

The City Council of the City of Charlotte, North Carolina convened for a Workshop on Monday, January 4, 2016 at 5:17 p.m. in Room 267 of the Charlotte-Mecklenburg Government Center with Mayor Jennifer Roberts presiding. Councilmembers present were Al Austin, John Autry, Ed Driggs, Julie Eiselt, Claire Fallon, Patsy Kinsey, Vi Lyles, LaWana Mayfield, James Mitchell, Greg Phipps and Kenny Smith.

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ITEM NO. 1: ZONING MEETING PROCESS

Tammie Keplinger, Planning said Happy New Year to everyone. I want to talk just briefly tonight about the rezoning meeting proposed changes. The purpose of this presentation is to provide you with staff recommendations related to the duration of the Zoning Meetings and to get a Council decision on the staff recommendations. The issue before us tonight is the discussion of the duration of the Zoning Meetings; back in August 2015 staff presented a rezoning process update to the City Council and as a part of those updates one of the things that we heard from Council was a concern about the duration of the Zoning Meetings lasting until midnight and sometimes later. A couple things that we do know is that the number of rezoning public hearings continues to increase which results in longer Zoning Meetings and just as an example, for January we have 17 public hearings scheduled; conservatively for February we have 24. That number is probably a little bit higher right now but we anticipate some of those cases being deferred to March.

As a part of the intervening months between August and today staff has gone back and compiled some recommendations for how we can help the duration of the Zoning Meetings and we will present those tonight. The first one is to start the meetings at 5:30 with a 30-minute dinner meeting from 5:00 to 5:30 and then go into the Council Chambers to actually start the meeting at 5:30 instead of 6:00 as we normally do. For long agenda meetings recess at 10:00 as we tried to do in December but we were able to finish before we actually had to recess. Then reconvene at the next City Council meeting and that would be whether it is a Business Meeting or a work session. I want to formalize the process for City Councilmembers to ask questions about cases in advance of the meeting. There are two ways we are proposing to do this; one is to have a dedicated staff resource for Council to call or to e-mail and to have a lunch meeting on the day of the City Council hearing date so that staff can review with Councilmembers that have questions. Finally we want to manage the length of the staff presentations and what I mean by that is on some of our presentations where we do not have speakers against or where we don't have anybody signed up to speak staff would like to modify the presentations to a little bit shorter and provide you with enough information so that you can ask questions but it would be shorter than some of our lengthy cases.

The action requested tonight is to support staff's recommendation on the proposed changes. All of these changes are not mutually exclusively but we are recommending them as a package and we are recommending that they take effect in February so February 15th would be the first Zoning Meeting that they would take effect.

Councilmember Smith said I know part of the holdup in the length of the meeting is when we go the vote and we have to read the Consistency Statement and the process seems to have gained in stature after the lawsuit of the State and whereas we can kind of sit through votes in 10 or 15 minutes. Is there anything we can do and still be in compliance with the State Statute but move to the moving process quicker because if we are doing three to five or seven minutes per vote and we have 15 votes that adds 40 minutes or so right now.

Ms. Keplinger said we actually talked about that and we went back and looked at actually it did take on the Council Meetings and went back and timed it and the average is about 30 minutes to go through those votes. We felt like we wouldn't have an awful lot of time gained through making modifications to the Statements of Consistency which are required. We are doing what we feel like they are pared down as much as can go to be in accordance with State law so that is why we came up with the other suggestions.

Councilmember Fallon said the 'provide formalized process for the Council'; that bothers me because the public has a right to hear the questions and the answers.

Ms. Keplinger said this is not to circumvent the public hearing at all; these are for questions the Council may have that are technical questions. We get a lot of calls from Zoning Committee members and from Councilmembers and this would be for them to ask questions that maybe are about adjacent properties, maybe they are not exactly about the property that is up for public hearing and that gives Council an opportunity to ask those types of questions.

Mayor Roberts said it would not preclude having additional questions at the meeting?

Ms. Keplinger said no ma'am and actually if there is a question that Council feels should be public there is nothing saying that you can't ask it both at staff earlier and then at the public hearing.

Ms. Fallon said that would be redundant.

Councilmember Driggs said one of the things we talked about was staff process for reaching its own recommendation; there were a couple cases involving transportation etc. where it looked like we got a staff recommendation in spite of what were actually some pretty serious reservations. Are you also thinking about how that works and the kind of input we get from you on some of these things? Example, on the traffic sometimes if we get the by-right number, and I've talked to Mike Davis about this, what you are actually talking about is a place that is vacant right now and therefore a more relevant question is what sort of circumstances are we going to have after this is approved so I think there is another conversation, maybe a completely different one that we should have about the kind of advice that we get. I don't like being in a position where perhaps in response to my constituents I say no for reasons of traffic to something that was actually approved by the staff, and then I feel like I'm not the expert if there is a problem with the traffic it should come out in the staff process. I just wonder if you are also giving thought to things like that.

Ms. Keplinger said yes sir we are; back when we did the presentation in August we talked about a litany of process improvements and we are going to be giving the Council an update on this process improvement, hopefully on January 19th and that is one of the items.

Councilmember Phipps said when you recess at 10:00 p.m. does that mean that there is a continuation of the Zoning Meeting and that is how you would advertise it for the next meeting which could be a Business Meeting?

Ms. Keplinger said our understanding in working with the Attorney's Office is that the Council has the ability to recess any of their meetings at any time so what would happen at the 10:00 hour if we still have a lot of cases to go through the Council could decide to recess and you would recess the entire meeting to the next Business Meeting, announce when that is and then we would just pick up that agenda after that meeting is over. Assuming it is at the end you would have your Business Meeting and then the Zoning Meeting would pick back up.

Mr. Phipps said if you have a Business Meeting that is long do we stop that at 10:00 and reschedule on down the line?

Ms. Keplinger said I think that would be a question that the Manager would need to address and certainly I don't know if that would be an issue. I don't anticipate a large number of cases that would actually be recessed over to that next meeting. I think typically we're probably going to have between four and five cases.

Councilmember Austin said I want to piggyback on Mr. Phipps' question; so if we are ending at 10:00 and we have some high profile rezonings and citizens have come down to express their concerns are we going to try to reorder the night so that we can get those or how are we going to my biggest concern is we've got people coming down for one night thinking they are going to express their beliefs and passions about a rezoning and then we are going to say oh, next time.

Ms. Keplinger said that is a very good point and thank you for making it Mr. Austin. One of the things that we did in December is we did reorder the cases that we had based on the number of
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people that attended the community meeting and that is something that we certainly will take into consideration and will try to do again when we anticipate that a meeting will be recessed. Something else that occurred at the December meeting as we got close to the 10:00 mark and we saw that we through we could finish it, we continued and finished that meeting as opposed to recessing so it is not a definitive you have to stop at 10:00; you still have the option to continue if you feel like you can get through the agenda.

Mayor Roberts said your recommendation is that we adopt all of those?

Ms. Keplinger said yes ma'am.

Motion was made by Councilmember Mayfield, seconded by Councilmember Driggs, to support staff recommendations on the proposed changes. Staff recommendations are (1) Start meeting at 5:30 p.m. with a 30 minute dinner briefing from 5:00 p.m. to 5:30 p.m.; (2) For long meeting agendas, recess at 10:00 p.m.; (3) Reconvene at the next Council meeting; (4) Provide formalized process for Council to ask questions about cases in advance of hearings, (a) Dedicated staff resource to call or email, (b) lunch meeting (optional) on the day of the hearings; and, (5) Manage the length of staff presentations.

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

YEAS: Councilmembers Austin, Autry, Driggs, Eiselt, Kinsey, Lyles, Mayfield, Mitchell and Smith.

NAYS: Councilmember Phipps.

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ITEM NO. 2: CITY COUNCIL COMMITTEE SCHEDULE

Mayor Roberts said they have worked very hard with the different committee memberships to make sure there was no overlap. We have a sample schedule here and most committees will meet once a month except Economic Development and Global Competitiveness. We need to approve the committee calendar.

Motion was made by Councilmember Austin, seconded by Councilmember Mayfield, to approve the Council Committee Schedule.

City Manager Ron Carlee said my apologies; the City Attorney has just alerted me that if you formerly adopt a calendar it could constrain the Chairs into alternative scheduling periodically, which is sometimes necessary on schedules. I don't know what the history has been in the past.

City Attorney Bob Hagemann said I don't believe that the Council has formerly adopted a schedule for your committees. I think it is good for you to have this as a tentative schedule but I would leave it to the Committee Chairs to actually set the schedule, as the Manager said, so they could adapt it as necessary if special meetings need to be held or regular meetings need to be moved.

Mr. Carlee said unless there are concerns or issues then the committees would go forth with this basic schedule.

Mayor Roberts said so we will take this as information only.

Mr. Austin said I will rescind my motion.

Councilmember Phipps said I noticed it said down at the bottom the Budget Committee meets in connection with the budget development so I guess that limits our flexibility to only budget development activities.

Councilmember Lyles said Mr. Phipps I think the budget is 24/7/365 so you are an unlimited resource.

Mr. Carlee said I think that is right.

Mayor Roberts said I don't think that limits it.

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ITEM NO. 3: CITY COUNCIL RETREAT COMMITTEE REPORT

Councilmember Smith said we had in our meeting today and sort of put the finishing touches on the Retreat. The Committee voted unanimously, 5 to 0 to go to Graylyn in Winston Salem which is where we went for the last out of town Retreat. I think informally I spoke to each Councilmember and there seemed to be unanimous consent that continuing the tradition of going out of town for the new Council Retreat was still largely in order. The Committee members are me, Councilmembers Autry, Austin, Kinsey and Mitchell. We voted to go to Graylyn today based on proximity to Charlotte; it is only an hour and 15 minutes away, ease of doing business as we did last time with them and with regards to costs it was in line with several other farther away areas but we did have staff check that. We adopted an approximate budget of \$35,000 for the Retreat; \$21,000 to \$22,000 will be for food and lodging and then we are still trying to pin down who our facilitator will be for the meeting. We've got one of two folks we are trying to line up from the School of Government and then that will impact the last little bit of the budget. We feel reasonably confident that we will come in under the \$35,000 that is allocated.

Motion was made by Councilmember Smith, seconded by Councilmember Mitchell, to approve the City Council Retreat Committee's recommendations.
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Mayor Roberts said there is an outline of the agenda that everybody sees along with some of the history of past facilitators.

Mr. Smith said we are still fine tuning certain areas of the agenda and we will have an agenda out prior to that. We are going to talk about a handful of issues; economic mobility, Charlotte demographics, Council priorities and such so it will be in line with topics that we've had in the past but we are still putting the finishing touches based on who some of our speakers are going to be so we have not officially finalized the agenda.

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

Mayor Roberts said we will look forward to that at the end of January.

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ITEM NO. 4: U.S. DEPARTMENT OF TRANSPORTATION BEYOND TRAFFIC: SMART CITY CHALLENGE GRANT APPLICATION

Mayor Roberts said we do need to vote to apply for this grant.

Assistant City Manager Hyong Yi said actually I'm not going to do the presentation but I'm just going to say a few quick introductory things. First December 7, 2015 the Department of Transportation issued a notification of funding opportunity titled Beyond Traffic a Smart City Challenge so it encompasses two things traffic and smart cities. In essence it is a \$40 million winner take all grant so any number of cities can apply, but there is only one winner and they've got \$40 million. We did our due diligence in terms of looking at this from the staff perspective to see whether this was worth applying to given the short timeframe; the submissions have to be in by February 4th and the fact that it is winner take all, there is only one winner. In our assessment if I can quote an Assistant City Manager that will remain unnamed at this point, but she handles Transportation issues, "we welcome our challenge and we are as competitive as heck". We really think this is an opportunity to demonstrate to our fellow cities, our community, to the

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Federal Government that we are filled with talent, there is thoughtfulness, there is a desire, there is a commitment to make this the best community in the United States so we are really looking forward to submitting a really outstanding proposal, focusing really on how we move the dial on making the lives of the residents and citizens in our community better and having as great an impact on the lives of Charlotteans as we possibly can in putting together our proposal. Darcy Everett is going to give you a bunch more details about exactly the grant opportunity asks for and what the actual request is of Council.

Sustainability Coordinator Darcy Everett said I will walk you through a little bit more description about the award opportunities through US-DOT and will answer any questions that you have and talk about the next steps that we would plan to take pending approval this evening. The first question is the Who and as you know the US-Department of Transportation submitted a notice of funding opportunity on December 7th for a Smart City Challenge. The goals of this Smart City Challenge are really to attempt to address the five challenges that were identified in the Beyond Traffic 2045 Report and those five challenges are on the screen. How we move deals with how we move people and starting to look at population changes as folks move from rural to more suburban and urban areas and how you accommodate that increase in population. How we move things deals with freight and the movement of goods and freight is anticipated to increase 45% in the next 30-years so how do you accommodate that growth as well. How we move better deals with the efficiency of transportation as the DOT talks a lot about here taking new transportation technology and data and using that to make transportation infrastructure more efficient. How we adapt is looking at transportation infrastructure and making it more resilient over time and then how we align decisions and dollars starts to talk about the funding piece for transportation.

So what is the Smart City Challenge – The vision for this Smart City Challenge is to find a winning city to create an innovative approach to improving surface transportation and where that integration comes in stems a little bit from what I just talked about but taking these new emerging transportation technologies and data and integrating them into existing city systems. So how do we take these new innovative ideas which we will talk about in the next slide and integrate those into existing city systems; public safety systems and things like that. US-DOT is also looking for this smart city to make sure that whatever challenge or whatever proposal they submit can be tested and evaluated and also can be scalable and erectable. They are looking for the winning proposal to really be able to be used in multiple cities across the US.

The framework for the challenge; US-DOT broke it down into these twelve vision elements and then US-DOT identified these as highest priority, high priority and priority so the dark green at the top, the urban automation connected vehicles and sensor based infrastructure, those are identified as the highest priority; the next six are high priority and the last are just identified as priority for US-DOT so in the application they asked that they talk about how your proposal can potentially touch these 12 vision elements.

A little bit about the actual process for the proposal and for the award; there are going to be two solicitations and we are in solicitation phase one right now and the result of this first phase will be five selected final cities and those final cities will be awarded \$100,000 from US-DOT to really go in and sharpen and refine their vision that they submitted through this first proposal. In solicitation number 2 that will be for those five final cities and that will result in one city being awarded the \$40 million at the end. I will walk you through the timeframe right here which as Hyong mentioned is a quick turnaround. The notice of funding opportunity came out on December 7th and there was a workshop in Washington, DC that I attended along with the CEO of CATS, John Lewis to give more details about the application process and the application due date is a month from today on February 4th. The five finalists will be awarded in March and the awards will go out that same month and then about two or two and a-half months after that the final solicitation will be due from those five final cities with the big award being taken in June 2016; so a very quick turnaround for the process.

In talking about this some of the reasons that we looked at why Charlotte would be really a great applicant for this award opportunity is we are already recognized as a global smart city leader through our work with Envision Charlotte, and already taking some of those sensor based technologies and implementing them in our uptown buildings. Also we've got a lot of other
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opportunities about the Quality of Life Explorer where we are collecting data later tonight as part of that process; we have an open data portal that the City has already so we meet some of the characteristics that US-DOT has used to identify what they think of as a smart city. Some of the challenges listed below that come from The Beyond Traffic 2045 we are looking at here in Charlotte so how do we accommodate a growing population, how do we make Charlotte infrastructure as resilient and how do we make sure the citizens of Charlotte can travel safe and convenient throughout our city.

Lastly, just sort of the Why Not that we hope to see this process that it will be beneficial either way so we recognize that one city is going to be the winner here but recognizing that this process hopefully will be beneficial and we will come up with an innovative idea that we would like to pursue with or without potentially the \$40 million. To talk a little bit about that what we have discussed in some of our preliminary meetings is that we want to make sure that whatever we propose we take into account all the existing programs and projects and big ideas that we already have going on here in Charlotte and make sure those are integrated into the response that we provide back to US-DOT because we recognize that we have a lot of great things going on and we want to make sure that is integrated into our response. Lastly US-DOT definitely wants to make sure that whatever happens out of this conversation is replicable throughout the US so they are not looking for a niche project that can only work in Fort Linder or only work in Austin; they are looking for a project that can be replicated throughout the US.

The next steps tonight's action requested is approval to submit the application to US-DOT on February 4th and then if approved the City Manager's Office will continue to lead an effort to develop this innovative proposal. We've already pulled together an initial team to start having some preliminary discussions and due diligence to start the application process; starting to think about some of those external partners that we have through our Smart City work that we can potentially pull into this project. Then hopefully create an innovative project and be nominated as one of the five final cities and go onto the second solicitation.

Councilmember Driggs said if we win what is the expectation from Charlotte; what sort of things would we be kind of expected to do, what kind of implied commitment of resources might be associated with that. The \$40 million is great and I think what better city than Charlotte to receive the grant, but it sounds like some of the things they are talking about could involve larger amounts than that.

Ms. Everett said first I think one thing we would start talking about is leveraging partner opportunities through this process that we could bring on board through our proposal so bringing partners on board and help leverage some of the resources that those partners could bring. The grant is over three years; the \$40 million comes over three years so I think that is the only thing that we've talked about internally is making sure that we have an innovative approach to this project, but that it is doable here.

Mr. Yi said the only thing I would add to that answer is \$40 million is a lot of money; it is not as much when you spread it out over three years and when you think about transportation infrastructure it is even less. You really can't do much with \$40 million if you think about what we spent on the Blue Line Extension or the Gold Line; you can get a feel for just the scale or magnitude of the money. If you think of this \$40 million almost as a funding or seeding for a pilot project that would be the way to look at it. We are trying to demonstrate the viability of technologies related to transportation in the City of Charlotte in a new and novel way but we are not trying to change the entire City infrastructure as it relates to public transportation.

Mr. Driggs said would there be a presumption or expectation if we won that we would actually do some things that could involve other financial commitments beyond the \$40 million?

Mr. Yi said not if we don't write it up that way in the grant proposal.

Mr. Driggs said I guess related to that we already have a Focus Area Plan and we've got other plans that we've made so is all of this going to be conceived within the context of our existing priorities?

Mr. Yi said we will certainly do our best to incorporate all of that; the Focus Area Plans, the current initiatives just like Ms. Everett said and whatever else we are currently doing in terms of projects to incorporate it into whatever proposal we put up.

Councilmember Fallon said I want to piggy back on that; would it be a directed grant, would we be expected to do certain things at certain times to meet that grant? Don't forget we have a 2030 Plan that we are working on and the 2040 Plan.

Ms. Everett said the DOT does not identify in the notice of funding opportunity right now specific milestones for three years and the notice of funding opportunity that is out now there is no specific timeframes or anything like that other than the three years in which the \$40 million would come.

Ms. Fallon said so you won't have any steps that you have to meet?

Ms. Everett said there are no specific criteria that it lists; I think there are monthly reports that you would have to provide to DOT about the projects over time.

Ms. Fallon said does that mean adding a staff member?

City Manager Ron Carlee said we honestly don't know at this point because we are in the formulation stage so many of the questions such as Councilmember Driggs are ones that would be raised and explored as we developed the process and the financial sustainability of the effort would be a really big question and we will come back and brief you on what we come with and who are partners will be and what it will look like and what will be required of us but before we embark on the effort to pull together partners in our community and staff to put energy into developing a creative idea we wanted to get your permission to do that first. We didn't want to get out ahead of you on developing a proposal if there is no interest on the Council knowing that ultimately you are going to want to know what we come up with, what does it look like, what does it commit us to, how does it connect with our Focus Area Plan, how does it connect with our vision, how does it advance what you the Council have already articulated as the priorities within Charlotte. Our expectation is that we would be able to respond in a constructive way to you on how this advances your vision and direction with existing documents.

Councilmember Lyles said looking at Page four when we talk about the What and look at what is included in there; many of those things are included in our long-term plan for transportation in the 2030 Plan particularly the urban analytic portion of it and I think about this in the context of there are probably places that are already five or ten years ahead of us in using smart phones for scheduling, smart phones for pricing, opportunities to connect. We have the Uber people come in and talking about how they work with CATS from the quarter mile, the half mile from the stops and beginning to think about this so I would hope that we would look at any of these that already fit within our existing long-range plans, look at communities that are doing things five-years ahead or ten-years ahead of us and say how can we do those better and catch up with them that would again provide for us a better transportation network in a smarter way. I'm really excited about, particularly anything around the analytics. I also wanted to mention; I think Patsy and I are part of the study on freight and talking about urban delivery and logistics is a major key aspect of our Economic Development Focus Area as well when we are talking about how do we actually connect ports and our Airport and our Intermodal Yard and what should we do in a way that moves freight and moves jobs more carefully. I see this; and maybe I'm thinking way too big, \$40 million isn't a lot but I can see us catching up to some places that are already doing some things that they may have started and we might be able to use automation to use it more quickly and improve upon it so I have hope that we will be able to reach and build on existing initiatives that we have that will use analytics and help us further some of those activities.

Councilmember Smith said I am confident that our staff is the best and brightest to fill this assignment; I'm just sort of baffled that the Federal Government would give away \$40 million on something that we put together in about a month's time. It just seems to me if you award somebody \$40 million for some of the projects and the scope they would want that it would be a little bit longer horizon on them, but again I want us to win it and I know you guys will put our best foot forward. It is a lot of money.

Councilmember Phipps said do we happen to know which other cities we are going to be competing against yet.

Mr. Yi said the criteria they were looking for were mid-size cities with populations less than 850,000 as of 2010. I was not at the Workshop and Ms. Everett was at the Workshop and the question was asked so I think her providing you that response will give you an idea who possibly could apply to this particular grant.

Ms. Everett said they just identified at the Workshop that they did provide some criteria around the size of the cities; I think it was 200,000 to 850,000 as of census 2010 but are not denying the cities that are smaller or larger than that to apply. You can have the Chicago's and the New York's as possible applicants as well. There were a lot of other cities in attendance in Washington DC and there were also a lot of universities there from all over the US so I think there will be some competition.

Mr. Phipps said is there any kind of application fee?"

Ms. Everett said there is not.

Mr. Phipps said I want the record to reflect that I do think \$40 million is a lot of money.

Mr. Driggs said now it is getting controversial. I admire the fact that you want to take this on because it looks like a lot; can you do it within existing resources; do you need to hire any consultants or spend any money in order to prepare the original application?

Mr. Carlee said I don't think so right now but I want us to evaluate that; the actual packaging of the grant I think is going to make a difference so I would like to have some flexibility on whether or not we need some resources in the final writing and packaging of it, but most of the work and the actual cost will be in kind costs from staff resources in this meeting and gathering and connecting with our external partners.

Mr. Driggs said we will see the application before it goes in.

Mr. Carlee said we will keep you updated with our progress that we are making and make sure that we are not going down some path that would be in conflict with where the Council wants us to go.

Ms. Fallon said why not have the Urban Institute at the University do it? They are used to this kind of thing.

Mr. Carlee said I'm sure they are going to be one of our partners.

Councilmember Eiselt said I guess the other question too is using – not that we have Google Fiber coming and all of the small partnerships that have been servicing and have had so many innovative ideas and I forwarded you some organizations that would really like to be a part of this; it seems to me that is sort of some free resources that would love to be a part of this as well.

Mr. Yi said I agree; we've been contacted by many different organizations both large and small, both in the transportation arena as well as the technology arena and we are going to go through all of those companies to figure out; again it is a little early to tell what we are going to propose to know which companies fit with that proposal but we are going to look at that list and identify partners both in the private sector as well as not for profit. There were several groups or organizations in Charlotte, including the Urban Institute that we are already talking to about being partners in our proposal.

Mayor Roberts said does this transportation also include biking and walking?

Ms. Everett said there is no limits really, toward what it is talking about; if [inaudible] connected involve citizens engaging them in this process as well and thinking about how they get from point A to point B.

Motion was made by Councilmember Lyles, seconded by Councilmember Mayfield, and carried unanimously to authorize the City Manager to submit an application and Funding Opportunity Proposal to the U. S. Department of Transportation to compete for the \$40 million Beyond Traffic: The Smart City Challenge Grant.

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ITEM NO. 5: URBAN LAND INSTITUTE SOUTHPARK AREA TECHNICAL ASSISTANCE PANEL

Deputy City Manager Ron Kimble said I'm glad to be here tonight to talk about the opportunities that presented our way with a SouthPark Urban Land Institute Technical Assistance Panel. I come to you tonight and I'm going to make just a brief part of the conversation and the presentation tonight and then Ed McKinney is going to follow me, but also Debra Campbell, Danny Pleasant and Sarah Hazel from the City Manager's Office have been instrumental in putting this together as well.

I come to you tonight wearing two hats; I am an employee of the City of Charlotte, but I also happen to be the current District Council Chair for the Urban Land Institute here in this area. I'm in the second year of my two-year chairmanship of ULI District Council Charlotte. I know the power and the voice and the weight that Urban Land Institute can bring to communities. The City of Charlotte has used the Urban Land Institute on recent initiatives around the Applied Innovation Corridor on West Trade Street and Beatties Ford Road. We also took advantage of a Rose Fellowship Program with Urban Land Institute on Independence Boulevard when we revisited the type of use of transportation in that corridor that we would recommend for the future so ULI has been a great resource for the City of Charlotte and for our community for many years in the past. We are going to talk tonight about the project background, the National Technical Advisory Panel process, the schedule and the next steps. At the end of tonight's presentation, after we answer your questions, and if you feel comfortable we will put this on your Council meeting next Monday night, January 11th because it will require that a contract be signed between the City of Charlotte and the National Urban Land Institute out of Washington, DC in order to progress with the study of SouthPark from a Technical Advisory Panel process.

I'm going to cover up front the money part of this because that is always important and then Ed McKinney is going to cover the process that we will go through with his advisory panel. In the past we've done this very much in a public/private participation way; the City has always participated and the County has participated most recently in many of these studies and then we also bring a lot of private sector influence and dollars to the table so that they can participate in the study process as well. We are looking at an amount of money for the Technical Assistance Panel of \$135,000 to run the panel process; we will cover exactly what they will do in the two months leading up to that and the week long that they will spend on the ground in Charlotte and the follow-up with a report that will be delivered within 90-days thereafter, but in a unique way we wanted also to have some seed money available after this report is delivered and have some implementation money available for looking at the possible implementation of many of the recommendations that will come out of this. We are putting together a \$250,000 total amount of funds for this effort; \$135,000 to run the actual Technical Assistance Panel Process and then some seed money totaling \$115,000 at the conclusion of the process. We are at this point in time thinking about \$60,000 from the City for this total \$250,000 of funds that we can find currently in the budget for this purpose. We've also asked the County for a participating share of \$30,000 and we've had conversations with the County Manager who is initially supportive of this and would need to find that money within the County budget to participate because SouthPark is an economic engine for not only the City of Charlotte, but for Mecklenburg County because of its job base, its tax base, its retail sales, the open space that would be required and part of the future planning of SouthPark. Then we will turn to developers, landowners, property manager, investors, business owners and corporations for the balance of the money to get to the \$250,000.

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I'm happy to report that I met with one of the corporations in SouthPark today and they came up with a commitment for the \$10,000 that we asked of them. We are looking at 15 of 16 different corporations, land owners property managers and investors to participate with us so we are off to a good start if we do indeed go down the path of a Technical Assistance Panel. It is a great process and Ed is going to cover the details of what happens during one of these; it is very interactive with lots of interviews conducted of people and businesses in the area and a great product put together by national experts who've come to this community as part of the Urban Land Institute Technical Assistance Panel. We've had conversations with the District Representative who has served on panels in the past about the SouthPark growth; you all know the challenges that we are facing with growth in the SouthPark area and we felt that using the talent of the Urban Land Institute would be a great way to go forward to look at some recommendations on how we can make sure this area continues to grow and prosper.

With that I will turn it over to Ed McKinney and I will come back and answer questions if there are any related to the funding side of it, but Ed is going to cover the process that will be followed.

Interim Planning Director Ed McKinney said I will walk you through what the expectations are, what we want to get out of this process, how it works and what is the actual process with ULI and the National Panel and what does the schedule look like over the next few months and then the longer term schedule in terms of implementing the projects and recommendations. We don't need to spend too much time talking about the importance of this and the timing so the right timing of this for SouthPark and the amount of development activity and the interest and investment we are seeing in SouthPark is pretty unprecedented and it is a good opportunity now for us to take that energy and rethink and give us an opportunity to think about the future of SouthPark in a way that we haven't had a chance to do recently. That future is sort of an evolving vision for how this suburban place will change into a place that is more walkable, more urban and more mixed use. We found that we need to define what our goals and expectations are for development so with that vision what do we expect from development? It will help us think through how we work with developers and through development review process and help us think through the kind of land use recommendations and design recommendations we want to ensure that are instilled in the development activity that is occurring now and then give us some tools to actually implement. Some of those things might include new funding strategies for our infrastructure, thinking about updating and revising some of our policy recommendations for the area so we have a solid footing for achieving the vision that we have established. This is a new opportunity to bring in some actual expertise to help us think through that.

A little more in detail and to talk a little bit about some of the geography and some of the more specific expectations what outlined in red is identified as the adopted mixed use activity center boundary for SouthPark so it is centered on Sharon Road and Fairview Road so the mall is sort of in the center of that activity center. What we are looking at is identifying and thinking about the economic development activity investments occurring, what is the mix and intensity of that investment do we want to see and how should we shape that. The design ramifications of that, what are the expectations we had about urban development and the nature of that development over time and to transition from a suburban place to a more walkable place. Certainly transportation is a key part of that transition from a suburban to a more intense mixed use place; it is going to require a different approach to transportation, it is not just about the cars so we are looking at using this as an opportunity to rethink and really envision what mobility might look like for SouthPark including transit, including cycling, including walking in a way that really ties together a multimodal approach to transportation.

Obviously the context beyond just the commercial area and the mixed use area is really influenced by the surrounding neighborhoods so those relationships are important. Scale and intensity of development, the impact of that intensity on transportation access; all those things have a very important and meaningful impact to the surrounding neighborhoods and that will be a key part of the discussion as we go through this with the panel. Just a little bit about what the panel is and some of the logistics of how this process works with the national systems panel; again as Ron mentioned it is facilitated by the National ULI brings the real value for us as it brings in national experts from around the country specifically targeting to this context and to this assignment so it will be experts that are familiar with places very similar to SouthPark and

other places around the country so they will bring that expertise and that experience to a very similar kind of place and allow us to glean the experience and the kind of knowledge they have on comparable places. It is really focused so if you are involved the one we did a year ago for the Applied Innovation Corridor you will recall that was really focusing on a week of focused effort that brought the panel expertise in for really intensive sessions of stakeholder interviews, community engagement and then intensive work where they really put their minds together and provided us a set of recommendations. There is a lot of work that we do leading up to that week so staff are providing a bunch of background of information and when they come to Charlotte with their heads up and kind of hit the ground running it is really focused on that week of intensive set of activity, again stakeholder involvement with some detailed recommendations and implementation reports that follow.

I won't belabor this much more but what we will work on as we lead up to that panel is really defining their assignment, working with our partners with ULI to help shape their agenda and ensure that we've got a focused set of expectations for the panel; again looking at how we assess and refine that vision thinking about that kind of supporting mechanism for investment and how do we prioritize both those public and private investments so we get some really actionable recommendations from the effort. A little bit more detail on the week; we have targeted the date and the week that we have targeted with our National ULI Partners is March 13-18 beginning as a very specific and intense week long set of events; they come in early in that week on Sunday and leave on Friday. The first part of that week is all about kind of hitting the ground and understanding the context; we'll be giving them tours and there will be opportunities to meet with stakeholder groups. There will be a set of intensive interviews that they will do one on one, we line it up with their panel numbers so we can touch over 100 different stakeholders within that time period and really glean a tremendous amount of information that they help us summarize and then take some real recommendations from. They spend a couple of days, usually that Wednesday to Thursday time period just working intensively on their own so they take all the information they've gathered and put this set of recommendations forward and then it is presented publicly and formerly on the last day, Friday, with a set of recommendations and opportunity for discussion and dialogue with the community.

A couple of things I want to emphasize about this related to the community involvement part of this which is really important; that week is really set up to give us some key opportunities to have a really strong engagement with the community so in that kick-off session usually early in the week they have a reception that will bring in all of our funding partners, all of our stakeholders to begin the dialogue in the process. The interviews I've mentioned they get a lot of one on one detailed discussions and then that public presentation at the end of the week will be open to the community and provide an opportunity for discussion dialogue with the panel about the details of their recommendations. The examples of the stakeholders that would be touched, certainly elected officials, public officials, both County and City, all the business community and Ron has mentioned the partners that we have identified and the developers that are working neighborhoods and non-profit organizations, certainly staff and residents within the surrounding context. One other thing I will mention about the outreach is we will certainly be working with the local ULI partners with our own internal communications office to make sure that these events and the opportunities for the public to be engaged will be advertised and well communicated so we take the best advantage of the experts that we have for that week and bring that in partnership with our community stakeholders so we get the best advice out of the process.

What happens after the panel? We get a little bit of time following that intensive week to wrap up those recommendations; we actually get a very formal detailed report and it takes several months afterwards to wrap that up and package it. We anticipate given that March timeframe we would probably get that final report sometime in the July time period; not that we continue work even in that period so we will be having ongoing partner coordination discussions certainly the recommendations will be public at the end of the week and there will be lots of things that we can begin to do even while that report is being formalized to shape some of the actions that we as a City would take and continue to have dialogue with you the City Council to think about things that we would do next for implementation. Certainly we anticipate once we get those final recommendations back in a more formal way we will be back in front of you to present and talk about those and how we as staff and the City will be taking them forward through more detailed implementation.

Councilmember Smith said I really want to thank staff for their hard work on this and working to engage the private sector as well. I've been beating on my drum since I've been elected about the need for an Area Plan in the SouthPark Area and with the rewrite of the zoning ordinance coming up, the resources probably just aren't there to do a comprehensive Plan review so as a second option I think this is as good as it is going to get and I know as we look at SouthPark and people look at the Colony Apartments and then the Sharon Methodist site and the petition before it people may wonder what else is left to develop because you have the mall that anchors that, but as you go down Rexford Road we've got six buildings that are 30 plus years old that are anywhere from 75,000 to 200,000 square feet. Along Park South AAC 330,000 square feet was built in the '70's; Sharon Corners was possibly going to be redeveloped a handful of years ago until they landed an anchor tenant after the lost Barnes and Noble. Some buildings along Fairview were built in the late '60's so while it seems that SouthPark is at its full potential and there are not a lot of large tracts of land left for development, I think the redevelopment horizon is eminent within the next five to seven years and I think there are a lot of slugs of land left to be redeveloped and repurposed so to speak and the fact that the private sector is stepping up and that is great news about the \$10,000 you got today and I look forward to seeing the full list of people willing to participate. Ron and all you guys and Debra, Debra has born a lot of the brunt of my angst on this so thank you very much for kind of hitting the ground running on this; I look forward to participating in it and I think that SouthPark's best days are yet to come and as you look at it there are still a lot of areas left to develop and most of them as Ed pointed out butts up to the residential. Rexford butts up to Wickersham which is part of the Barkley Downs Community; Sharon Corners AAC butts up to the Fair Meadows Community and Beverly Woods and some of those neighborhoods and so trying to figure out what the best path forward for all the stakeholders, the development community, City staff and the neighbors to me it is kind of a ... past and I look forward to it and I just wanted to tell you how happy I am so thank you.

Councilmember Mayfield said we are in the process of a lot of development that is proposed for the SouthPark area; there is a number of rezoning requests that are already before us and that are coming before us. The first part of my question is; in order for this to be successful are we looking at putting a pause on development in order to pull this information together?

Mr. McKinney said the short answer is no; there are a number of rezoning petitions that are in process as you know; we have been working very hard with all of those petitions really and using the foundation of the area plan that is in place which while is older is a vision that I think still holds true to what we want to see happen. The nature of mixed use development, the nature of reinvestment in SouthPark was envisioned in that plan in 2000; the details of that are being seen through these redevelopment petitions now. We as staff are working to make sure that we ensure that we are instilling those principles into these projects as Councilmember Smith just mentioned this is just the beginning. This is the right time to make sure that we map out the longer-term future for lots of other development opportunities that are in SouthPark and make sure we calibrate and decide what that future should look like and shape that in long-term notion. There are a lot of projects underway and those will continue moving forward but there is even more development potential there now and it is really important for us to get a head of that piece in advance and it is not insignificant and this will be a really great way to jump start our thinking about that and set up some very actionable recommendations and actions that we can take to implement it.

Ms. Mayfield said this study is really looking to focus on the future projects that could happen, not looking at the impact of the current type projects that may be coming out of the ground and what that impact will be.

Mr. McKinney said certainly the panel will be able to take into consideration the activity that is going on so we will certainly provide them the development and the details of the activity that is going on so they have a sense of what is happening and can include that activity and the kind of assessment and analysis work they will do so it will certainly be a part of the background of their work to be able to understand what the trend is, what the activity is going on and how might we best shape those kind of projects into the future to achieve a vision that we want to achieve.

Ms. Mayfield said unfortunately we have a history of having sometimes vague plans when the report out is completed, sometimes very detailed but not necessarily consistently utilizing the recommendations that were put before us. If this is approved to move forward are you going to add specific timelines to the implementation so that we don't have another amazing study that is going to end up sitting on the shelf?

Mr. McKinney said absolutely and what we've always gotten from these efforts through ULI is those plans give us both short-term and long-term recommendations so certainly there will be lots of things that we can take advantage of and implement. There will be big ideas, things we haven't through of which is part of the value of bringing these experts. There will be some things that certainly you as a Council will have to grapple with as to whether or not those are things we want to move forward with, big longer term ideas so it will give us a good range of things both short-term and long-term. It will force us to really jump start some things that may require a more detailed look at the Area Plan or other infrastructure decisions that we may have to make in SouthPark so it will really jumpstart us to think about those things.

Councilmember Fallon said would be propitious at this point to hold in abeyance any large projects that you are doing now until the Land Institute looks at it because what if it is in conflict with what we are doing now? Will it get into the plan or will it be outside the plan and will they have to work around it rather than with it?

Mr. McKinney said if you are referring to development proposals, petitions for redevelopment –

Ms. Fallon said things that we have on the agenda right this moment.

Mr. McKinney said again I think what we are going to have to do; all of those are in slightly different timeframes so there are several that you've heard and a couple of these you've already heard for example, the Colony one that was just heard back in December, you will make a decision on later this month so there are some that can't fit into that timeframe and there are others that certainly depending on the schedule of those projects can be influenced by this process and those petitioners may decide that given the context of what the Council is trying to do and the questions that your are trying to grapple with, it would make sense for them to participate in the process and maybe kind of pause the pace of their activity to align with the recommendations and discussions of the Plan.

Ms. Fallon said Mr. Kimble when do you expect that to be done?

Mr. Kimble said I think the timetable is that the final report would be delivered in July and then the Council would have an opportunity to look at that final report in July or August, late summertime.

Ms. Fallon said for instance the Colony won't be started for a year so what happens if it conflicts with what your group is trying to say?

Mr. McKinney said honestly I think the kind of conflicts we are talking about really will deal with the longer-term scale and intensity of development. The projects that are before us now fit very closely to the kind of intensity and mix of development that we were anticipating back when the plan was adopted in 2000 so I think the question that is before us not is given the pace of that activity, given the change in development trends that have happened in the last 15-years do we need to reassess what our long-term vision is for the SouthPark area. We do have a good foundation; the SouthPark Area Plan has set the stage for this and I don't think those plans are in dramatic conflict. We certainly have challenges because that vision creates some real tough decisions that we have to make about the character, nature and the kind of infrastructure that is needed to support that investment.

Ms. Fallon said we are going to have to make a decision at the end of this month, right?

Mr. McKinney said on that particular petition you will be making that decision in a couple of weeks.

Councilmember Driggs said I just wanted to clarify; the existing Area Plan will not actually be legally modified, right? So for purposes of consistency etc. we are dealing with the same – you’ve pointed out that it is actually not too contradictory to what you expect to come out of that, but we are not updating the Area Plan as such. The thing I’m interested in are we contemplating any new powers that the City would need in order to drive this process forward; right now we tend to make these land use decisions and they often occur pretty much in isolation. This is a greater vision being driven by government so as we look at our zoning code for example are we contemplating creating new authority for the City to kind of cause certain things to happen in certain places in accordance with the Plan?

Mr. McKinney said those are big questions that certainly will be raised through this panel and I think the kind of examples they will bring from other places around the country while maybe not all the appropriate tools for Charlotte, will be food for us to think about so I don’t want to preclude what those options are. You mentioned zoning and I think one of the timely parts of this for us will be to use that expertise, use the kind of nature of development that we are seeing in SouthPark to help guide us as to the kind of zoning and development tools we really need to create the kind of place we are trying to create there. As you know through the zoning petitions that we are dealing with now are very intensive negotiated conditional rezonings and the question is are there good examples of other places and things that we can implement in our long-term zoning ordinance update that will embed and kind of prewire the kind of place we want to create in the zoning tools and the regulatory tools that we have in front of us.

Mr. Driggs said do we have experience or knowledge from other cities of how developers for example, who to me kind of represent the voice of the market, how they respond to being asked to participate or being told that thing you wanted to do there doesn’t fit with what we have in mind and therefore you can’t do it. Does that rise and how has that been worked out?

Mr. McKinney said in terms of participating in this kind of panel and this process as dialogue I think certainly Charlotte has a great history of that kind of partnership; all of the ULI panels that we’ve done in the past have had strong private partnerships. The discussion that ULI facilitated back this summer was a discussion that brought in developers in the community to begin to talk about the kind of future of SouthPark so they’ve already pushed us a bit to say we want to be a part of this discussion, we believe the City has to help facilitate and we want to have that discussion with the community because it is a place they want to invest in but they want to do in a way that is consistent with the City’s goals and what the City wants to see so I think they are very ready to be a part of this discussion and how to shape in a very positive and collaborative way what the future of SouthPark should look like.

Mr. Driggs said I’m certainly happy that Councilmember Smith likes it so much.

Councilmember Eiselt said to piggyback on some of those comments; you mentioned the vision that we want to achieve but is that vision for SouthPark, how does it play into the vision for the City as a whole. I’m still very concerned about SouthPark that yes, it might be a great plan for SouthPark, but it is still a massive area that the rest of Charlotte has to pass through to get to uptown or anywhere else. I worry about that and what is it going to do to the traffic over to Providence Road. Affordable housing; we talked about that. We talk about wanting affordable housing in the City but little by little with each like the Colony and all these other projects when we take them down, there goes affordable housing even though a developer says they are going to include 5%, 10% or 20% of what was there in the first place. Do you have that opportunity to interject that before the team comes to town and does their work? Say by the way here are our specific priorities as a City that might be different than Austin.

Mr. McKinney said absolutely and in fact it is more than just interject; we are really designing this week to tailor to those kinds of issues and not only is it affordable housing or certainly transportation a key issue, it will help drive the kind of panelist that they bring so certainly we will have transportation experts that will help think about the kinds of issues that you are talking about; we will have the opportunity to bring in affordable housing experts to be a part of it. Certainly that was part of the Applied Innovation Corridor when that kind of issue came up and we had some very good experts on those kinds of issues so you are absolutely right, those are the

tough questions and we actually use the panel, the members themselves to help target those issues beyond studying the agenda. We have the experts that target to those issues specifically.

Ms. Mayfield said I would really like to encourage that their focus remains on Charlotte. We've had a couple of studies that have been rather vague as far as if we are even able to implement them here in Charlotte based on the limitations that we have on zoning and the capabilities we have as a local municipality. It will be really helpful to make sure that there is a clear focus when we are looking at comparable communities recognizing what is in our ability and keeping their recommendations focused on what we are able to do opposed to the big pie in the sky, well this will be a great plan. That plan isn't going to be helpful to us if we are not going to be able to implement it.

Mr. McKinney said absolutely.

Ms. Fallon said I really don't hate bringing this up but I was a Planning Commissioner when the Urban Institute worked on Independence Boulevard. Look at it.

Mr. Smith said Councilmember Mayfield I think the one thing I understand may have had some [inaudible] in the past but the one thing about this as some of the largest owners in the SouthPark area are actively pushing this so I think the likely engagement we are going to get and the collaboration we are going to get between the private sector staff and ULI is going to be something that is going to help us move forward as opposed to sort of pie in the sky planners dream that we can't reach and some of the folks in the private sector that have reached out to me and some of the ones that have been helping drive this are going to put their financial resources behind it, their expectation is they have some sort of map to move forward so they all have a better understanding of how to repurpose some of their properties in a way that will work with the City and what our goals are.

Mayor Roberts said I have a comment along those lines about working with the schools; one of the things I noticed at our last Zoning meeting is that because this is an already developed part of not any more room for schools, a number of hearings and decisions at our last meeting had schools capacity going from 100% to 140% and I hope this will be a model for processing how we can have City, County and Schools represented and not look at not just the City's means and impacts and results but also how does that impact our schools because there are a lot of schools in that area. I really hope that is part of the conversation that can be a model for other parts of the City and the County.

Mr. McKinney said absolute.

Councilmember Phipps said as I listen to the comments and reflect on this ULI Study it seems to me that it is highly probably that this study will only reconfirm existing development activity that is already robust in the corridor. I want to know will this study serve as a proxy for a revised Small Area Plan or is that out the window? Usually small area plans take months maybe a year but it looks as if this group will come in and in a week develop a plan so is this going to take the place of the small area plan; is that off the table now because we don't resources and we have big projects coming up?

Mr. McKinney said my answer to that is it cannot replace the area plan as a tool simply because that process and that plan has a very important community engagement that is beyond even what this panel can afford to do. There is a longer process and more analysis and more detailed discussions that would have to happen to really update an area plan the way it would need to be updated. I would say this is great and knowing that we all recognize the need and the pressure to relook at this area plan this will provide a great jumpstart and will provide a great way to really focus in on the things that we think have changed, the things that we think are important that need more deeper dives and detailed discussions and help us rethink that over the long-term. The schedule for how we do that and the resources we will need to do that are still to be determined but this will give us a great way to jumpstart those discussions.

Mr. Phipps said the focus area that is described in our package here; would you say that is consistent with what the focus area boundary would be for a small area plan if we decided to do that?

Mr. McKinney said that may change, the boundaries that you saw on those maps are the currently adopted policy boundaries that described what is the activity center for SouthPark and as we do it in other area plans as those get updated and revised sometimes the boundaries shift and change; that generally describes the areas that are commercial, office and retail and give you a sense of where the core of the activity is happening.

Mayor Roberts said we will be asked to consider this at our next meeting to adopt.

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ITEM NO. 6: QUALITY OF LIFE EXPLORER AND CITY COUNCIL DISTRICT ONLINE TOOLS

Assistant City Manager Debra Campbell said I will not be giving the presentation but Evan Lowry with the Planning Staff and Andrew Bowen with Neighborhood and Business Services are actually going to handle the bulk of this presentation. What I wanted to do is give you just a little background on the idea of having an online tool related to gaining and getting information about City Council Districts. The idea for this tool came about literally of conversations and Town Hall Meeting that Ms. Mayfield hosted in District 3 and from conversations that we had with Ms. Mayfield she was really focused on we've got all these issues; we've got to solve all these problems we've got to address and we said to her we realize that and we want to help solve all of those problems, but sometimes we spent so much of our time thinking about what is broken that we don't celebrate and have the opportunity for the public or elected officials and others to look at the good things that are happening in a District so we created a hard copy document that talked about lots of assets that are in District 3; schools, the number of grocery stores, shopping centers and a number of things, but what we found out by handing out that hard copy document is that within a month's time the information was outdated. We knew that we had to go to a different type of method in order to provide real time data and information so that citizens and residents could be able to access information that is not outdated the day they get the paper copy. What we are going to do is have Evan and Andrew talk about another tool, The Quality of Life Explorer that talks more about neighborhoods, neighborhood statistical areas and you all have had a detailed presentation on the Quality of Life Explorer and the powerful tool that this tool provides for accessing a lot of information about the people and the things that are occurring in neighborhoods so without any further ado they are going to talk about these different tools, give you a demonstration of how you access them, show you how they complement one another and the differences between the actual information that is located within this City Council Online Tool which is more kind of parcel specific physical development type of information and the quality of life which has an array of different types of information, mostly socially and economic information.

Evan Lowry, Planning said tonight I'm going to introduce the Council District Online Tool and then Andrew is going to talk about the Quality of Life Explorer. We are going to do some live demos here I hope you will enjoy, we are going to explain the features of these tools and how they complement each other and this is for information only as no action is requested.

Here you can look sort of side by side what these two tools do; the Council District Online Tool which I will go over in more depth will tell you stuff about planning, land use, zoning, even shopping, community features like parks and schools. Debra alluded to this but one of the keys to the Council District Online Tool is that the data layers, many of them are alive so anytime you open up this Council District Online Tool you are going to be sure that you are viewing the current information. Also the maps are scalable so you can view information all the way out at the City level, you can look at Council District levels, you can zoom all the way into street or parcel.

The Quality of Life Explorer which Andrew is going to talk about goes more into the social, housing and economic aspects of Charlotte and another thing about the Quality of Life Explorer

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it also covers the entire county. The information in the Quality of Life Explorer is data driven and you can create customized search geographies in the Quality of Life Explorer.

The Council District Online Tool allows you to interactively explore data which is something you couldn't do with the hard copy version. What you see here, this is kind of the landing page that you will see for this Council District Tool and the different colored dots on the bottom of the screen, you just click on one of those and it will show you information for that Council District. It is also important to note that this site is live now; currently you would have to type in this long address to get to it but we are going to link directly on your Council District web pages. This is the data layers that are available on the Online Tool; there is a lot of stuff about planning and development because we've heard already that those are hot topics so you can look at adopted land use, area plans, current zoning, rezoning and building permit activity. You will also be able to look at public facility information such as Police and Fire Stations, schools, parks and there is also information on shopping the grocery stores and also grants. I just want to stress again that a lot of this data is live so you are always going to be getting the most up to date product available. We will now do a live demonstration of the Council District Online Tool.

Once you open up a particular Council District page, this will be the home screen so this is for Council District 4; you are going to have a bunch of tabs at the top of the page and they will all show you a different map that shows different information on it.

Councilmember Mayfield said right now that is set up for a desk top because when you pull it up on a notebook it doesn't look like that and it says that you should be able to swipe to go to it if it is active but that is not really the case. You have to keep going back up to the bar but when you go to the bar for the menu you have to hit each section.

Mr. Lowry said that is what my iPhone shows too so you have to do a few extra steps but you can still get to the different maps here.

Ms. Mayfield said is there a possibility as we are moving this to make sure that you make it accessible because a lot of people today are using notebooks or iPad or tablets of some sort opposed to actual laptops.

Mr. Lowry said this is a profile summary of each Council District; we have some text there that kind of calls out some of the characteristics of the Council District. On the right side in the gray box you will see some demographic information, population, race and some data on how many jobs are estimated in the Council Districts. On the left side you have a clickable link that will take you to the Community Investment Program Plan Home Page. This link will actually take you to the Quality of Life Explorer which Andrew is going to talk about a little later and that will give you quality of life information just for District 4 so that is helpful as well. We will move on to the first map and it is just the general boundary of the particular Council District you are looking at. This is based on the virtual Charlotte base map and you can use these tools up here and it is pretty basic. Plus is zoon in, minus to zoom out and if you get lost outside of the boundary somewhere you can click the house button and it will take you back to your original extend. You can zoom in and zoom out and the map will kind of update what you are looking at. Adopted land use; here we have an adopted land use that we adopted area plans updates and you can actually click on these different areas and all of this is interactive so if you don't like looking at the color legend over here you can't figure out which color means what you can always click on the parcel here and it will tell you what the adopted land use is. Next we move on to Area Plans so these are all of our adopted area plans; you can click on a boundary and this looks University Research Park Area Plan and many of these will have a web link to the document so in addition to this information they are telling about each Area Plan you can click on this link and it will give you the Area Plan Document. The next tap is zoning so this is existing zoning; you click on an area and it will tell you what the current zoning is and many times it will you what the Petition No. that adopted that zoning is and when it was zoned. Next we have rezoning and the date ranges 2010 to present. The green shapes are approved rezonings and the blue shapes are pending rezonings and again you can click on these and get a lot of different information about what the rezoning is requesting and you can click a hyper link and it will take you to our website for more information about that rezoning petition. Here we have building permits and this is building permits issued from 2010 to present and it is important to note that

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this is new construction only. Of courses there are a lot more building permits that are issued for renovations; it is just very hard to see the map if we put on all the renovated building permits so this is new construction. You can click on these but it is really meant to give you an idea of where development is concentrated, where development has been going on.

Councilmember Lyles said 2010 to present; that is like five-years of data and I think that is too long. I wonder if we do that on an annual basis because then you could see the more current activity. I don't know what other people think but I look at five years and it is like a lifetime; maybe in 2008 it wasn't a lifetime but today it is.

Ms. Mayfield said when you think about it we have a plan that was approved in 2007 that just came out of the ground at the end of last year so considering some developments do take longer I'm fine with having that five-year window because it seems like five to seven years was the average on some of these developments from when they purchased the land when the economy was down but they are just now starting to develop or other things have developed in the meantime around that area so is what they are looking at still appropriate for that land.

Mr. Lowry said we could have different colors for different use or different symbols for different use. Next we have Police and Fire and this just shows you where the different Fire and Police Stations are. Public Facilities – this just has a lot of information like post office is one that is on the UNCC campus but it has hospitals, city facilities, county facilities, and recycling centers. Next we have schools and libraries; this would be all public and private and charter schools. You can click on those and it will tell you what grades go there. Colleges and Universities and you can click on this link in the upper left and it will take you to the website called MeckEd interactive school data and you can get school performance by going to that website. Parks are the green stars and we have greenways here and we also have WMCA's and public and private golf courses. Next we have some grant information which was given to us by Neighborhood and Business Services so you can see which neighborhoods have received Neighborhood Matching Grants, the neighborhood name, what year it was approved, what kind of project was approved and also the funding amount. We also have some business investment grant and tax increment grant information as well. Last but not least we have a shopping tab which will give you shopping centers and it will tell you some anchor stores in the shopping center, the size of the shopping center and when it was built. We have grocery stores, the green dots, and they include super centers as well like Super Target or Walmart Super Center.

Mayor Roberts said on the front page how do citizens get to it?

Mr. Lowry said we are going to pub a link on your Council District pages and we can also work with Core Com to put it on the banner on CharMeck but right now the citizens would have to go this long website.

Mayor Roberts said even it is come under planning or Neighborhood, something on the front page of the City will be great. You have a lot of great information.

Ms. Mayfield said for clarification when we started this it was an idea of looking at working directly with staff on something we had never done before and look at the assets because a lot of us here, and the main thing that I heard from a lot of constituents back in 2011 was what we don't have, specifically on the west side and investments not being made so we worked very closely to look at let's change that dialogue a little and look at what the assets are in the community so staff did an amazing job of stepping outside of the box and creating something that we had never created before and then it was so successful that constantly needing those updates became a little of a challenge with all the development that is happening so I just want to thank Ms. Campbell, who at the time was still our Planning Director before moving into her current role, and all of our staff and all the departments to help pull it together. There was a packet that we used I think in my first Town Hall Meeting in 2012 to really look at it. This is extremely exciting and absolutely amazing so I just wanted to compliment staff on moving forward with creating this.

Ms. Campbell said it is a work in progress and these folks actually deserve the credit. They usually sit behind computers and now we are asking them to come up and demonstrate something for City Council.

Mayor Roberts said we also have the County and School information on there as well and it includes the whole County.

Andrew Bowen, Neighborhood and Business Services said the Quality of Life Explorer does.

Mayor Roberts said so you can go outside the Districts and look at everything else.

Mr. Bowen said when Planning created the Council District Online Tool it was only natural that the Quality of Life Explorer be a part of it mostly because the Quality of Life Explorer has a lot of information in it that compliments the District Online Tool and really what has changed over the last couple of years since we started partnering with the County is actually having the resource available to build an interactive dashboard. The interactive dashboard has allowed us to in its newest feature and most exciting feature is actually the ability to build your own geographies. What we do between us the City, the County and the Urban Institute at UNCC is go out to 45 different sources, get information on 82 different variables and we standardize them and package them in 462 neighborhood profile areas which is really a fancy name for the building blocks that we use our analysis. The most exciting new feature is that we can aggregate these 462 areas into any combination that we want and the dashboard will recalculate any of these 82 variables that we are looking at according to whatever areas are selected. This is a screen shot of the dashboard, but I'm going to show you exactly what it looks like in just a minute. Here on the dashboard you can see the orange areas that indicate that they are selected and on the top right of the dashboard it actually gives you a selected MPA's number which takes all of the information from each of these building blocks and recalculates them into one number for that entire area. As you can imagine when you can build 462 areas into any combination the combinations are more or less infinite but we went on our own about website for the Quality of Life Explorer and actually created a document that has all of these different areas that are most requested automatically created for you so Evan has in the Council District Online Tool for each district you can click and go to the Quality of Life dashboard specifically to which area you are looking at so the same goes for each jurisdiction. You can look at Charlotte and the five towns, County Commission districts and then the School Board Districts so I don't have to select a district. I actually set this up to go for the City of Charlotte as a whole and when you load up the Explorer no matter what link you click there are only a couple of important things to remember. One is always get started and then you know where you are, down at the bottom of the map if you click show map it will actually just give you a roads base map. All of these orange areas that are selected currently they are approximating the City of Charlotte and again on the top right where it says selected MPA's is the recalculated number for this particular variable which happens to be population density and it is saying there are four people per acre in the City of Charlotte and no matter what area or jurisdiction or district you look at that number will change based on whatever it is you have selected.

Once you are at this piece you have a couple different options no matter how you get here; whether it is from the District Online Tool or the document we've created. You have the choice of looking through all the different variables that we have in the dashboard so if you have the dropdown menu they are broken out by nine different dimensions, transportation, economy, health and things of that nature and you can click any variable that you want to look at or if you want to skip straight to the good stuff you can click report on the bottom right of the map and it will generate a report of all of the different variables all recalculated at the area you are looking at. So whether you are looking at your own neighborhood, a street, the Blue Line and Blue Line Extension for example, or just your City Council District, this report is going to be update as of every three months. Part of the change we did in partnering with the County most recently has had the ability to reload new information every quarter and also make incremental changes to the dashboard. As we get these back from users and you all we are able to incorporate changes going forward specifically requested changes. Once this report is actually created you can share it, save it, print it or do whatever you would like; if you just copy the URL you can put it on Facebook, Twitter and Instagram, all of the different places one might to go.

Also with each of the pieces of information and the variables that we have and how it relates most closely with the Council District Online Tool every variable actually has written information about it to give it context and has resource links for users to go learn more or take action as we like to call it. There are a lot of variables in here that don't always make a lot of sense and always has some nuisance associated with them and we want to get rid of as much ambiguity as possible and we do that by writing why these things are important or at least why we put them in the dashboard and things of that nature.

The most important thing to remember about a lot of the information is these tools aren't necessarily here to answer question but to guide discussion and give context to ask better questions or more questions or at least the right questions and then all the data in the tools really reflect our collective life experiences and are actually coming down to each individual person's actions so it is real easy to get lost in a map or a dashboard of data but it all comes down to the individual. That is how the Quality of Life Explorer relates specifically to the District Online Tool that Evan created and like Ms. Campbell said we are going to be very open for giving you a hand or one-on-one training for you or any constituent groups may have.

Mayor Roberts said I think will be great to take out into our neighborhoods for a demonstration.

Mr. Bowen said we are; we actually have what we call the road show we started in May when it re-launched and we've been out and touched a couple thousand people.

Councilmember Eiselt said how are you doing that; what is your means of just communicating it to people so they know they have the opportunity to come see it and understand it.

Mr. Bowen said when we launched in May we had the whole press release and things of that nature through Corporate Communications. We also are working on a social media strategy to pull some information and push it out and drive people to the site. We are also working a lot with our Neighborhood and Business Services contact list and Neighborhood Organization contact list and the community engagement group that we are embedded within to give the option for people to use it. All of the neighborhood board retreats that the Community Engagement Division puts on we always give them a Quality of Life Report and how to use it through their retreat process.

Ms. Eiselt said do you have sort of a one pager with bullets that we could distribute at neighborhood meetings?

Mr. Bower said absolutely.

Mayor Roberts said these are terrific tools and we really appreciate the development and helping our citizens get information.

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OTHER BUSINESS

Councilmember Kinsey said if there is no objection I would like to ask the Manager to plan a referral to the Transportation and Planning Committee addressing bicycle and pedestrian safety issues on Parkwood Avenue. Parkwood is a fairly busy street between two neighborhoods, Belmont and Villa Heights and you may recall that two bicyclists were hit and killed on Parkwood in recent months. The sidewalks, some if not all, are back of curb, there are no bike lanes and it is almost impossible to cross the street going from one neighborhood to the other. This issue was brought to Council's attention at a meeting late last year, but due to what I believe was an oversight was not referred to a Committee at that time so I would like to have that done at the next Business Meeting which would be next Monday, January 11th.

Councilmember Autry said I support that recommendation and that referral. I would just hope that we could make it a little bigger question than just Parkwood. I know that we saw some folks from the Castleton Neighborhood off of Sharon Road in the last year come to us for the request of a traffic signal at Castleton to help with the safety of getting out of that neighborhood. I also received a request over the weekend regarding Harrisburg Road and Camp Stewart Road and the dangerous situation that is going on out there as growth continue to perpetuate itself along
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Harrisburg Road and there are numerous streets/roads in Charlotte that need to be addressed for the safety of our pedestrians, our drivers and people who look for transportation options besides getting into a car to move around the City. I support that recommendation but I would want it to be a broader scope than just Parkwood Avenue. I think we've got some recommendations that the Sustain Charlotte group brought before us that are very easy to implement along Parkwood but I think it is a bigger question than just Parkwood about pedestrian safety.

Councilmember Lyles said I agree with both of you; it is something that we've all got to begin to pay a lot of attention to. I think one of the things we've been learning about this idea about how to do things is to take something, study it and try to figure out it works and what can work so I would like to suggest that using Councilmember Kinsey's motion, we use that as our beginning study, innovation, how we work with it and what can we learn from it that we can apply to our overall goal and bring that forward when we start talking about how we are going to make a community that is safe for both cyclists and walkers and maybe we will learn something from that. Can we start off with this idea, have something that we can look at, try and see what works and see what we can learn from it and then continue to build it out. I think it is really an important aspect of what we've got to do. I know the Center City Partners have some projects going on like building bike lanes; we've also talked about how do we connect and continue build our bike lanes pathway safety so I'd like to suggest that we go ahead and start with Parkwood because it is an example I think of where we have had redevelopment or development, changing development, changing characteristics in the neighborhood. We can learn a lot from that and begin to apply it as we go through both our Focus Area Plan and our budget process. If that is okay with Ms. Kinsey would that be suitable to uses you as an incubator for ideas?

Ms. Kinsey said I think that is probably a very good idea; I would just like to see us start looking at it.

Ms. Lyles said is that alright?

Mr. Autry said absolutely; the sooner we can start implementing some of these practices the better for everyone.

Ms. Lyles said think we all kind of agree that safety of our walkers and pedestrians is really important.

Mayor Roberts said we will send that to Transportation Committee soon.

Councilmember Fallon said is Victoria Johnson here; I just wanted to commend her for handling a problem that would have affected a couple of City Departments that weren't her problem to handle but she handled them when the Department that should have handled them was worried about their budget and not handling something that helped the City. She did a wonderful job and she did what we all should be doing, worrying about the whole City, not just an area.

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ITEM NO. 7: CLOSED SESSION

Motion was made by Councilmember Lyles, seconded by Councilmember Mayfield, and carried unanimously to adopt a motion pursuant to NCGS 143-318-11(a) (3) to go into closed session to consult with attorneys employed or retained by the City in order to preserve the attorney client privilege and to consider and give instructions to the attorney concerning the handling or settlement of City of Charlotte vs Ethan Family properties LLC 14CVS5862.

The meeting was recessed to move to Room 278 to go into Closed Session at 7:09 p.m.

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The City Council of the City of Charlotte, North Carolina reconvened for the regularly scheduled Citizens Forum on Monday, January 4, 2016 at 7:33 p.m. in Room 267 of the Charlotte-

Mecklenburg Government Center with Mayor Jennifer Roberts presiding. Councilmembers present were Al Austin, John Autry, Ed Driggs, Julie Eiselt, Claire Fallon, Patsy Kinsey, Vi Lyles, LaWana Mayfield, James Mitchell, Greg Phipps and Kenny Smith.

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OTHER BUSINESS

Mayor Roberts said it looks like more than half of the speakers have signed up to speak about the I-77 Managed Lane Project and for quick information before we start with our speakers I will let the Chair of the Transportation and Planning Committee explain the timing of what happens next with regards to City Council action on that project.

Councilmember Lyles said I will turn it right over to Debra Campbell so you can get the schedule.

Assistant City Manager Debra Campbell said I wanted to give you an update on what the next steps are for the Transportation and Planning Committee's discussion of the Managed Lane Report. At noon today there was a Committee meeting and the action that the Committee took was to approve the staff report that was presented to them which this Committee has been deliberating for about three meetings. As part of that discussion there was concern about trying to distinguish between taking an action to direct the representative for CRTPO from the concept of a managed lane strategy and responding to the actual assignment that was given to us by former Mayor Clodfelter which was essentially to get a little more intelligent about managed lanes for not only I-77 but also I-485 and for US-74. The action and the timetable for further discussion and to also act on and provide direction to your CRTPO representative is on January 11th Council will host a public hearing and you will be asked to deliberate on two items. One, to approve the Committee's recommendation regarding the managed lane report that was presented and approved by the Committee at the meeting today and the second is to direct the City's CRTPO representative on her vote to respond to the Governor's request to reaffirm support for or not on the managed lanes concept. Also as part of the discussion at the meeting today there were lots of questions again about specifics around I-77, the contract, lots of things that were not specifically related to the managed lanes study or specifically about the CRTPO vote but there were questions that a number of Councilmembers who attended the Committee meeting, they may not necessarily have been on the Committee, but had concerns about so what we are asking is that by Wednesday of this week which would be the 6th at noon, that if you could send me your questions directly to dcampbell@charlottenc.gov at my e-mail address with any questions that you have regarding managed lanes. It could also be questions about I-77 project; it could be questions about the contract, any question that you have about this subject matter and what we will try to do is get responses from the responsible departments or governmental entity, questions about the contract, specific questions about management of I-77 is not the responsibility of the City of Charlotte so we would have to coordinate responses to a lot of those questions with the North Carolina Department of Transportation and we will do that and we will try to provide to you responses to your questions back on Friday; try to send them out in your Agenda Packet on Friday so you have them for your discussion on January 11th. If by chance you all are not prepared to make a decision on the two items that I identified, again the managed lane report that was approved by the Committee as well as your directive vote on the 19th you could make that decision which would be the day before the CRPTO is asked to make a recommendation regarding the subject matter.

Just to summarize by Wednesday if you can send directly to me questions that you have about the managed lane project we will try to have responses back to most if not all of your questions by Friday to go out in your Agenda Packet. On Monday you will host a public hearing in which speakers will be able to come and speak on this subject matter. You will be asked to make a decision on the 11th; if you are not prepared to make a decision the decision will be made hopefully by the 19th which will be the day before the CRTPO on Wednesday will be making a decision.

Ms. Lyles said I would just add to that if there is any problem or question about the procedure that we worked out with what we talked about today and does sit fulfill what we said in our
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intent for those of you that attended the meeting, that we would actually have a public hearing being very specific around having the public have the ability to speak, but also the information that you need by Friday for review over the weekend discussion and hopefully in preparation for a decision. I think the only thing I would add is the questions we are really trying to get at; what question do you need to have answered to give you the ability to make an informed decision.

Councilmember Smith said I thought we had decided to vote on the 19th; was that prior to getting the information and then I guess ultimately we had a vote that happens. I don't know if that was properly amended, but I just to make sure if we end up – what is the mechanism if we want to vote on the 19th or on the 11th just to make sure we have all our ducks in a row.

Ms. Lyles said one of the things we wanted to do was follow our procedure so if we have a public hearing then we would have deliberation and if you wanted to defer until the 19th we could have that carried over. You always have that ability as a Council to say we want to hold that decision until a later date, but if we do have the ability to make it we could make it then.

Mayor Roberts said it will be an item on the agenda so there will be a potential vote on the 11th.

Councilmember Kinsey said we need to make it very clear; we keep talking about approving the managed lane report that has already been approved. I just want to make it very clear that the managed lane report does include the I-77 north tolling plan. It includes that and 74 and I-485 so I just think we need to be clear about that although I understand that we have nothing to do with what the State decided and we sent information up that they requested but it does include that so I just want to make sure we understand that.

Mayor Roberts said it includes I-485 and 74 and the policy of managed lane use.

Councilmember Eiselt said to you point Patsy, you are saying we are being asked to approve the report which is the Managed Lane Report you are saying we are therefore approving all of those places?

Ms. Kinsey said whatever the State decides to do, yes.

Mayor Roberts said we will have time to talk about this further when it is actually an item on the agenda.

Ms. Campbell said we will actually have a dinner presentation just a brief dinner presentation on the 11th and we will also have another brief presentation in the Chamber.

Mayor Roberts said all the Councilmembers will get their questions in by Wednesday and we will continue to discuss this item. Now we will turn to our speakers.

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CITIZENS' FORUM

Presenting Petition Requesting Speedbumps on Ross and Reid Avenues

Rickey Hall, 3133 Reid Avenue said I am President of the Reid Park Neighborhood Association and you are being given a document that requests that you waive the speed hump requirement of 1,000 cars per day to allow for the installation of speed humps on designated streets, Reid Avenue and Ross Avenue in addition to Corona in our neighborhood. Speeding is a well-documented problem that threatens health and safety of residents in the community. I have with me residents from the community and ask that they stand the elderly as well as young and adults.

We are asking so that within the next round of neighborhood matching grants we might be able to apply to have speed humps installed on three streets; Corona which is the only street that goes east to west in our neighborhood and Ross and Reid Avenues which are almost a mile in length both of which run north to south. All the streets in our community are very linear, the setbacks on the streets in terms of proximity of houses are very close to the street and we face speeding on
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a daily basis. We are not talking about 30 MPH or 40 MPH we are talking about 60 and 70 MPH and we have the added issue of children who walk to and from Reid Park Academy from Arbor Glen and the Reid Park Neighborhood on a daily basis. Our community is a pedestrian community and if you've been there you will see the problem and there are no sidewalks on a majority of the streets, particularly those streets we are talking about today. I just wanted to point out the study by Tester and others that says speed humps lower the odds that children being injured in the neighborhood and reduces it by 53% to 60% so if you look at that reduction in terms of the odds of injury to children just think of the reductions that would mitigate our elderly. Ms. Willie Day who is here tonight is one of elderly residents and she walks the neighborhood on a daily basis along with her neighbor so we would ask that you please waive that requirement to allow us to have speed humps.

Obama Studio Apartments

Abbegail Adams, 3420 Park Road said I have been here three times and I feel so very blessed. I came in 2014 and I talked to Mayor Patrick Cannon; I came in 2015 and I talked to Mayor Dan Clodfelter and I'm quite honored tonight to be talking to a new Mayor, Mayor Jennifer Roberts. I'm very excited about this and I've been writing every week about the Obama Studio Apartments and I'm very excited about my vision. I've written the White House and I've written everyone to tell them that my goal for Obama Studio Apartments is just like a legacy for the President; he is the first black gentlemen to become the President of the United States. We all know that and the reason I feel a little bit glad tonight is because I've done a lot of research about the people who were Presidents. Our 13th President comes from North Carolina, his name is Andrew Johnson; he succeeded Abraham Lincoln, he was a man whose wife taught him to read and write. I want you to know that the first President had no formal education, you will see that in your document, so me being a dropout I feel kind of good, at least I went 12-years. Now I'm down at CP and my goal was always to be a millionaire and a song writer so when I came up with this idea I called the City of Charlotte and I told them about it. The President was coming here to speak to the veterans and they told me you don't want to go down there with a sign that talks about Obama Studio Apartments, you want to come down to the City and get your license because we believe that you are going to work hard and this dream is going to become a reality. All of us when the President had his demo day and Megan Smith at the White House invited me to sit in and look at it I was an entrepreneur but not a legal entrepreneurial because I don't have any money in the bank but what I want to tell you is that I believe as a citizen can take their pennies and nickels and they can build these Obama Studio Apartments in every state in America. This is 1,000 studio apartments in every state, 50 states, 50,000 studio apartments and the studio apartments will be different from any other apartment because most of us know how you pay rent. We go into a building we pay rent for 10-years, maybe \$400; \$48,000 in ten-years and then we are put out into the street and you have nothing. These apartments will allow a person to have what they call a bad back or even give you something to help you to go on. I just believe that everybody I America has a right to get away from the vision that we are waiting on our 40-acres and a mule because that is not coming and I believe that Obama has shown us that the dreams are real but he worked very hard and I want Charlotte to know that this has to start here because this is my home. In 1905 my grandfather was born here and my grandmother was born here earlier than that so I am a native of Charlotte and Mecklenburg County and I want my City to say yes, we are going to build Obama Studio Apartments; we are going to build 1,000 in the State of North Carolina. I wrote my Mayor whom I loved so much, Pat McCrory and told him about it.

Rules of Procedure for Addressing City Council

Vincent Frisina, 3140 Edsel Place said I said I would come back here with fresh material; no-one has ever asked before to speak before City Council under the Rule 5-A which I made a copy of and this applies specifically to you Mayor and the Mayor Pro Tem. I would ask you to go back and find out whether anyone can do that and what the procedure would be. The second item, previous complaint on unlimited speakers still goes unanswered. The third item has to do with Mr. Carlee's Office, its extrapolation. I talked before about unanswered or old complaints specifically a house that was covered with a tarp for over three years. We brought that to City Council, we brought it to the office of the City Manager; they said they would follow-up with it and they didn't follow-up with it. My questions is how are you following-up; you have a list of

houses that are going to be demolished; they are on record because I asked Stanley Watkins years ago to put them on record because I knew minority contractors were not getting a fair shake and it allowed them to see what might be available that they could get a hold of. If you will notice there are cases going back to 2007 and if you are on the Neighborhood Committee or have an interest in Thomasboro those start in 2012. What are the procedures that you use when you have old stuff; who is actually looking out for it, how are you calling them out and how are you reviewing these whether it be this code enforcement, anything across the board.

The next item; that house on Donnybrook that had a tarp, there is another house on the other side of the street and I was told there is no policy so how long can you leave a tarp on a house before you say it is not due to the weather you are using it as a permitted addition. I need to know if you have a policy; that is what you are here for and if not why not for a policy. Request to allow for public input, and this may already be on the books and I don't know about, but the City Manager contract renewal; I have specific items with people that I talk to who don't want to bring up more work for the City staff. You have a new Council, you have low morale and the question is how are you sure that you are getting information. Is this out there right now that you are accepting any sort of any public input to review it? In fact and I give this one to you Mr. Carlee because it says there are things you may not be aware of and are not accurate and perhaps rightfully so because basically you are in charge and the bucks stops there and you have to make those things, but we don't know what is going on and whether you will be accepting public input at any point and especially if I remember it is being said that you hadn't figure out on that.

Mayor Roberts said you will be happy to hear that we are going to refer rules of procedure of Council meetings to our Governance Committee and that is already being discussed. There are other things they will be addressing as well.

I-77 Toll Road

Jim Bauman, 4940 Oak Pasture Lane said I've been here before and rambled off a bunch of stuff and it seems like it may not get – you know we are citizens and we feel like there is a fence; I feel like we get people elected and Jennifer I gave your campaign \$400 because I thought before you got elected you made some statements that made the I-77 Toll Road sound like you didn't really like the deal and we didn't hear the whole thing. We only got little bits and pieces but can we actually have dialogue where somebody – how many Councilmembers are actually here right now. I recognize Vi and I recognize you and are you Julie, yeah I recognize you too.

Mayor Roberts said this is actually a public hearing where you are speaking to us and telling us what is on your mind and we don't respond but there are Town Hall Meetings that Councilmembers have and there are other opportunities to do that and that would be the right place to do it but right now we are here to listen to you.

Mr. Bauman said I was hoping you could get into a live debate about the good parts about all the hot lanes we have planned because I think that eight out of 10 or your Charlotte constituents within the entire City are against these. I'm a trucker so I didn't even hear about this until about a year ago even though they have been in the plans for a long time. Now the more I look into them I don't like I-77 or for that matter any of them so I will just ask you a couple of things and hopefully you will consider them. You are hearing from a lot of people about why we should have them; I was talking to some City Planners that are all loving the idea. We know that we are always going to have some lanes going 45 mph no matter how busy Charlotte gets, but who is presenting the argument for not going it that way, the side that you trust that is a credible person from some – because NC-DOT in my opinion is the same as Cintra; if you look at how Cintra got here they gave hundreds of millions of dollars to American Legislative Exchange Council (ALEC) and ALEC got people like McCrory and Tillis elected and in exchange we've got to have these roads in my opinion. We could debate that and some people may not agree but if eight out of 10 of us are not for these roads, I don't think any of them, I would ask every one of you to go to your District and say this is why I'm told we need these roads, but have somebody presenting the alternative. What is the credible alternative to these high because I sent you all a news clip today, I wanted to play it here but they wouldn't let me because I somebody did that earlier and I guess there were swear words in it. But these lanes have failed in Seattle, I-405; I'm the one that sent that clip where the price went up to \$10 already because it is so crowded there.

You have the rich people who can afford to pay \$10 to not sit in it and everybody else is just looking at that lane.

Sharon Hudson, 15715 Carley Commons Lane, Davidson, NC said I am also opposed to the toll lanes; we had some volunteers make a brochure and other volunteers paid for it and we are passing that out to you. My associate over there who I have never met before but I have seen him post on face book Jim the truck driver had a good question. We had a wonderful presentation from widening I-77 chuck full of slides from the NC-DOT; all our facts are very well documented. We would love to give you a 10-minute or 30-minute, whatever you would allow us to do. You are not hearing the whole story; we are not a bunch of crazy people who don't have facts we know what we are talking about so please allow us to make sure that you understand exactly what we are up against.

I don't know if you heard this story over the holidays but there was a pilot of a plane that was filled with passengers and it is unheard of for someone in that situation; once they pull away from the gate to turn and go back to pick up stragglers, but there was a family who had had terrible luck trying to get to their father's funeral and they had 10 minutes to get across the airport and they got to the gate, the plane was pulling off so one of the ladies at the counter called the pilot and said is there anything we can do. She was talking to the people in the tower and she said I'm so sorry there is nothing we can do, you've missed your flight, you've missed your father's funeral tomorrow morning. The family sat there and they cried and the son said wait a minute I've got to do something; my mom is crying, my sisters are crying and he went up to the glass and started waving his arms and jumping up and down and said maybe I can get the pilot's attention and he did. He got the pilot's attention and the pilot turned the plane around and came back and picked up that family and they made their father's funeral. I just want you to know that the citizens of North Mecklenburg; we are standing at the window, we are waving our arms to you, we are watching a disaster getting ready to happen and you are not hearing us. I just wanted you to know that if you understand the plan like we do you will know that it will hurt our families, our businesses and our community. This is something that will destroy us and it will take away tax dollars from you and it will be in your best interest not to do this plan. Thank you for your time and I hope you will go to our website, read some of our blog posts, go to our face book page; we really have some good facts that you need to know.

Ray Duncombe, 140 Fellspoint Road, Mooresville, NC I was actually going to close by asking each of you if we could have a presentation from citizens but since Sharon has already done that I can save 25 seconds right there. When I moved to Charlotte which was 1999 there were about 90,000 students enrolled in CMS and my wife worked for the District for about 10-years and we saw how overcrowded the schools were; we saw how many kids they were trying to cram into trailers because there weren't enough rooms for them in the buildings. Enrollment now is 145,000 in CMS and it keeps increasing and yet I have never once heard anyone propose we stop building schools because they are just going to fill back up. It just sounds ludicrous when you say it that way. Can you think of any other type of public infrastructure that we say that about? Should we stop building sewer lines, should we stop building water lines, should we stop building parks, should we stop hiring tax collectors? I'm all for that one just for the record. That is exactly what we are proposing for I-77. We are saying why build another general purpose lane or another free lane when it is just going to fill back up. I know every one of you are aware how much the population has been growing in Charlotte. From 1990 until now it has doubled, a lot of growth and we know that but in that same time period if you look at that same population of this Huntersville/Cornelius/Davidson/Mooresville it is going from 119,000 to 124,000, over 600% growth in that same amount of time and that growth is not going to stop. It might slow down but it is not going to stop. The traffic on I-77 is not going to stop, it is not going to get better, it is going to continue to have more and more vehicles on it. What you are proposing with these I-77 toll lanes is putting an end to the ability to ever answer that problem. It is a short-term solution to a long-term problem; it is not going to fix things. The contract that we signed and I say we by the State, not we because it obviously would not have been approved, but it means we can expand some of these lanes later. Let me very clear about what that contract says; the State owns the land between the north and south bound lanes; we own the right-of-way, we can do whatever we want with it. That includes the causeway over Lake Norman and there is only enough room for one lane in that causeway between exit 31 and then again further north. It is significantly easier to get environmental approvals to build where we already have right-of-way inside of

those lanes. As soon as you go outside of those lanes, including the causeways the environmental approvals become extremely hard to get.

Michelle Ferlauto, 20313 Harroway Drive, Cornelius, NC said it is nice to say hello to you in person; I think we have only communicated over twitter and the social media so it is nice to see everybody here. I am here to sort out what the process after listening to the explanation of the nice woman who was the Transportation Chair; is that correct? Is there a directed vote or have you already decided to direct the vote; do we know the answer to that?

Mayor Roberts said it will be directed vote.

Ms. Ferlauto said it will be a directed vote, okay. Many of you may have seen I started a go funding campaign to make the citizens of Charlotte aware of the upcoming toll projects and the financial impact that it is going to have on our lives. In a day and a half we raised over \$10,000 to take out an ad in the Charlotte Observer and disseminate the information to many people who have no idea that toll lanes are not just a Lake Norman issues, it is very much a Charlotte issue too and they are a number of planned managed toll lanes that are already in the works. My message would be to Charlotte residents is that we are being told this is too late; this has been planned forever, some say two years and some say three years and some say 10 years and I don't know what the truth is. But unless you want to find yourself in the same situation that we are in you need to speak up now. Now is the time to put a stop to managed lanes P-3 contracts that don't benefit the citizens. People work very hard for their money and it is compelling to ask them to spend more than they are already spending just to drive to work or just to get home earlier from work so they can spend more times with their kids. They are working so hard already and it is \$10 to get home quicker or its fees for one of their kids to play sports and it really puts them in a bad situation. I appreciate the fact that you are doing the directed vote; I think that is great and it speaks volumes that you are willing to listen and I hope the information that is being sent to you and left on the message number that people have been calling means something because we are not politicians. I am so not smooth and my husband had to sit through my public speaking debacles for the last nine months and we are really just people trying to get the message to our elected officials that this hurts us.

Michael Miltich, MD. 18021 Nantz Road, Cornelius said I am a Cornelius Commissioner and will be the alternate delegate to CRPTO when it meets starting this month. I originally thought managed care lanes had a certain appeal, you need it, you buy it, you pay for it but as I delved into this particular contract with this particular location it just doesn't work. Nowhere else in the country will you find, that I've been told, a managed care lane that is attached to two general purpose lanes. Traffic is like a fluid and at a certain density it is no longer compressible. You are not going to be able to get traffic back into those two lanes in a reasonable fashion. Also I am very concerned as a physician and as an elected official I am very cognitive of conflict of interest ethical statements. NC-DOT I'm concerned has got too much stake in this game because they are in a position of having increased cash flow to their budget through these managed care lanes. I have caught them several times with somewhat less than honest statements. We were told initially that the lanes would help with congestion and yet their own documents prove that only about 5% to 10% capacity of the lane will ever be utilized versa a general purpose lane added to two lanes will increase capacity by 50%. We were told if you had a carpool of three it would be free, but that is not exactly so; you have to go through some ramifications and be qualified for it. I really felt dissatisfied that after four municipalities in two counties voted to ask for a delay in the signing of the contract so it could be investigated further NC-DOT moved up the signing to occur before the CRPTO meeting that was scheduled a week before that signing so I asked you to look beyond what you are being told by NC-DOT a little by little bit as we have done and it is a layer after layer and it gets bothersome. I am a physician and I have to respond to emergencies; there are two hospitals along that corridor and this toll lane will not facilitate getting to those hospitals in a timely fashion when I get called in. People don't realize that certain tasks have to be called into the hospital but not in house and I deal with airways, bleeding and every second counts and I can't be sitting in traffic and have that patient ... necessarily so I urge you to listen to others, make sure you question what you are being told; there is more to the story than what you've been told.

Kurt Naas, Peninsula Drive said I appreciate your kind attention this evening; I know it has been a long night; it has been a long day. As one who has been in project for over three years, who has written over 170 articles on the topic, who has given three hours of testimony in the Superior Court in the State of North Carolina, who has been cross examined for an hour and a half by Manhattan Attorneys, by NC-DOT Attorneys and by the local law firm of Parker-Poe and who did not put a dent in my testimony, as one who has given numerous print, radio and television interviews, as one who has done all of those things I find myself in the uncomfortable position of informing you that the DOT is not giving you all of the story. For instance NC-DOT did not publicize the fact that the tolls are going to be about \$20 roundtrip; they didn't find that out, we found that out. They didn't tell you that they had written the key non-compete provision back into the contract, in fact they did not even tell the CRPTO, they didn't even tell the technical coordinating committee, they did not find that out, we found that out. They didn't tell you the taxpayer is going to be on the hook if this project defaults and in fact they said the opposite and we finally only got them to stop saying that when we went to the Observer and they ran our story. They didn't tell you that Cintra has an issue with questionable business practices and that they were recently convicted in the largest bribery scandal in the history of Catalonia. They didn't tell you that; we found that out and I could go and I could enumerate a number of things but the fact is I only have three minutes to address you, which brings me to my issue. This is an exceptional situation and I'm sure you have seen the public outcry and this is probably something you have not experienced in quite some time. Exceptional circumstances call for an exception and that is why I would respectfully ask the Council and Madam Mayor to consider having widen I-77 also give a presentation at the next time you are considering this and let's actually have a debate for the first time in this project's history where you can hear from both sides of this. I have three minutes to speak with you and DOT will be able to speak with you over dinner, they spoke with you this afternoon and they will be able to answer your questions in their way for as long as they want to. We don't have that luxury; I don't what it takes for the citizens to finally have a seat at the table as well but I think the three years and the things that have enumerated previously that we've earned that opportunity.

William Compton, 640 North Church Street said thank you for letting us all speak today; I'm very fortunate to live back in Charlotte and I also own property in Mooresville, North Carolina and I'm really disturbed on the toll issue. I really think that we need to widen I-77 but we need to do it with the tax we pay on every gallon of gas.

Melody Tribby, 20315 Sterling Bay Lane, Apt. C said I wanted to thank you for the opportunity to speak to the City Council today and the reason it was so important for me to come down and speak to you today was because of the impact of what the toll lanes will have. I'm not a silly person wearing a bunny hat tonight although it is very cold outside tonight. Three weeks ago I had brain surgery and I had to go up to Raleigh for it and when I went to Raleigh and driving home from the hospital I was stunned at the beautiful road systems Raleigh has and I was hurt. Honestly that was my first reaction; what have we done as citizens of Charlotte to be ignored like we've been ignored. I live in Cornelius; I'm disabled, my doctors are in downtown Charlotte and what is getting ready to happen up there; I don't have any prepared statements, I'm just speaking from the heart tonight. It is going to hurt me a lot trying to get downtown because I have to go to Presbyterian downtown and CMC downtown and it is really critical. My doctors aren't close and I have to travel also to Raleigh and I really feel at this moment what did we do in Charlotte that we have to fight so hard to get the road opportunities that they have in Raleigh.

Reta Berman, 10230 Vixen Lane, Huntersville, NC said I am going to lead off on Ray Duncombe's statement with the current toll lane plan all the right-of-way we currently own will be turned over to the toll lane and to be run by a foreign company with documented unethical behavior. So to ever build a general purpose lane we will have to buy the land if there is any land to be had at that time. We would also have to turn around and pay a penalty to the operators of the toll lanes because we would be damaging their ability to make money off of our state. As the toll lanes are built the current estimate to build just one additional free lane from Davidson to Mooresville is estimated to be over \$400 million for eight miles of road because the causeway over the lake would have to be expanded. If the State says there is no money now to build the general purpose lanes that would only cost us \$150 million today how will we ever justify the expense to expand the highway later. The current toll lanes for I-77 have to be stopped and a plan has to be made for general purpose lanes to be submitted and scored on an equal footing

with every other highway in the state. There are citizens that have been studying this plan for years and would love to have the opportunity to share it. Please consider time for a presentation from us that are opposed to this plan before directing your vote so you can experience what we have to go through from the Lake Norman area to come to Charlotte and I used to do it every day when I worked before I retired. I invite all of you to spend the night at my house, drive up at 5:00, I will feed you dinner and I have guest rooms galore and in the morning I will feed you breakfast and you can take the road back at 8:00 in the morning to see what we go through and then you will see why; and you all ... so you don't make a lot of money, why you couldn't afford to pay \$20 per day traveling back and forth to make money to keep you family under a roof and fed.

John Aiken, 116 Edgewater Park Street, Davidson, NC said we appreciate the opportunity to give you some good feedback. I am an engineer, moved up here 40-years ago from Alabama, went to school and got my degree and came up here with a job promotion. I've been up and down the Catawba River and up and down I-77 since I moved up here so I'm first hand capable to say upon any measure that we've got a real mess going on and it affects the whole transportation arena for the state and for the rest of the nation as well as your local residents. What I've learned too here recently is this issue has become so hot and so popular with us and with everybody that is listening because if you are planning on building other roads with this toll idea; I talked to Governor Rick Perry who lost his re-election bid because of tolls like we are talking about implementing and you can talk to the other people who are writing about things. For instance there is an article in the Charlotte Observer not long about NC-DOT and comparing it to other departments of transportation across the country and you know that I-485 took 29-years to complete. Twenty-nine years! The comparative for other areas across the country that has similar road construction was five years, six years and the biggest number I saw to compare was nine years versus 29-years. I'm sure that is a testimony to not only varying efficiency but also to the politics that went on as this young lady said a moment ago with the Legislature and our North Carolina Assembly. This is another big problem that happened on the watch that was in 2012 when this contract started getting some wings in Raleigh and nobody had any money to build any roads anymore after we've been spending our tax dollars on those gallons of gas that we brought in the western part of the state and we got nothing for it. So everybody is unhappy about that and we've got to change that and now that we've got the money bonds and our credit has improved as a state the money is now there to do this the right way. Doing it with Cintra, doing it with managed lanes is the wrong way. Anybody that has done any investigative work into this will find this out in a New York second. I'm telling you just as an engineer who has been working here, living here and paying taxes for 40 plus years and this is a really sickening feeling in my gut about what is going on in this whole dilemma and the North Carolina Department of Transportation and McCrory have no business in getting \$4.7 million in their coffers at the Republican GOP.

Mark Shaw, 11118 Chastain Park Drive said thank you for allowing me the opportunity to speak here tonight; coincidentally I am also an engineer as the last speaker and not a politician so this oratory skills are not my finest and I hope I can get my point across. Mayor Roberts, during your campaign you personally called me on the phone to ask me for my vote and I have relayed that story to everybody I can think of; the Mayor of Charlotte called me on the phone to ask for my vote, this is a woman who is really concerned with what is going on in the community and has a high amount of involvement. I've run into other vets throughout the years and seen how passionate you are about this community, but I'm just deathly scared to be up here right now but what is about to happen scares me even more and that is what caused me to come up here tonight. We are talking about a 50-year contract with a foreign company that is going to have control of all of the right-of-way that we taxpayers currently hold in our hands. I wasn't even born 50-years ago and this is 50-years in the future that we anticipating our future traffic needs. Where was Charlotte 50-years ago; it us just unfathomable that we would sign a contract giving away all our rights for 50-years in this method? I sat through the presentation earlier tonight and I don't know how many other people did but as a function of that, and I say this with all due respect, it is a function and a situation not personally, but representative Lyles mentioned the importance of intermodal traffic and trucking to Charlotte but here we are building an additional lane on I-77 that trucks are prohibited from and even if by some means in the future we took back this contract this road is being built at a depth that can't even handle trucks even if we wanted to. The road thickness is not capable of handling trucking traffic in the future so even if

we took this back we couldn't make a change in that direction. In conclusion I just want to say Lake Norman is an asset to Charlotte; a lot of people come to visit Lake Norman and travel back and forth along I-77 every day for vacations, personal business and I just hope we can keep it an asset for future generations.

Mayor Roberts said thank you to all the speakers. I will remind everybody that we also will have a public hearing on January 11th; we appreciate your input and we are listening, we are reading and listening to voice mails. We have not all made up our minds and I look forward to continuing the conversation.

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ADJOURNMENT

Motion was made by Councilmember Mayfield, seconded by Councilmember Driggs and carried unanimously to adjourn the meeting.

The meeting was adjourned at 8:27 p.m.



Emily A. Kunze, Deputy City Clerk

Length of Meeting: 3 Hours, 10 Minutes
Minutes Completed: January 9, 2016