

The City Council of the City of Charlotte, North Carolina convened for a Business Meeting on Monday, November 09, 2020 at 4:08 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Vi Lyles presiding. Councilmembers present were Dimple Ajmera, Tariq Bokhari, Larken Egleston, Julie Eiselt, Malcolm Graham, Renee Johnson, and Braxton Winston II.

AUN: Councilmembers Edmund Driggs, James Mitchell, Matt Newton, and Victoria Watlington.

Mayor Lyles said thank you to everyone that's listening in or is watching it. Tonight's meeting is a virtual meeting and it's being held under the regulations and requirements with notice and access and minutes through electronic means. You can watch this meeting on the Government channel, the City's Facebook page, or on the YouTube page for the City.

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INVOCATION AND PLEDGE

Mayor Lyles gave the Invocation and the Pledge of Allegiance to the Flag was led by Councilmember Egleston.

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

Mayor Lyles said there have been a number of e-mails around how we do our procedures and what we've been doing. And I take full accountability for the exceptions that we may have made to our policies and procedures for having our meetings. Since then, I have now pulled out all of our rules of procedure to have with me at every meeting and the City Attorney is going to constantly, consistently advise me so that we can have consistency in our agenda, which is basically the rules of placing the items on the Council agenda, how we review the Council agenda, and the Manager provides additional information, how we have our Strategy Sessions, how we have our Business Meetings or Zoning Meetings, how we have staff work with us for research and efforts that we are having to provide the information that we need to make decisions.

Councilmember Driggs arrived at 4:13 p.m.

So, with that, I would say that for those that have asked for what is how do you compare this to that, what we're going to do is go strictly by the procedures that we have to be consistent in them so that we will work together to move the City forward under the issues. The Manager will join within his preparation of the agenda that we have to make sure that we are clear on what actions we're taking. So, with that, I would say thank you for the inquiries, but we will start in this direction and if you could see me, you would see that I'm

holding up my procedure book and I will have that with me as well as the advice of the Attorney.

Marcus Jones, Assistant City Manager said Mayor, what we have on the agenda tonight is Marie Harris is in the room for any consent items, questions, and answers. We also have the Tree Canopy Action Plan that's come through the Transportation and Planning Environment Committee, Corridors of Opportunity Update, which is a combination of some of the work that's been happening to the Safe Charlotte as well as the Corridors of Opportunity. Then lastly, as we said last week, we will have Dana Fenton come tonight to discuss the proposed 2021 State and Federal Legislative agendas. So, Mayor unless you have any questions, Marie is available to take any consent item questions.

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

Councilmember Winston Will there be somebody from CMPD (Charlotte Mecklenburg Police Department) to kind of answer any specific follow up question?

Marie Harris, Strategy and Budget said yes sir. We will have Deputy Chief Voorhees will be available.

Mr. Winston said thank you

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ITEM NO. 2: ACTION REVIEW AGENDA OVERVIEW

Marcus Jones, City Manager said so, we have to switch up the agenda right now. Instead of having the Tree Canopy Action Plan, we will start off with the Corridors of Opportunity update.

Mayor Lyles said so, we are just changing the order of the events that are on the Action Agenda.

Mr. Jones said that is correct.

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Councilmember Newton arrived at 4:17 p.m.

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ITEM NO. 4: CORRIDORS OF OPPORTUNITY UPDATES

Marcus Jones, Assistant City Manager said I thought that it was important for me to give you a little bit of an intro to where we are because as we were working as a team, it became very clear to us there's a lot of work that's being done from Violence Interrupters to Cure Violence, to Safe Charlotte to these Corridors of Opportunity. So, what I'd like to do before Tracy and Taiwo come in tonight to provide you with updates is to try to connect some dots. We've been working with the county and our community partners trying to address this issue of violence for well over a year. We've looked at it as a public health crisis. If you start to look at this, pulling these two together, the Safe Charlotte and the Corridors of Opportunity, we're really trying to work together for a more vibrant Charlotte. As you can see, we are addressing issues from public spaces to free public WIFI, which spoiler alert. There'll be an announcement this week with some great work that's happening with our CIO (Chief Information Officer), to workforce development, economic development, affordable housing so, they all come together at the same time. This is a new approach that we have with corridors. One of the issues and I'll go back to the January Annual Strategy Meeting where Mr. Graham and I know he's tired of me always referencing him, but again, the concept was 10, 20, 30, 40 years. And what has changed?

We're starting to see more action because we're taking this comprehensive approach. We started off really with these we call them hotspots and we moved away from hotspots. I guess that's the same color. Okay. And we call them priority areas. We realized that if we were able to address crime in these priority areas, that we believe that we could make a dent in this as long as we're looking at this as a public health crisis. So, what you'll see is some overlap when we start to talk about the priority areas. It started off with this violence prevention, as well as the corridors that are in blue. You can see that three of these priority areas that overlap with the corridors.

So the work that's being done in the priority areas is, in effect, helping us create these vibrant communities also in the Corridors of Opportunity. If we go to the next slide and I think this one is important and it's very visual, this is visual. You've seen this before. It's a framework to address violence. This was something that the Council approved back in January. But what we put is we put Safe Charlotte over top of it because now this framework to address violence falls within the Safe Charlotte framework. If we go to the next slide. This is something that I think unique for me is that now I'm showing you a slide that the county has in their slide deck, which basically if we flip back, has the same framework, some of the words change a little bit as we go forward. But the county is also using the same framework. The Deputy Health Director provided this briefing to the County Board of Commissioners back at their October Retreat.

As we go forward and I think this is the Goldstar that we're trying to achieve through this collaborative work. So, you will see Tracy, come in, you'll see Taiwo come in and overtime there will be Liz, we'll also have Pam. So, we're taking what used to be bits and pieces, whether it's an infrastructure project or an ED (Economic Development) project and we're putting it together with the whole concept of having program and project implementation.

So, where do we start with this continuum? Before the budget was passed, we had and what you see in bold would be those areas that have both a Focus Area and a Corridor of Opportunity. So, what we have with extensive community engagement is complete. You get to that next step, which is program and project implementation.

And because Beatties Ford Road and LaSalle had already had what we call playbooks put together and West Boulevard, we have a playbook put together. They were so much further along than some of the other corridors. So, we even have available to literally the West Boulevard playbook, and we had a great event out there last week. So, having said that, right now as we move forward, we have moved Beatties Ford Road and LaSalle Street, and West Boulevard into the program and project implementation phase, and you will see some of those on the docket tonight.

What you will also see tonight is that as Taiwo comes in, he'll talk about the I-85 and West Sugarcreek Road, what we call this planning stage, where we can get to eventually a playbook. You get to a playbook, you have the opportunity for program and project implementation, as well as Central Avenue and Albemarle Road, which whereas we start to think about this. Mr. Newton. That's the heart of what we're doing in terms of Eastland Mall. So, when we look at this FY2022 budget, conceptually, we'll have Freedom Drive and Wilkinson Boulevard and North Tryon Street, and North Graham Street. They will also begin their playbooks. But what you'll hear from Tracy and what you will hear from Taiwo tonight is this not one size fits all. These are six individual areas that we will take feedback from the community, but more importantly, feedback from you as to where we'd like to go.

So, directionally we feel that with only a few months in the current fiscal year, we are leaps and bounds ahead of where many people thought we could be if we start back in January. But I just thought it was important to put that together because these aren't really separate initiatives and we need to begin to think about these as one. So, with that said, I will turn it over, and I guess it's Tracy's up first to talk about the Corridors of Opportunity.

Tracy Dodson, Assistant City Manager said I will try to be brief in some of this is I know that you all have heard a lot of this in the past, but I do want to continue the momentum of what Manager Jones just said is we have a lot going on in these and as we just wrapped up the Workforce and Business Development Committee, I highlighted and you'll see here as I go through, we've got work, we've got momentum on four of the six in just a matter of months that staff has done, whether it be through a design sprint or economic development projects and a lot of different initiatives. So, we'll highlight a lot of that coming up.

Again, you all know where this started. This started with a push from a lot of Councilmembers about a year ago. This started with a conversation about we have to continue to keep our focus on these. You all solidified that, I think, last year at the Retreat and then followed it up with a commitment in the budget for the \$24.5 million in the corridors. That really put staff to work, but what we wanted to do was really pivot our

approach, and It pushed the team very hard because if you're still telling us that the community is telling you you're not seeing the results that they want to see [inaudible] I don't think we're doing things the right way. So, what we really wanted to do was take all the great work that's been done in the community and look and see, is there a different way to implement the work and the vision that the community has that you all have? Really that gets us to results and that's led us to a slightly different approach. I want to emphasize in some of these corridors, like a Beatties Ford Road or West Boulevard, where there was a playbook or there's a lot of community work like [inaudible] that had already occurred. It's not about new work, necessarily about how do we implement to see the real impact that everyone wants to see and get to the results.

So, we took a system that was a little bit different and I should step back and I should have said this on the last slide. I apologize. But the Manager has organized a little bit of a different way. Historically, a lot of times you've had a lot of different staff from a lot of different departments who work well together and coordinating the work in the corridors. But what we didn't have and what we were lacking is what I call that Director Team or that Executive Team that's focused consistently on corridors. So, the Manager asked several of us, Taiwo, myself, Liz Babson, and Pamela Wideman, to come together to have a regular standing meeting, standing focus on these corridors.

And we do that with the assistance of Cherie Grant and then we pull in other departments and teams as needed. But you have multiple layers now that are built-in. Part of what that's done is that's gotten us to this approach of an ecosystem and really looking geographically at some specific areas. This is Beatties Ford Road and LaSalle Street, which I'll go through in more detail, but not look at it as what economic development projects can we do, but really think across all the departments, across all the initiatives. This is where it gets to what the Manager was saying earlier is Safe Charlotte and some of the initiatives within Safe Charlotte run a little bit of a different course, but it's all interconnected and we can't lose sight of that.

So, we talk about Violence Interrupters as much as we talk about economic development projects and we think about how all these things layer together so that in a shorter amount of time you can really stand there in an intersection and see all of the different things that we have tried to implement. If we tried to do a corridor wide all at once, we just don't have enough money to do that fast enough. The goal would be, you see real change at certain intersections or certain locations and corridors, and that starts organic change throughout our corridors because you can see a real impact.

There's also always going to be corridor-wide initiatives. We would never lose sight of some of those, but for the larger pieces, we want to keep it geographically focused. So, let me go through with you on Beatties Ford Road really quick, the Five Points, we have several different initiatives that are underway. The first one, economic development. You have an RCA (Request for Council Action) tonight for the Sankofa Development Project, where we are proposing to do, I think it's a \$180,000 grant if I have that one correct. We've got three of them tonight on Beatties Ford. Then you have housing projects that will

continue to support through housing rehab. We have the Five Point Plaza that's coming online that we're having continued conversations with the redevelopment of the A & P site about how does that redevelopment further support the plaza space? How do we continue to program the plaza space in ways that we need? Obviously, the goal line coming online will be a significant change for this area. We were talking about WIFI at the Five Points intersection and then the Urban Arboretum Trail is a pilot project to further ped and bike connectivity in the area.

So, again as you can see, it's not one project. It's a layer of multiple projects that we are looking at. We also have, or ongoing conversations with Johnson C. Smith University. How do we partner with them here and at this intersection as well as throughout the whole corridor? Moving up the corridor at Oaklawn Avenue, we have the Excelsior Club, which everyone knows about, and then we are also looking at other business matching grants in the area. We have the TLC by CLT rehab program in Washington Heights. We're talking about placemaking projects, including the signal and intersection at Oaklawn Avenue and Beatties Ford Road. We have an economic development project that we are starting to dig into at this intersection as well. Then we have intersection improvements I mentioned at Oakland Avenue, there's enhancements to the Urban Arboretum Trail again here, as well as Street Eats. I apologize. I'm jumping all over the place. Then we are looking at WiFi cast from CMPD at that intersection as well. I would be remiss if I didn't say to Councilmember Graham that we are also looking at ways that we can work with Charlotte Water to be a partner at their corner. I mean, what we can do there are other ways to further brand this kind of intersection and show improvements at this intersection.

Moving on up the road, we have the Beatties Ford Road corridor and LaSalle Street. We have two council actions tonight on two different corners of this intersection. I think it's so exciting when we can carry that momentum going through two corners of the intersection. Both of these RCA's tonight are with E-Fix Development Group. They have closed on one corner and will be looking at a grant in the sum of \$250,000 and then a \$500,000 loan. You may have seen in recent weeks, this is where Chase Bank has announced that they are going to anchor this project.

So, we're really excited about this one to come in and move forward. A little bit further behind that one is across the street at 2020 Beatties Ford Road, which E-Fix Development again and we're looking at a \$904,000 loan along with a \$180,000 grant. So, again, we're getting creative with these tools. These are new tools that we're bringing forward that we are developing with a kind of policy at the same time. But we think that it's really important for this intersection because this puts a stake in the ground for us and showing that we are dedicated to these corridors in an intersection that I know that councilmember Graham and others have said is an intersection that really needs to see some change and some positive impact.

Corridor wide, like I said, I want to focus on a couple of areas geographically, doesn't mean we turn our back on the rest of the corridor. We still have economic development initiatives, business matching grants. We look at the entire corridor. We're also kicking

off, I think this is very important for all Councilmembers, but especially ones who have corridors is this a labor market study? Our Workforce and Business Development Committee has taken through a conversation in September. This was a Council referral from the Mayor around Safe Charlotte, where we really started to focus on unemployment in our corridors and how do we solve that. What we found is we needed to do a deep dive. There's a disconnect in what jobs are available and who is looking for a job. So, the study in this survey, we have the data. The survey now is really going to help us get more of that anecdotal kind of insight into what's going on. So, that's going to launch this week and we will push it out to all of you guys. But it's really important, not just if you have a corridor, but for all of you to push it out to people in the corridors of community leaders that can help us get that information.

We also have housing in neighborhoods, the healthy community sweeps that we've done in Beatties Ford Road, and the entire corridor planning. We talk about public space and activation, transportation, and infrastructure. We're looking at Parallel Bike Boulevard from Oakland Avenue and Gilbert Street, updating street lighting and community safety and asset-based community development with the neighborhood coalition. Then, like I said, free public WiFi. These are things that we're not talking about. These are things that we are launching into. It's, not a what is about to happen or what we're looking at or we're just discussing. Like I said, this is the work that we are doing in the corridors.

Moving quickly to West Boulevard, we had a great event last week. Here's a lot of images from it. I was hoping that Councilmember Watlington would be able to give a little bit of her insight on it. But we launched a lot of great projects and this and we turned our attention from Beatties Ford Road a little bit to get going on West Boulevard. Again, West Boulevard like Beatties Ford Road had a lot of work that had already been done and has a playbook. So, it was very easy for us to jump in and understand what does the community want to see.

So, at last week's event, we announced business matching grants for Mr. Jim's Pizza, as well as City West Commons. We announced financial support for the West Boulevard Neighborhood Coalition, as well as Three Sisters Market. I mentioned the labor market study. We did a Healthy Community Sweep, TLC, by CLT Program and Revolution Park and Planning, we're going to do a walking tour soon. I think it's next week to look at things like the I-77 underpass as well as how do we get more creative with our transit stops or bus stops along West Boulevard to enliven what West Boulevard really is. Then also looking at infrastructure improvements at Remount and West Boulevard. Then I mentioned free public WiFi, as well as nuisance abatement, are in the corridor as well. The WiFi would be at the City West Commons as well, where the event was last week.

I-85 and Sugarcreek Road, I'm not going to spend a lot on this one because it's going to be your next presentation, but just wanted to show you a design Sprint has been done there and you'll get the overview on that. But again, it's another one of the four corridors. Then lastly, I don't have to tell you, Eastland will have the two Council actions on that tonight. But I do see that as the kind of nucleus for getting started on Central Avenue and

Albemarle Road and that's a great start. Then we have Freedom Drive and Wilkinson Boulevard which we continue to start to look into a little bit more, as well as Graham Street and North Tryon Street.

We recognize, and the Manager said it. all of these corridors are different, what's happening at Graham Street in North Tryon with Camp North End and some other redevelopment that has spun adjacent to that, not associated with Camp North End is different than what we're seeing in other corridors. What's happening on Freedom Drive is different than what we're seeing in other corridors. And so we'll spend some time digging into these corridors as well. The one thing with Camp North End that I will say that I think is really exciting, that hasn't really gotten a lot of notoriety, which is you had a fortune, even though it's a shorter-term lease, you had a fortune 50 take a lease at Camp North End. We couldn't imagine that years ago. I mean, so you're now starting to put jobs in this corridor. And I think it's really exciting for what it's doing for this area. We also know that there is momentum on putting a grocery store prospect on Statesville Road. And so, again, a lot of great things and a lot of great focus that the Council has put to these corridors in the past is now paying off. We just want to generate that momentum for all six corridors. But there's a lot of that's happened on four in four or five months. So good stuff. And with that, I just have to always remind you guys, and end with the video, and then we will talk about I-85 and Sugarcreek Road.

Mayor Lyles said unsure of what the sound is, you all sorry, oh, we've seen these pictures and I think they're absolutely fabulous no matter what sound or not. We know where these are and what you are trying to show us.

Ms. Dodson said so with that, I will turn it over to Taiwo.

Mr. Jones said thanks, Tracy, before Taiwo comes up. Great job, Tracy. She's handing off to Taiwo is going to do an exceptional job too. One of the things that I would like to remind the Council is that this is the beginning of a process for I-85 and Sugar Creek Road. So, where we were able to jump into those first two corridors because the hard work had been done, and I believe councilmember Johnson will chime in at some point during this. This is not even the playbook yet. I'll call it almost pre playbook, but it has a lot of community input and this is how we start a process. So, I'll turn it over to Taiwo.

Mayor Lyles said Mr. Jones before you turn it over to a Taiwo, I just want to make sure that I got a couple of guiding principles for all this work. One is the collaboration between the City and the County.

Mr. Jones said Absolutely.

Mayor Lyles said that we're working in public health, creating a continuum of care around violence and those kinds of things in our Safe Communities mantra will go through every corridor and then the other thing I heard you say is that the engagement of what citizens want is to make them make sure that all the corridors reflect their history and their culture

and not reflect what we want to completely rechange, that some of this is dependent upon retention of our history as well, or their culture and history.

Mr. Jones said Absolutely.

Mayor Lyles said and then the final thing that I heard you say of the third principle I heard you say is that what you call placemaking or signature projects, Beatties Ford Road is LaSalle Street and Oakland Avenue and West is Remount Road. All of these are getting some funding because they will be the signature projects and that they will be the catalyst and that everybody will not be in the same situation. But a catalyst will follow with the private sector in development. So, those are the three principles that I heard and that's what I hope that we'll see for all of them. Am I hitting the mark?

Mr. Jones said you nailed it.

Mayor Lyles said did I leave anything off?

Mr. Jones said that was perfect.

Taiwo Jaiyeoba, Assistant City Manager said great, really good Segway because each of these corridors are different. And I think that Manager Jones, emphasized that. Tracy also mentioned that. One of the things that I shared with Great Neighborhoods when I presented to them on visions for Corridors of Opportunities, I'd mentioned that while they may be old, we do have area plans for most geographies in our City. There's something different about West Sugar Creek Road and I-85. There is nothing like that. There's no area plan. As we talked about Corridors of Opportunities, the baseline for us has been to examine no matter how old they are, what were the community input into those area plans that are going to influence what we do today and where they're all like West Sugar Creek Road, we were able to quickly come up to speed with a playbook which was done a couple of years ago

Then for Beatties Ford Road, there's been a whole lot of things that have been happening, such as [inaudible], such as a placemaking program that really allowed us to quickly pivot and do walk on that corridor. This is a little different, and for us in Planning, when you don't have that, you get tactical. So what does that really look like in terms of how that influences eventually what happens with what we the investment that community has driven without also becomes what happens in this corridor hence the design, Sprint process, which is very short, very fast, but it involves community members as well.

So, this has actually started right about late last year. And we identified it as a corridor that definitely needed priority in terms of focus, but also as one of the opportunities that's been presented to us to do something that's different. That could be a model for how we approach some of the other corridors, essentially giving the community a toolkit to develop what they really, truly want in their own community. So, we embarked on this three-month process now, that's kind of gone through this summer of this year. And I have

to give credit to a lot of our staff, whether they are Economic Development or Planning or Housing or even County Staff and the community CMPD who quickly had to change a position once COVID-19 hit us to see how can we continue to engage the community in that process. It's about .2 square miles of an area right around that West Sugar Creek Road interchange. I went back again on Friday and really drove through this entire area from late afternoon into the evening, and it's very interesting that while we pulled some of this data together some time ago, it's really still what you see there, for the most part, even today.

But that's really the makeup of this study area. A high concentration of hotels and state-owned roads just within .2 square miles of an area. That's also very unusual, but also a very attractive regional interchange. That is people coming from different parts of this country really from other states are able to pass through this place on their way somewhere. So, definitely a very attractive opportunity to do something different here. But as we build on what we have here rather today, but one thing that's very important to a Design Sprint is that you don't just do this as a staff. This is really community-driven. So, around 20 different individuals representing businesses, property owners, neighborhoods, community-based organizations, nonprofits, like I mentioned, City and County staff participated in weekly meetings over a three-month period, sharing information, processing data, and then agreeing upon a particular direction of how we should build on what we have here today and continue to make some differences. But it was also very clear to us that we were doing two things at the same time. That the corridor, this particular corridor could be leveraged to really position Sugar Creek Road for future community-driven investment while we're also talking about safety in the areas for those who live there, more importantly, those who walk there, those who visit the area. My barbershop is in this area, so shout out to him. But it's really very important that when we consider what a corridor can do, it's not just about improving safety in the place, but how can you also use it as a platform to really have a community-driven investment in that space?

The first thing, of course, as you get into this process of Design Sprint is to identify the conditions in the corridor. I shared a little bit of that, but the fact is that this particular corridor has gone from its original use and intent. There are 13 hotels in the area, which is really probably the highest concentration at any interchange in this City. The businesses and infrastructure are very auto-oriented. That's not so unusual because of the interchange and intended for short space travelers passing through. But we also quickly observe that the hotels and businesses and even the streetscapes they've taken on unintended uses. Therefore, we definitely need to use these Corridors of Opportunity as a way to turn things around. Working with the [inaudible] partners, community members, businesses, property owners, City-County staff, we started to talk about what will it look like, short term, near-term and long-term wins for us. We came up with five different points as to what should really guide us in terms of what we do in this area, starting with the long-term commitment through partnerships. It's about trust. It's about building trust within the community, but between them and us as well. With regards to the work that we're trying to do, evaluate the hotel's concentrations that we have in this area,

knowing fully well how important it is to housing affordability for some people, but also understanding that some of them have started to take on uses that they were not really originally intended for how can we make sure that we really help to do something that is different that will really strengthen, the uses that are supposed to be here while at the same time understanding that there are people who really need to be protected when it comes to affordability of living spaces.

But also how could it be more community-oriented rather than auto-oriented? And how can we also help to identify this place more like a gateway, so to speak, that it's something catalytic or has to be done in the area in order for us to be able to achieve that?

We identified a number of projects as we went in to development. My attention for you will be to numbers one, two, four, and five, but especially number two, that in order for us to really be able to move forward from this place, we need to take another look, which will take us another maybe six to 12 months or a shorter maybe six to nine months to do some playbook with the community. What that does, it allows us to broaden the engagement that we've had to date. It allows us to bring in different stakeholders, other stakeholders, but it also allows us to be able to learn from some of the work we're doing right now on Beatties Ford Road and West Boulevard and what can we learn from where we are today to apply to this area? Our playbook will really be in the mold of what we've done for West Boulevard that will identify some of the key projects that we believe will be right for this particular space. Again, this is really trying to position us as the next space that we embark upon in our Corridors of Opportunity program.

Councilmember Graham said one, I really believe that you should give credit where credit is due. I think the work that the management team from the Manager's office and Tracy and Taiwo in terms of taking a concept that we talked about in early January and really kind of dotting the I's and crossing the T's and funding it through the budget and now implementing it as a citywide initiative, not just a Beatties Ford Road thing only but also West Boulevard, but being able to connect the dots so the Council can see exactly what we're doing and why we're doing it on behalf of so many corridors throughout the City. I think it's really, really great work. So, I really want to start there and acknowledge the work the staff has done in a short period of time, literally, and I think that needs to be applauded.

I also want to thank, Councilmember Wallington for the event she had last Thursday on West Boulevard, which kind of kicked off her event. I thought it was really, really well put together and she looked like Oprah out there, given away checks. But she was really investing in community organizations and those individuals there on the ground doing the work, investing in the people. I just want to thank her for what she's done over there and, really kind of doing her fair share to really giving these Corridors of Opportunity, the type of momentum needed to be successful.

Lastly, I think it needs to be said that what we're doing this intentional, these are not things that have just fallen off the leger, but we're really being focused and intentional in terms

of taking the opportunities where they are. We don't get a chance to choose the partners that we partner with, but we really find a way to make those partnerships work. So, I look forward to later on in the agenda where we kind of talk more about that and the partnerships that we're creating tonight. Lastly, I think the Mayor kind of hit on two points that I really, really want to focus on as we move forward with this. One, is that we still have to pay attention to what's happening on the ground in these corridors as it relates to public safety. That Cure Violence assessment that's going on right now is critical for what's happening on Beatties Ford Road. But more importantly, I think it's critical that we really begin to work with the County and others to really focus on the wraparound service necessary to make sure that people on these corridors are a part of the change and not victims of it, that they need help. This is a conversation I've already had with the manager in reference to really kind of creating some type of help center support.

Councilmember Mitchell arrived at 4:20 p.m.

So, if someone has a problem, someone has an issue on any of these corridors, whether it's substance abuse or mental health, I need a job, I need to be able to focus on generational wealth. How do I do that? I need credit counseling. I need homeownership counseling, that we really provide the type of wraparound services so we can make sure that the residents on any of these corridors feel that they are part of the change, not victims of it and that we're giving them the type of support so that they can do just that.

Then lastly, you know, this COVID-19 this is kind of crazy because we've been doing a lot of work, but we really have not been able to really engage the community, like I would like to simply because of making sure that we take care of one another. So, I don't want to leave the notion that we're doing this in a vacuum without trying to communicate, educate, work with the community. In many cases, as Taiwo has said, that a lot of the community plans are already in place and what we're doing really is just implementing the will of the people. So, I really want to thank everyone for the work that they've done thus far. And I look forward to later in the agenda where I can speak some more.

Councilmember Eiselt said thank you, Taiwo and Tracy for the presentation, to the staff who's done all this work. I think from an at-large perspective, it's exciting because it's taking a lot of the principles we've talked about and really focusing on the needs of particular areas, recognizing that they're different and they have different needs. So, one question I have, though, is there an opportunity in areas such as Beatties Ford Road or the Sugar Creek Road area to incorporate the first mile, last mile initiatives? Because when I think about Beatties Ford Road, I think it would be perfect. It's something that we kind of tried, I guess, with Lyft and CATS a year or two ago. Then I haven't really heard much more about it. But I think about the investment that we're making in the Gold Line and that we've made in the Blue Line and really giving people access in neighborhoods that are not uptown dense neighborhoods, but they're pretty close to uptown. Getting folks to work, giving them the option to be able to use light rail or bus is important. So any thought about that?

Mr. Jones said so, Mayor Pro Tem, that's when we put that \$10 million together on the operating side, about a \$1.5 million was set aside for placemaking transit in the Jumpstart Grant. So, the concept is money should not be an issue in the corridors when we're trying to experiment with things. So, if there is an opportunity for the first Mile, the last mile, we have resources that are set aside on the transit-bucket that could help with that. But that's just from a high-level Taiwo, I'll turn it over to you.

Mr. Jaiyeoba said I'll have to take a step back and look at what we have in Envision My Ride where we really actually address some of those. But, usually, ridership and gaps in service usually is what triggers that first mile, last mile, both corridors, frankly speaking, all these corridors lend themselves to that. I'm sure that once we start talking about Central Avenue and Albemarle Road and economic development opportunities along the corridor, you probably will see that even more in terms of the need. So, like the Manager said, we'll be looking closely at what's already in that Envision my Ride as to how can we leverage the existing transit services to help people get to it quicker and in such a way that it doesn't have to be that it's a dependence on micro-mobility only. But, once you start widening sidewalks, for example, provides people the opportunity to be able to access transit service on a major corridor. So, we can get back to you on that. But it's definitely something we'll be looking at as we develop some of these projects.

Mayor Lyles said I like Ms. Eiselt's comment about how do we move around, especially crosswalks. There's a park across the street from a major development and you can't get there safely.

Councilmember Egleston said just one point on the Sugar Creek Road/I-85 stuff excited about all this and appreciate the presentation. All of the people you have listed as neighborhood residents that have been engaged on the Sugar Creek Road/I-85 work are from the north side of Sugar Creek Road, there's nobody representing the neighborhood on the south side of Sugar Creek Road and while most of the challenges and opportunities are on Sugar Creek Road itself and they're the same for either side neighborhood wise. The folks on the southside, which is my district, have a unique perspective on some of those communities that are adjacent to the park obviously facing a different set of circumstances or challenges or opportunities.

So, those are all going to be, as I recall, the rezoning we did at this point, it might have been a couple of years ago. But there was one we did on Sugar Creek Road and I think there's a hawk signal going in right there kind of near the park. So, those neighborhoods are going to be all the more connected once there's a safe way for pedestrians to cross mid-street, and just want to make sure we are getting perspectives from both of those neighborhoods. Not just one.

Mayor Lyles said great point, Mr. Egleston.

Councilmember Winston said I guess this question or comment is directed at Tracy Dotson and Economic Development. I'm concerned that I continue not to see an explicit

gentrification mitigation strategy in these corridors of opportunity plans. One thing I'd like to clarify, I've heard many of my colleagues say this in the past. There is no such thing as good gentrification. Gentrification should not be mixed up with development. There is a good development. But gentrification equates to the improvement of neighborhoods or the development of neighborhoods that increases the quality of perceived quality while replacing the people that are in that area of developed.

So, the folks that are out there now who need the development, are not able to, I guess, enjoy that development. Obviously, we in Charlotte have a long history of this. I don't want to go through step by step over the decades, but one of the ways that I also want us to really kind of dive into this is to think about how this has manifested itself more and more recently. We look at some of these neighborhoods; let's look at Sugar Creek Road and I-85. When I first was elected three years ago, it was, again, one of the deadliest years in Charlotte. The neighborhood of Belmont was a place that was often looked at.

There has been obviously a lot of development and gentrification that has happened in Belmont and it's not as much violent crime occurring now as there once was. But I remember coming in and talking to some of some folks from CMPD feel like we should not celebrate what has happened in Belmont, because what we are seeing is the same people that were in need of services in Belmont weren't all of a sudden cured. They had just been pushed out of Belmont. Now those folks were showing up in the I-85 Sugar Creek Road section, so if we don't have this gentrification/mitigation strategy we might improve these areas, but actually not improve the situations of the people who need it the most. I asked Tracy to consider that and see where we are at this point in time because I do have some concerns with some of the decisions that we are going to make tonight that they are not in line with any type of gentrification/mitigation strategy.

Mr. Jones said Tracy, I'll try to take the first stab at this. Again, back to this overall strategy around the corridors of opportunity and that \$10 million that I would call on the operating side, there's \$2.5 million set aside for housing. Specifically, we had a program over the course of the last two years that was called Aging in Place. What we're doing is, with the help of Cherie Grant and the team that she's working with, is this concept of staying in place. So, that it's not necessarily age-dependent, but those individuals who are in these Corridors of Opportunity, who want to remain there, have a toolbox, whether it is CLT, TLC, whether it's rehab programs or anything that we can do that is within the law as it relates to any type of tax freezes, abatements, things of that nature. So, that's a program that's being worked on. Again, in that toolbox, \$2.5 million is split between the West Boulevard Land Trust and the concept of staying in a place that hopefully we'll have for you at the January Retreat.

Mr. Winston said I love Tracy's follow-up, but I would again just say that we have to call it out. You know, that staying in place, aging in place, these are all things. But expectation happens on the spectrum. We have to make that a priority to eliminate that or keep that as low as possible. Not just some, but for all.

Ms. Dodson said so, Mr. Jones answered it from a housing perspective, I want to answer it from a jobs perspective, and you heard us back in September. You've heard me a couple of times here to talk about the work that we're doing in our corridors where we're really, truly trying to understand what is the talent in the corridors, what is the opportunity, what are the jobs that are needed and make sure that we are coupling those. And so, Councilmember Winston, to your point, I think it's about protecting homes in the living aspect of it, too. But I think it's also economic mobility and finding the right jobs that are needed in the corridor today. But it also needed to grow in the corridor for tomorrow. So, the people who are in the corridor today can find a job in the corridor and stay in the corridor or close to the corridor, as I should say. So, we're really looking for a deep dive again with what is the talent in the corridors, what is living in our corridors, what is what are those job opportunities? Then what are the training and upskilling opportunities that we need to provide over the years? So, you create the right jobs and the jobs growth in the corridor that do keep people in place

Councilmember Johnson said thank you for the presentation, Tracy and Taiwo. I just have a couple of questions for Tracy. I know that you mentioned that you are going to be sending out a survey and we talked about it in the Workforce and Development Meeting. I want to know if the survey will include questions about wraparound services, about treatment that's needed, or services that might be needed so that we can address the three barriers to employment. We talk about that, but I think that that aligns with what Councilmember Graham said. Some of the barriers are due to those hidden issues that need to be assessed so that we can address them. *Then* secondly, I spoke with Taiwo yesterday about I-85 and Sugar Creek Road. It's exciting to be addressing the safety concerns and the improvement concerns, but we cannot under emphasize the need to focus on people that are there.

We know that this is a unique area due to the hotels, but those folks are the working homeless. So, we cannot ignore that. We have to be very intentional and very strategic. Otherwise, like Councilmember Winston said, if they go from one area to the hotels, the next that will be Tent City, which we want to avoid. So, this is where the Council has the ability to work concurrently on the source of income discrimination policies and the reentry ordinance policies and improving affordable housing so that we give them options because we start to address this corridor, which we know that we want to. We know that there has to be solutions for those individuals. Most of whom are not there because they want to be. Unfortunately, that has become Charlotte's affordable housing solution.

So, this is something if we want to invest in this area, this is something that we need to be all hands-on deck and all programs on deck to provide solutions for those folks that are there. Mr. Jones talked about the toolbox. You know I-85 is, a mile or two from Hidden Valley. So, there's going to be a trickledown effect. We need to be addressing that. So, I just want to ensure that we're looking at this from a holistic perspective, a comprehensive perspective because this area is unique and it's unique because it's so it's an area where I work with homeless life. So, we just have to be intentional about the solution, that's all.

Councilmember Mitchell said let me just join Councilman Graham and what I call a thank you to a pro Staff. This started back in January with great conversation we had our Retreat then fast forward to July. The City Manager put \$24.5 million in the budget. Now here we are today, less than a year celebrating the great work of the staff. I can't imagine you talk about six corridors that needed attention. All of them were different. And then you had to please at least four different Councilmembers to get them excited about the particular corridor. So, thank you to the City Manager for putting the funds there. Thank you for Tracy and your staff working so hard. Thank you to the District Rep for staying engaged. So, as we talk about the four projects tonight, Tracy I think you said it best. Four out of the six corridors will be impacted.

So, I think now we can remove that label that we have out there a lot from some citizens of Charlotte does not put their time and energy into the entire City. We're going to remove that label today with what we're going to vote on later on. We're going to take four corridors that need some special love and from the City Staff. So, staff, hat off to you.

Mr. Graham said I just want to speak a second time, and I think Councilmember Winston brings up a good point about gentrification, but I don't think it should be overlooked that we do have a \$1 million that we set aside. As I said earlier in my comments about the need to establish a health center where individuals and any of those quarters who want to stay there, that we can create a center where they can go to get the type of support that they need. Again, whether it's credit counseling, home buying seminars, I think staying in place is going to be a greatly significant part of that. So, I think we're saying the same thing. Right. But I think we really need to be as intentional about that, and I think that we are about wanting to really begin to bring positive change in those corridors. So, I think I think we're there. Obviously, I wish I had the answer for gentrification. I wouldn't be a Councilmember, I would be a consultant. Right. I'll be all over the country because everyone is trying to balance which comes first, the chicken or the egg. When you clean up a community, when you invest in the community, obviously, there's going to be some unintended consequences. Certainly, I think everyone around this dais, I think is aware of that. Certainly, the team and I are Councilmember Mitchell is as well, and others in terms of, again, let's make sure that the citizens in these corridors are part of the change and not victims of it. Thank you.

Mayor Lyles said I would add this is kind of a funny thing is that I heard a Councilmember say that we knew that we could do big economic development. We had Lowe's, we had Lending Tree and Honeywell before. So, then what the next part as well, I wonder if we can do a little, ED. And I think that what we've done is little ED, but it's not just economic development because it meshes with what I like to call the history and culture of a community.

Mr. Graham didn't say Beatties Ford Road is now not called Beatties Ford Road it's called the Ford. The idea of how you change the way that people see their community through both actions and words matter. I want to say I echo the compliments from Councilmember Mitchell, Councilmember Graham and the others that have said directly, this team has

done little ED and they've done it in a way that I wish I don't know what the word is, but it's built a sense of pride and change in how people are viewing these corridors. So, I want to say thank you to the Manager and the entire team.

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ITEM NO. 3: TREE CANOPY ACTION PLAN

Taiwo Jaiyeoba, Assistant City Manager but there's three parts to this presentation, so I have the easiest part. I just use my part to make a connection between the Tree Canopy Action Plan and the Comprehensive Plan and then turn it over to our Deputy Planning Director, Alyson Craig, and our former Tree Arborist, who is now Chief Urban Forester Timothy Porter to walk you through the details.

If you recall, when we were talking about a Comprehensive Plan, we said that the success of the plan really is key when it comes to leveraging either existing plans or ongoing plans or even proposed plans, because a Comprehensive Plan is really that 20,000/25,000 feet level. Once we start getting into the things that are values for us as a City like trees or even transportation, there could be challenges, how do we make sure that the policies in the Comprehensive Plan tie very well to the policies that are being developed as part of these other key elements of our community?

So, tonight, two examples of those complimentary plans are obvious. One of these is the Tree Canopy Action Plan, which you'll be hearing tonight. The other one is the Strategic Mobility Plan, of which Charlotte Moves is a part which will eventually come to you for approval. You're going to hear some things today that really take us in a different direction as to how we want to make sure that when we look at our tree policies, they don't just stand-alone. It's very important that we connect them to how we're growing and developing as a City, but also making sure that we continue to preserve this Tree Canopy because it's really one of the things that make Charlotte, Charlotte. Well, you're going to also hear about how we compare with peer cities and what does some of the surveys that Alyson and the team have done. What do surveys really tell us? What do they inform us about how we proceed with some of these big ideas? So, I'll turn it over to Alyson and the team, who have really been doing a lot of the heavy lifting of this work. Then I'll step back and we can take the questions and answers later on.

Alyson Craig, Deputy Planning Director said I'm here today with Tim Porter to give you an update on the Tree Canopy Action Plan. So, Charlotte called itself the City of Trees and we've long prioritized Charlotte's Tree Canopy, starting doing analysis of what the canopy was back in 2002.

The Urban Forester Master Plan was adopted in 2017. We recently last year did a minor text amendment really affecting four percent of the City of Charlotte and got such a strong reaction and passion from the community that we knew that while Tree Canopy would be an important part of the Comprehensive Plan discussion, it really needed its own channel

for discussion. So, we decided to embark on the Tree Canopy Action Plan as a companion document to the 2040 plan. So, it'll be guided by the visions and values of Charlotte Future 2040. It will develop tree canopy policies as well as ordinance concepts for the future Unified Development Ordinance (UDO). So, the key deliverables of this effort are on the screen and the ones that are in bold are the ones that we're going to go over to today. So, I'm going to turn it over to Tim in a few moments to go over some of the data analysis that we've done recently about the trends and how development has changed, and our Tree Canopy has changed as a result of that. Look at some of our peer cities. What are they doing? What are they doing that we could emulate? What could we do? Steal some ideas to make things even better for Charlotte and then talk about some of the policies that will be a part of the Charlotte 2040 plan. As you all have begun to review that document that came out on October 31st, you'll see there are some tree canopy policies in there, but that work is still undergoing. We have a stakeholder group that's helping us further develop those and do some community engagement around some of the Tree Canopy specific policies that will ultimately go into the final draft of the Comprehensive Plan. We'll come back later with more detailed ordinance concepts and a final report once we've gotten a little further along in the effort.

Timothy Porter, Chief Urban Forester said Tree Charlotte recently completed some canopy analysis, partnering with the University of Vermont, looking at canopy trends from 2012 to 2018. The good news is Charlotte still has a very significant, robust tree canopy. 45% covering the City. Unfortunately, there has been a significant decline over that period of time. Four percent from 2012 to 18, from 49 down to 45 percent. That equates to about 7600 net acres of canopy loss.

The purple pinkish color you see on the screen represents the current canopy. It's hard to see the orange loss or the green gains, but the map is there to suggest that we still have a very robust canopy. The greatest loss by far has been in residential areas and the majority in single-family areas. Looking at this from the neighborhood level, these are neighborhood profile areas or NPA. The darker orange indicates significant loss. Greens indicate gains and you can see that most of the NPAs are an orange color.

Most significantly, South Charlotte experienced the greatest loss of tree canopy. They also had the most canopy starting out in 2012. If you look at the Crescent and Wedge Geography, the wedge has less canopy loss, but they also started with significantly less canopy. Most areas of gains are related to areas that were very low in the tree canopy to start with or significant reforestation efforts.

Breaking this down by zoning classifications, as I said earlier, single-family areas are by far the greatest affected by tree canopy loss, 65%. That also has the most tree canopy as well. This is the real priority area when we're talking about tree canopy policy, the bulk of our tree canopy is located in single-family areas. Charlotte doesn't regulate every type of development. This is an image, a snapshot from Myers Park looking at infill type development or permitting from Mecklenburg County that the City's Development Center doesn't regulate. The orange blobs indicate tree canopy loss from 2012 to 2018. The

yellow points indicate building permits that the City did not review related to land development permitting. The green trees indicate actual tree removal or storm damage response work orders where the City responded over that period of time to remove a tree. So, we're seeing some correlation related to those two key areas and we hope to partner with UNCC going forward to do some more analysis, to get a better sense of how much canopy loss is really happening in these areas. About 22% of tree canopy loss in single-family areas is related to subdivision development. The rest of that, we're not quite certain. We need to know more about what's happening related to aging canopy infill development, generally what other impacts are causing tree canopy to decline in those areas?

Equity and tree canopy is very important, not just service, maintenance of tree canopy, but access to the tree canopy. You could see on the left here the home corporation rating traditional red line community loan rating. Neighborhoods with higher grades have more tree canopy. Neighborhoods with lower grades traditionally have less tree canopy. Those neighborhoods still have a significant tree canopy compared to other major cities in the eastern United States. But when you compare it to neighborhoods in Charlotte that are more affluent, higher income, they don't have as much canopy. The table on the right indicates temperature data related to those.

So, it's a really obvious indicator of tree benefits and how a lower tree canopy equates to higher temperatures. These are areas of opportunity for the tree canopy policy work that our current stakeholder group and the public comments have focused on. So, Taiwo spoke of some peer city analysis. These were the cities that our consultants worked with the team to compare Charlotte to Raleigh, Austin, Atlanta, Washington, D.C. Some similarities with Charlotte, obviously very different realities as well. Major takeaways from the analysis looked at how those cities protect their trees. Most cities have higher tree mitigation and tree in-lieu fees and also charge or apply those mitigation and in lieu charges to more areas than Charlotte does. They also recommended that Charlotte should continue to pursue assistance programs for tree maintenance for underserved neighborhoods.

As I said earlier, those neighborhoods traditionally have less tree canopy, but still a very robust canopy when compared to other major cities in this country. Most cities have greater protection measures compared to Charlotte. The consultants also recommended, after looking at the other cities to explore more flexibility in trees save areas focusing on quality, but also allowing more passive use in these areas across the whole spectrum of urban other types of commercial and single-family, less dense areas. Also, many other cities have found success in helping advocate for greater tree canopy policy if there is a wholly unrelated nonprofit group, an advocacy group operating within those communities.

So, looking at some of the policy work we've recently completed with our stakeholder group and public comment period, the public survey we had online for about a month and a half, we received white about 2400 respondents. We had a majority response from

neighborhoods with mostly white populations, with some college education. We are still segmenting and boiling down the results of that analysis.

We hope to have greater success in a greater response across the City. We did not get that. We hope that the Comprehensive Plan, public comment period will provide more insight into Tree Canopy Policy in neighborhoods we did not get a great response from. The survey had eight essential questions, very basic, but very important the respondents reply to and looking at some of the results of those questions on the left, the first question asked respondents, are you aware of the city's 50 by 50 tree canopy goal? The majority of the response was no. Yes was pretty close but indicates there are some at work to do on awareness.

Councilmember Watlington arrived at 5:27 p.m.

Question two at the top of that slide, how do you feel about tree canopy in your neighborhood? Most respondents, again, it's close, but 50% said my neighborhood has the right amount of tree canopy. Question four below, are you pleased with the amount of tree canopy citywide? The answer is no. Citywide, we want more tree canopy in my neighborhood, I think we have enough. So, there's some interesting thinking there we need to boil down and look at when crafting policy.

This is a very busy slide, focusing initially on the themes on the left. Some of the major comments and focus areas from the respondents from the survey looked at wanting to slow down tree canopy loss related to development. Preserving the existing canopy was the number one priority among tree issues. The Canopy Analysis Tree Charlotte completed the top recommendation said the greatest thing you can do for tree canopy is to preserve the existing canopy. Awareness and knowledge are needed in greater amounts across the City. Look at our aging canopy and storms, climate change and storms are having an impact and our maintenance level is not appropriate for the amount of work that the City has. Bottom right on the slide, question number three respondents were given six items to look at. The number one thing is tree maintenance to sustain tree canopy in our neighborhoods. Citywide, what's the most important thing to do, preserve trees? Question number seven, what actions would be of greatest benefit for underserved neighborhoods? More tree planting.

As Alyson mentioned, Tree Canopy Policy work has been included in the Charlotte Future 2040 Comprehensive Plan, but it's also still ongoing. Looking at some of the policy work that's in that plan, Green text indicates language was added to the draft Comprehensive Plan as a direct result of our stakeholder work and public responses.

So, goal number one, we added a comfortable tree-shaded component to the 10-minute neighborhood. The high-level objective of that goal area was to ensure that most of these walks and bike routes have a tree-shaded experience and trees as barriers and buffers to encourage the use of those pathways and higher quality of life. Goal Seven is the main focus of Tree Canopy Policy as it's integrated, natural, and built environment focused

again. Green text indicates language added directly as a result of the Tree Canopy Action Plans work with the public and the stakeholder group. We added trees as a sustainable City infrastructure element to that goal statement. The proposed policies in those four bullets aren't various levels of policy framework from boots on the ground, actual programs all the way up to major policy initiatives. One of the areas was again to decrease canopy loss in residential areas.

Jumping down to the last bullet. There's a lot of interest related to canopy loss in single-family areas to protecting trees of a certain size and health on private and public property through changes in regulatory requirements and strategic programs that are non-regulatory incentives and education as well. Just to show more example of the policy work in this place type focus of the Comprehensive Plan, there's certain urban forests, tree canopy characteristics that the stakeholders have been working on.

Again, neighborhood one is similar to single-family areas. This is about 58% of the City's total land area on some of the initial rough mapping work that's been done related to the T Cap project. So, well, it's very important to focus a lot of policy on preservation and planting this area. You'll see that there's four main bullets are highlighting the importance of doing that. Preservation, the third bullet down is very high as a priority both on public and private property. At the very bottom there, we're proposing a 50 to 60 percent tree canopy coverage goal for this place type.

A quick comparison to urban place types, regional activity place types represents about 2% of all city land. There's a greater focus on street trees and trees lining pedestrian and bike paths here. We're proposing 90% of these planting locations along those pathways are planted. At the bottom, they're the bullets as target a range of 15 to 25 percent tree canopy coverage. So moving on, I'll pass it back to Alyson for more indication of what the next steps are.

Ms. Craig said so, I want to just talk about what's next for our stakeholder group, we're going to begin talking about some ideas for UDO. I know Councilmember Eiselt asked TAP recently, what the regulatory authority that Charlotte has. So, Charlotte's been having a local act that gives them express authority to be able to preserve, protect, and issue tree ordinance type of regulations and other cities have something similar.

So, some of the ideas that we're going to bring to our stakeholder group are to talk about different tree-save requirements by place type. Tim just showed you two different types of places where they just have different canopy coverages. That and that's what we would expect in our single-family areas it may be much higher, but say, in a regional activity center there should be other priorities there related to access to transit and for affordable housing and things like that. We want to focus on the quality of the tree canopy and maybe creating some flexibility in terms of what these tree-save requirements look like. Now, we've seen many circumstances where the trees save areas really not of high-quality trees, and we'd like to do something different in order to actually have a much higher and robust tree canopy in those areas. The TOD ordinance has a bonus structure where you

get additional height or reduced open space for a certain bonus is provided and the idea is to expand that citywide to put trees in as a bonus menu item, that if people provide more trees or more tree canopy or better tree canopy quality, then they can either have a reduction in their open space or maybe even get some additional height.

In December, you all approved a text amendment for the Tree Ordinance that allowed tree save to be utilized in urban areas. So, you said maybe a passive use path, pervious type of pavement, those sorts of things where you're integrating people with trees and so wanting to see if we can expand that to other types of urban areas. Then we've certainly heard many times that our payment in lieu formula is certainly outdated and that's something that we would need to update. In terms of overall next steps, Tim and I have been asked a number of times, is the City going to keep the 50 by 50 goal? The answer is that for now, yes. It's an inspirational rallying cry, a very motivating goal for our community. Frankly, we don't have enough information to change that or to create a new goal.

We're in the middle of developing the City's first Comprehensive Plan for growth in 45 years. It's really going to change how we grow and develop in the future. So, I think it's a little premature to change what those policies are. Instead, what we're focusing on now is a positive impact in our community as it relates to the tree canopy. So, talking about making canopy more having those benefits more equitably received throughout the community, trying to find ways to help with some of the cost burdens of maintenance, that some underserved areas, I think, experience right now, creating flexibility and innovation in some of our urban areas, as I was mentioning earlier, where we really want to prioritize density and affordable housing.

So, there's other things that we're focusing on right now as part of the Charlotte 2040 Plan, looking at developing different ordinance concepts. I mentioned some of those. Then we want to expand a partnership with UNC-Charlotte and with our internal GIS team to really start to model some of these things. Like, Tim mentioned different place type targets for Canopy. So, once we start mapping those place types, what does that actually look like in terms of an overall canopy goal? Then he also mentioned that 60% of our canopy losses occurred in our single-family areas. That's an area that we do not regulate now. Other cities do, but Charlotte does not. We've heard some mixed reviews about should Charlotte explore that? So if we decide to not make changes in those areas, then we need to model out how you would modify then those regulations and our other nonresidential areas in order to be able to reach that goal.

So, there's some work to be done that really needs to be founded in the Comprehensive Plan and then the UDO development and ultimately result in an update to the Urban Forest Master Plan. So, this is sort of an updated timeline that shows how all these pieces fit together, certainly underway with the Comprehensive Plan. The UDO team is hard at work and hoping for the adoption of both of these documents in 2021 of next year and I think followed closely on the heels of that will be an Urban Forest Master Plan update that will include either the same goal or an updated goal, but that will be something that will

come to council for adoption. So, you'll have certainly some opportunities to be part of those discussions. So, with that, Tim and I are happy to answer any questions.

Councilmember Driggs said thank you for the presentation. As you know, the 2040 Plan talks about basically eliminating single-family zoning. So, are we working at cross purposes here? I mean, that plan recognizes the need for higher density and more housing given the growth we expect in the City. But now you're telling us that the single-family sites are the ones that have the greatest share of the trees. So, how do we reconcile those things?

Ms. Craig said that's the challenge that we have all been discussing internally as well as with our stakeholders, is that the change of, going from a single-family home to a duplex or a triplex could create additional lot coverage that makes it more challenging for trees. That's part of the work that we hope to start to model with UNC-Charlotte to see, what does that ultimately look like? We're still at this point trying to understand what is the total lot coverage? Is it going to be the allowable lot-coverage? Is that going to be significantly different for a duplex or triplex or are those areas just going to be smaller as it relates to what you could build as a single-family home? So, we recognize that that could be a challenge there in our single-family areas.

Mr. Driggs said one more question. You commented on the fact that the higher-income areas have more trees than elsewhere. Is that because for lack of investment or is that for lack of available kind of terrain to plant trees?

Ms. Craig said I will refer to Tim for that one.

Mr. Porter said I think that's a key part of the analysis we want to continue on with UNCC is that we're not quite certain. There certainly is some connections we've seen related to red-lining. But in single-family areas of both lower-income and higher-income areas, the density is similar. There are some, you know, less dense areas with higher incomes who have more tree canopy. But it's something we just don't have great input on right now. We want to find out more before we make any significant policy recommendations.

Mr. Driggs said right because we need to know that to know whether applying money to this is actually going to help to address that balance.

Councilmember Ajmera said Mr. Driggs had addressed one of my questions around single-family and how that would impact our tree canopy moving forward. Well, I have a couple of questions. Tim, if you could go to slide numbers where there is a goal number seven. So, over here, the proposal is to decrease the acreage of tree canopy lost on residential property. Are we looking at a no-net loss policy that other cities have in their books as we are looking at the overall tree canopy goals?

Ms. Craig said that would be a goal that could be explored as we get further along in the Urban Forest Master Plan update. Right now, I think that's a really big question as to what

Charlotte does with its residential single-family areas. Other cities approach it in different ways. Atlanta regulates trees as small as six inches on all single-family areas. D.C. prioritizes larger trees. So, there's a great deal of work to be done there. We heard from the community and some of the engagement work that we did, that they had some concerns about Charlotte sort of stepping into those regulations. So, we just need more discussions on that.

Ms. Ajmera said I understand. So, as we know that most other cities have greater protection and certainly, we have a lot more work to do here as we are losing three football fields of trees daily. So, we don't do something about it, we are going to continue to see more loss as we have seen a significant loss in the past couple of years. Also have you looked at collaborating with organizations such as Tree Charlotte and Sustained Charlotte that are doing a lot of tree planting especially Tree Charlotte to help us grow our tree canopy and have, we looked at that?

Ms. Craig said yes. So, Tim and Taiwo and I met with the folks at Tree Charlotte just a couple of weeks ago. We have a memorandum of understanding with Tree Charlotte about how we partner together. I think it's a good time when we get a little further in the community work and in policy development to meet with them and see how we might want to modify how we partner together. So, it was a great meeting. I think both Tree Charlotte and the City left that feeling really energized about the opportunity to modify that and work together and to better create a tree canopy in Charlotte. So, we're supposed to meet, I think, in early January or early February to map out the next steps of what that arrangement would look like.

Ms. Ajmera said okay, great, that's great to hear because that's the only organization that I'm aware of that are very actually doing the grassroots work, reaching out to schools, nonprofit organizations, neighborhoods to help us plant trees, especially in communities of color. So, we're going to continue to expand their team. Alyson, I certainly appreciate your work there and certainly helping us push this survey out. I've attended some of the meetings where you have worked with various organizations to help push this survey out to get more participation, so, I'm pleased to see that. I certainly appreciate your efforts there and Taiwo thank you so much for your leadership.

Councilmember Winston said yes, I just wanted to answer Mr. Driggs's question. I'm sure we will pay more money and spend more time with studies in schools, but the answer is that city, state, county, federal public policy, red-line it also placed black, brown in working-class communities in brownfield areas, areas where there is a poor environment, places that there were robust trees were clear cut, where transportation projects like I-77 and Brookshire Freeway and those prime lands that did have the quality of the environment that we want for all of our citizens were left to wealthy to upper-middle-class white residents of Charlotte.

Councilmember Egleston said I just wanted to point out since it was raised, and Alyson made the point that a duplex or triplex would in all likelihood take up a larger footprint on

a parcel and thereby be detrimental to our tree canopy. While that is true and I don't mean that you weren't understanding of this point, but I want to make sure that we're all mindful of the fact that that is still a lower net impact than if all three of those households lived separately on three separate parcels. So, I think that there's often a false idea that density and preserving our tree canopy are at odds with each other. At times they might be, but if each individual person is living on a smaller footprint, they're having less of a negative impact on our tree canopy. So, density is not necessarily the enemy here. It could be a solution.

Mayor Lyles said I too think that this is one of the most important things, I don't think we ought to give up on our goal. I would like to ask; how do we do more partnerships to incent working? I know in D.C. they do funding. The household has a funding contribution, but they provide a certain amount of support so that the programs are continuous because it's not just the allocation towards what the City can do, but you're getting more people interested in it and you're doing a lot of education around it. I also wonder how does this work with parks and our greenways and what does that mean? I don't know if it's incorporated, but I think that's an important collaboration that we need to have, not just with Tree Charlotte, who is an excellent organization. Dave Cable started and supported by Ralph Neal and just really has stayed with us the whole time to do this work.

So, I want to say thank you to the citizens that started this program and in so many ways still actively engage in the work that we're doing. But I think the biggest question that you're saying is, are we going to regulate single-family homes? Then the question will be, what is the cost of regulating those single? What does it add to the cost of affordable housing? I think that is a tradeoff that we make with the input of our citizen's surveying and asking them that question. But it also depends on the magnitude of the work. So, I don't want to avoid the hard question, but we all know what the hard question is.

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ITEM NO. 5: PROPOSED 2021 STATE AND FEDERAL LEGISLATIVE AGENDAS

Marcus Jones, City Manager said we will round it out with the State and Federal 2021 Legislative Agendas and Dana Fenton is coming in.

Dana Fenton, Intergovernmental Relations Manager said I'm pleased to be here tonight to present the Proposed 2021 State and Federal Legislative Agendas. Over the last couple of months, the Intergovernmental Relations Committee has met three times, once in September 21st and on October 14th, the second time to hear state and federal legislative requests. We had a whole lot of requests this year, about 26 of them. October 19th, the committee proposed the State and Federal Legislative Agendas. November 2nd, those were previewed here with the City Council at the Strategy Session. Also, that evening, the Budget and Effective Committee recommendation to add the Charlotte Firefighters Retirement System request was added to that agenda. Of course, we had a general election this past Tuesday, November 3rd. We have three new members of the

Mecklenburg State Delegation, the new Senator, Deandra, [inaudible] in District 39, she takes a place of Rob Bryant, who did not run for the seat this year, Terry Brown, who takes a place at [inaudible] Beasley and House District 92, and a familiar face in John Bradford, who ran for his seat again after being unsuccessful two years ago. He's in the House District 98.

I am frequently asked about what is a legislative agenda, what's its purpose, that type of thing? Just wanted to provide to you a few points tonight, that the main purpose of the agenda is to specify the City Council's legislative goals for a particular year, in this case, 2021 to both the U.S. Congress and the North Carolina General Assembly. Those goals are based largely upon this year, especially upon the City Council's strategic priorities. It also, would note that quite a few committees and Councilmembers, and others were doing a lot of work that contributed to the agenda that's going to be presented tonight. There are really four core strategies to develop legislative wins that we look at, and I like to call these the four key ingredients, sort of like cooking a meal. The first ingredient is that you need to have actionable and specific goals. We try to stay away from aspirational goals because our members of our delegation are going to be looking for things that they can work on that are very, very specific.

The second is to be achievable, especially in the current economic climate we're in. The state is facing some budget deficits and of course, there is always some pressure upon the federal government as well. The third is to be ready to work with others. We're always taught about playing nicely in the sandbox and work with the organizations that we work with, usually like the statewide groups, other local governments, and the business community.

Then finally be ready to work with the party in control on areas of agreement. This is a really important point because the party that's in control decides which bills get heard in committees and which will be moved out of those committees. So, if you have a bill that's being introduced that doesn't have the support of the leadership, then that bill will usually just sit in the committee for the entire two years of the legislative session.

Moving on to the proposed State Legislative Agenda. The first issue as we get back to it has to do with mobility and just generally is that mobility or transportation is a very, very strong issue with the State of North Carolina. There is a lot of support for transportation and infrastructure needs around the state. But I can't sugarcoat it this year because as we know that there are going to be challenges in trying to get a tax increase and we need to get one for the Charlotte Moves recommendations that come out or even try to advance Light Rail priorities. There is a belief among the leadership that the Light Rail is not a desirable form of transportation.

The next one, the Digital Divide. Again, this is another strong issue with the General Assembly. Over the last couple of years, the General Assembly has put nearly \$100 million in the broadband infrastructure around the state, mainly in rural areas. But in urban areas like ours, where we have fiber crisscrossing the City, the issue becomes one of

affordability for low-income families. We've seen that this year with a pandemic and with students staying home to learn virtually. There's been, of course, you all took part in helping to fund some of the efforts of CMS to get hot spots out to schoolchildren.

We still need to test this issue in terms of trying to get some state help with helping people in low-income circumstances to afford their subscriptions. We need to test that idea out with the leadership. And, of course, we need to be cognizant of the fact that state budget constraints due to the pandemic are far before us.

The North Carolina Airport Improvement Program, this is a very, very strong issue over the last couple of years, the General Assembly has seen that airports are real economic drivers throughout the state, and they have put a lot of money into the airports the last couple of years. I think the allocation for Charlotte Douglas International Airport this year is about \$29 or \$30 million dollars. It's the highest among the ten commercial service airports.

Of course, the Airport is using that money to put into debt service, which helps out both the Airport maintains its debt rating and also the airlines, it helps their cost structure. I think the General Assembly this year saw that approach and they thought that was a win-win situation. But, of course, as you all know, NC-DOT, where this funding comes from is under some financial pressures. So, we recognize that there could be some budget issues with that coming down the pike. I would also like to say this also came from the Airport Recovery Task Force that Mr. Driggs chaired earlier this year.

The next issue, Charlotte Firefighter's Retirement System. This is the proposal that was added last week to proposed agendas. This would be to adjust the employer contribution rate to strengthen the system's funded status. This too, is another strong issue. This is an example of a well-managed government in action. The City Charlotte is the sponsor of the Charlotte Firefighter's Retirement System. You have the obligation to bring issues up like this to the General Assembly to keep that system solvent.

Finally, subpoena power for Citizen Review Boards. It was looking like that this could be a strong issue this year, but recent events have changed that outlook. I know that the City Council is very desirous of getting this, but with the recent election, it will probably impact that schedule again. We are committed to developing a path forward to securing subpoena power in the future. Of course, the Intergovernmental Relations Committee has that referral before it and we're going to be resuming the discussion of that referral next week. That referral course is made to the Committee from Mayor Lyles.

Moving to the next slide, this is the Assessment of the State Request, which I was able to go over and describe each of the different issues. Let's turn to the Federal Legislative Agenda. The transportation, and infrastructure position with the Federal Government, this is a very, very strong issue with the congressional leadership. This physician statement is very similar to that for what you adopted for the 2020 federal session earlier this year.

You see two very familiar things in here to start off with, transit. This is the 2030 Transit Plan and that airports, highways, and passenger freight rail. Again, we're stressing the connection between our region and other regions around the state and especially with rural areas trying to get funding for highways and for critical aviation infrastructure. Turning to the next page. This is the second part of that position statement having to do with modernizing and sustainable infrastructure. You've had this one in your agenda for a couple of years now, but also the Committee, added in the Digital Divide. Of course, we just talked about that in the context of the state. But there is a lot of discussion at the federal level about this, too. This position will serve the City well if and when an infrastructure initiative is undertaken by the U.S. Congress.

There's been some talk about that with a prospective Biden Administration. But, of course, I think, as you all know, there will also be discussions about federal debt and federal deficits as well. So, more to come on that. Turn the page to Comprehensive Immigration Reform. Again, you may recall this was a recommendation of your 2019 Immigrant Community Committee that Mr. Egleston led. The position statement is the same as the adopted 2020 federal legislative position. It is you all know there's a mix of support and opposition to what we have here. But then again, this is a very difficult issue for Congress to begin with. So, it's really difficult right now to give you an assessment as to whether something like this would pass or not.

The COVID-19 guidelines for airports. This is another issue that came from the Airport Recovery Task Force. The larger commercial airports in the country are asking the Federal Aviation Administration to come up with standard guidelines for addressing COVID-19, and we believe that probably with a prospective Biden Administration that this could see some more action. This is also the assessment of the federal requests that are covered in each of those issues.

Finally, the next steps. We're getting to the end of the presentation now, folks. We will be back before you on December 14th for the adoption of the proposed agenda. But before then, on November 16th, the Intergovernmental Relations Committee meets. We will be taking up again that the referral on the Citizens Review Board process, but also our state and federal lobbyists will be briefing the committee on the 2020 election results at the beginning of the meeting. We will have [inaudible] up first and then Kilpatrick Townsend. We'll be making sure we send out WebEx invitations to all members of the Council, not just to committee members.

Then of course, in January and March, we're looking forward to our briefings of the State Delegation in the Congressional Delegation. Mayor Lyles, that that concludes my presentation. Be glad to take any questions.

Mayor Lyles said well, we certainly appreciate all of the work that's being done by Intergovernmental Relations. It has been important work to combine the initiatives that we have as strategic goals with actual legislation to make it happen. I think that the biggest challenge that they have addressed is we know if leadership is opposed to things at the

state level, that they're not going to let it move forward. So how do we continue to work on something that's important to us, strategic to us, and bring others in to help us move it forward?

If it's something that fits within the principles and guidelines of the leadership, we need to figure out again how to make sure that we stay in touch and on base with this. But I think that the Intergovernmental Relations Committee understands their action items and they're aspirational items. Those aspirational items are clearly things that need to have continued work and focus. But the action items, we know that we will have to follow through. When does the Legislature go into the session?

Mr. Fenton said General Assembly starts on January 13th.

Mayor Lyles said okay, and then our Congressional Delegation at the federal level, clearly, we need to know what's going to happen with the infrastructure at the federal level and whether or not there's going to be any action, and if there is action to make sure that Charlotte's on the top of their list. So, we'll continue to work with our Senators and Representatives who have been very supportive of us. It's just that we didn't have an infrastructure. I think the President had [inaudible] infrastructure opportunities and they never came to pass. So I think we're really behind and hope that we can make an adjustment, this time with Vice President Biden as president-elect and when he's installed.

Councilmember Winston said I think Dana did an excellent job. I would just encourage and thank the Committee for doing the work. It was definitely a heavy lift. I would encourage my colleagues to comment and question. This is an opportunity to and then that gives the Committee and the staff time between now and December 14th to consider anything else that you might have to add to the conversation that is.

Councilmember Bokhari said no good job staff. Good job, everyone who contributed.

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ITEM NO. 6: CLOSED SESSION

There was no Closed Session.

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CONSENT AGENDA

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to approve the Consent Agenda as presented, with the exceptions of Item No. 30 which was pulled for a separate vote, Item No. 59 which was settled, Item No. 68 which was settled, Item No. 72 which was settled, Item No. 73 which was settled, and Item No. 74 which was settled.

The following items were approved:

Item No. 31: Traffic Control Devices

(A) Approve a unit price contract to the lowest responsive bidder Rosenblatt & Associates, DBA RAI Products, for the purchase of Traffic Control Devices for a term of three years, and (B) Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which the contract was approved.

Summary of Bids*

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

Item No. 32: Bond Issuance Approval for Abbington on Mt. Holly Apartments

Adopt a resolution granting INLIVIAN's request to issue multi-family housing revenue bonds, in an amount not to exceed \$15,000,000, to finance the development of an affordable housing development to be known as Abbington on Mt. Holly Apartments.

The resolution is recorded in full in Resolution Book 51, at Page(s) 89-95.

Item No. 33: Citywide Vehicles and Equipment Cooperative Purchasing Contracts

(A) Approve the purchase of vehicles and equipment from a cooperative contract, (B) Approve unit price contracts as citywide contracts with the following vendors for the purchase of vehicles and equipment for a term of one year under the North Carolina Sheriff's Association (NCSA): Infrastructure Solutions Group Inc. (NCSA contract 21-05-0506); Capital Chevrolet, Capital Ford of Raleigh, Four Seasons Ford; Piedmont Truck Center (NCSA contract 21-07-0915); and (C) 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.

Summary of Bids

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

Item No. 34: Construct Barclay Downs Sidewalk

Approve a contract in the amount of \$924,190.56 to the lowest responsive bidder Dot Construction, Inc. for the Barclay Downs Sidewalk project.

Summary of Bids

DOT Construction, Inc.	\$ 924,190.5
Carolina Cajun Concrete, Inc.	\$ 930,620.90
Armen Construction, LLC	\$ 1,013,151.70
United Construction Company, Inc.	\$ 1,043,443.50
Nassiri Development, LLC	\$ 1,081,899.50
United of Carolinas Inc.	\$ 1,094,571.50
Kemp Sigmon Construction Co., Inc.	\$ 1,097,490.63
Sealand Contractors Corp.	\$ 1,226,264.60
Ground Thunder Construction, Inc.	\$ 1,229,360.00

Item No. 35: Construct Briar Creek Road Connector

Approve a contract in the amount of \$966,495.30 to the lowest responsive bidder OnSite Development, LLC for the Briar Creek Road Connector project.

Summary of Bids

OnSite Development, LLC	\$ 966,495.30
Kemp Sigmon Construction Co., Inc.	\$ 1,038,998.65
Nassiri Development	\$ 1,042,072.35
Blythe Development	\$ 1,131,946.20
Sealand Construction	\$ 1,178,276.77
United of Carolinas	\$ 1,198,895.45

Item No. 36: Construct Gibbon Road Sidewalk Project

Approve a contract in the amount of \$905,302.42 to the lowest responsive bidder Mountaineer Contractors, Inc. for the Gibbon Road Sidewalk Project.

Summary of Bids

Mountaineer Contractors	\$ 905,302.42
Kemp Sigmon Construction Co., Inc.	\$ 1,151,161.84
ARMEN Construction	\$ 1,208,165.20
Sealand Contractors Corp.	\$ 1,293,400.90
DOT Construction	\$ 1,327,014.70
United of Carolinas Inc.	\$ 1,398,987.15

Item No. 37: Construct Oakhurst/Amity Garden Multi-Use Path

Approve a contract in the amount of \$2,175,479.57 to the lowest responsive bidder J.D. Goodrum Company, Inc. for the Oakhurst/Amity Garden Multi-Use Path project.

Summary of Bids

J.D. Goodrum Company, Inc	\$ 2,175,479.57
Onsite Development, LLC	\$ 2,300,476.75
Sealand Contractors Corp.	\$ 2,446,695.90
United Construction Company	\$ 2,845,958.50
Eagle Wood, Inc.	\$ 3,041,675.45

Item No. 38: Construction Change Order #1 for the Charlotte-Mecklenburg Police Department South Division Station

Approve change order #1 in the amount of \$645,866.07 to Barnhill Contracting Company for the Charlotte-Mecklenburg Police Department South Division Station project.

Item No. 39: Petroleum Tank Installation, Operation, Maintenance, and Testing Services

(A) Approve unit price contracts with the following companies for petroleum tank installation, operation, maintenance, and testing services for an initial term of three years: Guardian Fueling Technologies, Inc.; JF Acquisition, LLC dba JF Petroleum Group; Petroleum Service & Calibration, 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. 40: Real Estate Appraisal Review Services

(A) Approve unit price contracts with the following companies for real estate appraisal review services for an initial term of three years: For projects funded with local funds: Absolute Appraisal & Acquisition, LLC; John Bosworth & Assoc., LLC dba Valbridge Property Advisors; Kack Consulting Group, LLC; Randy W. Hopkins, dba Hopkins Consulting and Review, LLC; The Hanes Group, Inc.; William R. Morgan Company; and for projects funded by the Federal Highway Administration /North Carolina Department of Transportation: Kack Consulting Group, LLC; Randy W. Hopkins, dba Hopkins Consulting and Review, LLC; The Hanes Group, Inc.; and William R. Morgan Company; and for projects funded by the Federal Transit Administration: Absolute Appraisal & Acquisition, LLC; The Hanes Group, Inc.; William R. Morgan Company; and for projects funded by the Department of Housing and Urban Development: Kack Consulting Group, LLC; and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 41: Real Estate Appraisal Services

(A) Approve unit price contracts with the following companies for real estate appraisal services for an initial term of three years: For projects funded with local funds AAA Valuation, LLC (WBE, SBE); Absolute Appraisal & Acquisition, LLC; BBG, Inc.; CBRE, Inc.; Colliers International Holdings (USA) Inc. Cushman & Wakefield of North Carolina, Inc.; Fortenberry & Lambert, Inc.; Integra Realty Resources-Charlotte; J. D. Parker & Associates, LLC; John McCracken & Associates, Inc.; Curran Reich & Associates, Inc. dba T. B. Harris, Jr. & Associates; John Bosworth & Associates, LLC dba Valbridge Property Advisors; James Owens Appraisal; and for projects funded by the Federal Highway Administration/North Carolina Department of Transportation: BBG, Inc.; Cushman & Wakefield of North Carolina, Inc.; Integra Realty Resources - Charlotte; J. D. Parker & Associates, LLC; Curran Reich & Associates, Inc. dba T.B. Harris, Jr. Associates; John McCracken & Associates; and for projects funded by the Federal Transit Administration: Fortenberry & Lambert, Inc.; CBRE, Inc.; James Owens Appraisal; and for projects funded by the Department of Housing and Urban Development: J.D. Parker & Associates, LLC; and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 42: Real Estate Right-of-Way Acquisition and Relocation Services

(A) Approve unit price contracts with the following companies for right-of-way acquisition and relocation services for an initial term of three years: For projects funded with local funds: Cityscape Acquisition, Inc. (WBE, SBE); Gulf Coast, LLC (SBE); Michael Ryan Realty Inc. dba Carolina Right of Way (SBE); O.R. Colan Associates, LLC; Professional Land Management, LLC; Telecommunication & Industrial Consulting Services Corporation (TELICS); THC, Inc.; and for projects funded by the Federal Highway Administration/North Carolina Department of Transportation: Gulf Coast, LLC (SBE); Hearn Real Estate Solutions, LLC (MBE, SBE); Professional Land Management, LLC; Telecommunication & Industrial Consulting Services Corporation (TELICS); and for projects funded by the Federal Transit Administration: Professional Land Management, LLC; Telecommunication & Industrial Consulting Services Corporation (TELICS); and for projects funded by the Department of Housing and Urban Development: Gulf Coast, LLC (SBE); and (B) Authorize the City Manager to renew the contracts for up to two, one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 43: Heating, Ventilation, and Air Conditioning Preventative Maintenance and Repair Services

(A) Approve unit price contracts with the following companies for heating, ventilation, and air conditioning preventative maintenance and repair services for an initial term of two years: Bowles Mechanical, Inc. dba Environmental Services of Charlotte, Redblue, Inc., and (B) Authorize the City Manager to renew the contracts for up to one, one-year renewal term with possible price adjustments and to amend the contracts consistent with the purpose for which the contracts were approved.

Item No. 44: Charlotte Water Traffic Control Services

(A) Approve unit price contracts with the following companies for traffic control services for an initial term of three years: GDC Supplies, Equipment and Contracting LLC dba GDC Inc. (MBE, SBE), W.D. Wright 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. 45: Idlewild Road Water Supply and Related General Services Projects

Approve a guaranteed maximum price of \$4,962,881.39 to R.H. Price, Inc. for Design-Build construction services related to the Idlewild Road Water Supply project.

Item No. 46: Stevens Creek Sanitary Sewer Phase 2

Approve a contract in the amount of \$1,553,865.53 to the lowest responsive bidder Fuller & Co. Construction, LLC for the Stevens Creek Sanitary Sewer Phase 2 project.

Summary of Bids

Fuller & Company Construction, LLC	\$ 1,553,865.53
Dellinger Inc.	\$ 1,623,326.00
Hall Contracting Corporation	\$ 1,870,706.00
Sanders Utility	\$ 2,024,498.90
D.E. Walker Construction Co.	\$ 2,110,194.60
State Utility Contractors Inc.	\$ 2,434,400.00

Item No. 47: Airport CLT Center Renovations Phase 12 Construction

Approve a contract in the amount of \$1,583,891 to the lowest responsive bidder Edison Foard Construction Services, Inc. for the CLT Center Renovations Phase 12 project.

Summary of Bids*

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

Item No. 48: Airport North End Around Taxiway Project Utility Relocation Agreements

(A) Authorize the City Manager to execute a reimbursable utility relocation agreement with Colonial Pipelines Company for the North End Around Taxiway project, and (B) Authorize the City Manager to execute a utility relocation agreement with Piedmont Natural Gas for the North End Around Taxiway project.

Item No. 49: Airport Security Background Check Services Contract

(A) Approve a contract with Telos Identity Management Solutions, LLC (Telos ID) for Criminal History Records Checks, Security Threat Assessments, the record of arrest services, and automation of Customs Seal Requests 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. 50: Airport Taxiway F Extension - Deicing Pad and South Crossfield Taxiway Project Construction

(A) Approve a contract in the amount of \$51,157,084.53 to the lowest responsive bidder Thalle Construction Company Inc. for the Deicing Pad and South Crossfield Taxiway Project Package 1, and (B) Approve contract amendment #3 for \$10,326,763.22 with WSP USA Inc. for Construction Support Services and Materials Testing for the Deicing Pad and South Crossfield Taxiway Project.

Summary of Bids

Thalle Construction Company	\$51,157,084.53
Blythe Development	\$ 54,579,328.00
Blythe Construction	\$ 57,956,845.55
Boggs Contracting	\$ 58,847,645.05
Independence	\$ 60,768,623.00
Kfewit	\$ 79,379,447.00
Sealand Contractors	\$103,718,659.05

Item No. 51: Painting Services

(A) Approve contracts with the following companies for painting services for an initial term of three years: DWJ Service, LLC, and Providence Paint Company, 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. 52: Resolution of Intent to Abandon Joe Whitener Road

(A) Adopt a Resolution of Intent to abandon Joe Whitener Road, and (B) Set a Public Hearing for December 14, 2020.

The resolution is recorded in full in Resolution Book 51, at Page(s) 96-98.

Item No. 53: Set a Public Hearing on the Ashford House Historic Landmark Designation

Adopt a resolution setting a public hearing for December 14, 2020, to consider Historic Landmark Designation for the Property known as the "Ashford House" (Parcel Identification Numbers 063-061-02 and 063-061-03).

The resolution is recorded in full in Resolution Book 51, at Page(s) 99-100.

Item No. 54: Set a Public Hearing on the Dowd House Historic Landmark Designation

Adopt a resolution setting a public hearing for December 14, 2020, to consider amending the existing Historic Landmark Designation ordinance for the Property known as the "Dowd House" (Parcel Identification Numbers 067-061-05 and 067-061-06).

The resolution is recorded in full in Resolution Book 51, at Page(s) 101-102.

Item No. 55: Set a Public Hearing on the F.M. Simmons House Landmark Designation

Adopt a resolution setting a public hearing for December 14, 2020, to consider Historic Landmark Designation for the Property known as the "F.M. Simmons House" (Parcel Identification Number 155-023-01).

The resolution is recorded in full in Resolution Book 51, at Page(s) 103-104.

Item No. 56: Set Public Hearing on the Former Charlotte Fire Station Number Ten Historic Landmark Designation

Adopt a resolution setting a public hearing for December 14, 2020, to consider Historic Landmark Designation for the Property known as the "Former Charlotte Fire Station Number Ten" (Parcel Identification Number 06-706-102).

The resolution is recorded in full in Resolution Book 51, at Page(s) 105-106.

Item No. 57: Refund of Property Taxes

Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$5,277.03.

The resolution is recorded in full in Resolution Book 51, at Page(s) 107-108.

Item No. 58: Meeting Minutes

Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of October 05, 2020 Strategy Session, and October 12, 2020 Business Meeting.

PROPERTY TRANSACTIONS

Item No. 60: I-85 North Bridge, Parcels #4.1, 4

Resolution of condemnation for 23,287 square feet. (0.535 acres) in Sidewalk and Utility Easement, 25,007 square feet (0.574 acres) in Slope Easement, 33,331 square feet (0.765 acres) in Right-of-Way and Utility Easement, 680 square feet. (0.016 acres) in Waterline Easement, 71,108 square feet (1.632 acres) in Temporary Construction Easement, 19,516 square feet (0.448 acres) in Utility Easement, 116,453 square feet (2.673 acres) in Right-of-Way Easement at Research Drive from Polymers Center of Excellence INC for \$613,050 for I-85 North Bridge, Parcels #4.1, 4.

The resolution is recorded in full in Resolution Book 51, at Page (s) 109.

Item No. 61: Property Transactions - Idlewild/Monroe Intersection - Phase I, Parcel #2

Resolution of condemnation for 1,178 square feet (0.027 acres) Temporary Construction Easement, 870 square feet (0.02 acres) Waterline Easement at 5800 Monroe Road from Old Monroe Plaza Owners Association Inc for \$12,850 for Idlewild/Monroe Intersection - Phase I, Parcel #2.

The resolution is recorded in full in Resolution Book 51, at Page (s) 110.

Item No. 62: Property Transactions - Idlewild/Monroe Intersection - Phase I, Parcel #7

Acquisition of 2,930 square feet (0.067 acres) Sidewalk Utility Easement, 2,057 square feet (0.047 acres) Temporary Construction Easement, 2,930 square feet (0.067 acres) Waterline Easement at 5831 Monroe Road from Richard Latorre for \$23,000 for Idlewild/Monroe Intersection - Phase I, Parcel #7.

Item No. 63: Property Transactions - Idlewild/Monroe Intersection - Phase I, Parcel #10

Acquisition of 48 square feet (0.001 acres) Bus Stop Improvement Easement, 397 square feet (0.009 acres) Utility Easement, 5,579 square feet (0.128 acres) Sidewalk Utility Easement, 4,797 square feet (0.11 acres) Temporary Construction Easement, 5,902 square feet (0.135 acres) Waterline Easement at 5909 Monroe Road from The Truth Buddhist Society Charlotte for \$64,565 for Idlewild/Monroe Intersection - Phase I, Parcel #10.

Item No. 64: Property Transactions - Idlewild/Monroe Intersection - Phase II, Parcel #25

Acquisition of 3,983 square feet (0.09 acres) Fee Simple, 1,970 square feet (0.045 acres) Utility Easement, 3,117 square feet (0.072 acres) Sidewalk Utility Easement, 1,484 square feet (0.034 acres) Temporary Construction Easement, at 2443 Vista Drive from Victor Manuel Cisneros for \$68,000 for Idlewild/Monroe Intersection - Phase II, Parcel #25.

Item No. 65: Property Transactions - Idlewild/Monroe Intersection - Phase II, Parcel #26

Acquisition of 1,798 square feet (0.04 acres) Fee Simple, 1,997 square feet (0.046 acres) Utility Easement, 1,269 square feet (0.029 acres) sidewalk Utility Easement, 876 square feet (0.02 acres) Temporary Construction Easement, at 6300 Monroe Road from Scott Andrew Kovach and Alexandra Kovach for \$40,500 for Idlewild/Monroe Intersection - Phase II, Parcel #26.

Item No. 66: Property Transactions - Idlewild/Monroe Intersection - Phase II, parcel #27

Acquisition of 980 square feet (0.02 acres) Fee Simple, 908 square feet (0.021 acres) Utility Easement, 742 square feet (0.017 acres) Sidewalk Utility Easement, 684 square feet (0.016 acres) Temporary Construction Easement, at 6314 Monroe Road from Selma Nolasco for \$35,250 for Idlewild/Monroe Intersection - Phase II, Parcel #27

Item No. 67: Property Transactions – Idlewild/Monroe Intersection – Phase II, Parcel #28

Acquisition of 971 square feet (0.02 acre) Fee Simple, 868 square feet (0.02 acre) Utility Easement, 899 square feet (0.021 acre) Sidewalk Utility Easement, 358 square feet (0.008 acre) Temporary Construction Easement at 6322 Monroe Road from Emma C. Smith for \$31,600 for Idlewild/Monroe Road Intersection – Phase II, Parcel #28.

Item No. 69: Property Transactions - Idlewild/Monroe Intersection - Phase II, Parcel #39

Acquisition of 3,040 sq. feet (0.07 acres) Utility Easement, 1,496 square feet (0.034 acres) Sidewalk Utility Easement at 2318 Rama Road from Luke S. Outsells for \$10,150 for Idlewild/Monroe Intersection - Phase II, Parcel #39.

Item No. 70: Property Transactions - Matheson Avenue Streetscape, Parcel #1

Acquisition of 3,094 square feet (0.071 acres) Temporary Construction Easement at 125 Matheson Avenue from Bolt Family LLC for \$15,000 for Matheson Avenue Streetscape, Parcel #1.

Item No. 71: Property Transactions - Matheson Avenue Streetscape, Parcel #2

Acquisition of 966 square feet (0.022 acres) Storm Drainage Easement, 3,199 square feet (0.073 acres) Sidewalk Utility Easement, 7,265 square feet (0.167 acres) Temporary Construction Easement at 2600 North Tryon Street from QuikTrip Corporation for \$89,550 for Matheson Avenue Streetscape, Parcel #2.

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ITEM NO. 30: REPLACEMENT HELICOPTER FOR CHARLOTTE-MECKLENBURG POLICY DEPARTMENT

Councilmember Winston said my first question is actually for the Manager. So, this was funded out of our capital investments budget, and it says that how it was done in the past as well. So, how is the capital investment funded? What is the source of funding for that?

Mr. Jones, City Manager said so, it's no different than any other program we have, as there are funds generated from taxes to pay that the debt that we have on the items that we purchase.

Mr. Winston said so this does come out of the general fund?

Mr. Jones said yes, this is associated with much like we do a police station or anything that's related to that. So, we have the bonds that go out and those are like the housing, transportation and neighborhoods. Then what we have is other items that we purchased that come out, what we call these certificates of participation for COPS.

Mayor Lyles said but it would be the capital fund, not the general fund?

Mr. Jones said yes.

Mayor Lyles said It's the capital fund, not the general fund.

Mr. Winston said so, this item was placed on for instance one of the ballot initiatives that, for example, we voted on last Tuesday, but from years past. Right?

Mr. Jones said what I'm going to do, I think Ryan Burgmann is also there with the Deputy Chief, if Ryan, could come up and speak to the financing of the helicopter.

Ryan Bergman, Strategy and Budget Director said Mr. Winston to answer your question out of our 30 percent tax rate, 6.7 cents goes to support our capital program. So, it's supported by tax dollars and sales tax dollars. As for whether it's part of the bonds, no, it's not part of the bonds that were voted on because what citizens voted on was supporting the bonds with basically backing the bonds with our property tax dollars. This is a different type of debt that you've heard of called COPS, which means that they are basically backed with an asset, like a building or a helicopter in this case.

Mr. Winston said I guess what I'm trying to get clarity about, does this show up in CMPD's year over year budget? Because there have been a lot of questions about this from the community. Does this show up in the CMPD budget or is it show up in a different line item somewhere else in the budget?

Mr. Bergman said in the budget itself, it shows up in the Capital Investment Plan where everything that's debt-funded will show up. So, it wouldn't be on the CMPD's page, but if you look in the capital budget, the CIP towards the back of the book, it's mentioned a few times and there's actually a dedicated page that mentions replaced police helicopters.

Mr. Winston said okay, I just like to point out to the staff that when you hear over and over again from the community that we want an audit or an accounting of the assets and equipment that CMPD uses, this is the type of thing that we're talking about, that this would not show up in a CMPD's budget. In fact, it would be more like a building or a sidewalk, and that is confusing, and that doesn't seem very transparent to people. I don't think it's very transparent for Councilmembers as we try to assess all of these moving parts. This is a prime example of what we speak of. I don't know if Ryan or the Manager would be appropriate to answer this next question. In our SEAP, is it one of our strategies to look at all vehicle purchases and find alternatives that are more fuel-efficient and would reduce our overall carbon footprint?

Mr. Jones said yes, Councilmember Winston, we started off with the SEAP, really focusing on the general fund departments. We were specific that there would be a challenge for some public safety departments because of the fire trucks and things of that nature. So, we didn't just have a blanket for every vehicle. But I do understand your point that there's always these opportunities to look for any types of alternatives that could help us with our carbon footprint.

Mr. Winston said that is one of the overall points. A specific point when we were looking at the need for CMPD's Aviation Unit, did we look at any options that were more in line with our SEAP and got us closer to our SEAP goals?

Mr. Jones said that's an excellent question. I believe that if we could have Deputy Chief Brochu come up, he will explain why this alternative penciled out better than some others. Mr. Winston said just for reference and those watching, they don't get the e-mails that we get. It is said by CMPD provided us with some stats that says that this helicopter burns 30,000 to 40,000 gallons of fuel per year.

Deputy Chief Steven Brochu, Charlotte Mecklenburg Police Department Special Operations said I think the question in reference to was a drone perhaps an alternative to an aircraft, and some of those questions had come out. Clearly, the two are not synonymous. The aircraft provides a litany of other services to us that a drone does not. In particular, a drone could not follow in a pursuit. It's only a drone, for example, as a line of sight to the operator. It does not carry people or other equipment. So, it is not a direct replacement for the aircraft that we seek at this time.

Mr. Winston said what do we use our helicopters for to carry people, what kind of a situation?

Deputy Chief Brochu said so we carry people, canines. We can pick up patients if we needed to. We can have command and control over situations if we need an aerial platform to be able to guide and direct large events. So, there is a litany of different things that the aircraft will do for us, particularly that the drone will not.

Mr. Winston said the other specific question that I had, did we consider any other type of alternative work for this helicopter that will get us closer. Being that we adopted a SEAP that specifically addresses the vehicles that we use, did we consider any other options that would get us closer to our SEAP goals, than the purchase of this helicopter?

Mr. Jones said Deputy chief, let me take a shot at that. So, much like when we started off with these aspirational goals that is related to the SEAP. We knew that we would be dependent upon the technology catching up with our aspirations. So, just like we had our issues around CAT'S buses, but now we have this great opportunity with Duke Energy, much like with the Airport and their ability to begin to convert their entire fleet over to electric buses. I would say that where we are right now is that we had two helicopters

that, and Deputy Chief Brochu, I think is very important to talk about how important it is in law enforcement and saving people as it relates to these helicopters.

So, while there may be other ways to help us with our SEAP goals, let's say, for instance, with drones, there are some things that just don't work well for us now to make that level of conversion. So, two helicopters that are 20 years old in the 15th largest City in the country that has been on a list for a while for replacement, it's time for that. As we move forward, and I love all the questions you're asking Councilmember Winston, we should do that same due diligence about how can we help with their carbon footprint as we move forward. But right now, this is what we have tonight for those reasons as relates to technology and safety.

Mr. Winston said have any of our CMPD helicopters been used to extract a person from a situation?

Deputy Chief Burcho said yes, they have.

Motion was made by Councilmember Winston to deny the contract. The motion was not considered due to no second.

Motion was made by Councilmember Bokhari, seconded by Councilmember Graham, to (A) Approve the purchase of a Bell 407 Helicopter, by the sole source exemption, and (B) Authorize the City Manager to negotiate and execute a contract with Bell Textron, Inc. for the purchase of a Bell 407 Helicopter.

Councilmember Ajmera said I have a question for our Budget Director. I guess I'm trying to understand, when do we not use our operating budget for CMPD related expense expenditures?

Mr. Bergman said the only time we would not use the operating budget would be for things such as grants where we would use the Police Grant Fund, but mostly for capital things. So, things we would pay back with debt. So, for the last several years, that has only been buildings. But this year we did have to replace the helicopter, so, that's also in the capital plan. So, anything debt-related always goes into our CIP.

Ms. Ajmera said so, for example, any vehicles or anything that will require us to borrow money?

Mr. Berman said yes, we would pay for vehicles out of a little bit different process out of a capital fund, but then the general fund reimburses but the same ideal. Correct.

Ms. Ajmera said if you're looking for a comprehensive report of all the assets within CMPD, why would this not appear in our overall balance sheet?

Mr. Bergman said oh, I'm not sure about assets, but as far as in the budget and in the report that we did with the Budget Committee, where we showed all of the Police spending, we do have the police helicopter and the vehicles in there. The presentation that I had given to the Budget Committee, which had all of the different types of expenditures, does include the CIP expenditures for the helicopter.

Ms. Ajmera said so it will include that?

Mr. Bergman said yes.

Mayor Lyles said it did last year because this was included in this year's budget. So, he addressed it to the Committee last year with the police assets.

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

YEAS: Councilmembers, Ajmera, Bokhari, Driggs, Eiselt, Egleston, Graham, Johnson, Mitchell, Newton, Watlington

NAYS: Councilmember Winston.

Councilmember Bokhari said I was not going to do it, but I was wondering if I could just have five seconds to congratulate staff and all the neighbors that worked so hard on consent item number 34, the Barkley Down sidewalks. It has been a long time coming and there's a lot of infrastructure in District 6 in South Park that has been crumbling in need of both safety and pedestrian access and things like that. This is one that a lot of kids walk down, and I know a lot of parents and families and community members are going to be very happy for. So, I just wanted to thank everyone so much for that hard work now that we've approved it.

Mayor Lyles said I'm glad that you brought that up. Is there anyone else that would like to make a comment on any of the content items to make sure everybody's aware of them?

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AWARDS AND RECOGNITION

ITEM NO. 9: HOMELESSNESS AWARENESS MONTH PROCLAMATION

Councilmember Graham read the following proclamation:

WHEREAS, the month of November welcomes in both time and Thanksgiving and the season for sharing our resources and our freedoms to worship, work, live as independent as possible; and

WHEREAS, some members of our community, do not have adequate employment or a place to live for a variety of reasons, both simple and complex; and

WHEREAS, our efforts to bring these homeless children and adults out of the shadows, of abundance, to address the diverse needs among them, as well as to provide guidance on how to correct conditions that have led to their poverty and homelessness; and

WHEREAS, our economic challenges call for greater awareness and guidance to address the needs among all of our neighbors; and

WHEREAS, the Charlotte Mecklenburg Homeless Service Network, its member organizations and its public partners and the City of Charlotte and Mecklenburg County desire to dispel myths and overcome stereotypes of homelessness and to provide opportunities for all citizens to learn about the part of the hopes and the achievements of families, neighbors of our community and welcome them.

NOW, THEREFORE, WE, Vi Alexander Lyles, Mayor of the City of Charlotte, and George Dunlap, Chair of the Mecklenburg County Board of Commissions, do hereby proclaim the month of November 2020 as,

“Homeless Awareness Month”

in Charlotte and Mecklenburg County and urge all citizens to honor this observance.

Mayor Lyles said all of us know and remember Angie Ford, whose work has worked with the homeless and housing for over 20 years. She has signed up to speak to acknowledge this Homeless Awareness Month during our public forum.

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POLICY

ITEM NO. 10: CITY MANAGER’S REPORT

Marcus Jones, City Manager said but as you will recall, we were able to and this is one of the reasons we started at four o'clock today. We were able to have two additional business meetings for the remainder of the year. One is today, the other one is on December the 14th. So on December 14th, we will have the Charlotte Moves recommendations. We will also have the Cure Violence Assessment. Then lastly, the Legacy Commission recommendations. Then there would be the final meeting for the year. I will tell you that and Shawn, don't worry, I won't have anybody else run-up to the lectern. We're on track in terms of the CARES Funds.

One of the things that we talked about at the last meeting was that if there were any situations where we thought that we may not have all the funds out the door, that we would not want to have to send anything back. I will tell you from the operations side, we feel very confident that we will have all of those funds out the door. If you've seen some of the construction going on in the building, you could see that. Then from our community support, the same concept, we feel very confident that we'll have all the dollars out the door. But I will also send you a memo prior to the 14th at the end of this month to give you just another update. But if there was something of concern in terms of not getting all the dollars out the door, I would have reported that to you tonight.

Mayor Lyles said on the backside of your sheet it talks about November 9th through December 9th events. Is there anything that you're saying there, Mr. Jones?

Mr. Jones said I guess the biggest thing for us would be that the November 10th, Virtual Charlotte Moves Task Force meeting, which would wrap up that work and it would give you an opportunity to receive those recommendations on the 14th. Again, I'm just thankful for all of the committees that continue to meet. Your staff liaison is working with you. During the course of this week, there will be discussions about what's remaining in the Committee to try to get all of those items out, all the referrals out, so that at the January Strategy Meeting, we would have all of the action items that are in the Committee coming out of the Committee. But that's the end of our report.

Councilmember Johnson said I wanted to know if the summit had been scheduled for the next step for Cure Violence.

Mr. Jones said yes, they are and Sarah if I get this wrong, I believe it's Thursday of this week and Saturday of this week. I believe Thursday is the evening and Saturday is close to midday. But I will make sure that I give you those correct dates and times at the Business meeting.

Denada Jackson, Office of Constituent Services said It's November 19th from 6: p.m. to 8 p.m. and November 21st from 10:00 a.m. to 12:00 noon. Everyone on Council received a flyer and some verbiage that you can use to promote to your communities on November 3rd.

Ms. Johnson said okay, will it be on this City's Facebook page and everything, so the public is aware of the date?

Mayor Lyles said yes, I'm sure it will be on the Facebook page. We'll go ahead and make sure that it is the everybody from court.com hear me say that? So, making sure that we'll have that out there.

All right, so is tonight we're going to have Deputy Clerk Stephanie Bello handle our nominations. So, let's see, are you ready to tell us we've got nominations for the Arts? They are after tab 22.

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NOMINATIONS TO BOARDS AND COMMISSIONS

Mayor Lyles explained the rules and procedures of the appointment process.

ITEM NO. 23: NOMINATIONS TO ARTS AND SCIENCE COUNCIL ADVISORY COUNCIL

The following nomination was made for one appointment for a two-year term for an At-Large Public Sector Central Advisory Committee Representative beginning upon appointment and ending December 30, 2020.

Michael Daly, nominated by Councilmembers Ajmera, Bokhari, Driggs, Egleston, Eiselt, Graham, Mitchell, and Newton.

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to appoint Michael Daly by acclamation.
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Michael Daly was appointed.

The following nominations were made 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.

This appointment will be considered at the next Business Meeting.

The following nomination was made for one appointment for a two-year term for a City Council District 2 Public Sector North & West Advisory Council Representative beginning upon appointment and ending December 30, 2020. (Nomination by Council Member Graham)

Toni Green was appointed by Councilmember Graham.

The following nomination was made 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. (Nomination by Council Member Johnson)

Oneaka Mack Saba did not receive any nominations and will be brought back to the next Business meeting.

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ITEM NO. 24: NOMINATIONS TO THE BUSINESS ADVISORY COMMITTEE

The following nominations were made for one appointment for a three-year term recommended by the Black Chamber of Commerce beginning upon appointment and ending April 28, 2023.

Steven Lewis, nominated by Councilmembers Ajmera, Bokhari, Driggs, Egleston, Eiselt, Graham, Mitchell, Newton, and Watlington.

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

Steven Lewis was appointed.

There were no nominations made for one appointment for a three-year term for a Certified SBE-Hispanic Contractors Association representative beginning upon appointment and ending April 28.

Nominations will be kept open until the next Business meeting.

The following nominations were made for one appointment for a three-year term recommended by the Latin American Chamber of Commerce beginning upon appointment and ending April 28, 2023.

Richard Cuebas, nominated by Councilmembers Ajmera, Bokhari, Driggs, Egleston, Eiselt, Graham, Newton, and Watlington.

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to appoint Richard Cuebas by acclamation.

Richard Cuebas was appointed.

The following nominations were made for one appointment for a three-year term beginning upon December 14, 2020 and ending December 13, 2023.

Luann Barry, nominated by Councilmember Mitchell.

Raghunadha Kotha, nominated by Councilmembers Ajmera, Bokhari, Egleston, Eiselt, Graham, Newton, and Watlington.

James Marasico, nominated by Councilmember Driggs.

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to appoint Raghunadha Kotha by acclamation.

Raghunadha Kotha was appointed.

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ITEM NO. 25: NOMINATIONS TO THE CHARLOTTE BUSINESS INCLUSION ADVISORY COMMITTEE

No recommendations have been received from the Black Chamber of Commerce for one appointment for a two-year term for a Black Chamber of Commerce representative beginning upon appointment and ending February 28, 2022.

Nominations will be kept open until the next Business meeting.

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ITEM NO. 26: NOMINATIONS TO THE CHARLOTTE TREE ADVISORY COMMISSION

The following nominations were made for three appointments for three-year terms beginning December 14, 2020 and ending December 13, 2023.

Kawana Davis, nominated by Councilmembers Ajmera, Bokhari, Driggs, Egleston, Eiselt, Graham, Mitchell, Newton, and Watlington.

Rodriguez Finley, nominated by Councilmember Watlington.

Sarah Hart, nominate by Councilmembers Ajmera, Bokhari, Driggs, Egleston, Eiselt, Graham, Mitchell, Newton, and Watlington.

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

Joseph Williams, nominated by Councilmember Mitchell

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to appoint Kawana Davis and Sarah Hart by acclamation.

Kawana Davis and Sarah Hart were appointed.

The third appointment will be considered at a future Business Meeting.

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ITEM NO. 27: NOMINATIONS TO THE HOUSING APPEALS BOARD

The following nominations were made 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

This appointment will be considered at the next Business meeting.

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ITEM NO. 28: NOMINATIONS TO INLIVIAN (FORMERLY CHARLOTTE HOUSING AUTHORITY)

The following nominations were made for one appointment for a three-year term beginning December 18, 2020 and ending December 17, 2023.

Antoine Dennard, nominated by Councilmembers Ajmera, Bokhari, Egleston, Graham, Mitchell, Newton, and Watlington.

Mary Kelly, nominated by Councilmembers Driggs and Eiselt.

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to appoint Antoine Dennard by acclamation.

Antoine Dennard was appointed.

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ITEM NO. 29: NOMINATIONS TO THE TRANSIT SERVICES ADVISOR COMMITTEE

There were no nominations for one appointment for a partial term in the Vanpool Rider category beginning upon appointment and ending January 31, 2022.

This vacancy will be considered at a future Business meeting.

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POLICY (continued)

ITEM NO. 10: CITY MANAGER'S REPORT

Mayor Lyles said Mr. Jones has one more.

Marcus Jones, Assistant City Manager said in our attempt, the City of Charlotte, to upgrade and update our water billing system so it could be more user-friendly so that our residents can see how their bills are calculated, we have installed a new system. The system went live over the weekend and but we've discovered some issues with auto payments. My understanding at this point, there are 385 customers who were impacted, and what we're trying to do is be proactive and reach out to these customers. What I mean by that is that the amount that was drafted was more than was owed.

Angela, if I'm saying anything incorrectly, let me know. But again, we're will get a refund to those customers this week. But again, we discovered it over the weekend. It's about 385 customers who are impacted. I just wanted to make sure that the Council in the community knew that we're addressing it as we speak. My apologies for any kind of inconvenience and how we got here. It was really trying to be more customer-friendly. We have this situation where we've impacted about 385 customers. Did I get that right, Angela?

Angela Charles, Director of Charlotte Water said that is correct, Mr. Jones. The only thing I would add a Manager Jones is that with the customers who are impacted somewhere over, I don't want to say bills, because the bills were correct, but in some cases, some were over-drafted, and some were under. So, that's the only correction I would make.

Mayor Lyles said Ms. Cunningham showed me today a post from social media that explained the situation. I would hope that we are not only addressing this individually with an apology, but also with social media saying sometimes we don't get it right and we are going to get it corrected, and with the details of when people can expect to see those corrections. It is the first almost the middle of the month, and that can be a pretty tough time. The bills went out and they were overdrawn from their accounts, significant amounts of money, which I understand significant depends on where you sit, but significant amounts to a number of people. So, I hope that we will make sure that that money gets returned as quickly as possible as well an apology to those folks, as well as some social media that recognizes that this has been fixed.

Councilmember Watlington said in the event that people do end up with an actual overdraft, are we planning on any remediation there?

Ms. Charles said yes including any associated fees.

Mayor Lyles said sometimes we try, and we don't get it quite right, but we know that we can correct things and apologize and acknowledge them. So, Mr. Jones thank you for addressing this.

Councilmember Winston said I agree with the Mayor and Ms. Watlington. For some folks, especially now, but always, that overdraft can set off a series of events that can

make people's life extremely unstable. I don't know what the legal ramifications are and what we're able to do, but in situations, if folks like that are affected, I hope that we can be generous in whatever remediation that we come up with.

Mayor Lyles said That's a great point. Sometimes it's going to take a note or a letter. It may take more than that to acknowledge this was an error, but I'm sure the banks should be able to understand this and to fix that and not flag those accounts,

Councilmember Ajmera said I also saw the social media post, and I agree with you, but we have to be more proactive in addressing this issue because it impacts people differently depending on where it stands. Ms. Charles, I appreciate your work there.

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PUBLIC FORUM

Support Bus Lane Pilot on Central Avenue

Maureen Gilewski, 7518 Linda Lake Drive said I'm Co-chair of the Charlotte East Transportation Committee. Charlotte East supports multimodal transportation connectivity. The [inaudible] is sustainable, approaches, and improves air quality for our City. As you know, multi-modal transportation includes a network of shared paths, greenways, trails, protectant bike, and pedestrian lanes, sidewalks, and public transit. Public transit must be of high quality and make life better for residents. That means shorter wait times, getting riders to the right place, and non-auto dependent connections to transit options. Connected multimodal options can efficiently, safely, and economically connect us to work schools of higher learning, medical services, groceries, retail, and recreation.

The City LYNX Gold line is in the process of planning for the third phase. A six-month dedicated bus lane pilot study has a dual purpose for assessing mobility and for the City LYNX Gold line Phase Three planning. It may also operate in a dedicated lane. Don't we want benefits of the multi-modal transportation in the heart of our community?

Charlotte East supports the dedicated bus lane pilot Central Avenue. Central Avenue is a critically important economic corridor in East Charlotte between the Eastland Community Transit Center, East Way Drive, and Uptown. It's a good choice for the pilot and the transit investments made by the City to date. The area that Charlotte East advocates for has the densest population of people living per square mile in the county, and this is based upon the City's quality of life explore. I qualify this because the definition of East Charlotte has changed as the area's Transportation Plan is under development. The East Charlotte No.9 bus route that serves Central Avenue has the highest ridership in the City, but the delivery is not of high quality is. East Charlotte has a Community Transit Center located at the Eastland site on Central Avenue.

The announcement of the revised plan to locate the Charlotte FC Academy at Eastland will bring an increased need for more public access. The Eastland redevelopment, along with development along Central Avenue today, heightens the need for good public multimodal, transportation. In short good public transportation must provide access, opportunity, and freedom. Not everyone can afford or desires to own a car. Our public transit conversation should be on quality, the needs of all riders, and how good public transit can improve our daily lives.

This does not mean that everyone will be a public transit rider and we will have no cars using our roads. But the increased use of public transit does benefit non-transit riders by reducing congestion.

Central Avenue Bus Lane

Grant LeFoe, 3921 Farmview Road said I am also here to speak about the Central Avenue bus lane pilot project. As a resident who lives in the 28205 area code and drives on Central Avenue pretty regularly. First off, I am a supporter of public transit and have routinely utilized both the light rail and bus systems in Charlotte, specifically the Central Avenue bus route. I find both services to be efficient in their current capacity. This is why I'm confused as to the decision to implement the Central Avenue Bus Pilot Project. I drive up and down Central regularly, and even before these new bus lanes, I never notice any issue with buses and cars coexisting on that route. From what I gathered, the buses were regularly on schedule with their stops prior to adding these bus lanes

So, what research and data were gathered to choose Central Avenue for this project? Since these lanes have been installed, traffic has been considerably worse. I now find myself sitting through multiple stoplight cycle at intersections like Central Avenue and Kilbourne Drive, which is something I never had to do in the past. There are fewer cars on the road right now due to the pandemic. It will only get worse and as traffic in this area worsens, tempers will flare, and people will start cutting through neighborhood roads and endangering residents. Going back to the traffic level, I'm not sure why this pilot project is happening during the pandemic. The data being collected now is not accurate for how these bus lines will truly affect automobile traffic once we get past COVID-19. Congestion backups will only increase. Apparently, the Central Avenue bus lines are happening because of the supposed success of a similar lane created on 4th Street uptown.

I think it's irresponsible to compare that road to Central Avenue. Drivers on 4th Street still have three lanes to use, whereas Central Avenue now only has one lane in each direction. Additionally, Central Avenue has over twice the amount of traffic as 4th Street, it's not a fair comparison. Another problem I and other neighbors I spoke with have with his pilot project is it was done seemingly overnight and with no effort to really publicize or maybe I should say warn Central Avenue drivers of the new bus lanes and a purpose. Furthermore, while there is a poorly worded survey about this project available, feels like there's been minimal effort to market the survey and gather input from Eastside residents. Mayor Lyles is a recurring guest on WFAE Charlotte Talks. Perhaps she could use that

or some other public platform to get the word out about this project. While, the Central Avenue bus lines are being labeled as a pilot project. It feels like they're intended to be permanent.

I don't expect [inaudible] to repaint the lanes on Central, but I would much rather my tax dollars be spent on repaving the roads. From Sharon Amity to Plaza Road, Central Avenue is riddled with potholes and other road hazards. And considering a large portion of the transportation budget is funded by drivers via gasoline tax, it seems like drivers should be accommodated first and foremost. Charlotte has been and likely always will be a car dominant City, and I feel priority should be given to drivers when considering road projects, especially ones that remove lanes for motorists, and especially when there was no prior issue with the efficiency of buses on Central.

Mayor Lyles said thank you very much for your comments. We will have someone from staff follow-up with you. There are a couple of things I think that they would be able to react to your survey comments. But I want you to know that gas taxes do not pay for the highways anymore. That might have been when they first started, but it's a long way from that right now. So, I know that our Mayor Pro Tem serves on a committee of NC First, which is trying to figure out how, since the gas tax is no longer useful or our ability to fund more transportation, we are going to be looking at other methods. But frankly, there are just not enough money for roads anymore, as well as accommodating neighborhoods and cities. We've got a tough conversation coming up about that. I hope you'll stay informed and keep giving us feedback. I really appreciate it.

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BUSINESS

ITEM NO. 11: EASTLAND MALL REDEVELOPMENT PUBLIC PRIVATE PARTNERSHIP - CROSLAND SOUTHEAST

Motion was made by Councilmember Newton, seconded by Councilmember Graham, to (A) Authorize the City Manager, or his designee, to negotiate and execute a Master Development Agreement with Crosland Southeast, LLC (Developer) setting forth the general terms and conditions of the city and Developer's partnership regarding phased property transactions, revenue sharing, and community benefits in the Eastland Mall redevelopment; (B) Authorize the City Manager, or his designee, to negotiate and execute a contract with Developer for the reimbursement of costs for public infrastructure in an amount not to exceed \$17.25 million, which will be reimbursed from the Capital Investment Plan; (C) Authorize the City Manager, or his designee, to negotiate and execute a contract with Developer for the reimbursement of costs for public infrastructure, public parking, and other public improvements in an amount not to exceed \$11 million, which will be reimbursed through 45 percent of the incremental property taxes from a designated area over 20 years, or until fully reimbursed, whichever occurs first; and (D) Authorize the City Manager to negotiate and execute any further ancillary instruments or non-material changes to the agreements as may be necessary.

Sara-Kay Mooney, 5901 Wilora Lake Road said I thank you all so much for allowing me to share this evening. I've lived in Mecklenburg County for over 15 years now, which is nearly half my lifetime, a little bit hard to believe, but for the last five years I've been a proud resident of the Wilora Lake neighborhood. My husband, I bought the home in the summer of 2015 and what we kind of initially thought would be a starter home has ended up being what will hopefully become our forever home, and that's primarily because we've fallen in love with our neighborhood and our neighbors. Just for some quick context, from where I live in my front yard, you can see the back corner of the Eastland property, the east corner where the [inaudible] Academy now sits. I took a walk down there today just a few hours ago while I was taking a work call and could see teachers leaving the lot over there.

I saw some young men from the neighborhood playing basketball. There were kids playing on the playground. Just a really beautiful little snapshot of our community here in the neighborhood. I'm really excited for the possibilities of what could lie with this project for the remaining vacant lots. I'm really grateful to your attention to the detail of the plans and all the efforts that have gone into planning. I do have some concerns I would like to bring to your attention now. Crosland South East is claimed to have engaged over 700 unique residents. While that sounds like a sizable number, I think it's worth noting just how incredibly densely populated this side of town is and really just a tiny slither of the total population here in Charlotte East, which is upwards of 150,000.

I attended a forum spring hosted by the Crosland team, a virtual forum, and asked for the racial and ethnic demographic breakdown of the 700 residents. But they didn't have an answer to that. So, my fear is that the majority of people that they've engaged to my background, which is white middle-class homeowner who civically engaged, and my fear is that the number of those folks engaged aren't truly representative of the diverse backgrounds and perspectives that are housed within even my little street alone. In my little cul-de-sac and portion, there's at least half a dozen nationalities represented there. Many of whom do not speak English and many of whom are not homeowners. Which leads me to my next concern that my neighbors will get pushed out due to rising rent rates. The incredible tapestry of diversity that's made East Charlotte so beautiful will be whitewashed. Certainly in the plan and see that there are only 80 to 100 units proposed to be reserved for affordable housing, not seen opportunities for the land price, guarantees of job that offer a living wage.

Councilmember Ajmera said so, I support this development. I do want to address Ms. Sara's concerns around the outreach. I know Mr. Newton has been very proactive in reaching out to communities that's not traditionally represented. I remember where the Crosland and the staff had met with members of the refugee community and immigrant communities with [inaudible] and his group. It also met with [inaudible] and others who are actually grassroots leaders in East Charlotte, also with Jose, with the Latin American Coalition. So, there has been extensive outreach from Crosland as well as from Councilmember Newton.

So, I would like to speak about why this is so important for East Charlotte. As many of you know, East Charlotte used to be the destination point, not just for our City, but for our region, where folks had their first jobs there and they used to do ice skating there or they used to just come out there on first dates. East Charlotte residents have been asking for a catalyst for a long period of time. We waited for so long to have the right partner. I appreciate Chairman Mitchell's leadership on that.

We got to move forward, especially in the current times that we live in, where we need a viable partner in Crosland and Tepper promises to do that. Where we have jobs, where we have affordable housing, as well as the parks and the greenway open space that residents have asked for multiple times and something that embraces the international multicultural nature of our East Charlotte. So, I am thrilled. I am so thrilled to see this. That has come a long way, thanks to the staff for their work. I do look forward to seeing this getting approved today. Thank you.

Councilmember Mitchell said I don't know, sometimes we stay around long enough that we can get it right. In 2012 I had a chance to be on the Council. We had Studio Charlotte before us, and we did not get that right for the citizens in District 5. So, today is a proud moment. I remember John Autry's leadership, even with Dimple with District 5. Now, Mat has brought it home. But I remember Nancy Carter would always tell us that the sun rises on the east side. So, tonight I will be supporting this. I hope in Citizen District 5, once again, will feel that we appreciate your patience, your understanding, but I think the City

Council got it right. Crosland South East we thank you all for your energy and engagement in the community and I look forward to Matt celebrating and taking us all out for dinner tonight.

Councilmember Newton said I appreciate and I like the idea. Wanted to thank you, Mr. Chair, Mr. Mitchell, and all your hard work on this tonight has literally been a decade in the making. I remember years ago having conversations with former Councilmember and now State Representative John Autry about this project and many of the challenges it posed years ago. It's really remarkable to see where we are today to have such a dynamic and game-changing proposal in front of us for a vote tonight. This has been the byproduct, of course, of years of community engagement and meetings, maybe the most we've ever seen in any type of project like this. I think it's also extraordinary that we have a proposal in front of us that that meets so many of the request of the community. There is literally something for everyone here in this project. When we have those conversations, we talked about a sports component, and certainly, we won't be voting on that in this particular vote. But that's the subsequent vote we discussed that. We talked about it bearing the reflection to our international community. I think we've met the goal there. We talked about a park that's included here.

We talked about the need because this is been considered a food desert in the past, the need for a grocery store that's included in this proposal. There's an affordable housing component included in this proposal, something that will complement the affordable housing at the new Upton site, which is hundreds of units that the Council approved earlier this year right there. Let's not forget, when we talk about much of the community input, a lot of it revolved around commercial and retail space. That's included here as well. Seems like to me not just a home run, but we're hitting a grand slam on this or should I say not just a goal, but a hat trick. So, anyhow, I think all of this is underscored. So, this is certainly something that is good for the East Charlotte Community. It reboots the Charlotte brand while championing East Charlotte's rich cultural and international diversity. But at the same time, too, I think it bears noting that this is also good for the City of Charlotte because we are tremendously leveraging our investment here. From what I recall two weeks ago during the presentation, we saw a ratio of something like seven to one return on this.

So once again, I want to thank all of the players in this process. Certainly the development team, Crosland South East, certainly Tepper Sports. I want to thank our Economic Development Department, Tracy and Todd. Thank you for all of your hard work. Thank you to the City Manager's office. Marcus, thank you for all that you did throughout this process. The many conversations we had over the years talking about this and you taking the time, even when it didn't fit in your schedule to discuss this project. I want to thank all of my colleagues, something that I think maybe is overlooked in all of the discussion and the mix, maybe some of the articles that have been written on this is all the hard work that every single Councilmember has engaged in as well. All of the long hours we've spent discussing this project, which in and of itself, those meetings which have spanned years,

I want to thank all of you. So, having said all that, I, of course, support this would encourage everyone else to support this as well and look forward to the vote.

Mayor Lyles said I think that Mr. Newton has certainly been very eloquent in terms of recognizing not just the project, but the people that made the project worth doing, especially the residents of East Charlotte. So, thank you.

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

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ITEM NO. 12: TEPPER SPORTS AND ENTERTAINMENT AGREEMENTS FOR MAJOR LEAGUE SOCCER (EASTLAND MALL REDEVELOPMENT AND BANK OF AMERICA STADIUM)

Motion was made by Councilmember Newton, seconded by Councilmember Egleston, and carried unanimously to (A) Authorize the City Manager, or his designee, to negotiate and execute development and improvement agreements, leases, licenses, and related agreements with Tepper Sports & Entertainment (TSE) setting forth the terms and conditions of the city and TSE's partnership regarding bringing Major League Soccer (MLS) to Charlotte, sharing in costs associated with Bank of America Stadium-related improvements for MLS, the creation of a vision for a mixed-use district in Uptown to support activation around Bank of America Stadium, the creation of the MLS Elite Academy headquarters and soccer complex at the Eastland Mall site, and provision of community benefits throughout the city; (B) Authorize the City Manager, or his designee, to negotiate and execute agreements with TSE for the reimbursement of costs for expenses associated with MLS at Bank of America Stadium and the Eastland Mall site in an amount not to exceed an aggregate of \$35 million, which will be reimbursed from Hospitality Funds; and (C) Authorize the City Manager to negotiate and execute any further agreements, documents and instruments, and revisions to TSE/City agreements, as may be necessary in connection with each of the above.

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ITEM NO. 13: CORRIDORS OF OPPORTUNITY COMMUNITY DEVELOPMENT GRANT FOR 1800 ROZZELLES FERRY

Motion was made by Councilmember Graham, seconded by Councilmember Egleston, to Authorize the City Manager to negotiate and execute a Community Development Grant agreement with Sankofa Partners, LLC (the Developer) in an amount not to exceed \$100,000 for costs associated with revitalizing the property and building located at 1800 Rozzelles Ferry Road (the Property), which will facilitate the rehabilitation of an aging property and the preservation of a historic neighborhood.

Councilmember Graham said I'm really excited tonight for a number of reasons. I'm excited for my colleague in District 5 for his accomplishments, which leads to what we're trying to do in terms of revitalizing corridors and neighborhoods. I'm really excited for you, Matt and the citizens in District 5, and I'm excited for what we're about to do in consecutive order for the West Trade/Beatties Ford corridor in District 2 specifically this site. This site is really important because it sits near the Five Point intersection. The developer is Diane Ward, an African-American female, and the City really stepped in to really support this initiative. It is in close proximity to the Five Point Capital Plaza currently under construction near the future Gold Line Phase Two, which is also under construction. The property has been leveraged for both investments from the City as well as from private developers. I'm still working to get Diane some more. I think she needs a little bit more help. So, I'm working from a private perspective to see if we can do more. But more importantly, she's already leased out, right. Here is a developer, an African-American. I think that's really important that they have already leased our four spaces, all to minority firms on the corridor.

I think that is really so significant in nature. Not only are we approving this grant as stated, as the Mayor read, but she also qualified for façade improvements, security grants, interior outfit. So, I think the City is spending our dollars where our mouth is and a reference to revitalizing this corridor under the banner of the Corridor of Opportunity. So, I'm really excited for her, and I can't wait until she opens up that facility and simultaneously, the Gold Line should be operational. Rozzelles Ferry and State Street will be done. The underpass near I-77 will be done. So, the lower end of the corridor, really, as we approach the holiday season into the program year 2021, there's a lot of [inaudible] will be happening down there. I'm excited for her and I'm excited for the residents in the community.

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

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ITEM NO. 14: CORRIDORS OF OPPORTUNITY REHAB LOAN AND COMMUNITY DEVELOPMENT GRANT TO E-FIX DEVELOPMENT CORPORATION FOR 2023 BEATTIES FORD ROAD

Christopher Dennis, 445 Keswick Avenue said I am CEO, and founder of E-Fix Development Corp., which is a minority and Veteran-owned small business. A special thanks to the Mayor and the entire City Council in create an opportunity to develop a public and private partnership for items 14 and 15. I'm excited to be a part of the change that is happing on Beatties Ford Road and the West End Corridor. This has been a journey to work with each of you and the community in the midst of a pandemic in such vital projects in a corridor that is a need for positive change. I want to make a statement and make sure that everyone understands that [inaudible] at Beatties Ford Road is strong because the people that live there, work there, and invest in the corridor and I'm happy to be a part of that. E-Fix Development Corp. is a Veteran owned business that is working

to bring a class A development for the projects at 2020 and 2023 Beatties Ford Road, which is part of the City's Corridor of Opportunity initiatives.

We're excited about the development for these two sites and the positive impact on the flow of jobs, opportunities, and access to much-needed resources for the community at large. I just wanted to talk about our brief pillars, which are the core values of organizations around community engagement, which is engaging the local community, but also small business development, creating opportunities for small business growth and development and in art and culture, meaning more than a physical piece of art, [inaudible] which drives the tasteful conversation.

We believe in preserving the history and culture of the Beatties Ford Road as we embrace historical developments that would reshape the perception of a strong and vibrant community. We want to foster job creation by bringing businesses that support the growth of the community and resources that enhance the community vision for the Corridor. In 2020-C Beatties Ford Road we have secured J.P. Morgan Chase as our anchor tenant. As an owner, I am dedicated to empowering and fostering community as a long-term stakeholder in housing. Our organization also has been a sponsor of the Rosa Parks Farmer's Market. Also, beyond the redevelopment, we are also working to collaborate on placemaking space initiatives that will foster entrepreneurship, art curation to preserve and share the rich history of the West End Corridor.

As we all know, none of this work happens in a vacuum. I would be remiss if I didn't say a big thank you to my core team for all the dedication each member has displayed to push this project forward. Thanks to volunteer advisors, the Matheson Group, Historic Western Partners, [inaudible] architects, Leighton Construction, [inaudible] and [inaudible] Kelly, and special thanks to the City Manager Marcus Jones, Councilman Malcolm Graham, and Councilman James Mitchell for the dedication and support for these two developments. Thanks to the entire Economic Development and Planning Departments for all the efforts and time and the staff has put into these projects. To mention a few Assistant Manager Tracy Dodson and Taiwo Jaiyeoba.

Councilmember Graham said this is a perfect example where a [inaudible] man and an Omega man can work together. So, I want to thank James Mitchell, I want to thank my colleague, this is just not a Malcolm show and there is an Alpha involved somewhere too, but that is a whole other story. The point I'm trying to make is that this is a team effort. I think Matt said it earlier as well. There's no one Councilmember responsible for making this night happen. Right. So, I really want to thank James. We talked at night. We strategized, played good cop, bad cop, but we got it done. So, I want to recognize his efforts. I also want to recognize Tracy, who really put up with me for a lot of time over the months. I really do appreciate your work, Tracy and Todd and Marcus, for really kind of I mean, doing what we asked you to do back in January.

How can we do it differently? How can we push the envelope to the line within the legal boundaries so Patrick won't yell at us? Right. I think that's what we did. So, to Chris, I want to thank you, because that property sat there vacant for years and Chris took a risk

personally and professionally to do it. Not only one side of the street, but also when I said, okay, let's do the other side of the story, I thought Chris thought I was crazy, but he accepted the challenge and did it. So, the development is only one part of it. Getting Chase there is only one part of it. We got to make sure that it's an abiding place, that people feel safe there. So, I go back to Cure Violence and providing the wraparound service necessary that complements the economic development efforts.

One without the other will not work. So, while we celebrate tonight, I think it's a celebration for this item as well as the next item, I won't speak on the next item. I think we also need to acknowledge that there's still work to do. A lot of the work we have to work with our partners at the county to do. So, I just think that we are to acknowledge where we are tonight and take a pause and if Matt's buying dinner, I'm in. Also note that tomorrow when we wake up, that there's still work to be done in terms of making sure that the intersection there is really moving forward. And also, again, the City itself in terms of an affordable housing initiative on that corridor as well and Custer Avenue. There is a lot about to happen and I think it is rightly so, that Councilmember Winston mentioned that, hey, let's not make sure that we forget about the people in gentrification. I think the Manager and I have been talking constantly about that in terms of making sure, again, that the citizens over there are a part of the change and that they will not be victims of it. Thank you very much.

Councilmember Winston said so, I have a question that relates to this item in the next item. I guess this could be for Mr. Dennis or for Ms. Dodson on the RCA that we're voting on. It says that the development of this is dependent on additional financing. I've been told that that additional financing could be determined by how the vote goes tonight. So, how guaranteed is that additional financing to make this project that we are voting on and the next one go forward?

Tracy Dodson, Assistant City Manager said so I'll start with that and then I'll let Mr. Dennis add on since he's the one that is lining up his additional financing, the way that we would structure our agreements, as we talked about two different kinds of grants and a loan. Obviously, the grants are reimbursement grants. So, that's money that's spent first on the front end. Then the loan would be administered from a third party. Part of the way that we would structure that is to make sure that additional money and financing to make the project move forward is in place. We don't want to put money out there. We have limited resources for our corridors. We don't want to put money out there that we can't use in other places or encumbers money that we can't use in other places. But that's what these partnerships are about, is helping to get the money in place so that Mr. Dennis can secure everything else, can get to work. So, we'll work closely with him on that. Mr. Dennis, do you have anything to add to that?

Mr. Dennis said we have secured, we have bridge funding for site one and we're going to finalize additional funding for site two. But we're in good standing for both of those Councilman Winston.

Mr. Winston said I just put my comments out there for this one and the next one, something that I alluded to earlier in the evening and something I talked about with colleagues as we've been presented on this in the past. I know we're about developing this playbook around these Corridors of Opportunity. The Beatties Ford Road corridor specifically in this case. These are good X's and O's to put on put on there. A black-owned business that has been displaced from close by and by other development. Black women-owned business and in a place that will adaptively reuse an old property on our west side. Those are important things. But again, they are just X's and O's and we've seen it time and time again. People will be rightly skeptical. What happens in our black and brown neighborhoods historically all over the place, we have tragedies that occur that are high profile, sort of like the mass shooting that we had on Beatties Ford Road and the civil unrest that we experienced this summer that will be shortly followed by an influx of sudden cash and carry, as seen here.

Shortly after that is when the other, more rapid capital comes in and the folks that have been doing the work and really hungering for the change and development get pushed out. We don't have the playbook yet. I would encourage us to be careful about just putting more X's and O's on the board without developing that playbook because you only need to look back at history to see what occurs out of that and as gentrification and massive displacement. So, let's get that playbook done so I don't have to vote on this with the trepidation that I do have today.

Councilmember Ajmera said well for this one, I want to thank the staff for committing to our opportunities of the corridor and really running with this idea and coming up with a creative tool and solution to make this work. I know certainly that's not easy. So, I appreciate the work that was done by the staff here and in really providing an opportunity to developers that actually leaving those communities [inaudible] increased damage than others. So, I just want to applaud their work here and certainly thanks Councilmember Graham for his leadership on this and the Chairman. Mr. Mitchell, appreciate your work here as well.

Councilmember Mitchell said this is for Chris. Chris, you have a groundbreaking ceremony sometime next week. Can you share that with the Council at this time?

Mr. Dennis said yes, we will have a groundbreaking ceremony on November 19th at 10:00 a.m. I'm inviting all our City Council out and all those parties would like to attend. It will be an opportunity to see the project. I will say that the comments that Councilman Winston mentioned, I will say that being a small business owner myself, I was displaced. This is an opportunity and this is the right direction to help change the perception of the things that we're seeing on Beatties Ford Road. So, I think that some of the business developments that we will bring will encourage job opportunities, but also at the same time, put a vision forth in entrepreneurs that will see the project and can understand a change that we're pushing for as a corridor in a City to drive change to that corridor.

A vote was taken but there was not a motion.

This item will be brought back to the next business meeting.

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ITEM NO. 15: CORRIDORS OF OPPORTUNITY REHAB LOAN TO E-FIX DEVELOPMENT CORPORATION FOR 2020 BEATTIES FORD ROAD

Motion was made by Councilmember Graham, seconded by Councilmember Egleston, and carried unanimously to (A) Approve a Rehab Loan in an amount not to exceed \$904,000 to E-Fix Development Corporation (Developer) for rehabilitating the property and building located at 2020 Beatties Ford Road (the Property), and (B) Authorize the City Manager to negotiate and execute a Business Matching Grant contract not to exceed \$180,000 with E-Fix Development for façade, security, and interior upfit improvements, contingent upon receipt of successful application by the Developer.

Mayor Lyles said Mr. Dennis thank you very, very much for the work that you are going to do. I just want to say, when Chase came, they talked about Beatties Ford Road because one of the people that were on their relocation team for all of their expansion in this area is Faith Leach, who used to work for Mecklenburg County. When people live here, they don't forget about us. So I really want to say thank you for that as well.

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ITEM NO. 16: NATURALLY OCCURRING AFFORDABLE HOUSING RENTAL SUBSIDY PILOT PROGRAM

Motion was made by Councilmember Watlington, seconded by Councilmember Graham, to (A) Approve a Naturally Occurring Affordable Housing Rental Subsidy Pilot Program for Lake Mist Apartments, to allocate funds over a 20-year period for affordable rental units, and (B) Authorize the City Manager to negotiate, execute, amend, and renew contracts as needed and consistent with the purpose for which the program was approved, with Socialserve; and Archdale NOAH, LLC (Lake Mist Apartments).

Councilmember Driggs said I just want to make the comment. I discussed this with Mark Etheridge that I think the structure where we set aside property tax receipts in a fund to pay for subsidy is an imperfect structure to the extent that we really don't know with certainty what the amounts will be that we end up contributing to the fund. So, I don't totally understand the structure and I'm kind of hoping that it doesn't become a blueprint for a lot of future transactions. At the same time, I think the value here is pretty clear and I really do want to support the NOAH transaction, so I'm going to vote for this. But I just hope that in the future we study this structure a little more closely and see if we can align

the contributions that we're making with the benefit that we are projecting for the project. Thank you.

Councilmember Graham said I agree with that. I'm hoping, Mr. Manager, that before we kind of move forward with this, like beyond this project, that we have an evaluation with Mecklenburg County just to kind of see where we are with it before we kind of go any further with it. I think before we broaden in what we do, I think we need to now have a case study.

Councilmember Eiselt said I'm just going to add not much more to that, but I agree with my colleagues on that point, especially because this is a program with a for-profit developer. So, this is something very new for us. The good news is we know the principles in this transaction and they're great partners in the community. So, I'm excited to go ahead and I'll be supporting this as well. But I, too, want to see how this goes and use this sort of as a test case moving forward.

Councilmember Winston said yes, so I had this concern, and I'm not totally sure kind of where we're going now from what I hear from some of our colleagues. I wanted to see this as the actual case study and this program, this pilot, this idea to make a whole lot of sense for how to answer the question of how to do we better leverage our housing trust fund for our 30% AMI residents, because we don't do that well. It seems like this is a solution to this. I want to go into this with the idea that we are going to figure out how to make this a citywide, repeatable program and that this isn't just a solution for this one development. So, if I can just get some input, I haven't been able to get the staff to say that this is where we're going with this. So, I would ask Ms. Wideman and Mr. Jones, what is the intent here? Are we looking to create a citywide program that looks like this out of this case study?

Marcus Jones, City Manager said I hope this answers the question, Mr. Winston. So, I believe that this is still in the Great Neighborhoods Committee to access what a long term process could be going into this one as a pilot or a case study, as you mentioned. Well, knowing that there need to be some more questions answered for the Council as we move forward, but this willingness to move forward. Did that answer your question?

Mr. Winston said again, it's the same kind of answer that I've been getting, that there are questions that need to be answered and it's not clear whether or not we are going into this with the intent of this being a one-off or something greater still. I want to commit to doing this. This makes sense. You know, what we're doing for the public that doesn't understand. As Ms. Eiselt said, this is a for-profit developer. So, they pay property taxes on that property. What we are doing is that pretty much one for one, along with the county, we are taking that property tax revenue and we are making our contribution to a non-profit entity who will issue on this. I see Ms. Eiselt shaking her head no.

Mayor Lyles said no, it is for-profit. The company is a for-profit company.

Mr. Winston said correct. But what we are doing is, giving money to a non-profit organization who will issue vouchers to residents that need vouchers to maintain housing at under 30% AMI levels and this is a pilot to see how this works. This seems like a solution for the problem that we have. I don't see any kind of robust commitment to figuring out how to make this a more permanent solution and not just one.

Mayor Lyles said, Mr. Winston. I'm going to say that it's a pilot. So, I don't think you make a commitment until you've experienced it. So, I think for me, I want to see how it works. I'm not sure if we have everything in place. We also need to test it against some of the things that we're doing to see how it weighs and what makes it better or differently. So, for me, it is a pilot and a pilot gives you an assessment. At the end of I believe we talked about the county as well as the City, have some criteria for a review of this project so that we don't go into it without trying to determine what does success look like. Ms. Wideman I'm going to ask you to address the assessment that the county has already put on the program that we would join because I do believe it as a pilot. Ms. Wideman, you've heard Mr. Winston's questions. If not, Mr. Wilson, would you repeat for Ms. Widen your questions and I would just like her to answer or address the assessment that's required by the county and it will include the City?

Pam Wideman, Director of Housing and Neighborhood Services said I heard the conversation. I think we're saying a lot of the same thing. This is a pilot, we are in collaboration with the county. When they passed it on October 6th, they asked for an assessment as well. We will do an assessment. I think you're right, Mr. Winston. I think that many of the Councilmembers agree this is a way to address households earning 30% AMI who do not have other sources of a voucher. This is a way to exceed the 20% that you require by 10 more percent. So, this is a way to address those people who don't have any vouchers to include more. So, we simply want to do an assessment of this development, make sure that we're not missing anything because it is new with the intent to bring back this as another tool to our affordable housing toolbox, whereby we serve more households at 30% AMI. Does that help?

Mr. Winston said that was the answer to my question. Thank you very much.

Councilmember Ajmera said, so when I had a meeting with Mr. Etheridge, I had asked about this model being used in other places, and he had mentioned there were similar models in other cities that were being used to tackle affordable housing, especially a 30% AMI or below. So, when we do an assessment, if we could also bring back some of this comparison because apparently, it's already been implemented in other places, very successful, this is a no brainer for me.

We are using private-sector dollars to tackle affordable housing crises, it's an innovative idea without really much ask from our housing trust fund here. So, I would like to see what are other cities are using this and how successful it has been there.

Councilmember Johnson said I just want to piggyback off Mr. Winston and Ms. Ajmera when I spoke to Mr. Etheridge, I was excited as an affordable housing advocate and someone who has worked in the housing authority. I understood it, and I'm surprised by the, I don't want to say trepidation, because I know you all want to be cautious and we should be. But this seems like a solution. I'm looking forward to broadening this. I thought this was something that could be an incentive for other developers. I thought this would just be something that we're excited about and this can be a solution. So I'm going to support it.

Ms. Wideman said Ms. Johnson I think we all are excited about it. We just want to make sure that we get it right and that we're not missing anything. So, you don't hear any controversy here. You just hear us wanting to make sure that we get this right.

Ms. Johnsons said I understand. And so if there are barriers or something we need to figure out, I hope that we can figure out a way to make it work, because this is, again, it's a solution for developers who want to provide housing for our most vulnerable, most underserved. This is a way to do this. So, I think we should be looking at ways to make it work to support it and to expand it.

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

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ITEM NO. 17: 14471 NATIONAL SEXUAL ASSAULT KIT INITIATIVE FY 2020 GRANT PROGRAM

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, to Authorize the Mayor to accept funding through the FY 2020 National Sexual Assault Kit Initiative Grant Program in the amount of \$587,891 from the U.S. Department of Justice.

Councilmember Winston said the role of law enforcement is to investigate and collect evidence when there's suspicion of a crime that has occurred, spending on increasing the capacity to process rape kits is an appropriate use of tax dollars for Law Enforcement. The Council should prioritize funding CMPD's ability to accurately and efficiently process sexual assault evidence. However, this funding does not seem to provide the ability to hire trauma-informed first responders. Speaking with survivor after survivor, they tell me this is what is most needed. Detectives, DA's, and criminalists are not effective first responders to help survivors embark on a path to seeking justice. If we don't find ways to fund more efficacious first responses, then the effect of increased investment in the technical investigatory methods will not be maximized. Thank you.

Mayor Lyles said I think the question is, do we use trauma-based folks to address issues of sexual assault?

Marie Harris, Strategy and Budget said if there's a specific question we have with this Captain Joe Mcnelly in CH-14.

Captain Joel Mcnelly, Violent Crimes Division said thank you so much for the question, Councilman. In the previous year's grant award, there was an advocate position that is still intact past this award. There is also a very strong relationship with Safe Alliance, as well as other organizations that provide advocacy to sexual assault survivors. So, the specifics of this year's award do not address that. But the specifics of last year's award did provide for advocacy.

Mayor Lyles said Captain does that advocacy continue?

Mr. Winston said so, thank you for even being here to speak to that. Do you know why? Why was that not part of the award this year when it was last year?

Captain Mcnelly said to my understanding, these are overlapping awards. So, that advocate for last year's award is still in effect. It's not going away with this one in lieu of something else that's still in effect. In addition to that, we still have our strong partnership with Safe Alliance that provides advocacy in the hospital and out of the hospital as well.

Mr. Winston said thank you. I appreciate that. I know it is a tough segment of crime to deal with. I still stand by that. I think survivors as well as folks that work in this space will say that we need more of these trauma-informed first responders. I hope that you, do agree with that?

Captain Mcnelly said I absolutely agree with that. I think you found a very strong, advocate for that. We have had quite a bit of training broadly for trauma-informed response around sexual assault, domestic violence, childhood trauma, that kind of thing. So, it's something that could certainly bolster in the area of sexual assault that it is not something that's entirely absent.

Mr. Winston said thank you very much.

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

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ITEM NO. 18: METROPOLITAN PLANNING PROGRAM GRANT MUNICIPAL AGREEMENT

Motion was made by Councilmember Driggs, seconded by Councilmember Eiselt, and carried unanimously to adopt a resolution authorizing the City Manager to execute a Municipal Agreement with the North Carolina Department of Transportation to support transit-planning activities for the Charlotte Regional Transportation Planning Organization.

The resolution is recorded in full in Resolution Book 51 at Page(s) 88-88CC

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ITEM NO 19: APPROPRIATE PRIVATE DEVELOPER FUNDS

Motion was made by Councilmember Egleston, seconded by Councilmember Eiselt, and carried unanimously to Approve developer agreements with SR University, LLC; QuickTrip Corporation; BIN-OSR, LLC; and Mecklenburg County for traffic signal modifications, and (B) Adopt a Budget Ordinance No. 9922-X appropriating \$324,415 in private developer funds for traffic signal installations and improvements.

The ordinance is recorded in full in Ordinance Book 63, at Page(s) 394.

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ITEM NO. 20: DECISION ON NORTHLAKE CENTRE PARKWAY NORTHEAST AREA VOLUNTARY ANNEXATION

Motion was made by Councilmember Driggs, seconded by Councilmember Egleston, and carried unanimously to adopt an Annexation Ordinance No. 9923-X with an effective date of November 9, 2020, to extend the corporate limits to include Northlake Centre Parkway Northeast Area properties and assign them to the adjacent City Council District 2.

The ordinance is recorded in full in Ordinance Book 63, at Page(s) 395-398.

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ITEM NO. 21: DECISION ON I-485 AND ARROWOOD ROAD AREA VOLUNTARY ANNEXATION

Motion was made by Councilmember Egleston, seconded by Councilmember Driggs, and carried unanimously to adopt an Annexation Ordinance No. 9924-X with an effective date of November 9, 2020, to extend the corporate limits to include I-485 and Arrowood Road Area properties and assign them to the adjacent City Council District 3.

The ordinance is recorded in full in Ordinance Book 63, at Page(s) 399-403.

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ITEM NO. 22: CONCLUSION OF TRYON STREET PILOT PLAZA

Motion was made by Councilmember Graham, seconded by Councilmember Driggs, and carried to approve staff recommendation to conclude the Tryon Street Pilot Plaza and reopen Tryon Street between 3rd and 4th Streets effective November 10, 2020.

Kent Phillips, 230 S. Tryon Street said I've lived and worked downtown for a number of years, actually lived here for six years, and worked here for 15 years. I serve on the Homeowner's Association Board for 230 South Tryon, which is located along the [inaudible] plaza, and we have been in close touch with the staff. Taiwo and his staff have done a lot of good work and I commend them for their outreach efforts to everybody on the block. They have put together, I think, a pretty good report that we just received, I guess, the other day. We have reviewed this final report that was presented last week to City Council, and we have concluded that we support the recommendations presented by the staff. There's been, as I said, a lot of important work. There's been a lot of Zoom calls and face to face meetings with the staff.

I guess a lot of work needs go into getting a long-term pedestrian plaza put in place. There's been a lot of lessons, as pointed out here. Everybody's learned from this pilot program. You got to have retail, you have to have a kind of a tourist destination like you go to Miami or other places that have these plazas that have been successful. I think there are a lot bigger than our little block.

I do want to say that we have reviewed the surveys and you guys have access to the comments that were made there. Not much to add to that except that we empathize with restaurants that are on our block and who are concerned and the businesses that are here. They'd like to see the street open before Thanksgiving to get that important, Thanksgiving business. So, from a timing standpoint, we would support what Taiwo had recommended last week. I just want to make that clear, because I think there were some

questions that were raised at the meeting last week about what the stakeholders and the folks on the street thought about the recommendation.

David Urbanek, 200 S. Tryon Street said good evening, Madam Mayor and members of the Council. I represent the interests of McCormick and Schmick's Restaurant, located at 200 South Tryon Street. Thank you for the opportunity to speak on agenda number 22. Reopening after the lockdown was a huge challenge to small businesses, especially restaurants. The new dynamic of guess safety was and remains a top priority. We knew that we would be taking huge revenue loss due to limited seating capacity and reopened on May 22nd. To our delight, we only suffered a 35% sales decrease versus the prior year from May 22nd through June 12th. The date of the street closure.

Our to-go business had increased 65% versus the prior year in our regular guess space, whom we track through our loyalty programs, increased 15% versus the prior year during this snapshot of time leading us to believe that guess was more comfortable returning to the inside dining we[inaudible]. On June 1st, social injustice protests ensued nationwide, including a sharp halt to the momentum we were carrying. On Friday, June 12th, the 200 block of South Carolina was closed due to the mural that was created on the street. In stark contrast to the success from our reopening, a new set of data points emerged. Our sales decreased an additional 15 to 20 percent to a total loss to a total loss of 50 to 55 percent, or a total of \$235,000 additional taxable revenue from the time the street was closed until now. The to-go business that we spent three months in lockdown, scratching, and calling for evaporated.

We lost 55% of our 65 % gain for a total gain of only 10% versus the prior year. Also, after tracking our loyalty members for the duration of the street closure, we found that we lost our 15% gain. In fact, we're trending backward to a loss of 20% of the number generated revenue. Lastly for the special occasion meals, which typically made up 35 to 40 percent of our revenue decreased to a painful 10%. In addition to our data points, a large part of our job is talking to our guests. Feedback from much of our clientele has centered around free and clear access to our property and safety. There have been numerous instances where disorderly conduct and harassment has caused us to close our outside dining. In your last Council meeting on November 2nd, there was a discussion on the needs and safety of residents, businesses, guests, and the staff, which I would be happy to share our experiences with [inaudible].

In closing, we do support a pedestrian-friendly plaza. We feel many great things have and still can come out of this pilot project. In the interest of doing everything we can to accommodate our guests going into the holiday season, a fiscal quarter that generates up to 40% of our yearly revenue, we ask that the street be reopened tomorrow, November 10th. Clear and safe access to our property is paramount to the success of our fourth quarter, especially with unprecedented times in the middle of the pandemic. Thank you all for listening.

Kass Ottley, 5112 Sunburst Lane said good evening, Mayor, City manager, City Council, I'm against the opening of that street, the Black Lives Matter mural was painted the first time, I believe, around June 9th. A couple of days later, it was vandalized by black tire marks before the City had an opportunity to close it. The Black Lives Matter mural has become more than just paint on the street. It is a statement of promise for this City to do better and invest in its most marginalized black and brown communities through partnership. It echoes that black and brown lives matter and they are of value in the City. It is a statement of change as it becomes a location for a community and visitors to take pride, pictures, and enjoy. It has also become a safe space for a lot of the youth to gather and ride their bikes, skateboards, and scooters and enjoy themselves.

The conclusion that restaurants in that location near the mural have lost business due to the street remaining closed when there are several restaurants and businesses that have closed around Charlotte over the last few months and several different locations. The latest being Ameli's French bakery seems misguided. There is not a lot of parking on that street, so people normally have to park elsewhere and walk to those businesses. Most of the businesses that closed have stated the same reason for their closing is less people traffic due to COVID-19 restrictions and also a lot of businesses adopting a remote working model. With the current temperature around the election in this country, in the state, and in this City, I feel that it's not a good time to open the mural because there is a real fear and threat of it being vandalized again and creating unrest in our City. For that reason, I am against the reopening of the mural. Thank you.

Altomika Stephens, 6500 Albemarle Road said good afternoon madam Mayor and City Council, City Manager. I work downtown, I bring my family downtown, and so the mural shows transparency. It opens the City up. It brings a diverse set of people for whatever their reasons are coming. Most people seem to enjoy themselves. I feel like to close it now in re-election time and everything, putting that in perspective, it just shows that the City is not going to stand behind what they were standing behind when it was put there. So, I think to take it away from their families like my own, that go down there to enjoy it and like Mr. Ottley said, we have our youth now that feels safe to go there and also enjoy it. I don't feel like it's affecting the businesses because only about 20 cars can park there.

So, that's not going to stop people from going to those businesses. I think COVID has a lot to do with that and the mural there or not is not going to do anything because if you open the street is not going to be there. It's already been damaged and it looks like it's been damaged again. So, I mean, I just feel like yes, a plaza, some type of permanent space needs to be put there to open it up and show that we are permanently going to be transparent and open to our black and brown people.

Dianna Benson, 4406 Palustris Court said I think we need to reopen the street. I do a lot of driving around town, it is very inconvenient for the simple fact, we already have a lot of streets that are one way. You go this way, you go that way, and you just have to go so many blocks out the way just to make a decent turn, to get wherever you're going, whether it's north or south. Furthermore, I just think all people are welcome uptown. The

City does not need to have a symbol for black lives matter to say that all people, regardless of race, color, or creed, is welcome uptown. We all know that everyone is welcome. Everyone was going no matter what their nationality was prior to this.

Furthermore, families are going there. True. But the organization itself does not stand for the nuclear family and especially black families. Black families need to have a support base in that and they need to be encouraged to have a nuclear family. When that came about, there were riots and I must say riots because of the vandalism, if there were protests, that would've been one thing, but there were riots and destruction and we shouldn't award bad behavior. That's not our City. I didn't think it was our City. I hope it doesn't become our City because it devalues the majority of the citizens in the City. That's including black, white, Hispanic, Asian, Puerto Rican it includes all of us.

So, I think I'm asking the City Council to reopen it because it would be the betterment of everyone and including the businesses. The businesses do need to be open because there are probably people, there's only 20 parking spaces or not that just do not go in that area because of the inconvenience of being able to drive through and because of the mural. So, I think it needs to be reopened. Thank you.

Councilmember Watlington said I've got a couple of questions. There really just follow-ups from last week. We talked last week about some of the information we would need to know in regards to the concerns that were listed in the report. Has there been any update in regards to a policing plan or noise ordinance and addressing the issues that were listed in the report last week or patrons being able to park or a parking plan? Has anything happened since last week?

Taiwo Jaiyeoba, Assistant City Manager said No.

Ms. Watlington said okay.

Mr. Jaiyeoba said but if you have specific questions related to safety, security concerns over the time that the block has been closed, I think we have Captain Brad to be able to respond to those specifically. But nothing has taken place in the last week since I was last here.

Ms. Watlington said okay, let me ask this question then, Officer Brad. Can you reiterate? I know we discussed it last week, but based on the data before and after, is there a need for increased police presence? If so, do we have the resources to provide the presence that is required for keeping this street closed?

Captain Brad Koch, Charlotte Mecklenburg Police Department said yes, certainly to answer that question, about a couple of months ago, we recognized a need to have a presence there based on speaking with the residents, the businesses, the property managers, particularly in the evenings. So, we had to use some grant money and have an officer out there seven days a week from 3 p.m. to 11:00 p.m., which helps facilitate

that. They're really an individual who answers questions, helps just facilitate the safety of everybody out there. So, that is something that we would continue as long as the road would remain closed.

Ms. Watlington said thank you. As it relates to business access, a couple of speakers brought up a good point and one that I had a question about, considering some of the things like Ameli's closing and some of the other businesses that have seen a negative impact due to COVID. Have we been able to differentiate between the impact to businesses related to COVID versus related to the street closure? Or if I ask it differently, are the businesses specifically on the street disproportionately impacted in the time that we've had COVID?

Mr. Jaiyeoba said we do know that there were a couple of businesses in this block that two restaurants that I'm aware of that are not operating, but not because of the street closure. No, that was prior to the mural installation and the street closure. But we also know, though, that two restaurants, McCormick and Schmick's, as well as I believe Ruth Chris, because of the way they are located, that third and fourth have had difficulty with valet parking where the people are there to pick up food and things of that nature. But we have not had any closure of businesses as a result of the closure of the block.

Ms. Watlington said okay, and so then my last question, kind of if you could speak to some of those things. Well, let me ask you two questions. The first one is currently can you reiterate the recommendation?

Mr. Jaiyeoba said so, the recommendation is that since we started, especially we have out there Survive and Thrive Program as a City, which is really supporting restaurants, I've had multiple dialogues with the restaurants that are still there, especially McCormick and Schmick's over the last several weeks, and understanding how vital it may be for them to be able to use this holiday period to make up whatever losses they've had.

We truly believe that we've achieved our goal for the temporary closure. Nobody expected that the closure will be permanent. That was never the intention. It was meant to be a pilot. So, we've achieved our objectives. The staff in terms of if we were going to do something like this again in the future, what will make it work? We have ideas around that and not just uptown, but anywhere. Even though not know two blocks of corridors are the same, the thing we've been able to fulfill. If you look in the industry itself, I think the very last page talked about the next steps. Those came out of what we felt were good conclusions as a result of this study. So, we felt there was no more reason to close the street. Having said that, though, I need to quickly clarify something. Reopening does not take away the mural. The Mural would not be removed. The mural would be there.

Now we have to do a better job of maintaining it, of cleaning it, but also programming some events around it that could result in people requesting permits so that people can still come and enjoy the mural right there. But the second part of that is that we will memorialize this mural. In a way, you have some framed prints that you have the

conversations around that and got two of the artists. That anyone that hires them direct questions about the conversations we've been having with the artist community, including ASC, as to how we memorialize this work because it's a powerful moment in time that we captured something in history that we should not lose. However, while they are connected and related, the reopening does not necessarily mean we're painting over the mural or paving over it. We just have to do a better job of maintaining it where we memorialize it somewhere else.

Ms. Watlington said okay and then finally as we think about through the winter and going into spring, can we expect to see other places that are ready? What does the outlook look like for the staff to be able to come back and say, okay, we know, what we learned? So, here's where we want to go next.

Mr. Jaiyeoba said I can't speak to specific streets right now outside of Tryon and possibly Camden.

Ms. Watlington said I'm sorry you say which to which street?

Mr. Jaiyeoba said which Councilmember Eiselt brought up before, but here's what we believe we can do with both streets understanding that they are different. But even with all the streets in the City and we can come back to you and identify what streets are, traffic, volume, stakeholder engagement, what that type of thing will do. What we could do is to program weekends before December 31 and even beyond. As long as when this [inaudible] reopens, we can begin to program how we can do these things over weekends from Friday to Sunday for restaurants, for vendors. I'll tell you, those are two streets that I can mention. But I do know that we're working diligently in-house to identify by district what potential streets are also out there that we could have the same treatment for. I know we've had conversations with Councilmember Egleston regarding the NODA area as well but there are some other streets that do lend themselves to this type of thing if we can, just [inaudible] but there is a cost that comes too with that as well. Obviously, we know that minimally it will cost us about \$1,500 a weekend just to be able to open, put barriers, program things, and allow vendors and other things to operate there. But we will not be able to have anything permanent when you do things like that.

Ms. Watlington said all right. I just said I am certainly looking forward to whatever comes at Camden. Thank you so much.

Councilmember Egleston said Taiwo, you said that you guys have talked with the artist. What are the feelings among the artists who actually created this piece of art in regards to the decision we're making tonight?

Mr. Jaiyeoba said I'll start off and then I see Sam on and then she can jump in. Initially, the conversation around this was where else in this City and on what street can we actually install this as well? But what I heard from them was something that I had not thought about, I thought was pretty interesting. That is the fact that this was a moment in

time recreating the same energy and passion that went into it at that point in time may not happen even if you created [inaudible]. How do we make sure that it's not just a group of artists, but also involve ASC in the process, in a conversation? As of last week, I had a very robust proposal from the artist community as to how we can work with them to make sure that we don't lose at this moment. If you have a question for Sam directly on there that she can actually jump into it. It's one thing to hear this from me. But it's another thing to hear it from the people who organized this and really helped to make it come alive.

Mr. Egleston said so, then I guess my question will be to Sam as one of the people who was involved in the mural. I don't know how many of your colleagues in that effort you've had a chance to talk to or not. But what are your feelings about how the artists who put all this time and effort into this project, how they'll feel about the street being reopened or not?

Sam Guzzue, Artist said thank you Larken and thank you Taiwo. I appreciate everyone giving us the time. Truly on behalf of the Art, and we've stayed in contact with all of the artists on this project, firstly, we would like to say thank you to everyone here who had a hand in allowing this to be possible and the subsequent pedestrian plaza, which allowed further our engagement with our community. The positive energy created on that block was palpable in both the artist community and the general public that came out on that day or visit since. It was an opportunity that many of the artists never thought would be possible. So, to have such a large platform in the first place, in collaboration with the City and with the complete trust in the artist's voice and vision, making it possible to create this space into that magic that we've all been able to recognize to reflect and engage on these important conversations. Really, it has been the priority of the artists and organizers behind this mural to continue that support for freedom of speech and expression through the arts if that is not going to be on that block or if that's going to be throughout the City. But it's about the sustainability for artists to continue having that platform by instilling sustainable programs and public art, which focuses on the trust in local artists to engage the public on these important conversations and authentic storytelling. Uptown is a really amazing platform to do that, especially for artists who were previously less represented in the area. So we were excited. The artists, as well as us as an organization, are excited for moving forward and developing these future programs, which would continue the momentum of the Black Lives Matter mural.

It was a moment of time. All of the artists involved came together to create this one instance. But this is something that the artists do every single day in the City and continue to share their voice and will continue to share their voice. So, we just hope to create a more sustainable future for that and for other artists to call the City home.

Mr. Egleston said so I've had this conversation with Taiwo, the former Deputy City Manager and I had this conversation before. I mean, in the first couple of months that I was on the council as one of the two people, along with Councilmember Graham, who represents North Tryon and Uptown, it has never been a particularly efficient way to get through town North or South. Church and College are much more efficient ways to move

vehicles. I have long thought that Tryon was right for the creation of a pedestrian plaza. After being out of town this weekend with family in a City that has a pedestrian plaza, they call it a pedestrian mall that had additional seating created permanent additional seating created in that plaza for restaurants that had places for people to sit.

It had all sorts of wayfinding and permanent fixtures and was really, really well done. Those businesses were thriving. I think it underscored for me what a value this could be to the businesses along Tryon. I'm glad we did what we did, and I understand that we did it as a pilot. So, we weren't at that point going to make the investment in permanent fixtures and creating all these additional improvements to the area there. But I think if we're going to close a portion of Tryon, it can't be one block. I think if we're going to close it, it can't be temporary and it can't be done with plastic barricades and orange signs wrapped around light poles.

I think it's got to be done as part of a more holistic and broader plan. That's what I'd like to see. I hope that we take what we learned from this and bring it back as a proposal for what this could look like in a more permanent and larger project because I don't think that what we've done was set up for long term success. I think it was a success in terms of bringing the community together around this moment in time around, this piece of art, around the message, behind the piece of art. But I don't think that it was done in a way to be permanent and to be successful long-term. I'm asking that we find a way to make it a larger, more successful, more holistic project. Not just, you mentioned Noda, you've mentioned South End. I think there's multiple places we can do this, and I hope that we will, whether it's on weekends, every weekend, or whether it's 24/7. But I don't think we can just keep one block closed in a vacuum without really activating it, without having better aesthetics, better activation, more seating for the restaurant so that this kind of thing benefits them. So, that's my ask is that I hope, and I think Councilmember Watlington said something to the same effect. I hope that what we see out of this is a plan for how we can do more of this and do it even better.

Mr. Jaiyeoba said If I can respond to that Councilmember Egleston that plan is already in motion. We are going to look at Tryon and reimagine that stretch, understanding the same thing that you just said. It's the only one street uptown that lends itself to that possibility. Part of what you're going to find in the all-in 2040 plan of the Center City is to reimagine or envision the future of a Tryon that is pedestrian active 365 days a week, 24/7. So, what we're doing right now is putting together a group or Steering Committee made up of our placemaking staff, Center City staff, economic development, and just kind of look at what does that look like once that plan becomes adopted in early 2021 and then start making efforts around how to implement them. You're right. We came up with four different cities that have something that we envision. Atlanta, New York, Santa Monica, for the most part, the one block to two blocks. But they are all activated with mobile, sitting tables, bicycle racks, places for kids to play. Some even have mini-golf places where people can just come and do life rather than stop vehicles from moving through. But you get there and that example that you shared when you went out of town, and we haven't done that with this block. That's one of the reasons that we've learned some things from it, is that if

we're going to do this on Tryon or Camden or anywhere else, it has to come with programming. That's really where you begin to have the success that you want, because not only does he support economic development in terms of businesses, it also attracts people and fosters that interaction.

Councilmember Johnson said I have a couple of questions to start. Taiwo, when the mural was first designed, the street was opened for the first, I think a day or so was the plan for the street to be closed.

Mr. Jaiyeoba said so initially, once we realized after we installed it, we did not close it immediately because we needed to engage fire, police, as it's very important for emergency vehicles in that space as well, plus there had not been any notice or announcement to people who use this that this was going to be closed. But we also saw there was a lot of people coming into that space. As a matter of fact, one of the speakers tonight, and you are familiar with that about somebody who actually ran over the art work and damaged it some. So, we also wanted to make sure that our first thing was let's install barriers here, not only to address safety but also to see what it really looks like in terms of getting people into that space. We had to speak, obviously, with public health officials because it was still in the middle of a pandemic and had to put signs all over the place about people respecting those distances and wearing masks. But we ought to also pivot because what police could live with, fire had some issues with that as well. So, that took a little bit of time until we got everyone on board with the type of barriers, we will install that was movable for fire. But was also easily accessible by emergency vehicles and also delivery vehicles on that block because there were USPS and FedEx, I believe, FedEx that was also on the block that still needed to be able to get in. So, for a day, I believe it did not come together. But once they finally came together, that was when we started the barriers.

Ms. Johnson said so, the goal was to close or It was the goal to leave it open?

Mr. Jaiyeoba said the goal was always to make it temporary, was never to keep it in that space permanently?

Ms. Johnson said because of some of the cities, the streets are open. So, were the artists expecting the street to be closed?

Mr. Jaiyeoba said I don't know if they were expecting the street to be closed. It's interesting my conversation with the artist in that particular moment was captured in what Sam said. They were just so happy that the City, as a public entity, was partnering with them to do something that was life-changing, game-changing.

The logistics of it, whether you close it or not, was not even a conversation as much as the excitement for the opportunity to partner with them. My conversation with some of the artists, frankly speaking, is also that they never expected that this was going to be permanent. They all knew going into it that at some point the street will be repaved over,

even though the timing of their repaving is going to be several months away. But it was just the excitement of the moment of really being able to install something that really reflected the individual signatures of the artist. So, there was no conversation around what happens with closure or not.

Ms. Johnson said right. So, I was just thinking, because I don't think we expected it to become permanent and initially it wasn't. So, we closed in response to vandalism. We know that when we open this in this current environment, it's going to likely be vandalized almost immediately. We just have to keep it real. We know that's probably going to happen.

However, this was for a moment in time. This was the healing and Black Lives Matter; the whole movement is not exclusive. It's inclusive. Black Lives Matter for Matter for many, It is a movement of inclusivity. It's not saying that all lives don't matter. It's saying we want equality. We want it to stop the oppressiveness.

So, for me, if this is harming the businesses, that's something we need to consider. I know we just want to leave it open for another month or so or I think the discussion is just to leave it closed until December 31st. But if that's the key time for these businesses, we really need to consider that as a Council

The businesses have spoken and the homeowners have spoken. So, I would say even in support of this movement and I've said several times on Council that Black Lives Matter needs to be more than just the pretty mural on the street. We need to be looking at systemic racism in the ordinances that inhibit our folks from getting fair housing and fair job. So, I'm going to support just being on the Workforce and Business Committee. We've given \$30 million to small businesses and businesses are asking for help. We know that COVID was a small business crisis. We need to look at it like that, I think there's a way to protect our businesses, but also protect and respect the Black Lives Matter movement. I know that we're looking as a City at a way to memorialize the Black Lives Matter, whether it be through a mural or something. But if the businesses are asking for this to be open during their most important and productive quarter, then I think as a council we have to take a look at that. We have to be realistic and know that once we open up the street, we know what's going to happen. But if this was not designed to be permanent, then we've had five months and it did, it brought healing. It's a beautiful mural. But again, we the Black Lives Matter if we're serious about really helping our black and brown communities and black communities. Then it's more than a mural and the mural is important in the mural has served its purpose of healing the community.

We're going to memorialize it in a different way, I think Taiwo, you said you were going to have prints made or something. It's a beautiful mural. But we also have to look at the City. I think as a black woman and the important who, [inaudible] the advocacy for equality and the Black Lives Matter movement important. I find it important that our small businesses are suffering. So, this is for me as a matter of inclusivity, which I think Black Lives Matter represents. There are rumors that only black lives and that they don't like the police. It's

none of that. We're simply asking for equality and not to be killed in the streets and all of that. So, I just think that there's a way to balance being pro the Black Lives Matter movement and still supporting opening up the streets to support the small businesses. That's all. Thank you.

Councilmember Eiselt said that just summarized it. I think my points have been made. I do think that it was so great to see this organic initiative happen. We've just spent \$50 million, though, on our small businesses for COVID, and we know that our uptown businesses are hurting. So, while we're building out a plan, which I will continue to push for, I think Taiwo knows that, that we need a good one. We can't just do a half effort to close our streets and make it more pedestrian friendly. We need a real one. But in the meantime, we need to give those businesses uptown a chance to survive. So, I'll be supporting it. Thank you,

Councilmember Ajmera said most of my questions were addressed earlier. I agree, with Councilmember, Johnson, in terms of supporting our businesses along with supporting the movement and memorializing the Black Lives Matter mural. So, I'll be supporting the staff's recommendation. Taiwo, I appreciate your leadership on this. I know you have reached out to some of these artists and create this experience for our residents. So, now we have to listen to our businesses who are hurting in this pandemic. So, I'll be supporting Taiwo, your recommendations.

Councilmember Winston said it is pretty incredible that we claim to be North Carolina's most progressive City and we are here squabbling by having this type of conversation tonight. I would like to remind Mr. Eggleston that every portion of Charlotte has at least five representatives and that three has six. Mr. Jaiyeoba, I have a question for you. A report that staff put out last week says that the management of public space is complex. An industry best practice confirms that programming enhances maintenance and specialized management is imperative to the success of public spaces.

I think it is clear that from business owners, residents, patrons, the staff, and the Councilmembers, that we did not do the best job at programming and maintaining the space. Has there ever been an internal plan created that might have been able to be built upon or executed to provide better programming or enhance maintenance to the Black Lives Matter mural on Tryon?

Mr. Jaiyeoba good question. That was actually part of the intent of what we did. If you remember, we right now have Five Points Plaza also in place on Beatties Ford Road that we're working towards. That will give us some lessons as well as how do you program activities here? How do you make things ADA accessible, for example, the right amount of lighting that you need for safety and security purposes?

Mr. Winston said [inaudible] about Five Points Plaza, but I'm asking about [inaudible]

Mr. Jaiyeoba said yes, I'm saying that there's no particular program in place. But what we're learning from when you have these types of opportunities, they do teach you some of the things that you can do to make a Plaza, really a Plaza. But there was no program in place that we could have said, let's launch it at the same time as that block was closed. Otherwise, we will have had that in mind. We'll have budgeted for it will, we would have had the right maintenance staff in place, the right program management staff. There's a lot that goes into this. Not just the budget, but also budgeting for staffing, which is one of the things that we've learned from here as well. So, we're going to have a type of program that you're talking about going forward. Yes, that's what we're working towards, that we can actually have something like that that will help us to be able to initiate programs like this successfully in the future.

Mr. Winston said so, this pilot has been extended at least once. Why has that plan not been developed specifically to Tryon [inaudible]?

Mr. Jaiyeoba said we actually believe that initially, we were going to open it on June 30th, was the initial thought but the reason for that short term goal at that time was to see what we can put together, to put signs there and really be responsive to a lot of what we were seeing immediately. Once we saw that it became you can't really do a successful pilot over a month period or three weeks. We extended it to September 30th. But just prior to September 30th, we wanted to open it, but we felt that our report wasn't ready. The data that we were gathering using ambassadors uptown were not really ready because it wasn't just this report. There were different data points. We wanted to push it into mid-October. The caution we had at that point in time was, let's be careful setting another date. Let's just put ourselves and say no later than December 31, where we continue to engage businesses and residents. I met with the residents. I was transparent enough with them, said this is not the answer you expect from me. But I'm thinking no later than December 31st. I said the same thing to the restaurants. I will do my best to make sure that we accommodate your holiday periods.

So, once I realize that we have everything that we needed in terms of getting the information and getting all the data, putting this report together, there was really no reason to delay reopening from that point forward. Not only that, I wanted to bring the Arts and Science Council into the mix, as well as had a number of meetings with the artist. So, it was really a lot of engaging different people throughout the process because one thing we did not want to do was engage businesses, and other residents, or engage residents and businesses and not the artists. So, it was really important that we have all of the ducks in a row rather than just throw a date out there that will not be able to fulfill. We feel that at this point we've come to that place where we can actually say we got the information we need. If we're going to do something like this in the future, we're better equipped to do something like that. I celebrate that moment as well. I mean, it was a huge moment and I'm still celebrating. I have a lot of emotions coming from the installation of this artwork. But I also understand it's a balance we have to achieve with how can we successfully launch something like this going forward in the future that will benefit everyone in the community.

Mr. Winston said I want to talk a little bit about success because there's qualitative success and there's a quantitative success. I would also say, Mr. Jaiyeoba, you said that no one intended for this to be permanent. I would object to that. Because at least this Councilmember has always been clear, even before COVID, that he wanted Tryon Street to be a Pedestrian Plaza between 277 both ends. I would say that no change occurs without disruption. We have had a very disruptive period. I would encourage us to embrace that disruption so we can actually change.

But let's take a look at the data that we so often depend on. The report that you put together and presented to us in terms of business owners on that block. More people responded that their revenues had stayed the same or increase versus those that had decreased. Forty percent of those that responded online actually had never been to Black Lives Matter Plaza on Tryon between third and fourth. You, as in the Planning Department, had quantitatively measured that there has been more pedestrian traffic than even before COVID shutdowns on this stretch of the block.

So, when we think of that type of ingredients that you need for small businesses to survive, you have that increased pedestrian traffic. That is also, if we're talking about McCormick and Schmick's and Ruth Chris, as some type of small business, I think you would also have to take a look at, I don't know, Starbucks, which is on that block, which has had increases in revenue over that time. I would also say that we will be opening a brand-new Gold Line a block away from this Pedestrian Plaza. Since this, it's already a destination, while we are having destinations that are quite literally in uptown, dying i.e. the Epicenter, we want to build upon the destinations that we do have for the success of our Gold Line.

Also in terms of the data that from responses from people that are for or against this, there is common ground that a better solution would be not to open this, wouldn't necessarily have this one block closed, but to expand it because there's a concentration of folks on this block. If this Pedestrian Plaza was to expand a couple of blocks in each direction, it would improve the traffic flow. It will improve the ability to make this more permanent and make it more open for businesses and residents alike.

Look, if we allow this to close, what we will be doing is successfully patronizing the thousands of folks that came out in our streets this past summer. We will be telling them because the only businesses that I've heard complaining are Ruth Chris and McCormick and Schmick's, who have not been able to adapt their valet line in an effective way. They have lost a couple of people's reservations because of those folks who cannot figure out where to access their valet and decided to take their reservations elsewhere. I think there's a way that we can work with those businesses to help.

But as it was said last week, by opening up the street and letting the Black Lives Matter mural fade away, we are saying that McCormick and Schmick's valet matters more than black lives right now. So, with that, I will make a substitute motion to deny the staff's recommendation and leave Tryon Street between Third and Fourth Streets closed as a

Pedestrian Plaza until at least December 31st of 2020 and guide the staff to create a method to manage this public space by using best practices to program, maintain and manage Black Lives Matter Plaza.

A Substitute motion was made by Councilmember Winston, seconded by Councilmember Johnson to deny staff's recommendation and leave Tryon Street, between 3rd and 4th Street, closed as a pedestrian plaza until at least Dec 31st of 2020 and guide staff to create a method to manage this public space by using best practices to program, maintain, and manage Black Lives Matter Plaza.

Councilmember Newton said so I don't want to underestimate or deemphasize the importance, the meaning of the mural, and its message, which I think we all fully support. I got to tell you, as a white guy here I am very much I think, compelled by both Ms. Johnson's remarks and Mr. Winston's remarks. So, I'm torn. Having said that, I did have a question about the preservation of the mural. I don't know if this was already answered, but it's my understanding that the mural isn't going to just exist in perpetuity. It has to continue to be touched up and continue to be maintained. What is that process? And even if the street were to remain closed, what time period do we have for it to be preserved? Let me also ask this. So, you're not asked about the process. I'm assuming there are costs associated with that as well. So, can you maybe give us a full kind of comprehensive answer on what all that entails?

Mr. Jaiyeoba said we try to maintain it today as part of a street cleaning effort. Even though it's close but you can see that it's not looking very good right now. I don't know the last time anyone of you went there, but that's because we've not really been maintaining it regularly. The last time I believe we did it was maybe about a month ago or so, but that's even with it being closed. So, we think with it been open, we will increase what our maintenance is by making sure that we go there regularly and cleaned it up. I'm sure there's a cost to that from us C-DOT folk and our Solid Waste folks as well.

However, Tryon Street was going to be repaved at some point in the future, just happens to be that our future will be next year. What we don't want to do is to go and pave over because that will be more of a harmful step to take as a City. So, with reopening or without reopening, we leave it there because it's going to fade with time. Even conversation with artists was that they knew this was not going to be permanent with time, it would fade. However, how do we preserve it going forward? One way that we could preserve it is enlarging the prints that you all have that's framed for you tonight, enlarge that and put it in a prominent place up town for people to visit. It's even possible that we program events around this every 9th of June of every year around this mural and the story behind it and just use it as lessons for young people.

Again, like Councilmember Johnson said, this is really more of an inclusive and equitable opportunity to teach young children about our history. So, there is a lot of things that we could do around it. But what I found out is that even artists know that if you put a mural

on the ground, it's not sustainable. It's going to eventually fade. So, how can we memorialize it? Maybe we printed this, hang it on a prominent wall or have it in a prominent place uptown. Another way by which we could preserve the memory of it is what Sam said earlier. That is entering into some partnership with Harvest in the City to do some residency work, training young artists to just elevate the role of the artist in our City. I think to me, this is really a platform for artists to occupy that important place. I think Knight Foundation released a report a few months ago that talks about why do people stay in the cities? One of the top three things Knight Foundation said was investing in arts and culture is one of the reasons people stay in their cities. This could be one of those opportunities where we elevate the role of our artists in our City. That, to me, is a bigger way to preserve this memory than just having it on the street.

Mr. Newton said to be clear, I appreciate the print. I, think though, that it's the mural itself that's special and what really kind of carries the weight of the importance here. So I'm wondering what we can do to preserve the mural itself that's on the ground. What are they doing, and please excuse my ignorance on this, but what are they doing elsewhere? Because, you know, we're not the only City across the United States that has a Black Lives Matter mural. What are the plans elsewhere?

Mr. Jaiyeoba said good question. I can cite a couple of examples in D.C. It's on the Plaza right now. That pedestrian focus has been like that. So, they maintain it regularly, as you can see. Yes, they're across three to four vehicles, but they really had a modern block. That's really the pedestrian focus, it's become more of a gathering place. It's definitely not like Tryon Street. Asheville has it in front of a City Hall and the street is open, but they have the mural there. It's not closed. I believe that they maintain it to keep it like we're saying, we will maintain this once that street opens. But it's also very important that the way they have it in Asheville is that it's not a linear corridor that people can just drive through. It's on a curve and they're able to maintain some type of safety for pedestrians and visitors to the mural, which will believe we can do as well. So, not all cities are closed the Plazas, they just have to make sure to monitor it, they maintain it, and monitor a particularly pedestrian safety and visitor's safety.

Mr. Newton said if we were to vote to open this tonight, then it would continue to be maintained. Although what you're saying is that it will eventually be repaved over?

Mr. Jaiyeoba said eventually the street will be paved over. But we think even before you get to that point, the artwork itself may wither with time as the season's change. But we will commit to maintaining it better than we're doing today, as a matter of fact.

Mr. Newton said so, if you're maintaining it, you're saying even with maintenance is going to wear?

Mr. Jaiyeoba said because we haven't been maintaining it regularly because it's in a protected space. But once it's open, then as they clean and wash Tryon, that will be part of the conversation. I think right now we're even saying that there's a pool of water in a

portion of the mural right now that's even affecting some of the colors. So, maintenance is something we definitely have to take into major consideration as we reopen.

Mr. Newton said I appreciate the information and answering the questions Taiwo. I guess my visceral gut reaction is much more negative towards the idea of repaving it over right than even reopening it because I think it is important. It's a message that I think speaks volumes. We want to preserve as much as we possibly can. So, thank you.

Councilmember Graham said for someone who really gets the notion that Black Lives Matter, rather, is the death of George Floyd or Brianna Taylor or Cynthia Graham, it is more than just paint on the street. I can speak for one of the three I mentioned that she would say that is the action that we take, not the words that we paint. The action we took today and celebrating with Councilmember Wallington did last Thursday, investing in inner-city communities demonstrates that Black Lives Matter in Charlotte or the action that Councilmember Newton took in reference to Eastland, people of color demonstrates that brown lives matter too. Or the action that we took on Beatties Ford Road investing in black developers who in turn are investing in black business owners themselves to revitalize a black neighborhood demonstrates our commitment to black lives and black citizens in Charlotte. So, the notion that if we vote to open this, that somehow that diminishes and we're not progressive and we're not forward-thinking. It's ridiculous at best. Street, the Council never voted to close the street. The Council never voted to paint the street. We agree by consensus to do it right.

I've never had an hour meeting about the street opening or closing, which is different for me. This generally is a staff type of thing. So, this is interesting in itself. But here we are and it's going to reopen now tomorrow or December 31st. It was never meant to be permanent. One Councilmember vote is opinion. Six is the policy and the phrase the moment in time is correct, we will never be able to recapture what happened in June. The protesting on Beatties Ford Road, or Trade Street, all because of our reaction as a community. We demonstrate our progressiveness without Council authority. The management team said we're going to do this for all the right reasons and we've done that. So, that's the whole BLM stuff, right, and then there's the policy, which was the pilot program for the Plaza. So, we got the data, we collected the information. My colleague is correct. I mean, there's a whole lot we can do to improve it. Like the I love going down the plaza with the big pots and stuff like that. So, maybe if we do it in another part of the City, we learn the lessons from this experience so we can do it better to create a public plaza. I'm not sure that's the right location to do it for a wide variety of reasons. We may identify other locations throughout the City to do it.

So, I think we collect the information and we do right by the business owners. It's really, really not about the business that would steal your line, Julie. It's about the people who work in the business. Right. It's about the people who park the cars, wait for the tables, bus the tables. I mean, we're impacting them too that work for these big establishments. So, I kind of get it. Why people are feeling emotional about the words on the street. But I tell you folks and to the general public, it's by the action that we take as a government

body that really will say whether or not we are progressive or not. We did a lot today. I wish we can do a lot more. Mr. Manager, but we're getting there. Affordable housing bonds just passed. We're going to be more creative in reference to how we utilize those dollars. We got a pilot program that we invested tonight that we're going to try to do, helping people of color who tend to look like us 30%. So, I think we need to get beyond the symbolism and as I said, when I first took the oath of office on that first night, let's do big things. And we've done a whole lot of big things earlier today. This is really small in nature. I vote that we open the street, give our small businesses, those who work there, an opportunity to earn just a little bit more income for the holidays and any perception that somehow if we vote to open the street that we're against black lives or we're not progressing as a City. I just respectfully disagree. Thank you.

Ms. Johnson said my question for Councilman Winston, but he clarified was the date. Because he had sent me the motion. So, 12/31 but then he said at least. I took, I don't want to say offense, but to say that we are putting small business over black lives, you know, I would disagree. I don't think it's a small thing for him to feel that way. But I do know that we've been progressive as a Council, just like Councilmember Graham said. So, this it's for the businesses. This was not planned to be the Pedestrian Parkway, or it would have had more planning around it. This was a response to the Black Lives Matter movement. I do have a question for Taiwo. Just so that the public is clear, the plan to preserve the Black Lives Matter and not the mural, but the artwork. What where is this going to be? What's the plan right now?

Mr. Jaiyeoba said yeah, there's just there's a lot to be said about that. So, what I had asked after my couple conversation with the artists and Arts and Science Representatives to put together a proposal for us as to how can we partner with you to advance arts and creativity in Charlotte. It should be. It's very important. Its priority is part of placemaking, but more importantly, is part of City building. So, I have a proposal on the table right now that we're looking at and it's on multiple fronts. One of them I mentioned is that we frame the artwork and it can be inside one of our premier buildings uptown that people can visit, or we have it on a prominent wall up town where people can actually also see. Today we had hundreds of prints of the Black Lives Matter that we distributed to people on that Plaza. So, people in their different homes will be having these prints and something that will remind them of this particular moment in time. But we are working with our partners at Center City to kind of talk about how we're going to do that. You're going to be seeing those as we unveil them, but it's not going to be the same thing as putting it on a wall or on the street is going to be something that's more sustainable and that's able to be part of the fabric of Charlotte over the years.

Mr. Johnson said okay, and we spoke yesterday. You said that that would be done by December 31st.

Mr. Jaiyeoba said that's the plan to have that big frame uptown before December 31. Yes,

Mr. Johnson said okay and then secondly, you said that the mural, until that's done, or at least for a little while, it can be maintained? Is that correct?

Mr. Jaiyeoba said not only that, not only are we going to maintain it, but we're also, we're still in our COVID world. We're going to have signs there like we have today that will caution people to do be careful as they step on that. It will also be a program for weekend events as we can, but it will be there, will be maintaining it with monitor the safety. But we also make sure that we take advantage of it to have some events as they come up in the future.

Ms. Johnson said okay, and can we add some extra security because we know that that's going to be a target for because [inaudible] in the country right now. So, if the plan is to open the streets to maintain it, we will need an extra layer of security around it.

Mr. Jaiyeoba said and I think Brad responded to that earlier but we're going to be working with CMPD about that as well. I don't know, Captain, if you want to add to that.

Captain Brad Koch, Charlotte Mecklenburg Police Department said just to echo what Taiwo is saying. It's been a priority for us as a Division, that particular stretch of Charlotte and uptown, and that will continue to be an area of focus, regardless of whether the road is open or closed. So, I can assure you that it will maintain to be an important centerpiece for everybody within CMPD, particularly in the Central Division. So, I hope that answers your question.

Ms. Johnson said it does and madame Mayor since I've gotten the clarification that I was looking for I withdraw my second.

Mayor Lyles said so there is no second to the substitute motion. So, we will go to the main motion.

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

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

NAYS: Councilmember Winston.

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ADJOURNMENT

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

The meeting was adjourned at 8:49 p.m.



Stephanie C. Kelly, City Clerk, MMC, NCCMC

Length of Meeting: 4 Hours, 47 Minutes
Minutes Completed: December 14, 2020