

The City Council of the City of Charlotte, NC, convened for a Dinner Briefing on Monday, June 28, 2010, at 5:18 p.m. in Room 267 of the Charlotte-Mecklenburg Government Center with Mayor Anthony Foxx presiding. Council members present were: Michael Barnes, Jason Burgess, Nancy Carter, Warren Cooksey, David Howard, Patsy Kinsey

ABSENT UNTIL NOTED: Councilmembers James Mitchell, Edwin Peacock III, Warren Turner

ABSENT: Councilmembers Patrick Cannon, Andy Dulin

ITEM NO. 1: MAYOR AND COUNCIL CONSENT ITEM QUESTIONS

Councilmember Cooksey said I don't have a consent item, but I did want to make an observation on the balloting. As I looked at little carefully for the nominees on the Ten-year Plan to End and Prevent Homelessness Advisory Board, on the financial community rep, only one of the four nominees actually seems to work in the financial services industry. One of the nominees is a communications consultant, one works for County government, one works as an HR consultant, and only Patrick Williams, who works for Morgan Stanley as a portfolio manager, seems to be in that category. I realize the default position from a legal perspective is that whatever Council says goes even when they are slotted, and I'm getting the nod from Bob on that. I just wanted to mention that part on that and also it has been brought to my attention that the three nominees in the real estate community, only one – Granada Henderson – actually has a real estate license. As the votes go, as the blue ballots get done, I think that's worth observing since we are starting this board off and we have got these slotted spots, which in committee we talked in particular about carrying over the financial community and real estate community from the existing Housing Trust Fund Board to provide some private sector experience to match against the nonprofit and public sector that make up the bulk of the nominees. I think we should be very cautious about how we deviate from the slotting in this go-round.

Mayor Foxx said very good point. Those classifications were put there for a reason, and I think we all need to be vigilant about that when we are slotting those positions. Consent items.

Councilmember Kinsey said Item No. 38, North Tryon Street Business Corridor Engineering Services, just curious. I didn't read it to say we sent out an RFQ. I'm fine with it. I'm not voting against it. It was something I would like answered – if not tonight, sometime. And, Item No. 49, the closure of South Krigler Street and Marvin Smith Road -- CSX Railroad. Why did we not have a public hearing on that? It's a forced street closure. I'm sure there is a good reason, but I would just like to know the reason.

Curt Walton, City Manager, said we do have practically one tonight. I think we have five speakers both for and against this item, but your more technical question we'll find out.

Councilmember Carter said there is, I believe, an error on our ballots, and it's the Domestic Violence, and I did not apply for that. That was Robert Dean Padgett, please. But, 36 and 37 were the ones that I was interested in the consent items. Thirty six concerns the credit card processing. We are charged "X" amount for using the credit card use, so this is for cost mitigation, but how much less will we be charged for a larger bulk. Then the Grier Road sidewalk, it is due to be complete in the fourth quarter of 2010. When will sincere and serious work begin on that project, please? I would like that to be broadcast so people will know when they will be disrupted.

ITEM NO. 2: CITY MANAGER'S EVALUATION OF UTILITIES' CUSTOMER SERVICE

Mayor Foxx said this has been a big topic all over the land. Why don't you introduce this?

Curt Walton, City Manager, said several months ago we instituted a process with several different prongs. One was focused internally on the connection between Utilities and 311, and we have been working through that process and will continue to do that, and most of the functions have been transferred to 311. We are also doing a number of field efforts with Utilities, and I talked to you before about the meter reader, water meter audit. So we are about halfway through that, so we wanted to give you a status report on that. Kim Eagle from Budget and Evaluation, and this is Barry's first appearance as the official Utilities director, so I will turn it over to Kim to introduce the presentation.

Kim Eagle, Budget and Evaluation, said I will be very brief. She began a PowerPoint presentation and said I want to do a general update on some of the evaluation components, and then we will go to Barry Gullet for an update on the meter audit because that is over halfway complete now and is of significance interest. I want to say upfront that there is a tremendous level of effort going into this. We have been working since January, and there is lots of staff at the table, and they are spending a lot of hours working on the project. It has been a really positive effort, and we are making progress, but we are not finished.

Just as a reminder, we did start this effort in January at the request of the City Manager. We are on schedule to complete the majority of the work by August, and we will be back to you in September with a full report. We do have nine components or different projects under way, and we do have a very detailed schedule for each one of those. The meter audit is one of the nine, and we do have a communication plan for each one as well. We thought it was very important, and I know you will agree that we have a plan for communicating with the customers as they are potentially impacted by the changes we are making. As I mentioned earlier, we do have a cross-departmental team working on the effort, and we have consultants helping us as well.

I will speak very briefly to some of the progress on the other pieces that make up the nine before we go into the meter audit. There have been steps taken already to improve billing processes so that more responsive customer service is happening for the customers. You will probably remember that in January we completed a big transition where 39 different customer call types were transferred from being taken at Utilities to being taken at 311. That way we eliminate having to transfer the call.

We have improved at Utilities the investigation process for high bills. What happens now is communication is better we all believe. When the first investigation is complete, the customer is notified immediately of what the results are. The written communication has been updated as well. If that customer is not satisfied, however, now there is a process in place where a second investigation is offered by a supervisor, so that is a heightened level of customer service. Finally, there is a new policy in place that went into effect April 1st where a customer in this case would have an unexplained spike in their consumption, and through all of the investigation processes, no reason can be documented, then that customer is eligible for an adjustment. So that's a new policy.

We have also completed the benchmarking study. We had a consultant helping us with that effort where we went out and talked to over 30 public and private utilities about best practices in three areas, and we chose these three areas because they really drive the field resources and how those are allocated in terms of workload for utilities. Those three areas are payment delinquencies, payment arrangements for customers who have difficulty paying their bill, and then rental property account management, and that is the relationship between the landlord and the renter. We are currently working through those findings, but just a snapshot of what we are looking at in terms of results.

We did find the City is more lenient with customers when it comes to how payment arrangements and delinquencies are handled. That has to do with, for example, how many times you can set up a payment plan, how many times you can default and still be eligible to set up

another plan, so we are evaluating what some possibilities may be and some opportunities for making some improvements.

A few of the other pieces – just to let you know where we are in terms of the schedule – the City Internal Audit group is doing a review complimentary to the other efforts of the billing system itself. That report will be available in July. The rate methodology study is forthcoming, and I know you have heard about that as a part of the budget deliberations. As a result of the Restructuring Government Committee's work during the budget process, as a result of the lessons that came out of the drought and the economic downturn, and also related to customer feedback, it was determined that a study was needed of the rate methodology. That has not been done since the late 1970s. So, one very important piece of that work will be customer input. That's one significant component and getting the public involved in that study. We expect to have an RCA or request for your action on your business agenda on the 26th of July.

Then finally the meter equipment audit. That did begin on May 19th, and it is over 50% complete. As I mentioned before, we still have lots of questions, and we are learning a lot but wanted to take this opportunity to give you an update on what the findings are so far. So, if there are no questions for me, I will turn it over to Barry Gullet.

Barry Gullet, Utilities, said as Kim mentioned, the meter audit is one of the nine parts of the customer evaluation project. I can tell you that this has been a tremendous effort. This project literally didn't start until after March 1st, and since that time, we have gone out and found consultants or service providers who can do the audit, received and reviewed proposals from them, negotiated the contract, got it awarded, got them trained, mobilized, got our staff mobilized, and had the thing half done, and I think that is just an outstanding performance by our staff. Regina Cousar from Utilities has been the project manager on this and has just done an outstanding job with it.

We have put in a lot of time on it. There are nine auditors. Those are the contractor auditors. They are working about ten hours a day generally averaging about six days a week. We download the data daily. Now, we are here to night to present to you what we have seen and what we have found in the interest of transparency and openness and just sharing what we have. We have a lot of observations. What we don't have at this point are conclusions and recommendations. Trying to produce conclusions at this point would be like trying to grade a test that is only half completed. We are just not there yet, but we can tell you that we are starting to see a few trends, and we'll be watching the data to see if those trends persist. Let me keep going here.

First of all, let me remind you that we are auditing 9,000 accounts, which is about 3.5% of the system, and they are scattered all over the county pretty much. We tried to make them representative of our system. We tried to find a mix of the two remaining types of equipment that we have in the system -- if you remember some of the earlier presentations, and we tried to make them represent a cross-section of our customer base in terms of the amount of water used and that type of thing.

So here's what we are finding. Two or three categories of information, of findings. The first thing we are finding is equipment functions that functions properly -- nothing else is needed. We have another category that we are calling "under review". Some of those where we have tried to go and conduct the audit, we simply couldn't find, we couldn't get to them for one reason or another, and we are trying again. We haven't given up on them, but we are still working on them. Some of them we find the auditor is not able to get a signal from the meter transmitter, but keep in mind that every account we are auditing read satisfactorily at its last meter reading, which was less than a month ago, so with the mobile reader, the difference is that when we do readings for billing, it's an almost instantaneous burst of data. When we go do the audit, it's more of a two-way conversation between the electronics data interrogator we have and the electronics that are in the box, so they have to sustain the electronic conversation for a longer period of time. Humidity we have found affects that, so the higher humidity that we have been experiencing the last few weeks has caused some of the issues there.

We are also finding other things. Remember my props from before – there is a wire. This little red thing is a tamper seal. That indicates that it has been unplugged. We are finding some that

have been unplugged, so things like that are still the ones that are in the “under review category”. We are also finding some meters where there is a variation, and this is really what we were looking for. This is the main thing we were looking for in the audit -- was there any variation between the mechanical part of the register and the reading that is coming from the electronic part of it, and we are finding in some cases there is a discrepancy there. If you remember, we bill for water consumption in units of 100 cubic feet. The meters read a lot finer resolution than that. The meters will read down to one cubic foot – not 100 cubic feet, but one cubic foot. So, we found quite a few – well, we found some meters that are less than 100 cubic feet, and we are not terribly concerned about those. Those don’t affect billing one way or the other, but we are finding some that are more than 100 cubic feet off, and we are working to understand why.

So, here is how the numbers break down. The green part of the chart is 77% we found that function just like they are supposed to. There are 22% that are still in that “under review” category, the ones we can’t find or there’s a bad dog we have got to deal with, or something that we have to go back and work on some more. So the amount that is greater than 100 cubic feet in disagreement amounts to about 1% of the samples we have seen so far. We are to the point now the data I’m presenting tonight is as of last week -- it’s June 22nd. We have done quite a few meters since then that we couldn’t incorporate into this, but the trend seems to be continuing that it’s about 1% that have a disagreement more than 100 cubic feet.

So, let me show you some examples of things we are doing here. Before we went to an automated meter reading system, we had people who walked around every month, and they opened these meter boxes, and they looked in there, and they read that dial. Okay, when we begin automated meter reading, you don’t do that anymore. You don’t go around and walk around and open the lids and look at the meters. You drive around in a truck or a van. So what’s happened is that the meter boxes sometimes get covered over. Sometimes it’s just natural erosion in your yard that does that. Sometimes customers build flowerbeds over them or camouflage them in some way, so they get hard to find. So, that’s been one of our obstacles is we had to find the thing. This is just some pictures of what it looked at when it had sod on top of it, a guy going out with a screwdriver it, finding it, uncovering it, and then had to get the dirt off of it and open it and do the audit.

Councilmember Howard said I was just wondering how long has it been since you went to the – going away from the gentleman going out and doing the reading manually. How long has that been?

Mr. Gullet said we started the conversation to the automated meter reading process in 2002, 2003, and it took us about four years to complete it, so parts of our system have been in the ground for seven or eight years, and part of them have been in the ground for less than that.

Councilmember Howard said any connection to the older ones being the ones that are under review?

Councilmember Peacock arrived at 5:37 p.m.

Mr. Gullet said not necessarily. I’m going to talk a little about the rate. There are two models of equipment out there now. One is called a 50W and one is a 60W. It’s just different generations of the equipment, and we are seeing about a 2:1 ratio of the 50s to the 60s in terms of the numbers of disagreements between the electronics and the mechanicals, so both are experiencing issues, but the older model experiences about twice as often. The other thing that we are seeing, and that’s one of the reasons I wanted to bring my prop tonight is this wire is subject to being damaged, so we are finding that in some cases that’s the problem. Lots of thing can cause that wire to be damaged. It could have been done during installation, could have been a rodent or something that has chewed on it in the meter box, it could have been broken through some maintenance activity, could have been broken by something that just happened out of anybody’s control.

The other thing we are finding is that this part right here is called the ERT, and it’s also an antenna, and so it’s supposed to stand upright, and in some cases, it’s clipped onto the side of the meter like this. In other cases, it fits under the meter box lid. There’s a Frisbee looking ring that goes around this, and it slides into the bottom of the water meter box, so it’s right at the ground

surface level. What we are finding in some cases is that this has fallen out of its holder, and it's laying like this instead of like this, and these are very low powered radio transmitters. They have to be very low powered because the batteries are supposed to last for 15 or 20 years. So if it's not positioned properly, it tends to not transit correctly or not reliably anyway. So we are seeing cases where this is misplaced. It has either fallen out of the slot on the lid or it's fallen out of the holder on the meter box or it's somehow gotten dislodged and it's not in the right place, so we are finding some of those.

We are also finding that these meter boxes get filled up with dirt and other contaminants. Sometimes they are filled with rainwater, sometimes they are filled with dirt. You can see in this instance that the meter on – anyway, you can see the meter here. You can just see the dial, and the rest of it is covered over with dirt. In some cases, the antenna itself gets covered over with dirt, and when that happens, it doesn't work very well, so that's the point of these slides. We are finding that this one is full of dirt. The other one -- it looks like it has some dirt and some grass in there.

In the old days before we went to the automated meter reading this wasn't a problem at all. If you could see the numbers under the glass, you were good to go. It didn't matter about the rest of the meter. What we are learning with the automated meter reading system is that isn't the case anymore; the boxes are going to require a little more maintenance. We are working very hard to keep our customers informed as we go through this process. There is a lot of dialogue that takes place between the auditors out in the field and the people who are in the houses. There is a lot of curiosity about the process. People come out and want to talk, and that's working well. This is just to illustrate the process of informing the customers. We perform the audit. The auditor fills out a door hanger, checks off a box that says everything is okay or we found whatever we found and puts it on the door. So we are working hard to inform our customers.

Now, more results – in picking the samples to be audited – the meters to be audited – again, we tried to disburse them evenly across the county, so if you just divide the county into the four quadrants what you can see here is that these are the numbers. You saw percentages in the pie chart. These are the actual numbers, so in quadrant one, which is the northwest side of the county, you can see we are 1,077 meters that have been audited there, and out of that, we found 27 that were more than 100 cubic feet off. I need to tell you that those 27 some of them are high and some of them are low. It's not terribly consistent as to one way or the other, and then there are 221 that we are looking for under “review” category. We have a little bit of work left remaining up there. So you can see we have the similar data for all four quadrants.

Now, what we are starting to see is that we believe that there is a trend that the mismatches might be geographically concentrated. What that means is that we are not finding the same rate of mismatches in all the areas we are testing. Now, it's a little bit early to be saying that conclusively, but that's what we think we are seeing, and we tried to slice and dice this data to show what we are saying here, and I'm not sure if this conveys it very well, but 28031 is the Peninsula area generally up in Cornelius, and 28213 is generally the Hidden Valley area off North Tryon Street. First of all from this graph, they have a higher percentage of meters. In other words, there were a lot of meters in those two areas to start with that we sampled. But you can also see that the red part here or the number or the percentage that are under review or that have a difference that is greater than 100 cubic feet, and we believe that it's a disproportionately high percentage of the total number in those areas. But, again, that is something that we are following up with.

We are going to be doing forensics on these. Every time we find anything wrong – Ms. Kinsey, do you have a question?

Councilmember Kinsey said I didn't mean to interrupt, but I was just curious. There are some zip codes that are flat like mine, 28204. Does that mean you haven't checked any in that zip code or we are really good?

Mr. Gullet said when we picked the meters to be audited we didn't pick them by zip code. We picked them by meter routes. Some of the meter routes just barely took over into another zip code, but when we did the data analysis, my guess is that 28204 probably had one or two meters

in it, and that it skewed the data, in other words, so we just didn't show it on the bar chart because it was an insignificant number of meters in that area.

Councilmember Turner arrived at 5:42 p.m.

Mr. Gullet said what I was going to say is every time we have found anything wrong with any of the equipment we have replaced all of the stuff except the brass part. We have replaced the register, the wire, and the electronics in every case regardless of whether the problem is a mismatch, a bad wire, has fallen off, whatever. We have replaced the whole thing.

Councilmember Cooksey said is that explanation you gave about the zip codes the reason why 28226 isn't even listed?

Mr. Gullet said the reason 28226 isn't listed is there probably weren't any meters audited in that zip code. We didn't audit every zip code.

Councilmember Cooksey said I understood. I just wanted to make sure. I grasped the explanation for 28204. There is nothing there because it's not enough –

Mr. Gullet said there weren't any meters at all. These zip codes listed had at least one and some of them actually had one.

Councilmember Cooksey said had to have at least one to make the chart.

Mr. Gullet said right. So far we have replaced 370 of the equipment packages, the ERT, cable, and the register. We have actually raised 100 meter boxes or uncovered them that were buried. And, we have 421 that are in the queue to be worked. The auditor is out there doing this work. The auditor only audits. The auditor doesn't make any replacements, doesn't do any corrections, doesn't make any changes, so that work follows behind that. When you start looking at the accounts then, we have reviewed all of the accounts or are reviewing all of the accounts that had variation between the mechanical part and the electronic part to determine if there is any kind of adjustment that needs to be made in their account or their billing.

What we found is that so far there have been a total of 78 that have had more than 100 cubic feet, and we have reviewed 30 of those, and out of the 30, we found four that needed to be adjusted, and we have made those adjustments. The way that it can be out of agreement and not need an adjustment is that if during installation it was out and it stayed that same increment out all along. So if the mechanical register read ten when it was installed and this read 110 when it was installed and all the meter readings have come from the electronic part, then they are correct. This is just looking at the differences between the numbers; not the absolute number. So that is what we are going back and doing right now. Again, this is work in progress, and we aren't finished by any stretch.

As of last week, and I think this still holds true today, what we are finding really matches what we expected in terms of the number of bill variations. The industry standard according to the equipment manufacturers is about 2%, so we are running about 1%. We are within kind of where we expected to be. Again, we are starting to see this possibility of geographic concentrations. We are looking at those meters that we are taking out – the equipment that we are taking out – to see what we can find that they might have in common. We are looking for when was that equipment manufactured, who was the installer, is there anything – is there a certain amount of water that went through them. We are looking at all those different factors to try to find something in common, and if we can do that then that will allow us to predict where else in the system we might find the same thing, and it will also allow us to get to the root cause of the problem. If we can get to the root cause of the problem, then we can fix this thing and not spend any money unnecessarily. It would be very easy to go out and start replacing meters without understanding the root cause and wind up substituting one set of problems for another, so we don't want to do that. We are also working with the meter boxes that are buried and covered. We talked about that some, so we are finding some problems that are physical like damage to the equipment, wires that are damaged, that type of thing, and we are finding some that are electronic because of the communication.

So the customer communication piece we talked about. We put signs up in the neighborhoods where we are going to be doing audits. We have door hangers we are using. Door knocks before auditors arrive – this is something we really didn't expect. The first day out on the audit we send the auditors out, and people start coming out of their houses really upset with this adverse reaction because they thought we were there to turn their water off. Of course, that wasn't our intent at all, so we rounded up a couple of Utility staff and had them working just ahead of the auditors, knocking on doors, telling people we are here auditing your account; we are not here to turn you off, so that helped a lot with the comfort level of our auditors not being confronted by angry homeowners.

We have also been sending letters to people. Any time we change out their equipment, we send them a letter. We have made a lot of phone contacts directly with customers. Anyone that we thought might have any question or anything that would be out of the ordinary with their bill, we have called and talked to them directly, personally on the phone, so that has been about 200 calls so far.

Work remaining – we are expecting to finish the field part of the audit the week of July 19th, and after that, we still have some work to do. We have the remediation work, replacing the equipment and so forth, reviewing accounts to be sure that we have adjusted all that need to be adjusted, and we have to get down to determining the root cause of the problem. We have got to do the deep dive into the data we are finding; we have got to do the forensics on the equipment that has been removed. We are already set up with the equipment provider to – we are going to send folks to their facility to observe their testing of the equipment we are sending back so we fully understand the extent that they reviewed their equipment and to the extent that we can know what the root cause of their equipment failure is so we can get that corrected as well.

Out of all this, once we finish this, then we'll develop a corrective action plan for the system. We'll determine based on the statistics that we are gathering from this audit, from the findings of the engineering analysis, all the data review, we'll determine what we need to do, if we need to do anything system wide, what they might be, and what the schedule would be for that. Also as a part of this, we are learning a lot about what goes wrong with these things in the field that we didn't know before, we will develop a quality assurance plan as an outcome of this audit and implement that going forward. Then we will have a final report to you in the fall.

Mayor Foxx said, Barry, I just want to say that while all the news you just reported isn't good news in the sense that everything isn't working swimmingly, it is a breath of fresh air to have some acknowledgement that there is a problem and a sense of what to do about how to move forward with it. We have been hearing for months from residents about billing issues, and I know you have been hearing it. I know our City Manager has been hearing it, so it's good to pinpoint some of what's wrong and try to correct it, so I want to thank you all for the work you have been putting into that.

Two questions – one had to do with there is a pretty broad universe of complaints that have been received from, say, the late summer of last year up through this part of the year, and one question is are you using that data set also to try to help figure out and pinpoint precisely what's wrong. How are you using that data?

Mr. Gullet said the thing about meter reading and customer management is there is a lot of data there. We read 250,000 to 260,000 meters every month, and it generates a lot of numbers, a lot of data, and the computer technology that we have allows us to do some screening and identify outliers and things that should raise flags and trigger exceptions. So we are always working with that data. So the answer to your question is, yes, we are using all the data we have to try to find the best solution to this. Part of the project that Kim talked about, one of the other nine parts is really looking at the number of we call them exceptions, the number of things we check before we ever send the bill. There is a time period between us reading the meter and issuing the bill that we have to resolve any discrepancies that might have been triggered during that time, anything that raised a flag. So we are working to do that, and part of the project is to reduce that number, to find out why we are having so many and reduce that number and reduce that work load.

Mayor Foxx said the second question – I may have three actually – but the second one is what are we doing now that we weren't doing when we last had this conversation?

Mr. Gullet said, wow, we are doing a lot of things. Kim talked about some of them – more contact with customers, more direct contact, more telephone notifications. When we do have a high bill inspection, one of our complaints earlier had been that it seemed to be a dead-end; there was no way to resolve it if there was a dispute. We have improved that process I think dramatically and are able to resolve I think all of the disputes that have come up in the past few months. There might be one or two that are still in process, but they are working toward a resolution. So we have done a lot, and we have looked – Kim talked about the benchmarking study and looking at how we handle delinquents. That's one of the big workload drivers is handling delinquent accounts and handling turn-on and turn-offs that occur particularly on rental property when people are moving in and out, and that is very labor intensive for us, so we are working on ways to streamline those processes.

Mayor Foxx said the last question is that some of our neighboring municipalities and particularly Cornelius had a real, real hard time with complaints and so forth and even set up a taskforce, and a lot of their recommendations and findings, as it turns out, appear to be actually proved. I wonder what the communication strategy is with our surrounding municipalities. Obviously this is an area where we want to make sure we are not creating too many enemies out of this ordeal.

Mr. Gullet said I'm glad you brought that up. Actually, I talked to the chair of the taskforce in Cornelius this afternoon and told him what we were going to be presenting, shared the data with him. He was very appreciative that we made that contact and understood where we were. I think they are optimistic we are making progress.

Councilmember Barnes said, Mr. Gullet, first I want to congratulate you on your promotion.

Mr. Gullet said thank you.

Councilmember Barnes said I echo some of the Mayor's comments. I want to say to the Manager that I appreciate you directing staff to do what they are doing because I had the opportunity to receive a number of these complaints, and as you may notice, I am in Quadrant 2, which still has 2,500 audits remaining to be completed; is that correct?

Mr. Gullet said I think that sounds correct, yes.

Councilmember Barnes said Quadrant 1 is 330, Quadrant 3 is 330, Quadrant 4 is ten, Quadrant 2 is 2,500. Is that as a result of the Hidden Valley effect that you talked about or what causes that?

Mr. Gullet said to some extent. Hidden Valley has a lot of meters that are being audited. Our audit team is wrapping between 250 and 350 accounts per day, six days a week, so the fact there is still audit work left to be done just reflects the fact that we just aren't finished yet. We are working our way neighborhood by neighborhood, route by route, and that's kind of where we are. That's really the only significance to what has been done and what hasn't been done.

Councilmember Barnes said do you anticipate getting through most of that or all of that 2,500 by the 19th of –

Mr. Gullet said, yes, we anticipate having completed at least 9,000 accounts by July 19th.

Councilmember Barnes said also one of the comments/complaints that I frequently got was people whose water bills went from \$35 a month to \$300 or \$800 or whatever the number might be, and I think there was one lady in Mr. Turner's district whose bill went to \$3,000. Were we able to determine in a way that would make sense to the general public what was causing that because some of the responses that I got before you came into your current position weren't helpful to me and were frustrating to the general public.

Mr. Gullet said in some cases we were, and in some cases, we were not. That's not a very good answer, but it's the truth. The fact is that there is a very high reliability level of the mechanical part of these meters. There are questions about the electronic parts, and when they get in

disagreement, that causes an issue. But a lot of those extreme high bills were based on mechanical readings, and they could have been one-time occurrences, and I'm not blaming anyone. It could have happened without anyone's knowledge. There are lots of ways that a lot of water could have been used, and that could cause a trigger or could trigger a high bill. What we have done is we have given the customers the benefit of the doubt, and that's the policy that Kim mentioned that went into effect on April 1st that gives us the authority to help resolve those bills where we just don't know. We don't know, and the customer doesn't know what happened. We go back and look at their history. We look for patterns. We look for any evidence that we can find that would give us any clue as to what happened. If nothing can be found, then we resolve it.

Councilmember Barnes said to that point I will say that I also compliment our willingness to help people either with a payment plan or adjustment to their bills. That has come back to me as positive feedback from the public.

Mr. Gullet said glad to hear that.

Councilmember Kinsey said I can testify to the positive changes I have already seen. I have a constituent who calls me a lot. He had a very high bill. I put him in touch with the right people, and he was moaning and groaning, complaining. It has been satisfied. Somebody emailed me back or called me back and said it has been done, and everything got set up the way he wanted it. For that I'm very grateful because, as I say, he does call me a lot, but that wouldn't have happened prior to this, so I really appreciate it.

Mr. Gullet said thank you, and we are trying. All of our customer service folks want to do a good job, and we are working hard at it.

Councilmember Kinsey said he's happy.

Councilmember Turner said I wanted to say a couple of things. One, I guess before it really became a big, popular issue I had dealt with a lot of these throughout my district, and most of them were taken care of. I think the most frustrating response we gave them – well, you obviously had to use it because the equipment is perfect. It's good we are not saying that any longer, but I think what I'm hearing now is how do we deal with folks that haven't paid that fee and to go ahead and pay those high bills. Have we come up with a way to address that with those individuals? It concerns me that one of my bills that I received from one of my constituents was enormously high, and this gentleman was 90 years old. He has since passed. His wife still lives in the house, and she still feels like she is having very high bills, but not as high as that one. How are we planning on dealing with those, and I know your hands are full with what we have been doing right now, but just curious.

Mr. Gullet said I think I can give a brief answer. If you need more detail, we can follow up after. Three things: the first thing is that we try to determine why the bill is high, and sometimes we can, and sometimes we can't. If we can, then we try to help the customer find a way to reduce it and get it fixed if it's a problem. The other thing we can do is we can set up a payment arrangement plan so they can pay over time, and the third thing we can do is if it doesn't appear the water has been used, if there is no pattern of usage, no leak, no unusual event, then we are able to adjust the bill in those cases after quite a bit of research on our part to be sure that really and truly is the case. Then we are able to do an adjustment to help the customer out.

Councilmember Burgess said what's the dollar amount for 100 cubic feet? That's where you consider it significant, right?

Mr. Gullet said 100 cubic feet is the unit that we bill in. We have a tiered rate structure. There are four tiers, and our rates are going to change next week, and the water rate itself won't change; the sewer rate will, but the first tier is – y'all help me here -- \$1.05 per hundred cubic feet for the first four 100 cubic feet, and then it ratchets upward from there.

Councilmember Burgess said up to a maximum of?

Mr. Gullet said the highest tier is five dollars and something. I don't have it committed to memory right now -- \$5.32.

Councilmember Burgess said you adjusted four based on what you found of the 6,000; is that right? It says there were four adjusted to the accounts.

Mr. Gullet said that's correct.

Councilmember Burgess said was that a \$20 adjustment or \$100 adjustment; do you know?

Mr. Gullet said, Steve, do you know the amounts of the adjustments?

Unidentified Speaker said they varied from just a few dollars on up.

Mr. Gullet said some of them have been several hundred dollars.

Councilmember Cooksey said I'm looking at the meter reading equipment audit as of June 22nd, the map of the quadrants, and I'm trying to think a little bit about population distribution, although I know that meter distribution is more significant. Could you talk a little bit more about how the meters were chosen because as I'm looking at this almost half of your observations are occurring in one quadrant, which seems to be a little off in terms of what I would expect for a distribution across the county?

Mr. Gullet said we had several priorities in choosing the sample size. First, we were trying to hold it to the 9,000 number. The second criteria was that we did not want to split routes; in other words, we wanted to do an entire neighborhood as opposed to doing three houses here and three houses there, so we were trying to keep it concise as a cost control measure and as a way to see what was going on on a bigger scale. The other criteria was that we wanted to have a mix of the 50Ws and the 60Ws, the ERT generation, that was reflective of the population of our meters. Then the other criteria was we wanted to distribute that was even geographically across the county as we could. So, yeah, it's not perfectly balanced between the four quadrants, but we believe it's representative of what's in the system.

Councilmember Cooksey said looking forward to seeing the rest of the data.

Mayor Foxx said thank you very much, Barry, and, again, I echo Mr. Barnes. You are doing great work.

Mr. Gullet said thank you very much. I'll try to do my best.

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ITEM NO. 3: SUSTAINABLE COMMUNITIES INITIATIVE PLANNING GRANT

Mayor Foxx said we have a team of our staff working together on this.

Curt Walton, City Manager, said this is actually led by the Centralina COG, and it is a grant program that several federal agencies are working together on. So it is also on your agenda tonight for approval, so wanted to give Al Sharp and Rebecca from the CCOG an opportunity to give you an overview of the grant.

Al Sharp, Centralina Council of Governments, said this is Rebecca Yarbrough. We have been talking for several months about an opportunity for federal guidelines for a new approach to grant funding for municipal and metropolitan areas.

Councilmember Mitchell arrived at 6:08 p.m.

Mr. Sharp said what happened is as we were phasing into this the announcement for funding came out on Friday, so we have a presentation, but we would like to add a few more comments at the end of the presentation. He began a PowerPoint presentation entitled, "Sustainable

Communities Initiative (SCI) – Planning Grant,” a copy of which is on file in the City Clerk’s Office. He said the Sustainable Communities Initiative is a planning grant put out by HUD and also trying to break down barriers by using DOT and EPA. It came out Friday, and it gave us about two months in which to apply.

The areas can be defined. It can be defined as simply the metropolitan area or it can be combined as the consolidated or combined metropolitan area. The map you have in front of you is the area where we have problems – this is the nonattainment area. They are all based upon six livability principles, which are almost parallel to what was in the Connect resolution that you passed and is embedded in all of your good planning efforts throughout the community. The idea again is to link housing, transportation, economic development, and the environment.

There are other communities across the United States that have invested in prototypes similar to the Sustainable Communities Plan, and we have all heard about Portland, but there is also Sacramento, and you have a handout that shows that. Denver certainly has done this with their combined transportation plan. San Diego had been reaching out into their communities to make it a more sustainable mega-area. Salt Lake City with its Envision Utah, and Orlando. There are other smaller communities that have been doing similar kinds of things, and they are in terms of livable, walkable communities.

The federal announcement says that there is \$150 million -- \$100 million is for – roughly \$98 million is for competitive grants for major metropolitan areas. The batch is \$5 million, and depending on how you define your region, it can either be as low as \$2 million or as high as \$5 million. Instead of match, which we always use, what they want is leveraged. They want money that has already come in or already being used or already committed to show how we would integrate this. So there is a match requirement in terms of a floating scale, but it is soft match, and it can be application of staff, or it could be planning money. It could be other things we are already doing. What it does require to be regional is a strong community engagement, and it requires there be a real civic process by which people begin to define what they want. So, alternative scenarios are often a way for people to articulate what their communities to become.

Finally, one of the requirements is there be adoption of a regional plan for sustainable development, and this is the major deliverable. What does it mean by alternative scenarios? It means how can we as a series of communities that are interrelated deal with air quality or congestion levels, the cost of public information, the whole question of open space integrated into our communities, transit ridership, tree preservation, water resources. Some of these are hot button items, and this is not an easy hole to get through.

What makes the greater Charlotte region accountable for this? Well, one of them is Charlotte itself. The things you have been doing in terms of wedges and corridors are really very fundamentally the same livability principles. They are good, they are well developed; the problem is they stop at the Mecklenburg County lines pretty much, and this is a regional approach. Also what makes a viable applicant is CONNECT. We have 52 jurisdictions throughout the region who have adopted CONNECT principles. These are the things we were here six weeks ago to talk about what are the common values of the two million people that live in the greater Charlotte region. What do we all value similarly? Finally, we know that we all are resource-challenged, money-challenged this last year, and the only way to put legs under CONNECT and some of the values that we all sustain is to try to tap it and tap it from the feds, the state, if they had any, but effectively this is an opportunity.

Why should we apply? I think that is a good question. This is the first really regional initiative in 40 years, and this is the Obama approach saying that the majority of the people live in regions centered on metropolitan areas and that we ought to be breaking down those barriers in terms of making sure that any assistance, be it federal, state, or local, be utilized to cross the silos and be effectively leveraged investments. It would upon successful completion of winning the grant and doing it successively, it would give us better tools. It would give us tools effectively to work together. We are 20% of the state population. We are a bi-state region. We may not be doing the best we can in terms of the region even though the City of Charlotte is a leader in many of these aspects. It positions us, and that’s all of us – the City of Charlotte, Mecklenburg County, and the eight or nine other counties in North and South Carolina, and the major metropolitan cities – to apply for HUD, EPA, DOT monies.

Councilmember Peacock said go back to your previous slide. You mentioned this is going to give you more tools. What different tools are you going to receive to this grant?

Mr. Sharp said we wouldn't receive the tools. We would build the tools, and what we would have is a regional, sustainable plan that would effectively utilize the resources from the whole region beyond simply the City of Charlotte and Mecklenburg County. There is no consistent policy framework and no consistency plan on many of the same areas that were once back – congestion, air quality, open space, transit – those kinds of things. Your transit plan stops effectively at the Mecklenburg County line because none of the other jurisdictions in the region have voted money into the transit system, and effectively why pay for an extension into "X" county when they aren't paying their own fair share.

Ms. Yarbrough said another example is, for example, if you look up there at cost of public infrastructure. One of the things that we have been wanting to do for a long time is to look at the relationship between cost of development and cost to serve and various development patterns. Frankly, we just don't have the funding for that. We think we know what is sustainable, but we don't know, and this process would actually get us much, much further down that road, and where, for example, somebody came back and said transit won't work in our area because of "X", this would give us information about where the tipping points are to make some of those things work that right now frankly we just don't have. Does that help?

Councilmember Peacock said I guess probably the biggest question I'm having is I'm trying to differentiate between what COG has always been about, which is trying to connect all these different entities in that have never spoken with each other. Why is this going to be anything different? What is going to give you more political muscle to be able to reach across to Union County, to Catawba to really help us as a region and help us develop as a mega-region? I just want to know what you are going to be able to do differently this time as it relates to this? Maybe you are going to get to this at the end.

Mr. Sharp said I think you are asking really a fundamental political question. The question is COG can't do anything different than we have done before without full funding and political support of the elected leadership in the region. That is exactly true. What this will give us is a plan, an argument, to combine resources of the staff of 70 jurisdictions, and we hope the political leadership that says we no longer can survive alone. Thank you COG. You have been a bully pulpit. Now we need to move on. That's, I think, what we are really doing, and I think your question is fundamentally the question. If there is no political will to see our problems as regional, then we ought to fold this because 25,000 cars a day come in from each of the adjoining counties. You cannot deal with that yourselves. Independence Boulevard cannot be dealt with by simply dealing with the part between here and 485. I think your question, sir, is absolutely on target. I will come back to it more if you want.

Mayor Foxx said keep going.

Mr. Sharp said one point. The greater Charlotte region competes. We compete for economic development, we compete for educational monies, and we need to know who we are competing against. We are competing against the Austin's, we are competing against the Dallas-Ft. Worth's, we are competing against Salt Lake City, and there is a certain kind of movement in terms of regional sustainability that is happening in America and we need to be part of it.

We have talked and have general commitments from, of course, COG – the Council of Government – and our board adopted this about four months ago as having us go forward and build a coalition. Eighty percent of the metropolitan area is in North Carolina; 20% or 18% is in Catawba Regional Council of Government. We need to keep them at the table in terms of air and water and transportation issues. They are supportive of this. We have been talking with MUMPO. We have the University of Charlotte Urban Institute. We have talked with a number of cities more so than counties that are endorsing this concept. We have the Charlotte Regional Partnership. We have the Catawba River District, which is an emerging group of investment and environmental aspects along the Catawba River, Urban Land Institute, which is the preeminent developers in the region, and Builders of Hope, which have a capacity for it. There are more.

We have two months, but we would have to build effectively a coalition that represents the full face of the metropolitan region and as a viable application.

Our deadlines – last Friday they released it. All of the things we had done in anticipation that some projects, real tangible projects, could be included was cut out. We are really talking about being a Plan 1, a Level 1 applicant, and that we would need to have an application in by August 23rd; and in order to do this, we would have to have formal endorsements from our major collaborators in the process. Rebecca and I would be happy to answer any questions. It is a competitive process.

Mayor Foxx said I think it's enormously important, by the way. I'm just not convinced that we as a region are moving fast enough, to be honest with you, because the administration is making it very clear that there are going to be winners and losers, and the winners are going to be those that figure out ways to break down those silos at a regional level, and we have a lot of work to do, and I think a lot of it frankly is political work.

Mr. Sharp said I agree with you, Mr. Mayor, and I also think that however staff may be at the City level or at the County level it will be ultimately our elected officials who will rally the people together to put forth a regional effort.

Councilmember Carter said what action re we determine on taking or is there a recommendation?

City Manager Walton said tonight there's none. The COG would be the grant applicant, and our position – and we can do this either way. Our position is when we get to August and the grant is due if there is no financial contribution necessary from the City, we would just let it go and not bring it back. If there is a financial contribution, we would bring it back.

Councilmember Carter said does that assume that we support this initiative? I want to make sure we make a statement if it's necessary.

City Manager Walton said I think that is a good point. If there is concern about it, we definitely should bring it back. I think it's implicit that if we let it go through that you would be supporting it, but the converse of that is important. If there is any concern you would not be supporting it, we should bring it back.

Mayor Foxx said we are not being asked to make a decision tonight, but at some future point we may be, and the question is: Is tonight's conversation some indicia of our support of moving forward.

Ms. Yarbrough said if I might add that we will need a letter from the City as a part of the application should you all want to do that because one of the requirements is a letter from the preeminent city within the region that is applying.

Mayor Foxx said do we have a model set up for how the grant would work and what kinds of commitments might be expected from the City?

Ms. Yarbrough said we are working on that now, and I think it would be most appropriate if we came back at your July –

City Manager Walton said we have a July 26th meeting.

Ms. Yarbrough said if that would work for you all. That would give us time to get with your staff and be sure we are all on the same page.

Councilmember Cooksey said a question just came to my mind reading through the material and particularly with a reference point about – let me make sure I quote it properly – in the write-up about how the six livability principles tie in with the CONNECT core values where this Council just adopted a resolution. Of the jurisdictions that fall with the CCOG umbrella, how many have not adopted that resolution yet, or has everybody done it?

Mr. Sharp said, no, everyone has not. All the major cities have. We probably have four counties that have not.

Councilmember Cooksey said has anyone voted it down?

Mr. Sharp said no one has voted it down. A couple have said we don't see how it's of value to us, so we will refrain. We are not opposed, but we are not supporting it right now. We will go back to them, but that is where it is right now.

Councilmember Barnes said which counties have told you they are not interested right now?

Mr. Sharp said Lincoln County has said that and Rowan County.

Ms. Yarbrough said we still have several presentations to make to some jurisdictions because we have over 72 that we have been visiting, so there are some we haven't been to, yet, but of the ones we have been to, the only county that has said we are not opposed but we are not ready to adopt this is Lincoln County.

Councilmember Barnes said I ask the question because I think what you are hearing from some of my colleagues and from me is that we are interested in regionalism, we are interested in improving our transportation system, we are interested in improving air quality and water quality and the quality of the lives of the people in the region. What is sometimes a challenge from my perspective is that some of our surrounding counties and municipalities are not necessarily interested in dealing with things that might bring Charlotte closer to them, so they will resist anything that we are involved in because they don't want us to be, as I said, getting "closer" to them. So, it helps me to know where the political fight is because we may agree, which obviously the biggest city in the region, we may agree to participate. Likely we will, I suppose, but if we are going to be essentially fighting an uphill battle with our surrounding leadership, that is somewhat problematic and stressful.

Mr. Sharp said let me give you some information. On the adjoining counties, the larger adjoining counties, there has been no issue whatsoever. Mecklenburg adopted it universally; Gaston did, and Union did, and most of the major cities have also. There is the fear that Charlotte is an 800-pound gorilla out there in the region, and while this is broken down a lot and every visit that you all go to a regional meeting and show everybody that you are human and do not eat small jurisdictions then it helps, but you are the biggest, strongest jurisdiction in both the Carolinas, and it has to be something that is learned. So your point is very well taken, and remember this is an urban issue and urban approach, and your urban brothers and sisters are very supportive of it.

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ITEM NO. 4: POLICE YOUTH INITIATIVES

Chief Rodney Monroe, Charlotte-Mecklenburg Police Department, said while they are queuing things up, I just want to give a brief intro on this. All too often, we talk about crime reduction strategies and what success looks like as it relates to reducing crime. A lot of time we talk about deployment issues, tactical issues, and what it means as it relates to our physical presence out there in the street. I think sometimes we forget about those systemic prevention strategies that we fully embrace within CMPD, and I think this provides an opportunity to come to you and talk about some of those prevention strategies that I think play just as critical a part in our crime reduction efforts as when we deploy additional officers on the street. With that, I would like to talk about two specific strategies that we have for reducing crime, and they are crime reduction strategies, and that's our Police Activities League and our Gang of One. With that, I introduce to you Mr. Jeff Hood and Ms. Fran Cook.

Jeff Hood, Police Activities League (PAL), said thank you for allowing us the time. I was starting to wonder; we were starting to head towards the exit, but thank you so much for taking the time – really appreciate it. What I did and wanted to do to reflect what PAL is now about – I know most everyone is pretty much aware of PAL being the Police Athletic League, but we have

made some recent changes to the organization that I think that you guys will definitely be proud of as well as looking at the great work we are doing within the community, and with that, I brought a little video, and instead of me speaking on behalf of these young persons, I thought it would be best if you hear from them directly for a minute. (Video presentation)

I just wanted you, again, to see exactly the work we are putting forward in PAL and making some great success. However, with the great success, there are some challenges that we are dealing with. For example, we recently started our Summer Youth Enrichment Program, and just prior to coming here we have 103 people on a waiting list. We already have over 200 kids in our Summer Enrichment Program. We don't know what to tell these kids. Unfortunately we have to tell them, sorry, we don't have any more room for you. One of the other challenges we have is as you noticed in the video piece the Greenville Recreation Center is one of the programs we are providing some great services right now, and you know that is one of the facilities that is looking to be closed upon by the County. If that program goes away, the Greenville-Double Oaks community would definitely and greatly suffer by us not being able to continue to provide our after-school program, summer enrichment program, our photojournalism program, and the like. I would also like to add that video that you just had a chance to look at was in part produced and directed by youth within our photojournalism program in conjunction with Time Warner Cable.

Rev. Fran Cook, Gang of One, said thank you for this time. I know it's late. My goal is to provide you with an update of Gang of One. As you are aware, Gang of One was established in 2004 with simply a hotline -- our goal to meet with youth and families and connect them with resources in the community. In 2006, we adopted the Best Practice Comprehensive Gang Model. The heart of that gang model is gang intervention, and the best practice within gang intervention is a multidisciplinary gang intervention team. Gang of One is starting a gang reentry and intervention team here in Charlotte. We have already established a steering committee, which helps set policy and creates agreements between the partners. We have established an intervention team. The intervention team is responsible for case managing gang involved young people, connecting them with resources in the community, and perhaps most significantly, we will be hiring case managers in August to work one-on-one with these young people and to do what we have not been able to do through Gang of One, and that is work with them six months, 12 months to ensure that barriers to resources are addressed, that they have access to what they need.

The young people specifically that we will be working with fall in three different categories: Re-entry -- we will be specifically working with juveniles who are incarcerated at the Stonewall Jackson Youth Detention Center. Youth who are coming back into Mecklenburg County, we will be working with them before release, while they are transitioning, and then once they are back into Mecklenburg County. We will be working with their families. We will be working with those young people to help them in gang disassociation and provide them with the resources, programs, activities, support, treatment, tattoo removal that they need. Intervention -- we will be receiving referrals from the Department of Juvenile Justice of gang involved youth. Again, we will be case managing these youth making sure they have access to needed services including their own interests such as PAL, for instance. These are youth from DJJDP who have gotten in trouble. They are within the court system already. Our third audience with the gang reentry and intervention team is through our hotline, the hotline we started with, and these are young people who have not become criminally involved yet. These are young people who are thinking about joining gangs. We will begin working with them as well, so we will be working with reentry youth, gang involved intervention youth, and pre-gang involved intervention youth, and we are very excited about that opportunity.

The second new initiative that we have is in partnership with the Gang Prevention Coalition, which was established in May 2007, kind of the balance to the law enforcement based Gang of One. They have been assisting us with our inaugural community impact project grants. The selection criteria that we have been utilizing for the communities that we are focusing in on include high concentration of gang contacts and incidences, quality of life index studies, geographic reference points, where are the park and recreation centers, where are the YMCAs, and areas selected for the City of Charlotte's Neighborhood Liaison Program, how have we selected these agencies, with a request for proposal process, with a subcommittee review by the Gang Prevention Coalition, and final review by the Police Department through Gang of One.

Last year which ends this month, we were able to award seven community impact project grants to agencies serving youth in the Idlewild South community. You see those listed here. I will highlight just a few: The Charlotte Boxing Academy, Gloves Not Gangs Program; The Girl Scouts, Hornet Nest Council, Girls Against Gangs Activity; Christ Lutheran Church; McClintock Partners in Education, the Family Circles Program; Mi Casa Su Casa, Families Guiding Families Working Together to Support One Another. This year we are continuing with the community impact projects, and we have made some improvements. We have expanded into a second community, and we have given consideration into programs that have a broader community impact. Agency selection, we added to our method of getting the word out about these grants to community meetings. We also included a letter of inquiry process to try to screen more applicants. The result we are now serving youth and families in Idlewild South and Clanton Park Roseland with seven new programs beginning this July.

These programs – the Gang Re-Entry and Intervention Team and the Community Impact Project – are complimenting the work that you are already familiar with that Gang of One is involved with in partnership with citizens and agencies, Carolinas Healthcare Center, Charlotte-Mecklenburg Schools, and Project Safe Neighborhoods. Our outcomes – we are starting to see what we had hoped we might since we began Gang of One in 2004. We are seeing a reduction in juvenile gang membership. We are seeing reductions in juvenile gang crime. We are seeing reductions in areas where we have specific programs operating. Our Truancy Safe Neighborhoods last year, our initiatives demonstrated a 13% decrease in targeted juvenile crime, in targeted areas, and finally our community impact projects last year in Idlewild South. We saw a 30% reduction in gang contacts minus June. We are missing a month because we are not quite at the end of the fiscal year.

Gang of One in conjunction with the Gang Unit, the work of Pal, Right Moves, and other agencies with an emphasis upon youth and families in addition to the suppression work of the department and the Gang Unit is working. The comprehensive gang model is working. Gang of One, as you are aware, is grant and award based for our funding. These are the funding streams that we have for this year and next year from OJJDP, \$900,000 for prevention, intervention, reentry; Bureau of Justice Assistance, \$50,000 for prevention and intervention; the Department of Juvenile Justice, \$62,000 for intervention; and before you this evening named council a \$567,000 grant from the North Carolina Department of Juvenile Justice for the Gang Reentry and Intervention Initiative. We want to thank you for your continuing support of Gang of One. It was an idea of a hotline which has grown in staff and programs and in its impact upon the community, and we appreciate the support of this body, Chief Monroe, the City, and the departments.

Mayor Foxx said thank you, Rev. Cook, and thank all of you. I know we have a lot going on with youth. We have a lot to talk about on that subject, but we are going downstairs now and get to the other part of our meeting.

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The dinner briefing was recessed at 6:45 p.m. for the Council to move to the Council Meeting Chamber.

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BUSINESS MEETING

The Council reconvened for the regularly scheduled Business Meeting at 6:52 p.m. in the Council Meeting Chamber of the Charlotte-Mecklenburg Government Center with Mayor Anthony Foxx presiding.

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INVOCATION AND PLEDGE

Councilmember Mitchell gave the Invocation and led the Council in the Pledge of Allegiance to the Flag.

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CITIZENS' FORUM

HICKORY GROVE INDEPENDENCE DAY PARADE AND CELEBRATION

Jeannie Welch, 5736 Ebley Ln., said thank you for this opportunity to invite you all to the 42nd Annual Hickory Grove Fourth of July Parade, which this year will be held on Saturday, July 3rd. Because the parade ends at Hickory Grove Presbyterian Church and the 4th of July is on a Sunday, we are having the parade and celebration on Saturday, July 3rd. This is a wonderful opportunity for public officials to press the flesh in a family friendly environment. It is an opportunity to meet the voters to say a few words to them as well as participate in the parade. We are having games, a Miss Hickory Grove contest, there will be food, all sorts of things, watermelon eating contest and such this year. This is our 42nd annual parade, and this year we are honoring our late Mayor Pro Tem, Ms. Susan Burgess. She was an active participant in our parade, and her presence will be missed this year. So I hope all of you here, the people in the audience, and the people watching at home will come to our parade. It goes up Harris Boulevard. It's Saturday beginning at 10:30. It ends at Hickory Grove Presbyterian Church, one of our most historic churches for a fun, family event.

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CANNABIS LAWS

Xavier Veille, 2830 Commonwealth Ave., said I'm here today representing my company, American Hemp, Inc., which has recently devised a business plan that maps out the entire hemp industry potential here in America, an industry that is projected to create hundreds of thousands of jobs in our nation from the farming and research sectors all the way to management and marketing positions. All across the land, teams of scientists and engineers are developing technologies that are bio-based, which utilize hemp, and in most cases are superior to current, prehistoric materials that continue to harm our environment. Legalizing the industrial hemp crop gives companies invested in a green future the ability to profit from a domestic home-grown supply of hemp material. Most eco-product manufacturers involved in these bio-based industries are simply using hemp as an ingredient, an ingredient that is more valuable than other fiber crops due to hemp's high cellulose count and low legume levels. International manufacturers have expressed significant interest in purchasing this material, but this market remains undersupplied to fit the needs of mass production. In comparison to current market materials, hemp creates product that are biodegradable, lighter, stiffer, equally as strong, and flame retardant. There is no question that the cannabis plant has been put here as a blessing to the human race, and it is time for America to realize the potential impact that this industry will have on our nation especially in this time of economic and environmental crisis. Why is industrial hemp illegal? Because it is classified as marijuana. Is hemp marijuana? No. Cannabis, the scientific term means the plant is distinctively male and female. Hemp is the byproduct of the male and female plants cultivated together. They are tall like Caniff or strands of bamboo. While the male pollinates the female flower, the hemp seed is produced. It is a nutritional seed that has essentially fatty oils, which suppress weight gain and contain high levels of Omega 3 and Omega 6. When a female plant is grown by itself without the influence of a male, it produces the medicinal healing powers that help treat an array of diseases for millions of patients, patients who are our friends and loved ones. The American Medical Association has recently openly supported cannabis' medicinal properties claiming it to benefit patients without significant side effects. So what's the opposition? The kids? I wasn't a teenager too long ago, and for me marijuana was easier to get access than alcohol, plus marijuana is safer to the user with no chance of overdoses unlike alcohol and other pharmaceuticals. The crime, well, look at the prohibition of alcohol. Black markets create illegal profits and lawless business. Legalize cannabis – legitimate law-abiding businesses

will be selling it. For these reasons and more, I support the tax regulated control of marijuana. American Hemp, Inc. Check us out.

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TAXI CITY ORDINANCE

Ted Russell, 5000 N. Tryon St., said as you know, the medallion, the driver's operating permit, is a priority for the taxi drivers for the City of Charlotte. Taxi drivers' expense, they totally support their cabs. They purchase these vehicles, they purchase the vehicle operating permits, the medallions, the paint that goes on this car. Their expense covers everything this taxi does except they do not have the right in the City of Charlotte to run as an independent cab owner. They are under the control of the cab owners. They must work for a cab company. That driver's operating permit must have a name on it. That costs about \$75, I understand, and if they decide to leave one cab owner to go to another one, that's another \$75 cost, which is a little bit – we think it's ridiculous since it's generated on a computer, on a piece of paper, strictly a name. That cost could come down tremendously, but we really would like to see the tax drivers have the right to work independently. Everyone in this city or county or state or any other state has a right to go purchase a vehicle, put license tags on it, buy all the permits and licenses they need, and act independent. They don't have to be affiliated with any kind of a company except here in Charlotte for the taxi drivers. This right here breeds a very dangerous situation where the cab owners can control whether or not a taxi driver can work in the City of Charlotte and make a living, and, trust me, they make a living. They work night, they work day to support their families. Each of you got a letter from that young lady that wrote about her father, and you saw what was in her heart, and that's how these guys work, and that is something that we would like to see addressed seriously that the taxi drivers be allowed to be independent or if they want to affiliate with a company do that. We also think the cab owners should be regulated. These fees, they can change these fees at any given time and charge these drivers anything they want, and the only expense that cab owner has in that cab is the radio equipment – that's it. If that cab owner, whether that driver works or not, is irrelevant. That franchise fee is paid every single week. That's the reason we need regulation. Deregulation has killed this country as all of you know, so let's don't do it here in Charlotte. Let's regulate something so these guys can make a living and not pay all the money that they do earn to cab owners and fees, permits that could be reduced in cost dramatically and help them make a living for their families. Airport situation. We have Green Cab. I think they are going to have a name change. I don't know if it's been approved yet or not, but they want to take the cab owners that are in there, some of them, and force them to buy up Town Cars in order to stay at the Airport. Now the Airport is where your money is at, and they pay a higher franchise fee for that, so the cab owners now say you either buy the Town Car or you are out or you can put your cab on the street and buy our Town Car, and we'll help you find a driver for your car.

Councilmember Barnes said I have a question about – perhaps the Manager, perhaps the City Attorney – regarding this issue. We have all gotten a number of emails and letters about this issue, and I believe Mr. McCarley has given us some feedback in the past either verbal or written on the subject, but I would like to know more about whether we have the ability to enforce the regulation between the private parties, whether we have the ability to essentially do the things that Mr. Russell was asking us to do, and, if so, we could perhaps refer that to a committee. If we can help these people, I would like to do that. If we can't, I would like to tell them that we cannot, but we get a lot of feedback from you all, and I want to respond in some way just to let them know yea or nay whether we can help. It can come from the Manager or the Attorney.

Bob Hagemann, Senior Deputy City Attorney, said, Mr. Barnes, I'm not familiar with the advice that the City Attorney has given you in the past. What I would like to do is go back and check with him and then follow up with you guys in writing.

Councilmember Barnes said, please.

Mayor Foxx said maybe we can deal with this after the meeting, but if there is a central point of contact for this group that is here today from the taxi cabs, if you all can make that known to the City Clerk, we will communicate the answer that comes back from our City Attorney to that person.

bvj

Amanuel Hagos, 4120 Providence Rd., Apt. B, said we are here, the taxi drivers, to explain our problem, and we believe that you are by the people, for the people, so we are here to address our issue and to get a solution for this. To our dear Mayor and 11 City Council members, we just submit for each one of you a letter and a proposal with a green, with a red in order to see what is the problem we have. We just give your secretary, and the things that we are here is that the law must treat all citizens equally -- the owners, the cab drivers, and the customers. We didn't ask anything in order to treat equally. We pay everything. We are serving Charlotte. We work 16 hours. In this 12 month, five drivers who started, and two of them they can't work anymore, and one hardworking driver died right at the Airport spot. For 16 hours working, we pay too much. The company at any time they can eject us. Let's give you an example. The Yellow Cab Company, he had six drivers on the street that left without a job because the Airport has an agreement with the company; not with the independent drivers. After two years, he came back, the same Yellow Company. He got new drivers. He told them (inaudible) and above I will put you on my spot, which is City property, and he told them these drivers, they take long, they broke a car. After eight months, leave my spot. What is going on? We are citizens. Why are we mistreated? (Inaudible) told the drivers bring 2005 and above cars. They brought. Within five months, he told them to leave their spot, the Airport spot, citizens' spot, City spot, and all of them they get fired from the Airport. This year one week or two weeks, the (inaudible) company, they told them they won't replace them (inaudible). Why?

Mayor Foxx said I'm sorry, sir, that's your three minutes.

Cabdi Caligaacal, 1423 Briar Creek Rd., Apt. A, said the (inaudible) in Charlotte has been operating under an ordinance that is not compatible in the taxi district. In addition to that, we have ordinance problem, and this ordinance does not create a fair environment for the hard working owners because it was written in favor of the company owners with nothing but from the (inaudible). We are considered and given a touch of business. We are taxpayers, and they tax us as businesses. However, this ordinance force us to affiliate with a company, another business. We have same right they do, therefore, we are looking for our legitimate rights to operate as an independent, and we are asking for you, Mr. Mayor, and the City Council members to make a reform because this is outrageous. It's unacceptable. We cannot operate under this situation. As Amanuel has mentioned, drivers are suffering. We all have families. I have three kids under four years old. All of them are under four. I need to feed them, and I am forced to pay more than \$1,500 a month. As he mentioned, some owners are renting us the spots at the Airport they don't own. Who owns the Airport? We, the taxpayers own it. These guys have had an open right for a long time with no response and no one has stopped them. They talk whatever they want, and they do whatever they want, and no one ever confronts them. When we tried to confront them, this ordinance was brought up, which is very corrupt, very corrupt. As long as we have this ordinance in place as a law, we can't operate, and you are the legislators. You have the authority to reform or amend. We are not looking for money. We are not looking for or asking in favor to give money. We are just looking for an equal opportunity.

William Dobbins, 7910 Waterford Ridge Dr., said, first, giving honor to our Father, Jesus Christ, and all that he does for us and respect for you, Mayor Foxx, and the City Council. Thank you for the privilege to talk with you briefly. Today I simply want to talk about what is happening with the cab drivers in the City of Charlotte -- not necessarily all the drivers that are at the Airport. One of the problems that we have simply is that our Town Car limousine service here in the city are operating as taxicabs. We know that is not what is in the ordinance; we know they are supposed to have private contracts, but for some reason our city being different than other cities around the nation has limos in every hotel in the city. We both know that is incorrect; that's not the proper thing to happen. The problem I have is it's been allowed to happen with the people in leadership, and we know that you folks don't work that way, so we are simply trying to ask you to please correct that big mistake that has happened here. We don't have anything against limos. We know limos are supposed to operate on contract, not like taxicabs. The next point I want to bring out is that our conventions that we have weekly here identify the fact that they are here to support the city. Well, the city has provided spaces for taxicabs in front of the Convention Center, but this year, for some strange reason, suddenly these spaces are being covered up with signs that say "no parking" not allowing these gentlemen and ladies to provide their form of living by not being able to pick clients up at the Convention Center. That's not right. That's totally not right. From what I understand, the Transportation

Department, which I'm sure you all know of, has put that rule in, so that needs to be corrected. That's totally wrong. These drivers are losing thousands of dollars by not being able to pick up a client, which is what we do. We patrol the City of Charlotte. We have the right to pick anyone up that needs a fare. You can go around the country and find that taxicab services are being sought out by the customer. We also know that these hotels sit on City property. They don't sit on private property. They sit on City property. That's what I have been told is the reason they say they have the right to do that. That's not correct. We have a right as taxicab drivers to pick these people up. At this point, it's been thousands of dollars lost. We know you can't automatically do something about that. We are mentioning that because it's important to all of us. Also, we want to recognize Mr. Jerry Orr as the Transportation Advisor at the Airport, the good job he has been doing, and the fact he has listened to the drivers here over the past and recognized us as doing a good job at the Airport. We want to thank Mr. Orr for that. These are the things that we want you to please pay attention to. There are other issues here, but we probably talked about those enough.

Mayor Foxx said here's what is going to happen. As we said, Mr. Barnes has made a very good request of our City Attorney to take a look at everything you have just identified and to have our staff go through and figure out what can and cannot be done at the Council level. From there, we will have a discussion about what to do next. It may be a referral to a committee. We just don't know at this point, but we will follow up with that information and reach out to you, and you will be kept abreast of how that goes. Thank you for coming out tonight.

Unidentified Speaker, said, Mr. Mayor, there is one more speaker.

Mayor Foxx said I had four on this topic.

Councilmember Carter said Transportation, No. 10.

Mayor Foxx said is it Abdi Duald? Okay, you are under a different heading, but come on up if you are part of this conversation.

Abdi Duald, 6818 Chistain Dr., said what we have in front of you is a spreadsheet where we calculated our much money we spent – those of us who work at the Airport. There are 144 drivers who work at the Airport currently. We pay \$1,800,000 a year to the cab companies at the Airport. Out of that money, only \$140,000 or \$150,000 goes to the Airport. The rest goes to the company buckets. We do not get health benefits from them. We do not get any support from them whatsoever. We own our cabs. The city requires every cab driver to go (inaudible). There is a list that we have to follow: fingerprint, background check, all of those, and then we have what's call a taxi permit, driver permit, car permit, and we have to have a business license in order to work at the Airport or even to get a taxi permit. Even though we have a business license, we are still not considered ourselves to be a business. Why do I have to get a business license if you are not a reason? That's the question I have to the people who wrote the City ordinance. The problem with the City ordinance is it's biased. We went over the City ordinance page by page. We read it, we highlighted where the mistakes are in green and red, and we sent it to you. Read through those changes. Help all these cab drivers. Some of the drivers sitting here had a heart attack while they were working 16 hours – right there. Everybody can see. He is paralyzed. I know time is short. My colleagues addressed most of the issues we are having. The only person we thank for what we do is Jerry Orr. He is the only one who listens to us and gives us the opportunity. Last time we met with him, he told us even he tried to lower the Airport fee that we are paying, but it would not make a difference because the minute he lowers the rate the companies will jack up. So what we need from you guys is to amend this City ordinance, therefore, we can work with the Airport that we have been working with. I have been working at the Airport for 14 years. Never had any complaints. I wish to do the same thing. I take care of my customers. Some of the people I have driven around are the mayors, celebrity, and I have their signatures, and I will be glad to verify.

Mayor Foxx said thank you very much, and I think we have kind of laid out what is happening.

Councilmember Peacock said, Mr. Mayor, I was wondering if we could ask Mr. Orr to come down to the microphone, and if he could briefly describe what his conversations he has had with this group has been, and if there are any suggestions he would give to us in guidance, I would

love to hear from him. If you could briefly describe their situation and your conversations with them, and then possible recommendations before we hear back from Mr. McCarley.

Jerry Orr, Aviation, said I don't know that I can do it briefly. It's a very, very complex issue that has been going on for a long, long time. The difficulty is between the company owners and the drivers. The problem I think is the same problem that the airlines have – too many seats and not enough passengers. That makes it very difficult to earn a living especially when you have high costs to contend with. We have been working on this problem for a long, long time. We have asked for input from the drivers, from the cab companies. I have both my attorneys working on this, and we hope to have our proposed solution ready to roll out very shortly.

Councilmember Carter said I have heard from other cities that they give incentives to green cabs, cabs that operate environmentally correctly, and I'm wondering if we could associate that principle with this problem. If cabs operate in a green fashion, in other words, beneficially to our air environment, could we then offer them independence? Make it a separate category, and I was thinking perhaps our attorney could research that to see if it's compatible with what we have in our ordinance.

Mayor Foxx said I think that's clearly something that can be looked at, but I think step one is figuring out what among all of the issues that have been laid out we can actually do something about. It wouldn't hurt my feelings if we just went ahead and referred it to a committee to start looking at it because I think it is a serious enough issue.

Councilmember Barnes said I would be happy to suggest that, Mr. Mayor, that perhaps in lieu of a report back to us that it go straight to one of our committees for feedback from and assistance from the City Attorney's Office.

Councilmember Kinsey said it has been to the Community Safety Committee in the past.

Mayor Foxx said maybe that is the right one.

Councilmember Kinsey said it's been a little while ago.

Mayor Foxx said is there any objection to referring it to the Community Safety Committee? Hearing none, we are going to refer it to committee, and they will come back to us with a recommendation on how to proceed.

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ILLEGAL IMMIGRATION

Alan Miller, 5900 Florence Ave., said I have been here a couple of other times. I speak about illegal immigration. This is not headline news anymore, but it was for a while, what was going on in Arizona, in Phoenix, and how they were being overrun by illegals, and they decided to take it upon themselves to start deporting them. They were starting to actually crack down on illegals. Now, I have sympathy for citizens of this country who are having a hard time making ends meet. The thing is that we cannot – economic society cannot handle the amount of illegals that are coming to this country, and we have to make people realize that it's not that we don't want them to come here, but we want them to come here the proper way; that we just can't afford to have money leaving the country the way it is, have so many legals that are being unemployed when we have unemployed people in this country. We have citizens, we have people that come here the right way, and they are having a hard time. I talk to people all the time, and they tell me how they can't get certain government aid, how they have credentials but they can't get jobs, and we need to start paying attention and we need to start working as a unit. We need to start somehow weeding out people who belong here and people who don't because we just can't afford to keep doing this. If you don't send a message to them that there is not enough room anymore, they will keep coming and keep coming, and it's going to keep thinning out this country to the point where we are going to be in trouble. This country, you can't just keep printing more money and say, well, there's not a problem. We are having a problem. There are a lot of people that are unemployed, and we need to start employing the people that are citizens

of this country, and we need to start cracking down on the companies who are hiring people that don't belong here. It's not mean, but if you are walking down the street and you have \$5 in your pocket, and somebody says, oh, can you help me out? Sometimes you just have to say no. No, we can't help you. We have to take care of our own first, and that's not being mean to just say we have to do what's right. We have to protect this country, we have to protect our borders, and if we don't do it, we are going to be waiting until it's too late, and then there's nothing you can do. We are going to be in trouble. I would like the City Council to look into some way of regulating who gets hired in this country, who gets hired in the City. There are landscapers, there are all kinds of people that hire people, and, sure, they work for less wages, but that's not the point. The point is we need to employ our own. If they come over the right way, then they deserve the same wage that everybody else does, but you just can't keep having all these people come. We just can't handle it, and it's going to get to the point where we are going to break down.

AFFORDABLE HOUSING

Elizabeth Barnhardt, 1242 Chandler Pl., said Renata Henderson is joining me tonight. We are representing the Housing Opportunity Foundation, which is the charitable arm of the Charlotte Regional Realtors Association. We are here to give you some exciting news about a Web site we launched late last week called carolinahomesprograms.com. This Web site is an interactive community Web site with home financing tools and information. The Web site is designed for the consumer to investigate the home buying process and to allow members of the community to look into definition of terms, financing programs, and other definitions that might confuse someone or scare someone from entering the home buying process. Carolinahomeprograms.com features a searchable database with simple data fields that allows the consumer to input very basic information and it will give back information about home financing programs or education programs in your community, and there are several City of Charlotte programs featured on this Web site. It is also provided in ten different languages. We offer the ability to make changes and updates so we can give current information on foreclosure information and on consumer protection issues, and we have a glossary of terms that would not just be good for the home buyer or someone new to the home buying process but really could be good for all of us as we go into buying and refinancing. None of this information is new. What we have done is really aggregated all of the programs that are offered by federal, state, local, and nonprofit organizations and put it all into one place so home buyers and potential home buyers can go to that Web site and take a look and start that process with a lot of knowledge and a lot of confidence on how to buy a home. I would encourage all of you and members of the public to take a look at carolinahomeprograms.com and really use it as a resource and tool as you are entering the home buying process.

Mayor Foxx said sounds like a neat resource.

ABORTION BENEFIT AND CITY HEALTH PLAN

Martin Davis, 2424 H Selwyn Ave., said as you know abortion benefits are provided to City employees under the terms of the City group health plan provided by the taxpayers of Charlotte. City Attorney McCarley emailed me and stated the taxpayer funded abortions have been available to City employees for at least 25 years, and that 14 abortions have been performed at taxpayer expense for City employees or their dependents since 2005. Mr. Mayor, pregnant female women and children seeking to kill their babies are supposed to have the deed done at up to 20 weeks of gestation at one of the three abortion mills the state has licensed for this deadly purpose here in Charlotte. Mr. Mayor, the vast majority of the 10,000 – 10,000 abortions done in Charlotte annually are performed in these three mills. African-Americans make up 26% of Charlotteans, Mr. Mayor. Fifty percent of local abortions are performed on female African-Americans. Half of these black females are under 18 – children, Mr. Mayor. They receive D&E abortions. The pseudo-physician dilates the female's womb, cuts the child into pieces, vacuums the body parts into a plastic container, pays a medical waste company to pick it up and incinerate the baby's remains exactly as the Nazis did with their victims during World War II. Now, Mr.

Mayor, if the baby is older than 20 weeks, the female mother, whether a woman or child, is dispatched to either Novant or Carolinas Medical Center because killing a child in utero at that stage of pregnancy is even riskier for the mother. There are two methods of baby killing after 20 weeks, Mr. Mayor. In a saline abortion, the pseudo-physician injects saline into the womb, which literally burns the child alive from inside out. The mother miscarries, and the dead child is incinerated on site. The second legal method post-20-weeks gestation is partial birth abortion. The completely developed baby is fully delivered by the pseudo-physician with the child completely outside the birth canal with the exception of the head. The pseudo-physician stabs the baby in the back of the head, inserts a vacuum tube that suctions out the baby's brain, removes the collapsed skull from the birth canal, and incinerates the remains on site. Mr. Mayor, I do not want my taxes to be used to murder helpless, innocent, voiceless babies. Recently, one of your colleagues, Susan Burgess, passed away. Her death was an object lesson in the ineffable sacredness and importance of human life. Dr. Burgess can attest to the accuracy of the three abortion methods I have described to you. Dr. Burgess practices medicine, which is a science of preventing, treating, or curing disease. Real physicians do not kill babies. Humanity is not a disease. Mr. Mayor, 10,000 babies are slaughtered annually in Charlotte. That's the equivalent of three 9/11s each and every year. Since 1973, over 300,000 children have been murdered by abortionists in Charlotte, six times the number of Americans killed in Viet Nam. Like the vast majority of Charlotteans, I don't want to subsidize baby killing, Mr. Mayor, so tonight I'm asking you and City Council to remove the abortion benefit in the City health plan.

AWARDS AND RECOGNITIONS

UTILITIES EPA SAFE DRINKING WATER AWARD AND WASTEWATER PLANT PERFORMANCE AWARD

Mayor Foxx said, by the way, for those of you watching on television, Barry Gullet is our new Utilities director, and welcome aboard. Mr. Gullet recognized Charlotte-Mecklenburg Utilities staff for two recent awards: 1) 2009 EPA Region IV Safe Drinking Water Excellence Award, and 2) 2009 Peak Performance Award from the National Association of Clean Water Agencies.

CHARLOTTE INTERNATIONAL CABINET/SISTER CITIES COUGARS BASKETBALL TEAM

Mayor Foxx recognized Charlotte International Cabinet Cougars Basketball Teams. Two academic all-star youth basketball teams from Charlotte, a boys' team and a girls' team, traveled to the Sister City of Limoges, France, to compete in an International Youth Basketball tournament and won the tournament.

Councilmember Carter said this is an outstanding group and an outstanding mission. I had the privilege of accompanying them with my husband, and not only this. Ms. McNichols set up meetings with nine departments of the Limoges city government for me that I brought back suggestions for our own city government. So this trip accomplished so much across the way, but the students gave out American flags. French school children, French attendees, and the Hungarian team, whom they were playing, were all waving American flags. Their uniforms -- apparently the championship game, everything came off that was decent to give away. So this is the spirit of America, and we are so grateful to you all for representing our city as you did.

DR. ANDREW P. "SAM" HAYWARD 2010 AWARD

Mayor Foxx said Sam Hayward was a good friend to all of us. I remember him very much as an area superintendent when I was coming along, and I'm looking forward to this recognition tonight. Battalion Chief Barbara Beam with the Charlotte Fire Department recognized the

winner of the Dr. Andrew P. "Sam" Haywood 2010 Award – Vadahl Torrence. Sam Hayward was an educator and volunteer for the "Do the Right Thing" organization.

Mayor Foxx said there are so many young men in this community who are cast in a negative way that it is so important to have stories like yours of young people who are doing positive things in this community. I just want to say thank you.

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CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT EAGLE AWARD

Mayor Foxx recognized Jerry Orr, Director, Charlotte Douglas International Airport, who talked about the Airport being the recipient of the Eagle Award given by the International Air Transport Association for the "Best Airport" category.

Councilmember Barnes said just want to add. I don't know if you all are aware of this, but the biggest airplane in the world was here last week to deliver some equipment to the Siemens plant in Mr. Turner's district, and I was going to go out there with my son, and Andy Dulin and I were going to meet out there on one of those 98 degree days. We weren't able to quite coordinate it, but Jerry Orr told me that the published reports were that the plane was going to leave about 5:30. It initially was 4:30, and it was 5:30, and 6:30 and 7:30, and he said they are Russians. What do you expect? I don't know when it really left, but it is supposed to come back in a couple of weeks to pick up the piece of equipment and take it back to Thailand, I believe, so you may hear about that on the news. But it's a huge jet. Anyway, our airport can handle some equipment.

Councilmember Turner said one thing for sure if you live out there you heard it leave.

Mayor Foxx said I may go out and check it out. This is great recognitions today, and I know we had a lot of them today, but we only have a couple of meetings in the summer, so that's why we had so many today.

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CONSENT AGENDA

Stephanie Kelly, City Clerk, said Item Nos. 36, 37, 38, 41 were pulled by staff; 49 has several speakers. I just had an additional speaker to sign up, so there are seven speakers for that. No. 57-E has a speaker, and 54-E has a speaker. Mr. Mayor, I need to note that there is a correction to Item No. 55 for the Airport. The address of the property is 4506 Denver Avenue.

[Motion was made by Councilmember Carter, seconded by Councilmember Howard, and]
[carried unanimously to approve the Consent Agenda as presented with the exception of]
[Item Nos. 36, 37, 38, and 41, which were pulled by staff and Item Nos. 49, 54-E, and 57-E]
[for speakers.]

The following items were approved:

26. Contract to the lowest bidder, Office Depot, for the purchase of office supplies for the term of three years, and authorize the City Manager to extend the contract for two additional one-year terms with possible price adjustments at the time of renewal as authorized by the contract. The annual expenditures are estimated to be \$700,000.

Summary of Bids

Office Depot	\$746,137.92
Staples	\$815,412.32

27. Low bid unit price contract to ITT Water & Wastewater-Flygt Products for the purchase of submersible pumps and parts for the term of one year in the estimated annual amount of \$80,000, and authorize the City Manager to extend the contract for two additional,

one-year terms with possible price adjustments at the time of renewal as authorized by the contract.

Summary of Bids

ITT Water & Wastewater	Charlotte, NC	\$57,718.00
Pete Duty & Associates, Inc.	Hillsborough, NC	\$60,990.00
Carotek, Inc.	Matthews, NC	\$77,482.00

28. Contract extension with Best Uniforms to cover the time period from August 24, 2009, through April 30, 2011, for unit price purchases of uniforms and related equipment in an estimated amount of \$1,763,440.
29. Contract between Police/Gang of One and Mecklenburg County in the amount of \$567,985 for a Gang Reentry and Intervention Team.
30. Approve the purchase of DNA equipment and supplies without competitive bidding as authorized by the sole source purchasing exemption of G.S. 143-129(e)(6), and three-year contract with Applied Biosystems, Inc. for the purchase of DNA testing equipment and supplies in an amount not to exceed \$550,000.
31. Six-month amendment to the City' contract with the Humane Society in an amount not to exceed \$90,000.
32. Series of resolutions that authorize staff to proceed with the necessary actions to conduct a general obligation bond referendum on November 7, 2010.

The three resolutions are recorded in Resolution Book 42 at Pages 594-605.
33. Low bid contract to Burney Construction Company, Inc. in the amount of \$440,421 for demolition of the subject property for the new Fire Administration facility.
34. Three-year contract with SimplexGrinnell for a not-to-exceed amount of \$450,000 (\$150,000 annually) to provide safety systems maintenance services for CATS facilities, and authorize the City Manager to approve two, one-year extensions (in amounts not to exceed \$150,000 per year).
35. Initial one-year contract with T2 Systems, Inc. for parking citation management software and peripherals in the amount of \$30,905, and authorize the City Manager to exercise three, one-year renewals in an annual amount of \$37,305, and approve an initial one-year contract with T2 Systems, Inc. for collection services at an estimated annual amount of \$50,000, and authorize the City Manager to exercise three, one-year renewals with the total amount for all four years not to exceed \$200,000.
39. Contracts for geotechnical and construction materials testing services with the following: A) Capstone Civil Group, P.A. in an amount not to exceed \$195,000; B) ESP Associates, P.A. in an amount not to exceed \$200,000; C) Froehling & Robertson, Inc. in an amount not to exceed \$500,000; D) MACTEC Engineering and Consulting, Inc. in an amount not to exceed \$200,000; E) S&ME, Inc. in an amount not to exceed \$350,000, and F) Terracon Consultants, Inc. in an amount not to exceed \$400,000.
40. Contract with Stantec Consulting Services, Inc. in the amount of \$540,000 for stream restoration engineering services.
42. Agreement with AT&T in the amount of \$137,935.33 for maintenance of the Airport's telecommunications system.
43. Service contracts to the following companies to provide landscape management at four of Utilities' Wastewater treatment plants in the combined estimated amount of \$722,700 for an initial term of one year: Carolina Commercial Landscaping, LLC; Single Oak Farm Grading and Landscaping; and The Carolina's Landworks, Inc., and authorize the City

Manager to renew the contracts for two additional one-year terms at the same price as year one.

44. Direct payment to Sanders Utility Construction Company Inc. in the not-to-exceed amount of \$275,000 for the emergency repair of the 66-inch water transmission main located adjacent to Billy Graham Parkway.
45. Change Order #1 in the amount of \$3,230,640 with Oscar Renda Contracting, Inc. for the Briar Creek Relief Sewer Phase 1A Project for tunneling difficulties under Myers Park High School, and authorize the City Manager to execute Settlement Agreement and Release with Oscar Renda Contracting to resolve issues related to claim for differing site conditions.
46. Amendment to increase the annual not-to-exceed amount of the Allied Barton Security Services, Inc. contract from \$1,985,000 to \$2,500,000 for additional sworn company police officers to be located at various CATS locations.
47. Infrastructure Reimbursement Agreement with Crosland Greens, LLC for improvements to Scaleybark Road, South Boulevard, and Whitton Street in an amount not to exceed \$2 million.
48. Amendment #3 to the IKEA Boulevard Infrastructure Reimbursement Agreement with Crescent Resources LLC extending the road construction completion date by two years to April 1, 2014.
50. Supplemental Agreement with the North Carolina Department of Transportation to extend the completion time by two years for an extension of West Boulevard from New Dixie Road to the I-485 interchange.
51. Resolution adopting the 2010 Mecklenburg County Multi-Jurisdictional Hazard Mitigation Plan and designate the Charlotte-Mecklenburg Emergency Management Office with the authority to implement, review, and carry out the objections of the Hazard Mitigation Plan.

The resolution is recorded in Resolution Book 42 at Pages 606-607.

52. Payment of \$145,000 in full and final settlement of a Workers' Compensation claim for Neighborhood & Business Services' employee Denise Reid.
53. Appoint the Charlotte Center City Partners Board of Directors for FY2011 as nominated by the existing Center City Partners Board.
- 54-A. Ordinance No. 4454-X authorizing the use of In Rem Remedy to demolish and remove the structure at 2914 Beech Nut Road (Neighborhood Statistical Area 8 – West Blvd. neighborhood).

The ordinance is recorded in Ordinance Book 56 at Pages 665-666.

- 54-B. Ordinance No. 4455-X authorizing the use of In Rem Remedy to demolish and remove the structure at 1711 Long Paw Lane (Neighborhood Statistical Area 115 – Coulwood neighborhood).

The ordinance is recorded in Ordinance Book 56 at Pages 667-668.

- 54-C. Ordinance No. 4456-X authorizing the use of In Rem Remedy to demolish and remove the structure at 1053 White Plains Road (Neighborhood Statistical Area 140 – Hidden Valley neighborhood).

The ordinance is recorded in Ordinance Book 56 at Pages 669-670.

- 54-D. Ordinance No. 4457-X authorizing the use of In Rem Remedy to demolish and remove the structure at 1650 Browns Avenue (Neighborhood Statistical Area 112 – Toddville neighborhood).

The ordinance is recorded in Ordinance Book 56 at Pages 671-672.

- 54-F. Ordinance No. 4459-X authorizing the use of In Rem Remedy to demolish and remove the structure at 5800 aka 5710-5 Orr Road (Neighborhood Statistical Area 141 – Hampshire Hills neighborhood).

The ordinance is recorded in Ordinance Book 56 at Pages 675-676.

- 54-G. Ordinance No. 4460-X authorizing the use of In Rem Remedy to demolish and remove the structure at 518 State Street (Neighborhood Statistical Area 25 – Smallwood neighborhood).

The ordinance is recorded in Ordinance Book 56 at Pages 677-678.

- 54-H. Ordinance No. 4461-X authorizing the use of In Rem Remedy to demolish and remove the structure at 309 1, 2 South Turner Street (Neighborhood Statistical Area 25 – Smallwood neighborhood).

The ordinance is recorded in Ordinance Book 56 at Pages 679-680.

- 54-I. Ordinance No. 4462-X authorizing the use of In Rem Remedy to demolish and remove the structure at 4513 Wildwood Avenue (Neighborhood Statistical Area 19 – Thomasboro/Hoskins neighborhood).

The ordinance is recorded in Ordinance Book 56 at Pages 681-682.

- 54-J. Ordinance No. 4463-X authorizing the use of In Rem Remedy to demolish and remove the structure at 2814 Yahtzee Lane (Neighborhood Statistical Area 112 – Toddville neighborhood).

The ordinance is recorded in Ordinance Book 56 at Pages 683-684.

55. Acquisition of 10.353 acres of property at 5606 Denver Avenue for the negotiated purchase price of \$225,000.

56. Additional deposit of \$508,550.95 in the condemnation case City of Charlotte v. Carmel Country Club, Inc., 09-CVS-15851.

- 57-A. Acquisition of 18,914 Square feet in sanitary sewer easement plus 41,761 square feet in temporary construction easement at 3225 Beard Road from John Kirk Killian and wife, Betsy Christensen Killian, for \$38,500 for 2009 Annexation – Eastfield South, Parcel #9.

- 57-B. Acquisition of 5,520 square feet in fee simple plus 271 square feet in storm drainage easement plus 71 square feet in utility easement plus 22,373 square feet in temporary construction easement at 4701 Statesville Road from Phillips Investment Properties, LLC for \$134,804 for Statesville Road Widening (I-85 to Sunset Road), Parcel #25.

- 57-C. Resolution of condemnation of total combined area of 45,031 square feet of storm drainage easement plus sidewalk and utility easement plus conservation easement plus easement to be abandoned plus temporary construction easement on Conway Avenue from Conway Associates, L.P. and any other parties of interest for \$56,600 for Conway/Briabend Storm Water Improvements, Parcel #2, #3, and #24.

The resolution is recorded in Resolution Book 42 at Page 608.

- 57-D. Resolution of condemnation of 1,336 square feet of sanitary sewer easement plus storm drainage easement plus temporary construction easement at 4444 South Boulevard #4446

from Fonville & Co. and any other parties of interest for \$6,850 for Conway/Briabend Storm Water Improvements, Parcel #B.

The resolution is recorded in Resolution Book 42 at Page 609.

- 57-F. Resolution of condemnation of 1,560 square feet of sidewalk and utility easement plus temporary construction easement at 621 Dawn Circle from Mirna Machuca Ramos and any other parties of interest for \$1,700 for Hidden Valley Neighborhood Improvement Project Phase 6, Parcel #22.

The resolution is recorded in Resolution Book 42 at Page 610.

- 57-G. Resolution of condemnation of total combined area of 1,616 square feet of sidewalk and utility easement plus temporary construction easement at 514 Dawn Circle from Heirs of Walter Dean Humphries and any other parties of interest for \$875 for Hidden Valley Neighborhood Improvement Project, Phase 6, Parcel #42.

The resolution is recorded in Resolution Book 42 at Page 611.

- 57-H. Resolution of condemnation of total combined area of 2,500 square feet of sidewalk and utility easement plus temporary construction easement at 508 Dawn Circle from Juventina Peralta and Israel Peralta and any other parties of interest for \$375 for Hidden Valley Neighborhood Improvement Project Phase 6, Parcel #43.

The resolution is recorded in Resolution Book 42 at Page 612.

- 57-I. Resolution of condemnation of total combined area of 3,200 square feet of sidewalk and utility easement plus temporary construction easement at 426 Dawn Circle from Heirs of Earl Junior Green and any other parties of interest for \$550 for Hidden Valley Neighborhood Improvement Project Phase 6, Parcel #48.

The resolution is recorded in Resolution Book 42 at Page 613.

- 57-J. Resolution of condemnation of total combined area of 3,225 square feet of storm drainage easement plus sidewalk and utility easement plus overlapping storm drainage and sidewalk utility easement plus temporary construction easement at 414 Dawn Circle from Wiggins Investments, LLC and any other parties of interest for \$900 for Hidden Valley Neighborhood Improvement Project Phase 6, Parcel #50.

The resolution is recorded in Resolution Book 42 at Page 614.

- 57-K. Resolution of condemnation of total combined area of 3,022 square feet of fee simple on Kimmerly Glen Lane from Carmel Investment Corporation and any other parties of interest for \$1,200 for \$1,200 for Kimmerly Glen Lane Acquisition, Parcel #1.

The resolution is recorded in Resolution Book 42 at Page 615.

- 57-L. Resolution of condemnation of total combined area of 1,611 square feet of sanitary sewer easement at 12970 John Bostar Lane from Carolina Commerce Bank and any other parties of interest for \$250 for McKee Creek Interceptor – Mecklenburg County, Parcel #99.

The resolution is recorded in Resolution Book 42 at Page 616.

- 57-M. Resolution of condemnation of total combined area of 16,158 square feet of fee simple plus existing right-of-way plus storm drainage easement plus utility easement plus combined utility and sidewalk easement plus temporary construction easement at 5138 Statesville Road from Charles Herbert Cochrane, Jr. and wife, Patricia Lynn Cochrane, and any other parties of interest for \$30,925 for Statesville Road Widening (I-85 to Sunset Road), Parcel #54.

The resolution is recorded in Resolution Book 42 at Page 617.

58. Titles, motions, and votes reflected in the Clerk's record as the Minutes of the May 3, 2010, Legislative Breakfast; May 3, 2010, Business Meeting; and May 12, 2010, Budget Adjustments.

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ITEM NO. 36: CREDIT CARD PROCESSING AGREEMENT

Councilmember Carter said it's a question of the credit card processing agreement to see if we are saving money for our citizens.

Curt Walton, City Manager, said, yes, ma'am, we are. The transactions vary by the type of transaction, the cost per transaction. Right now we are paying an average of 3%. This item will reduce it to 1.5% to 2% per transaction.

[Motion was made by Councilmember Carter, seconded by Councilmember Howard, and]
[carried unanimously to authorize the City Manager to enter into a five-year merchant service]
[agreement through the North Carolina Office of the State Controller under the North Carolina]
[State contract fee schedule for acceptance of payments by customers using Visa, MasterCard,]
[American Express, and Discover.]

* * * * *

ITEM NO. 37: GRIER ROAD SIDEWALK

Councilmember Carter said wondering when the construction will start. It says it will be completed in the fourth quarter of 2010.

Curt Walton, City Manager, said the construction will start in either late August or early September.

Councilmember Carter said there will be school at that time, so I hope you will be mindful of the school traffic.

[Motion was made by Councilmember Carter, seconded by Councilmember Howard, and]
[carried unanimously to reject the low bid contract of \$199,999.25 from Alpha Development]
[Company, Inc. for construction of Grier Road sidewalk, and award the contract to W.M.]
[Warr & Son Construction, the second lowest bidder, in the amount of \$256,704.28.]

Summary of Bids

Alpha Development	\$199,999.25
WM Warr & Son	\$256,704.28
Blythe Development Company	\$263,879.00
Carolina Cajun Concrete	\$277,307.25
OnSite Development	\$286,777.70
Sealand Contractors	\$311,736.15
MV Momentum	\$318,261.74
Bullseye Construction, Inc.	\$329,755.80

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ITEM NO. 38: NORTH TRYON STREET BUSINESS CORRIDOR ENGINEERING SERVICES

Councilmember Kinsey said my question was did we issue an RFP or an RFQ for that work?

Curt Walton, City Manager, said we issued an RFQ, request for qualifications, for that project.

[Motion was made by Councilmember Kinsey, seconded by Councilmember Carter, and]
[carried unanimously to approve a contract with Kimley-Horn and Associates, Inc. in the]
[amount of \$804,200 for planning and design services of the North Tryon Street Business]
[Corridor Project.]

* * * * *

ITEM NO. 49: CLOSURES OF S. CRIGLER STREET AND MARVIN SMITH ROAD AT CSX RAILROAD

Eva Barber, 4938 Ridgeley Dr., said I live in the Brookville community. Brookville is very near the area of the proposed CSX double railroad tracks. I don't know if you have had the unfortunate experience of trying to cross Rozzelles Ferry Road at Hoskins Road and then caught by the train that held you up for ten, 15, 30 minutes or more, then eventually having to turn around, find another route to your destination. We, who live in this area, as well as many others who travel to and from the surrounding areas, have lived with this issue for many years; and, of course, the worst scenario being cut off from the emergency services – Fire Department, ambulance, Police trying to get to your home. It's a very frightening thought. We feel that with the millions of federal dollars being granted to the railroad we feel there has not been any sizeable effort to come up with any alternative solution to offset the inconvenience, dangerous impact of the closing of Crigler and the impact that will have on our community. We are asking you for your deep compassion for our concern. Whatever input you have on the decision to close Crigler, please consider the impact on our neighborhood.

John Thomas, Sr., 4900 Ridgeley Dr., said my statement is on behalf of the Brookville community, June 28, 2010. We have been trying to work with CSX Railroad in the past with no results. Now they come up with a proposal. We contacted the Department of Transportation at Charlotte, ended up in Washington, DC; again, no results. Now they want to put another railroad track in our community. We suggest they put a ramp over Hoskins Road so they won't block traffic in the neighborhood. With all this government money, we strongly oppose this. Thanks to you for listening to my view as you know I am speaking from the heart.

Pastor Brenda Stevenson, 3900 Gossett Rd., said we are here to talk about Hoskins Road area street and the connectivity options. We had a meeting on June 3rd with the other residents who decided to speak, and this public meeting was held at the Thomasboro School. The meeting was held to discuss the transportation improvements proposed in the vicinity of the CSX Railroad's Pinoca Yard off Rozzelles Ferry Road between Hoskins and Hovis Roads. Myself; my husband, Bishop Stevenson; and Ms. Karen today toured the Pinoca Yard and see why they want the road closing that caused so much volume of business that is coming in in 2010. This meeting was held today. It took 45 to an hour to tour the Pinoca Yard. Mr. Gibbs – he is not here – the planner – has been working with us along with Ms. Veronica Wallace, the senior engineer/project manager to find a solution that the residents will be pleased with if that road was closed how we can get in and out. We ask that you consider I am for the closing of that road. We are because of the volume of goods that come in on that train – WalMart, K-Mart, places we shop at – and I'm just being honest. We can get in and out. There is a way that we all are working together, so long story short before that buzzer ring on me, I am for the closing.

John Dillard, 1201 Main St., Ste. 1980, Columbia, SC, said I'm the director of public affairs for CSX, and I so appreciate being here tonight to share a little about our project and some of our ongoing discussions with the City of Charlotte and North Carolina Department of Transportation about our presence here in Charlotte and certainly want to thank and commend the staff at DOT everyone from Danny Pleasant to Tim Gibbs and Veronica Wallace, who worked with us on this project and many others. We are certainly proud of our presence in Charlotte and proud to be a part of this city and hope to be here for a long time. The project that has been referenced here tonight is an expansion of our existing intermodal facility, which is at the corner of Hovis Road and Rozzelles Ferry Road. It's similar to what you see our colleagues and friends at Norfolk-Southern doing at the Airport. We are also planning for growth to the Charlotte area to this consumptive market and trying to plan for that growth and add additional capacity to our existing facility. There are federal funds attached to this project. They were secured through the last

Transportation Authorization Bill (SAFETLU). There are also CSX matching funds associated with it. We are adding double tracks, another track on both ends of the facility, and all the work that is being done is within CSX's existing right-of-way. We are not having to acquire any additional property. Certainly with those federal funds comes a well established environmental process, which we are engaged in at the moment. The issue of the closure of Crigler Street and also the closure of Marvin Smith Road came about as we began to look at the expansion of this facility and its impacts on the road network. We partnered with Charlotte DOT and NCDOT on a traffic study to look at the area, look at the impacts and how to mitigate those impacts. Originally the proposal that we took to the first public meeting was to close both Goff and Crigler Streets. It was certainly an overwhelmingly amount of concern. We also had some discussions with the Emergency Management folks in the area about the impact to their business and what they do every day and realized that we would go back and scale it down and only attempt to close the crossing at Crigler Street. The reason that was chosen is because it was part of an MOU signed by the City and NCDOT in 2007 and identified for closure as part of a citywide effort to increase the safety at grade crossings. The inclusion of it in the MOU and the additional traffic study which we had performed which says there will be an impact to those folks using Crigler today – should add about two to three minutes additional time to choose an alternate route. The traffic study did not say there needed to be any mitigating improvements made in the area as far as street widening or anything like that associated with it due to the traffic count. The issue of Marvin Smith Road came about because as we double track there will be a need to move that road. That road is also completely within CSX's right-of-way, and there is no existing agreement today with the City of any kind of easement or any type of agreement for that road. We fully intend to work with the City going forward.

Vanessa Johnson, 308 Bradford Dr., said I am a past president of TNA, Thomasboro Neighborhood Association, and I am currently serving my neighborhood as an advisor to TNA and president of the Youth Council for TYC, which is Thomasboro Youth Council. I have 20 of Thomasboro's best kids in the neighborhood, but I am here today to support my neighbors. I have been asked to come and support Ms. Eva Barber of Brookville on the railroad tracks. It is critical that the train is stopping on the tracks using all three tracks accessible to the neighborhood closing off the residents from entering or exiting their own neighborhood. The train puts everyone on notice that when they come through you stop. We have to wait about five minutes, and most of the time it takes more than five minutes to wait on the train. So we don't have access to the other side of the street unless you go far past Crigler, I think it is. We don't want Crigler closed off. If we close off Crigler, you would either have to go back from the area where you came from or just sit and wait. Please don't close Crigler Street off at this point.

Sharon Williams said, first of all, I would like to offer my condolences on Ms. Burgess passing. I am here representing my parents, who are both elderly. They had intended coming. They have gone to all the meetings, and it's very hard on them to walk very far. They are 75 and 80 years old, and my older brother, which some of you may know, that had run for City Council a couple of times in the past, Jeff Williams. He is in IC at the hospital, so it's real hard for them to get here right now, so they asked me to come speak for them. They have lived – I grew up in that neighborhood. They have been there for over 50 years. At one point, we had five crossings to get in and out of the neighborhood. They have already closed two of them. The three that remain – sometimes they block all three of them, but a lot of times those first two are blocked, and the trains just sit there. The only way around those trains to get across that track is to go down Crigler and go across. Now, in living there that many years, we have seen so many times when emergency vehicles cannot get across there. The fire trucks, the police cars, ambulances cannot get across there and get to the people they need to get to. With me having elderly parents there, that is a major concern for me because there are times when that railroad track is blocked 20, 45 minutes. I work five to ten minutes away from there, and it can take me an hour to get to their house because of the train tracks. They don't want the two train tracks, but we realize that is CSX's property; they are going to put the train tracks there regardless, so I'm not here to argue against that, but I think and some of the other ones have had some ideas about making other ways of getting in and out of the neighborhood eventually. But DOT at the meeting said any of those plans at the very minimum would be at least ten years away, which that is not going to do the people that is living there now. If the ambulance needs to get there to my elderly parents, they are not going to be able to get there. I'm asking that Crigler Street stay open. If it had to be closed in the future once these other alternatives have come about, then that's fine, but until those alternatives come about, I'm asking for the street crossings to stay open. At the meetings,

they said the reason they needed to close Crigler Street or Goff Street was because of safety issues. I questioned at that time had a study been done to show what the problem was, the reason it was unsafe. They said a study had. I asked could I see it. They pulled it out. At Crigler Street in the whole time that has been there, which has been longer than I have been alive, one wreck.

Councilmember Cooksey said briefly what was the result of the report you were shown?

Ms. Williams said they said in the whole entire time those tracks have been there there has been one wreck, and then they started changing it saying that it was the grade because it was on a hill and said they needed to close it because of the grade because the semi-trucks couldn't get across there. This is a residential neighborhood where semi-trucks don't go across.

Mayor Foxx said, ma'am, I'm going to have to keep you to the question.

Karen K. Fordjour said I am a former resident of S. Crigler Street, and a couple of things I want to say is prior to living there my seven-year-old son loved trains, and after we stayed there for a year and a half he hated them because they stayed on the tracks for so long. However, this afternoon I had an opportunity to go on tour of my first train yard, and I was very impressed with what I saw because I understood and was given an opportunity to understand transportation and how it works where items are brought from international places to the United States to certain locations in the United States to certain cities and counties. When I walk into my local Wal-Mart, Target, or my favorite store, I like to find the items that I need for my son. I realized from that tour that I was given this afternoon that is what is going on, and it's called growing pains. It is imperative that the transportation system grows with our economy. Charlotte is growing, so it's necessary for communities to be changed, and that's what I witnessed, and that's what I would like to say.

Mayor Foxx said we have an item on our agenda to approve the closure of the street. Is there discussion?

Councilmember Mitchell said if you would grant me the privilege of delaying this for a couple of reasons. One, I think we clearly heard some of the issues that the citizens have brought to our attention today, and I thank CSX, John, for being very cooperative. He has been emailing me, but there are other citizens also who would like to engage in this discussion particularly those in Oakdale. I get a lot of calls in the morning during school time when our school teachers are trying to cross over Hoskins, and the train is sitting there five and ten and 15 minutes. So with that, I would like to ask this. John, let me be sure. There is no hardship if we delay this for another month, correct?

Mr. Dillard said I certainly understand the concern, and we certainly want to be as inclusive as possible and felt we accomplished that with the two public meetings we had and the input and everything. Certainly that is up to the Council's action. We are planning to move forward with the expansion of our terminal and will do so as we see fit and certainly continue to cooperate with the City as best we can until the very end.

Councilmember Mitchell said I would like to make a motion that we defer this to July 26th.

[Motion was made by Councilmember Mitchell and seconded by Councilmember Barnes to]
[defer this item to the July 26, 2010, Council Meeting.]

Councilmember Howard said between now and then I would love to get more information about it as well especially the concern with the citizens about the trains blocking the neighborhood. I think anybody who has been in Charlotte any amount of time has experienced it on Hoskins Road and in that area, so I would love more information about that between now and then.

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

Mayor Foxx said it carries unanimously, so we'll take that back up on July 26th. If you have questions about this, please send those to staff so you can get an answer.

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ITEM NO. 54-E: IN REM REMEDY AT 203 A & B MILL ROAD

Robert McCloud, 4100 Glenwood Dr., said I'm here on the 203 Mill Road demolition. All permits have been pulled, and the project is at 50% of being completed. I am asking if I can get a 15-day window to close out all the permits. The property is being brought up to North Carolina code, and I have been on the phone with Mr. Walter Abernethy. They didn't know how the project had been going.

Walter Abernethy, Neighborhood and Business Services, said we do have some concerns how this project has unfolded. Our city inspectors estimated the cost of repairs on this house at \$67,210. That was nearly 100% of the structure tax value. On April 9th, the property owner went into Mecklenburg County Building Standards and pulled a repair permit indicating that he would repair the structure for \$7,400. The County picked up on that, went out on the site, and indicated that he had misrepresented the nature and the scope of the work needed to bring it up to code. Today a new permit was amended for \$24,300, still well short of the City's repair estimate of \$67,210. We did call the County and have a conversation with them, and they indicated issues associated with poor workmanship and actually even covering up some repair work that they hadn't had a change to take a look at. I have talked to Mr. McCloud. Initially he told me he would have everything finished by July 15th. I told him that would be great and certainly we would never tear down a house that was properly repaired and in good shape, but honestly these developments and some warnings we had gotten from staff that had been by there that the work was really not being done properly have kind of placed a cloud over this particular project.

Mayor Foxx said, Mr. Abernethy, would your recommendation be to go forward with the In Rem, and if he gets it corrected and up to code by July 15th –

Mr. Abernethy said, yes, sir, I would. I would say leave it on the agenda. Go ahead and approve it. If he can make the repairs within a relatively short period of time, we won't tear the house down anyway, but he has to do it up to code, he has go to pull the right permits, and have it signed off on.

[Motion was made by Councilmember Howard and seconded by Councilmember Kinsey to]
[adopt Ordinance No. 4458-X authorizing the use of In Rem Remedy to demolish and remove]
[the structure at 203A & B Mill Road (Neighborhood Statistical Area 26 – Biddleville Neigh-]
[borhood.]

Councilmember Barnes said point of clarification, Mr. Mayor. Is it a 15-day extension?

Mayor Foxx said no extension. Going forward with the In Rem, and if he has it up to code by July 15th nothing will happen on the property.

Councilmember Barnes said until the 15th at the earliest.

Mayor Foxx said right.

Councilmember Carter said how can we verify that everything is up to code if it's covered?

Mr. Abernethy said that's part of the problem. The County services that permit – Mecklenburg County Building Standards services the permit. Now, he did acquire a new permit today. That's progress, but even that permit is not what it should be. When you go in and do the permit, you tell them how much the repair is going to be, and then they base on that what it costs you to get the permit. The first permit he pulled he paid \$121 for, so it has to have a more comprehensive look at what the scope of the work is and finish it properly because if not we'll be – I mean we just won't sign off on it as being repaired properly.

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

Mayor Foxx said you essentially got what you wanted. You can still get it up to code by July 15th.

bvj

Mr. McCloud said can I just say one thing?

Mayor Foxx said we have already made a decision.

* * * * *

ITEM NO. 57-E: CONDEMNATION AT 601 DAWN CIRCLE

Tim Cook said I have been told by the City that they were going to beautify Dawn Circle by putting in sidewalks, gutters, and all of this. Well, my thing is that if beautifying is like Hidden Valley community that we were supposed to be added on to, I go through that community every morning. There are cars parked on the road, there are drug dealers standing on the sidewalks, there are prostitutes – three of them – every morning standing in Hidden Valley. If that's beautifying, I don't want that on my street. Then I was told by a City person that if I didn't sell my property, that easement, that you all were going to take it. I paid taxes there for 19 years. I don't take nothing from the City, and I don't see it right for the City to take anything from me. Up and down Dawn Circle if they put the gutter drainage and all that in, the way that properties are my yard gets flooded right now as it is. I asked them years ago about fixing my ditch out in front of my yard. They couldn't do it, but if Hidden Valley community asks for something, they get it right away. That's why I say I think the City is playing favorites. There is a man up the street that has cars. The City goes over there and tags his cars and tells him to get them out of there or he gets a ticket, but right across the street 15 times, oh, no, he won't get a ticket or they won't do nothing to his cars. They said they ain't got time to do anything to that. That is not beautifying our properties. Like I said, I stay down there, and it's the flood – all that water runs down to my house and everything. I just want to find out why I'm getting threatened by the City to take my property if I don't sell it to them just because they want to go halfway around the block. They are going around Dawn Circle, and they ain't putting no sidewalk on Austin Drive. All of Hidden Valley has their power lines underground, but Dawn Circle won't. But we don't want all this drug dealing, all this prostitute, or the gangs coming from Hidden Valley. The police officers, you call them, they just go down the street and pass your address and say they can't find it. I want to find out by somebody demanding that the City hired to talk to us. I had to call him this afternoon and said what time is the City Council meeting? "Oh, I don't know. I'll call you back." I said okay. He called me back. I said, "Where are they meeting?" "I don't know."

Councilmember Barnes said it would help me to have some feedback from the responsible staff member regarding – I think he is coming – regarding what it is we can do to respond to Mr. Cook's concerns certainly with respect to this easement issue.

Jeff Reed, Real Estate, said as Mr. Cook alluded to his property is part of the Hidden Valley Neighborhood Improvement Project. The taking that is being discussed is 2,700 square feet, and it's for a sidewalk utility easement plus additional temporary construction easement. It was appraised at \$350. Mr. Cook did express his concerns with regard to its effect on crime in his neighborhood. He, however, was willing to settle for \$5,000 if we would agree to that. We could not justify that based upon the appraisal. We worked with him, offered to reduce the planting strip to get it further away from his house to raise his comfort level. We worked with him additionally to deal with a fence that was affected by the project, and we simply have reached an impasse on the matter of money, and we just ask that you move forward with the process so we can get this resolved in one manner or another.

Mayor Foxx said is there a motion?

Councilmember Turner said my question is to Mr. Cook. Are you still willing to work with our Real Estate Department to determine what is a fair and reasonable price?

Mrs. Cook said part of the story you have received from him has gone along. From the beginning, there was a meeting. Five people from our neighborhood went to it. None were sure they wanted the sidewalk. One man put in for the sidewalk because he –

Mayor Foxx said, ma'am, I'm sorry I have to interrupt you. I need you to stay specific to the question. I think the question was –

Ms. Cook said this is about the money, and we have tried to work with them. At first, no, we would have no part of it. Our neighbors don't want sidewalks. We did –

Mayor Foxx said I'm sorry, ma'am. I hate to interrupt you, but there are legal reasons why I have to stay confined to the question being asked. Mr. Turner, would you repeat the question?

Councilmember Turner said, Ms. Cook, what the Mayor is asking is you have to legally stay within the ramification of the question I will present to you. Are you willing to continue or think you can continue to find a medium from our Real Estate Department based on your cost or what you think will make you happy to settle this issue?

Ms. Cook said, yes, sir, we have been trying, but we can't get questions answered. The person they sent out to talk to us doesn't seem to understand what is going on – just what he is told, and when I ask questions, they can't get answers.

Mr. Reid said we'll be happy to work with them and get any questions that they have answered.

Councilmember Turner said can you make sure – let's put a timeframe to this, so we can get this done by the 26th, and answer, please, all their questions and make sure that the Council gets a copy of those questions and your responses to those questions.

[Motion was made by Councilmember Turner, seconded by Councilmember Barnes, and]
[carried unanimously to defer the item to the July 26, 2010, meeting.]

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**ITEM NO. 11: PUBLIC HEARING ON FY2011-FY2015 CONSOLIDATED PLAN AND
FY2011 ACTION PLAN FOR HOUSING AND COMMUNITY DEVELOPMENT**

The scheduled public hearing was held on the subject item.

[There being no speakers either for or against a motion was made by Councilmember Howard,]
[seconded by Councilmember Mitchell, and carried unanimously to close the public hearing.]

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**ITEM NO. 12: PUBLIC HEARING ON RESOLUTION TO CLOSE A PORTION OF
SOUTH CALDWELL STREET**

The scheduled public hearing was held on the subject item.

[There being so speakers either for or against a motion was made by Councilmember Barnes,]
[seconded by Councilmember Carter, and carried unanimously to close a portion of South]
[Caldwell Street.]

The resolution is recorded in Resolution Book 42 at Pages 572-576.

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**ITEM NO. 13: PUBLIC HEARING ON RESOLUTION TO CLOSE A PORTION OF
EAST 19TH STREET**

The scheduled public hearing was held on the subject item.

[There being no speaker either for or against, a motion was made by Councilmember Barnes,]
[seconded by Councilmember Mitchell, and carried unanimously to close a portion of East]
[19th Street.]

The resolution is recorded in Resolution Book 42 at Pages 577-579.

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ITEM NO. 14: PUBLIC HEARING ON RESOLUTION TO CLOSE TWO RESIDUAL PORTIONS OF BAXTER STREET

The scheduled public hearing was held on the subject item.

[There being no speakers either for or against, motion was made by Councilmember Kinsey,]
[seconded by Councilmember Mitchell, and carried unanimously to close two portions of]
[Baxter Street.]

The resolution is recorded in Resolution Book 42 at Pages 580-590.

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ITEM NO. 15: PUBLIC HEARING ON RESOLUTION TO CLOSE NESBITT DRIVE

The scheduled public hearing was held on the subject item.

[There being no speakers either for or against, motion was made by Councilmember Barnes,]
[seconded by Councilmember Mitchell, and carried unanimously to close Nesbitt Drive.]

The resolution is recorded in Resolution Book 42 at Pages 591-593.

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ITEM NO. 16: CITY MANAGER'S REPORT

Curt Walton, City Manager, said tonight we wanted to update you on a large capital project that you have seen property acquisitions and construction contracts for in recent years, but it's a project that has gone on for a while, so we wanted to update you on the status. The project is Fred Alexander Boulevard. Frederick Douglas Alexander was the first African American elected to the Charlotte City Council in 1965, and he went on to the North Carolina General Assembly from there. When this project began the planning stages in the late '90s, the road was named after him. So we wanted Debra and Danny to give you an overview. It's a project that has both transportation and economic development implications to it. It's going to be ultimately a \$57, \$58 million project, so it's the largest City project that I think we have built by the time we are finished, so we wanted to give you a status report on that project.

Debra Campbell, Planning, said as Curt said, both Danny Pleasant and I will be tag-teaming on this presentation. I will be taking the part to give you kind of the context, a little bit about the project description, mostly talking about the background and history, and it's linkage to our growth framework, and the important role that this thoroughfare will play in terms of future economic development, and then Danny will talk more specifically about the project and give you the construction schedule for hopefully completion.

We wanted to start out talking about the thoroughfare, and, again, using the context of our proposed – and it's still in draft form – Centers, Corridors, and Wedges Framework. Most of you are familiar with this map. The elongated purple areas are the growth corridors, the blue ameba-looking type things are centers, and then the area in between are the wedges. This is really important because this is Fred D. Alexander, and you can see the roll of connecting both some corridors as well as some major centers, and I'm going to go further in and zoom in on this

particular area to show again the important role that this will play of connecting the major centers, two of them being the NorthLake area, which is to the north of the line, which the red line is Fred D. Alexander, a major mixed use activity center. The area below is also a major activity center starting with the Airport, the tank farm, and then again NorthLake. So, we are with this particular road connecting two major industrial activity centers as well as a major mixed use center.

I'm going to go into a little more detail again on the project area. Hopefully you can see the area that is graded for Fred D. Alexander between Highway 16 or Brookshire Freeway and Freedom Drive. This is again an aerial just to give you an idea of what has been constructed, is under construction between 16 and Freedom, and design the pink portion that connects to Little Rock Road is again in design, and then the top portion north of 16 is the future connection, which essentially hasn't been funded. If we think again about the role that this thoroughfare will play looking at more specifically the areas that are more closely related to this road, a variety of different types of uses – institutional uses with Salem Baptist Church, residential areas with Todd Park and Coulwood and the Pawtucket area, as well as the industrial, major, heavy industrial users like the petroleum distribution center, the tank farms, and CSX distribution center.

This project has been around a while. It was first included in our thoroughfare plan in 1977. At that time, it was entitled the Northwest Circumferential Roadway. It was added in 1988 as part of the MPO process. We had initial bond funds provided in 1996. It was then renamed to Fred D. Alexander Boulevard, and the City Manager has given you a kind of a history of that name, very prominent for our community. Then in 2000, when Planning staff did the West Side Strategic Plan, it was a thoroughfare that was ranked as a very high priority, particularly again for mobility because Fred D is like two and a half miles from I-85, two and a half miles from I-485, so it's kind of in the middle of both of those major thoroughfares. The Fred D in terms of bond and funding was approved in 2004, 2006, and again in 2008 for design right-of-way and finally for construction. Now, I'm going to turn it over to Danny to give you specifically the project description and schedule.

Danny Pleasant, Transportation, said Fred D. Alexander Boulevard, as Debra said, is from Little Rock Road to Brookshire Boulevard, about 2.5 miles. It will include some monuments on the bridge. We continue to want to bring art back into public works, so we will attempt to make it a very nice looking structure in the parts that do have structure. The road will include four travel lanes 11 feet wide apiece, landscaped median at about 14 feet, bike lanes on either side, planting strip six feet wide, and a sidewalk that is five feet wide. It will be truly a boulevard kind of a facility.

Several project objectives were put forth in the project. The first is improved connectivity and mobility. Quite honestly, the area that Fred D. Alexander will connect has got lots of roadway structure, lots of roads, lots of railroads in particular. Unfortunately the connectivity is abysmal. The roads just go in kind of a spider web type of pattern with lots of disconnects. For example, we just did this little animation. Assuming that you would go from your neighborhood off of Little Rock Road to the Division of Motor Vehicles office here on Brookshire Boulevard, it is about a 4.6 mile trip the shortest way we could plot it. The second shortest way we could plot it was about 5.3 miles, and you can see how circuitous that is. If you put Fred D. Alexander in place, you knock that trip down to about 3.4 miles – must more direct trip, saves time, saves fuel, hopefully saves air quality in that regard. So it's just a primary connection that just hasn't existed in this area previously.

Another project objection, of course, is to provide safe routes for truck travel. This is never mentioned – a highly industrialized area with some fairly volatile materials moving back and forth in terms of fuel, and the trucks are back and forth across railroad crossings day in and day out in that area. Again, an aerial photo showing the graded part of the project. Here you can see where we are actually creating three bridges. That lends to some of the expense of the project because much of it is in structure. It goes over the railroad tracks and provides routes for truck travel through there. Where you see the stars is where we are actually closing railroad crossings in this area. The CSX line, the main line is there toward the bottom where you see the first bridge on the bottom. The intermodal yard that we just spoke of is to the right of that, but there

are lots of spur tracks serving the industry in that area. So, one of the great benefits is to pull those trucks off of the line.

Another project objective that Debra spoke to is the economic development. You really achieve that through connectivity all the way from the Airport through NorthLake Mall when it's completely done, and connecting several neighborhoods in the area as well. We think it will create jobs, create opportunities for additional development.

Again, the project is well under way. Construction on the green part should be completed in 2011. The Little Rock Road Connector completed in 2012 to get you more quickly to the Airport and really improve that intersection at Freedom Drive and Little Rock Road. This is just a photograph that shows some of the progress. You can see the bridge structures are in place particularly over the main line there between Mt. Holly Road and Old Mt. Holly Road, and you see the tank farms in the distance. So, in quick summary, we think it's an important project for implementing the West Side Strategic Plan, certainly MUMPO's Thoroughfare Plan, helps with connectivity and mobility in the area, improves safety for truck travel, and we think will facilitate economic development. Thank you for your time.

Councilmember Kinsey said, Danny, we just talked about closing some streets in this general vicinity, and I notice where you said we would be closing some streets for this project. I guess my question is I couldn't tell exactly where those streets are. Does that have any impact on the streets we have already discussed? I think it's further out.

Mr. Pleasant said these are different streets than we just talked about a few minutes ago.

Councilmember Kinsey said I know that. I just didn't know where they were in relationship to the others. If we are closing streets, does that not have to come before this body?

Mr. Pleasant said we have a municipal agreement with the State DOT to close these particular streets here – Kinstead and Craig. These are crossings that we agree that they just are not suitable for the use. They are in a place where the road on either side of the track comes very close together to create this sort of hump over the railroad crossing. Trucks can get lodged there, can get stuck there particularly when traffic starts to back up. So this particular bridge will create a really nice crossing in lieu of those two and will have access across there. It may cause a little more travel than if you were just right there, but certainly it achieves the crossings in a pretty elegant and safe way, I would say.

Councilmember Kinsey said are these neighborhoods that we are closing off? Are there houses in that area?

Mr. Pleasant said, no, this is pretty much all business and all industry.

Councilmember Kinsey said I'm sorry. I didn't hear.

Mr. Pleasant said, no, this is pretty much business and industry in this part.

Councilmember Kinsey said I assume these are state roads since you said we had a –

Mr. Pleasant said actually I believe they are.

Mayor Foxx said are there going to be bike lanes on this road?

Mr. Pleasant said, yes, it will have bike lanes.

Councilmember Mitchell said the sidewalk planting strip you said six or eight?

Mr. Pleasant said six feet for planting strip, five feet for the sidewalks. We have had this project under design for a very long time.

Mayor Foxx said go forth and do good.

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ITEM NO. 18: UNIVERSITY RESEARCH PARK AREA PLAN

Councilmember Howard said this is yet another area plan that came through my committee, and I would like to recognize my colleagues on that committee. We have Michael Barnes, our vice chair; Patsy Kinsey as well as Warren Cooksey. What we have been talking about is an update to several plans that cover this area up to this point. The Planning staff has been working with the University City Partners as well as consultants as well as property owners in the University City Research Park to develop a plan that is bound roughly by Mallard Creek to the north, 85 to the east, IBM Drive to the south, and Mallard Creek Road to the west. This does update a 1996 Northeast District Plan. With that, I think we'll turn it over to Kathy, and I think what we are looking for tonight is approval of this plan.

[Motion was made by Councilmember Peacock, seconded by Councilmember Kinsey,]
[and carried unanimously to approve the Transportation and Planning Committee]
[recommendation concerning the University Research Park Area Plan Volume I: The]
[Concept Plan and receive Volume II: The Implementation Plan as information.]

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ITEM NO. 19: CATAWBA AREA PLAN

Councilmember Howard said I just thank staff for all their hard work on both plans.

[Motion was made by Councilmember Barnes, seconded by Councilmember Kinsey, and]
[carried unanimously to approve the Transportation and Planning Committee recommendation]
[to adopt the Catawba Area Plan Volume I: The Concept Plan and receive Volume II: The]
[Implementation Plan as information.]

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ITEM NO. 20: PRELIMINARY APPLICATIONS FOR NATIONAL INFRASTRUCTURE INVESTMENT GRANTS PROGRAM

[Motion was made by Councilmember Howard, seconded by Councilmember Barnes, and]
[carried unanimously to authorize the City Manager to submit six preliminary applications]
[to compete for funds from the federal National Infrastructure Investment Grants Program.]

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ITEM NO. 21: RENEWABLE ENERGY PROJECT GRANT

[Motion was made by Councilmember Mitchell and seconded by Councilmember Barnes to]
[accept a Renewable Energy Project Grant from the North Carolina Department of Commerce]
[in the amount of \$38,042, and adopt Budget Ordinance No. 4453-X appropriating \$38,042]
[for a solar energy project.]

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

AYES: Councilmembers Barnes, Burgess, Carter, Howard, Kinsey, Mitchell, Peacock, Turner

NAYS: Councilmember Cooksey

The ordinance is recorded in Ordinance Book 56 at Page 664.

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ITEM NO. 22: ENERGY OUTREACH AND EDUCATION CAMPAIGN SERVICES

[Motion was made by Councilmember Mitchell and seconded by Councilmember Howard to]
[authorize the City Manager to negotiate and execute a contract with WhiteSpace Creative for]
[creative and technical services related to the Energy Efficiency and Conservation Block Grant]
[Outreach and Education Campaign project for up to \$153,400.]

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

AYES: Councilmembers Barnes, Burgess, Carter, Howard, Kinsey, Mitchell, Peacock, Turner

NAYS: Councilmember Cooksey

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Councilmember Carter said, I'm sorry, Mayor, I got lost in the procedure there. Is there a possibility of getting a question answered on No. 20, the National Infrastructure Investment Grant?

Mayor Foxx said, yes, we can do that.

Councilmember Carter said I do apologize. There is a proposal in here through the US 74 Intermodal Corridor, and I'm hoping this is part of the plan that we already have introduced. The preliminary statement is that none of these projects listed below are currently funded for construction. My understanding was that the segment of Independence that is being developed is funded, and I was wondering why that statement was included with regard to 74.

Curt Walton, City Manager, said this primarily speaks to the transit components, the transit modes.

Councilmember Carter said it really does not discuss the transit mode. It's talking about a semi-rural roadway into an urban corridor that supports a combination of transportation modes. If it's planning, I understand that, but it really doesn't say anything about transit to me here.

Danny Pleasant, Transportation, said certainly the intent was not to imply that the project that is currently funded and underway from around Sharon-Amity to Conference Drive was unfunded. That is definitely funded. The purpose of this particular proposal is to pull all those pieces and parts together particularly from the area plan that is currently under consideration on your table. You might remember that there are various street connections, land acquisitions, and those sorts of things that we want to put together to complement the corridor itself through the area plan. So what it's implying is none of those particular items, those new street connections, land acquisitions where we think it makes sense to try to sort of clean up the corridor, if you will, to green it up, to focus development more the nodes as you have seen in the area plan. So it wasn't to imply that there is no investment or none of the projects along Independence are yet funded but simply to imply that those components of the area plan still do not have funding.

Councilmember Carter said I am very concerned that we learned by a back door that the transit provision on Independence was threatened by the shortened bridges that had been proposed by NCDOT, and your discussion with NCDOT allowed the lengthening of those bridges and putting back the potential for transit on Independence.

Mr. Pleasant said correct.

Councilmember Carter said I hope that this study will be very intentional reinforcing those capacities that we need for the future. The transit corridor, the HOT, HOV lanes, and the outside cuts into small business those are extraordinarily important to the safety and health of Independence.

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ITEM NO. 23: NOMINATIONS TO BOARDS AND COMMISSIONS

Airport Advisory Committee – The following nominations were made for two appointments:

Mayor Foxx said we have two incumbent members who are eligible and would like to be reappointed.

[Motion was made by Councilmember Kinsey, seconded by Councilmember Carter, and]
[carried unanimously to reappoint Todd Fuller and Andrew Riolo.]

Mr. Fuller and Mr. Riolo were reappointed.

Business Advisory Committee – The following nominations were made for two appointments:

Unexpired Term

1. Wesley Carter, nominated by Councilmember Howard
2. Marc Friedland, nominated by Councilmember Barnes
3. Chaunta Jones-Hunter, nominated by Councilmember Kinsey
4. Ryan Licari, nominated by Councilmember Turner
5. Jason McGrath, nominated by Councilmember Dulin
6. Darrin Rankin, nominated by Councilmembers Burgess, Cannon, Peacock
7. William Strong, nominated by Councilmember Cooksey
8. Angela Williams, nominated by Councilmember Mitchell

[Motion was made by Councilmember Barnes, seconded by Councilmember Howard, and]
[carried unanimously to close the nominations.]

Three-Year Term

1. George Wesley Jones, nominated by Councilmembers Barnes, Burgess, Cannon, Carter, Cooksey, Howard, Kinsey, Mitchell, Peacock, Turner

Councilmember Cooksey said given that is a Chamber recommendation that we simply rubber stamp I move we appoint him.

[Motion was made by Councilmember Cooksey, seconded by Councilmember Kinsey, and]
[carried unanimously to reappoint George Wesley Jones.]

Mr. Jones was appointed.

Charlotte Mecklenburg Public Access Corporation - The following nominations were made for one appointment:

1. Cassandra Blaine, nominated by Councilmembers Barnes, Carter, Kinsey
2. Sophia Matthews, nominated by Councilmember Burgess
3. Sonny McRae, nominated by Councilmember Peacock
4. Linda Webb, nominated by Councilmembers Cooksey, Howard

[Motion was made by Councilmember Mitchell, seconded by Councilmember Burgess, and]
[carried unanimously to close the nominations.]

Charlotte Regional Visitors Authority – The following nominations were made for one appointment:

1. Paul Jamison, Sr., nominated by Councilmembers Barnes, Burgess, Carter, Cooksey, Dulin, Howard, Kinsey, Mitchell, Peacock
2. Al Wingate, nominated by Councilmember Turner

Councilmember Mitchell said clarification, Mayor. Isn't this a representative from a small town?

Councilmember Turner said that's what it says.

Councilmember Mitchell said which one was from a small town?

Stephanie Kelly, City Clerk, said I'm not familiar with Al Wingate. I don't have an application.

Councilmember Mitchell said, Mayor and Council, I move that we accept Paul Jamison to the CRVA board.

[Motion was made by Councilmember Mitchell, seconded by Councilmember Cooksey, and]
[carried unanimously to appoint Paul Jamison.]

Mr. Jamison was appointed.

Domestic Violence Advisory Board – The following nominations were made for two appointments:

1. LiMia Bowen, nominated by Councilmembers Barnes, Burgess, Howard, Mitchell, Peacock, Turner
2. Jacqueline Dienemann, nominated by Councilmembers Barnes, Burgess, Cannon, Carter, Howard, Kinsey
3. Lawrence Shaheen, Jr., nominated by Councilmembers Cooksey, Dulin, Kinsey, Peacock, Turner
4. Teresa Quarker Smith, nominated by Councilmember Mitchell
5. Bridgit Taylor, nominated by Councilmember Carter
6. Carla Willis, nominated by Councilmember Cannon

Councilmember Barnes said with respect to Jacqueline Dienemann it appears that she is eligible and would like to be reappointed, so I move to reappoint her.

[Motion was made by Councilmember Barnes and seconded by Councilmember Carter to]
[reappoint Jacqueline Dienemann.]

Mayor Foxx said there is a speaker on this one.

Lawrence Shaheen said I would like to take this opportunity to thank you for allowing me to come in and speak to you today. I have had the opportunity to speak with several of you over the last few months since I have returned to Charlotte, but for those of you who haven't, let me introduce myself. My name is Lawrence Shaheen, Jr. I am a native Charlottean. I grew up here. I am a product of our Charlotte-Mecklenburg School System, a graduate of Providence High School, and I am a proud resident of District 7 where Mr. Cooksey is my representative, and I am honestly extremely excited about the opportunity to serve on the Domestic Violence Advisory Board. Now, my education is I am a B.S. graduate from the University of North Carolina at Chapel Hill. I have a Juris Doctorate from the University of South Carolina. To tell you exactly how excited I am about this board, I am missing the College World Series tonight. This is a passion of mine. I did just recently pass the North Carolina Bar exam back in February, however, the one thing I wish to tell you is that I specialized in criminal law even though my current practice is in real estate and development. I also clerked for the 16th Circuit Judicial area in South Carolina, Public Defender Office, and I also worked and clerked for the South Carolina Office of Indigent Defense. In those areas, I attained specific experience on what happens with those who suffer and are inflicted upon by domestic violence. As a native Charlottean and someone who wishes to get involved and help in this great city and make sure that it stays great as long as it possibly can, I very much ask for your support and for your selection of myself to the Domestic Violence Advisory Board. I thank Councilmember Dulin for his support on this. He actually was the one who came up and asked me to come up and work here in this area because it is something of a huge area of interest of mine, and I would very much appreciate your support.

Mayor Foxx said thank you for coming to speak to us as well. That shows a lot of initiative. We do have two appointments. There was a motion and a second.

Councilmember Barnes said with respect to Ms. Dienemann, yes. There were other nominees for the other.

The vote was taken on the motion to reappoint Ms. Dienemann and carried unanimously.

Mint Museum Board of Trustees – The following nominations were made for one appointment:

1. Darrin Rankin, nominated by Councilmembers Dulin, Peacock
2. Patricia Tracey, nominated by Councilmembers Barnes, Burgess, Cannon, Carter, Cooksey, Howard, Kinsey, Mitchell, Turner

[Motion was made by Councilmember Barnes, seconded by Councilmember Kinsey, and]
[carried unanimously to reappoint Patricia Tracey.]

Ms. Tracey was reappointed.

Tree Advisory Committee – The following nominations were made for one appointment:

1. Jim Cochran, nominated by Councilmembers Barnes, Carter, Mitchell, Peacock, Turner
2. Marjorie Greene, nominated by Councilmember Burgess
3. Oliver Sharman, nominated by Councilmember Kinsey
4. Kerry Watts, nominated by Councilmembers Cooksey, Dulin
5. Fred Dodson, nominated by Councilmember Howard

[Motion was made by Councilmember Barnes, seconded by Councilmember Carter, and]
[carried unanimously to close the public.]

Ten-Year Plan to End and Prevent Homelessness Advisory Board – The following nominations were made for one appointment:

Donor/Philanthropic Community

1. Herb Gray, nominated by Councilmembers Barnes, Cannon, Howard, Kinsey, Mitchell, Turner
2. C. Baron Landess, nominated by Councilmembers Burgess, Carter, Cooksey, Dulin
3. Annabelle Suddreth, nominated by Councilmember Peacock

[Motion was made by Councilmember Barnes, seconded by Councilmember Mitchell, and]
[carried unanimously to close the nominations.]

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ITEM NO. 24: APPOINTMENTS TO BOARDS AND COMMISSIONS

Ten-Year Plan to End and Prevent Homelessness Advisory Board – The following nominees were considered for three appointments:

Community Representative

1. Michael Clement, nominated by Councilmember Cannon
2. Ken Szymanski, nominated by Councilmembers Burgess, Carter, Cooksey, Howard, Mitchell
3. Kenyatta Wheeler, nominated by Councilmember Barnes
4. Moira Quinn Klein, nominated by Councilmembers Kinsey, Turner

Results of the first ballot were recorded as follows:

1. Ken Szymanski, 5 votes – Councilmembers Burgess, Carter, Cooksey, Howard, Mitchell
2. Moira Quinn Klein, 2 votes – Councilmembers Kinsey, Turner

Results of the second ballot were recorded as follows:

1. Ken Szymanski, 6 votes – Councilmembers Burgess, Carter, Cooksey, Howard, Kinsey, Mitchell

Mr. Szymanski was appointed.

Financial Community Representative

1. Michael Clement, nominated by Councilmember Cannon
2. Abel Massalee, Jr., nominated by Councilmembers Howard, Turner
3. Keith Wilson, nominated by Councilmembers Burgess, Mitchell
4. Patrick Williams, nominated by Councilmembers Barnes, Cooksey, Kinsey
5. None of the above, Councilmember Carter

Councilmember Cooksey said as a member of the Housing and Neighborhood Development Committee that made the recommendations for the membership of this board to Council, one of the things we talked about in particular was carrying over a few categories from the existing Housing Trust Fund to this new board specifically from the private sector with certain areas of expertise to maintain that level of involvement in the private sector that the Housing Trust Fund has. While I appreciate that all four of the gentlemen who were nominated have an interest in this field and in serving, I notice that only Patrick Williams is actually working actively in the financial services industry in the private sector. We had a gentleman willing to serve, who actually works for the County, so that's the public sector, and others who have worked in either the HR or the communications field for financial services companies, but Mr. Williams, of the four that we have, is the only one who is actively working in financial services. I think in the spirit of that category we should stick with him, and I would like to offer that we elect Patrick Williams to that spot as a motion and see if we can get to six on that.

[Motion was made by Councilmember Cooksey and seconded by Councilmember Peacock to]
[appoint Patrick Williams.]

Councilmember Carter said I would like to speak then for Mr. Wilson, who has been involved with Wells Fargo and Wachovia, who has been the board chair of A Way Home, the Workforce Initiative on Supportive Housing, and past board chair and current support council member of Charlotte Emergency Housing. I think this is a necessary component in what we are discussing with both the financial background as well as the engagement in that field, very intensive engagement and commitment.

Councilmember Cooksey said with respect to Mr. Wilson's involvement with Wachovia, he was in compensation and benefits. That is an internal – I have worked in comp myself. That is internal financial. I had envisioned financial services as someone who actually is working with the person's money, which is what Mr. Williams does as opposed to an internal person working with internal money, which is comp and benefits. Ultimately it's whoever gets the six around the Council.

Results of the second ballot were recorded as follows:

1. Patrick Wilson, 6 votes – Councilmembers Barnes, Burgess, Howard, Kinsey, Mitchell, Turner

Mr. Wilson was appointed.

Real Estate Community Representative

1. Renata Henderson, nominated by Councilmembers Barnes, Burgess, Cooksey, Howard, Mitchell, Turner
2. William Miller, nominated by Councilmember Carter
3. Ken Szymanski, nominated by Councilmembers Cannon, Kinsey

Ms. Henderson was appointed.

Councilmember Mitchell said quickly, if no one has any objections, also part of this board I think we need to rename it and give it a real name besides the Ten-Year Plan to Prevent Homelessness, and we had six recommendations. I would like to make the motion that it becomes the Charlotte-Mecklenburg Coalition for Housing. That was number five, so any Council members, if you don't have any heartburn, we would like to give this board an official name of the Charlotte-Mecklenburg Coalition for Housing.

Mayor Foxx said let me just ask one question. I thought the old Trust fund was working on some ideas. Is that the list?

Councilmember Mitchell said, yes, this list is the Trust Fund ideas. They gave us these six names. The only reason I want to include Mecklenburg because this is a joint effort between the City and the County, and Mecklenburg is bringing the social services working together with us, so I think that name shows a great partnership.

[Motion was made by Councilmember Mitchell and seconded by Councilmember Howard to]
[change the name of the Ten-Year Plan to Prevent Homelessness Committee to the Charlotte-]
[Mecklenburg Coalition of Housing.]

Councilmember Turner said I want to address, go back to one of the items for our appointments – the Domestic Violence Advisory Board appointment.

Mayor Foxx said can you hang on one second? We'll deal with this, and I'll come right back to you. Any further discussion on this naming?

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

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ITEM NO. : MAYOR AND COUNCIL TOPICS

Councilmember Turner said I just wanted to acknowledge – I think one of our candidates is still here as well – Ms. Bowman. She is sitting there. I hope we will please consider and look at her application. Mayor, on behalf, simply because she stayed here all night long I would love to be able to give her a minute or so to tell us about herself.

Mayor Foxx said do you want to ask a question?

Councilmember Turner said, yes, Ms. Bowman, can you tell us about yourself, please?

LiMia Bowman said I am originally from Rock Hill, South Carolina, and I have been living in Charlotte-Mecklenburg County since the year 2000. I am, too, very excited about being a participant with the Domestic Violence Advisory Board. I am an educator and have been an educator for ten years, and I am a counselor and have been a counselor on all levels of education. However, I have been a victim of domestic violence, and I have been a victim of domestic violence for ten years. As a counselor, as an educator, working with community agencies to help bridge and consult with families and students, I, too, have been on the other end of the coin and have seen what the population is like and am aware of what services have been presented to me as a victim. Throughout the years knowing certain processes of being able to seek assistance, I am able to witness and validate what the agencies can provide, how effective they can be, or what some of the limitations are. As a person who has been in this situation, I would like to become a vessel and advocate for myself, not only for myself but for women and children that have not been a vessel or have been able to stand and advocate for themselves. I think I sent out packets of information regarding my information to the Council members, and Councilmember Turner, I appreciate you being able to speak on my behalf, and I would like to solicit your support as well.

Mayor Foxx said thank you very much, and thank you, Mr. Turner, for acknowledging her.

Councilmember Barnes said, Mr. Mayor, is this the opportunity for Council announcements?

Mayor Foxx said sure.

Councilmember Barnes said I want to announce the annual District 4 community shred event, which will be on July 17th from 9:00 a.m. to 12:00 p.m. at the parking lot at Smokey Bones Restaurant at the corner of WT Harris Boulevard and North Tryon Street. I have been doing this for the last few years because it gives people a chance to shred bank statements and other sensitive documents that they want to get rid of, and it provides a safe way for them to do that. We have a fine company called Data Chambers that will be providing the shredding services. I certainly want to thank Smokey Bones. I believe representatives from the FBI and CMPD will be there to provide education to the public regarding identify theft and how to guard against it, so July 17th, 9:00 a.m. to 12:00 p.m., Smokey Bones, northeast Charlotte. Anybody is welcome to come, of course, but that will be a good opportunity.

Councilmember Carter said there are two meetings tomorrow night that are very important for the district, District 5, Central Avenue – 6:30 at the Central Avenue United Methodist Church there is a meeting about the Central Avenue streetscape, and that's at 6:30. Then from 6:30 to 9:00 Weed and Seed will be meeting at 5700 Executive Drive and discussing how Weed and Seed can be involved in that Farm Pond area and what neighborhood partners they can find as well as faith based partners. It's double indemnity. Come and try both of them because that's what I'm going to try to do.

Mayor Foxx said the Clerk just reminded me that on the nomination to the Charlotte-Mecklenburg Coalition on Housing the one that we nominated but did not appoint tonight we promised a couple of weeks ago that we would nominate and appoint tonight. We have six nominations for Mr. Gray and four for Martin Landiss and one for Annabelle Suddreth. So we need to go ahead and at least attempt to try to get that resolved tonight because that's what we said.

Councilmember Cooksey said the question I have is what is the philanthropic connection that Mr. Gray has? I think I missed that on the application. Can someone who knows him better than I do mention what his philanthropic donor connection might be because I wasn't remembering seeing that.

Councilmember Turner said what's the question?

Councilmember Cooksey said I see that Mr. Gray is the owner, CEO of a private mental healthcare company, and I wasn't sure what his connection to the donor philanthropic community is because that is the slot that this is for. I just was curious what that was.

Councilmember Howard said I'll try. I can't speak why he was nominated, but I know Mr. Gray personally as being involved with raising money, actually to support nonprofits like the Urban League as well as the 100 Black Men of Charlotte and some other organizations that I have actually participated in his fundraisers for.

Mayor Foxx said we'll vote on all three names and see where we land. This is to appoint.

1. Herb Gray, 5 votes
2. C. Baron Landess, 2 votes
3. Annabelle Suddreth, 1 vote

Councilmember Mitchell said just for clarification if Mr. Gray received six the first time –

Mayor Foxx said that was nomination. I think we are going to be stuck with that until the next time we meet. We'll pick it back up when we have a full complement of Council.

* * * * *

June 28, 2010
Business Meeting
Minute Book 130, Page 858

ADJOURNMENT

The meeting was adjourned at 9:19 p.m.

Stephanie C. Kelly, CMC, City Clerk

Length of Meeting: 3 Hours, 54 Minutes
Minutes Completed: August 3, 2010