

The City Council of the City of Charlotte, North Carolina convened for a Business Meeting on Monday, December 14, 2020 at 5:03 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Councilmembers present were Dimple Ajmera, Tariq Bokhari, Ed Driggs, Larken Egleston, Julie Eiselt, Malcolm Graham, and Renee Johnson.

ABSENT UNTIL NOTED: Councilmember Victoria Watlington.

ABSENT: Councilmembers James Mitchell and Matt Newton.

Mayor Lyles said I'd like to call the December 14th Charlotte City Council meeting to order and welcome everyone who is listening or watching. Tonight's meeting is being held as a virtual meeting in accordance with the electronic meeting statutes. So, we've met all the requirements of that statute through electronic means. We'd like to invite anyone that would like to view this meeting, you can do it on the Government Channel, the City's Facebook page, or the City's YouTube page.

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INVOCATION AND PLEDGE

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

Mayor Lyles said before we move into the Manager presenting the action items for us, this is an opportunity to acknowledge a few things. One, we'd like to say to Mr. Newton, happy anniversary and his wonderful bride while they are out. We'd also like to continue to extend our condolences to Councilmember Johnson on the loss of her dad. James Mitchell is out and we're going to miss him; James, take good care. I know that Councilmember Eiselt is visiting her mom and there are other people that may have taken the opportunity to make sure that the holidays are brighter for their families or others. So, thank you all for attending the meeting virtually, and to those that could not attend, we'll miss you.

We have a number of really important presentations and I want to recognize the City Manager, but I would like to say that we are going to have several reports today that we plan to have public comment through a public hearing on recommendations from these reports and we will acknowledge those. Listen for those reports that will have additional public hearing and an opportunity for public comment on January 4th at our next regular Business Meeting.

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ACTION REVIEW

ITEM NO. 2: ACTION REVIEW AGENDA OVERVIEW

Marcus Jones, City Manager said tonight is our last Business Meeting of the year. I appreciate the Council being patient with the staff. As you may recall, in order to address some of the concerns as it related to COVID-19, we moved some of our meetings around. So, we have a pretty robust agenda tonight. We do have the Legacy Commission recommendations as well as the Charlotte Moves recommendations. I will say that the concept here is at the January 4th Business Meeting, not only will there be a public comment for the Legacy Commission and Charlotte Moves, but also the Governance Commission also. Then lastly, we have Cure Violence. I spoke with the mayor earlier today because we have the Public Forum that starts at 6:30 p.m. If we run out of time for the Legacy Commission, as well as the Charlotte Moves recommendations, we can move the Cure Violence assessment under the Manager's Report.

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

Mayor Lyles said we have consent items 24-93 that could be considered in one motion, accept any of those that the Council would like to have a separate vote. I think that Mr. Winston has asked that we have a separate vote on Item No. 49. It is the CAT's Cummins Bus Engines.

Councilmember Bokhari said I just received a call from a constituent, it's a little bit concerning regarding Item No. 88, certainly without enough time to get vetted. But the if the staff would consider deferring it to the next meeting. I'd prefer that. But if not, I requested be a separate vote.

Mayor Lyles said so, the question Mr. Jones, is do we defer Item No. 88, which is a property transaction for Providence Road Sidewalk Improvement? Is that correct, Mr. Bokhari?

Mr. Bokhari said yes ma'am.

Marcus Jones, City Manager said we're trying to find out what are the implications of having that deferred. So, if we could just do the Legacy Commission and then come back to you at the end.

Mayor Lyles said So, we will continue to work on that item as well. We just want to acknowledge Item No. 49 and we'll come back to Consent Items after the Legacy Commission. Flexibility is key these days.

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ITEM NO. 3: LEGACY COMMISSION RECOMMENDATIONS

Emily Zimmern, Former CEO of the Levine Museum of the New South said it's my pleasure to present to you tonight the recommendations of the Legacy Commission regarding Confederate monuments and street names tied to slave owners, Confederate leaders, and segregationists. These recommendations are now informed by robust public feedback.

On the screen is the listing of the Commission Members, and I want to once again, give them a major shout out, as well as to the consulting historians, Dr. Willie Griffin, and Dr. Karen Cox. Many of them are on the Zoom and all I can say is, thank you. Thank you. Thank you. This group has been focused and committed and despite having to conduct all their meetings, virtually has moved through deliberations very thoughtfully and effectively. Also another big thank you to Tiffany Blackwell for her terrific support and perhaps most importantly, a thank you to the community. Already, more than 1500 residents have taken the time to give us their feedback.

As I noted in my update to you last month, the historical context was essential to the work of the commission. Presentations by the consulting historians provided critically important information about the historical background that gave rise to the current landscape of monuments and street names, as well as biographical information about the individuals and families honored.

Like cities across the country, Charlotte has inherited a legacy of racial injustice and slave labor, which was crucial to the pre-civil war economy through work in agriculture and gold mining. Charlotte was home to multiple institutions in support of the Confederacy, a military training institute, a mint in the Navy Yard, and from the late 18 hundreds to the turn of the 20th century, Charlotte policymakers and media-fueled the rise of white supremacy across the state. They did that through newspaper articles and editorial cartoons, political activism, and a proliferation of white supremacy clubs. African-Americans and other people of color were denied equal rights and did not enjoy the opportunity to participate fully in the life of the community. They did not have a seat at the table for community decision making and had no say about the selection and placement of monuments and street names the Commission was asked to review. The Commission also came to an understanding of how commemoration is different from history. History is about the past and commemoration is about the present. We create monuments and name streets to honor figures from the past to embody some quality that we admire. As society changes the qualities we care about shift. Changing street names or renaming schools like CMS is currently doing is not about erasing history, but rather making sure people who are being honored uphold the values we believe in today.

In revealing monuments, it was determined that there are no Confederate monuments currently in public spaces controlled by the City of Charlotte beyond those located in the Confederate section of Elmwood Cemetery, where approximately 100 Confederate soldiers are buried. The Commission shares the view that memorialization is appropriate

in a cemetery setting. The Commission recommends that interpretive signage be installed near the Confederate section of the cemetery to explain the history of the Confederate memorials located there. The Commission further recommends that the City reserved the right to accept or deny relocation or installation of monuments or markers on City property, including public cemeteries going forward. In reviewing current street names, the Commission believes that the continued commemoration of slave owners, Confederate leaders, and white supremacists does not reflect the values that Charlotte holds today. The Commission determined that the highest priority for change should be those streets named for leaders of the Confederacy as they actively fought to defend slavery and also streets named for leaders of the white supremacy campaign of the late 19th century as they actively fought against racial equality.

The Commission recommends that the City move expeditiously to change the names of the nine streets listed on the screen. A description of those streets and the individuals honored are included in the full report, which I believe all Councilmembers currently have. The Commission also supports and encourages the efforts of neighborhoods and developers that petitioned for additional street name changes based on ties to slavery, the Confederacy, white supremacy, or glorification of the antebellum South. The Commission worked on a list of criteria that we believe should be used in determining street names that will be named for individuals going forward. Here are criteria that we believe are important and measuring the worthiness of proposed individuals. We believe it very important to receive community feedback and also to work with historians and in determining the background of proposed names. On the screen is a sampling of the individuals recommended by the community if the City decides to name or rename a street after a person. This is only a small sampling. There is a very long, long list of individuals, both local and national.

We think that there are opportunities to learn from our history, the legacy of slavery and segregation continue to impact people's lives and shape our community. The Commission urges the City to offer programming that explains the historical roots of today's inequities and to develop policies that dismantle the cumulative effect of systemic racial and economic discrimination grounded in history. The Commission recommends that the City educate residents about the full history of Charlotte. After we heard the presentations, we felt it really important that elected officials and staff of City, County, and CMS hear this and understand this history and that educational materials about this history be provided to CMS and other local schools and to post these online resources and make them available and accessible to all who are interested.

When community members get out of sync, it's important to go back and look at historical events and weave our narratives together. Otherwise, distrust and misunderstanding grounded in history will continue. In looking to the future, the Commission discussed ways that the City can reimagine its commemorative landscape, acknowledging painful parts of our past while reaffirming our commitment to being a City where all residents can participate fully, where all residents enjoy fair and equitable access and opportunity. To support the City's 21st-century vision, the Commission recommends the creation of new

symbols and new commemorative spaces that begin to write a new, more inclusive narrative. Such spaces would deepen understanding of Charlotte's complete history and encourage meaningful dialogue. The Commission believes that shared stories build community, and some of the ideas that we think the City should continue is creating a wall with names of enslaved people who lived and helped build Charlotte to also have the City connect and support the efforts of the group that are working to bring the Lynching Memorial from the National Memorial for Peace and Justice to Charlotte. This is a national initiative. Then also to create commemorative spaces across the City that feature Charlotteans of all backgrounds who have advocated for positive change. To support this work, the Commission recommends that the City apply for a grant from the Mellon Foundation's Monuments Project. The Foundation is committed to spending \$250 million over the next five years to, "help reimagine the country's approach to monuments and memorials in an effort to better reflect the nation's diversity and highlight those who have often been denied historical recognition."

The Legacy Commission's recommendations have received considerable community feedback. The feedback is wide-ranging, varied, and nuanced. After reading all the comments posted on the website and the emails sent to Charlotte Department of Transportation, I would like to give you an overview of the themes, but first, here are a couple of pie charts. The next-door responses, which were more of a quick snapshot, were slightly more negative, and then the website responses and the emails directly to Charlotte Department of Transportation is almost the inverse, which were more positive. But now I'm going to give you some of the highlights after reading, as I said, through the 600 comments. Those who do not support the Commission's recommendation to change street names focus on the following things. First, this theme was repeated often. Those who do not remember history are doomed to repeat it. Keep the street names as reminders. Second, the past is the past focus on fixing today's problems. Third, the City resources would be better used to address pressing issues. Often mentioned were affordable housing, homelessness, and pandemic relief.

Interestingly, some oppose the Commission's recommendation to change street names because they wanted the city to go further and change all the streets linked to slavery in the Confederacy. And others said, no, we don't support the recommendation because they cherry-pick supporting some of the nine but not all of the nine. Interestingly, I would say there were only very few comments that I would characterize as overtly racist and also only a very few had said that these recommendations were any kind of affront to Southern Heritage or history. Those who supported the commission's recommendation to change street names, express the following points, many said that these changes were long overdue. One person wrote, do all you can to make these changes that so many have been tirelessly fighting for and waiting for. Supportive comments included, yes, we should not revere those who are oppressed. A resident of Jackson Avenue, one of the streets recommended for a name change wrote, thanks for changing these despicable names. Another said, yes, people of color should not have to keep dealing with white supremacy in this day and age. Another, I think the list is good. I think anyone that was not only on the wrong side of history but tried to push us in the opposite direction, shouldn't

have streets named in their honor. Another, this will not stop racism, but it is a step that is important to take. Many who supported the recommendations also saw it as an opportunity for healing. There were comments such as let's make these changes in a spirit of healing and reconciliation. Part of healing the wounds is to acknowledge the pain of our past and recognize that there's still much progress to be made.

Interestingly, this I found absolutely fascinating, many common concerns were voiced by both opponents and supporters of the Commission's recommendations. First was the importance of learning from history. Here, a couple of comments from people who opposed changing the names, teach about our history, and learn from it, don't try to erase it. I think we need to face our past and learn from it, not whitewash it. Start fresh and create new memorials of diverse leaders. Supporters wrote, spend time educating. We must always remember history, good and bad to learn and grow. Teach our youth about this history and teach them how we can make it better. One person even wrote the City should allocate funds for promotion and media to drive people to the online educational resources about our history.

A second area of common concern, both supporters and opponents urged the City to focus on concrete policy changes and not just symbolic change. They wrote, move on to productive real-life change. A third suggestion was made both by opponents and supporters, stop naming streets for individuals. Stick with place names or ideas. A hundred years from now, who knows what people will think of our choices? The selection of individuals can be divisive. Some will applaud, some are unhappy, but an idea can unite. Fourth, both supporters and opponents voiced concern about the inconvenience and cost of street name changes for individuals and businesses on the designated streets. A neighborhood leader on Barringer Drive was especially concerned about the impact of the changes on the 150 residents living on the street, many of whom are elderly. To avoid the expense is an inconvenience, one clever solution was offered by a number of people for two of the nine streets on the list. They said, repurposed Stonewall Street and Morrison Boulevard. Renamed Stonewall for the Stonewall Inn, where the modern gay rights movement began in New York and renamed Morrison for Nobel laureate Toni Morrison, who spoke here in Charlotte when the opera based on her work, Margaret Garner was performed by Opera Carolina. While the implementation of any recommendations that are adopted was not included in the Commission's charge, I felt it important to communicate these concerns. There's a strong feeling that residents not bear the cost of any street name changes and that residents receive personal assistance in dealing with any legal and logistical issues. Continued community engagement is crucial as the Council considers the next steps.

In conclusion, on behalf of Commission members, I want to extend our thanks to you, the City Council, and Mayor, for giving us the opportunity to engage in this important work to reimagine Charlotte's commemorative landscape.

This is work that we believe can create a new legacy for our great City. As President George W. Bush said at the dedication of the National Museum of African-American

History and Culture, "A great nation does not hide its history, its faces its flaws and corrects them."

Councilmember Watlington arrived at 5:15 p.m.

Mayor Lyles said we really appreciate each of the members and the leadership for this effort.

Councilmember Watlington said I just had a quick question, I wanted to know if we could see the breakout of where the residents live? I just want to get a sense of how many of the people responded were on effective roads?

Ms. Zimmern said Tiffany, you may need to answer. I believe, next door, it is five neighborhoods on the web site and Department of Transportation, I'm not sure if we have that breakdown.

Tiffany Blackwell, Strategy and Budget said that's correct. With the data from the next door, we're able to provide a breakdown by neighborhood. However, when responses were taken from the website, they weren't required to list their address. But we were happy to give you that data.

Ms. Watlington said okay, thanks.

Councilmember Egleston said thank you, Madam Mayor, and thank you to the Chair. That was an incredibly thorough presentation. I appreciate you, I think very fairly presenting the different viewpoints that you heard from both within the Commission and as feedback from the work. As one of the people who pushed for us to pursue this endeavor, I'm obviously very much in favor of making sure that we are not celebrating people who are not worthy of celebration. I know Ms. Watlington has heard from someone as well on one specific one, which is Dixie River Road. I know that you mentioned that there's more of a focus on the people of this history as opposed to maybe more generic words like Dixie. Ms. Watlington and I and I think some others have heard from folks who are investing a lot of resources in that corridor of Dixie River Road. I think they'd like to be proactive, not that it is their decision entirely to make, but with what's going on in the River District and things out there, I think there's a desire to be proactive rather than have to go back somewhere down the line and revisit it. But I do hope that we'll consider that. Another one and I think you touched on it really eloquently about that while some of the neighbors on these streets might want to not live on the street that honors someone who was a white supremacist, for instance, I have heard from many residents of Aycock, I think it's Aycock Lane, and they echoed many of those same concerns you outlined. So, I guess a question for the staff would be if part of our plan would be to obviously, we'd cover the cost of things like replacing street signs but how much can we do in terms of having a liaison on our staff that would assist residents of any of these streets and going through the process? How much can we do in terms of being the ones that are proactive

about connecting with the post office, for instance, and making sure that all these addresses get updated as opposed to each resident having to go through and try to iron out all those different things themselves? Each person would inevitably have some things that they have to do. Different mailing lists them on, alerting their personal contacts of the change. But as far as some of the ones that are government-related, I would hope that we can be a huge assistance in helping them get those changes because I know that will be a burden, particularly on some of our elderly residents. So that's a question for the staff.

Mayor Lyles said Mr. Eggleston, we're going to get those questions and get back and have a report after we have the public hearing. So it'll probably come sometime in mid-January. So, continue to ask those kinds of questions so that we can have a complete list. I expect we'll get a lot of those questions on January 4th as well.

Mr. Eggleston said yeah, and certainly not expecting to have answers to those tonight, but just things that I think for us to make a responsible decision at the beginning of the New Year, those are things we'll need to know. Ms. Zimmern, I would be interested just off the top of your head, how much discussion was there around things like Dixie River Road or anything, Dixie and others?

Ms. Zimmern said well, those were discussed and as I had on the screen, there was a recommendation that the Commission supports those changes. But there's such a plethora of them and that many of those are in private developments. One of the things that we didn't really realize when we began to focus on street names is which ones are or state control, which is city control, which is county controlled. We did talk about those and believe we support the efforts of neighborhoods who want to change those kinds of names. So, there was a discussion, I don't know exactly what else to say about it. I know there's one development that is almost completely named after characters or place names from Gone With The Wind, but I believe it's a private development.

Mr. Eggleston said understood. Thank you and I really appreciate you bringing up the idea of looking for ways to shine a light on a lot of the history that has not been maybe, well taught or well covered in our community and Councilmember Eiselt and I and former Councilmember Mayfield were part of a group that went down to Montgomery, Alabama, and went to the Lynching Museum and learned more about the history of the lynching's in our community. You referenced the one of Joe McNeilly, which actually occurred on, not named that at the time, but right on or near Stonewall Street, near the Bank of America Stadium. So, I do think that bringing the replica memorial that's available for our community, if we put together a plan, I know that was a big part of the discussion that we had on my trip to Montgomery. I know several groups have taken those trips down there from our community. So, I do hope that in addition to trying to write some of the wrongs of people who have been celebrated in our community for the wrong reasons, I hope you will shine a light on the people who in Joe McNeilly's case were killed in an extrajudicial manner, and whose history really hasn't been told, and some of those things that we can't be proud of, but we need to acknowledge and own that will focus more on those as we

move forward and the things that we commemorate. So, thank you again for the work and for what I think was a very comprehensive and balanced presentation on it. We'll be curious to hear from the staff on how will assist the residents as well as businesses of the potential streets that would have their names changed if we are to move that direction at a future discussion.

Councilmember Johnson said thank you to Mr. Zimmern and the and the Commission, you did a great job of presenting this. and I just want to thank you for all your work. I want to support what Councilmember Egleston just said as far as the practicality and the cost of making these changes. So, I would hope that the staff could look at what Ms. Zimmern said. If we can look at those streets like Stonewall and Morrison and maybe commemorate someone else that's not a part of the bad history associated with the name, but the good history like Tony Morrison and like the Stonewall in New York City. I think that's a creative solution because we have to look at things like the cost for businesses to change letterhead or for residence. While this is important work, if there's any way that there is a happy medium for that solution, I think that would be great. I think of the GPS and the post office and all of that. So, if there is a way that we can creatively do that, maybe make a resolution from the City on some of the streets, we're able to do that. I think that's a great solution. I also have a question regarding the demographics of the Commission. I received comments were there any white male representatives or were there white people on the team? I think that we want to be intentional about ensuring to our residents that this was an inclusive and diverse group so if Ms. Zimmern you can publicly acknowledge who was represented on that team.

Ms. Zimmern said let me find the list. It was roughly half African-American and half white I would say. There was no other representation, Latin, X, or Asian. I would have to count it up. Tiffany if you could count while I'm talking. But it was roughly of the people that participated. A couple of people weren't able to participate because of scheduling conflicts. But of the group who met regularly, I would say, essentially half African-American and half white.

Ms. Johnson said and that's great. We know that we weren't intentional about that. But just for the public to be aware that this was something that we did try to have both black and white people represented on the group and this is an inclusive group seeking to heal the community, not to divide it further.

Ms. Zimmern you know one of the things that strikes me, and this is sort of, I guess, a point of personal privilege as well as the official, I think that that that the Mellon Foundation funding is such an opportunity because so often they're not resources to do the work we want to do. They are really inviting communities to reimagine their landscape. So, it's not only about looking back and whether or not we change the street names, but what kind of spaces can be created today that encourage healing and reconciliation and that give that more complete history and bring people together. So, it's my great hope, and I think the Commission's that the City will think about applying for a major grant from the Mellon Foundation.

Councilmember Driggs said Emily, you guys did a great job and I really appreciate how sensitive and diversified your comments were. They actually pretty accurately reflect the struggle I've had in trying to resolve this issue in my own mind. A lot of the pros and cons you talked about are exactly what I thought about. I was interested to see that by a narrow majority, the combined votes in the groups that you referred to actually came out opposed. I think we need to kind of reflect on why that might be. You mentioned some reasons. Certainly, we have to be very clear that we do not want to honor people who were involved in trying to preserve slavery, that we're not talking at all about respecting their attitude on the subject of slavery. Some of the people in question played an important part in the events that led up to where we are today. So, I do think there's a real issue about just expunging them, as it were. I realized that we would still learn in history class and in other places about them. But these were important people in our past and to the extent that we don't like today what they stood for, we can't deny that that was our past. So, I'm kind of grappling with that and the recommendation that we kind of go and assign names such as the ones you suggested that put a more positive spin on the whole subject of the history of our race relations. The difficulty I have with that is we're in a state today, of kind of, if you will, a sort of social turmoil if you think about the black community and their encounters with the police. So, I think in a way, I agree with the recommendation that maybe we just go to more neutral names that can endure and not be subject at any time to somebody else's argument. Well, that wasn't right. Or we shouldn't have done that and maybe just take this, the naming process out of a lot of the conversations that are going on today. I hope we will continue to make progress in the area of race relations and continue to create an opportunity for the black community to try and repair the damage that was done by the past. But I don't know that that cause is helped by that swinging the pendulum all the way the other way. Now trying to repudiate instead of just trying to bury, if you will, some of those past events. I was interested whether you collected data in the polls that you talked about, about the kind of demographic mix of participants. You had about 1500 people I think just over half of them were opposed. But do you have any kind of more information about how those groups were composed?

Ms. Zimmern said the City staff; City Communications and Community Relations conducted the community engagement work. So, Tiffanie, who could respond to that one?

Ms. Blackwell said sure, I can respond to that. So, we have the neighborhood data for next door, but we did not request demographic data for the website submissions, mostly because we wanted really intentional responses and candid responses. The survey was already getting a little lengthy and we had we wanted to make sure we had thorough and contextual responses from all the respondents.

Mr. Driggs I was going to say as I tried to interpret that data without knowing who might have been motivated to participate and how representative they were of the entire population, it's kind of hard to assign a specific implication to it. As I say it's interesting to me. I think I would have expected a clearer majority in favor. But there were some very good points made about why you might and might not want to do this. So, I'm still wrestling with it a bit. I appreciate your work and I'm definitely in support of the idea of not appearing

to in any way revere or honor the people who fought for slavery. But I have a sense that this is, kind of, these were the events that got us to where we are today. Some of those people played an important part in them. I'm not really comfortable with just erasing that. Anyway, thank you so much for your work. Good job.

Ms. Zimmern said I will say in reading and as Tiffany has said we don't know precisely who was making comments when you read all of the websites, if you want to go and read all of the comments. We have so many people who are newcomers to Charlotte. We have grown so quickly and there were comments that I didn't include in the remarks. Things like, I don't know anybody who thinks about the street names at all, or I don't know anyone who offended. You had those, but then you had people like the person who lived on Jackson Avenue who said thank you for changing these despicable names. One of the television reporters who went out last week when all of this first came up went to Jefferson Davis Drive and knocked on doors and there was an elderly woman who said they've talked about this, and it never happens and I sure hope this time they will follow through and she had tears in her eyes. So, some people there is deep emotions and pain by having Jefferson Davis the President of the Confederacy in the middle of Druid Hills, an African-American neighborhood. To your point, you have such an enormous range of views on this issue.

Mr. Driggs said that's why it's hard. I just think our Council should probably end its deliberations in voting, reflect that diversity, and I'm just trying in my own mind, to decide how to be fair about that. I think it's worth noting that if we did decide to change street names the cost should not be a driver, frankly. I don't think people who live on the streets in question should be expected to pay for it. So, I think we need to stick to the more basic issues of history and the sort of the pros and cons that you talked about, basically, which I thought was a very balanced presentation. So, I'm going to have to keep thinking about it myself. But again, I appreciate what you did.

Councilmember Winston said yes, I have a question for the staff, I don't know if it's Charlotte Department of Transportation or Planning Department. Do we currently have a City policy that sets guidelines for commemorative names and or street names?

Ms. Blackwell said I believe Kathy Dennis is on the line. Currently, our policy for street names is, they're not first and last names and no longer than twenty-one characters. Kathy, are you on the line? Can you confirm that?

Kathy Dennis, Public Service & Communications Division Manager said yes, that is correct. So, they have kind of a list of qualifiers, if you will, and like Tiffany said, nothing more than twenty-two characters. They're no longer using first and last names. We did do that previously and no business names. So, if there happens to be a business name, that's a person's name that would be disqualified. Then, of course, no duplicates.

Mr. Winston said the reason I asked there was a particular email. I think Emily cited actually in her comments that email from a citizen, Larry Bidis, I think his name is, and it

was very compelling to me. I am certainly for the changing of a lot of street names as well as monuments, whether they be public or private land that glamorizes bad actors and actions. But it is a bit more difficult to kind of consider who we should change it to, because it is my opinion, just like everybody else's, that is subjective to me. When we think of names and streetscapes and how our City is marked and what we communicate to the rest of the state, country, and the world is important and is something that we should be cognizant of. What Larry's email was saying is that we should move away from names. Because [inaudible] names are subjective. A name today might be acceptable, but in a hundred years from now, there might be something that happened in society that finds today's names not appropriate for whatever reason.

There are so many words out there that are compelling, that are powerful, that speak to the history of Charlotte and North Carolina and the people, so many actions, so many descriptive words of the type of City that we are aspiring to but have not I have not yet been able to achieve. So, why shouldn't we use words that are aspirational and that are more objectively representative of who we are and where we want to go? But again, how do you get there? How do you even choose this list? I think that the City Council should really dive into the street name and policy and we should set a strong commemoration slash street naming policy. That policy should give guidance for the names and words that would be used for street names and commemorations. It could even be a list that is the use that is predictive. We know as we're doing rezoning, for instance, what names are coming online.

I believe that in this policy, we should also set that the City Council, the Mayor, and the Manager should appoint a committee that maintains, updates, and even doles out acceptable new names and street name changes. That way that we will have this predictability, we will give future Councils and future leadership the ability to approach this in an objective way. Then we, by creating this citizen committee that deals with this day in and day out or a month in a year in, a year out, it gives the people the kind of final say on what is happening, where they live. [inaudible] I hope we kind of move in towards a direction like that. Ms. Emily, if you have anything to comment on that or any kind of feedback on that.

Ms. Zimmern said I think Charlotte Department of Transportation would appreciate that guidance. That's what we heard. Again, the full Commission didn't really so much think about the idea of alternatives to actual names except to say our recommendations were if the City is going to use individual names here are some criteria to consider. But it was really compelling to me as I read the rationale to move away from individuals. As I said, there were strong cases made on both sides about moving toward beliefs or, as you said, aspirational ideas that I think have some merit. I think that that was something we really glean that from the community feedback.

Mr. Winston said I mean, there's just so many descriptive words that are out there. The English language is a wide and deep creature. Why not use it?

Councilmember Eiselt said Emily, thank you, and the Commission for this work. Really interesting findings and recommendations. I wanted to support the idea that you had of working with the Foundation. I apologize. I can't think of the name of the Foundation.

Ms. Zimmern said the Mellon Foundation.

Ms. Eiselt said okay. Why I think that important is because what has worried me in the conversation, the greater conversation of taking down monuments and taking down street names is that there is a history of that. I spent a lot of my time in my career in Russia and was there in 91 when the Soviet Union came apart and watched monuments being taken down in the euphoria and the excitement about all of that.

I remember thinking at the time, how will they teach people about Lenin and Stalin? The Russians basically wiped that out. And today in Russia, there is a huge young Russians revere Joseph Stalin. Because of all of that, the awful things that he did, the symbols of that have been taken away and destroyed. And so I am definitely in favor of changing street names, taking down monuments, or putting them where they're appropriate. But as I listen to this discussion, I think I like the idea of being really intentional about what we change those street names to, because this has got to be part of a bigger effort to continue to educate people, especially our young people, about the history in the past. If there's no signs of it anywhere, nobody is ever going to ask those questions and ask about it. Newcomers who come to Charlotte, I came from the Midwest. We didn't learn much about slavery and the southern United States when I was growing up and a lot of what I learned, it was I moving to the south and there's got to be a constant recognition and acknowledgment and visuals around what happened and why we've changed street names, why we've moved monuments. So, I would definitely support working with the Mellon Foundation and finding out what we can do not only to move monuments but to recognize the history of our society and not forget and teach our young people.

Ms. Zimmern said well, thank you. My sense from what I've read on their Web site, they just posted this in mid-October, but I'm sure that many communities, large and small, will be applying, so I think that it would if the City wants to move forward, it would be great to explore what kinds of deadlines there are and what are the requirements, et cetera. But I agree with you. I mean, we have wholesale changes throughout history. But you don't want to lose, as people said, is just critically important to learn from the past. And what are the right catalysts to prompt those discussions and to teach about that history?

Councilmember Ajmera said many of my colleagues have already addressed some of my questions. Ms. Chairman, thank you so much for summarizing diverse perspectives so well. So, we appreciate that and appreciate the Committee's work. I had just like my colleagues, I had received emails expressing diverse perspectives. One concern that I think you have included in your summary was Barringer, where there are a lot of elderly residents, that they are concerned about the financial cost and financial implications. One of the points the residents had asked me to inquire about is, is there a fund or some sort of help available for elderly residents who are not able to afford some of this financial

burden that comes with it. So, I think we got to address that. I know that you already have included that in your summary. But I just want that to be mindful as we move forward to address some of those concerns, especially our low-income residents, our elderly residents where financial burden might be too much for them and how we address that.

Councilmember Graham said I'm not too big to admit when I'm wrong. When this topic first came up for discussion during the summer, I wanted to make immediate changes. The Mayor talked me off the ledge and spoke about the need for a Commission to do some thoughtful work, she was right, as usual. So, I want to thank Emily, who I've known for a number of years, for doing community work for the thoughtfulness of the Commission doing the work, asking all of the right questions. Opposing some new ones for the Council to consider as we move forward to make what I believe is a necessary change for our community. Notwithstanding the cost, notwithstanding the inconvenience that may bear on some citizens and businesses. But I think if we really want to be a progressive, forward-thinking City, we have to be able to not only say it, but also have the courage to do it. Growing up in Charleston, where every corner a street is named after someone from the past, and if that city has the fortitude to take down the statue of John C. Calhoun or have the fortitude to change the address of Emanuel AME Church, which is 110 Calhoun Street to another name Emanuel Way, I think we as a community should have the same type of courage and fortitude to do so as well.

I know based on the memo that this committee report is coming to the Great Neighborhoods Committee. We look forward to receiving it and really doing some of the work that the Councilmembers have articulated tonight to continue to be just as thoughtful as the Commission and Emily has been in doing the work that we are receiving today, but to move it forward as well. So, I look forward to continuing the work Ms. Zimmern and hopefully, I can put you on speed dial, as we continue to ask more questions along the way. I don't want to lose that body of work or that history that you have accumulated. I just want to touch base with you as well. I think it's really valuable, the work that you all have done thus far and how we move forward and the criteria that we use to make the change I think is going to be really important. I look forward to doing the work.

Mayor Lyles said thank you to the Thank you to the Legacy Commission each and every member and thank you to Ms. Zimmern for her leadership, and I want to also say thanks to Councilmember Egleston, who often represents keeping our history in a way that we respected and lead it. So, thank you, Councilmember Egleston, who I actually think came to me and said, we need to do something and I want to recognize him for that.

Because we have taken this time and we need to get through two other reports, I'm going to move around the agenda because we have people ready to speak at the Public Forum. So, I'm going to go back to the Consent Agenda and then we're going to do the Public Forum and then come back to the remaining items on the action agenda.

* * * * *

CONSENT AGENDA

Motion was made by Councilmember Egleston, seconded by Councilmember Eiselt, and carried unanimously to approve the Consent Agenda as presented with the exception Items No. 49, which has been pulled for a separate vote, and Item No. 88 which is deferred to January 4, 2021.

Mayor Lyles said Councilmember Eiselt had asked to comment on Item No. 31, Construct Uptown Cycle Track Project.

Councilmember Egleston said may I also make a comment on Item No. 31, please?

Mayor Lyles said okay.

Councilmember Eiselt said I just want to say that I really appreciate the work that's been done on this. Sometimes when these things take time, the public kind of loses track of what we're working on. But this is an effort to connect the uptown area with a safe bike track that's going to connect to other greenways and give us, I believe, 40 miles of connectivity. And that's really exciting as we talk about the need for other forms of mobility, other options of mobility that people can use to get around. So I'm excited about this.

Mr. Egleston said along the same lines; just wanted to make sure that in what is a very long agenda that this didn't get lost, because I think it's a big project not only for the people who live or work adjacent or nearby to it, but it really connects to large pieces of our Greenway system, which we are in the process of expanding and connecting as we speak. So, connecting these different corridors, I think plugged so many more people into our central business district and center city. So, just really excited about wanting to make sure that it didn't get lost in all the other big stuff we've got today.

Councilmember Johnson said I looked at the Content Agenda and wanted to make sure I didn't overlook something, and asked Mr. Jones. We've got a question about rule nine for the firefighters about an amendment or appeal. I looked at the Consent Agenda, and that's not on there. I want to first verify that's not on there, and then secondly, ask if that's going to be on a future agenda? If it's already planned to be on a future Consent Agenda?

Patrick Baker, City Attorney said that item has been pulled, wasn't on this agenda. We will be making a presentation to the Civil Service Board in early January and the item will be back on a City Council agenda, I hope, sometime in January. All the parties have been notified. I'm sorry that that didn't make it your way as well.

Ms. Johnson said okay, thank you.

The following items were approved:

Item No. 24: Fire Department Uniforms

(A) Approve unit price contracts for the purchase of Fire Department Uniforms for three years to the following: Galls, LLC, Municipal Emergency Services, Inc, Read's Uniforms, and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 25: Crash Reporting and Traffic Data Software Services

(A) Authorize the City Manager to negotiate and approve a contract with Numetric, Inc. to provide, implement, and maintain crash reporting and traffic data software for an initial term of five years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 26: Midtown/Pearl Park Way Redevelopment Project – Infrastructure Reimbursement Agreement

Authorize the City Manager to negotiate and approve a developer agreement with Pappas Midtown, LLC for infrastructure improvements at the Kenilworth Avenue and Pearl Park Way intersection in the amount of \$570,000.

Item No. 27: Auctioneer and Related Services

(A) Authorize the City Manager to negotiate and approve a contract with Rogers Realty & Auction Company, Inc. for an initial term of three years, and (B) Authorize the City Manager to renew the contract for up to two, two-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 28: Citywide Vehicle Cleaning, Detailing, and Decontamination Services

(A) Approve unit price contracts with the following companies for vehicle cleaning, detailing, and decontamination services for an initial term of three years: Autobell Car Wash, Inc., Diamond Finish Car Wash & Lube Center (MBE, SBE), Doctor Detail of Matthews, LLC, MooreCars, LLC (MBE, SBE), Mr. Refurbisher, Inc. (MBE, SBE), and Williams Detailing Services, Inc. (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 29: Construct Alleghany Street Pedestrian/Bicycle Improvements

Approve a contract in the amount of \$831,821.76 to the lowest responsive bidder Armen Construction, LLC for the Alleghany Pedestrian/Bicycle Improvements project.

Summary of Bids

Armen Construction	\$831,821.76
Carolina Cajun Concrete, Inc	\$929,959.80
Little Mountain builders of Catawba, Inc.	\$937,072.12
United Construction Company, Inc.	\$982,466.10

Item No. 30: Construct Tuckaseegee Berryhill Thrift Roundabout Project

(A) Reject the first low-bid submitted by Boggs Contracting, Inc. for the Tuckaseegee Berryhill Thrift Roundabout project, and (B) Reject the second low-bid submitted by United of Carolinas, Inc. for the Tuckaseegee Berryhill Thrift Roundabout project, and (C) Approve a contract in the amount of \$2,289,247.95 to the lowest responsive bidder Sealand Contractors Corp. for the Tuckaseegee Berryhill Thrift Roundabout project.

Summary of Bids

Boggs Contracting, Inc.*	\$1,939,974.60
United of Carolinas, Inc.*	\$2,198,178.65
Sealand Contractors Corp.	\$2,289,247.95
Kemp Sigmon Construction Co., Inc.	\$2,322,839.00
Onsite Development, LLC.	\$2,343,253.65
DOT Construction	\$2,427,710.15
Blythe Development Company	\$2,568,395.15
Blythe Construction Inc.	\$2,624,401.58

*Did not meet the criteria to be deemed responsible for this project.

Item No. 31: Construct Uptown Cycle Track Project

Approve a contract in the amount of \$4,142,506.50 to the lowest responsive bidder Blythe Development Co. for the Uptown Cycle Track project.

Summary of Bids

Blythe Development Co.	\$ 4,142,506.50
Sealand Contractors Corp.	\$ 4,345,746.99
United of Carolinas, Inc.	\$ 4,476,545.48
Onsite Development, LLC	\$ 4,722,354.78

Item No. 32: Cost Estimating and Analysis Services for Capital Investment Plan Projects

(A) Approve unit price contracts with the following companies for cost estimating and analysis services for an initial term of one year with the following companies: M. B. Kahn Construction Co., Inc., Michael Baker International, Inc., OCMI, Inc., Paraclete Incorporated (MBE, SBE), PEG Contracting, Inc., and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 33: HVAC Systems, Equipment, Installation, Services, and Related Supplies

(A) Approve the purchase of heating, ventilation, and air conditioning equipment, parts, supplies, and services from cooperative contracts, (B) Approve a unit price contract with Carrier Corporation for the purchase of equipment, supplies, and services for a term of 18 months under Sourcewell, May 8, 2017, contract 030817, (C) Approve a unit price contract with Daikin Applied Americas, Inc. for the purchase of HVAC equipment,

installation, services, and related products for a term of three years under Omnia Partners, Contract Number R201400, October 1, 2020, and (D) Authorize the City Manager to extend the contracts for additional terms as long as the cooperative contracts are in effect, at prices and terms that are the same or more favorable than those offered under the cooperative contracts.

Item No. 34: Land Acquisition for Tree Canopy Preservation Program

(A) Approve the purchase of an approximately 2.1-acre parcel (parcel identification number 031-212-03) located at 12010 Riverhaven Drive in the amount of \$57,750, and (B) Authorize the City Manager to negotiate and grant a conservation easement to the Catawba Lands Conservancy.

Item No. 35: Public Auction for Disposal of Surplus Equipment

(A) Adopt a resolution declaring specific vehicles, equipment, and other miscellaneous items as surplus, (B) Authorize said items for sale by public auction on January 9, 2021, and (C) Authorize the City Manager to approve certain administrative and storage fees as may be required from time to time for auction events.

The resolution is recorded in full in Resolution Book 51, at Page(s) 113-123.

Item No. 36: Construct Collective Storm Drainage Improvement Projects Series G

Approve a contract in the amount of \$1,639,877.14 to the lowest responsive bidder OnSite Development, LLC for the Collective Storm Drainage Improvement Projects Series G project.

Summary of Bids

OnSite Development, LLC	\$1,639,877.14
United Construction Company. Inc.	\$1,919,427.40
United of Carolinas Inc.	\$2,197,037.70
Sealand Contractors Corp.	\$2,342,727.20
Blythe Development Company	\$2,585,412.50

Item No. 37: Shamrock Gardens Storm Drainage Improvement Project

(A) Authorize the City Manager to approve an agreement with Triforte, LLC for commitments associated with the installation of a new storm drainage system, and (B) Approve the following Acquisition: Shamrock Gardens Storm Drainage Improvement Project, Parcel #1, 2, 3 and 4.

Item No. 38: Storm Water Channel Cleaning Services Fiscal Year 2021

(A) Approve a unit price contract with Bell's Tree Service, Inc. for Storm Water Channel Cleaning for an initial term of three years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 39: Acquire Land for Stowe Regional Water Resource Recovery Facility Access Road

(A) Approve the purchase of 1450 Belmeade Drive (Parcel Identification Number 053-061-01) and a subdivided portion of 11701 Mount Holly Road (Parcel Identification Number 053-05-102B) in the amount of \$4,102,340, and (B) Authorize the City Manager to execute all necessary documents to complete the transaction.

Item No. 40: Construction Rental Tools and Equipment

(A) Approve the rental of tools and equipment from cooperative contracts, (B) Approve a unit price contract with Sunbelt Rentals, Inc., for the rental of tools and equipment for a term of three years under Omnia Partners contract number R200601, dated November 1, 2020, (C) Approve a unit price contract with United Rentals (North America), Inc., for the rental of tools and equipment for a term of four years under Sourcewell contract number 062520 -URI, dated August 27, 2020, and (D) Authorize the City Manager to extend the contracts for additional terms as long as the cooperative contracts are in effect, at prices and terms that are the same or more favorable than those offered under the cooperative contracts.

Item No. 41: Flow Monitoring Services

(A) Approve a unit price contract with Frazier Engineering, P.A. for flow monitoring services for an initial term of two years, and (B) Authorize the City Manager to renew the contract for up to three, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 42: Franklin Water Treatment Plant Clearwell Improvements

Approve a contract in the amount of \$1,445,450 with Hazen and Sawyer for engineering services for the Franklin Water Treatment Plant Clearwell Improvements project.

Item No. 43: Multi-Phased Program Management Services for Mallard Creek Basin and Wastewater Treatment Plant Improvements Phase 2

(A) Approve a contract in the amount of \$7,972,915 with Brown and Caldwell for the program management services for Mallard Creek Basin and Wastewater Treatment Plant Improvements Phase 2, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 44: On-Call Sanitary Sewer Inspections and Cleaning Services

(A) Approve a unit price contract with Pipe Pros LLC (SBE) for on-call sanitary sewer inspections and cleaning services for an initial term of two years, and (B) Authorize the City Manager to renew the contract for up to three, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 45: Sanitary Sewer Point Repair and Replacements

(A) Approve a unit price contract with Atlantic Coast Contractors, Inc. for sanitary sewer point repair and replacements for an initial term of one year, and (B) Authorize the City

Manager to renew the contract for up to three, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 46: Treatment Plant Equipment Preventative Maintenance Services

(A) Approve a unit price contract with Endress+Hauser, Inc. for process control equipment preventative maintenance services for a term of five years, and (B) Authorize the City Manager to amend the contract consistent with the purpose for which the contract was approved.

Item No. 47: Vest Water Treatment Plant Clearwell Roof Replacement

Approve a contract in the amount of \$2,992,290 to the lowest responsive bidder Davco Roofing & Sheet Metal, Inc. for the Vest Water Treatment Plant Clearwell Roof Replacement project.

Summary of Bids

Davco Roofing and Sheet Metal, Inc	\$2,992,290.00
Tecta America Carolinas, LLC	\$3,615,762.00
Intertste Roofing Company, Inc.	\$4,282,687.50

Item No. 48: CATS Blue Line/Gold Line Rail Track Driver eXtra Software On-Going Maintenance and Support

(A) Authorize the City Manager to negotiate and approve a contract in an amount not to exceed \$2,000,000 with Modern Communication Systems to provide support for the proprietary Track Driver eXtra software system; (B) Authorize the City Manager to approve price adjustments and amend the contract consistent with the purpose for which the contract was approved; and (C) Authorize the City Manager to purchase such additional software licenses, services, hardware, maintenance and support, and system upgrades/expansions as required to maintain the system for as long as the city uses the system.

Item No. 50: CityLYNX Gold Line Phase 2 Contract Amendment #2

Authorize the City Manager to negotiate and execute contract amendment #2 for \$1,700,000 with AECOM Inc (formerly URS Corporation - North Carolina) for design services during construction.

Item No. 51: Airport Custom Carpet

(A) Approve the purchase of custom carpet, by the sole source exemption, (B) Approve a contract with Tarkett USA Inc. for the purchase of custom carpet for the term of five years, and (C) Authorize the City Manager to renew the contract for up to five, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 52: Airport Facility Lease

(A) Approve a three-year lease with Jetstream Ground Services, Inc. for a facility located at Charlotte Douglas International Airport, and (B) Authorize the City Manager to extend the lease for one additional two-year extension term.

Item No. 53: Airport Passenger Satisfaction Survey Services

(A) Approve a three-year contract with Phoenix Marketing International for comprehensive passenger satisfaction survey services, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 54: Corridors of Opportunity Rehab Loan and Community Development Grant to E-Fix Development Corporation for 2023 Beatties Ford Road

(A) Authorize the City Manager to negotiate and execute a Community Development Grant agreement with E-Fix Development Corporation (Developer) in an amount not to exceed \$250,000 for costs associated with revitalizing the property located at 2023 Beatties Ford Road (the Property), which will facilitate the rehabilitation of an aging building and the preservation of a historic neighborhood, and (B) Approve a Rehab Loan in an amount not to exceed \$500,000 to the Developer for rehabilitating the Property.

Item No. 55: Enterprise Resource Planning Software Ongoing Maintenance and Support

(A) Approve a contract extension of a maintenance services agreement with Tyler Technologies, Inc. for MUNIS software for a term of one year, (B) Approve a contract extension of a maintenance services agreement with Amadeus Airport IT Americas, Inc. for accounts receivable software for a term of one year, (C) Authorize the City Manager to approve price adjustments and amend the contracts consistent with the purpose for which the contracts were approved, and (D) Authorize the City Manager to purchase such additional software licenses, services, hardware, maintenance, and support as required to maintain the systems for as long as the city uses the systems.

Item No. 56: Investment Custodian and Trustee Services

(A) Authorize the City Manager to negotiate and approve a contract with US Bank for investment custodian and trustee services for an initial term of three years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Item No. 57: Resolution to Certify and Declare the Results of November 3, 2020, Special Bond Referendum

Adopt a resolution certifying and declaring the results of November 3, 2020, Special Bond Referendum.

The resolution is recorded in full in Resolution Book 51, at Page (s) 124-132.

Item No. 58: Set Public Hearing on Oak Hills Property Area Voluntary Annexation

Adopt a resolution setting the public hearing for January 25, 2021, for the Oak Hills Property Area voluntary annexation petition.

The resolution is recorded in full in Resolution Book 51, at Page (s) 133-134.

Item No. 59: Set Public Hearing on Watermark at Mallard Creek Area Voluntary Annexation

Adopt a resolution setting the public hearing for January 25, 2021, for the Watermark at Mallard Creek Area voluntary annexation petition.

The resolution is recorded in full in Resolution Book 51, at Page (s) 135-137.

Item No. 60: Resolution of Intent to Abandon an Alleyway between East 22nd Street and East 23rd Street

(A) Adopt a Resolution of Intent to abandon an Alleyway between East 22nd Street and East 23rd Street, and (B) Set a Public Hearing for January 4, 2021.

The resolution is recorded in full in Resolution Book 51, at Page (s) 138.

Item No. 61: Resolution of Intent to Abandon an Alleyway between Lola Avenue and Barry Street

(A) Adopt a Resolution of Intent to abandon an alleyway between Lola Avenue and Barry Street, and (B) Set a Public Hearing for January 4, 2021.

The resolution is recorded in full in Resolution Book 51, at Page (s) 139.

Item No. 62: Resolution of Intent to Abandon Macie Street

(A) Adopt a Resolution of Intent to abandon Macie Street, and (B) Set a Public Hearing for January 4, 2021.

The resolution is recorded in full in Resolution Book 51, at Page (s) 140.

Item No. 63: Resolution of Intent to Abandon the Western Right-of-Way between Bullard Street and Unopened Joy Street

(A) Adopt a Resolution of Intent to abandon the Western Right-of-Way between Bullard Street and Unopened Joy Street, and (B) Set a Public Hearing for January 4, 2021.

The resolution is recorded in full in Resolution Book 51, at Page (s) 141.

Item No. 64: Refund of Property Taxes

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$38,019.59.

The resolution is recorded in full in Resolution Book 51, at Page (s) 142-143.

Item No. 65: Meeting Minutes

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of: October 19, 2020 Zoning Meeting, October 26, 2020, Business Meeting, and November 02, 2020 Strategy Session.

PROPERTY TRANSACTIONS

Item No. 66: Charlotte Water Property Transactions - Upper McAlpine Creek Sewer Interceptor, Parcel #20

Resolution of Condemnation of 740 square feet (0.017 acres.) in Sanitary Sewer Easement and 684 square feet (0.016 acres) in Temporary Construction Easement at 5922 Old Meadow Road from TAH 2018-1 Borrower, LLC for \$1,600 for Upper McAlpine Creek Sewer Interceptor, Parcel #20.

The resolution is recorded in full in Resolution Book 51, at Page (s) 144.

Item No. 67: Charlotte Water Property Transactions - Upper McAlpine Creek Sewer Interceptor, Parcel #32

Resolution of Condemnation of 21,163 square feet (0.49 acres) in Sanitary Sewer Easement, 29,353 square feet (0.67 acres) in Temporary Access Easement and 36,580 square feet (0.84 acres) in Temporary Construction Easement at 9716 Albemarle Road from Delorse E. Campo, Et. Al. for \$71,650 for Upper McAlpine Creek Sewer Interceptor, Parcel #32.

The resolution is recorded in full in Resolution Book 51, at Page (s) 145.

Item No. 68: Charlotte Water Property Transactions - Upper McAlpine Creek Sewer Interceptor, Parcel #38

Resolution of Condemnation of 7,159 square feet (0.16 acres) in Sanitary Sewer Easement at 10026 Albemarle Road from Dallas Development, LLC for \$15,050 for Upper McAlpine Creek Sewer Interceptor, Parcel #38.

The resolution is recorded in full in Resolution Book 51, at Page (s) 146.

Item No. 69: Property Transactions - Briar Creek Relief Sewer Phase IV, Parcel #2

Acquisition of 1,196 square feet (0.027 acres) Permanent Access Easement, 2,440 square feet. (0.056 acres) Sanitary Sewer Easement at 2220 Founders Circle from Jack W. Ward Jr. and Kristy A. Ward for \$55,000 for Briar Creek Relief Sewer Phase IV, Parcel #2

Item No. 70: Property Transactions - Edgewater - Rosecrest, Parcel #4

Acquisition of 2,922 square feet (0.067 acres) Storm Drainage Easement, 135 square feet (0.003 acres) Sanitary Sewer Easement, 1,021 square feet (0.023 acres) Temporary Construction Easement at 6437 Rosecrest Drive from Matthew Koeman and Melissa Koeman for \$11,975 for Edgewater - Rosecrest, Parcel #4.

Item No. 71: Property Transactions - Idlewild and Monroe Intersection - Phase I, Parcel #3

Resolution of Condemnation of 1,111 square feet (0.026 acres) Temporary Construction Easement, 1,200 square feet (0.028 acres) Waterline Easement at 5822 Monroe Road from Kathleen L. Higgins LLC for \$7,925 for Idlewild and Monroe Intersection - Phase I, Parcel #3.

The resolution is recorded in full in Resolution Book 51, at Page (s) 147.

Item No. 72: Property Transactions - Idlewild and Monroe Intersection - Phase I, Parcel #11

Resolution of Condemnation of 1,479 square feet (0.03 acres) Fee Simple, 1,124 square feet (0.026 acres) Utility Easement, 289 square feet (0.007 acres) Retaining Wall Easement, 1,539 square feet (0.035 acres) Sidewalk Utility Easement, 2,144 square feet (0.049 acres) Temporary Construction Easement, 1,539 square feet (0.035 acres) Waterline Easement at 5940 Monroe Road from Jethem Investments LLC for \$65,275 for Idlewild and Monroe Intersection - Phase I. Parcel #11.

The resolution is recorded in full in Resolution Book 51, at Page (s) 148.

Item No. 73: Property Transactions - Idlewild and Monroe Intersection - Phase II, Parcel #22

Resolution of Condemnation of 2,197 square feet (0.05 acres) Fee Simple, 1,009 sq. ft. (0.023 ac.) Utility Easement, 2,003 sq. ft. (0.046 ac.) Sidewalk Utility Easement, 499 sq. ft. (0.011 ac.) Temporary Construction Easement at 6200 Bainbridge Road from Munawar Butt for \$40,750 for Idlewild and Monroe Intersection - Phase II, Parcel #22.

The resolution is recorded in full in Resolution Book 51, at Page (s) 149.

Item No. 74: Property Transactions - Idlewild and Monroe Intersection - Phase II, Parcel #24

Acquisition of 3,931 square feet (0.09 acres) Fee Simple, 1,450 square feet (0.033 acres) Utility Easement, 3,586 square feet (0.082 acres) Retaining Wall Easement, 3,652 sq. feet (0.084 acres) Sidewalk Utility Easement, 47 square feet (0.001 acres) Temporary Construction Easement at 6210 Monroe Road from Nestor Nunez for \$88,500 for Idlewild and Monroe Intersection - Phase II, Parcel #24.

Item No. 75: Property Transactions - Idlewild and Monroe Intersection - Phase II, Parcel #29

Acquisition of 1,000 square feet (0.02 acres) Fee Simple, 972 square feet (0.022 acres) Utility Easement, 914 square feet (0.021 acres) Retaining Wall Easement, 1,603 square feet (0.037 acres) Sidewalk Utility Easement, 424 square feet (0.01 acres) Temporary Construction Easement, at 2449 Knickerbocker Drive from Walid Asmar and Abdeljabbar Asmar for \$45,425 for Idlewild and Monroe Intersection - Phase II, Parcel #29.

Item No. 76: Property Transactions - Idlewild and Monroe Intersection - Phase II, Parcel #40

Resolution of Condemnation of 2,501 square feet (0.057 acres) Temporary Construction Easement at 5622 East Independence Boulevard from Independence Shopping Center Charlotte NC L.P. for \$9,625 for Idlewild and Monroe Intersection - Phase II, Parcel #40.

The resolution is recorded in full in Resolution Book 51, at Page (s) 150.

Item No. 77: Property Transactions - Kilborne Drive Streetscape, Parcel #10

Acquisition of 14 square feet (0 acres) Utility Easement, 634 square feet (0.015 acres) Sidewalk Utility Easement, 2,246 square feet (0.052 acres) Temporary Construction Easement at 2713 Kilborne Drive from Richard D. Stern for \$10,555 for Kilborne Drive Streetscape, Parcel #10.

Item No. 78: Property Transactions - Kilborne Drive Streetscape, Parcel #14

Resolution of Condemnation of 384 square feet (0.009 acres) Utility Easement, 3,851 square feet (0.088 acres) Sidewalk Utility Easement, 13,777 square feet (0.316 acres) Temporary Construction Easement at 2501 - 2509 Kilborne Drive from Kilborne in the Woods Condominiums for \$37,975.

The resolution is recorded in full in Resolution Book 51, at Page (s) 151.

Item No. 79: Property Transactions - Kilborne Drive Streetscape, Parcel #54

Acquisition of 37 square feet (0.001 acres) Utility Easement, 4,269 square feet (0.098 acres) Sidewalk Utility Easement, 6,039 square feet (0.139 acres) Temporary Construction Easement at 2123 - 2225 Kilborne Drive from ART II SPE LLC for \$40,625 for Kilborne Drive Streetscape, Parcel #54.

Item No. 80: Property Transactions - Kilborne Drive Streetscape, Parcel #72

Resolution of Condemnation of 46 square feet (0.001 acres) Sidewalk Utility Easement, 170 square feet (0.004 acres) Temporary Construction Easement at 0 Sudbury Road from Cayco Realty and Investments Inc for \$175 for Kilborne Drive Streetscape, Parcel #72.

The resolution is recorded in full in Resolution Book 51, at Page (s) 152.

Item No. 81: Property Transactions - Montford Drive Extension, Parcel #3

Acquisition of 581 square feet (0.01 acres) Fee Simple, 1,787 square feet (0.041 acres) Temporary Construction Easement at 4535 Park Road from Homewood Stanchion Park Road LLC for \$50,000 for Montford Drive Extension, Parcel #3.

Item No. 82: Property Transactions - Montford Drive Extension, Parcel #4

Resolution of Condemnation of, 233 square feet (0.005 acres) Fee Simple, 1,197 square feet (0.027 acres) Temporary Construction Easement at 4523 and 4525 Park Road from Graham's office condominiums association for \$20,450 for Montford Drive Extension, Parcel #4.

The resolution is recorded in full in Resolution Book 51, at Page (s) 153.

Item No.83: Property Transactions - North Sharon Amity Road Sidewalk Project, Parcel #7

Resolution of Condemnation of 979 square feet (0.022 acres) Sidewalk Utility Easement, 1,007 square feet (0.023 acres) Temporary Construction Easement at 1320 North Sharon Amity Road from Michael M. Haugh and Hannah D. Oleksak for \$9,350 for North Sharon Amity Road Sidewalk Project, Parcel #7.

The resolution is recorded in full in Resolution Book 51, at Page (s) 154.

Item No. 84: Property Transactions - Parkwood Avenue Streetscape, Parcel #8

Acquisition of 23 square feet (0.0005 acres) Fee Simple, 1,194 square feet (0.027 acres) Temporary Construction Easement at 420 East 15th Street from Christian Church (Disciples of Christ) in North Carolina and Mission Gathering Christian Church for \$10,706 for Parkwood Avenue Streetscape, Parcel #8.

Item No. 85: Property Transactions - Parkwood Avenue Streetscape, Parcel #22

Acquisition of 1,079 square feet (0.025 acres) Temporary Construction Easement at 321 East 16th Street from White Point Paces Partners LP for \$10,311 for Parkwood Avenue Streetscape, Parcel #22.

Item No. 86: Property Transactions - Pineville Matthews Road and Alexander Road Sidewalk, Parcel #5

Resolution of Condemnation of 8,148 square feet (0.187 acres) Storm Drainage Easement, 4,383 square feet (0.100 acres) Sidewalk Utility Easement, 9,459 square feet (0.217 acres) Temporary Construction Easement at 0 Pineville-Matthews Road from WC and C 8 LLC and WC and C INC for \$53,875 for Pineville Matthews Road and Alexander Road Sidewalk, Parcel #5.

The resolution is recorded in full in Resolution Book 51, at Page (s) 155.

Item No. 87: Property Transactions - Providence Road Sidewalk Improvement (Greentree Drive - Knob Oak Lane), Parcel #17

Acquisition of 1,378 square feet (0.03 acres) Fee Simple, 2,826 square feet (0.065 acres) Temporary Construction Easement, at 3710 Providence Road from Amy Wartham and Mark Wartham for \$48,100 for Providence Road Sidewalk Improvement (Greentree Drive - Knob Oak Lane), Parcel #17.

Item No. 89: Property Transactions - Tryon Street - 36th Street Streetscape, Parcel #9, 17

Resolution of condemnation of 76 square feet (0.002 acres) Fee Simple, 5,041 square feet (0.12 acres) Sidewalk Utility Easement, 7,260 square feet (0.17 acres) Temporary Construction Easement, 72 square feet (0.001 ac.) Utility Easement, 354 square feet (0.008 acres) Storm Drainage Easement from at 3300 and 3308 North Tryon Street from

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William Martin Ivey for \$129,425 for Tryon Street - 36th Street Streetscape, Parcel #9, 17.

The resolution is recorded in full in Resolution Book 51, at Page (s) 156.

Item No. 90: Property Transactions - Tryon Street - 36th Street Streetscape, Parcel #18

Acquisition of 631 square feet (0.014 acres) Utility Easement, 2,115 square feet (0.049 acres) Sidewalk Utility Easement, 11,281 square feet (0.259 acres) Temporary Construction Easement at 3333 North Tryon Street from Mecklenburg County Alcoholic Beverage Control Board for \$32,035 for Tryon Street - 36th Street Streetscape, Parcel #18.

Item No. 91: Property Transactions - Tryon Street - 36th Street Streetscape, Parcel #19

Resolution of condemnation of 71 square feet (0.002 acres) Utility Easement, 1,975 square feet (0.045 acres) Sidewalk Utility Easement, 3,888 square feet (0.089 acres) Temporary Construction Easement at 3316 and 3324 North Tryon Street from Mary Louise B. Bell for \$47,225 for Tryon Street - 36th Street Streetscape, Parcel #19.

The resolution is recorded in full in Resolution Book 51, at Page (s) 157.

Item No. 92: Property Transactions - Tryon Street - 36th Street Streetscape, Parcel #20

Resolution of condemnation of 767 square feet (0.018 acres) Sidewalk Utility Easement, 1,675 square feet (0.038 acres) Temporary Construction Easement at 3330 North Tryon Street from Mary Louise B. Bell for \$24,750 for Tryon Street - 36th Street Streetscape, Parcel #20.

The resolution is recorded in full in Resolution Book 51, at Page (s) 158.

Item No. 93: Property Transactions - Tryon Street - 36th Street Streetscape, Parcel #21

Resolution of condemnation of 42 square feet (0.001 acres) Utility Easement, 293 square feet (0.007 acres) Sidewalk Utility Easement, 1,272 square feet (0.029 acres) Temporary Construction Easement at 3400 North Tryon Street from Angela D. Hicks and Angela D. Mundy for \$10,775 for Tryon Street - 36th Street Streetscape, Parcel #21.

The resolution is recorded in full in Resolution Book 51, at Page (s) 159.

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ITEM NO. 49: CATS CUMMINS BUS ENGINES

Motion was made by Councilmember Driggs, seconded by Councilmember Bokhari to (A) Approve a unit price contract to the lowest responsive bidder MHC Kenworth for the purchase of Cummins Engines for the CATS bus fleet for an initial term of three-years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

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

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

NAYS: Councilmember Winston.

Summary of Bids

A complete list of bids are on file in the City Clerk's Office.

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PUBLIC FORUM

Challenges for Non-profits

Nandini Mittal, 312 Vintage Creek Drive, Mathews, NC said I'm truly honored and humbled to be here. Thanks for providing me with an opportunity to paint a picture of the fundraising challenges our local nonprofits are facing. I'm a sophomore at Weddington High School and I serve on various school leadership boards and capacity as fundraising officer, and I'm a representative of Weddington High School at the Charlotte Mayor Youth Council. The fundraising is just not about raising money, but it's also about making a change but during the midst of this pandemic making an impact has been a little tricky. The day that I came to know that I'll be presenting a picture about the fundraising challenges our local nonprofits are facing, my very next step was to reach out to the various nonprofits whose names are kept anonymous and they work at the grassroots level and help out significantly in the areas of immigrant needs, financial support, civic engagement, assisting seniors, and refugee support. I created a survey and here's a synopsis of all the feedback. The director at one of the foundations who plays a key role and social equity and humanitarian efforts said many nonprofits have used various online fundraising platforms, direct giving, and capital campaigns to raise funds.

Nonprofits also provide grants to get funds as well. It is a challenge to raise funds in a time when the focus is on the health and survival of citizens, other programming financial needs has come to a standstill. Another leader from a nonprofit says fundraising for

various programs has depleted significantly. Yeah, I agree. There are several grants available only awarded to bigger nonprofits focusing on health needs. I'd love to see a grant or aid from the local government which supports other initiatives like website development, which in turn will help developing virtual support and education.

Support Public Transit

Meg Fencil, 5124 Shady Grove Lane said I'm the program director at Sustain Charlotte, an organization that advocates for transportation choices and smart growth. Tonight, I want to ask you to prioritize buses on our streets by supporting Charlotte Area Transit Services and Charlotte Department of Transportation as they test and implement bus lanes and other treatments like queue jumpers and signal prioritization. Charlotte Area Transit Service buses are getting slowed down in traffic as our population and the number of cars on our roads has grown over time. We know that carving out space for transit riders on our streets, our largest shared public space, is often unpopular with residents who are accustomed to driving. Yet any successful city must adapt and adjust to the needs of its population to remain successful and to attract new economic growth in a sustainable way. Prioritizing buses on our streets is the only feasible path to achieving two key city goals.

First, a Strategic Energy Action Plan goal to slash our per capita carbon emissions by 2050 and reduce our contribution to climate change. And second, by reducing the percentage of daily trips taken by driving alone, which currently accounts for three out of four commuter trips and is not sustainable environmentally or economically as we grow. Improving the bus system to the point that it's reliably fast and an attractive option is the only way we'll get there. Increasing the frequency of buses won't get us very far if those buses are slow because they're stuck in traffic. When you choose to prioritize buses, you're choosing to prioritize the Charlotteans who ride transit, that's essential workers and seniors who don't drive, that's our economic growth and mobility as a city. And finally, I just want to say we're very excited to see that you've approved a contract to construct the uptown cycle track. We strongly support the recommendations of the Charlotte Moves Task Force, including the entire process and we encourage you to act on those recommendations quickly. We're excited to see transportation and mobility at the top of the proposed 2021 State and Federal Legislative Agenda. So, thank you for all that you do to support [inaudible].

Sidewalks on Kuykendall Road

Shannon Coffey, 3510 Brushy Lane said I'm a resident of District seven. I live on Brushy Lane off Kuykendall Road. We moved into this town, my husband and I are our three children about one year ago. The purpose of my asking the Council to hear us tonight is to request that Kuykendall Road be moved to number one in priority on the priority list for sidewalks. Specifically, sidewalks on both sides of Kuykendall Road, in addition to two or three crosswalks with painted walks for pedestrian safety. This road in particular has already been deemed a thoroughfare in need of sidewalks. So, I understand that we are

lower on the priority list. It is the purpose of myself and other speakers tonight to ask that Council consider moving us up to number one. This road has become extremely dangerous. There are no sidewalks. There are slits of sidewalks a little over half a mile of Kuykendall Road on one side. The road consists of neighborhoods, Providence Plantation, lots of residences, a retirement community, a Greek Orthodox Church, the Hemby YMCA, and McKee Elementary less than half a mile from Kuykendall Road.

There are pedestrians, children, veterans, bikers, walkers, people pushing strollers, and wheelchairs on Kuykendall Road. It is extremely dangerous and in the interest of public safety, we are asking for these sidewalks from Providence Road to McKee Road to be installed and connected. Kuykendall Road does connect to major roads, McKee Road and Providence Road. With the expansion of I-485 and the metropolis around this area, the traffic has only increased.

Sara Jo Burns, 3755 Brushy Lane said thank you for allowing us to speak to you tonight. My husband and I moved to our home on Brushy Lane almost 19 years ago, and at that time, Kuykendall was little more than a country lane which connected busy Providence Road with the less busy McKee Road. I remember our realtor telling us that sidewalks would soon be coming because it was in the city's plan. Well, that was almost 19 years ago, and still no sidewalks. I'm aware that Kuykendall is on the list for sidewalks, but it's been on that list for many years and I don't believe that we have moved up much, if any, in priority. In those past 19 years, we've seen Kuykendall go from a country lane to a major thoroughfare in an increasing metropolises area. Before the pandemic, traffic would be backed up for blocks during rush hour and even during the after school hours. There's an elementary school close by to one end of it and a YMCA Park facility and a retirement home, but we only see traffic getting worse. There are two new zoning areas very close to the intersection of Kuykendall and McKee Road. These are being rezoned, I guess, by y'all to hold more homes per acre, thus dramatically increasing the cut-through traffic on Kuykendall Road to get to Providence Road. There are many, many taxpaying residents in our area, but there are limited places to walk. My husband and I are in the elderly category and we've been told by our doctors to walk. But Brushy Lane is dead-end street both ways, and there are no other ways to access [inaudible].

Robert Kerr, 3720 Brushy Lane said I'm also here to support the request for sidewalks on Kuykendall Road. You know, first and foremost, the people in this community, just really want a safe place to walk, and right now it just feels dangerous. I saw so many people out yesterday enjoying the beautiful weather, I really kind of struggled to navigate the conditions on the road. Secondly, more importantly, in my view, this is and really has been a viable project that meets many of the criteria set forth by the sidewalk installation policy. I want to thank Vivienne Coleman and Tamara Blue from Charlotte Department of Transportation, who spoke to me at length last week. In the course of our conversation, I uncovered a lot of the things that are in the policy, and as part of the assessment that wasn't counted for Kuykendall Road. Once they did this, they actually rapidly redid the assessment and the scores for this road have dramatically increased. For my benefit I asked Charlotte Department of Transportation to provide some scores for a couple of

projects that looked pretty similar to me, one being old Providence Road and another being a stretch of sidewalk on Sharon Road. These are both two projects that have been approved by the council. There in various phases of planning and construction. But what I think is interesting is the scores for those projects are lower than the new scores for Kuykendall Road based on these updated conditions. So, with all that being said, I would petition that the Council, when the time comes to green light, future sidewalk improvements, that Kuykendall Road is seriously considered. Third, and finally, I just want to encourage the Council to continue to be aggressive when it comes to making Charlotte a pedestrian and bike-friendly City. Thank you very much for your time.

Ryan Wilhelm, 3756 Brushy Lane said I appreciate you having me on today. To piggyback off what you've heard I also live on Brushy Lane as well. There are approximately one and a half miles on Brushy Lane, and 1.1 miles of that without a sidewalk. Pedestrian-friendly would be beautiful to let us be able to walk to places and connect our kids from community to community. From 2018 there was some 500 average daily traffic going through in 2019 8500 and approximately 10% increase in daily traffic within a year with the growth. I run up Kuykendall Road in the morning and there are multiple areas where cars have actually swerved off and, and you can see the tire marks. Brushy Lane has had its street-sign hit by a hit and run driver at night where it was all pushed over and bent over. With texting being worse now than DUI, I find what is a safe time to actually walk when our fellow neighbors can only walk up and down our street, which is not even a quarter-mile. So, I guess the biggest thing I have, and I heard some fellow Councilmembers use these words, I appreciate them, but do we have to have an adult or a kid or someone gets hit to be the catalyst? Unfortunately, I don't ever want that to happen to where we finally make a change, where I think the words were used by the Councilmember let's not be reactive but let's be proactive in pushing this forward. We appreciate you hearing us. When is this time, it has been 17-years since we've actually seen some action because [inaudible] not going to be viable, you know, for these kid's safety being on a bus stop where a sign is being hit? So we appreciate and look for your consideration.

Racial Discrimination

Charles Mandizha, 15638 King Louis Court said over the last three years, I've written maybe numerous e-mails about the economic mobility strategy, requesting that employment issues be addressed because, you know, the problem at hand is of poverty, economic hardships, economic inequality, and employment is the main source of income for most families, including mine. So, employment out of the scope of the economic mobility program basically leaves poverty and economic inequality. Those things that we're trying to address, it leaves them unresolved. Now, my concern is that in the employment relationship, three main stakeholders, employers, government, and employees, the Opportunity Council is mostly made up of governments and employers. There are no employees. We don't have power, we don't have rights. Basically, that's the way I see it and it's a tough place for most of its residents. We have companies donating billions of dollars to [inaudible] and economic equality. But the real issue is those root

causes identified by Task Force, which were discrimination, implicit bias, and severe systemic issues, and just basic problem solving, that address identified issues. I just don't know what's the best way for affected residents to be heard for real justice and equality for income in particular. Because we've been talking about the Legacy Commission and there's a lot of passion about those things. But I'll put the bread and butter issues in the City Council to really think about this.

Tent City in Charlotte

Moriah Girley, 201 S. Hoskins Road said I'm coming to you really quickly tonight because I, like many Charlotte residents, have seen the encampments sometimes called tent villages that are right in some of the busiest places in Charlotte. So, that's one of the issues that we can kind of see and kind of looking into what a lot of people have been saying as far as whether they want these people to be there are not. Really Roof Above is doing so much to help these people and as a child that was once homeless myself, I can tell you that some of these families are not getting the same treatment as others. So, we really have to come out and support Roof Above because what they're doing is actually housing these people. There's a list on their website. If you go to their website, you can donate, but you can also actually get items for people that are still living in some of these encampments. So, I wanted to talk to you guys about that, but then also talk to you about an issue that a lot of people don't see on a daily basis, and that's domestic violence. Safe Alliance is an organization here in Charlotte, I'm sure a lot of people are familiar with them. But if you are not please take some time to visit their website and look at some of the events and donation drives that they have going for Charlotte-area families. So, I only have two minutes. But if you can just remember, Roof Above, please, if you have some time I'm asking the council to just share it on social media, to bring light to that organization, and then also Safe Alliance, and those two organizations right now, I feel like are really putting their feet on the ground and making sure that these families, I mean, like instantly there getting assistance. Thank you so much for your time.

Elmwood Cemetery

Jenna Bernstein, 700 W. 6th Street said first, I want to tell you [inaudible]. I'm a Jew. I am just like Jane Wilkes, who came to Charlotte. [inaudible] I'm native-born in the South. She was a Yankee Jew who helped Mariana Morris Jackson, Stonewall Jackson's wife, erect a Confederate monument. Jane Wilkes is the godmother of hospitals in the City of Charlotte. Why do kids not know this? Why do kids in Charlotte not know that 28 million Africans were sold into slavery by Africans? Unfortunately, if you look at the arc, the African slave trade, 9 million Africans never made it to the Barbary Coast to get on a slave ship because they were killed by tribal leaders. So, I was a Jew know 5,000 years of slavery. Moses let my people go. We're in Egypt and Africa. I'm well vested in the African slave trade. I'm also well vested in antisemitism and ignorance plaguing our country. What I'd like to do something about the number one global institution of slavery and human trafficking in the world. Why are people being slaughtered in Africa today? Why are they still sold into the Middle East? Black lives matter not to Africans. Apparently not for

African. But I work with world organizations to do and combat that. But I want to talk about the Confederate War Memorial, that a Jew, a Yankee Jew help put up a Confederate general's wife and a woman, that they reunified the city together, rebuilt the city together after the war. You want to talk about changing street names, changing interpretive plaques. How dare you even consider putting up white supremacy false narrative in a cemetery where there are Jews laid to rest in that mass grave? How dare you not teach the youth of this country the truth? The truth of why the southern states seceded for the westward expansion of slavery. It had nothing, I'm not going to get into this argument, but I'm just going to tell you something. Instead of harping on about the abolishment of slavery and the woes of slavery in America that was abolished in 1865, we need to move forward, move forward by helping people.

Transportation

Dannie Kerns, 9708 Aventide Lane said I'm representing the Charlotte East Transportation Committee. Charlotte East supports an effective transportation system that provides connectivity through multimodal transportation and is safe and accessible to all communities. Public transit must be of high quality and make life better for residents. This means shorter wait time, getting riders to the right places, and not auto dependent connections to transit options. Greenways, overland trails, and sidewalks are very impactful alternative means of transportation and an important connection to public transportation and a rapidly growing environment. Connected multimodal options can efficiently, safely, and economically connect us to jobs, education, housing, health care, food, art, and cultural resources. Charlotte East believes the success of multimodal transportation connectivity is dependent upon the City of Charlotte and Mecklenburg County governments aligning the regulatory definition of multi-modal transportation to include all forms of mobility and support of the Charlotte futures 2040 Comprehensive Plan, the Unified Development Ordinance plan, and the Meck Playbook by finalizing the two-party City and County agreement. These three policies documents will shape development and Charlotte Mecklenburg for years to come. They're being written now. At the rate we're going, if we hope to improve our lack of public connected mobility and improve the upward mobility of our communities, a formalize City, County corporation is critical.

Charlotte East supports the recommendation of the Charlotte Moves Task Force. We believe it is important that our public transit conversations focused on equality, the needs of all riders, and how efficient public transit can improve all of our lives. The increased use of public transit benefits all by reducing congestion and improving our air quality for our City.

Charlotte Moves Task Force Recommendation

Kendrick Cunningham, 2910 Parkway Avenue said I am a representative of the Charlotte Regional Transportation Coalition. Smart transit in regional planning policies is essential for ensuring access to affordable housing, avoiding uptown sprawl, improving

quality of life, and mitigating climate change. We recognize the need for multimodal transportation projects that promote equitable development, safety, environmental sustainability, economic mobility. That is why we also strongly support the use of a sales tax to help fund the Transportation Mobility Network recommended by the Charlotte Moves Task Force. Furthermore, it is critical that the sales tax does not overburden working-class residents. Exempting, for instance, groceries and other essential items. Also, the prospect of gentrification that pushes lower-income people out of improved transit corridors must be addressed in planning that system and land use around it. We also believe that there should be an ambitious, mode shared goal for a higher percentage of people getting around by walking, biking, and transit. As the Charlotte Moves Task Force has pointed out, the Transformational Mobility Network, various initiatives to greatly enhance our citizen's access to everything from grocery stores to jobs. Yes, it is a huge financial investment, but the bottom line is that bold action is needed for Charlotte to maintain its economic leadership in the region, nation, and as we begin to emerge on the international stage. As Charlotte continues to grow our livability and attractiveness, our aim to be a truly world-class city, the cosmopolitan city depends on our foresight and investment. Thank you so much for your time.

Charlotte Tent Community

Jessica Lefkowitz, 8640 University City Blvd., Suite A3-113 said I wanted to know if you all are receptive to forming the committees or meetings with grassroots organizations that would like to offer shelter solutions for [inaudible] especially during this crisis and beyond. Also, are you all willing to cut the red tape on the zoning? Because I know from my experience in the conversations that I've had, people have had projects and because of zoning, they can't push them through. I also wanted to ask if it is possible for us to facilitate COVID testing in the tent communities. I just know there's some stuff going on. I know there have been some sick people down there. We need to get the testing done to help these folks.

Central Ave. Bus Lane Pilot Project

Jimmy King, 1735 Progress Lane said I'm just calling to talk about the bus lanes and I, for one, am against it. It's made the problems we had previously worse. We've gone down from four lanes and two lanes. My wife and I kind of joke, but it's real. It's like the arcade game, Frogger getting out of our neighborhood. I know that the program is a pilot program, and I think we started on, from what I understand, 9-29. So, we're three months into it. But they did have things on the road to count things. So, I would just hope that we look at the data and use the input from people in the neighborhood to, you know, this experiment and see if it's working. I don't think it would work in SouthPark. I think there would be a lot of people mad about it. That's really all I have to say. We're not happy with it and please take a look at it.

Homelessness Response

Kenya Joseph, 7700 Network Lane said I am speaking on behalf of Hearts of the Invisible Charlotte Coalition, hearts [inaudible] pantry and the thousands of families that we serve all around the City who experiencing [inaudible] at this time and are desperately afraid of eviction coming down in January with the state eviction expiring. My question for everyone on this call is, can the City officials advocate strongly for Governor Cooper to extend the Stay Evictions by extending his executive order 171? So, many families in Charlotte right now are suffering. So, many grassroots nonprofits are doing their very best to support them. In my organization, we've been able to support over a thousand families this entire summer. But we are not seeing funding. We are not [inaudible] court. We are not brought to the table to actually address this issue from a City official place. All of that is needed. We also serve the unsheltered homeless population. I do want as a fact on the record. There are far more than 91 people down there right now who need shelter. They have situations that extend beyond what our shelters currently offer. There are many people ready and willing to step up to change that situation. But we have to be able to give them a voice that everybody is at the table and solve this problem. If Charlotte wants to be a world-class City, if Charlotte wants to stand up amongst all the great cities in the United States that we have to address our backyard before we can attract from outside. So, I hope that everybody, all the City officials will consider what they're going to do and present a plan, bring everybody to the table and address food insecurity and homelessness first.

Mayor Lyles said I think that the population that you were referring to is an account by the county a couple of weeks ago. I think there's an item on there, Mecklenburg County Commission, meeting their policy and Budget Committee meeting, I believe, on last week. That makes that information available. It's online and on YouTube as well.

Threat of Eviction

Kevin Murray, 9510 Grove Hill Drive said I got an issue that I really think needs to be addressed at a critical time. I have a quest to investigate the legal contract they have with my rental agent as opposed to the COVID-19. I asked for a little help with my rent for the month of November that I would pay it before the beginning of December. I was told that I could not they would not take any payments unless they were paid in full with the penalty, which I can pay that. However, then they add on attorney fees, because apparently if I didn't pay by the 8th, I would automatically within 30 days, going to go to a hearing. Which is what I have coming up in two days. And I'm so happy I got to speak with you because this is really, really, really something I think needs to be looked at in a class action type of investigation. If I am under COVID implications, how am I being held to a contract that was made without a federal emergency in place? I understand the fees. I don't understand why I'm paying an attorney. You know, and the attorney is a fellow named Corey [inaudible]. In some of the research I did, it appears that Mr. [inaudible] actually hold a position on the rental boards that are appointed by the City Council.

Mayor Lyles said thank you for your comments. I know it's difficult. We will get you the information for our Community Relations Committee that is doing mediation between landlords and tenants to see where that can be. So, you will get a call or a note from someone on the City staff tomorrow about the eviction process and what it entails, and how we might be able to advise you tomorrow. Thank you so much for letting us know about that. We know it's being experienced throughout the county as a result of COVID and not getting any easier.

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ITEM NO. 4: CHARLOTTE MOVES RECOMMENDATIONS

Harvey Gantt, Former Charlotte Mayor said well, good evening, Mayor Lyles and Mayor Pro Tem Eiselt and distinguished members of the Charlotte City Council. On behalf of the 25 members of the Charlotte Moves Task Force, I am pleased to present to you our final report, which I believe we should all have at this time. Contained in this report is the collective voice of 25 passionate, experienced, and diverse community leaders who care deeply about the future of Charlotte and our region. Over 8 months and 10 work sessions, we have spent a combined 750 hours of work. Receiving public input, sharing varied perspectives, engaging in vibrant deliberations and I mean vibrant deliberations, and developing a common vision. Your staff, Mr. Manager, presented plans already adopted by the Council or in the process of being adopted. The 2030 Transit Plan adopted in 2006, the Envision My Ride Plan adopted in 2018, the 2008 Green Way Master Plan, the 2017 Charlotte Bikes Plan and the 2017 Charlotte Walks Plan, the 2018 Strategic Energy Action Plan, and currently in the process of being approved, the 2014 East Charlotte Future Comprehensive Plan, along with Mecklenburg Count, Meck Playbook.

We quickly understood the visionary work of our city and county leadership, and you're having the foresight, having the foresight to adopt these plans in the past, which successfully, really successfully aided the work completed by the Charlotte Moves Task Force and indeed we spent little time seeking to reinvent the wheel. You had already done very good work in that area. Our Transformational Mobility Network is comprised of your forward-thinking plans. I want you to keep that in mind. These are plans that you have adopted.

The issue of mobility in Charlotte has proven to be a complex undertaking, but we believe our recommendations and our conclusions are clear and pretty straightforward. If we want Charlotte to keep moving forward and achieve better outcomes, a new approach is needed to shape the mobility future for Charlotte. Plans don't need to sit on shelves they need to be activated. At the outset, we knew our recommendations were going to be bold in order to meet the challenge and the charge before us. And so let me walk you through our recommendations.

The Task Force believes we need, first a bold vision. We have defended a Transformational Mobility Network. That's a mouthful. I want to call it TMN, but I don't want to get mixed up. I want people to hear that over and over. A Transformational

Mobility Network that is multimodal to meet our mobility needs and to transform how Charlotte Moves.

Two, a significant investment will be required. A significant investment will be required. We have defined a funding strategy that estimates the cost, first of all, of the system to be \$8 to \$12 billion dollars, of which \$4 to \$6 billion dollars will be our local shear. While this cost is the most significant, we have ever discussed in this region for investment in mobility, we also know that the cost of doing nothing is greater. We cannot stand still as a City and region and expect this region and this City to aspire to expand access and opportunity to everybody.

Three, there must be a commitment to accountability. We recognize that the scale of what we are recommending demands a robust and transparent citizen engagement and the outcomes of that process must be meaningful and measurable for our community. Above all, our investment must serve to build a more equitable, affordable, and sustainable City and region.

And finally. We must build a culture of partnership. A culture of partnership, I don't know how many times in the last 8 months people have asked me the question, well, the transportation didn't stop at an imaginary boundary line called the City of Charlotte. So, we know we must build a culture of partnership. We know that achieving this vision will only come through the collective efforts of a broad set of partners working together. This begins with our state and extends to the towns and counties of our region aligning common goals and resources to achieve shared success. Let me elaborate a little bit more on this. We understand that our ask for a one-cent increase in our current sales tax will require legislative approval. Enabling legislation from the General Assembly and our partnership with the state is very important in realizing this goal. Our partnership with the County and each town in the County is also crucial in realizing these goals.

While the focus of this Task Force has been on Charlotte and Mecklenburg, implementing this Transformational Mobility Network is done within the context of the work of our regional partners, the Centralina Regional Council, which is doing the work to connect our region together. The Connect Beyond Project, which includes other counties beyond Mecklenburg County. In implementing this mobility network, we have to be mindful of future connections, especially with Gastón, Union, Cabarrus, and Iredell Counties.

Finally, our partnership is with our residents. With our citizens and business leaders in this community and beyond and pursuing this scale of the program is very important. This Task Force report is just the beginning, we realize this, been a tough journey. But I, along with task force members, believe that we are handing off this report to a very capable Mayor and Council that will deliver the kind of physical mobility that will change our City, County, and Region for generations to come, resulting in jobs creation, improving upward mobility, a cleaner environment, protecting residents against displacement, and maintaining the quality of life that Charlotte has become known for.

I speak for the Task Force in saying we are proud to serve Charlotte and the region at this unique time and we are ready to support you in the necessary and hard work ahead. I will now turn it over to our very capable Taiwo, who's Assistant City Manager and Planning Director, and he's going to share with you the three key recommendations from the report, and then we will discuss as needed.

Taiwo Jaiyeoba, Assistant City Manager/Planning Director said thank you, Mayor Gantt, I appreciate that. Thank you for your leadership and the leadership of the Task Force. So, you have the report in front of you. This was provided electronically to Councilmembers and Task Force members on Friday. We are going to be getting the hard copy to everyone this week. They are available now, but I will not go into the details of the report. I will just share a few things with you. Building off of what Mayor Gantt has just shared with us. Well, my focus will be on five main things. One is I will walk us through the three proposed recommendations of the Task Force, and I walk us also through a couple of key considerations in moving us forward with those recommendations. We'll talk about the funding strategy. My colleague, our Chief Financial Officer, Kelly Flannery, will step in towards the end to talk a little bit more about that. Then I will present to you guiding principles for developing a program of infrastructure. Then we'll talk about what's next. It's very interesting and I do not think this is by accident that tonight we've heard about implementing cycle tracks, public comments about public transit and sidewalks. We've even had someone talk about intermodal multimodal. This is not unusual, this is typical. Almost every third Monday night, my favorite Council meeting, rezoning meetings, and the Manager's favorite as well.

There is no time we have a petition that does not, it doesn't matter if it's one unit or multiple units. There's always a conversation around transportation. So, the timing is right for us to start having this conversation. With regards to the mobility network. You will have seen this a number of times, but I would direct your attention to a couple of things. One is that the previous one that you saw, you noticed that we had 110 miles for rapid transit. But what we were doing was combining approximately additional miles of 90 miles to what we have today, which is roughly 20. But what I wanted us to focus on would be if we were to implement this Transformation and Mobility Network, the report says that I will give us an additional approximate 90 miles of rapid rail program, approximately 75 miles of bicycle network, improvements to about 60 miles considering our road system, 140 miles of the bus priority system, 115 miles of new Greenway system, or perhaps even more importantly to about 10,000 residents of Charlotte who are visually impaired today are those who use and rely on their wheelchair regularly, is that 150 miles of improvements to that first mile, a last-mile gap that's so crucial to a lot of our residents in Charlotte today.

The second thing I will direct our attention to is that website over there. Tonight after this presentation, the report will be available on that website to our public so they can review it alongside us as well. But I will quickly build on those three recommendations that Mayor Gantt summarized. The first one is to invest in mobility that meets our changing needs. Charlotte is changing. Last week, Tuesday, I believe it was the Wall Street Journal that published that, during this pandemic, five cities are actually the recipients of people

moving. Charlotte, Sacramento, Salt Lake, Phoenix, and Austin and that will continue post-pandemic and we are the number one in the country for baby boomers, top five in the country for millennials. We continue to receive more people coming into our City. Therefore, the Task Force understanding that will continue to grow, is asking the Council or at least recommending to the Council to endorse the Mobility Investment Program, AKA, Transformation and Mobility Network, and actively pursue Federal and State funding partnerships in addition to the local portion, which is for \$4 billion to \$6 billion, and then to look at potentially new sources through local and regional partnerships.

Number two is adopting a Strategic Mobility Plan. We'll be talking more about that in the future. But in 2021, that not only refines the Transformation and Mobility Network but also how can we evaluate, prioritize, design, and integrate our mobility investments? Finally, Mayor Gantt talked about accountability, and that is to have a community dashboard that will help our community really work with us and follow through the process to make sure that we deliver on our commitment. The second recommendation is to align these mobilities, invest with related initiatives. There's a lot going on in our City, but first of all, identify a mode-share target. Today 76.6% of people who drive in Charlotte rely on the single-occupant vehicle. I believe that we all know by now that if we had no coronavirus impacting the way people commute, about 51% of people who would come into Mecklenburg County between Monday and Friday come from outside this City and they are driving. So, how can we achieve a mode shared target that redistributes how people move and not just reliance excessively on the single-occupant vehicle. That does a lot for us in terms of moving the needle towards the achievement of our Vision Zero Program. The Task Force also recommends developing a program that includes funding and policy and design to protect people against displacement and to promote housing affordability and that will incorporate the funding for that into the Mobility Investment Network.

Thirdly, to explore the feasibility of a Transit Fare Reduction Program. Part of the whole idea of trying to mitigate whatever is regressive in the nature of any future sales tax. The third and final recommendation is to commit the resources to achieve that vision, which is what the Task Force has referred to as one cent for mobility. That one-cent sales tax for mobility, which includes transit and non-transit will exclude groceries and medication as a current sales tax does. But we also know it's very important, like Mayor Gantt said, that we have the necessary State Legislative authorization to do this and that it's a lot of hard work to be done to get Mecklenburg County voter approval for that in the future. If we need to augment the sales tax, depending on what we hear with regards to our discussions with our partners, we could go to a significant one time City of Charlotte Capital Investment Program, bond for mobility, like we've done for a few years now, and perhaps even more importantly, committing to one cent for mobility referendum in the fall of 2021. There are a few key considerations that it's also very important as we move forward with these recommendations.

One is accountability and messaging is so important. So, it's not just about new taxes, but how do we invest in a significant mobility system that will connect people to homes, to jobs, to whatever they want to do in our community? Again, the community oversight

board, in the case of Austin, actually created something that we've done here, a dashboard that people can go to on a website and see how you're moving through the program and the projects regularly. Keeping the message simple. Communicate and expecting unexpected outcomes is very important, making sure that we address the question of what's in it for me, that in other words, something for everyone and I will make it relevant to the entire community. A partnership is so important. One of my daughters was with me when I was talking about Transformation and Mobility Network and she heard me referred to a \$4 to \$6 billion, and she looked at me and said, how are you going to pay for that? I said the partnership is very important, not just partnership with Federal and State, Mecklenburg Towns, Mecklenburg County residents and neighbors, everyone who lives in our community and who does business in our community. We do not take that for granted at all, but also the regional approach.

In other words, there's a lot going on. How can we bring our partners on board to make sure that we consider them as we move forward? There's a lot of initiatives going on. The Comprehensive Plan Mayor Gantt talked about the Mecklenburg County Parks and Rec Comprehensive Plan for their play spaces in the community. That's important, Connect Beyond which the Central and our regional council are working on, as well as our 2050 Plan for the Regional Transportation Organization. So, the strategy for funding this, we've shared this with you before, we envision that this is going to take 10 years plus at least to construct these program of projects because some are easier to achieve faster than others were financed over a 30 year period. We know that the scale itself will be \$8 to \$12 billion, but the local portion, again, will be \$4 to \$6 billion, hence the reason why we continue to refer to this as one cent for mobility. This is how we compare not just with three or two other cities in our state, but generally overall. But look at this with the understanding that this is based on Charlotte's median home value and the average residential utility cost. But when you look at that, we compare favorably well with the cities that we compete with nationally and even within our state.

So, something to keep in mind is also the population of Charlotte. When you compare the population of Charlotte to other cities out there that are comparable, sales tax is still towards the lower end of where the other cities are. This is how we compare with the 10 largest cities in North Carolina today. When you had our property tax, sales tax, and all the fees we rank dead last when it comes to the top 11 cities in this state. This is a very important one to look at, considering where the largest in the state. But we're also the only city with a rail program like the Blue Line as well as the streetcar system. So, something to really think about. So, what's the impact of this? If we were to have successful partnerships at the federal level, at the state level, and with our residents and business partners, we would have been successful in bringing 90% of jobs and future jobs within a half-mile of a Transformational and Mobility Network, which means a frequent bus service, a robust rail program, trail system. All of this will bring people closer to jobs, at least 90% of the jobs, and almost 70% of housing opportunities. But it also helps us to achieve moving the needle when it comes to economic mobility for a lot of our residents, achieving our Strategic Energy Action Plan goals as well as our Vision Zero goals.

Over the next few months with Council and the Managers direction, we're going to continue to look at different projects. We know we have a lot right now in the books, but we have to make sure that we have a set of guiding principles, such as consistency with adopted plans. Those are just examples on the screen, alignment with Council policies, community input, and support. Equity is very important in the process and so is sustainability and whether these projects are even eligible for federal funding or even funding at all.

So, this is perhaps the most important slide in terms of the next steps. I will turn it over to my colleague Kelly Flannery to talk about the funding piece here. But we're presenting the Task Force report to you today officially. What's missing on here is that tomorrow, Mayor Gantt and I will also be at the Mecklenburg Board of County Commissioners to present this to them as well. Then on December 21st, we will present this to our Transportation, Planning, and Environmental Committee for review of the recommendations. We'll come back to the Council on January 4th to report out, our Transportation and Planning Committee Report Out, as well as receive public comments. On January 11, we will look to Mayor and Council to direct the City Manager to proceed with the legislative strategy, as well as a refinement of our funding strategy.

Then between January and giving ourselves some time, will be working on developing infrastructure recommendations. But we want to make sure that this aligns with our CIP (Community Investment Plan) process, but also, more importantly, aligns with the budget process. So, we're not going to rush that, but we are going to come to you sometime in January to start working on what those infrastructure programs look like. We will also be coming to the Council to adopt a refined funding strategy. While Council and Manager are discussing the budget outlook for FY22, we will be coming to you just shortly during that period of budget discussions to present what we call a plan with an infrastructure program. You've all heard of Pennies For Progress in South Carolina. People have referred to it a lot. And part of the reason why it's successful is because people have an idea of what projects they are paying towards. That's the same goal we have here to make sure that is very clear from the onset, not only the number of projects, what those projects actually look like. At this point, I'll turn it over to my colleague to talk about the nexus between that and the funding strategy that will be refined.

Kelly Flannery, Chief Financial Officer said as Taiwo said, this is a program, it's a lot of projects, it's a lot of moving pieces and the financing program is going to be the same thing. When we're talking about funding several projects over 10 years, we have to remain nimble. In the same way, the infrastructure project will have guiding principles. The funding plan will have that same construct. The most critical of that commitment is the commitment to the City's ratings. This project is going to add debt. We'll cash fund as much as we can. But there's a reality that when you borrow more money, you're going to put pressure on your credit. The same way as when you buy another car, your credit score changes. This is not an indictment of the project or the recommended revenue stream, it's just a reality. More money, your credit is going to see an impact.

So, what we will do as part of this process is explore opportunities both in existing legislation to create a structure that will preserve the general City ratings, as well as work with our financial partners, the local government commission rating agencies, to make sure we're all on the same path.

Also, we've heard a lot about a lack of assumption detail. Again, moving pieces, so we will work to refine those assumptions over the next several months, that will include applying growth assumptions to some of the revenues, looking at existing revenues. Are we leveraging them the best way we can? As well as cost assumption and L and M long term for these projects. So, I just want to say, we got a lot of wood to chop, we know that. It's going to be a moving process, but we're on top of it and we're going to move forward with it.

Mr. Jaiyeoba said so, we're done with our presentation. We'll be happy to welcome comments or discussions or questions. Thank you.

Mayor Lyles said Before we go to comments and questions, I just want to again thank Mayor Gantt and the other members of the Task Force who met, I think, 11 or 12 times now. I'm watching that last meeting when Mayor Gantt asked everyone to express their concerns and the challenges and what made them optimistic about this was truly the result of their understanding and commitment to their principles, as well as to the plan that they are recommending tonight. So, I want to, again, thank every member of the Task Force. I also want to reiterate that on January 4th, we will have a public hearing. The report is online now and you may sign up to speak and feel free. I think we will probably have a two-minute limit because we're having several public hearings but write your speech and remarks for two minutes and make sure that you get to make your points.

Then the next thing is that the Council's Transportation, Planning and Environment Committee if I look at, I can't remember which part of the deck. It says why we need one. Every aspect of transportation, as well as our SEAP Plan and other considerations for being a livable City around this, is represented on this chart and in this plan. So, the Transportation and Planning and Environment Committee will tackle this for deeper understanding. We will have the benefit of the public hearing and we will schedule a time to discuss this further at our Strategic Retreat.

I am now going to ask Mr. Jones if there are comments and then we'll go to the Council's comments and questions.

Marcus Jones, City Manager said thank you too, Mayor and members of the Council. I also would like to thank Mayor Gantt for his kind words about the plans that were used in order to work with the Charlotte Mobility Plan. I really appreciate all the hard work from Taiwo and from Kelly. Our hope is that as the Council deliberates, that we're able to move forward and we'll give you an internal team that can execute. I think is important before we go into question to the Mayor to acknowledge that it's Taiwo's birthday today and out

of all the places he could be in the world, he wanted to be here tonight to help us with this bold, bold plan. So, thank you, Taiwo.

Taiwo said Thank you, sir. I appreciate that.

Mayor Lyles said I'm not certain that is true Mr. Jones, but this is where he chooses to be, But Happy Birthday Taiwo. I just want to say, over the weekend, I got a call from someone that lived in Huntersville and she talked with me for a long time and she said, well, why? I said to her that the why is because we are a growing City and we need to plan for that growth and be prepared for it, and that transportation was the connection between housing and jobs and that that was an important equation. Then she told me that she has spoken with Mr. Driggs as well. So, now I'm going to turn it over to Mr. Driggs, who will tell me what he told her, and also, I want to say to Mr. Driggs, we are thinking about Caroline and glad that she's recovering so well.

Councilmember Driggs said first of all I wanted to say Happy Birthday to you, Happy Birthday to you. So Taiwo, Happy Birthday to you and I hope that you will appreciate that some of the things I want to say are in the spirit of wishing you a Happy Birthday. First [inaudible] we need a transportation plan. I fully understand that. We need to reduce the dependence we have on single-passenger cars for the sake of easing congestion on our roads for our environment. So, I really appreciate the work that has gone into formulating this plan. I just want to take this opportunity so no one's surprised later to reiterate a couple of concerns that I've raised about the kind of lack of certain kinds of detail that I think we need before we can responsibly commit to this plan. People should appreciate the amount of money we're talking about represents something up to \$15 thousand for every single household in Charlotte. Granted, it's payable over 30 years and there will be more households sharing in the cost later, but it is a very big, very big commitment. I think it's unfortunate that we're talking about tax increases during COVID and I realize the work on this started before and we may not want to allow the virus to slow us down here. But we're in the awkward position now of talking about trying to find substantial new revenue sources at a time when much of our population is hurting and that's difficult. I personally would like to see, I mean, it's not over yet, and I'm open still to further conversation that I would like to see more analysis along the lines of the Metropolitan Transportation Plan, where we have scenarios where it's clear that we've acknowledged autonomous vehicles and other changes that could cause us to veer from this course. The thing about rail is you start down that road and you're locked in. I mean, you spend all that money, you put the rail in, you can't stop halfway through and change. So, we need to be very thoughtful about the obligations that we're going to incur here, how they affect our capacity to other priorities, such as affordable housing and our needs in the community.

So, I have reservations at this point. I think we ought to explore also what I would call a brick wall type of issues like if we find out categorically that the General Assembly is not prepared to entertain a proposal for that sales tax increase, we should know about that now. We've already committed \$50 million and it's going to take more than that to get through the early design and engineering phases. So, it's late for us to be asking

ourselves some of the questions about resources and how this fits into a more comprehensive vision that extends beyond just the transportation component that we have for Charlotte.

I thought that Ms. Zimmern's presentation earlier was excellent in the sense of presenting us clearly with pros and cons and reflecting the diversity of opinion in the community. Everything we've heard on this subject seems to go in the same direction. I know that there was at least some dissent, for example, in the Task Force that has not come through in the report we received. I believe those points of view deserve to be heard. Those who are very responsible thoughts out of concern for the City and its future financial viability. There isn't any debate here. There's no discussion in the way this is being brought to us about alternatives, about contingencies. We do not want to start down a path of initiating five or six different rail projects and then discovering in five or 10 years' time that we're not able to see them through. So, I think that our CFO is working on this. I've talked to her and I look forward to seeing a more detailed analysis about the timing of the allocation of the total \$4 to \$6 billion to the various modalities. We saw those six in the one slide.

My personal view is we haven't actually committed enough to roads in this with the growth that we expect in the City. Even with the most ambitious goal of reducing single-occupancy vehicles or vehicle traffic, we are going to have to be able to accommodate a certain amount of vehicle traffic. I'm not sure that an additional \$60 million in road construction will do that. So, I would just say at this point, I have a lot of unanswered questions or concerns that I would need to see addressed before I can support it. I would like to see us reach a conclusion, a successful outcome here. So, I hope we can continue to work on this and get a good result. Thank you.

Councilmember Graham said thank you former Mayor Gantt and Taiwo for an excellent presentation, excellent work. I took some time throughout the committee's deliberation to kind of sneak in on the zoom and watch the hearings and the deliberations throughout the year. I thought it was well done and all the committee members expressed themselves extremely well in terms of crafting the recommendations that are in front of us tonight. I told the City Manager last week when we met that I remember at my inauguration last December this year that I reminded the community and the Council that I came back to do big things. This is a big thing. This is a chart and generational changing type of policy, if implemented correctly, that will really change the landscape of our community as it relates to transportation, and I am really in support of it.

Obviously, there are a lot of details yet to be answered, but certainly for the 15th largest city in the country now, one of the fastest-growing cities in terms of the number of citizens moving to our community on a daily basis somewhere with a number of over a 100 per day are coming to our community. How we move around, how we get around is really important. I think the most important variables are the buses modernizing and making sure our bus system reflects mobility for everybody. It still pains me that when I rode the bus as a sophomore at Johnson C. Smith University, the number seven going to work at Eastland Mall that the ride-time is still the same some 25 years later that we still have to

transfer. So, how we address that and others in those recommendations, building out our transit system is extremely important. I think a number of [inaudible] that it's going to be extremely important has already been articulated. Partnership, partnering with the cities in the town and the county is going to be critical for this to be successful. Having served 10 years as a North Carolina State Senator and getting a penny out of Raleigh is going to be difficult. But I know the Mayor, over the last two years, have worked extremely hard working with Senator Berger and others out there. Again, trying to articulate who we are, what we're about here in Charlotte, and why the largest City in the Carolinas needs some of the resources that we are requesting?

The fact that we're asking the people to vote on this in a public referendum, I think it's really important. I think that is going to go a long way in terms of getting the type of support that we're needed in Raleigh. So, I'm cautiously optimistic that we can make a case for that. But that the larger point, and I'll be quiet is, educating the public about what we're doing and why we're doing that and ensuring that we're doing something for them versus doing something to them. That's the issue of neighborhoods and corridors and going through communities in terms of potential construction projects, et cetera, I think we need to be very sensitive to that. That we bring the community along with us, that they clearly understand that there's something in it for everybody. Every segment of the community must believe that this initiative is for them and that they're getting something out of it. I think we can do that. I think we can articulate a message that's inclusive, that talks about Charlotte's growth, and why this type of plan is necessary. So, I'm cautiously optimistic. More than that, I'm excited actually, because I believe in what we're doing. I also acknowledge that there's hard work ahead of us to kind of get to the finish line, which is November of next year with the successful vote.

A lot of hurdles between that day. But I believe that we have the Council and the Mayor with the ability, the cleric each and every hurdle that each and every step of the way. So, I look forward to working with the Committee. I understand that Mayor Gantt and others said that they're going to be with us for the long haul. So, I look forward to working with him on the Committee as we move this initiative beyond what's on paper but talking to the community about what we're doing, why we're doing it, and how this will change the landscape of Charlotte.

Councilmember Watlington said Councilmembers Driggs and Graham both mentioned the things that I was thinking about. I just think it's important that we consider what the alternatives are. Right now what I'm seeing is a path. But what I'd like to understand ahead of having to vote to approve, to move forward with this is what the options could be. Contingency plans in the event that we don't get the funding that we need, what we will prioritize? What we can do with what we have? I don't see that part of it yet. I'm hopeful that that will come out of the recommendations and that we will see that before we have to make a decision here. The other piece that I'd like to understand a little bit more about is not just the cost of transit and transportation, but what are the costs that may be associated with some of the things that Councilmember Graham mentioned as far as neighborhoods, as far as combating displacement? How are we ensuring that these

communities that will be impacted by potential rail lines are going to still be standing to actually see to be a part of the programs associated with this?

Then finally, I'd like to understand a little bit about the opportunity cost that we may be having to pay in terms of not investing in other areas in the City. I just don't feel like I'm really equipped right now to make a decision about something other than wholehearted support of this or not support at all. I think we can color this a little bit differently so that we really are clear about what our options are. Not just with this Transformation of the Mobility Network, but when we think about total investment and where our taxes go for the City.

Mayor Lyles said, Ms. Watlington. That's a great point. We are not asking for a decision or a vote until we go through this analysis from the Committee and as well as further Council discussion. So, that's an excellent point. This is a report that's been worked on by a citizen group. Like our other reports, we'll have public comment and then we will start working towards what has to be answered prior to the readiness of the Council. So, thank you for asking that and making sure that we're clear on it.

Councilmember Ajmera said Mayor Gantt, thank you so much for your presentation. I certainly appreciated how you had included all the plans that the Council has approved. Many of those plans have been approved unanimously by the Council. So, now it's just figuring out how we fund some of these plans that we have already approved. I have a couple of questions. Mr. Driggs had mentioned, 15,000 households cost over 30 years. I guess, could the staff address that question? Even if Mr. Driggs could help us understand how he arrived at that number?

Mr. Driggs said there are 350,000 households in Charlotte roughly divide \$6 billion by that number, you get actually up to \$17,000. The actual per household cost analysis Kelly will have to tell us more about. I'm just trying to give people a feel for the magnitude of the decision we're making.

Ms. Flannery said I think for the analysis, I have extravagant spending habits. So, my sales tax usage is probably a lot higher than the average household. So, to do a basic back of the envelope with that, I think especially you're looking at a 30-year time horizon. I think there's a more refined approach we can probably take to that over the next four months to get you a better number

Ms. Ajmera said yes, I think that would be helpful. We have to keep in mind we are looking at our elderly residents. We are looking at our low-income residents, and this does not apply to groceries or any prescription that is required. So, I just want to be mindful, if you're putting a number out there or there is a number that we are able to sort of tell the story behind that. Another thing, over the weekend I had a former legislator who had called me, and he had expressed concerns around this plan, and he said, I'm not [inaudible] to the transportation. We got to invest in our infrastructure to stay competitive. What I'm against is the timing of this plan, especially for our working poor and

unemployed. I know, Mr. Driggs, had expressed similar concerns around the timing. In my response to him was around, what is the cost here for not doing it? If we wait another year or two, as the property prices are going up, construction costs are rising. Overall, we are factoring in inflation. We're looking at the higher cost to build the transportation and infrastructure that we need. So, I think having that number for not doing something where we do not invest in our infrastructure, in one of the fastest growing cities. I think we got to be able to articulate that in the story we tell to our residents.

So, that's the second point I have. As far as the questions and concerns that have been raised around our bond's capacity and how that affects our rating, I have trust in our capable staff led by Kelly and Mr. Jones to have that worked out. As part of the Budget Committee, I look forward to reviewing that and how that would affect our rating and how we can plan proactively to address some of those concerns. Also, I was going through the slides and I was trying to find some of the allocation of a chart where it will highlight here is the percentage that goes to our roads, our light rail, our bikes, our greenways, so that we are able to, again, clearly tell the story that here are the investments we are making in our infrastructure. Most importantly, I do want to highlight the point that this is an opportunity for us to revitalize many of our neighborhoods and while ensuring that we keep our elderly in the homes they have lived for generations to come. But this is an economic opportunity creator. This is going to create lots of jobs. This is an economic driver. So, yes, we are looking at it from a transportation perspective. We are looking at it from affordable housing and upward mobility, but we cannot forget the economic opportunities and jobs that it's going to create. That is going to be for many, many years to come.

Councilmember Winston said a couple of questions too, I guess between Mayor Gantt, Taiwo, and Kelly. Was there any consideration of a Municipal Service District and subsequent taxiing along and emanating from the Silverline alignment?

Mr. Jaiyeoba said I know Kelly can speak to this, but that was something we looked at briefly earlier on, but not necessarily because I think what you're talking about is [inaudible] around. But I'll let Kelly address it.

Ms. Flannery said yes, it's not something that the Task Force contemplated, I think it's something that we could look at in pieces.

Mr. Winston said so, If we didn't consider that, did we only consider a certain like type of funding options? We didn't consider all funding options?

Ms. Flannery said I think if we had one project, if it was just the Silverline, maybe that's an option. But we're looking at hundreds of projects and to create an MSD (Municipal Service District) or a TIFF around that, you're ultimately going to TIFF the entire city. The nature of a TIFF is that it has to generate revenue. Right. So, you need the increment to pay back the debt. There's just not enough increment generated to pay that debt off. So,

I think there are opportunities where we could look in the future to peeling off a piece. But as far as \$4 to \$6 billion, I don't think it's an option

Mr. Winston said my question was about MSD' specifically along the Silverline. So, if it wasn't considered, I hope we consider we look at that.

Ms. Flannery said yes. As we look at this, this is a program and it's going to keep moving. As we continue on and we get the alignment nailed down, we get cost nailed down, that's something we can look at. But there's not enough juice in that squeeze to say that that can solve the problem.

Mr. Winston said absolutely. I clearly understand that. But this kind of aligns with my second question. Did the Task Force consider how we move forward with this Transformational Mobility Network should the General Assembly not grant us the ability to tax in the way we need to?

Mr. Jaiyeoba said yes, we talked about that initially. I think the conversation started from having a hybrid between sales and property tax. But while we were working on this, we were also simultaneously polling our residents in the county and trying to determine some degree of sensitivity to revenue types. There was more support for sales tax over property tax, especially in Mecklenburg County. But there was also another aspect to this, and that is if the General Assembly for any reason doesn't grant us that, that's where we had the second, if a needed option, that we may talk about a CIP (Capital Investment Program). A one-time significant CIP that will impact property tax. So, we did if you look in your report, you actually will see where we had the breakdown. If you have to have a one-cent increase in property tax, two, three, and four cents, what that would generate annually based on what it is today. So, we did discuss that.

Mayor Lyles said so, I see Mayor Gantt edging out of his seat. So, I'm going to ask Mr. Winston, if you would address the question, I think Mr. Mayor would like to speak to it.

Mayor Gantt said Councilmember, we did look at a lot of alternatives, and Kelly and Taiwo talked about it. One of the things that motivated me most was the City of Charlotte has actually been a very good steward in the spending of the sales tax, half-cent that we have dedicated to transit. We've been so good about it until we've never gone back to the citizens of this community on all the improvements made on the Blue Line since we did that. For 20 years now that sales taxes have worked. The second reason that the sales tax has been attractive to us is because it does capture the county and beyond the county in terms of sales that people pay for the improvements that will be made almost regionally in certain ways. Whereas a property tax, we recognize the expenditures might be limited to the city limits itself.

We did look at license fees. We looked at automobile taxes, and none of those options raised the kinds of dollars that would not have a City Council going back every two or three years trying to figure out how to support the construction that's going on over that

10 to 12 years. But the sales tax far and away, would in fact cover the cost and allow us to readiness, we would need to have to extract the federal dollars and the partnership dollars we would get from other places. We think because of that and because of our history in this community, you know, we've been going back every two years and asking the citizens to add a quarter cents or 10 cents or whatever, that would be one thing. But I found it remarkable that over the period of 20 years, we have never asked the citizens for a single dime beyond that half a cent that was there. So, it may be time if you're talking about transportation in a much broader sense and building far more miles than we've done before and the need for doing it because we're growing so fast. A penny would not be a bad thing to do.

So, we thought that simplicity of that one cent, particularly since it never applies to groceries or medicine or things of that nature, was the fairway to do it and incorporate it, and citizens and Davidson, Huntersville, Mathew's everywhere else has to pay the same sales tax. So, I thought from that direction, Councilman Winston, we elected what we call the easiest and the most simple and straightforward way to approach our citizenry about why we want to do that.

Mr. Winston said understood. Thank you for that. I will make a couple of comments and I think I'm done. If 2020, hasn't it made it clear enough mobility is not just physical, but it is digital as well. I believe it would be foolish of us to invest so much in physical mobility if we do not marry it with a bridge between the digital divide. That has been the case before 2020 but obviously has been exacerbated now. Then for those that are out there that are questioning whether or not investing in mobility aligns with the equity issues that have already existed, but have been exasperated by the pandemic, I encourage you all to learn about a man named Robert Moses and the powerful legacy around transportation, infrastructure investment, and strategy that carries along with them. He was a racist that used roads and his commitment to creating suburbs that systematically cut off black, brown, and poor people from cities, particularly New York City. Between the 1930s to the post World War II era. His legacies in terms of how infrastructure is invested and built have spread all throughout the country. It's definitely affected here in Charlotte. If you look at how the interstates were built, if you look at how major highways are like Wilkinson and Brookshire were built.

This investment would be our first great chance to catalyze systemic change with generational impact that can and will be met with robust action in the short term. Of course, the equity impact will only be great if this council has the political fortitude to be bold. Let's get this done and create a better and more equitable mobility, a reality for cities to follow over the next century. Better than the racist, Robert Moses left America this past century. Thank you.

Mayor Lyles said Mr. Winston, that book, his biography should be read by anyone that works in an urban community. It is a fascinating critique of how systemic issues can become and be duplicated. So I would recommend the book.

Mr. Winston said that book is called The Power Broker for everybody that doesn't know.

Councilmember Eiselt said Mayor Gantt thank you and the Committee for all of the hard work. There's just some really rich material in this report and, I hope that the community will take the time to dig in and look at this before they come to their own conclusions. We've heard already that sales taxes are regressive. This is expensive. To Mr. Driggs point, maybe this \$15,000 over 30 years. But we got to tell the whole story. Mayor Gantt is exactly right that there is a cost associated with doing nothing. If you take that \$15,000 number over 30 years, you can compare it to the fact that in North Carolina, the average five-year cost of owning a car is \$25,000. So, for all of those people that could give up their cars and ride public transportation, assuming we have a robust system and not one that as we have now, where the average bus trip is three hours, you can definitely run those numbers and show that if done properly, this is going to promote the upward mobility that we say is so important as a goal for our community. The cost of doing nothing if you also take this into consideration, we expect to add the equivalent of the population of Asheville in Greensboro to the Charlotte region by 2040.

So, if you can imagine moving those two cities to our City without any change in our infrastructure, that would absolutely gridlock us and you'd have people that would be forced out of the City, that would be forced to live beyond the county boundaries, that would be stuck in traffic because the job center is here and there's a huge cost associated with that as well. We talk about our goals of upward mobility and our SEAP goals. I think we're very honest about how important that is to our future. This would set us back in achieving those goals.

I also just wanted to mention that, we saw when [inaudible] we relocated here, we were told that it was an important factor that we had a light rail system and in fact, they moved right near the light rail system so that people could utilize it. So, it's a huge economic driver to the employers of the future that we hope to come here and employ all those people that are moving here. So I think for me, at the end of the day, I could crunch the numbers as well all day long as to why this makes sense. But what's going to be most critical for me is, is when we work on the Strategic Mobility Plan and prioritize the projects. I just firmly believe we've got to invest in our bus system first and make it robust, efficient, and predictable.

Again, if you're spending three hours on the bus every day, then there are hours that you're either not with your family or working an hourly shift. You can quantify how much more that is to you on a given day. If you're only on the bus an hour or even an hour a day and you get two hours a day, 10 hours a week back into your pocket, in your paycheck. So, you know, we've got to be able to show that in the work we're going to do in the coming months and to build that case. I hope that the General Assembly will look at this and say this is a region that is giving money back to the state and is a catalyst for the rest of the state from a jobs and an education standpoint. I hope that they'll look at it and understand that we got to do things here to accommodate that kind of growth that can help the region and provide jobs and affordable housing for people. So, thank you for

the work and to the staff. I know you guys have a big job going forward and I appreciate the hard work and giving us that information. Thank you.

Councilmember Bokhari said thank you all for the hard work. I would agree with some folks that have already spoken to say that we've got a big task ahead of us in needing to inform the community at large. Obviously, we looked at that timeline. There's a lot coming very quickly before we know it, it's going to be time to make a decision and have a position, take a vote on our side, and have the community decide how they're ultimately going to vote. So, I would just encourage us all and the staff, particularly right now, we need to have a very real dialogue across this community. We're approaching what is arguably the largest debt in Charlotte's history right now. I will just tell you as a warning if we treat this like a normal pro bond marketing campaign, the voters are just going to see right through it. That means we need to do some real homework. We raise a lot of questions, but we need to have some actual diligence put into some of these questions by the staff, by our partners, and have some real honest conversations with our community groups.

Here are a couple of examples. The financial breakdown of each of these mobility topics needs to really be understood. If the citizens of this community see all of these punch lines like X number of miles of greenways and miles of roads and buses and all of that, and it's all lumped into one big bucket. It just begs the question. All right. So, how much do the Greenway's actually add to this versus how much do the fixed rail lines? I think we need to transparently show these items because that's the level of transparency and trust that this community, I believe, will require of this process. I think we also and I've said it before and I'll say it again, we need to distinguish how much of this plan is about moving people versus economic development and economic impact. If our goal is really to just get people from point A to point B quicker, particularly those in need of the services, we could buy everyone in the bottom quintile of poverty, I will finish by saying, you know, if it's about moving people, that's one thing. If it's about economic impact, that's another. Both are very viable. We need to really distinguish those. I think we need to have a real analysis of the disruptive innovations that are coming in transportation. I've mentioned it every time we've brought this up for the last three years. And it's about autonomous vehicles. It's about all of these things. If we get to a point in the second and third quarter of next year where the staff didn't actually do real analysis on their own here, and it's just a talking point each time, that's going to be a real problem in my mind.

Then finally, the impacts need to be analyzed by the staff and really contemplated by us on the funding recommendation that's before us. You know, if it's the regressive tax nature we've talked about many times, how does that impact upward mobility in Charlotte? If it's the learnings from the Blueline, and gentrification, what we've actually seen tangibly happen, what is the plan that's going to avoid that for this? Finally, if it's the tech talent studies and all the things that have told us without a doubt that the cost of living is our greatest asset and our most significant draw, we are raising the property tax, the sales tax, all of these items. Literally, that is the one thing we have quantified we know is something that is significant and the reason for the success and growth we've had. What

is that going to do? So, I'm not asking for punch lines or a marketing campaign and some imagery that shows, OK, here's why I support this community and good taglines. Let's really do the analysis. I think to Mr. Driggs point earlier, what we saw on the street renaming conversation was no matter how much one side or another wants one thing to happen, that was a pretty fair, balanced view of here's the pros, here are cons. Here's what people on one side said versus another. Too often, particularly in bigger conversations, we don't do that. We don't have that dialogue. So, that would mean a lot to me.

Mayor Lyles said Mr. Gantt, you've put in months and months of work. I don't think we can say thank you enough, but I say it again and look forward to working with you as we continue this. The next steps in this process will be a January 4th public hearing, and that will be followed by an earlier discussion this year with the Transportation, Planning and Environment Committee and then the public hearing. Then we'll have it on our agenda for our Strategic Retreat. I think that all of you have your notes that were important and really important because as we talk to the entire community, it's not just about the opportunity. It's about the challenges. It's about the openness and ability to quantify and describe what's important here and what would be done. So, thanks to the Council for the very thoughtful remarks and look forward to the continued discussions.

The following persons submitted written comments regarding this item pursuant to S.L. 2020-3, SB 704. To review comments in their entirety, contact the City Clerk's Office.

Sam Spencer, spencer@choosesam.com

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ITEM NO. 5: CURE VIOLENCE ASSESSMENT

Marcus Jones, City Manager said we will tag team with Laci Williams and I have Federico Rios who has just come in as well as Sarah Haze.

Mayor Lyles said congratulations, Sarah, on the new position and the work that you're going to be doing to lead our sustainability plans and effort. I have to say, I've worked with Sarah for months on this project. I thought she was already the sustainability person. Today I think the City Manager made it official. But I want to say congratulations. It's a great opportunity and great work. We really appreciate that. Thank you very much.

Mr. Jones said what I will attempt to do before I turn it over to Lacey, is set the stage of where we have been and where we are going with this. So, I appreciate everything that occurred from the Safe Communities Committee, from Ms. Watlington to the Chair, Mr. Eggleston to the Vice Chair of the Committee. Mr. Mitchel. Just a lot of hard work, not just from that Committee, but all of the various Council Committees and across I would say that the administration. It really showed us as a staff how we can really work together to

get, as Mr. Bakari would say, out of the different silos and to across a collaborative organization. So, not only do we just think about safety, but we also talked about creating great neighborhoods, workforce and business development, equity and transportation and planning, as well as collaborative safe communities.

The next slide is one that I think is maybe the most important, and that is this is not just the Council or Committee creating policy and turning it over to the staff. This is a collaborative effort that goes across the City to the County, as well as some of the individuals, elected officials that are in what I would call the, as we start to deal with public safety. So even as recent as Friday, we had a joint meeting with the County and we talked about not just the Safe Charlotte framework, but also the policy programs in practice. Before I turn it over to Lacey, I just want to go to the next slide, which I think also sets the stage for what we're talking about more in a comprehensive fashion. So, when we start to look at this violence interruption, it's, I would say, a piece of this overall strategy and I would commit that right now, I believe the City and the County are making more investments in our community groups than in recent history.

So, for example, if we start to look at this pie chart, I think, Federico, we started a few years ago with maybe \$100,000 or \$50,000 in Jumpstart Grants. Those are up to half a million dollars now. That is really going to our grassroots organizations within our community. We talked about as a part of the Safe Charlotte initiative, the Violence Prevention Grant Program, which is a million dollars. Lacey will talk a bit about some of the community outreach around that. We also have investments in the hospital-based violence intervention program. The Upward Mobility Fellowship, which predated all of this, really helps us with building individual leadership through this upward mobility grant. As we go to the top left, there's considerable funding in the County with the healing hubs, the trauma, resilience training, and some other grants that the county has received.

One of the things that I will mention tonight before I turn it over to Lacey is that even when we started with the Violence Prevention Grant Program, that is a part of the Safe Charlotte initiative and we're still trying to sort that out, how we would do that, I would like to look forward in terms of the FY2022 budget because one of the things that we've done in the past is used our CDBG (Community Development Block Grant) funds for what we call out of school time. It's always a two-year cycle and we're at the end of the two-year cycle. So, I'm not suggesting today that we don't fund out of school time, but we think about this as a hybrid, that we could use some of those funds, that 15 % set aside from CDBG funds so that we can continue to fund these grassroots organizations that are trying to help us with the Violence Prevention Program. So, I just want to plant that seed with the Mayor and the Council tonight as we move forward. We're trying to find a long term sustainable funding source that we can continue down this path.

Lacey Williams, Housing and Neighborhood Services said it's nice to be with you all tonight to talk a little bit about what we have been working on in this Violence Prevention and Interruption space. The first thing, I'm going to just give you a quick update about is the Community Safety Summit that we held. This is actually Councilmember Graham's

idea to pull the community together to get some ideas on how community members were thinking when it came to community safety. Then to also inform folks on all these various threads that are happening around community safety. So, we had two opportunities via Zoom. We had 100 plus attendees over those two days. Those attendees included non-profit leaders, community members. We had an elected official in the room from the school board and we discussed defining community safety and gaps in services. Some of the key takeaways for me and I think for the staff that participated where the community serving organizations feel disconnected from each other, that really resonated pretty loudly. Folks were using the chat to really make connections and saying, hey, you're working in the same space that I'm working in, let's collaborate.

These organizations need resources. Of course, that means money, but it also means skill development, training, and something we heard over and over again is evaluation tools. Then the last thing that really struck a chord for me is the need for intergenerational work. There's, you know, young folks in the neighborhood, there's old folks in the neighborhood, and those folks really feel cut off from each other. But also, I think in some ways sort of vilified by each other. So, something to bridge those groups I think would be important and that there's infrastructure work that's needed. So, you know, in these conversations that people did mention, you know, pedestrian safety, lighting, the built environment. So, I think there are ways in which are worked really around transportation has an impact on safety.

So, the next steps that have come out of this are we have a live asset mapping survey that is in the community right now. We're trying to really glean from that. Who are the actors in these spaces, particularly in the zip codes of the Corridors of Opportunity? What are they doing? What are their budgets? What are their missions? What we would like to do with that is to develop a community tool for these organizations to be able to find each other and collaborate. So, that is where we are. The other thing is just really developing at a more meta-level. What is it is the community's definition of community safety? That's going to be really advantageous for us as staff for when we're coming up with ideas, whether it's pockets of money we're trying to leverage in the community or if it's programmed, we will have a framework from which to reference that is really community co-created. We will also have, with this group that participated in the summit, a community that we can continue to engage and we plan to engage this group over the next year or so as we're watching and bringing these different programs online. So, that's the Community Safety Summit.

But what you're really here for is the Cure Violence assessment and next steps. So, we'll let you know what happened with that. So, just a reiteration, I know Sara has given this presentation a few times. I've heard the Manager talk about it several times. But Cure Violence as a methodology, as a strategy, as a program really aligns with the City's strategy on violence. It is built upon intergovernmental collaboration, partnerships between the City and the County, including shared funding. Its key sort of core is violence interruption that leverages and funds credible community members to interrupt, detect,

and prevent violence. Then it uses data and evidence to implement a proven public health model.

So, the assessment was really designed to help familiarize stakeholders and community organizations with what Cure Violence Global is, and we were determining some specific things among two core groups. So, the first is government capacity and will. The second is sort of assessing the community, its ability to implement. So, under government capacity and will, is there a government or non-governmental agency with the capacity and will implement the Cure Violence model with fidelity? They have a methodology. It works. So, are we willing to take their model and implement it here? Does official and unofficial data exist about violent incidents to focus, monitor, and measure the implementation of the model? Does official and unofficial data exist about the nature of violent incidents to determine if the cure violence model is appropriate? Does official and unofficial data exist to create criteria to identify the highest risk target populations for focusing implementation? So that's on the government capacity and will side. Then when it comes to community organizations and particular interrupters, do community organizations exist who fit the core violence global criteria to serve as partners to implement this model? Do individuals exist who could fulfill the role of violence interrupters and or outreach workers? They wanted to determine the initial program recommendations for programs size budget, recruitment strategies, and ongoing training and technical assistance plan and Cure Violence with Global.

So, the assessment was broken down into four phases. The first couple of phases were done online via zoom. The first phase was informational meetings. We had those in August and September where we did a series of online sort of 101. The next phase was one on one where we met with individual organizations, potential partner organizations, and potential workers. Folks that would be potential interrupters or who saw themselves as potentially being interrupters. Then in phase three, folks from Cure Violence came down from Chicago and went out with various stakeholders into the Beatties Ford Road, LaSalle Street area. In that sort of time, they were answering questions from those stakeholders, but also sort of assessing whether or not there were potential interrupters on the ground and whether or not those organizations would make good potential partners implement the model. Then the last phase is the next step phase, which is really where we are right now. Debriefing assessment findings and figuring out what are the next steps moving forward.

So, during the assessment visit, which I just talked about, conducted multiple onsite visits of priority areas with stakeholders, met with six local organizations in the priority area. We held a question and answer session with neighborhood leaders. [inaudible] Everybody was masked up. Don't worry, except for when they're eating. We kept it under an hour. Then the Cure Violence folks also met with the City and the County staff and leaders.

So, as I said, where we are right now is, we've been holding follow up conversations with those potential organizations and individuals who can help support the recruitment of interrupters. That's a key piece of this. The Cure Violence folks have continued to be

talking to potential interrupters this entire time since I got back to Chicago from Charlotte. Where we are is, we are debriefing this assessment with you today and we'll discuss the next steps. So, I'm going to turn it over to Brett and he's going to tell you what they found.

Brent Decker, Chief Program Officer, Cure Violence Global said I've been with the organization for about 18 years. My training is in public health and epidemiology. I think we spoke to this group a number of months ago in presenting the model. I wanted to kind of go over what it is just very briefly before we get into the findings. Essentially, this is a public health approach that was founded by a physician who worked at the World Health Organization for many years, came back to the U.S. in the mid to late 90s. He and a number of other physicians really came to understand violence, as an epidemic, as a contagion. Now it's pretty established in terms of like World Health Organization, Institute of Medicine, et cetera, really understanding violence as a health issue, as an epidemic, and from that, create a model that we use in every other epidemic control approach to things.

So, the first part of the model is interrupting the transmission, the second is reducing the highest risk, and the third is changing group norms. So, we have in our model is the interrupt transmission, this is where the idea of the interrupters comes from. These are individuals who are from the community, who have ties to those who are at the highest risk. Their job is really to mediate conflicts, to keep [inaudible] cool, and then prevent retaliation. That's kind of the first component of it. The second reducing the highest risk. So, what we're really trying to do is, when we say the highest risk, we mean are those individuals who are likely to shoot someone or be shot today or tomorrow. But people are currently involved in conflict and violence. So, we're trying to meet with them, assess where they're at change behaviors, change their behaviors associated with violence, and provide some sort of support via referrals, anger management, employment. Things of that nature, but that the focus is really on changing the behaviors associated with violence.

Then the third component of changing community norms is really kind of responding to communities, responding to shootings, organizing specific events with other local actors about violence prevention, and then spreading positive norms within the community that just because we're involved in violence doesn't mean we have to be involved in violence. So, this approach over the last 20 years or so is kind of gathered a lot of independent evaluations has built a pretty strong evidence base in terms of it being effective. So, this is just some of the institutions. John Jay Campbell, Center for Court Evaluations, Northwestern University, John Hopkins, CDC, [inaudible] State University, a number of other ones in Latin America as well, have done independent evaluations in the program. Every time they've looked at this, they've seen statistically significant reductions in the communities where we are working that are attributed solely to the actions and inputs of this program.

So, one evaluation in Chicago, one of the first ones done by Northwestern saw shootings and killings reduced between 40% and 70%. The next major evaluation in the US is done

by John Hopkins in Baltimore and they saw reductions of killings of 56%. John Jay College did one in New York again, where they saw areas experience reductions of shooting up to 63%.

So, what we've seen though, is that in both cases where this is implemented, we can see reductions. The way that we start this program in every city is through a process like this where we do this assessment to really see do the [inaudible] like Lacey outlined exists that we think this can be helpful to the situation, not the solution. I really appreciate the part of the presentation where this is just a sliver of the pie that can be helpful. This approach can be helpful in targeting and working with the highest risk to change the behaviors, to reduce shootings and killings within a specific geographic area. So, our initial findings really is overall, we feel like that Charlotte and everything that's going on and all the kind of violence prevention, investments and work with the commuters, we really feel like, that this would be a good place for the Violence Interrupters program to be implemented. Particularly in the Beatties Ford Road and Lasalle Street priority area. The necessary elements exist in local capacity exist for us for the programs to be implemented and for it to be helpful.

So, in looking at the kind of criteria and we're going to go through this somewhat brief, but essentially this first question of governmental will and capacity, I mean, I think for us the experience has been there's been a very high capacity, high will, and strong commitment. I think like I said before, the commitment is not just through Cure Violence, but through a kind of broader approach that I think really makes sense. It mirrors cities like New York and others that have used this model and part of its approach and to really some important impact and outcomes in terms of violence at a community level.

In terms of data, I'll say this. I joked, I think with Lacey and Sarah before, this is the best data sets I've ever seen. I've been doing this for a long time in terms of what the CBD has. But then also that community violence data dashboard. I think really was impressive. So kudos to everyone who has worked and collaborate on that. It's really a model that I hope you can share with other cities because it's really important not only for our work but I think for really measuring the impact and how different programs and policies affect violence. The data component was really blown out of the water in terms of having the necessary requirements. In terms of the community organizations that we met with and continue to talk with since we left Charlotte, a few of them met the majority of the criteria, not all of it. So, there might be some additional support needed to bolster the existing candidate organizations. This really just has to do with some of this that relates to being a fiscal agent, not necessarily in terms of like the major parts of the criteria. In terms of which are on the appendix of this presentation. But like having the connection to the community, having the connection to the highest risk, the things that are absolutely critical to do this work a number of the organizations met that. I think the only things that we saw, and this is not [inaudible] I would say in terms of community groups that are really embedded in the community and really have access to the highest risk, sometimes don't have a ton of H.R. infrastructure and things of that nature. So, we've found that other sites use fiscal agents to help bolster those existing community groups. The reason it's so

important, at least from our perspective, from a public health perspective, is using local community groups to have a level of buy-in that an outside group never would. We're really trying to reach the highest risk the shooters, this level of buy-in, this level of credibility is just paramount to being able to successfully implement the program. So, we felt there were community groups that existed that make the majority criteria. I think through and RFP process we could really land on which ones make the most sense and which ones are the strongest candidates in terms of individuals who exist who could fulfill the role of violence interrupters and outreach workers. So, when we were there, we met with a lot of individuals and a lot of folks that knew people. Because we were only there for three days, because of COVID, unfortunately, we didn't meet people in person. But in the time since then and is as recent as the end of last week and it's only Monday today, we've been in conversation. There's a lot of good leads in terms of being able to recruit individuals to serve as leaders.

The other thing I would say is for us in the assessment process is like, do we see that this is a possibility? Not that we would have every single worker mapped out when we really say, like, yes, this could work or not. I would say in most cases when we do the assessment visit, it's really about done we see a pathway to recruit the workers? When we started in Jacksonville in 2019 [inaudible] all the workers lined up, like did we have a pathway to be able to get a pool of candidates who could serve as workers. So, we feel confident that, that can happen in Charlotte. In terms of some of the initial program recommendations, program size, and we were thinking that this would be kind of a medium to small staffing pattern that could have a type of impact that we would look for. The budget right here would be for one community-based organization based in Charlotte to do the work. So, this would cover five to six staff members, full-time staff members, as well as public education materials, office supplies, rent. Things of that nature. This is based on other kinds of comparable cities, comparable target areas, kind of based on the data, what we think would best suit the situation here.

Then in terms of our training and technical assistance, what we do over the course of the next year, again we assist with the RFP process. We provide a two-day onboarding, training for the community-based partner and the government oversight agency to really get all the management protocols in place, assist with the prescreening of potential candidates. So, we really want to find workers who have credible credibility with the highest risk but are also suitable to do the work. The facilitation of the panel interviews, a whole way of hiring individuals to make sure that they're kind of on the side of the line, but yet have the credibility to do this very difficult work of engaging the highest risk. We have a series of training that we provide for both the managers and the interrupters and outreach workers. This is to really build all of their skill sets, to be able to follow kind of the World Health Organization epidemic control protocols to do this work. It sounds more complicated than it is, but there is a real kind of set of skill sets that we build and share with individuals so that they can add to their toolkit to implement things kind of more efficiently and more based on data. That brings us to our database training. We have a 16-hour database training to help the staff kind of capture their work, be able to analyze the data, and have it be kind of a cycle that's informing programmatic decisions.

We then meet weekly with the site and price representatives from the government just kind of go over how things are going, troubleshoot, and we do quarterly booster training, slash certification visits of really making sure that everyone's following all the protocols so that we can see the impact that other cities have had. Then really being 24/7 emergency assistance. This is really the first year of implementation of really trying to transfer best practices, best kind of thinking, and all the strategies that other cities have used. So, it becomes understood and used locally in Charlotte. In terms of what we would expect in year one, if all of that is done correctly and following the protocols is that the first three months, we'd start to see streaks of days without shootings or homicides. As said, we might see streaks of weeks without shootings or homicides, at nine months, we start to see longer streaks without shootings or homicides. A 12-month period, at the very least, we would see a reduction of 30% to 40% shootings and killings compared to the previous year or a substantially lower rate of increase compared to the City overall rate. What that is, so right now in COVID a lot of cities are seeing huge increases, right. Even cities like New York. What we've seen is areas where we're working. They might have a slight increase but is not on the same kind of curve that other parts that don't have the program are experiencing. In fact, many of them continue to see reductions. But if there are these major kind of catastrophic events like COVID or who knows what could happen, we typically see if everything's done right, the whole city is going up, even in cases of COVID, the sites where the models working is much less if not seen a decrease overall.

So, this is the goal and I'm fairly that the whole objective of this program to work with the highest risk by using credible messengers out of a community-based organization is to reduce the number of shootings and killings in that community. So, this is really the goal, the objective in what we hang our whole reputation in working with the community partner on, is can we move those numbers of shootings and killings in that kind of percentage range in the first year? So, that's really what the plan would be moving forward as we move forward on this project.

Ms. Williams said so, in sum, this is my sum up page, If you take nothing else from what we're talking about here, there's a continuum of three partners in this. So, there's the City and the County. We fund the program, we're going to contract with a local organization to run the program with Cure Violence for technical assistance. We're going to provide the funds and additional support as needed. We're going to connect this work to our other efforts for maximum impact. Because the other thing to remember, right, is this exists in a larger ecosystem of community safety. This is one plank, one piece of it, which Mr. Jones talked about at the very beginning. This is about working with the highest risk, who are the most likely to be shooters to stop the shooting and stop the homicides.

Other pieces of our work are going to create an ecosystem which really stops the sort of continuum of violence. Right. So, once people are interrupted, what jobs do they have to go to? What opportunities do they have since they can choose a different pathway forward? So, that's the most important thing to remember. The City and the County are going to fund this and provide the support, Cure Violence is going to provide the technical

assistance, and a community-based organization that is closest to the community at risk is going to be implementing this program on the ground.

So, in terms of the next steps, we would contract with Cure Violence for recruitment training and technical assistance. That comes out to be about \$80,000 for one year. We would set up a partner organization to be a fiscal agent and provide administrative support as determined for an RFP. So, that solves the issue we were talking about before, we're a community-based partner may not have those H.R. functions, may not have the ability to cut checks, may not have experienced dealing with the \$400,000 contract. We can solve that by having a fiscal agent. Brent talked about how other cities have done that, too.

Then the City and the County would conduct an RFP process to select and fund a community-based organization to run that program. That would be \$390,000, as Brent talked about in the assessment for year one. We are looking at beginning implementation in the spring of 2021. So, that's the Cure Violence assessment. I guess if anybody has questions, we can do that now.

Mr. Jones said so I would like to piggyback off of what Lacey just said and really go back to the beginning. So, we've been working on this for about a year and a half now. One of the things that were very important was this framework, which has intergovernmental collaboration. Which we have invested in community-led efforts. Which we have interrupt violence. Which we have in the community collaboration that priority areas, which we have the use of data and evidence. I don't think we've talked about it enough. So, I would attribute this to Rebecca Haefner. We also wanted to make sure we had an evidence-based program or much like Federico would tell me, or at least evidence induced.

So, before the discussion comes on tonight, I just want to start by saying there are a number of tremendous grassroots organizations in this community that want to help. That's amazing. I just want to also reiterate that there's \$2 million in those slices just related to the Violence Interrupter program, the Jumpstart Grants, the Violence Prevention grants. With that said, Cure Violence, which would help us with the RFP, but the vast majority of those funds, I think on the estimate was \$390,000 would go to another local organization. I think lastly, I guess before the discussions began, what's important is that Cure Violence alone is not going to solve our problems. It is related to shootings and killings. There are so many other organizations that are willing to help. But this is specific to shootings and killings, and that is how we would judge success in terms of outcomes. But I just wanted to say that Mayor before the questions start to come in.

Mayor Lyles said thank you for the presentation. This has been extremely helpful. Thanks to the team that has worked on it to make it possible to see the objectives, as well as the actions, and the budget for the program.

Councilmember Egleston said thank you, Lacey and Brent. So, I'll be brief. I mean, this is the work that we really started the calendar year on. We pivoted a lot of the work in the

Safe Communities Committee, and with good reason in response to things that were going on nationally and things that are going on locally that needed to be addressed, and we did. We're back to this now, and I was certainly proud of the unanimous adoption of our Safe Charlotte plan. I hope we will have unanimous support to move forward with this effort, with Cure Violence, providing the framework and the expertise of a model that they have implemented and have seen to be successful in other areas. We'll tailor it with local organizations to our needs and the unique landscape we have here. We'll make sure that we're doing that by investing in those local organizations to do that work. But I think we've got to take some significant steps forward and do so quickly to demonstrate to the community that the violent crime that we're seeing in our community, which we had one of the toughest years we've had in twenty nineteen in this year, has been even tougher.

So, I think that if we do anything short of something bold to start to address that and start to curb that, we will be letting our constituents down. Because we all know, because I know you all get the same emails that I do, that this is top of mind for everybody in our community, whether they live in one of these challenge corridors or not, it's a concern. So, when that's the lead story on the news, every day is a shooting that oftentimes leads to a loss of life. That's just something that no matter how many other wins we have as a City, that will dominate people's thoughts and certainly the way people view our City both internally and externally. So, we have got to do something big. I think this will be a hell of a good first step towards really making some significant change in this area. So, I will hope to have everyone's support and moving forward with this when the time comes. Thanks again to Brent, Lacy, Federico, everybody, and Sarah that's been really involved in all this work. You guys are rock stars.

Councilmember Watlington said I just want to say I'm very pleased with the work that's been done since our Safe Community Committee meeting last week. As you know, I lifted up a concern that our grassroots organizations weren't equipped to be ready to be successful with this work and wanted to see our investment in them. Based on what Lacey shared in some of the answers to the questions that we asked last week, the staff has provided us with over the last week. I'm very happy to see that we put our money where our mouth is basically, and we put our grassroots organizations in a position to win with this. So, I look forward to this as we look forward to going into next year. Lacey covered that part of our strategy is not just with managing behaviors, but also looking at infrastructure. We're looking at how our built environment contributes to violence. I've lifted it up once before. Our relationship between alcohol outlet density in particular areas and violent crime. If you look at our violent crime numbers of this year, you'll see that many of those districts overlap. So, with that, I'm very interested to see how we pivot to the next component of violence reduction as it relates to our infrastructure and our built environment. But I look forward to the work that Cure Violence and our grassroots organization are going to do, and I look forward to supporting moving forward.

Councilmember Johnson said If we go back to the slide with the numbers. The number three, the \$80,000, the \$20,000, \$390,000. Thank you. I just want to thank Mr. Jones and his team. Thank you, Lacey. This is what I was advocating for since September, that the

grassroots organization or a local organization be given an opportunity to have a seat at the table. It looks like this model that a local organization will have, essentially the lead is important. We do want this evidence-based in this excellent model from Cure Violence. So, the fact that they're there to provide the technical assistance and help to build the capacity of a local organization is just a great collaborative approach. It helps to build economic mobility for a local organization and shows the respect and support of a local organization, especially since they were going to be the ones with boots on the ground and doing the work. So, I think this is a great model and I look forward to supporting it. I think it's important to have this trauma-informed approach, this cognitive-behavioral, this peer mentoring, this holistic and evidence-based model that has proven that will work. So, I think this is great. I think this is bold. I think it shows that we're putting our money where our mouth is as far as supporting local organizations. So, thank you, Lacy. I know that you've recently met with some local organizations and you all made yourself accessible. Thank you, Mr. Jones. I look forward to supporting this. Thank you.

Councilmember Graham said this is really a great way to really end the year. The Legacy Commission, Transportation, and now I'm really turning the corner on crime with Cure Violence. I had the opportunity to meet with the team when they came to Charlotte and was really impressed with the passion that they demonstrated to do the work. This is hard work and it'll be really difficult to measure the results. Obviously, the number of murders as a measurement. Just having people on the street that are working with local organizations, grassroots, leadership to accomplish a very tough task that's really important. Notwithstanding the fact that a lot of it will be based in District 2. This is really not a District priority. It's a citywide priority that impacts corridors throughout the City. So, I am really, really pleased that we are all here tonight. I think Lacey and the team has really done a great job in terms of pulling all this together. I've been watching her and the teamwork from afar, not trying to get in the way. They really have answered the tough questions along the way. I think the Manger articulated earlier that there are certainly enough funds on the ground that our local grassroots organization who has the desire that helps with the skills to help, there is a way for you to be at the table. So I am glad that the summit went extremely well. The community has the information. Now we just got to do the work and its hard work. I'm glad that the County is at the table. I think that really makes a difference in terms of partnering with Mecklenburg County to achieve this objective as well. So, I am cautiously optimistic that we're moving in the right direction. Hard work, no doubt, but necessary work. I just want to thank the management team and Lacey and those who have gotten us to this point as we approach the end of this year and entering into the New Year in a couple of days, really two or three weeks.

So I'm really excited about this and the other I look forward to working with Cure Violence, and their team, and the local grassroots organizations. Really following up on the conversation I had with the Manager about really focusing in 2021 with this whole concept of a community empowerment center. Not only do we have to begin to change the economics in these corridors, but we also have to invest in the people in these quarters. So, hopefully, this is a start in terms of the investment of the people, the Cure Violence, and that we can even take that another step forward as we approach the new fiscal year,

a new program, a calendar year starting next month. So, excited about it and very supportive of the initiative. Hats off to the Chairman of the Public Safety Committee for all the great work he's done this year.

Councilmember Ajmera said so, I also like to echo Councilmember Johnson's comment earlier about supporting our grassroots organization. So, appreciate the work here that's been done by the staff and certainly the collaboration between the City and the County for addressing the violence we are seeing in our communities. I think that this is a great step forward in partnering with the County. Also, I reached out to Durham City Council and I had an opportunity to speak to their Mayor Pro Tem about their program. They have implemented this program a couple of years ago. They're actually looking to scale up the program and have been very pleased with the success of their program. They had mentioned that the staff has been really dedicated and they know that people in their assigned areas and they're really committed to improving the community. So, overall, I've heard great feedback from Durham folks and I look forward to seeing some great results here in our City.

Councilmember Winston said yes, a question about the local hires. Do these five to six hires have to come from a single organization, or could we hire five or six people from across the community to create a highly qualified team, while also intersecting existing community organizations?

Ms. Williams said I'm actually going to let Brent answer that question because he has experience with that.

Mr. Decker said what typically tends to happen is a lot of individuals who get select to do this work might have been doing something similar. But we would have them operate under one organization just in terms of some of the management protocols. So, there's a staff meeting, weekly briefings, and debriefings, the database, etcetera. So, a lot of times what tends to happen is individuals who are hired might have worked at another organization or that might represent their own organization, but when they come on to do this work, they fold into at least that part of a particular organization to do the implementation. So, [inaudible]

Mr. Winston said no, I get that. But what I'm asking is when these five or six hires are made, are you looking for one organization that has five or six people, right?

Mr. Decker said no, there would be new hires. So, they would be newly created positions within the organization. So, that be open to everybody coming to apply for that.

Mr. Winston said okay, so we could hire six people and they might be associated with the organization, A B C and D, but they're going to come together to create a team and it's going to be on them using your training?

Mr. Decker said yes. So, just to be clear. yes. It would not be five or six existing people from an organization. These would be five or six newly created positions that people could apply for many times, people who work with other organizations, then they get hired by the local agency to do the implementation. Yes, so that's how it is.

Mr. Winston said all right. Thank you.

Mayor Lyles said so Mr. Jones what I've heard from the majority of the speakers is to continue to proceed and do it as quickly as possible.

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ITEM NO. 6: CLOSED SESSION

No closed session occurred.

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PUBLIC HEARING

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ITEM NO. 9: PUBLIC HEARING ON A RESOLUTION TO CLOSE JOE WHITENER ROAD

Mayor Lyles declared the hearing open.

There being no speakers for or against, a motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to lose the Public Hearing.
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ITEM NO. 10: PUBLIC HEARING ON THE ASHFORD HOUSE HISTORIC LANDMARK DESIGNATION

Mayor Lyles declared the hearing open.

Dontressa Ashford, 241 Hoskins Avenue Drive said this home has been in my family for the last five generations and is located in West Charlotte in a Hoskin Mills area. Basically, my family and I are just delighted that we are being considered for the home to be a historical landmark designation because it would be an asset for our family as well as the community. The home has been like an establishment of stability and continuity in this community since 1903. We would love to have it designated as a historic landmark so that, you know, future residents of Mecklenburg County and the City of Charlotte would

just still have a little piece of history that, you know, does the drive-by and to look at basically.

There being no speakers for or against, a motion was made by Councilmember Egleston, seconded by Councilmember Johnson, and carried unanimously to close the public hearing.

Mayor Lyles said thank you very much. We really appreciate it and glad to see five generations of Charlotteans in our community and this house being preserved.

Councilmember Egleston said thank you to the Ashford and family for their interest in preservation.

The following persons submitted written comments regarding this item pursuant to S.L. 2020-3, SB 704. To review comments in their entirety, contact the City Clerk's Office.

Alfreda Nixon, 4210 Rosy Mound Lane

Commissioner Ella B. Scarborough, ella.scarborough@mecklenburgcountync.gov

Minnie Ann Ashford, dcashford3@gmail.com

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ITEM NO. 11: PUBLIC HEARING ON THE DOWD HOUSE HISTORIC LANDMARK DESIGNATION

Mayor Lyles declared the hearing open.

There being no speakers for or against a motion was made by Councilmember Egleston, seconded by Councilmember Winston, and carried unanimously to close the public hearing.

Councilmember Watlington said I just want to say this has been a long time coming, and I had an opportunity to sit on a call with the County and the residents. Not about the Dowd House specifically, but about the Pocket Park that will be right next to it. There is a lot of community support and excitement for the preservation of the Dowd House and also its role in providing this community good. So, thank you for everybody who put in work there, and looks forward to preserving the Dowd House and also creating additional space for the community to have a sense of place there in Camp Green. Thanks so much.

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ITEM NO. 12: PUBLIC HEARING ON THE F.M. SIMMONS HOUSE HISTORIC LANDMARK DESIGNATION

Mayor Lyles declared the hearing open.

James Jordan, 625 Hermitage Court said I want to thank the Council for giving me a moment to speak, and I'm aware of the time, so I'll be brief. My wife and I are the homeowners at 625 Hermitage Court. We are passionate about historic preservation. We see the cultural, educational, and economic value that historic preservation brings to the community. Designating this property's [inaudible], we think will help ensure that this historically significant property is available for the community and future generations to enjoy. I just really want to thank the Charlotte Mecklenburg Historic Landmark Commission for their dedication to preservation across the Charlotte communities

Mayor Lyles said thank you very much for your patience till we get to this item. I really appreciate the work that you're doing to help us with historic preservation.

There being no speakers for or against a motion was made by Councilmember Egleston, seconded by Councilmember Johnson, and carried unanimously to close the public hearing.

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ITEM NO. 13: PUBLIC HEARING ON THE FORMER CHARLOTTE FIRE STATION NUMBER 10 HISTORIC LANDMARK DESIGNATION

Mayor Lyles declared the hearing open.

There being no speakers for or against a motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to close the public hearing.

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POLICY

ITEM NO. 14: 2021 FEDERAL AND STATE LEGISLATIVE AGENDAS

Councilmember Bokhari said okay everyone, we've talked about this a lot. So, we don't have to go into too much detail. But the Mayor and the Council has been, I think, briefed several times on this to this point. Mr. Fenton had briefed us on that Federal and State Legislative Agenda on the November 9th meeting as well as you'll recall. So, as its customary the Intergovernmental Relations Committee is going to be working with the staff to monitor the work of our State and Federal Legislative bodies in 2021. We're going

to report back as appropriate. I think the punch line on that item is there is always a moving target as it relates to opportunities from a legislative and intergovernmental perspective. This will evolve. What you see before you is a great body of work. But like we said, we continue to monitor it to see where we can be opportunistic and respond to what's necessary.

Also, just an interesting piece of information, if you haven't heard yet. Senator Natasha Marcus has been selected by her delegation colleagues as the Chair of the Mecklenburg Delegation for this upcoming session. So, please remember to congratulate her as well. Mr. Fenton's already working with her to determine a date for us to brief the delegation in advance, the start of the long session. So, with that, I will hand it over to Mr. Winston for his comments and then obviously to humor a motion for approval. Mr. Winston

Councilmember Winston said thank you, Mr. Bokhari, and thank you, Mr. Fenton, and the rest of the Intergovernmental staff. We have done a lot of work. As Mr. Bokhari said, it is not done. The target will continue to move. I will just remind us that we were not able to present in person our Federal Delegation, our Legislative Agenda this year because the lockdown went in as soon as we were scheduled to travel to D.C. So, I think 2020 has taught us that we must be nimble in our policymaking decisions, and we will continue to do so.

Motion was made by Councilmember Winston, seconded by Councilmember Driggs, and carried unanimously to approve the Intergovernmental Relations Committee recommendation to approve the 2021 Federal and State Legislative Agendas.

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ITEM NO. 15: CITY MANAGER'S REPORT

Marcus Jones, City Manager said the Sustainable Facilities Policy we had, Sarah Hazel that would give us an update tonight. As the Mayor mentioned earlier today, she was appointed as the City of Charlotte's first Chief Sustainability and Resilience Officer. She will head the Office of Sustainability and Resilience full time. So, we really appreciate all the hard work that Sarah has been doing over the last year or so. But maybe, more importantly, she's made this more of a team Charlotte approach and not just one office or one person. So, Mayor, given the time tonight, we can push the Sustainable Facility's Policy update until January 4th.

Mayor Lyles said and you think there is going to be more time on January 4th. We've got four public hearings on-

Mr. Jones said, or we can go with it.

Mayor Lyles said everyone has a copy so maybe the question is for the Council. Would you like to have a briefing on it separately or be able to just send Sarah questions by e-mail?

Councilmember Bokhari said e-mail.

Councilmember Driggs said e-mail.

Councilmember Ajmera said I have had a couple e-mail from Environment Stakeholders, and I shared by feedback with Sarah so I'm good.

Mayor Lyles said what I'm hearing is that we will have e-mails to Sarah about any questions that we have. Thank you very much for that accommodation to the Council.

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BUSINESS

ITEM NO. 16: 2021 CITY COUNCIL MEETING SCHEDULE

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to approve the 2021 City Council Regular and Budget Meeting Schedule.
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Councilmember Watlington said my question is just at the top here where it's got the first Monday, second Monday, third Mondays, et cetera. I see that the Counsel Strategy session here is at 5:00 pm in room 267. The Council Business Meeting at 5:00 pm exceptions. The Zoning Meeting, though, says meeting begins remotely at 5:00 p.m. Then I see down at the bottom for the Public Forum is says meeting begins at 5:00 pm. I just want to make sure I'm clear about what this is actually saying in light of the conversations that I know are happening in the Governance Committee about virtual and remote meetings, I'd like to walk through this top part just so I'm clear.

Mayor Lyles said so my understanding is that we have just put in a Strategy Session, with exceptions January and May. I think that what they are basically saying is that I think the Council's motion, and I'm not sure the Committee Report comes back, is that we will be virtual and that it's just a matter of who's in the room. On the second item, the Business Meeting is the same thing. The Zoning Meeting is the same as well as the Public Forum. Until we change from virtual and the emergency declaration, then I think that we continue to operate as we are. Is that correct? This is a notice primarily for the public to know what the date are.

Ms. Watlington said I just want to make sure that if we were dealing with those in one. I was clear, but it sounds like those are two separate things that will be entertaining that work at another time post the Committee's recommendations. Correct?

Mayor Lyles said that would be correct.

Councilmember Johnson said I think that Ms. Watlington asked the question and you clarified it. This is just for the dates right now, because we already have a vote in September that we're virtual until a future decision or otherwise. Right?

Mayor Lyles said that is correct.

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ITEM NO. 17: GOOSE CREEK SANITARY SEWER EXTENSION TO CRESTHILL REIMBURSABLE AGREEMENT

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to (A) Approve a five-year reimbursable agreement with Green Street Land Company LLC for construction of the Goose Creek Sanitary Sewer Extension project in the amount of \$2,400,000, and (B) Adopt a Budget Ordinance No. 9935-X appropriating \$2,400,000 from Green Street Land Company LLC.

The ordinance is recorded in full in Ordinance Book 63, at Page(s) 424.

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ITEM NO. 18: SALE OF CITY-OWNED PROPERTY ON TEETER DRIVE

Motion was made by Councilmember Driggs, seconded by Councilmember Egleston, and carried unanimously to (A) Adopt a resolution approving the sale of 1.178 acres of city-owned property on Teeter Drive (parcel identification number 111-065-95) to Broadstreet Homes Inc. for \$39,000, and (B) Authorize the City Manager to negotiate and execute all documents necessary to complete the sale of the property.

The resolution is recorded in full in Resolution Book 51, at Page(s) 111-112.

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ITEM NO. 19: APPROPRIATE PRIVATE DEVELOPER FUNDS FOR TRAFFIC SIGNAL INSTALLATIONS AND IMPROVEMENTS

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to (A) Approve developer agreements with Centene Management Company, LLC; WIN-Graham, LLC; BIN-CLP, LLC; and Central Piedmont Community College for traffic signal modifications, (B) Adopt a Budget Ordinance No. 9936-X appropriating \$113,875 in private developer funds for traffic signal installations and improvements, and (C) Adopt a budget ordinance No. 9937-X appropriating \$38,231 in supplemental developer funds for traffic signal installations and improvements on projects currently under construction.

The ordinances are recorded in full in Ordinance Book 63, at Page(s) 425-426.

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ITEM NO. 20: APPROPRIATE PRIVATE DEVELOPER FUNDS FOR THE WALKER BRANCH CONNECTION PROJECT

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to adopt Budget Ordinance No. 9938-X appropriating \$150,000 in private developer funds for the Walker Branch Connection Project.

The ordinance is recorded in full in Ordinance Book 63, at Page(s) 427.

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APPOINTMENTS TO BOARDS AND COMMISSIONS

ITEM NO. 21: APPOINTMENTS TO THE ARTS AND SCIENCE COUNCIL ADVISORY COUNCIL

The following nominees were considered for One appointment for a two-year term as At-Large Public Sector South & East Advisory Council Representative beginning upon appointment and ending December 30, 2020:

- Tangela Faulk, nominated by Councilmembers Driggs, Egleston, Eiselt, and Newton
- Kelly Thompson, nominated by Councilmembers Ajmera, Bokhari, and Mitchell

Results of the first ballot were recorded as follows:

- Tangela Faulk, 4 votes- Councilmembers Egleston, Eiselt, Graham, and Watlington
- Kelly Thompson, 3 votes- Councilmembers Ajmera, Driggs, and Johnson

Motion was made by Councilmember Ajmera, seconded by Councilmember Egleston, to appoint Tangela Faulk.

The vote was taken on the motion to appoint Tangela Faulk as follows:

YEAS: Councilmembers Ajmera, Bokhari, Egleston, Eiselt, Johnson, and Watlington

NAYS: Councilmembers Driggs and Graham

Tangela Faulk was appointed.

The following nominee was considered for one appointment for a two-year term for a City Council District 4 Public Sector North & West Advisory Council Representative beginning upon appointment and ending December 30, 2020.

– Oneaka Mack Saba, nominated by Councilmember Johnson

Results of the first ballot were recorded as follows:

– Oneaka Mack Saba, 1 vote- Councilmember Johnson

Motion was made by Councilmember Egleston, seconded by Councilmember Ajmera, and carried unanimously to appoint Oneaka Mack Saba.

Oneaka Mack Saba was appointed.

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ITEM NO. 22: APPOINTMENTS TO THE CHARLOTTE TREE ADVISORY COMMISSION

The following nominee was considered for one appointment for a three-year term beginning December 14, 2020 and ending December 13, 2023.

– Charlie Welch, nominated by Councilmembers Ajmera, Egleston, and Eiselt

Results of the first ballot were recorded as follows:

– Charlie Welch, 7 votes – Councilmembers Ajmera, Driggs, Egleston, Eiselt, Graham, Johnson, and Winston

Charlie Welch was appointed.

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ITEM NO. 23: APPOINTMENTS TO THE HOUSING APPEALS BOARD

The following nominees were considered for one appointment for a Housing Industry Representative for a three-year term beginning January 1, 2021 and ending December 31, 2023.

- Kamilah Peebles, nominated by Councilmembers Bokhari, Driggs, Egleston, and Newton
 - Cemental Grayson Rountree, nominated by Councilmembers Ajmera and Mitchell
- Results of the first ballot were recorded as follows:
- Kamilah Peebles, 4 votes – Councilmembers Driggs, Egleston, Eiselt, and Graham
 - Cemental Grayson Rountree, 2 votes – Councilmembers Ajmera and Johnson

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, to appoint Kamila Peebles.

The vote was taken on the motion to appoint Kamilah Peebles as follows:

YEAS: Councilmembers Driggs, Egleston, Eiselt, and Graham

NAYS: Councilmembers Ajmera, Bokhari, Johnson, Watlington, and Winston

Motion was made by Councilmember Ajmera, seconded by Councilmember Winston, and to appoint Cemental Grayson Rountree.

The vote was taken on the motion to appoint Cemental Grayson Rountree and recorded as follows:

YEAS: Councilmembers Ajmera, Bokhari, Johnson, and Watlington

NAYS: Councilmembers Driggs, Egleston, Eiselt, Graham, and Winston

This appointment will be deferred to the January 4th Business Meeting.

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ADJOURNMENT

Motion was made by Councilmember Graham, seconded by Councilmember Driggs, and carried unanimously to adjourn.

The meeting was adjourned at 9:14 p.m.



Stephanie C. Kelly, City Clerk, MMC, NCCMC

Length of Meeting: 4 Hours, 11 Minutes
Minutes Completed: January 14, 2021