

The City Council of the City of Charlotte, North Carolina convened for a Council Workshop on Monday, June 6, 2016 at 5:15 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Jennifer Roberts presiding. Councilmembers present were Al Austin, John Autry, Julie Eiselt, Patsy Kinsey, Vi Lyles, LaWana Mayfield, Greg Phipps, and Kenny Smith.

Absent: Councilmembers Claire Fallon and James Mitchell

Absent Until Noted: Councilmember Ed Driggs

* * * * *

ITEM NO. 1: FY2017 PUBLIC ART ANNUAL WORK PLAN

Marc Gustafson, Public Art Commission said I'm here to introduce the Public Art Commission and what we do. First, let me say thank you for the public art ordinance, which I think puts a good face on the City of Charlotte and Mecklenburg County with public art projects really reveal a lot about this City and our values, at least in the aesthetics and what we think is important. We are here tonight to present the fiscal year 2017 Public Art Work Plan, like we do every year. Today's presentation is going to be an overview of public art; I'm pretty responsible for the overview here tonight, and Carla Hanzal from the Arts and Science Council is going to give you the detail on all the projects we are working on. We are going to give you a report on projects completed in the fiscal year 2016 and thanks to the recovering in economy we actually had some projects in 2016 that closed. I'm looking forward to a lot more projects in fiscal 2017 and beyond, and we would like to thank our city partners Rachel Wood, in particular, who does a lot of work with us and really does a good job of updating us on the budget and forecasting things, so thanks, job well done, and we hate to be losing her.

I am the Public Art Chair and if you know or don't know, it is a nine-member commission, three people that are appointed by the City, three by the County, and three by the Arts and Science Council. Patricia Fletcher is my Vice Chair, and she is a County appointee; Laura Grace, appointed by the Arts and Science Council; Suzanne Fetcher from the McColl Center is Arts & Science appointee; Cathay Dawkins, appointed by the County; Patricia Boyer appointed by the City; Lisa Lewis Dubois, appointed by the City, I am an Arts and Science appointee; Chuck Barger, City appointee, and Manoj Kesevan is a County appointee. The ordinance asked that we appoint people from different areas, so we have people in Arts & Design, Business, and Education, so we do our best to sprinkle with people that have those different backgrounds. Part of our job is to collaborate with the Arts and Science Council to implement the public art ordinance that was adopted in 2003, and the ordinance allows up to 1% of projects construction costs to go to public art projects, and we are responsible for the selection, acquisition and commissioning of the arts works. I hope that it will always be 1%, and we think that makes a big impact. I would like to thank you for the appointees that the City has appointed and we hope to work with you in the future to really give our Commission the horsepower and the people that we need to do that. We think we have a really highly functioning commission right now and a lot of that has to do with the appointees we get through the varying bodies.

I will introduce Carla Hanzal; she is the ASC Vice President of Public Art. She has been with us about six months and you may know Carla from her 12 to 15 years in Charlotte prior to ASC she was at the Mint and has done some personal art consulting, but she is a real value to us along with all of our staff at ASC, and we couldn't do what we do without them so thank you for Carla and the ASC.

Carla Hanzal, Arts and Science Council said it is a real honor to address City Council, the Mayor, and the City Manager. I'm excited to share some of the exciting projects that we've completed last year and to inform you about some of the initiatives that are slated to occur in fiscal year 2017. I'm pleased to be here and pleased to let you know that public art touches all districts in this year's work plan. I would welcome the opportunity to meet with each and every one of the Councilmembers to learn more about your Districts and as Marc mentioned the work to implement the City's Public Art Ordinance, which enables public art to be included in appropriate capital improvement projects really is our work plan. A little reminder about what the ordinance is created to do, it is to promote cultural and artistic heritage and artistic development of the City, to enhance the City's character and identity, to contribute to economic development and tourism, to add warmth, dignity, beauty and accessibility to public spaces and

to expand the experience and participation of the citizens in visual art. A little about the process, public art dollars are assigned based on projected construction expenditures and our staff begins working with the City Budget Office, Planners and Project Managers once the allocation is calculated and the geographies have been established. There is always a community based component to the process including citizens in the artist selection panel and once the artist has been selected and under contract we engage the artist with the neighborhood in meetings so the artist has an opportunity to hear and learn from the neighborhood as he or she develops their schematic design.

Significantly, the AST has completed several projects collaborating directly with communities to incorporate art into neighborhoods through the neighborhood and creative partnerships initiative, where neighborhoods are paired with local artists to create public art. The first neighborhood in Creative Partnership Program was create for Grove Park by Artist Dana Gingras. This one from Mooresville, as I mentioned all of these projects are by local artists. Gingras designed *Ascension* to reflect the neighborhood's mission of honoring the past while looking to the future with optimism. He researched the area's history and discovered that East Charlotte was a major player in the North Carolina Gold Rush of 1799. The polished stainless steel disk is a symbol of unity and is lifted by 14-foot tall hortense steel structure that reminiscent of a mining railway. This sculpture is located in Councilmember Autry's District 5.

For the Reid Park Project, the City of Charlotte collaborated with the County to create a project in Reid Park Neighborhood Park. The artist team of Shaun Cassity, Laurel Holtzapple, and Lauren Doran focused on the cherished history of the Reid Park Community and the unique characteristics of the site. Three sculptures were created from cast concrete using boulders as a foundation for each piece. *Origins* tell the story of the neighborhood pioneers Amay James and Ross Reid. *Life* highlights the continued energy of the community that is supported by its strong history, and *Community Spring*, references a nearby spring that was central to the community. The laid pattern on *Community Spring* was created by some of the students at Reid Park Academy during an artist led workshop. This also serves as a bench and also a functional piece of art, which we really enjoy. At the dedication, the neighborhood was very pleased to have public art, and it was great to have collaboration with the County to bring this to fruition. This project is in Councilmember Mayfield's District 3.

Artist Amy Bagwell and Graham Carew worked with the Elizabeth Neighborhood to realize their art work, *Now is Fireworks*. Graham and Carew are creators of the [inaudible] and responded to the neighborhood's request for public art that would be a pedestrian discovery, with a visual poem that unfolds as one walks through the neighborhood. The art work culminates in a round-about at Eight Street and Lamar Avenue, and the poem title *Now is Fireworks* is in a circular stainless steel structure encasing young rose bushes that will eventually spill out of the cut lettering of *Now is Fireworks*. This project was a collaboration among the neighborhood residents, the Welding Department of Central Piedmont Community College, ASC staff, and City staff. This project is in Councilmember Kinsey's District 1.

Artist Paula Smith paired with the Sedgefield Neighborhood to create the *Sedgefield Totem*. At the request of local community members, Smith focused on creating a sculpture that would represent the overall character of Smithfield due to her playful aesthetics. Over 10-feet tall, this sculpture is constructed of hand built ceramic elements and hundreds of ceramic tiles that were created by Smith and Sedgefield residents and students at Sedgefield Elementary School. This project is in Councilmember Kinsey's District 1.

I will move on now to other public art projects completed in FY16. The CMPD Westover Division is the fifth Police Station that has public art included in its construction. Michael Morgan, based in Philadelphia, created *Hornet's Nest* from hand built bricks inlayed into the building's façade. The concept as well as the artists construction process symbolizes the active community building that unites the police station to the community it serves. The blue and white blazed bricks at the top of the art work were created with the help of community members during an artist led workshop. This project is in Councilmember Mayfield's District 3.

The Fixed Base Operator's Plaza or FBO is the terminal for the arrival and departure of private aircrafts. Asheville Artist Hoss Haley was selected to create the monumental sculpture for the Plaza entitled *Old Growth*, representing the form of a towering tree. This 40-foot sculpture pairs

Haley's fascination with nature with his expertise and industrial materials and processes. The sculpture is now complete; , this is an earlier slide that shows the support structure. Those are no longer here. The landscaping is finished and we plan to have a dedication in the fall. This sculpture is in Councilmember Mayfield's District 3.

We now move on to projects that are created for FY17. The public art program is in a phase of growth and development, as opposed to some of the leaner years post-recession. Many projects are coming in online, including the Comprehensive Neighborhood Improvement Program (CNIP), which will revitalize corridors that have not been addressed for many years. In keeping with the policy to program art where CNIP dollars are spent, CNIP public art will be programmed where investments will be made. To give you a little bit of an idea about the budget, in FY17, 19, and 21 a total of \$600,000 will be made available to the five current CNIP programs. Each CNIP area will receive a total of \$120,000 for public art between FY17, and FY21. As a pilot for other CNIP areas, local artist Carrie Gault was contracted to create a master plan to include sculpture within the Shamrock, Central, and Albemarle Corridor. The intent is to distinctly put a stamp on the neighborhood reflecting its history and unique characteristics. Gault's plan will be completed this autumn, and this slide includes an illustration of some of her past work. This project will be created in Councilmember Autry's District 5.

For the North Tryon Redevelopment projects, Artist WowHaus (Ene and Scott Constable), from San Francisco, are engaged to create works of art for Charlotte's first green street corridor. The artist intends to use recycled materials to create sculpture in the median at the head of North Tryon Street as motorists enter into uptown, as well as great unique signage that will encourage pedestrians to notice the native flora and fauna. Over \$80,000 in an Our Town Grant from the National Endowment for the Arts will also contribute funding for this project. This project will be located in Councilmember Kinsey's District 1, as well as Councilmember Austin's District 2.

Land has recently been acquired by the City to construct a new CMPD Central Division Station at 725 West 6th Street. The public art budget that is appropriated for this project is \$81,000. Because we are engaging early with the City, prior to the design process, art work can be incorporated into the building similar to what we were able to achieve with Michael Morgan's façade at the CMPD Westover Station. This project will be in Councilmember Austin's District 2.

The next three slides reveal projects slated for the Northeast Corridor Infrastructure Process. Through discussions with City staff, we have identified three sites to make the greatest impact; one in the urban core, one in the University area and one in the suburban Hidden Valley Neighborhood. Dollars have been pooled for this large project and divided among the three sites to be as equitable as possible. The 25th Street Bridge Project will encourage artist to create innovative works that will be directly integrated into the bridge. This opportunity will impact aesthetics of the bridge and in turn impact the surrounding neighborhoods, business, pedestrian, and vehicular traffic. This project is in Councilmember Kinsey's District 1.

The NECI Project for University City has been sited near the lake, and we envision it will be a major place making opportunity. The project is in the planning phase, and we are in discussions with University City Partners, as well as UNC-Charlotte. This project is in Councilmember Phipps' District 4. The Hidden Valley's location has been selected along Tom Hunter Road.

Councilmember Phipps said what is the process for artist selection?

Ms. Hanzal said the artist selection is that we usually do a RFQ (request for qualifications) so it is an open call, and we have an appointed panel that is put together by the Public Art Commission, as well as ASC staff and we ensure there is local representation on that panel so there is a local voice in the process. An artist is selected along [inaudible] and then that selection is put forward to PAC for approval; once PAC approves it, then we are allowed to engage with the artist and contract them through the Arts and Science Council.

Mr. Phipps said typically how long does that process take?

Ms. Hanzal said between artist selection and when it begins works, it is usually a 12-month to 18-month process from the time the artist is engaged to the time the art work really begins to be

created. Sometimes it can be a little bit sooner and the way our contract is structured we engage the artist to have a concept design, which is approved and then after that they are allowed to into schematic design, which is also approved and then they can go ahead and complete the project. We have steps along the way; it is kind of a convoluted process, but we ensure that there is public participation.

Mr. Phipps said so it is too early to speculate that these projects would coincide with the opening of the Blue Line Extension in August of 2017?

Ms. Hanzal said at this point they probably will not; although, we are aware of that, and that is why we are looking at this particular corridor, because we know this will be a major thoroughfare that people will use to connect to that Blue Line Extension, and that is why we want to specifically identify this site to have something that is a place making statement for the community and will also be sort of a marker to that Blue Line Extension.

The Hidden Valley Neighborhood's location has been selected along Tom Hunter Road is in Councilmember Phipps' District 4.

The Berryhill Roundabout, a sizeable appropriation, is based on the enthusiastic feedback from the neighborhood as well as the advocacy of project managers for this particular project. It is really great when we know that the team is supporting public art, and it doesn't feel like an invasion onto the process, and it is really considered an asset as well as an enhancement to the CIP. This project is in Councilmember Mayfield's District 3.

Six roundabouts have been identified for the Prosperity Village's CNIP and possible sites for public art are being discussed as we enter into the assessment and planning phase. This project is in Councilmember Phipps' District 4.

The Cross Charlotte Trail is a 26-mile pedestrian and bike path, which will span 26-miles spanning from the Polk Historic site to University City. Because of the scope and scale of this project, we have engaged Consultants Jennifer McGregor, who worked at the inception of the percent for the art program from New York City, as well as Renee Piechocki, who is the founding Director of Public Art in Pittsburg. Both of them have collaborated to come up with the Master Plan for the Rose F. Kennedy Trail Greenway, which is in Boston, and we are excited to engage them to help us determine which sites will have the most impacts for public art on the trail, as well as come up with strategies to engage diverse audiences and neighborhoods. The future budget installments will increase to a budget total of \$220,000, and the Cross Charlotte Trail will have a major impact on the City as more green spaces and sites for recreation are being developed. Because of the scope of this project, four districts are included: Councilmember Kinsey's District 1, Councilmember Phipps' District 4, Councilmember Smith's District 6, and Councilmember Driggs' District 7. We also want to make a note that there is an allocation this year for the South Charlotte Connector that will be a part of this infrastructure.

The next several slides reveal the extensive expansion of the Charlotte Douglas International Airport, which serves over 44 million passengers annually, with a projected growth of \$2.6 million each year. To accommodate the demands on this facility, expansion and new construction is planned for numerous locations including the Terminal E Food Court, Concourse A Expansion, The rental car facility, which is complete, and we anticipate will be one of the first projects that we will address at the Airport, as well as the Main Entrance of the Airport, which will provide an opportunity for us to engage with a significant internationally known artist, as the we commission work for this site. We all recognize that the airport really does serve as a front door of our community, and the public art work that can be incorporated into the new construction will help create a lasting impression for our City, its history, and its aspiration.

Councilmember Eiselt said where it says site; where is that right now exactly?

Ms. Hanzal said the Main Entrance; that is off Wilkinson Boulevard. It is actually one of the new entrances to the airport. So, this is Wilkinson, and this will be the new entrance. There is a really large median where a sculpture could be located.

Mr. Phipps said will the funding for this come from the Aviation's Budget?

Ms. Hanzal said yes, it will.

Councilmember Autry said an international artist, why not a local artist?

Ms. Hanzal said potentially a local but this is really an opportunity also to put a stamp of an internationally renowned artist at our doorstep, so we do have opportunities for local artist. We have numerous local artists in our current collection, of the 60 works that are in the collection, many of them are local artist.

Mayor Roberts said how many were done?

Ms. Hanzal said I actually have the paperwork here, within the collection of the City, there are 53 projects total and there are 28 local artists for the City collection and 25 artist for the County collection.

Ms. Roberts said do you also have demographics about how many of those are minority artist?

Ms. Hanzal said we do; eight City artists are minority and 10 of the County's artist are minority. We have one ASC project in there as well including a minority artist.

Mayor Roberts said 28 for the City and 25 for the County? That is all the 53.

Ms. Hanzal said right; 53 projects have included local artist.

Mayor Roberts said 53 local artists; what is the total?

Ms. Hanzal said I believe the total is 59; there are 59 works that we have in the City's collection. The collection is growing over the period of time that we've had the organs in place. Our final slide is the FY17 Public Art Allocations CIP Eligible Projects for a total of \$842,620 for general CIP Public Art and \$3,059,577 for Aviation Public Art. On behalf of the Public Art Commission the Arts and Science Council I sincerely appreciate the support of the City Council for the Public Art Program. Together we create projects that enhance our City's character and identity and foster opportunities for our citizens to engage in the visual arts.

Councilmember Mayfield said for additional clarification, it was mentioned earlier but it is not in our PowerPoint, what is the total number of members on the Commission?

Mr. Hanzal said there are nine members on the Commission, three appointed by City, three appointed by the County and three appointed by Arts and Science Council.

Councilmember Austin said what is our diversity of this?

Mr. Gustafson said of the nine six of the nine are women; one African American male, one Africa American female and one Indian.

Ms. Mayfield said do we have any representation from the Latino community?

Mr. Gustafson said we don't right now and that is one of the things we want to work with the City and the County on. Just like you all have to fill commissions and councils and all of that, and sometimes you take what is given to you. We ask that part of what you and your staff do is be recruiting and you can add to the commission. You saw different backgrounds, and it is good to have someone with an art background, someone in business, someone in education. Those are the kinds of things we like to keep in mind when we are putting people on to the Commission and certainly it needs to reflect the community because we are putting art in all of the different City Districts and County Districts as well so it can be better reflective of the public's art the better.

To answer Mr. Phipps' question; from earlier, when we do one of these selection panels we go out to the neighborhood so it is not just the Commission that is out there selecting. There is one person with the Commission, which has an arts professional and then there is someone from the neighborhood and part of what the artist then does after the selection process is to go out to the

community and heavily engage them in feedback and tell us what is in the neighborhood. There is more than one opportunity, so we would also encourage your neighborhood associations and other activity groups in the districts to give alternates and provide feedback as others are selected. We are happy to hear anybody that you would like to nominate for the Commission.

Mr. Phipps said for the process that you just described will there be any communications to HOA groups that are going to be in the cue?

Mr. Gustafson said the real value to ASC staff to us is that they work with the City and County partners connecting us with the different groups in the neighborhood, and it has always been a real important part of the process that the community does give feedback. Charlotte is very well known of its trees, so we've got a lot of tree projects for a while, so we try to go back to the neighborhood and say, we are than trees; Charlotte has more history and culture and background, so we've worked with the neighborhoods associations to do something better than trees. Tell us something about your neighborhood and what do you want to reflect to the greater community. Results are to create a partnership project and if you look at those it can maybe answer one of Mr. Autry's questions too. That was a really good opportunity from local artist who are very locally involved on the smaller projects, but we as a Commission start developing local projects. You don't come straight out of high school or college creating a million and a half dollar project, and we have the responsibility to develop those local people and those neighborhoods projects we think are really high quality projects with very low budget amounts. We are developing that stable of local artist, and the hope is that those people will go and develop a neighborhood project and then go on to develop a project at the airport and then go on to the National Mall and develop something even bigger, that is part of our aspiration as well.

Ms. Eiselt said I just wanted to point out and a couple of my Council colleagues were at the opening of the West Boulevard CMPD Station, and I've never had to be convinced of the value of public art, but it was a great example of how public art works within the community and artist described or ASC described how the bricks that were incorporated into that design and the story it told and the artist worked with children in the area. I thought it was meaningful to give neighbors in the area a sense of community and belonging and that that was their art work.

Ms. Hanzal said I appreciate that and there is an opportunity this Saturday at 1:00 p.m. for any of you that want to come to the dedication of the Sedgefield Project. That is on Marsh Road, and it will be dedicated between 1:00 p.m. and 2:00 p.m., a very brief session with artist Paula Smith.

Mr. Austin said it would appear from the slides that Ms. Mayfield might be the winner this evening; however, I do know that there are quite a bit of art work projects underway in my district, and I've already had a healthy conversation with Ms. Hanzal, and we are going to be tied closely together to make sure that District 2 has lots of great of art work moving forward.

Mayor Roberts said I just want to add in looking at the numbers; I know we did the South Line for light rail and the minority artists were not a high percentage. I'm glad to see if it is eight and ten out of 59 that is 30% of the art projects that you've mentioned are minority artist. I think that is a great improvement, and I agree with Mr. Autry that is a great opportunity to build local artist and especially when they are including our school children and including the community in that way. It says a lot about a community investing in that way so I appreciate that 53 out of 59 are also local artist. I do have a question about the Cross Charlotte Trail; that total budget is \$220,000, it seems like a small amount for an art project that is that long and could have that many potential sites. That is not 1%.

Mr. Gustafson said 1% eligible dollars; we are doing it by the ordinance, so it is 1% of eligible dollars so it is 1% of construction. It is not land acquisition; when you think about parks and greenways, you don't have a lot of construction there. They may build a concession stand or a bathroom, so we look for places, and Reid Park is a good example where we had City dollars, Park and Rec. We were able to get some funds together and we are looking for opportunities to add dollars together, but we are somewhat restricted by the ordinance.

Ms. Hanzal said this is also an opportunity to partner with Mecklenburg County; some of the southern sites such as Polk Historical site is within the Mecklenburg County purview and then they are also creating some of the connectors. There will be additional money that will be

provided by the County and then we are looking for other opportunities to attract money to this project as well. We think it is going to have a major impact on the City; it is a really huge undertaking that is very exciting.

Mr. Gustafson said one of the things we learned with the West Boulevard CMPD is that if we can involve our artist earlier, you see part of that budget \$40,000 for planning so we need to identify places and then we can work with artist who also build functional pieces so it can be park or benches, so if we can use part of the bench fund to build an art bench [inaudible] the arena is a good example of that; terrazzo floor. They had to put a floor in the arena, and we had to use some of the art dollars to go into the floor, so we've been working with Rachel and other City Departments to kind of introduce what we do and the earlier we can get in the process. We got a good bang for the buck on the façade for CMPD because the artist got in earlier and said we are going to brick it with handmade brick.

Mayor Roberts said thanks for that distinction about the eligible dollars; I appreciate that.

Councilmember Smith said I know you all work on public art; how much private sector money do you guys get for publicly displayed art? For example, to the Mayor's point as you are going up and down the Cross Charlotte Trail from private dollars and I know you all are working on public, are you able to leverage any relationships and take the public square so to speak, and find some private folks that are willing to help serve as benefactors in that area?

Ms. Hanzal said we are actually looking into those opportunities right now, so I'm working with City staff to look for a tool that will enable people to contribute to the public art fund to help leverage more art on the Cross Charlotte Trail. We are looking into a mechanism to make that work.

Mr. Gustafson said I think we would like to expand to what you are talking about. We can draw out the influence from the greenways, the Cross Charlotte Trail and if you imagine a neighborhood or the Rail Trail right now. There is some art work done by apartment complexes along the way, and they've got a grant to do their own public art. We would love to that; our limitation is staff and you have so much to do if you are acting out recruiting, but the idea is that we are talking to a developer within your district and they are developing something that is near an existing project, we would love to talk to them and they can do this fee for service. That is a way for us to augment our staff.

Councilmember Driggs arrived at 5:51 p.m.

Mr. Smith said as we have some more infill development I think we will have opportunities and it can be mutually beneficial and in some ways come out of developer's skin, but in some areas we may be able to have public art that we can get the private sector to chip in a little bit.

Mr. Gustafson said there are a lot of examples of private/public art, so there is a distinction here that someone privately funded things, but the public gets to see.

Mr. Smith said I'm trying to figure out our public's sphere, because the 26 miles and then we do have some opportunities to get more people involved.

Mayor Roberts said thank you for that level of detail, and we look forward to continue to work with our partners.

* * * * *

ITEM NO. 2: REZONING ISSUES - CONTINUED DISCUSSION FROM PRIOR WORKSHOP

Interim Planning Director Ed McKinney said Mike Davis of C-DOT and I will do our tag team again tonight, as a follow-up to several Workshop conversations we've been having with you in terms of some of the zoning and rezoning issues. We are trying to bring it to some conclusion tonight, get some more focused direction from you so that we do a little bit more work and come back to you with some next steps and recommendations. Let me give you a preview of our summer zoning and a couple of the zoning caseloads over the next couple of

months. You might think of this is a preview of your summer zoning reading list to give you a sense of what is coming. I want to talk about some of the agenda items we might want to put in front of you at your business meeting in August. As you recall, over the last year we've been working to manage the case load in a different way, working with petitioners to make sure we schedule the hearings and decisions in a way that makes sure that those cases are ready to go in front of Council, and we do it in a way that manages the case load on a Monday night for zoning. I think we've made some good success in that, and as you can see, both in June and July we are still seeing a pretty significant case load; we anticipate 18 decisions in June and 13 hearings. Similarly, in July we are looking at about 15 each in both decisions and hearings. Sort of related to that, there are several cases that we want to highlight that we anticipate, again tentatively, and we can talk a little bit more in detail at our Zoning Dinner Meeting on the 20th on these for August. There are three decisions and one hearing; we want to give you a heads up as we may be looking to put those on the August Business Agenda. Those three decisions are all three cases scheduled now as part of the 15 hearings in July. One of those, I think a number of you will be familiar with which is the Tree Ordinance Text Amendment; it has been in front both the Environmental Committee and the Transportation and Planning Committee, so I won't go into the detail on that. There will be a hearing scheduled in July and we are looking to have that decision made at your August Business Meeting. The two others are both examples of some of the work that we've been doing with petitioners to kind of manage the timing of when they come before you. Both of those were anticipated to be in June and for a couple of different reasons aren't, so we are trying to make sure we work with them that is equitable. The notion is to have them heard as a hearing in July and as a decision before you in August. The last one I will mention, River District, I think a number of you are familiar with this case. As you probably already know, it is one of the more significant entitlement cases we've seen in a number of years. It is over 1,200 acres out at the Airport, and it is similar to Ballantyne in terms of the amount of development and the entitlement. We've been working really diligently with the petitioner on potentially getting that case ready for a July hearing, but as we've gotten closer, working with the petitioner we've begun to realize there are a number of issues that still need some more work and also recognizing that given the scale and the complexity of that case, it might benefit from a venue that would give staff a little bit more time to present it and you as a Council a little bit more time to discuss it with the petitioner. None of that is for sure, but we wanted to give you a little heads up and we will talk more in detail about that at the Dinner Meeting on June 20th.

Let me jump back into why we are here in a Workshop, and let me quickly go back and remind you about the purpose of what we've been doing and what our ultimate goal is and kind of where we've been and where we are going. The discussions we've had have been designed to give sort of an off Monday night Zoning Meeting opportunity for you to discuss these issues with a little bit more time and help us understand the issues and concerns with a notion that gives staff a little bit more direction and how to begin to address those. The goals obviously are to make sure that ultimately we are providing you all the information we can to help you make better decisions but also to make sure we are establishing clear expectations, not only for us as staff, but as we are communicating to petitioners and we are communicating with the community that we are having a consistent message about what our expectations are, particularly on some of these issues that are really more difficult issues that we are grappling with. As you recall, we started this back in April and that first discussion with you was really more of a brainstorm, so we got all the thoughts and issues out on the table. In May, we tried to organize those a little bit and put them into context of how your ordinance requires and the framework by which you are making Zoning decisions, a little bit of foundational work. What we want to do tonight is take some of that, and I'm going to provide what we believe to be priorities coming out of the discussions. We want to get confirmation of that from you, but it is our summary of what those priorities are and then we are going to put on the table at least some initial thoughts about where we think we could go within the short-term and long-term and get some reaction from you, so we can do a little bit more work.

The notion that is in Next Steps is that we would with direction come back to you at different opportunities; we would be able to do some of these things in the short-term and provide you updates at our Zoning Dinner Meetings; we can potentially continue in the fall with some more deeper discussions and workshops, depending on the level of detail of the issues. With that, let me summarize and take a lot of the discussion and really condense it down at the risk of kind of over simplifying. This is just a highlight of some of the things we talked about in April. What I've highlighted in red is to kind of pull out for us some of the things that were kind of resonating

for us, in terms of priorities and maybe a little bit of a focus. Clearly, it was important and what we are hearing is let's prioritize and let's find some things we can do in the short-term. The notion of cumulative impact of growth and transportation being one of those examples is something you will see in a moment. Schools and how we deal with the capacity of schools is sort of case by case has been an ongoing question and certainly most recently this kind of question and notion of how we are dealing with affordable housing; again, in the context of a zoning case on a Monday night hearing or decision. We want to put on the table for you three areas of focus; schools, affordable housing, transportation and traffic. As a reminder referring back to how the zoning ordinance defines your decision making roles, again you are allowed, you may, you don't have to, but you can consider adequacy and capacity of schools. With affordable housing it is a couple of provisions in terms of not using the zoning decision to discriminate and then we also have some ability to make sure that we make decisions that limit the concentration of affordable housing. Transportation and traffic similarly, you are allowed to but not required to consider capacity and adequacy of facilities, as you make your zoning decisions.

Councilmember Smith said are these three listed in order of priority for staff, or are they just up there?

Mr. McKinney said good question, they are listed more in priority of how I wanted to present them, knowing that transportation would be a topic that would take a lot of focus, but all three of those are issues that, depending upon the case, are front and center. One more I will add and I didn't put it here, but you probably notice some changes we made in the analysis that we are providing on cases related to water and sewer capacity. I think a couple of cases last month you have noticed more specific comments that we are getting from Charlotte Water in terms of whether or not there is a water main accessible to the site and some beginning context to capacity. We don't want to focus too much time on that tonight, but wanted to let you know that we are continuing to have those discussions with Charlotte Water and make sure we are providing that kind of information, the capacity of Charlotte Water and the development that we have is a pretty important issue, so that is still front and center for us. You will continue to see some work on our analysis related to that.

We will walk through each of those issues; I will talk about schools and affordable housing and then I will turn to Mike to do the transportation section, then I will come back and wrap up. For each of those we are going to provide a little bit of context and then again some conclusion or at least posing to you some thoughts to get your reaction, with regards to school, the notion that we are allowed to think about adequacy. A couple things we have put on the slide just to peek your thinking is sort of what we have perceived as reoccurring questions that have come out of this Workshop discussion and certainly things that we are hearing during the hearings and the decisions we are making on cases. Are we accurately even estimating the school population generation on a project by project basis? There have been some questions about the assumptions and the accuracy of those things, and are we measuring the right things? There are questions about the qualitative not just the quantitative; what is the impact to a student relative to the number of students, not just how many more. Then like some of the other issues, what is the cumulative impact over time and how does that relate to by right development? Again some similar issues there and for context and this one is sort of unique to the ones you will see tonight; we have very little policy guidance on this, so really what is only there is what is in our zoning ordinance. The notion that as you make decisions you can consider the adequacy, but we really don't have much more policy foundation around that, it gives you a sense of why we as staff and you as Council struggle with some of these decisions, because we really haven't provided better context around that.

A couple thoughts about that; short-term/long-term again these are to peek your thoughts, so we can get some direction tonight. Short-term we have been doing this, but we will focus even more on this in the next period of time, making sure we are working closely with CMS to make sure the assumptions are right, that we are getting accurate information and that we are also providing some greater context. Again, the demographic assumptions, what is the qualitative impact on schools? How does it relate to by right development in that district, and what are the growth patterns? So, there is some other context information that we can provide. It will take a little bit of work for us to investigate that with CMS, but that is one of the things I think we can begin to

do to at least make sure the information you are getting is the best information that we can possibly provide.

Councilmember Lyles said is there any opportunity to look at adequate facilities, not in the sense of having an ordinance, but actually as you would say longer term? How would you describe kind of like taking our vision of a City that we want to be connected? We want to have infrastructure that supports the surrounding community in addition to the coordination. Could we come up with some principles around adequacy of infrastructure that might serve us in this area, working with the school system or is there any opportunity there or is that something even to consider?

Mr. McKinney said I think it is something we could consider. My sense is one of the best focuses of our energy in the short-term is making sure that we are collaborating and coordinating a little bit better with CMS to insure that they; and part of it is making sure that not only that you as Council have the right information, but as we are having discussions with CMS we are realizing that it kind of goes both ways. We need to make sure that we are providing the right information for them to be doing accurate long-term plans that is very germane to the work they are doing now in terms of school assignments and thinking about what the long-term needs they have, so it gets back not only to the rezoning case by case but also what is in our area plans and our Future Land Use Recommendations helping them understand the ramifications of those growth and the land use recommendations we made in our area plans; what does that mean for them five to 15 years down the road. I guess my answer to that is I think we can spend some time making sure we've got accurate information, providing better data for them and for us so we can both be planning better and then ultimately making sure we are planning to a vision, to a set of goals and maybe that is another conversation we can have with them.

Ms. Lyles said I want to follow-up; if we are using the Centers, Corridors and Wedges and we are using area plans, does the school system have the same kind of five-year planning of capital? Do they build it in that layer way, and if they do that do we have the opportunity to layer over our area plans or our centers and things like that? I would assume if you want to have schools connected and the opportunity to use safe routes and things like that, those things can't be determined in isolation, so I'm wondering even short-term could we at least get – I would not be able to describe to you what the school system's five-year capital plan includes. I would not be able to describe to you what their projections are County-wide or even within the City, so I wonder short-term. I've asked for some information about that, because I don't know enough to even start talking about refining or coordinating. I know nothing that helps me in this except what comes out in the book.

Mr. McKinney said we are actually having that conversation too so again back to the context of the information that could be one of the pieces of information that you know for that case, what is in this geographic for that specific zoning case? What is on their horizon for capital investment? That is a piece of information we haven't provided yet but we certain can. One other little plug I'll put and this relates a little bit longer term to the place type discussion we've been having, and it is a foundation to our development ordinance is we also making sure that we are setting that up to be a tool that will ultimately link to some of the technology opportunities with GIS and kind of planning. We've even had this conversation with CMS so that we can provide a better link and a better estimation for them about what is in this geography for where they are looking. We can help them understand what the growth looks like and what some of the scenarios might be, so they can have a better since of the kind of population generation that might look like 10 to 15 years down the road. We are making sure that we are hard wiring some of the big work we are doing in terms of our place type and our development ordinance to make, again that is longer term, but it makes those things hopefully the communication will be easier.

Councilmember Driggs said this is related to Ms. Lyles' question; the student assignment debate that has been going on has implications for us. They are talking about or take the economic opportunity task force, they are talking about a lot of things that actually pertain to stuff the City does like our zoning or our housing policies and since I'm hoping they will stop short of outright busing, the only way you can achieve more diversity in schools is by having more diversity in your housing. What kind of high level philosophical or policy conversations; does anybody here for example have a regular dialogue? I've had occasional conversations with members of the School Board; I've gone to some of the meetings down in South Charlotte about

student assignment, ended up answering questions because I was there, but it seems to me we ought to formalize the recognition of the kind of interdependence of our aspirations for the City with the challenges that they face. To your point, we have very little idea about what they are doing, and I don't think we understand how their capital planning process works, the way they allocate capital money, and then their constrain on operating funds. I wouldn't want to get too deep into it, it is not Charlotte's place as a City but there are definite points of intersection that we don't talk about.

Mayor Roberts said just to add to that, since we are having this discussion, there are things that could actually guide decisions that we are making, so if we knew for example that we were approving something right near a school that was 180% capacity and we knew that there were no plans to build another school to relieve that for 10 years, we might actually have several conversations about whether or not we should approve that. Like you said we may consider adequacy, but if you've got 10-years you are waiting to increase a school that is already 180% capacity that could have a real impact. The other question of course is, is the community ready for that kind of conversation for us to say that impacts? We may actually delay or not approve something. The challenges that the schools have is that they may have an idea of what is going to be in the next 10-years, but the County may have a different idea in terms of what their capacity is. There are several layers, but that conversation should definitely be happening, and I think at a staff level, especially when we are looking at those requests and when they are looking at those requests and they are projecting their growth. It wouldn't be that difficult to look at past rezonings that have said the school impact and then you see what was the actual impact. With people moving it is hard to say how accurate that was, but it wouldn't be that hard to match up, has that growth really been consistent with what their estimates are? I think it is a conversation that should be happening in that planning stage.

Mr. Driggs said the City Council should not be making decisions for the School Board or trying to impose our own judgments, but if we communicated to them that we will cooperate with them on developing guidelines that we would be responsive because I don't feel that we get meaningful input from them, for example if you look at our zoning process we get some number of students that is contested anyway usually by area residents, so if we had an understanding about the kinds of input from them that we would take on board that might cause us, for example, to just say no, because they told us we don't have the money for the students. When I talked to members of the School Board and the principals of schools near a proposal that is in my district, they just say sure bring it on, and the capacity will sort of follow, but the public is not satisfied and then we end up getting some of the complaints. I just think there is a better relationship out there somewhere.

Mayor Roberts said there is a big question mark on policy guidance for schools.

Mr. McKinney said this discussion is good and I think that is enough for us to start framing some thoughts for you and shaping the conversations we are already having with staff at CMS. That is good, and I think we can begin to work on some of the things we talked about.

Mayor Roberts said I think the other thing that that lends conversation to or lends some ideas to is if we do this at a point where we say there is no more school coming for 10-years and we just can't approve 900 units when they are three bedrooms or whatever the scenario, then does that private sector start to look at how can they help be part of the solution? That is another thing that we've had private sector input on our transportation system in terms of contributing for certain aspects so there are places in this country that happens, and there are things that incent development that might be beneficial and could be part of the conversation that I don't think it is happening often enough now.

Councilmember Autry said in listening to this as it rolls through, I saw one of your slides about mitigation the term used, and I just wondered if you have mitigation, what does it look like? That in and of itself has to be determined, because where you are going to apply it you have to understand just what the real ramifications are and the impact is. It is not just things we are going to have this discussion with the schools about where they are building and where they are not building but then when we say mitigation what does that mean. I know what it means when we are talking about liter, but what do we do when we are talking about land use decisions and zonings?

Mr. McKinney said let me try to transition to a similar conversation around affordable housing, and I definitely want to get to Mike to talk a little bit more about transportation. Let me just mention the reoccurring question and make sure we are getting this question right, which is pretty important. What we are getting the sense of given some of the conversation on cases is, should we be setting expectations and goals in the rezoning process? Really in response to the notion of what is happening now is a lot of relatively last minute potentially case by case negotiation on including affordable housing in big projects. Again similarly, a little bit of context of how we currently have policy guidance so we have a locational policy that gets to that issue of insuring that we are not doing things that create concentrations. We have a couple of policies; the Transit Station Area one and the voluntary mixed income that are designed to provide incentives in our ordinance to really encourage the use and the incorporation of affordable housing, and there are places obviously to the Housing Trust Fund where are putting our dollars on the table to make it happen. That gives you a little bit of context, none of those directly related necessarily to some of the specific issues that we are facing on a case by case basis for rezonings.

Ms. Lyles said could you tell us how long the voluntary, mixed-income, housing, development program has been in place, and what has it accomplished?

Mr. McKinney said maybe three or four years it was put in place. I wouldn't have off the top of my head the metrics of that; I suspect they are relatively low in terms of whether or not we have provided any incentive.

Assistant City Manager Debra Campbell said there are single-family and multi-family incentive bonuses, is essentially what it is. We've not gotten a lot of asks for the single family.

Ms. Lyles said when you finish, I want to come back and talk to you a little bit about some of this.

Mr. McKinney said let me put on the table a couple of questions short-term/long term and the short-term one is sort of a big question; do you want to sort of direct us as staff to begin to think about how we might define some expectations to communicate to petitioners? What might that look like? To give you sort of an abstract example that, maybe it is something that says in activity centers where a project is displacing existing affordable housing, do we sort of establish a practice of sort of expectation and communication to the petitioner that we want to see X% of your units to be affordable? Obviously, you've seen that through some of the discussions you've had on specific cases recently. One of the places it puts us as staff is, we are not doing that because we don't really have any direction or policy guidance to have that conversation, so it is the kind of conversation that is happening really offline from us and it is done without a clear consistency around it. Certainly long-term the bigger questions would be do we want to formalize that in some sort of more directive policy? Those are two big questions out there really centered around how much direction do you want to give us, and how much consistency do we want to try to create clarity with the petitioners on what your expectations are?

Ms. Lyles said I want to specifically look at on our policy guidance, what is working and what is not working out of that list and which ones are effectively producing affordable housing and which ones are not? I would like to have a sense of this is the policy; this is what it was supposed to accomplish. This is what it is accomplishing out of those things up there. I think one of the questions I have and maybe this isn't a question for Ed but maybe to the Council; if we get back the policy guidance that we are not accomplishing what we said, which we thought about 5,000 units in five-years and if they are not being accomplished or if we are not being able to locate across our entire City geography then the question I would like for us to figure out, and I don't know if this goes to the Charlotte Mecklenburg Housing Coalition, I think it has a new name now, but some group of citizens that incorporates the development community and incorporates planning and those areas to come back and say to us well if you had a goal to do 5,000 units in the next five-years, if you have the expectation that people are able to live in all parts of the City, how do we do that? Are those four programs sufficient to get to where we want to , or are there other programs that other communities are seeing? Are there other ways that we can do this? I hear this because we've been at Council meetings when the rezoning comes up and someone says well what about five affordable housing units, can you do that as a part of your development? That is not the appropriate place to put that. That is after they've gone through all of this work; they are financing it, and they are coming to use around a land use decision, and we

are saying but there is another goal here. We need to get out in front of that if we are going to do it so I would like to actually ask us to consider going back and getting the right people in the room to say if the City has a goal for being a place that people can actually afford to live, otherwise we could all move to Sarasota, Florida and makes lots of money. What I'm saying is, if we really have the real vision that people of all income levels have the opportunity to live here, which ones of these work and what are we missing that is not taking place or happening? I think we ought to try to get a group of people to come together and help us do that.

Mr. Driggs said once again we are traveling in the same ruts, but I think we need to make a clear distinction between what a developer has to do in order to get a zoning approval, which is basically in the ordinance. You can't just sort of throw stuff at them and say why haven't you done this for me? Which kinds of cooperation or voluntary and aspirational where they participate in a vision that we have, for example coordinating activities and creating these centers. Again looking at the Denver project and the way all kinds of people came together around an idea, so how do you create that vision and get them to buy in. As a commercial oriented guy, I could see developers saying I actually benefit from being a part of that larger scheme. My building is worth more; my rents will be higher if I'm next to those other amenities and facilities, but it is not getting coordinated. There is this piecemeal development, and we just stick a building here and we stick a building there. Since I'm very reluctant to go down the route of kind of social engineering and mandatory zoning and there are laws that limit it, I'm wondering in the same vein that you were talking about, what we do in that other area where we get leadership from the City and from the prominent members of the developer community to make some of this stuff happen without it being a condition for zoning approval or written in the ordinance.

Mr. Lyles said or an incentive.

Mr. Autry said Housing and Neighborhood Development had a presentation from the School of Government a couple of years ago about just what tools were available to us, because a lot of the mechanisms that we may have, we are restricted from even implementing due to state statutes. I think it would probably be a good thing for us at some point to maybe review that presentation that the School of Government made for us so that we all know because they had some recommendations there that these are the things that you can do to encourage more housing, more mixed use development, more affordability in your housing stock and the options that are available to your citizens. It is not a big pallet, but it is a pallet that we can leverage, we are just not doing it.

Councilmember Austin said I just want to clarify; I'm part of the many dialogues we've had on the Council dais when a rezoning came up, and we are pushing the idea of affordable housing. I think we are only positioning it have you considered this, have you thought about this? I don't think we were trying to mandate at all. I think what is out there is that we are recognizing that it is becoming really, really difficult to live in Charlotte, and we need for our petitioners. and I have those conversations with my one on one with them, to talk about have you considered affordable housing in this development, maybe not so much at the dais but one on one to do that and I think we have; those of us who are District Reps and need those, we have to have those conversations at some point. I do believe that we don't have enough true incentives to try to encourage that, and maybe we need to go back and see what are our end results on all of these, and are these working and if there is something else out there in America if you will that works. I believe Davidson had something there were mandating, and that didn't work so what else short of that can we do and add tools for our tool box in an effort to give more affordable housing. I think the members of Council in the HAND Committee, we've tried to actually look at City owned properties, and what can we do to that? I don't know where we are with that piece, but we've got to be innovative. We've got to think of other ways or we are just going to have people living on the streets.

Councilmember Eiselt said I think the other important part of that is we can't do that in a silo; it almost seems like we need to some sort of task force effort to bring the developers and bring urban planners in and other people to come up with. You are smiling; was that already suggested?

Mr. Autry said that is kind of what the Charlotte Mecklenburg Housing Coalition is in place to do.

Ms. Eiselt said is there a timeline that we are going to get a presentation on that, because we can look at the tools, and we can fuss about that but without active participation from developers who are there together saying what they are willing to do and not willing to do and what is going to work for them, I don't know how we move it forward.

Mr. Smith said one of the folks that are key components to the table is the development community and why aren't some of the voluntary programs working, and what incentives can we put in place for those guys? We have to get away from sort of the ad hoc, and it is not just to the dais, is surrounds the rezoning process and come up with a more established, consistent policy or guideline to the extent state law does it and to the extent we can get six votes to support it. I look at all the apartments we've had in my district, and several have been in the same corridor right across the street from each other. Some were asked for lower income affordable housing and workforce housing and some weren't. So, if you are on the receiving end of that and you are getting that question, you are feeling like you are solving the problem for the City and that you are being kind of isolated and picked out to do it, versus them coming in and have an expectation when they file the paperwork or when they start the process at an earlier stage. I would be interested in hearing what the folks from REBIC have to say like what about our incentives aren't working for them? The simple answer may be that they are not there, and you can't get enough density; I know you have to go through rezonings and the nuisances whether it is by right rezoning, and when you get into rezoning you are going to have other conditions applied. I think the key for the development community would be consistency. If they knew coming into it what to expect, I think they could react accordingly and help work towards the goal. I think without the framework in place from us as a Council and direction from us as a City it is just going to be on an ad hoc basis and we all recognize that has not proven to be successful. It is 5% here, 12 units there; we will pay for your moving allowance, but we are not putting any affordable housing.

Councilmember Kinsey said I think now the Housing Coalition is Housing Advisory Board; I think if we want them to do anything, we need to charge them with the task, because I sense that they sort of deal with something coming up, and the last meeting was a very good report meeting, but I think if we expect them to do something they need to be charged to do it, and they will do it.

Mayor Roberts said a good discussion about some of the things that we need to not be thinking in a silo; we need to be bringing all those elements together and we've got a mechanism to do it. We just need to give a charge. Part of that is tools and what works and what doesn't.

City Manager Ron Carlee said I will share a couple of thoughts on this one; I've thought a lot about an area that I think really needs some attention, especially as you talk about the school, boundaries and economic segregation and the economic opportunity. I would say talking about affordable housing but when a developer comes in for a rezoning, it is way too late. Going to what Mr. Smith was saying it is important to set the expectations way up stream so that when developers are looking to buy property, they know what the expectations are and that gets factored into the cost of land and everything else, and you have a much greater chance. The major gap in your policies right now is you have expectations on the rezoning, and this is probably my most important point, which I think gets missed sometimes in Charlotte. The greatest incentive you have is the rezoning itself. You do rezonings that provide increased value that enables developers to build two, three, four, five times what they could build under their existing entitlement. That is a lot more value then you are going to create on some incremental bonus here or there particularly when a developer is coming in and asking for recommendations that are outside of an existing plan; they are inconsistent with the plan and the kind of precedent that sets going forward. I think it will be hard, and I think it will require a participatory process, but I think where you have rezonings that significantly increase the buy right densities, particularly where you have rezonings that are inconsistent with an existing plan, and where you have rezonings that eliminate existing affordable housing, and when you have rezonings in areas where you already have concentrations for economic segregation, there are expectations that could be established and put out that I think could ultimately affect the affordability of housing in Charlotte.

Ms. Lyles said I know that this is the Workshop that is informal around this, but the Charlotte Mecklenburg Advisory Housing Committee is, I think, a place to go, and I do think it is absolutely key to have the development community participate with them. You've talked about the key points of what you try to achieve, and I guess what I would like to do is ask the Manager to put that together in a charge to that Committee to actually ask how they would do this and for them to come back and tell us how they would do it. I think this is absolutely one of the things, I'm reading on the website the average amount to transport a student to a magnet program is over \$1,000 a year; a partial magnet is over \$1,500 a year, because we are doing that every year because we are not trying to figure out the ability to put housing so that it impacts our City for both education for economic opportunity. To me, it seems it is a good place for it to go, and I would like to make a motion that we ask the Manager to put together a draft charge and bring it back to us for the Committee to review.

Mayor Roberts said we can do a motion, but we don't have to, no objection.

There were no objections raised, the matter was referred to the Housing and Neighborhood Development Committee.

Councilmember Mayfield said as we are moving forward on all of this, this is also what staff is presenting today, a snapshot of what we have been talking about in the Housing and Neighborhood Development Committee (HAND) for the last six months, including, as was mentioned, the fact that we are looking at what land does the City hold, but also thinking about the reality is as long as our current policies state what they do, the fact that we do need to put more guidance regarding the locational policy. A prime example the article in our local paper yesterday highlighted in South End the fact that people are not using the light rail, and that is because of the dichotomy of the community who was more likely to use the public transportation system is the same community that is being forced to move further and further away from the access of public transportation options. In my personal dream world, it would clearly state that in certain areas we would have it in writing in the locational policy that mixed income housing needs to go in the area or we have a specific percentage of mixed income housing, so when the developers are looking at the area they already know that there is going to be an expectation that you cannot just put market rate or whatever is identified as market rate. It needs to be something that is more accessible for a broader community, but staff is already working on it. They started a lot of this, and I think this continues to take us down the right path as we move forward and as far as the Charlotte Mecklenburg Coalition for Housing you have a couple of members that are in this room that are a part of that group so the information is definitely going to get to them as far as a specific charge. As Ms. Kinsey mentioned, I don't think the Committee has previously given a specific charge to the group to ask them to bring back a recommendation, because that group is a representation of the development community, both market rate and workforce as well as social services, so you have the gamete that is in that room. Now, we can give a specific charge to them to bring some information back, but as we are looking at how we are addressing these particular zoning issues, we do need to take into consideration how our current – we are in the process of rewriting our whole zoning plan, and we still need the leadership in place permanently, in order to do that. This conversation is happening in the midst of a lot of moving parts that are happening, so hopefully we will be able to bring out something strong, but in the meantime new developments keep going up that are basically coming in under the radar as we try to figure it out. If we can put a rush on the locational policy and identify where do we want? I don't the City has done necessarily a good job of identifying where do we want to identify diverse communities. That is a different conversation, but from the Committee, we will definitely be bringing something to the full Council in a Dinner Briefing within the next couple of months that gives the update of what the HAND Committee has been working on.

Mike Davis, Transportation said looking back briefly, part of what we talked to you about in the last Workshop on the transportation perspective was just to try to lay out what we think are those policies, those ordinances, that frame how we do our analysis and what we try to communicate to you through that rezoning when it comes before you for a hearing. Part of that was to say much of what we do is very technical and straight forward determined by ordinance; there are other things that really deal on the policy realm for which there probably aren't right answers but there are very intentional policy considerations that require some thinking about tradeoffs and there are a couple of them; you might recall there were four. There are two that are left here, probably the top two, which deal with the traffic mitigation, when we say there is too

much congestion. In the spirit of the overall framework of this discussion about where we think we might be going from here as new things, so we are not looking backwards as much as we are thinking ahead to new types of information that we can present, new tools that we can bring to bear. In the short-term category, certainly part of that is just where we were six months ago; we were really very basic in terms of what we communicated in our staff analysis that was really trip generation, and what we've regarded as things that haven't yet been addressed from our perspective, and we got a lot of feedback from Council about how you all would find it more helpful to have some more contextual information. We've gotten more into the qualitative descriptions of trying to frame what the real tradeoff decisions are that are associated with the petition and we think there is more that we can do as we continue to get feedback from you about what you find helpful through your questions. There is something specific here, in terms of identifying infrastructure deficiencies, I want to talk about as a new way of framing decisions on the next slide. In the long-term, we are going to be talking to you a little bit about that you may or may not have heard before called TDM Transportation Demand Management. I will give you an intro to that topic in a second and then lastly is this idea that if we think back to where we started Centers, Corridors and Wedges, we didn't know we were going to adapt all of our thinking in transportation to that geographic framework, but it has really affected the way we've evolved our thinking in the community, and we expect the community character manual as it comes online, will similarly inform how we look at cases in the future.

I want to talk quickly about the two topics that we think are tools that we can be using going forward; one is find a way to talk more specifically about transportation identifying infrastructure efficiencies. All of this starts with the Transportation Action Plan but one of the things that is going to be new in this year's updated TAP, is it is going incorporate a tool that we haven't had before; it's the Comprehensive Transportation Plan, which is a replacement for the Thoroughfare Plan, which has been around for a long time, but the big difference is unlike the Thoroughfare Plan, this gives us some additional information about where we think there is more that is need. In other words, what we have deemed to be deficient with respect to automobile, with respect to automobile, PED, bike, etc. and so what have been doing now for a long time in the TAP, is giving you a consolidated outlook on where we expect to have public investment and transportation facilities over the next 25 years, so now that we've got both tools there is this ability to kind of communicate in a way that says there may be something more efficient in the network, there is or isn't something public investment that is on the horizon and then lastly as it relates to that rezoning petition, what is that petition going to do about it; maybe nothing and maybe something? We are going to try to communicate in those ways.

The last is sort of an intro of what Transportation Demand Management has meant to achieve, and it starts by me just remind you that part of what we talked about before is that with growth, that is inevitable in our community, in population and households and employment is that we are going to have more congestion. So part of this experience for us in Charlotte, as it is in other cities, is an evolution in what we do professionally do deal with what we traditionally call mitigation, which has really been historically about providing more lanes and providing more streets, and that is something we continue to do, but also more efficiency, how we operate our traffic signal system, what kind of driver feedback mechanisms do we have, often times called ITS. It is an evolution into a different dimension and what we might call management so the first generation of that is this idea we want to move people, not just cars. Not everyone is driving so it is a notion about transit, bicycling, walking, and managed lanes usage and then that further revolves into what the quality of that experience is and introduces complete streets, which we adopted our complete street policy back in 2007. Then it gets into how does land use affect transportation and travel demand generally, so mixing uses, having more robust network, having pedestrian orientation on the design, more compact development, are all things that can reduce trip length and what that sets up for is sort of a last phase which is not something Charlotte and the maturation of its transportation system and it is a rate at which it is urbanized is getting into Transportation Demand Management. What is that? It is two things; it is a strategy that is meant to say if you think of traffic as having two big peeks to it, one in the morning and one in the afternoon, it is this idea of what can you do to spread those peeks out into the parts of times of day where you have that surplus capacity. The other half to it is this idea of what is the most efficient way to move people and I think we know it is not single occupant vehicle. There have been a lot of visual demonstrations done on this in communities around the world, and this one is taken from Seattle. It is 200 people and what that looks like on the street with everyone in their

car; what it looks like in a bus, what it looks like on bicycles. It is just this idea of more efficient ways in terms of the use of space to move people.

In terms of real examples, these are things that we really haven't done much of but we think represent opportunities going forward potentially. One is development funded transit system enhancement and those could be facilities, increases or improvements to bus routes and the frequency of those bus services with information posted in the building lobby, development having access to bike share facilities, trail oriented development. We think about Cross Charlotte Trail and other types of similar facilities enhanced pedestrian facilities that might be beyond strictly what we achieve through the application of our ordinances. Comprehensive parking strategies, this is a very big topic but it can include things like having maximums established for districts, having shared parking and locational requirements with parking that can encourage more walking. Lastly, this is not something that is probably is a perfect fit for rezoning, but just in the terms of what TDM can include, certainly an employer based program that may get into subsidies on transit passes or policies that encourage or promote telecommunicating and flexible work hours.

The thought I will leave you with this it is almost infinite universe of things that try to achieve those two goals I mentioned. We are not ready to begin doing any one of these things without further policy guidance which represents a way in which we can move forward.

Mr. Driggs said just a quick comment for further consideration, when you look at the modes of transportation if you go to a city like New York they've got a subway. It is hard to imagine them without one, so in my mind a lot of these projects are about the point in time in which you have that critical mass where it becomes economic. I don't know how to appraise the tradeoffs between these modes. The managed lane thing is clearly an expression of a view about having those lanes and putting buses in them and so on, but I really haven't seen that put up against other things. People in my district say for example, it is all great for you to try to drive us to public transportation; we don't have any public transportation. Anyway, it would be interesting to see in the larger context how we decide what levels of investment and what progression over time we expect for the different modes.

Mr. Davis said I don't have a lot of time for response, but the thought that comes up for me is simply that I mentioned Community Character Manual, some of what I feel like is appropriate for your comment comes from this idea that not all geographies are going to require the same types of solutions. Centers, Corridors and Wedges have been a good start for that in terms of where we recognize where we can or cannot create that kind of opportunity for people. Community Character is going to take that to another level about what we think is really capable and appropriate in different place site context.

Mayor Roberts said I want to make a quick comment on TDM, because when we had air quality issues we were trying to get under the EPA attainment levels; we had Clear Air Works which was a public/private partnership working on TDM, and what we found was that if you communicate with employers you get a lot of support for that. Something as simple as one company offered free dessert on Fridays, and so all the people instead of getting in their cars and going out to eat actually ate in the company cafeteria, and they got to know each other, and it was actually a very successful thing for the company and got all those cars off the road on that particular day when there was lunch traffic. I think TDM is always a good goal, and I think there are a lot of ways to get good partnership around that. I do think there is infrastructure we still haven't put together for more cyclists like public showers uptown. There are a lot of people who would bike if they had a place to take a shower when they got to work, and we don't have that yet. It was one of the original ideas for First Ward Park, and I don't know what happened to it. I think we need to think of the logical extension if we are really trying to get more people to do that. Protected bike lanes that are also part of that and we should have those. Raleigh has a plan before Charlotte does; Charlotte should have a plan. We should think of all the different infrastructure that goes with that to really enable people to bike because there is a growing population who really want to do it, especially if you live within three to five miles of where they work it would be a really easy thing to do.

Ms. Eiselt said to tag onto that a little bit with getting the business community involved as well as the private sector involved. I know Cleveland, Ohio, have you looked at their project, their

Health Line? They were trying to figure out how to reinvigorate downtown Cleveland, and they didn't have the money for light rail, they invested in very high tech buses and had the elevated platforms, make it look like it is light rail, but they partnered with the hospital sector, and they called it the Health Line, and it has been hugely successful. Maybe we need the Banker Line from Ballantyne and to have express buses with a dedicated lane or something that takes people uptown.

Mr. McKinney said this is good input, and we will take this direction and will be coming back to you at the opportunities we have to focus on these topics and the direction we talked about tonight.

* * * * *

CLOSED SESSION

Motion was made by Councilmember Smith, seconded by Councilmember Mayfield, and carried unanimously to go into Closed Session pursuant to GS 143-318.11(a)(6) to consider the competence, performance, character, fitness, compensation and other conditions of employment of individual public officials or employees.

The meeting was recessed at 5:50 p.m. to move to Room 278 for a closed session. The closed session was recessed at 7:43 p.m. to return to Room 267 for the regularly scheduled Citizens' Forum. The Council returned to regular session at 7:45 p.m.

* * * * *

INTERIM CITY MANAGER

Mayor Roberts said following our Closed Session Meeting we have an item on the agenda with respect to an Interim City Manager.

Motion was made by Councilmember Driggs, seconded by Councilmember Kinsey, and carried unanimously to appoint Ron Kimble as Interim City Manager effective July 1, 2016 at an annual salary of \$248,885.

Mayor Roberts said Mr. Kimble congratulations, and Mr. Carlee, we appreciate your fine service to our City. You will be missed, and we have your cell phone number, and you are here until July 1, 2016.

* * * * *

CITIZENS' FORUM

48th Annual July 4th Hickory Grove Celebration

Susan Lindsay, 6205 Rosecroft Drive said the Hickory Grove Parade Association is sponsoring its 48th year Independence Day Parade and Celebration and of course, you are all invited to participate and to attend. We have some new things that are being planned, and I will surprise you with that when you show up. The parade starts at 10:30 a.m. at the Hickory Grove Recreation Center, goes down to Harris Boulevard and ends at the Grove Presbyterian Church. Lots of activities for the kids, especially the small kids, we will have the bounces, the pie eating contest for both adults and kids, the watermelon eating contest for both, and by the way we hear so much about the kids constantly on their phones, but the kids in my neighborhood are asking me about it already. They love the watermelon eating contest. The greasy pole, does anybody know what a greasy pole is? You grease the pole and you have to meet height requirements, but you have to make it up the greasy pole to get that \$20 bill. The kids are lined up for ever on that, but it is a lot of fun. We have a new DJ this year, and the Charlotte Folk Society is putting together a garage band, which should be a lot of fun, and of course the face painter will be back. Please join us; the end of the parade is about 11:30 a.m., and the activities on the grounds end at 2:30 p.m. If you want more information and more pictures, you can go to our website; I never visit websites, but I encourage you all to do that; www.hickorygroveparade.org. Please check it out, come, participate; we'd love to have more things in the parade. We've got lots of characters in the parade this year; not to advertise one particular business, but the Chick-Fil-A cow will be back and more beloved characters. Please join us, invite your friends, and bring the little ones.

Non-Discrimination Ordinance

Adam Tennant, 520 Cherish Lane, China Grove said Barack Obama has declared June to be LGBT Pride Month, as you know, I thought that was fitting. First Corinthians 13 says, starting at verse 4; "Love is patient, love is kind, it does not envy, it does not boast, it is not proud, it does not dishonor others, it is not self-seeking, it is not easily angered, it keeps no records of wrongs. Love does not delight in evil but rejoices with the truth. It always protects, always trusts, always hopes, always perseveres". This is why I find it so ironic that pride is always attached to the homosexual agenda. Remember love is not proud. This agenda fits the bill of being the very opposite of Biblical love; you see love always gives, but lust always takes. The homosexual agenda is impatient; it is unkind. It is full of envy; it is boastful. It is proud; it dishonors others. It is self-seeking; it is easily angered. It keeps record of wrongs. The homosexual agenda delights in evil and suppresses the truth; it never protects, never trusts, never hopes, never truly perseveres. Mayor and Councilmembers, though you know it not, you are on the wrong side; one day you will have to answer to that. You have shown yourselves to be full of pride, ignoring the will of the people that you have been called upon to serve. I watched the meetings two weeks ago on May 23, 2016; I saw handpicked speakers patting you on the back for not taking a vote that you should have taken to repeal this wicked ordinance. Then you denied the right for one speaker because you knew he wasn't going to sing your praises. Mayor, I want you to know that we see right through your duplicity; you set that night up the way you wanted it to go and you were not going to hear any opposition. You should not be proud of yourselves; you should be ashamed of yourselves. My prayer is that you humble yourselves before it is too late. Proverbs 16:5 says "The Lord detest all the proud of heart, be sure of this, they will not go unpunished". You can be certain of this; you will be punished unless you repent. There is hope for you through Jesus Christ, who has already taken your punishment. It does you no good though, until you are willing to come to the end of yourselves and repent. Romans 5:8 says: "But God demonstrates his own love for us in this, while we were yet sinners Christ died for us." He died for you but far be it from me to say I was never in your shoes. I thought I was right and no one could convince me otherwise, that is until I realized I was fighting against God. You are fighting against God; by your decisions you have made him your adversary, and let me attest from experience, you cannot win when you have made God your enemy. While that is the scariest thing to ponder, it is also the most comforting; for while God can be the fieriest adversary, He can also be the most merciful. I'm pleading with you to fall on your knees and cry out in repentance.

* * * * *

ADJOURNMENT

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

The meeting was adjourned at 7:53 p.m.



Stephanie C. Kelly, City Clerk, MMC, NCCMC

Length of Meeting: 2 Hours, 38 Minutes
Minutes completed: June 23, 2016