. Do they need it or not need it and if they need how do we work with it to also make it work within the River District vision? They've been a really good partner along the way.

Councilmember Winston said this Charlotte Water use, generally speaking, do we know what it is and specifically is there a possibility of a waste-water treatment plant being put there?

Ms. Dodson said it was a water intake facility.

Mr. Winston said I think this question might be for Mr. Jones and might be for Ms. Dodson as well. I was one of the Councilmembers that asked for an update on this, and this specifically came after the conversation with the fellows at Fire Station #33. Obviously, as Ms. Watlington knows the west side of town has been growing immensely and that Company particularly was concerned, they had questions. Not necessarily concerned, but they wanted to know about the progress of the River District and how operations might or might not be affected going forward. That part of town is increasingly stressed with Medic calls and respond to the airport etc. and I know you said this plan was developed over six years ago and the west side continues to grow above and beyond expectations I feel. When was the Emergency Service Plan kind of developed and how did that from a process standpoint get updated over time because I see we have some land that was

given to CFD (Charlotte Fire Department), but that doesn't necessarily talk about how we serve the greater area at large around that and deal with that growth?

Mr. Jones said I will try to answer your question. There was in this budget that you just approved under our COPS (Certificates of Participation) Program we had the capacity to renovate or build several new Fire Stations. That would be one of the questions that we would have for the Chief in terms of what is the best use of these resources in terms of being able to address capacity issues. So, yes, we do have funds in this budget under the COPS Program to build and renovate Fire Stations.

Mr. Winston said I guess the question would be, and like you said this would probably be a question for the Chief. What are we funding and what were we thinking about six years ago versus how are we thinking about it now from an emergency service perspective? I would love to talk about that a little later. This is a public/private partnership, but this public/private partnership was developed as you said in the planning phase, the plans were developed six years ago, and I would say that is before we as a City began to put a more intentional equity lens on land development in particular. How are we now applying that lens to the River District especially as you say we haven't totally decided how or figured out the public investment is going to go?

Ms. Dodson said I think one of the things that we identified early on is that this is not a one and done, as I said at the beginning this is a generational project. So, in order to get this right, there has to be a commitment between the city side and the private sector side to continue the dialogue. So, just like the Fire Station, four years ago when we were kind of saying well where should the Fire site be, where should the CMPD site be and when should it come online. We didn't have the answer to that, so there is constant ongoing conversations. I think as priorities change and time goes on the next to go round of public investment with Crescent and their portion of River District is the opportunity to bring in that public lens. What we did with the first agreements which were the zoning, which is where we got these 30+ commitments and then the investment in the West Boulevard section. So, this other Garrison Road project is separate from Crescent, that is not Crescent, that would be McCraney, but undoubtedly, not to put words in your mouth Chase, or suggest that you should be coming back anytime soon, but they will come back because there is more infrastructure that is needed out there. Again, I can reiterate enough if you go out there, there is nothing there today in terms of the infrastructure that is needed to really see any type of development. So, there will be future bites at the apple.

Mr. Winston said so basically, we've got to keep paying attention, keep plugging along. My last question is how or when are citizens, or will they be able to buy into this public/private partnership? When can people start to buy into it?

Mr. Kerley said I would say we are going to have building permits pulled by the end of next year with rooftops and residents moving in by spring of 2023. And then from there, we talked about the first two phases, but we've also kicked off design for the next three

phases as well, so they will begin to deliver another 300+ single-family homes to the River District.

Mr. Winston said so that is half the question, you said when they move in, but when will people be able to start buying, especially thinking about this equity aspect of it, like you said this is going to be an attraction, this is going to be a part of Charlotte that is going to be hopefully very desirable for all types of people across the spectrum of Charlotteans. I guess kind of what I'm getting at is when is everybody going to be able to buy in, not just people of a certain economic level? When are people from across the income spectrum going to be able to consider to make their home in the River District?

Mr. Kerley said I think in the year 2023. That is when we will deliver and donate land for affordable housing for our partnership with Laurel Street by the end of next year when that site work is completed for West Row. Then that is when they will begin construction for their 124 affordable apartments at that point in time. At the same time, we will be delivering a range of single-family options that offer a lot of varying degrees of price points. This is not to price out the public, this is a public project and a lot of the amenity spaces we are delivering are also being invited to the public, not to just those that want to live here. From the Riverfront park, from the trails to the event center, to the two-acre farm, there is a lot of other benefits that we are delivering that will be for the public to enjoy and not just live here.

Ms. Dodson said I will just add to that, I think it is part of the original design and Crescent has done a really great job with this so that there are multiple price points to deliver at every step and that includes the affordable housing components along the way too. It was very important in our commitment, and I put myself back on the original team, very important in the original commitments that we do not try to build the place first and then do affordable. It was part of the first step, it was ingrained in the DNA what the place was trying to be.

Councilmember Driggs said the slide is up with the Lincoln Harris, what is Lincoln Harris' plan for the engagement in the area?

Mr. Kerley said I can't speak for Lincoln Harris directly, but I know that Crescent has taken the lead and assumed many roles going into the original partnership.

Mr. Driggs said I think that was probably more for Ms. Dodson, is Lincoln Harris still involved?

Ms. Dodson said as a former employee I'm going to reiterate I think what Chase said is that Crescent has really taken the lead on it. Lincoln Harris may still have some relationships out there and have some conversations, but they are not a part of what I would call the core development team that is going to move the overall vision for the way that Crescent is.

Mr. Driggs said we talked initially about 1,700 acres, are we now kind of separating what we expected to be the Lincoln Harris piece from the River District conversation?

Ms. Dodson said it was just under 1,400 acres and I think Crescent; Chase, I don't want to put words in your mouth, but Crescent has picked up a lot of those relationships that Lincoln Harris had on various properties.

Mr. Driggs said but who owns the land that now says Lincoln Harris on that map?

Mr. Kerley said that land is owned by a number of different groups as well as Crescent, but we are under contract to continue to purchase land in the area and that is represented on the right.

Mr. Driggs said and that would be included in the overall vision for the River District. I'm just trying to get at what the outlook is for what is called Lincoln Harris land on that map under the new regime.

Mr. Kerley said the outlook is that we've expanded the control on the footprint of what we are going to develop and deliver the opportunities for the River District and not have other partnerships or rely on, not rely on, but in order to have a Master Plan development control as opposed to there being multiple different developers delivering on multiple different visions. We saw that there is an opportunity to contract the purchase the balance of the property, of which we can, and we intend to grow that even further to absorb [inaudible] to deliver more opportunities. It is to be the lead master planner. It is going to be incredibly important how this type of project is advanced.

Mr. Driggs said right, and I think you are great guys for that job, so I have no problem with that. On the financial side Tracy, you mentioned \$30 million; we actually had at the time we did the rezoning there, a fairly specific proposal as to the financing. So, have we moved beyond what was discussed back in 2016 as far as the public financial commitment is concerned?

Ms. Dodson said you talking about what was discussed in 2016 and the public investment was the West Boulevard Extension at \$16.2 million for that. That has been amended slightly earlier this year to include a little bit of work around the interchange and Garrison Road and that was \$1.4 million that was added to the \$16 million. That is as far as we've gone on the public investment related to the River District Proper. What you will see next is a public/private investment or reimbursement agreement to do Garrison Road that would be done with a separate developer.

Mr. Driggs said so you don't remember that we talked about an overall spoke of the public financial commitment back when we did this rezoning in the first place.

Ms. Dodson said yes, so we talked, going back then and I don't remember the specific numbers, I'm getting old, and my memory is not that great anymore. It was like \$100

million in total infrastructure that was needed to build out this area. You may remember Willie, it is more of a number, but then we looked at a public investment number in the \$30 million range over time.

Mr. Driggs said okay, I don't know if you still have any of the exhibits from back then, but I would just like to be able to make a comparison between the prior Council Action where we rezoned this and indicated a willingness, a preparedness to do certain financing with where you think we are now. I have to assume with the time that has gone by and the way costs have escalated in things that we may end up renegotiating some things that we talked about back then, but I would like to have a clear understanding of that, maybe offline. My last question was, there was a lot of questions about topography at the time this was done, and it was regarding its quiet terrain so where are you now in terms of stormwater, wetlands, has there been any challenges that were not apparent two years ago that you've encountered?

Mr. Kerley said the latter one, that is elaborate. There is always challenges when you enter into a project of this scope and size, but as it relates to the topography which is shown on the right in the Master Plan that we've developed does take into account the existing topography again, how we would provide detention, the additional erosion control measures, the stream buffers, all the additional commitments that we've made that were on top of the current ordinance at the time. This does reflect how we see the project being built based on all those conditions that we know today.

Mr. Driggs said so you were able to work all that out, great. Okay, that is it. Thank you.

Councilmember Egleston said I think one of the common threads of great cities around the world is a really active waterfront. Charlotte has not historically had that, and I'm hoping this will be that and I'm very excited for it. Thank you for your time tonight and all of your efforts around making sure this is something for the entire community to benefit from and enjoy, not just the people who live and work there. I've got to imagine if I were building out something of this magnitude which you described and I appreciate your describing it as diverse, inclusive, iconic, but from a marketing standpoint, it would not be my preference to have the main road running through the development called Dixie. I'm wondering if before so much of this stuff is built out and it becomes even harder to consider, I know it has come up before, but I'm wondering from the C-DOT perspective how far down the path you've gotten and considering whether that could be a road we might change the name of. To me, Dixie River Road sounds like the entrance to like a Dukes of Hazard being part not to something like this. I don't know if C-DOT has somebody thereof if the project team, obviously, they just can unilaterally change the street name that is not solely on their property, but to me, it is not a name worthy of a project like this. I don't know if there is anybody who might address the possibility.

Mayor Lyles said Mr. Egleston, I think you've got other people who would join you in that opinion, but I think we probably need to find out and make sure we know who would do what. So, can we come back to you on that really saying yes, we can?

Mr. Egleston said yeah, I didn't figure we would vote on it tonight.

Mayor Lyles said you are not the only one that expressed that opinion.

Mr. Egleston said it will get harder to do once a lot of stuff is built on it.

Councilmember Phipps said I'm interested in what are CATS plans for service in this area. That can be included in any kind of follow-up report as well. I guess it is all contingent on the timeline for densification of the tract that is pretty much vacant right now, but I would be interested in knowing their plans for servicing the area with CATS buses and things like that.

Mayor Lyles said you can see under the public benefits; we've got the locations for bus stops and a plan for the Transit Center out there is land being donated? As I recall there was a real discussion about affordable housing and jobs and keeping the opportunity for people who would come out here to work to have mass transit or public transit. Hopefully, that is in play, we will have to get some more information as it goes along. Is that correct?

Ms. Watlington said I have a couple of follow-up questions about [inaudible]. I did want to say that Mr. Driggs' questions are along the exact lines that I'm asking when it comes to quantifying the total public investment so if you could please include me in that discussion when you all have it, I would appreciate it. I did have a question in regard to the river itself. I know there has been some conversation around having so much development that is close to the river. Can anyone speak to what kind of mitigation plans we've got in place or how we anticipate protecting our natural resources here?

Ms. Dodson said Chase, do you want to speak to that?

Mr. Kerley said yeah, during the rezoning we did make a commitment that no housing would front the riverfront as far as what we have here. We also made commitments for additional stream buffers and additional erosion control measures that were on top of the development ordinance at the time. I'm not sure if that ordinance has shifted, but I believe those commitments are further than what they were at the time. We've also made commitments for stream monitorization that we partnered with Charlotte Stormwater to have different devices within the different streams and tributaries in order to monitor sedimentation both during rain events and then within the coves to determine whether or not anything was polluted. Those have been in place for about a year and a half now, in order to establish a good baseline. In addition to that, there is very little riverfront frontage other than what is shown on the north and south side of the City land, otherwise, the balance of it is going to be preserved common open space or it is recessed off the river quite far.

Ms. Watlington said thank you, my next question is in regard to the airport and its proximity and flight patterns and that kind of thing. Can you speak to what that conversation had been or what we believe are going to be the impacts of any kind of noise envelope there?

Ms. Dodson said I will tell you really quick, there was a lot of time spent very early on with the airport flight patterns as well as conversations with the Airlines. This property is really situated parallel to the runways so it doesn't; part of what we talked about early on with the airport was how far south could residential go and making sure that we were putting residential and designing the plan and residential in places that wouldn't be in the flight paths today or even future flight paths as technology changed. There is only one diagonal runway today that will eventually go away. After that, they are all parallel to this development.

Ms. Watlington said finally speaking of some of the comments around the Dixie River Road, I also support a name change by the way, and the CATS' Plan. I just want to understand how does this integrates into the Planning Department's work, the Comp 2040 Plan, and the Mobility Plan. What does that work look like so far, how are you all working together to ensure there is appropriate integration here?

Mr. Kerley said we haven't looked at the new Comp Plan to identify whether or not there has been any shift in what the plan would be for this area. That is something we can follow up with though.

Ms. Watlington said okay, I appreciate that. I want to make sure that internally we are doing that too.

Ms. Dodson said Taiwo is on tonight and we had talked about it so he is available to answer the question, or we can just send it out to you.

Taiwo Jaiyeoba, Planning Director/Assistant City Manager said no, we have not had any conversation with the developers with regards to this. I say we; the Planning Team has not had any conversation in regard to this on how it relates to the Comprehensive Plan and subsequently the UDO (Unified Development Ordinance). Now whether the developer and people who work with them as stated in the Policy Maps of it that I just handed out obviously, I would not unless make us aware of that, but the answer to your question is no we have not any conversations.

Ms. Watlington said I would imagine you all are going to get together before this comes back to us just to make sure we've got our lines [inaudible]

Mr. Jaiyeoba said yes.

Councilmember Eiselt said Chase, maybe you can clarify this, Councilmember Ajmera brought it up. There were two bridges for the Catawba Crossing, but one of them was a plan from Gaston County on the southern part that would go into the River District and there is some confusion as to whether or not Charlotte through the MTC (Metropolitan Transit Commission) passed a resolution to approve that or it that what is still a Gaston County Plan that they very much want but I didn't think it had really moved forward.

Ms. Dodson said so you will see the bridge right here. That is the right-of-way for the Catawba Crossing right there. Chase, you may have to jump in because again my memory is foggy. We had talked about a joint resolution between Mecklenburg County and Gaston on the bridge. The bridge, if you can remember, was somewhat contentious at points on the support for it so I don't know that it has moved any discussions of late on either side. I think Chase said earlier Gaston County is still pushing for it.

Ms. Eiselt said right, but did Mecklenburg take any steps to say we support this idea that comes through the MTC (Metrolina Transit Commission) vote?

Ms. Dodson said I think the MPO, and I'll go back and look, I think in the MPO we supported the resolution.

Ms. Eiselt said that CATPO (Charlotte Regional Transportation Planning Organization) did?

Ms. Dodson said I think so.

Mayor Lyles said I think the bridge was discussed as a part of CATPR. It would not be discussed because it would have to have a transit plan to go over it which there is not for MTC to even consider. In the two years I've been on MTC I don't recall a discussion, but on CATPO three years ago or four years ago I do remember the bridge and Gaston County has some differences in where the bridge ought to go, and there are two different groups working on it. It is all about the economic development in Gaston County and I believe that CATPO said when you figure out what you want to do with your land use, then come and talk about the bridge.

Ms. Eiselt said being on CATPO I don't remember that this is cued up or that anything moved forward. That is what I'm trying to understand if there was some action on Mecklenburg's part to vote to support it or whatever. I understood that it was purely a Gaston County.

Ms. Dodson said on my days on CATPO which would have been prior to coming back to the City, there was a resolution, the Mayor said it, we have locked in on this side of it of where the bridge location would be because to the Mayor's point on the Gaston side this is where it has to connect to on the Mecklenburg side, but I think it was the larger desire of the priority of the project and where that fell in CATPO versus Gaston's MPO.

Ms. Eiselt so otherwise the crossing is the new I-85 Bridge that would be the replacement of the I-85 Bridge. That is the only access, right?

Ms. Dodson said yes.

Ms. Eiselt said there is really no other plan that has moved forward to give more access into the River District from Gaston County.

Ms. Dodson said from Gaston County, that is correct.

Councilmember Ajmera said is this property the only property for the bridge and how do we make sure that we protect this property for Charlotte?

Ms. Dodson said one thing I will say, and you see it in this plan. The right-of-way was protected as a part of the zoning. In addition, there was a significant amount of work that was done during the rezoning to determine how the Catawba Crossing would then connect to I-485 and even on the south side of the airport and so a lot of planning for that has been done until it becomes an actual project it goes into the design, but the right-of-way is reserved and that was a part of the rezoning in the River District.

Ms. Ajmera said what I hear is already protected as part of the current agreement.

Ms. Dodson said yes, the right-of-way is protected.

Ms. Ajmera said what other negotiations, I guess what I'm trying to get a list of what we have agreed upon and what is something new that we are considering or that we are being asked for?

Ms. Dodson said for the River District tonight, this was just an update. We don't have a current negotiation going on with Crescent Communities. There is no ask from them, this project has been going on for six years and we wanted you all to know kind of where things stood and remind everybody of the commitments that were made as a part of the rezoning. So, nothing is changing as it relates to River District Proper. There was a recent rezoning just to the south of River District with McCraney that have had a recent negotiation to do some of the infrastructure work and do a reimbursement as a part of that and that is what will come to you in October.

Ms. Ajmera said I was just trying to figure out if there was an ask of them in the presentation, but it is just an update. Thank you.

Mr. Phipps said don't we have to come up with the realization that the budget and funding aspects for the North Carolina DOT is precarious right now that any plans that we had six years ago has got to be revisited in view of anticipation of some projects being scrapped or delayed or whatever. Does that not factor into this discussion?

Ms. Dodson said as it relates to the Catawba Crossing, you said it and yes, there are budget constraints right, and where does this project is all in the priority list and things like that. The position that we took, and again I'm going back several years ago was that the River District can continue and start to develop out as it is. Now again, there is nothing there so some would argue, and some did argue that there was no need for the Catawba Crossing because there is nothing there right now. But in time the Crossing becomes more critical. Gaston grows and that back and forth between the two counties becomes more critical. It is important and so that was our push years ago was to try to push that

realization that a bridge will take time, but again there are budget constraints, there are other priorities in other parts of the CATPO area.

Mayor Lyles said I just have to say that last week I had the opportunity to hear from the new NC-DOT secretary and along with Raleigh and Greensboro and several other large cities and projects are coming off the list, not getting on the list. It is going to be very difficult; they are still trying some of the Commissions that Julie was on to figure out how to tax cars, especially electric cars and everything else to even get back to the level of standard for our maintenance. I would assume that until there is a real development plan in Gaston County that the River District can exist and be there, but you've got to have some way to pay for that bridge that is not going to be the River District. We will just have to see how it goes, but anything that we think we are doing in terms of transportation with the State, I think we just have to cross our hands and hope that they don't kick stuff off. Already they have deleted the super road for Matthews from the list and that road is Independence is our Independence and they have been waiting for it 40-years, and it is off the list now. It is a tough time for them. Thanks, everyone for a great discussion and a great update Chase and Tracy.

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ITEM NO. 6: COUNCIL COMMITTEE REPORT OUTS

Mayor Lyles said we are going to take Committee reports by exception, and I think we have two reports that have said that they want to make sure the Council hears from the Committee and that is the TAP as well as the Intergovernmental. Why don't we start with Intergovernmental?

Councilmember Winston said it is not much of an update, I think everybody has been getting their legislative updates on Friday and you can read what is in here. In our last Committee meeting, Mr. Fenton highlighted the Legislative Agenda process that we will be embarking on here really now, so time is of some essence. It will be very helpful in the next 30-days if you've got any ideas, asks, or things you want staff to research as it relates to our State and Federal Legislative Agendas. Of course, just a reminder staff makes their recommendations as well and we have the prerogative to put things that we want on it by vote.

Mayor Lyles said should they be e-mailed to you and Mr. Bokhari?

Mr. Winston said they should be e-mailed to myself and Mr. Bokhari and Dana Fenton who is the most important person in this process.

Mayor Lyles said I do want the Council to know that I sent both our Senators thank you notes for supporting the infrastructure plan and I believe that is really the kind of thing that we need to let them know when they do good work, we want to say thank you for doing that good work. We continue to work with the Department of Transportation to be in line

if they ever get the Bill passed so that we can begin to do some of this really good work for our own community.

The next Committee Report is from Councilmember Eiselt and it is the TAP Committee which has a number of significant topics underway and working really hard on.

Councilmember Eiselt said I all my other Committee Chairs yielded their time. We have been busy as a Committee. My Committee colleagues are Mr. Egleston who is Vice-Chair, Mr. Driggs, Mr. Newton, and Mr. Winston and we did meet twice this month because we had a really full agenda. We met the first time three hours the first time and we didn't get through everything. So, we had a couple of folks come back with an update so, in the first meeting on September 22nd, we got an update on the UDO and I would encourage my colleagues to please go ahead and read that. That is in our packet because specifically, they were talking about residential character overlays and parking minimums and maximums, so that was important information. We then had a presentation from Michael Smith on the Center City 2040 and in that presentation, they presented what they are calling a big picture vision for the growth of the urban core and the priorities that were in terms of executing the plan with their consultants and that being ensuring equity opportunity, improving our mobility network and supporting the maturation of Center City Neighborhoods.

I will just highlight a couple of things, we acknowledged that there are things in that plan that really are outside of our purview, that being the Second Ward School and Queen City Park. So, we want to be careful not to give the impression to the public that that has become our responsibility even though it is in the Center City Plan. We love the vision and the aspiration, but we have to be really careful with what we can do and what we can't do. Two things, in particular, have been on Councilmember's mind, one is the future of the Epicenter. We didn't really get information on that, but that is something that we all really feel that as long as the Epicenter is in the condition it is in, we can't expect uptown to thrive and we really are all anxious to hear some kind of a plan for the Epicenter.

The second area was with regard to parking. This has been a concern of a lot of us, and we felt like the Center City Plan didn't really address how the aspirations of the Center City lines up with our Transformational Mobility Plan. If we want to be a more walkable, pedestrian-friendly City what are we doing about parking in the future for these buildings and we asked if they could come back with some sort of a plan to either engage a consultant to look at not how to build more parking uptown, but how to manage parking, the number of parking spots uptown that will line up with our Transformational Mobility Plan. We will continue to focus on that in other meetings when they present to us. They came back and finished that report in the September 27th meeting.

We also got an update on the Silver Line, the locally preferred alternative, and again, I won't read all of that, but please go back and have a look at that. An economic analysis of the Silver Line, a lot of discussion about if the line were to go through uptown it could generate a certain amount of economic benefit, and then if we're going the 11th Street

route, they would put a number on that as to what the economic development could be. We kind of felt like it was a moot point a little bit because it is not going to go up to town, we are not going to build the tunnel so, it was interesting, but we did at least focus on the fact that is about economic development, not just about transporting people.

The last presentation was on the Charlotte Future 2040 Policy Map, that presentation focused on the physical impact analysis of specifically 2.1 in the Comp Plan and the Comp Plan had two particular goals that focused on housing. It is creating more housing and creating more types of housing and of course, there is a conversation about affordable housing. The biggest takeaway from the analysis was that the up-zoning does create – there is some impact on property values where it will go up however, the value of certain parcels while some parcels did increase in value, they did not find that neighborhoods overall average home prices for average rental rates in these neighborhoods went up substantially. I'm not sure there is much we could do these days to make prices go down so if there is any great idea or healthy idea, we are certainly open to that.

I just want to remind my Councilmembers that we are in the middle of the mapping process right now with the Comp Plan and it is really important to let your residents in your Districts know that and right now some of the neighborhood groups are looking at the actual parcels identified, and they have found that there are errors. Why that is important is that if there is a parcel that is a single-family house and the zoning assigned to it, the place type assigned to it is commercial and that is not appropriate now we've got to get those things identified because once that first map is set in stone all the future changes will come from that first map. Encourage your neighborhood leaders to really look at those parcels in and around their neighborhoods. They know better than anybody if it is identified correctly with our new place types or if it is not. I'll be happy to talk to anybody offline afterward if you want more information on that. That is, it in a nutshell, the rest of it you can certainly read for more details.

Councilmember Watlington said I've got two, the first one is in regard to what you just mentioned, and I would even go so far as to formally request that we utilize our Planning Commissioners to do that. Planning Commissioner representing District 3, R. J. Harvey, is currently doing that with our community leaders and so I would like to formally ask whatever process that needs to be that we utilize our Planning Commission members to do exactly that.

Ms. Eiselt said it is a big process, I think it is important to ask your neighborhood leaders too.

Ms. Watlington said just so I'm clear, he as the Commissioner is reaching out to the neighborhood leaders.

Ms. Eiselt said got it, I thought you meant that the Planning Commissioner looks at every parcel.

Ms. Watlington said that was one and I've got a question in regard to the Budget and Effectiveness Committee.

Mayor Lyles said let's come back to that, I want to make that when we do that that the Planning Commission; I'm not sure exactly how their rules and guidelines are so, let's make the request and find out who is participating, but I really would encourage the elected folks as much as possible to get in there. We went through a whole lot of processes and a lot of conversation about being engaged and involved and knowing what is going on the ground and this is like ground. This is like making sure it works so we will ask the Planning Committee Chair – are we asking the Planning Committee or the Zoning Committee to do it? Taiwo which group would be best to do that?

Taiwo Jaiyeoba, Planning Director/Assistant City Manager said the Planning Commission is currently working and as a matter of fact they had their work session today on the Plan and so they will be going through the Planning Commission the same way we went through the Comprehensive Plan where everything went to the Planning Commission [inaudible].

Mayor Lyles said I know Keba is the Zoning Committee Chair. We will get Taiwo moving that forward Ms. Watlington.

Ms. Ajmera said Ms. Eiselt, on the Silver Line there were a couple of changes that were proposed to the path or is that the presentation materials. What has been the community's feedback on those changes or is that yet to happen?

Ms. Eiselt said which changes specifically?

Ms. Ajmera said there were eight changes; one change was avoiding green hotel, there were other changes around adding one more station to the First Ward Park or near First Ward. There were eight changes, but I don't remember all eight off the top of my head.

Ms. Eiselt said I will ask Taiwo if he can fill us in on all of those. The decision wasn't made on that extra stop in the Garden District, they are still looking at that. I think the green hotel was avoided because of redevelopment potential. So, Taiwo maybe if you could just follow up on Ms. Ajmera's eight points so that we all have that information.

Mr. Jaiyeoba said I will do that.

Mayor Lyles said Ms. Watlington had a question about Budget and Effectiveness Governance.

Ms. Watlington said I've got a question and perhaps a comment. I see here and I know that we've been talking about our next steps after the current redistricting process and I know it had come up a number of times, this discussion coming out of the Governance Committee previously. I see four-year terms here and staggered terms as well. I don't see

a discussion around eight District Reps, and I know that Ms. Eiselt brought that up last month, and several of my colleagues I've spoken with, and it seems to be that folks are interested in looking at it. I just want to know Mr. Driggs is that a part of this discussion?

Mr. Driggs said for one I would defer to the Chairman of the Ad Hoc Committee on redistricting as to what the scope of that work is. On the other subjects, I think there was a feeling that particularly given the tight time frame in which we were trying to get the redistricting done, and the amount of time it might take to make a decision about changing the Districts and then realigning according to those changes, I think the thought was that we would do it in two steps. We are going to get the redistricting done in this near-term timeframe and those other topics as far I'm concerned are still alive. They were offered, we just need to find a suitable occasion to take them up. The lead time for example on things like changing the terms involves public engagement and hearings and things like that. That could not be done in conjunction with the redistricting process. I don't know Mr. Graham if you have any thoughts on that.

Ms. Watlington said just so I'm clear, I'm clear that Redistricting Committee, the eight Districts are not inside that scope. So, just for the record, I'm not asking if eight Districts are included in the current Redistricting Committee. My question is with regard to this policy question here, this referral to the Budget and Effectiveness Committee outside of the scope of the existing Redistricting Committee. It says Committee recommendation made to discuss with full Council options of consideration of four-year staggered terms and so definitely that is something that is outside of this current redistricting scope. What I'm asking is the intention of this policy question to include eight Districts and if not, I would like to include it here and if that requires a formal motion we can decide today if we want to include it or not, but I do want to lift it up.

Mr. Driggs, I would say that the recommendations that we got are still active and some of them we haven't acted on yet and I believe our attention was directed mainly to try and get this redistricting done in the near term before we addressed those issues. When we get around to an eighth District, we are going to have to start looking at precincts and how that would work. As far as the terms are concerned there is no current activity in the Budget and Effectiveness Committee related to the recommendation about terms. It is something we could take up again, but it is not being worked on actively right now.

Marcus Jones, City Manager said I believe one of the recommendations from the Citizen's Advisory Committee on governance was eight Districts, but three At-Large. So, the conversation of eight Districts I would think would be relevant because it was a part of that Task Force recommendations. So, I think it is already in.

Mayor Lyles said that is what I wanted to say. Anything under the Citizen's Advisory Committee recommendations would be in the Committee and this is just one part of it because they did talk a little bit about that, but the whole thing stays on because it is from the Citizen's Advisory Committee, so everything should come back from that.

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NOMINATIONS TO BOARDS AND COMMISSIONS

Mayor Lyles said now we go to our nominations; tonight, the City Council will consider nominations to at least three Boards and Commissions. I would like to take them in reverse order so that we can work back towards Arts and Culture and see where we stand. The Councilmembers have submitted their nominations to the Clerk and now we will have the Clerk give us the results of it. Madam Clerk, will you also review with us the section of the Resolution on appointments to Committees regarding you may be voted on tonight if you choose.

Stephanie Kelly, City Clerk said per your rules regarding nominations and appointments an individual that has applied, if they receive two nominations, they move forward in the process of being considered for an appointment. Tonight, if any individual receives six or nominations they can be appointed tonight upon a motion, second, and a vote to do that. Otherwise, it would carry over to the next Business Meeting. So, that is what your rules allow.

ITEM NO. 5: NOMINATIONS TO THE CHARLOTTE EQUITABLE DEVELOPMENT COMMISSION

The following nominations were made for six appointments for three-year terms beginning October 1, 2021, and ending September 30, 2024:

- Robert Aulebach, nominated by Councilmembers Ajmera, Driggs, and Watlington.
- Blake Bickmore, nominated by Councilmember Driggs, Eiselt, and Phipps.
- Jordan Brooks-Adams, nominated by Councilmembers Ajmera, Johnson, Phipps, Watlington, and Winston.
- Angela Carlson, nominated by Councilmember Driggs, Graham, and Phipps.
- Deborah Dryden, nominated by Councilmembers Ajmera and Newton.
- Stephanie Gardner, nominated by Councilmember Graham.
- Samuel Grundman, nominated by Councilmember Winston.
- Reginald Jetter, nominated by Councilmember Eiselt.
- Leslie Jones, nominated by Councilmembers Johnson, Newton, Phipps, Watlington, and Winston.
- Allison Lee, nominated by Councilmembers Johnson and Watlington.
- Gq Lewis, nominated by Councilmember Bokhari.
- Mattie Marshall, nominated by Councilmembers Ajmera, Egleston, Eiselt, Graham, and Newton.
- Meko McCarthy, nominated by Councilmembers Egleston and Newton.
- Dan Melvin, nominated by Councilmember Phipps, Watlington, and Winston.
- Carolyn Millen, nominated by Councilmembers Driggs, Egleston, Eiselt, and Newton.
- Keri Miller, nominated by Councilmember Graham.

- Marjorie Molina, nominated by Councilmembers Ajmera, Egleston, and Newton
- Kevin Poirier, nominated by Councilmembers Bokhari, Egleston, Graham, and Johnson.
- Ismaail Qaiyim, nominated by Councilmembers Ajmera, Eiselt, and Winston.
- Richard Saltrick, nominated by Councilmembers Driggs, Phipps, Watlington, and Winston.
- Steven Sanders, nominated by Councilmember Driggs.
- Simcha Ward, nominated by Councilmember Johnson.
- Rebekah Whilden, nominated by Councilmembers Bokhari, Egleston, Eiselt, and Johnson.

No one received six nominations; therefore, these appointments will be considered at the October 11th Business Meeting.

Councilmember Watlington said I have a process question about this, is there anybody that is at five for instance because I would like to know if there are. If there is an opportunity to go ahead and get some folks appointed?

Mayor Lyles said I think we can provide that information to all of the Council. I just don't know if they would be able to get it right now tonight. The Clerk will send it out tomorrow.

Ms. Watlington said so we know we won't be able to appoint anybody tonight.

Mayor Lyles said no, nobody has six nominations. I would worry about adding something and not including those folks. I don't know how many people got five.

Ms. Kelly said there were two individuals that have five nominations. There is one other person with four and several other individuals with three nominations.

Councilmember Winston said I hear what Ms. Watlington is asking for and it is something that we have done in the past. I would move that we do not do that for these Committees. The gravity and the intentionality behind the formation of these are important. We have been having a lot of constructive conversations amongst colleagues, amongst community members, and among the staff and I would just ask us to go about this process by the letter intentionality wise and take this opportunity to have even more interaction and really refine these choices and the guidance behind these Committee nominations.

Mayor Lyles said I agree with you, but some of these Committees we come back almost every two weeks and we have vacancies. In this case, these people are making a genuine commitment to us to walk the path with us on the 2040 Plan. I would concur with Mr. Winston. We will go ahead and send out the names of the other folks tomorrow. Madam Clerk is that correct?

Ms. Kelly said yes ma'am.

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ITEM NO. 4: NOMINATIONS TO THE CHARLOTTE NEIGHBORHOOD EQUITY AND STABILIZATION COMMISSION (CHARLOTTE'S NEST)

Two appointments for three-year terms for Housing Advocate beginning October 1, 2021 and ending September 30, 2024.

- Angela Ambrose, nominated by Councilmembers Bokhari and Winston.
- Justin Harlow, nominated by Councilmembers Ajmera, Egleston, Eiselt, Johnson, Newton, Watlington, and Winston.
- Gq Lewis, nominated by Councilmembers Bokhari and Phipps.
- Meko McCarthy, nominated by Councilmember Eiselt.
- Davena Mgbеookwere, nominated by Councilmember Driggs.
- Alba Sanchez, nominated by Councilmember Newton.
- Marta Tataje, nominated by Councilmember Driggs.
- Kimberly Timmons-Hampton, nominated by Councilmember Ajmera and Phipps.
- Rickey Hall, nominated by Councilmember Watlington.
- Antoinette Mingo, nominated by Councilmember Egleston.

Motion was made by Councilmember Egleston, seconded by Councilmember Eiselt, and carried unanimously to appoint Justin Harlow by acclamation.

Justin Harlow was appointed. The additional appointment will be considered at the October 11th Business Meeting.

Councilmember Watlington said excuse me, this is why I ask the question because I have written a candidate is under the impression that we could nominate from the floor and I just want to know whether or not I need to ask here for a second to that person.

Mayor Lyles said I think last time the Clerk; I think we opened up the application again. Let's walk through the process Madam Clerk. Last time when we were doing this, if I recall we talked about opening up the applications again, and did we reopen all the applications for all of the Boards?

Stephanie Kelly, City Clerk said the application deadline was extended to August 27th. Ms. Johnson said okay, but I didn't make it up as far as nominations.

Mayor Lyles said you are right, there was a discussion about the nominating. Just because some, but do you have the opportunity to nominate someone, but I don't know that we said, the deadline was set, and it wasn't from the floor. I think it was that a Councilmember could nominate someone.

Ms. Watlington said I guess that is what I'm confused about. At what point would a Councilmember be able to nominate someone if this discussion didn't happen until today.

Mayor Lyles said I'm just going to go ahead and say that my understanding is the deadline was extended, Councilmember was, and Ms. Watlington is correct, able to nominate people.

Ms. Kelly said, and they have the opportunity to write in additional names on the ballot. On the ballot it says you can write in someone, but the process that moves them forward is that they must have two nominations. So, if you write in someone the process would be for you to ask one of your colleagues to also write in that person so that they move forward in the process.

Ms. Watlington said okay, thanks.

Councilmember Phipps said if anybody got six or more can we vote them in for that particular?

Mayor Lyles said you can tonight, yes. Dr. Harlow received 7 nominations as a Housing Advocate, but no one else received six.

One appointment for a three-year term for a For-Profit Affordable Housing Developer category representative beginning October 1, 2021 and ending September 30, 2024.

- Naiyar Ghaswala, nominated by Councilmembers Ajmera, Driggs, Egleston, Graham, Phipps, and Winston.
- Maggie Houston, nominated by Councilmember Eiselt.
- Diana Davis, nominated by Councilmember Newton.

Motion was made by Councilmember Egleston, seconded by Councilmember Eiselt, and carried unanimously to appoint Naiyar Ghaswala by acclamation.

Naiyar Ghaswala was appointed.

One appointment for a three-year term for a Market Rate Housing Developer category representative beginning October 1, 2021 and ending September 30, 2024.

- Angela Ambrose, nominated by Councilmembers Bokhari and Newton.
- Kathleen Maloomian, nominated by Councilmembers Ajmera, Driggs, Egleston, Eiselt, Graham, Johnson, Phipps, and Winston.

Motion was made by Councilmember Egleston, seconded by Councilmember Eiselt, and carried unanimously to appoint Kathleen Maloomian by acclamation.

Kathleen Maloomian was appointed.

One appointment for a three-year term for a Resident who has experienced or is experiencing displacement beginning October 1, 2021 and ending September 30, 2024.

- Naiyar Ghaswala, nominated by Councilmember Driggs.
- Gq Lewis, nominated by Councilmembers Ajmera, Egleston, Eiselt, Graham, Johnson, and Winston.
- Brittany Lyke, nominated by Councilmember Phipps.
- Angela Shealy, nominated by Councilmember Watlington.
- Diana Davis, nominated by Councilmember Newton.

Motion was made by Councilmember Egleston, seconded by Councilmember Eiselt, and carried unanimously to appoint Gq Lewis by acclamation.

Gq Lewis was appointed.

One appointment for three-year terms for a Housing Finance category representative beginning October 1, 2021 and ending September 30, 2024.

- Angela Ambroise, nominated by Councilmember Bokhari.
- Joseph Averbach, nominated by Councilmember Winston.
- Kim Graham, nominated by Councilmembers Ajmera, Driggs, Egleston, Eiselt, Graham, Johnson, Phipps, and Watlington.
- Marta Tataje, nominated by Councilmember Newton.

Motion was made by Councilmember Egleston, seconded by Councilmember Eiselt, and carried unanimously to appoint Kim Graham by acclamation.

Kim Graham was appointed.

One appointment for a three-year term for a Land Use category representative beginning October 1, 2021 and ending September 30, 2024.

- Angela Ambroise, nominated by Councilmembers Ajmera, Bokhari, Egleston, Eiselt, Graham, Johnson, Newton, Phipps, and Watlington.
- Sushihl Napal, nominated by Councilmembers Driggs and Winston.

Motion was made by Councilmember Egleston, seconded by Councilmember Eiselt, and carried unanimously to appoint Angela Ambroise by acclamation.

Angela Ambroise was appointed.

Two appointments for three-year terms for Neighborhood Leaders or Community Organizers beginning October 1, 2021 and ending September 30, 2024.

- Angela Ambroise, nominated by Councilmember Bokhari.
- Stephanie Gardner, nominated by Councilmember Johnson.
- Janet Garner-Mullins, nominated by Councilmember Phipps.
- Justin Harlow, nominated by Councilmembers Driggs, Graham, and Phipps.
- Roma Johnson, nominated by Councilmembers Egleston, Eiselt, and Winston.
- Vickie Jones, nominated by Councilmembers Ajmera, Egleston and Eiselt
- Diane Langevin, nominated by Councilmember Driggs.
- Meko McCarthy, nominated by Councilmember Winston.
- Carolyn Millen, nominated by Councilmembers Newton and Watlington.
- Keri Miller, nominated by Councilmember Graham.
- Antoinette Mingo, nominated by Councilmember Ajmera, Johnson, Newton, and Watlington.

Motion was made by Councilmember Egleston, seconded by Councilmember Eiselt, and carried unanimously to appoint Roma Johnson by acclamation.

Roma Johnson was appointed.

One appointment for a three-year term for a Neighborhood Conditions category representative beginning October 1, 2021 and ending September 30, 2024.

- Angela Ambroise, nominated by Councilmember Bokhari.
- Davena Mgbeokwere, nominated by Councilmembers Johnson, Watlington, and Winston.
- Carolyn Millen, nominated by Councilmembers Ajmera, Eiselt, and Newton.
- Keri Miller, nominated by Councilmember Graham.
- Angela Shealy, nominated by Councilmember Phipps.
- Tonya Jameson, nominated by Councilmembers Driggs and Egleston.

Appointments for this category will be brought back on October 11, 2021.

Councilmember Johnson said does that mean the ballots are going to be sent back out to us and we will have an opportunity to vote again?

Mayor Lyles said yes, to fill the remaining slots.

Councilmember Eiselt said but only the ones who got two nominations, you can't make another write-in.

Mayor Lyles said that is not what I heard so let me make sure. What I heard I thought the Clerk said if someone writes something in and a second person writes in, but when would you know to do that so that it wouldn't be, you couldn't do it and get in before the – you have to turn it in early so is there a deadline?

Ms. Kelly said when we send the ballots out, we ask that you submit the ballots to us by a certain time, and really that means at the beginning of this meeting. So, up until this meeting starts you have the opportunity to collaborate, discuss with each other about the nominations that you wish to move forward.

Ms. Watlington said is it possible to see everybody beforehand, I know there is these one-on-one kinds of conversations, but it would be helpful to me if I could see alright this is where we stand, and then it makes sense to shift some folks over. That is the piece for me that is missing a little bit. It is like I might have a conversation with two or three people, and you may be doing the same thing, but these two or three people may be doing the same thing too and nobody has got a picture of the holistic piece. When does that happen?

Mayor Lyles said usually it is in the hallways on the day of the meeting, but obviously, that is not possible with us having virtual meetings. I think this is one of those things that the Council has to figure out. The real question is, and I want to make sure because I want to be really clear on this. What Ms. Watlington is saying is I've got someone I would like to nominate for this slot and when does she have to have a second nomination for that person to appear on the ballot?

Ms. Kelly said the nomination process requires two nominees to move forward. At the next meeting, you will have all the names of the individuals that have received two or more votes. There isn't an opportunity to write anyone in on the second ballot because you've eliminated everybody else that didn't meet the criteria that you have established.

Ms. Watlington said so I will find out tomorrow if my person got [inaudible]

Ms. Kelly said yes ma'am, and you will also see who nominated who. That will be provided in the e-mail.

Mayor Lyles said and then there is an opportunity to write in for October 11th.

Ms. Kelly said there is not.

Mayor Lyles said if the name is not there now you don't have a chance to write it in, that is what I'm hearing.

Ms. Kelly said yes ma'am.

Mayor Lyles said okay, that wasn't clear to me when I heard it the first time.

Councilmember Johnson said if there was a lack of clarification that nominations were going to be taken from the floor and if Ms. Watlington planned on doing that, and the rules are, I don't know if they are changing tonight, or they were unclear. I think the fair thing to do, and maybe if there is something in writing that says two or more will move forward or if there is something that clarifies that for us. If there is not, then I would say that we open up the ballot again and it be an open process.

Mayor Lyles said I am given the script from the rules that are written and that is why I read names of nominees will not be read at the dais, tomorrow the Clerk will name the applicants that have received at least two nominations, and that comes from our adopted procedure that is approved by Council. So, I think that was Mr. Winston's point. I think Ms. Watlington will find out if that person is in there tomorrow and we will just go from there.

Marcus Jones, City Manager said I think it would be helpful if the Clerk would just be able to say what the process is, and I think that would give clarity to everybody in the room and on the screen.

Mayor Lyles said let's do it one more time.

Ms. Kelly said the appointment process is a two-part process. The first part is nominations, we advertise and receive applications of those persons that are interested in serving and we provide that information to you. So, the first part of the process is the nominations process, and you have the opportunity to choose from the applicants the number of positions that are available whether it is six appointments or one or however many appointments there are. You have the opportunity to nominate those numbers of positions. So, in order to move forward, an individual has to have at least two nominations. On the ballot all the applicants are listed, there is also an empty slot for you to write in someone whose application we may not have or whose application we did not receive. If there are two nominations that person moves forward. Anyone at this point in the nominations process that receives six or more nominations per your rules, can be appointed tonight. Anyone that receives less than six, two, or more nominations move forward and will come to you at the next Business Meeting. At the next Business Meeting and this is the appointment process, and your selections are the individuals that received two or more nominations at this meeting, they move forward and those are the people that you have to select from.

Tomorrow you will receive an e-mail from my office that identifies those people that were nominated and the Councilmembers that nominated them. When you receive your ballot for October 11th, those names will appear on the ballot and those are the ones that you have to choose from.

Ms. Watlington said I think there were three names from one of these Committees that I did not see on the ballot this time around. Is that because they somehow were disqualified?

Ms. Kelly said the names that did not appear on the ballot, I think you may have e-mailed us about them. One of them we did not have the application, the other one there was a mix-up in the name and when we filtered the applications to come to you that name did not move forward because of the way the applications were filtered. That was the issue.

Ms. Watlington said okay, thank you.

Ms. Johnson said now I have follow-up questions, I'm sorry I was finished. I understand the process but just five minutes ago when Councilmember Watlington mentioned nominations from the floor and she said I didn't make that up and she asked you about it, there seemed to be some confusion that we weren't going to take nominations from the floor. I'm simply saying since there was that confusion if there is a Councilmember that wanted to make that nomination, I think that would [inaudible].

Mayor Lyles said I might be confusing; many times, in my hours of sitting here I would follow what the Clerk says because that is why she has got the responsibility and accountability for it. I may have been confused as well, I was listening to Ms. Watlington and I made sense, but what we have is our actual rules that we follow, which is what Mr. Winston was saying as a point.

Ms. Johnson said can we get clarification from the Attorney on that?

Patrick Baker, City Attorney said how it would work if you've got established rules and you would go by those rules in terms of clarity. I'm not sure who understood what, but you've got the rules that the Clerk has read out. If you want to do something different than the rules now you are talking about suspending the rules which would require a two-thirds majority vote to suspend the rules, but you don't have anything for if there was a misunderstanding about the rules, can we go with a hybrid. You either have to go with the rules or suspend the rules and do something else.

Ms. Johnson said okay, thank you.

Mayor Lyles said as a friend of mine says, are all minds clear and heart open?

Councilmember Egleston said if we are moving on it is moot, but this is the same process as every other month. We just happen to be appointed to new Boards that are just now created, but nothing has changed from the way we do this every month we do. If we are moving on, I'm fine.

Mayor Lyles said I believe that is what we are doing. We are following the Clerk's guidance unless there is something else that we did.

Ms. Watlington said just for the record, I move to suspend the rules.

Motion was made by Councilmember Watlington, seconded by Councilmember Johnson, to suspend the rules.

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

YEAS: Councilmembers Bokhari, Graham, Johnson, and Watlington.

NAYS: Councilmembers Ajmera, Driggs, Egleston, Eiselt, Newton, Phipps, and Winston.

Mr. Baker said you need two-thirds.

Councilmember Ajmera said why are we suspending the rules, I am confused here?

Mr. Baker said we didn't.

Mayor Lyles said the motion to suspend the rules did not carry the two-thirds required.

Ms. Ajmera said I'm trying to figure out why was the motion made to suspend the rules. I'm trying to understand that.

Mayor Lyles said I think you can talk to Ms. Watlington after the meeting and she can explain why she made the motion, and Ms. Johnson seconded it. Either one of them can explain that.

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ITEM NO. 3: NOMINATIONS TO THE ARTS AND CULTURE ADVISORY BOARD

The following nominations were made for six appointments for three-year terms beginning October 1, 2021, and ending September 30, 2024:

- Carla Aaron-Lopez, nominated by Councilmembers Graham and Winston.
- Debbie Abels, nominated by Councilmembers Driggs and Phipps.
- Amy Aussieker, nominated by Councilmembers Bokhari, Egleston, and Phipps.
- Lauren Batten, nominated by Councilmember Eiselt and Johnson.
- David Butler, nominated by Councilmembers Driggs, Eiselt, Graham, and Newton.
- Keith Cradle, nominated by Councilmember Bokhari.
- Aisha Dew, nominated by Councilmembers Egleston, Graham, and Newton.
- Davita Galloway, nominated by Councilmembers Egleston, Johnson, and Watlington
- Marc Gustafson, nominated by Councilmember Newton.
- Marcie Kelso, nominated by Councilmembers Ajmera and Winston.
- Manoj Kesavan, nominated by Councilmember Newton.

- Candice Langston, nominated by Councilmember Ajmera.
- Mattie Marshall, nominated by Councilmember Newton.
- Timothy Miner, nominated by Councilmembers Bokhari, Driggs, Eiselt, and Winston.
- Brook Muller, nominated by Councilmembers Egleston, Johnson, Phipps, and Watlington.
- Shefalee V. Patel, nominated by Councilmembers Ajmera Driggs, Egleston, Newton, Phipps, and Watlington.
- Cyndee Patterson, nominated by Councilmembers Ajmera, Graham, and Watlington.
- Kevin Patterson, nominated by Councilmembers Ajmera, Eiselt, Graham, Newton, and Watlington.
- Jennifer Propst, nominated by Councilmember Winston.
- John Quillin, nominated by Councilmember Watlington.
- Nick Tosco, nominated by Councilmembers Ajmera, Bokhari Driggs, Egleston, Eiselt, Graham, and Phipps.
- Marty Viser, nominated by Councilmember Bokhari.
- Beth Quartapella, nominated by Councilmembers Driggs and Eiselt
- Richard Thurmond, nominated by Councilmember Bokhari.
- Edwin Williams, nominated by Councilmember Phipps.

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to appoint Shefalee V. Patel and Nick Tosco by acclamation.

Shefalee V. Patel and Nick Tosco were appointed.

Councilmember Eiselt said can I just explain the process that we talked about for this Committee? This may have been confusing because I called everybody over the weekend, tried to reach out to everybody to explain the process because we had 131 applicants for this Board which is phenomenal, and we are really appreciative to everybody who has stepped up to participate in the Advisory Board and we want everybody to know that Priya has indicated that it makes sense to have a Steering Committee as well so this will not be the only opportunity people will have to participate in the Arts and Culture Committee process. That said, with all of those applicants we really were hoping to get to round two next week and fill up the Board. I was hoping we could move everybody in one vote forward, but as we said the process is two nominations that move you forward, and therefore that is what the process is unless we voted to suspend that. If I confused anybody with my message over the weekend about the one, Stephanie clarified that for me today so, it would be everybody with two nominations that move forward.

The Ad Hoc Committee is going to take a look at the remaining list on Wednesday and make a recommendation just based on rounding those six seats from a criteria standpoint

and Priya had indicated to all of us that certain categories of nominees would be helpful on that Board. As you know we didn't have categories when we made nominations so the Ad Hoc Committee will make recommendations for the other four seats. Those are only recommendations, they are not binding, nobody has to follow it. It is just a way to hopefully move the process forward so we can get all six of our seats appointed by the 11th.

Councilmember Winston said I think this is a good conversation around rules because this is new information. I wonder since we are referring this back to an Ad Hoc Committee if we would have the ability to know everybody who got a vote because that was discussed. We would have gone about it differently this weekend, I know I would have if I knew that there was not an agreement amongst colleagues. If that is outside the rule, I will make a motion to suspend the rules and move everybody, at least let the Ad Hoc Committee know everybody who got a vote for this Committee.

Motion was made by Councilmember Winston, to suspend the rules and move everybody, at least let the Ad Hoc Committee know everybody who got a vote for this Committee. There was no second.

Mayor Lyles said I don't think you have to have a suspension of the rules to inform the Ad Hoc Committee of who got the vote, Mr. Winston. All of this is public information, and you can see who got the votes for every one of these Committees and that is available to anyone, so it doesn't need a suspension of the rules.

Ms. Eiselt said but the Ad Hoc Committee wouldn't be making a recommendation to include people that [inaudible]

Mr. Winston interrupted to say I'm going to rescind my motion because you are right, even if we discussed it, it would be a waste of time to discuss on Wednesday because they could not be considered for a nomination on Monday, so I will rescind my motion.

Mayor Lyles said I'm sure the Clerk will send out all the nominees and the thing about it, all of these groups; we are appointing a group of people that we want to see the focus on the charge, but there is going to be many processes in this effort. We are talking about big things now. Arts and Culture, we are talking about displacement and gentrification and infrastructure so I would hope any Committee that is created would really understand how engaged with the community and the citizens and have these Advisory Groups as well.

Councilmember Johnson said can we clarify or discuss on record the rules for employees versus Board Members having the ability to serve on this Commission?

Mayor Lyles said are either of these people Board Members?

Ms. Johnson said yes, I believe so.

Mayor Lyles said which one do you believe is a Board Member so we can look at their application?

Ms. Johnson said Board Members, not employees.

Mayor Lyles said didn't you say Board Members?

Ms. Johnson said yes, I will show you the e-mail that I'm going off of, I don't want to say it publicly. What is the policy, tell us about the –

Mayor Lyles said let's be very specific, we are on a motion to vote for two people that got six nominations and so the question is, you are asking what was their participation. The Clerk can pull up their application and I think the question asked what Board Members are [inaudible] on a Board, so why don't we just go ahead and clarify that because I think that makes it pertinent.

Ms. Eiselt said the question is does she want to receive funding for whatever Board she is on.

Ms. Johnson said there is a rule that anyone who is an employee of any of the Arts organizations cannot receive funding if they wish to be on the Commission. Then I guess the Committee decided and I don't know if this was announced publicly, that is why I want it on record, the Committee decided that anyone who is a Board Member of these organizations did not have the same restrictions, only if they were employees, correct.

Ms. Eiselt said it wasn't a Committee decision, it is what follows our ethics policy, and as volunteer Board Member, we do that with all of our Committees. They can serve, but we can't have somebody who receives remuneration from their organization applying for funding. That would violate our ethics policy.

Ms. Johnson said I understand our ethics policy, but it seems like it would also violate an ethics policy because Board Members have such influence on an organization's decisions and operations. So, it may not be the same ethics policy as far as the financing, however, there is that consideration that they are on a Board or an entity that funds their organization. So, that is another ethics policy. I just want it on record or clarification so that the public understands because we did receive an e-mail asking that questions as well, that we are recommending that individuals who are employees of these organizations – the ethics policy states that individuals who are employees of the organization are not eligible to be on a Commission, however, Board Members of the same organization are.

Patrick Baker, City Attorney said I think that is where the Ad Hoc [inaudible]

Mayor Lyles said I think the question that you are asking Ms. Johnson is a separate issue because I believe it has been confirmed by at least Mr. Winston's review of their application that they are not Board Members.

Ms. Johnson said can we ask Mr. Driggs because he sent an e-mail about one of them and I thought it mentioned that they were a Board Member.

Mayor Lyles said which name is it?

Ms. Johnson said, Patel.

Mayor Lyles said Mr. Driggs is Ms. Patel a Board Member of one of the Arts Organizations?

Mr. Driggs said I took information about her off a website. I think her application should be the binding document as to her current status. I don't have any information other than I lifted from a website to try to inform people.

Mayor Lyles said what does her application say, Mr. Winston?

Mr. Winston said it says list any Boards you have served on in the past and list any Boards you are currently serving on. YMCA Morrison Branch, Guild of Charlotte Artists. Please describe any background and abilities that qualify you to serve on these Boards, committees. She lists several different groups that she has engaged with in the past including the ASC. Are referring to the ASC as the Board? I'm just trying to put context in the conversation.

Mayor Lyles said what I hear is that right now it may be information of past experience is not listed on her application.

Mr. Winston said I found a former Board Member and Historian at South End Arts.

The vote was taken on the motion to appoint Ms. Patel and Mr. Tosco and recorded as follows:

YEAS: Councilmembers Ajmera, Bokhari, Driggs, Egleston, Eiselt, Graham, Newton, Phipps, Watlington, and Winston

NAYS: Councilmember Johnson

Ms. Patel and Mr. Tosco were appointed.

Mayor Lyles said there are four additional positions to be filled; how many nominees received more than two votes?

Ms. Eiselt said while Ms. Kelly is adding that, can I just make a comment because I think it is really important that there is a difference between not wanting to nominate someone who sits on a Board. Everybody can do that if they feel that is the right thing. That in itself is not against our ethics policy if they are a volunteer Board Member and we do that on our other Boards and Commissions. I want to separate, it is okay to vote against somebody because of that, that is everybody's prerogative, but it doesn't mean that we can't make a recommendation for somebody like that or anybody else can vote for a Board Member. If you vote for someone that is an employee of a Board, you could do that too, but that would preclude them from receiving funding for their organization because that does violate our ethics policy. That is the difference between what we want and what we can do.

Ms. Watlington said just on that piece then nobody has been excluded on the basis of them being an employee at this point.

Mayor Lyles said you are not excluded; you just have to say I'm not going to apply for a grant. I think there are a lot of people who may be doing that.

Ms. Kelly said are 13 people that received two or more nominations for consideration.

Mayor Lyles said for the four slots that we will be presenting on October 11th. I think the Ad Hoc Committee is still going to meet about it to look at where these positions are set and make a recommendation or provide a comment. Maybe not a recommendation but a comment to the full Council.

Mr. Johnson said can I get a copy of the ethics policy?

Mr. Baker said it is in the Clerk's Office. Ms. Kelly, can you send it to Council?

Ms. Kelly said yes.

Mayor Lyles said that ends our nomination process for the three groups and congratulations to those that have moved forward, and I look forward to the remaining group being established and the work that we are going to do.

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ITEM NO. 7: CLOSED SESSION

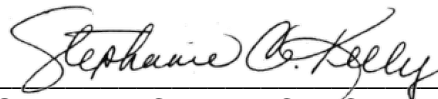
Motion was made by Councilmember Watlington, seconded by Councilmember Newton, and carried unanimously to go into closed session pursuant to NCGS 143-318.11(a)(3), for City Council to consult with attorneys employed or retained by the City in order to preserve the attorney-client privilege and to consider and give instructions to the attorneys concerning the handling or settlement of a claim, Mosher v. City of Charlotte.

The meeting went into recess at 8:25 p.m. to go into closed session and returned to open session at 9:07 p.m.

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ADJOURNMENT

The meeting was adjourned at 9:11 p.m.



Stephanie C. Kelly, City Clerk, MMC, NCCMC

Length of Meeting: 3 Hours, 23 Minutes
Minutes Completed: November 10, 2021