

The City Council of the City of Charlotte, North Carolina convened for a Dinner Briefing on Monday, May 13, 2013 at 5:15 p.m. in Room 267 of the Charlotte Mecklenburg Government Center with Mayor Pro Tem Patrick Cannon presiding. Councilmembers present were John Autry, Michael Barnes, Andy Dulin, Claire Fallon, David Howard, Patsy Kinsey, LaWana Mayfield, and Beth Pickering.

ABSENT UNTIL NOTED: Councilmember James Mitchell

ABSENT: Mayor Anthony Foxx

Mayor Pro Tem Cannon called the meeting to order at 5:15 and welcomed everyone to the meeting.

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ITEM 1: MAYOR AND COUNCIL CONSENT ITEM QUESTIONS

Councilmember Dulin said I have pulled Item No. 30 which has to do with the repair of the brakes of the old Historic Trolley Line that is supposed to be used on the Starter Line. I'd like to bring that up for discussion.

Councilmember Mayfield said I have pulled Item No. 33. Wants more clarification regarding this vault relocation and how much the school is contributing towards this cost if any.

Councilmember Barnes said I have pulled Item No.22. I had a good e-mail exchange with Assistant City Manager Julie Burch and Major Willis about it and I actually think it would be helpful to the community to see some of the examples of how useful ShotSpotter has been. I would like that talked about later tonight downstairs.

Councilmember Dulin said this is an agenda question and not a Consent question so I don't know if it is appropriate to do now or somewhere else - Agenda for tonight's Dinner Meeting.

Mayor Pro Tem Cannon said let's get the Consent and we will come back to that. If there is nothing else we will ask staff to get some responses to those questions and pull some other items later for public information.

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ITEM NO. 2: CITY LYNX FOLD LINE RECOMMENDATION

Councilmember Dulin said City LYNX Gold Line – that is the first time I've said those words in that order. That is still a Streetcar to me and I think that is too big of an issue for us to be doing at dinner tonight. I believe this is an issue that ought to be downstairs in the public's eye, not that the public is not here with our media friends, but I this ought to be in Council Chambers downstairs, transparently delivered to the entire community and not just this small room.

Mayor Pro Tem Cannon said understood, but as we all know we typically get items like this in the Workshop setting where we are. It is during this time where you can have your dinner and we make this a part of our working meeting. Obviously in the City Council meetings when we do get downstairs there is an area slated toward the end titled Mayor and Council Topics, if one would like to bring something up with regards to any issue, at that particular time they can certainly do that. There will be plenty of time I believe also through the process, if there is to be a future process, that there will be an opportunity for all things to be transparent. I get your point but given where we are at this juncture it is important I think to kick the ball off and start things where we are. With that said it is the City LYNX Gold Line recommendation that our Manager will be speaking to.

You will recall that the Manager requested an opportunity to review and analyze the Streetcar Project. The City staff has gone ahead and reviewed all aspects of the Streetcar Project and will provide an update to us today as well as a recommendation to move forward. That is where we are and at this point I will turn it over to City Manager, Ron Carlee.

City Manager, Ron Carlee said I appreciate the opportunity to speak with the Council tonight and I especially appreciate the opportunity to have an extended period of time to go deeper into the issue around the Streetcar and to bring forward to you revised recommendations.

We've had a very large staff team working very hard on the comprehensive review of this project. You will hear from many of them tonight. I will start by framing what I see as some of the larger issues as they were described to me as I've had multiple conversations over the past week. There were two significant items that were identified as concerns around the Streetcar proposal as previously presented. One of them was that this project would be fully integrated and consistent with the region's larger transit program and there is a sense that somehow this project was being taken out of the MTC process, the Metropolitan Transit Commission, and being treated separately. The first recommendation that I am making and in fact the only thing that I am requesting of the Council tonight is without objection to take this project to the MTC on the 22nd in order to get their review and to ensure that anything the City of Charlotte would do relative to its transit program be consistent with the 2030 Plan, be consistent with the financing working group that is presenting to the MTC on the 22nd as well, and that is consistent with the policy direction that the MTC believes that we should go in order to accomplish our existing established transit plans for the Charlotte Mecklenburg region.

The second major concern that I heard was around funding, specifically with regard to property tax resources. Now honestly this was something that I had to better understand because in my own background of transit funding and jurisdictions I worked in previously were all paid for out of general tax dollars so they were not designated resources for specific activities as has been done in Charlotte. Not that one way is better than another but they are different. What I came to understand was the very particular sensitivity around the effort to secure sales tax funding for transit in this region, the efforts to have that sales tax repealed and representations that were made in defeating the effort to repeal the sales tax, to continue it to support transit funding. The other thing that I have also come to understand very clearly, based on the work of the financing working group is that that sales tax is inadequate to advance the transit plan that was adopted for this region and that other strategies are necessary. In regard to this particular project, the reason that I am recommending that it go forward is to try to take advantage of what we believe will be a window of opportunity to secure significant federal funds for the project. This would not be 100% locally funded project and in fact at this time I do not think there would be adequate resources outside of the property tax to do 100% locally supported project. I think if we did not have the opportunity for federal funds we would probably have to work on that larger funding strategy that the MTC will hopefully be advancing in order to achieve our full vision. It is staff's assessment that we have a significant opportunity to compete very well for 50% federal funding for this project. It is an anticipation of receiving those funds that I am recommending that we reallocate existing resources within our capital program that would include savings and undesignated, and unobligated funds such that we would not detract or take away from any existing specific project approved by the Council and that we would use funds in excess from other sources than the property tax. One of the things that is a general misperception I believe, and it was even for myself, is that the Pay As You Go Capital Program and the debt service fund, both of which have dedicated property tax dollars are funded entirely by property taxes. That in fact objectively is not the case. That is a stable and consistent funding for the capital program, but it is not the totality of the funds. Sales tax and other resources go into both of those accounts. As you will see tonight staff has gone back and disaggregated the funding within both of those funds in order to confirm that the reallocations that we would be recommending in order to achieve the federal match are not of a sum that would require use of property taxes.

Those are the two elements that were of particular concern that were presented to me and I believe we have addressed both of them, which then raises the larger question as to the project itself. This is in fact the key question. As I study this project and learned about it, it becomes clear to me that this rail project is not a toy, it is not something over here on the sideline, it is not a fringe kind of effort, but it is an integral part of our overall transportation policy. It is what literally links the other rail lines and other transportation components within our community and this is one of the reasons why we are branding actually for the first time, this project in a way that connects with our other rail strategies and thus the term CityLYNX Gold Line to be able to provide the right kind of connection that is reflective of what this project would really do. At its core it links our other transportation projects into this large whole that is part of the 2030 Plan

and it becomes one of our most significant opportunities to stimulate neighborhood redevelopment.

As it has been stated multiple times by many people the City of Charlotte will not be able to grow through annexation. Those opportunities are gone and we are either going to be a growing community or we are going to be a dying community. There is not stasis in local government. Our opportunities to grow really are based on smart targeted transit oriented denser growth in the right places, that takes our transportation corridors, utilizes them with transit, with roads, with sidewalks, with buses, with rail to be able to get growth where we want it and where it can be effective while at the same time protecting traditional neighborhoods. The CityLYNX Gold Line is an integral part of the future growth of this City.

I would like to bring forward at this time Ruffin Hall who will begin a very detailed presentation with other members of the staff team to provide you specifics behind each component of this recommendation as I have just outlined.

Assistant City Manager, Ruffin Hall said I would like to reiterate a couple of points that Mr. Carlee made as it relates to the presentation. This was a group effort so there will be several of us doing the presentation this evening. You should have in front of you two items, the first is the presentation itself and in the back of that presentation there are two maps that you will see as a part of that and you can refer to that and read it better. The other is the longer report, it is a document that tries to provide a little bit more specifics and framework around this particular policy item. We did have a group of staff that has worked together on this item for several weeks – CATS, Finance, Budget and Evaluation, Engineering, Neighborhood and Business Services as well as the City Manager's office so it has been group and collaborative effort to try to examine the project in as thoughtful and comprehensive approach as possible.

Councilmember Mitchell arrived at 5:29 p.m.

Mr. Hall said I will not reiterate some of the introductory points. What we are really going to talk to you about today is several categories of looking at the CityLYNX Gold Line for your consideration and the recommendation we are laying out for you today. We are going to look at the rationale, some of the connections to transit policy, the branding effort that was mentioned earlier, some project descriptions. Since we are giving it some new labels, we want to make sure everybody understands the alignment and the cost and when the timeline is for the different pieces that we are talking about; The funding and some of the next steps as we go forward.

There will be several folks on the presentation. I'm going to be doing some of the pieces as it relates to rationale. Carolyn Flowers with CATS will be doing the connections to overall transit policy and the Metropolitan Transit Commission. Olaf Kinard with CATS is going to talk about the branding. Jeb Blackwell, City Engineering and Property Management is going to talk about the project description and I'm going to be doing some on the funding.

I'd like to begin with some references related to rationale and the first area is the integration, the relationship of the CityLYNX Gold Line Project to the overall transit system. There are two general rationales and the first I'm going to take about is the connections and the second is economic development. As you can see in the presentation we are going to go ahead and use the name closure of the CityLYNX Gold Line reference and a little bit later in the presentation Mr. Kinard will talk about how we came to that particular term.

The CityLYNX Gold Line aligns with all of the other transit projects whether it is the Blue Line; Red Line; Silver Line or the bus service. It is inherently a system that I will go over in more detail, but one of the key elements of that system is the connection between the Red Line at Gateway Station and the Blue Line at the Charlotte Transportation Center. We are thinking about this in a comprehensive systemic way from a transit perspective so if you are commuter coming down the Red Line from Huntersville or Davidson and you get off at the future Gateway Station which is going to be located adjacent to the existing Gray Hound Bus Station on Trade Street, and you get off that particular line, at this moment you could take a bus, but the CityLYNX Gold Line would connect you to the Charlotte Transit Center, which is where you can pick up the Blue Line and other bus elements as well. If you don't have that rapid rail connection then you are

left with some other options that are not going to be as seamless from a transit perspective, so it is an important connection between those two elements.

Another piece that I wanted to indicate related to connections is that this particular project has been included in the Metropolitan Transit Commissions (MTC) Plan since 2002 and was reaffirmed in the 2030 Transit Plan in 2006. In other words this is something we've been talking about for a long time, not just the last year or so. Another way to kind of look at the connections piece of this transit approach is all of the other elements that are a part of our overall system. It connects the rapid transit lines to each other, it can connect inner city rail and bus to the City and the region, that is really that connection with Gateway Station which is as we talked about a lot, is going to end up being a very critical component of our system. It also connects neighborhoods and center city transit centers, as well as neighborhoods to center city and major activity centers. I'll give you some illustrations to show that in just a moment. As many of you may recall, this particular line covers two out of our three top bus lines in terms of level of activity so there is a lot of transit ridership along this alignment.

This is the map that is also attached to the back of your presentation so you can see in greater detail. This is the illustration of the broader plan, the 2030 Transit System Plan which has been adopted by the MTC which you are all familiar with. One of the things that I wanted to remind you about is to see sort of the alignment overall visually. This is the Red Line going up toward the northern towns in Mecklenburg County, and you have the Blue Line going out to I-485 and then the Blue Line Extension going out to UNCC. This dotted line is what was called the Center City Streetcar Line. That was in the plan that was reaffirmed in November 2006 and that is what we are now calling the CityLYNX Gold Line. That particular alignment connects those two lines together and then off of that you have the spur going out Wilkinson Boulevard to the Airport which is here labeled as the West Streetcar Line. This is the overall system plan which has been adopted.

The other rationale that I wanted to talk about is economic development as it relates to the CityLYNX Gold Line. We've talked a lot about this with the Council over the past year or so and as a part of that you have approved some study work going forward. The intent of the project is to spur growth along the corridor and broaden the tax base along that alignment. In order to try to quantify that you approved some work with BAE, that was the consulting group that did some work for us to examine the entire 10-mile alignment about a year and a half ago. BAE is completing their work and we have some preliminary numbers which we are sharing with you today. The full report will be distributed at the Economic Development Committee meeting this coming Thursday and presented by the Consultant. These are some of the preliminary numbers and the report is still being finalized, but as you can see this is the revised estimate from BAE on the potential economic development from the CityLYNX Gold Line; 1.1 million square feet or more of new development and you can see the numbers related to residential use, retail, office space, and hotel rooms and that particular analysis, as you remember the first BAE Study was for the entire 10-mile segment. The Consultant revised these estimates based on the 4-mile segment, which I will get to in just a second. This is the impact if you go forward with the CityLYNX Gold Line Phase 2. Also we have an estimate from the Consultant that would increase the incremental property tax in the range of \$4.7 to \$7 million by 2035 on an annual basis. That is for what is called Phase I and Phase 2, the 4-mile segment. These are some of the impacts as it relates and the preliminary numbers going forward with the CityLYNX Gold Line Phase 2.

Councilmember Dulin said why use 2035 and not 2018 or 2019 which it will be up and running by then?

Mr. Hall said it is an assumption that the Consultant used going from about 2015 to 2035 to see what the potential impact would be over that particular period. They are picking a time period that could quantify what the development might be. You could keep going if you want to, but at some point you have to try to estimate what the impact would be. There are also some calculations as it relates to what the amount of time it would take for the development to occur. In other words, the moment that the tracks go into the ground, the development doesn't all come at once so you have a long run analysis that the Consultant tries to do.

Mr. Dulin said I just think that is a number that the citizens are going to have a hard time getting their brains wrapped around, particularly those my age and older are going to say we will all be dead. I'd like it to be more realistic, something that the people can understand.

Mr. Hall said I also believe there will be more contacts when the Consultant has the opportunity to lay out the entire plan at the ED Committee on Thursday and show the context. We were just trying to show some numbers preliminarily. Additional comments related to economic development, it really is an economic development tool. When we talk about some of the impacts related to the project these types of transit projects can be transformational and I know that in other conversations the Council has wondered what other types of tools and we've talked about that, but this is a significant impact when you talk about these types of projects. We've also talked about in terms of the economic development impact, without annexation the future of our city is going to be looking at opportunities for strategic redevelopment. We will not be able to continue to grow our borders in order to look at growth opportunities and some of those best examples we are already doing well. Transit oriented development, mixed use development in areas of targeted density, etc. One of the things that we are also very sensitive to is that we are trying to make sure that those kinds of mixed used development interact appropriately with the adjacent traditional single family neighborhoods. That is also part of the conversation you are having, so it is not just about greater density along transit lines, it is about appropriateness, but all of those things are something that we've been getting some good experience with and we think we are poised to do well. It also supports sustainability of your uptown institutions and businesses, encouraging retention and expansion. That is one of those comments that relates back to, if you are not growing you are dying. Cities that are able to grow and be effective are able to retain and expand business development in their center cities or in their uptown related areas. I would like to show you a couple of illustrations that demonstrate this relationship between connections of businesses and institutions with transit. This map is also attached to your presentation if you would like to see it in greater detail.

Here is the proposed Red Line in terms of the plan, here is the Blue Line Extension, starts at 7th Street and goes out and this is the existing Blue Line going south. This is the spur that would come off and go out toward the Airport and this segment is what we call CityLYNX Gold Line Phase I, what you have typically thought of as the Streetcar Starter Project. This is from the front of Novant Health which was Presbyterian Hospital Main, and goes out to the Charlotte Transit Center. The yellow lines that just came into the picture is what we are now calling the City LYNX Gold Line Phase 2 or as you would have thought of before the Street Extension piece. We are now trying to use common language so we are not confused about what is starter and what is extension and that sort of thing. This is the extension that goes out to Sunnyside Avenue and then out to French Street. One of the things that we think is an important criteria for economic development as it relates to Streetcar is the relationship to small business. If you look at a plotted map the black dots represent small businesses within ¼ mile of the Streetcar alignment. If you go ahead and plot out the remainder of the project, the full 10-miles going out from what we are currently talking about, all the way out to Rosa Parks Transit Center and to Eastland Mall and you fill out the remaining business plotted maps, we calculate over 2,000 small businesses within ¼ mile of the project. Besides just the focus on small business there are also lots of other types of institutions; amenities; assets for the community that neighborhoods and businesses are interested in. These dots represents different types of elements in the uptown area which I will show you in just a second. Just for illustration, education is sort of the dark green; cultural facilities are in the red; and sports are in the blue. When you have these connections to your transit project that creates connections to businesses, neighborhoods, communities, institutions that have great interest so I will give you a few illustrations of that.

First, cultural venues, now obviously there are more cultural venues in the uptown area than these, but what we were trying to show was illustrate their locations and how they are sort of geographically spread in the community. There are other ones in here and we were picking these up for reasons other than geography and significance. You can see the two labels on the Gold Line Phase 1 and CityLYNX Gold Line Phase 2.

Sporting venues, we are all familiar with these particular facilities and they are also in the uptown area and when you stop and actually look at our geography, it is actually pretty interesting how close these facilities are to our transit systems. Transportation – again Charlotte Transportation Center and then the connection with Gateway related to intercity bus and in the mpl

future intercity rail. Finally, and perhaps in this example, most importantly, the connections to educational institutions. Again there are more educational institutions than this map illustrates, but we just wanted to pick out some of the most critical. All of them have a strong proximity to the line, but most importantly they also generate a lot of ridership. One of the examples we know of is the Gold Rush Red Line which follows along the Trade Street Alignment has over 600,000 riders per year. That is one of our highest and best used lines. A lot of those riders are students. They use the service and they create those connections with the uptown area to come in and out of the City.

Councilmember Howard said just to point out a new one that will be on there. It is not one I'm happy about leaving the north side, but Charlotte Law will be up there too. Because of that parking situation they will be very heavily dependent on and actually most of the people who go to school uptown are heavily dependent on transit some kind of way.

Mr. Hall said that is correct and we've talked about there were several other institutions that we could have plotted as well, but that is definitely is one.

Councilmember Barnes said I'm going to back up about 20 minutes. Mr. Dulin had a good point. This should have been done downstairs because what we are doing here now won't change anybody's mind outside of this building. If they didn't like the Streetcar before they are still not going to like it and if they supported it before today they are still going to support it. You had a very good point I think and I say this because you are providing a great deal of information that might actually sway some people's opinions. I think I would have been a good idea. You mentioned Mr. Hall the Gold Rush and as I understand it that is being phased out because of funding issues. If it had 600,000 riders per year why can't we make it a sustainable project?

Mr. Hall said first of all the segment that is being phased out is the Orange Line which is the alignment that goes down Trade Street. The two main reductions in funding were federal grants first of all and the other was private contributions from the private sector. Those two were the pieces that declined and so the Orange Line has strong ridership, but not as heavily used as the Gold Rush Red Line, which I know is a bit confusing, but the Red Line is the one that goes up Trade so it is heavily used, it is about the funding model related to that service.

Mr. Barnes said does the Orange Line have 600,000 riders?

Mr. Hall said no, the Red Line going up Trade. The Orange Line has a little less than 400.

Mr. Barnes said the question is still the same. Is there no way to set a fare that would allow that line to continue to exist number one, and number two, if we are going to seek federal funding for the Gold Line as we are now calling it, what is the certainty of us getting federal funding for it if we can't keep funding for the Orange Line or the current Gold Rush?

Olaf Kinard, CATS said the federal funding for the Gold Line was temporary funding typically for operational. Typically the federal government doesn't fund operational type of grants on a long-term basis. Typically ... a kind of unique grant that came along and we were able to obtain a use for that purpose. That kind of volume is a little bit different. Typically on the capital you get more than the federal grants and that is why it is more advantageous to ...

Mr. Barnes said I guess it is coming but if the feds say no to the match than what do we do?

Mr. Carlee said they are good questions and there are two questions there as I hear them. One is if the current line is so productive should we consider funding it and sustaining it beyond the federal funds that are going away. It is a fair question and I would like to bring an answer back to you on that one, through a fare or other mechanisms. We can do an analysis on that and I can show you what the options would be. The second question is what happens if we don't get the federal funding for the CityLYNX Gold Line. I don't think we have a funding model to support it at this point without federal funding. In order to achieve the federal funding that we are asking and while we think there is a compelling reason to go forward at this point. If the federal funds are not there we have the same issues that we have with the Red Line, the Silver Line, and how are we going to come up with a regional alternative funding to achieve our transit plan and we will have to look at a different model at that point. There is no assurance, this will be a

competitive process but our assessment is that we can compete very favorably with other projects.

Councilmember Fallon said have you done studies to find out how many people would ride it if you charged some fare and how many people would ride the Streetcar or the Gold whatever it is, if you are going to have to charge for it?

Mr. Carlee said let us work on that specific question as well. We would be bringing this back to you on the 28th.

Mayor Pro Tem Cannon said I know this has been a heated discussion for a long period of time among folks on different sides with regards to the Gold Line but I'm going to ask us to respect one another at this table to respect other opinions regardless of where you may fall and be open and objective asking any question that you might want to ask that is going to satisfy your appetite and not continue to lash at one another. We've got enough people lashing at us without us joining the same fight. Let's come together; let's do this the right way; go through this process and make an informed and objective opinion about where you want to land on this one when the time comes.

Mr. Carlee said on the fare question we will model some different scenarios there to be able to show you when we bring this back to you on the 28th and if it is the Council's pleasure we certainly would be happy to do that presentation in the Council Chambers if that would be a better venue for you.

Mr. Hall said two quick follow-ups, and then I will turn it over to Carolyn Flowers. One is that you may recall that we had hired a Consultant related to the Gold Rush service that we were going to present to you at your dinner briefing but that got cancelled. The study did contemplate fare service for Gold Rush so we have some of that information and can bring it back. There was some practical issues related to the vehicles and things like that, but we did look at that and we have that information. As we look at the rationale of the project, both connections as well as economic development and connections within the system, one of the things that the group talked about is the relationship of this particular project to the MTC as well as the work that has been done by the transit funding working group. We thought it was important to try to tie those things together and I'd ask Carolyn Flowers to come and make some comments.

Mayor Pro Tem Cannon said before you do that, you said, unless it is going to be further in the presentation, when you were referencing the 4.4 miles around the BAE Study, I wanted to make sure that I was linking that to where that economic development piece would occur, for the 731 additional residential units, etc. Where is that?

Mr. Hall said the data that was on that particular slide was for the CityLYNX Gold Line Phase 2. So for the segments that we are talking about adding going from Charlotte Transit Center out to French Street and then roughly from the hospital out to Sunnyside. That is the impact from Gold Line Phase 2. Again there is going to be more discussion of this at the Economic Development Committee meeting to go through all of those iterations. We just wanted to show you a snapshot conclusion.

Mayor Pro Tem Cannon said that is fine, but when you come on Thursday to the Committee meeting I hope that there would be places identified on a map like you have laid out here as to where those hotels will be, where those residential units will be and etc. so that we can articulate to the general public where they can expect that level of new development to take place.

Mr. Hall there are some maps to talk about that. I don't know that it picks a specific spot for a hotel, but it lays out land use along the corridor.

Councilmember Mitchell said that is what I was going to caution you on; we don't own a lot of that property that you are going to show the vision so I want to make sure we are not raising expectations too high, but to your point show the land use as opposed to saying we know we are going to put a hotel here because we don't own those properties. I just want to caution us on expectations for Thursday.

Mayor Pro Tem Cannon said Mr. Mitchell that is the exact point because we need to be really certain what it is going to take Mr. Manager to potentially, as we talk about a comprehensive transportation plan, it is going to be important if any acquisitions have to take place, where those things are to occur to create the kind of development we are talking about; trying to revitalize in certain areas of our community and without us knowing exactly where that is going to be, we do need to know at some point what the plan might entail.

Councilmember Mayfield said when the Blue Line was first identified were you able to identify what Mayor Pro Tem is asking for now to say what the development along South Boulevard and the SouthEnd area was going to look like based on the projections of us investing in the Blue Line that we currently have.

Mr. Hall said the way I would encourage the Council to think about it is more from a planning and land use perspective. There are broad areas where there is a greater potential for development, whether it be from a land use perspective or the assets and amenities that are around certain areas; intersection of the Blue Line with certain roads. We did have some economic development projections and as the Council may recall and we were way wrong. It ended up being far more robust than we had estimated so this isn't by nature a process of projection, so the Consultant when they do it will talk about what are their assumptions and what are the potential for development with kind of a low, medium and high types of possible outcomes that they can look at. Generally they don't pick a spot on the map and say something specifically will go there, it is potential for development.

Ms. Mayfield said that is what I wanted to try to get a better understanding of because even in the last 15 months, the growth that has happened in SouthEnd was not anticipated or there was no way to project what was going to happen in SouthEnd, so I would caution us from trying to lock in what is going to be as opposed to what we are looking at and that is the potential projections. A lot of the conversation we are having now is a lot of the same conversation that was happening in the community around the original investment in the light rail, but we have seen the benefits of it and yes, I would like to see it go even further out South Boulevard toward I-485, but it is a lot of the same conversation so I would just be concerned if we tried to lock staff in to saying this is what is going to happen when we have a proven record that you can project, but you never know how successful it could be and we don't want to shoot ourselves in the foot by not thinking big enough.

Mayor Pro Tem Cannon said what we did basically along the Blue Line was to, if we did know what the what was going to be, we did have enough common sense to understand that we needed to have a mindset of making sure that there would be some acquisitions along that stretch that would need to be taken over for potentially rezoning properties for whatever the use might be so if you don't come back on Thursday with the what it is still appropriate to know where you are talking about acquisitions that will potentially take place for whatever may come to those areas because people need to know. I want to be clear about what that is going to be.

Carolyn Flowers, CEO of CATS said you've seen the map so I'm just going to reiterate what the vision was for the 2030 Plan and talk about the transition in financing and funding strategy and where we are going with the Transit Funding Working Group. The 2030 Plan was a multi-model, multi-corridor system plan that was adopted in 2006 to construct the Rapid Transit Modes of Transportation. As Ruffin indicated on the map the plan was comprised of the Blue Line on the south and on the northeast corridors and that is the light rail. The commuter rail, the Red Line is on the north corridor and the Streetcar, the Gold Line is on the east corridor and it is bifurcated on the west corridor to two segments, one going along Beatties Ford Road and the other going to the Airport. Then there is an option for light rail or bus rapid transit to the southeast, the Silver Line along Independence Boulevard as well as this included and expansion of the bus system. The 2030 Plan was to provide a guide for growth of the system, improve mobility options and connectivity in the region. The 30-year plan was predicated on a traditional funding model and it was assuming key financial and technical partnerships with the Federal Government and the State of North Carolina. This funding model was a 50% federal share matched by 25% from the State and 25% from our local sales taxes. In 2010 I think you all recall that we conducted a workshop with the MTC that reviewed the financing of the 2030 Plan and the financial predictions at that time indicated that through the year 2030 there was only sufficient sales tax capacity to provide the match for a modified alignment of the Blue Line
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Extension. Also at that workshop MTC directed CATS to look at innovative funding and project delivery mechanism for the Red Line. Since 2010 the State has eliminated its New Starts Construction Funding Program and the BLE is going to be the last project that will receive New Starts Funding from the State. Even with the Governor's proposed strategic mobility fund the largest proportion of the funding would be allocated to projects of a regional significance such as the Red Line rather than a large share of the funding coming to local projects. So the federal funding shares have also not expanded under the new reauthorization bill and the Federal New Starts Program has actually been subject to sequestration because it is funded through the general fund. In the last few months a Transit Finance Working Group was convened to look at options to further the funding for advancing all of the remaining projects in the 2030 Plan to improve mobility by linking all of the alignments. This plan included the west and east corridors and the Airport Corridor. Revenue streams to anchor the funding and financing and other innovative sources to provide options for revenue streams are going to be part of the recommendation that is going to go to the MTC on May 22nd. It will also include alternative project delivery methodologies such as P3 and Design Build Operate/Maintain. Part of this Working Group process was also to identify projects that were going to be eligible for federal funding in the future so these opportunities were identified and the Streetcar was one of those projects. The MTC, will receive the report from the Working Group on May 22nd.

We will now turn it over to Olaf Kinard to talk about the Branding Strategy.

Olaf Kinard, CATS said if you haven't heard this before you are going to hear it again a couple more times; it's about connecting; it's about linking neighborhoods and employment opportunities; educational opportunities; small businesses; health care areas and facilities and campuses; cultural and sporting venues; transportation choices. It is really about connecting all of the amenities the City has to offer to the citizens. That is what we are framing this service as but as we go further, a brand is more than just a name and a color. It is physical attributes; product of service; it's about how people interact with it; the value; the quality; the consistency and reliability; all those aspects make up a brand. We experience it every day whether we are a Coke, Pepsi or Cheer Wine lover or whether we use the iPhone or the Joy or the Smart Phone, we all experience a brand and public transit is no different. The best example of that is the LYNX Blue Line. We have every year four or five different cities around the country up to over 50 since 2007 come and want to learn how the LYNX Blue Line and how successful it is. We have businesses all along the line wanting to be associated with the LYNX Brand. They want to promote their service, their product and their location in relations to the LYNX Brand. The LYNX Brand has become a very positive and fortunate in the community. It doesn't have that public transit ... we've seen in the past. It is a positive brand and there is a reason we have the LYNX associated with it. It is not because of being associated with the light rail. It has to do with a couple other things and that is if you look at the vehicles that are out there, this is the current LYNX Blue Line vehicle. The other three are the current Streetcar modern vehicles. This one right here is actually the sister of our current vehicle. It is the Streetcar version of the Siemen's vehicle and basically has all of the amenities of the LYNX Blue Line, but just a little bit shorter. These are similar from different manufacturers, same situation; have all the amenities that you would find in our LYNX Blue Line service, just a little bit smaller; a little bit different capacity.

The other aspect of this particular service is that if you look at the future of the station it is like the LYNX Blue Line, it has the unique canopy; it has raised platforms for easy entering and exit; low floor; wheelchair accessible. You have the message signs; automated enunciations; on time arrival information; cameras; all the same thing that you have at a LYNX Blue Line Station. From a customer's perspective the CityLYNX Gold Line will basically have all the amenities that our LYNX Blue Line; given that is the backbone that connects all of the other LYNX services today and in the future; it really makes sense for us to use the LYNX Brand and the Gold Line in that name. The reason for the Gold Line is because we have the Gold Rush service that has been running along Trade Street and as the future entails we will place ... so it makes sense for us to maintain that Gold name in the service name. It has an affinity for the existing service and it has an affinity for Charlotte as being one of the first locations that had the Gold Rush so that is why we branded this service in that color.

Councilmember Dulin said I understanding branding. I want to go back to I believe the biggest branding error that I can ever think of in my lifetime and that is the Blue Line down south. I
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came on board when we were building the Blue Line and gosh knows it was hectic around here during those times, but we finished it; \$462 million and it is widely successful and this Council is unanimous on our desire to complete the Blue Line Extension. What I will never get over Olaf is the fact that we built a \$462 million light rail line and then painted it orange. If we call it the Blue Line and the bridges are painted orange and that is a huge mess and some citizens group, they picked by the way Manager Carlee, they put together a citizens' group and they picked an artist and gave him a commission to pick a color to paint the bridges for the Blue Line and that guy picks orange. The citizens' group said it sounds pretty good to us and they painted those bridges orange for the Blue Line. I've got all kinds of jokes I could make about the Gold; color gold, price of gold and that sort of thing, but paint the thing gold if you are going to call it Gold please. Manager Carlee they picked orange because it was supposed to represent North Carolina red clay. That is a bad branding miss right there sir.

Mr. Barnes said Mr. Kinard regarding this issue of colors, is there any opportunity to change the color of the extension to green, going out to UNCC?

Mr. Kinard said we've had discussions with the school; it is something we said back in 2009 when the Red line was named specifically for Davidson. It will be something that we will look at and would have a decision no later than 2016. The reason for that time was one that we are nowhere near a record decision; we are nowhere near at state funding; we are nowhere near at ... funding. We have now reached those milestones and it is something that we are looking at; however what we won't do is have one line with two colors on it. That is confusing and that won't happen.

Mr. Barnes said didn't you all find some example somewhere in the country where that had happened?

Mr. Kinard said no those are split systems – a line comes up and splits and when it splits it is appropriate to do that, but not where one changes half way in between. Outside of that the other is cost factor and that is the thing that we are looking at at this point, what would be the costs to do that and what who would bear that costs. We will probably within the next 12 to 18 months have something that we feel comfortable with given what is happening with the extension piece to coincide with anything that happens there. Does that give enough answer to your question?

Mr. Barnes said it helps a little bit. I'm sure I'll have more questions.

Councilmember Cooksey said in an attempt that I don't have a professional Go Cart and to try to flip the mood a bit, I would point out as I have before at this table, that nothing will typify Charlotte more than if the line did change names half-way through.

Mr. Carlee said as a new resident I was actually thinking that needs to be the Howard P. Smith Jr. III Blue Line, changing to whatever.

Mayor Pro Tem Cannon said should the Gold Line come into fruition have you had any thoughts about advertising?

Mr. Kinard said are you talking about the interior and exterior of the vehicle?

Mayor Pro Tem Cannon said yes, the exterior.

Mr. Kinard said that is in the model that I think you will see a little bit later on the slides as a way to help fund the service on the operating side.

Mayor Pro Tem Cannon said typically to brand something you allow it life to be able to have people to equate with what it is by way of the look or whatever it might be. I have some serious heartburn if I see another wrap of Crown Royal Streetcar that is purple running on the Gold Line. I would hope that if we are to move forward in this direction potentially that there would be some limitations; in other words that there be no alcohol ads that would be allowed.

Mr. Kinard said let me help you with that. You noticed one of the slides had a lot of educational institutions along the line and our ... is that most of the kids are not of legal drinking age. When we did alcohol on the exterior of the buses one of the things that we used is the industry
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guideline that 70% of the seen public can be of that age in that respect. One of the services we have is the 49er shuttle on UNCC so we don't allow, even before the decision to exclude shuttle services, we'd already made that decision because there is too much of that audience and there is a ... amount of audience on this line so I think that one of the things that we will be able to do is to say there are too many consumers in the audience that see the exterior that would probably meet that and therefore we would choose that as an option.

Mayor Pro Tem Cannon said I just want it etched in stone. I hear where staff is but I think a body of this type should also make sure, or the MTC or somebody, needs to make sure that doesn't happen, but I appreciate that so much.

City Engineer, Jeb Blackwell said I want to briefly talk about the project, what is underway now, the CityLYNX Gold Line Phase 1. You will recall I think it is a 1.5 mile ride that runs from Novant, the hospital to the Charlotte Transit Center (CTC). It's got six stops; we have a ½ mile of double track laid in Elizabeth and it utilizes that and it also has a non-revenue piece that goes around the Arena to connect to the South Corridor which allows us to use that maintenance facility for our Streetcars and it will also allow some flexibility in the system as far as cars transferring from one system to the other. The cost of the current project is \$37 million; it would began with the FTA grant in July 2010 and we've had Trade Street torn up for a little while and we will reopen that for Speed Street Wednesday, but the bulk of our utility easement relocation is now behind us which we are really glad to get done. In addition to the federal grant it included \$12 million of local dollars, PAYGO and Debt Service the source of those. This is a picture that has a slight enhancement, but some of this is the section of Elizabeth looking towards uptown from the hospital. The track is in and the catenary close are in; we've added catenary in the stations just to give a sense of what the streetscape would look like once the project is completed through this area. Phase 2 of the LYNX Gold Line is the project that we are discussing now. It would add 2.5 miles and take us to 4 total miles of revenue with 11 stops. We will upgrade the North Yard to allow us to maintain the 7 new vehicles that it would include and would end up with 11 stops with 6 stops enhanced. French Street is a good natural ending at one end; Sunnyside, the ½ mile that we are going to extend to the east at Sunnyside gets us to Elizabeth Avenue Apartment, but I think more importantly it gets us to the other side of Independence which is a little bit of a barrier and it provides a way that people could easily get to the line from that side. French Street of course gets us to where the maintenance facility would be eventually.

The estimated cost for Phase 2 Project, using the FY14 number that we've been talking about for some time is \$126 million. We do not know exactly when we would start because of the strategy we are pursuing right now but it is roughly 5 years of activity to complete design, to get into operational service.

Mr. Carlee said I want to underscore the last sentence there because I will come back to this in subsequent years. We have not artificially escalated the project at this point; we expect that the project will escalate. The longer it takes the more it will cost and that will depend on economic conditions and a whole host of other factors and we will need to recalculate as the clock ticks on it, but I don't want to give anybody an illusion that time is not money, it is. That is why the sooner we can actually get started on the project, greater the opportunity that we will do it for ultimately the lowest net costs.

Mr. Blackwell said the final image, we have enhanced this substantially, but it shows the CityLYNX Gold Line working its way from the west side to uptown.

Mr. Hall said the last part is the funding so we are going to shift to that discussion now and this obviously was the part that we took perhaps the most time on; examining this very carefully as a staff group. I would say that in the report that you have at your place, there is a lot more narrative and explanation around the funding piece than I'm going to describe here so I would encourage you to look at that when you have an opportunity. The direction we looked at was what were some creative and innovative ways that we could try to look at opportunities to leverage other funds. The real premise of what we are putting forward on funding is a 50/50 split between federal dollars and then the City making a contribution on the local match, so a 50/50 split. As we've already indicated the current costs estimate is \$126 million; 50% from the federal grants could be FTA New Starts or Small Starts Grants; it depends on the amount. The Small Starts is \$75 million and below or Transportation Investments generating economic
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recovery, TIGER grants. Those grants are for smaller grants typically. Usually in the past in the \$18 million to \$20 million range and that is a very highly competitive process. There is a grant application opportunity out there now that we are currently looking at to bring forward for your consideration at a future meeting, probably May 28th, so those are the examples of the federal grants process and it is a competitive process. One of the things that certainly helps in the federal process now, and this is something that Jeff Booth talked with you about at your February Retreat, a greater emphasis on local contribution, local matches, what are we going to bring to the table. To that extent we are talking about using existing variable debt capacity and existing Pay-As-You-Go balances in order to provide that local match, and I will talk about that on the next slide.

Beyond the federal grants and the local match there is also the potential opportunity for Transportation Infrastructure Finance and Innovation Act, otherwise known as a TIFIA loan. You've heard that term talked about among several of these policy discussions and one of the things that I would underscore is that is a federal loan device, it is not a grant. It is a way of financing a project in such a way that it gains you time and potentially lower issuance costs. The current issue is unclear or not allowed in North Carolina, but there is legislation in the General Assembly in this session to give local governments that authority, so that is one thing we are watching very carefully. With any of these federal grants, whether it be the Small Starts, the New Starts or the loan program with TIFIA we have to keep in mind that we have to an in relationship with MTC and the work of the Transit Funding Working Group and that is one of the things Carolyn was talking about a minute ago. One of the premises of this, besides that it is 50% split is that is in alignment and consistent with the overall policy of what is going on with the MTC. For example, we wouldn't want to create a circumstance where there would be a conflict between one application and another. Our preliminary view is that there is a way to do this so we can achieve multiple applications and have them fit together, but there is a premise here that those things interact.

The Local Match – half of \$126 million is \$63 million. What we are proposing is to use existing debt capacity and several of these numbers are familiar to you; you should have seen them before in the earlier part of the budget process - \$25 million in unallocated debt capacity; that was one of the numbers that Randy gave you at the February Retreat. That is old existing debt capacity, it is not related to your CIP proposal going forward. This is left over debt capacity from prior CIP. Reserve for Economic Development – that is the remaining \$5 million that has been set aside and allocated for economic development purposes for debt capacity that has been set aside that you could use for economic development reasons, but it is in the form of debt capacity, but it is something that you have appropriated in the past. Transportation Project Savings – savings from prior transportation projects that could be reallocated for this particular purpose. That is on the debt service capital side. On the Pay-As-You-Go Capital side again these are multiple sources to cobble together \$63 million. The first is using the existing balance from Business Corridor Revitalization. We've talked about that on multiple occasions so you should be familiar with that as a concept. That \$13.4 million is the unallocated balance today. That doesn't have any reference to the additional \$2 million annually going forward, that is just the unallocated balance today so it is not future, it is the balance that exists today. Facilities Project Savings – that is similar to the Transportation Project Savings; it is prior projects that generated savings that can be reallocated in the CIP. Future Road Planning and Design – that is an account that we have in Pay-As-You-Go where we typically use to advance planning and design for road projects that may occur in a future bond referendum. That is part of the current balance that is unallocated; we can apply it for this particular purpose. Finally just some left over, about \$300,000; Economic Development Loan and Grant Fund; there is a little bit of money that we can use to help balance to get to \$63 million and that is for economic development purposes.

Councilmember Pickering did you mention the Capital Reserve amount \$5.3 million?

Mr. Hall said I'm sorry, I missed that one and thank you Ms. Pickering. Capital Reserve - \$5.3 million. That is another number that we talked about at your February Retreat. It is unallocated capital reserve.

Ms. Pickering said that is above the 16% that we keep in reserves?

Mr. Hall said yes, that is the amount you have in your Pay-As-You-Go-Fund to allocate above your 16% general fund balance policy. That is correct.

Mayor Pro Tem Cannon said as you talk about Pay-As-You-Go and these debt service funds you are basically talking about a non-property tax service?

Mr. Carlee said yes sir; so in your package you have a detail analysis of these two accounts; debt service and Pay-As-You-Go. They are tables 2 and 3 on page 7 of your report and as you can see in this analysis over the last five years there has been an average of 83.8% of the funds going into Pay-As-You-Go Fund from non-property tax sources, an average of \$56 million per year and then your Municipal Debt Service 43.7% of the funds supporting Municipal Debt Service are from non-property tax sources, an average of \$41.7 million per year.

Mayor Pro Ten Cannon said I just want to highlight that because I it is important I think to know for those of us who have some question about future property taxes or even property taxes from the past, but that is not what we are talking about in the way of revenue sources to be considered. These will be non-property tax revenues sources for consideration.

Mr. Carlee said that is correct.

Mr. Barnes said let's talk about what it is Mr. Manager. I see here it says revenues on sales tax; interest on investment; vehicle rental tax. Talk about the allocation of the PAYGO account to those particular sources.

Mr. Carlee said the sources that you just outlined are the ones that are listed under the line – non-property tax revenue so it is made up of all those non-property tax revenue items that you just identified in the narrative. The actual allocation of funds to individual projects is not source specific currently. That was the point I was making earlier. Property tax and non-property tax sources are co-mingled. That is why I had staff go back and disaggregate the funds so that I could see actually what has happened over the past five years because obviously the amounts that we are reallocating are amounts from previous years so was there enough non-property tax revenue generated over the recent past. Here we looked at a five-year average to be able to say with intellectual integrity that the amount that we are looking to reallocate is well within the non-property tax sources that went into these two accounts.

Mr. Barnes said and we see, at least according to this, that these revenues have trended downward dramatically over the last 5 years. Is that true? It is true; it is in the report that it is true.

Mr. Hall said it is true.

Mr. Barnes said and so the Business Corridor Revitalization Fund would be replenished \$2 million per year out of the non-property tax revenues.

Mr. Carlee: said there are two parts to that question. One would it be replenished on an annual basis at \$2 million per year; based on the recommended CIP, yes sir. Would it be replenished from non-property tax sources; again in your current CIP projected projects going forward the funds are still co-mingled and have not been disaggregated. Everything that is in your recommended CIP in PAYGO and debt service is a combination of both property tax and non-property tax. What we have done by pulling the Streetcar out is enable us to conduct an analysis on the funding sources for the Gold Line independent of the property tax and a property tax rate increase recommended prospectively for your capital improvement program.

Mr. Barnes said we currently have the operating cost for the Started Line in the 2015, 2016 and 2017 budgets I believe. What is the source of funding for that?

Mr. Carlee said they are currently in a co-mingled status as well. We could disaggregate that if it were desirable to insure that we did offer non-property tax sources as well.

Mr. Barnes said what I'm trying to understand; a couple things; one is will there come a time when this aggregation issue doesn't work so well and we have to figure out how to pay for the

operating costs of the line? Two, having scrapped together all that money to come up with \$63 million, is there any “excess” money left in our budget?

Mr. Carlee said there is no significant excess money within our capital budget. I do want to be clear that we are not touching any of our general operating reserve that is set aside for entirely different kinds of uses and I would not recommend that for this or just about any other project that was not an essentially life and death kind of status. Were it not for the opportunity to seek federal matching funds I in fact would not recommend the reallocation of most of these resources. The Business Corridor Revitalization; we ultimately would be using that for revitalization, although I would tell you I know of no revitalization project that will have a greater impact on the objectives of that program than implementation of the Gold Line. Other than that specific project for sure most of the rest of it I would recommend holding in reserve so that we could take advantage of grant funding opportunities or so that we could have reserves in case we ran into problems with cost overruns or unexpected emergencies.

Mayor Pro Tem Cannon said I have the non-property tax revenue source piece answered, but help me on this one. When voters go to the polls and there is a bond on the ballot, they expect for whatever it is that they vote for to be funded if you will, so would there be anything here that would violate any language of any bond referendum that we’ve had in the past?

Mr. Carlee said no sir, bonds that we would actually issue on the basis of a referendum would have to be consistent with the language of that referendum and there is really not a way to circumvent actual bond issuance and bond language.

Mayor Pro Tem Cannon said that is important because I would imagine that the taxpayer would be asking that very question had what we had approved in the past, if that is something that is being utilized for this particular project; so that clears that up. Also this is to move through the MTC for them to weigh in about what they feel on this particular idea?

Mr. Carlee said and to be sure that we have no unintended conflicts between this and other projects.

Mayor Pro Tem Cannon said all of this is really is contingent upon federal funding?

Mr. Carlee said yes sir.

Councilmember Howard just for this body’s knowledge, at the last MTC meeting the Mayor actually started this conversation with them and made it clear that there would be something coming back. It was received very favorably because I think one of the things that is happening with this Working Group is that it is really clear the financial situation that we are in and if we don’t take advantage of what is going on for us from a federal basis we could miss some really important opportunities. Just to be clear, this is not just this one that is in front of the MTC right now, but there is already some movement on the Red Line to try to jumpstart it as well. It is clear if we don’t do something outside the ordinary and outside of that original plan we won’t see anything anytime soon. That conversation has already started with the MTC.

Mr. Barnes said regarding the \$25 million in unallocated debt capacity, what were those bonds originally issued for?

Mr. Hall said as you may recall that once you establish your various bond referenda that finance uses a relatively conservative debt model where it assumes spend rate of the bonds and what is the growth in revenues, etc. The \$25 million in unallocated debt capacity is in part due to as you remember the CIP didn’t pass so it advanced another year and you were able to generate debt capacity because you weren’t issuing any new debt. This \$25 million is above and beyond what the voters have already approved in the referendum.

Mr. Barnes said so it came from the 2006 tax increase?

Mr. Hall said no not from the 2006 tax increase but from the general growth in the municipal debt service fund, including all the revenue sources, sales tax; interest, etc. It grew because we didn’t issue debt.

Mr. Hall continued the presentation and said Operating Funding is the last part of the funding discussion before we wrap it up. One of the things that I will underscore before I talk a little about this is that on the operating side we have a long realm before we get to this particular point of actually needing the operating dollars. The best case scenario is fiscal year 2019, five years out so many of these elements have time to develop in terms of what the actual specifics of the recommendation might be. We estimate about \$3.3 million annually for vehicle operations, basic equipment maintenance and safety and security and you will also notice in the report, there is some additional need for heavy maintenance on the vehicles periodically – once about every 5 and 15 years. We are aware of that, we just didn't get in all the details here. Some of the funding options that we would recommend are the ridership fares; advertising and naming rights; and then property based value capture option such as tax increment financing; special assessment districts and/or municipal service districts. Those are options that we are putting on the table for consideration in terms of different and new ways to try to fund these particular projects and again as I mentioned, operating funds are needed no earlier than 2019. That is something that we are looking at going forward.

With that I will turn it over to Mr. Carlee to bring us home on Next Steps, unless there are additional questions for me.

Mr. Carlee said to all the team, this has been a very large group that has worked very hard. We've had lots of meetings and we needed extra time so we literally were working over the week-end and into the morning so what we would propose to do is give the Economic Development Committee an opportunity to see the details and the economic analysis that BAE has done and without objection I would like to present this to the MTC at their 22nd meeting and get feedback from them with regards to the consistency of this project with their policies and plans and then bring this back to the City Council on the 28th with any revisions based on feedback from the MTC, any guidance from the Economic Development Committee and with more detailed answers to some of your questions, including specifically those around land use and economic development impacts.

Mr. Pickering said Mr. Carlee you mentioned representations have been made. I assume you mean to our citizens and I'm wondering exactly what your understanding is and what those representations were and whether citizens understood this project would fully live out to be.

Mr. Carlee said in terms of the project itself or in terms of funding?

Ms. Pickering said the project.

Mr. Carlee said the project itself, and others who are more knowledgeable of the history of it than I am can address it with greater depth, but my understand is that the system map that was on the screen earlier, the 2030 Plan, that is in fact the region's officially adopted plan and that is the totality of the system. As I understand it there was a hope at one time the entire system of the Gold Line could have been built at one time. Opportunistically the City advanced Phase 1 which was discussed in the presentation and what we are proposing now is to opportunistically implement Phase 2. There will be additional segments of the plan that will be unrealized at this point and at what point the city could consider advancing them I think really will depend on MTC and our ability to secure other funding resources to advance the totality of the 2030 Plan.

Ms. Pickering said citizens do expect this full build out both east side and west side and we don't know at this point when the next leg would be introduced and approved. Is that right?

Mr. Carlee said we do not. Ideally we would try to come on the back side of Phase 2 just as we are really advancing Phase 1 now and the idea is to bring Phase 2 behind it. It would be our hope that the further extensions beyond Sunnyside and French we could be working on simultaneously and then around 2020 or so have some opportunity to address them or if funding came along and we are able to advance it perhaps sooner, we are also looking very serious with the MTC of public/private partnerships and it is a changing landscape there. We really have to look everywhere because this is our core transportation economic development plan for Charlotte and for Mecklenburg County and the same is true for the Red Line and the Silver Line. This is how we will get strategic growth going forward.

Mr. Howard the only thing I would say is it is money. If we could find sources we could do all these things. It is not for the lack of wanting to do it, there is no way to pay for it. When we had the folks here from Denver if you had put their funding model it has kind of become symbolic of what this community is all about. Charlotte had like four funding sources, federal; state; local and a small one, but then if you looked at Denver and the way they funded their projects, it was 16 of them. It was a lot like that screen we just saw for this one project because that is the way these are going to be done. Essentially what we are going to be doing is not doing it the way it has been done at all. We will be cobbling together pieces going forward. If this had the development potential that we think it could have maybe we could start to hear move about future projects and can TIF more of the area and throw off some of that money, but we will be cobbling them together. It is all about funding sources and that is the key to it. It is not for the lack of wanting to do it that is for sure.

Councilmember Mitchell said I have a different perspective on it than Mr. Barnes and Mr. Dulin so I'm glad you all made a presentation to the City Council in light of when you look at our schedule. May 16th it comes to the Economic Development Committee; May 22nd the MTC and then possibly back to us on May 28th. We clearly didn't allow the public to engage in what we are trying to do. Secondly, staff thank you for being creative. For a long period of time the true test for this high route we are going to identify the source to pay for operating and how we are going to fund it and I thought you all have done a great job in identifying those sources. Last, but not least, truly the branding – I think now when you show the Charlotte Gold LYNX and it connecting to our whole transit and for a long period of time it was like this isolated project was on the island by itself and now you've done a great job of collaborating and included it in our whole transit system. Kudos for getting the MTC on Board Mr. Howard in absence of the Mayor. I know there was a lot of heavy lifting on your behalf and now having the MTC hopefully as a strategic partner I think it goes a long way for us for making this project a reality and something good for our citizens.

Mayor Pro Tem Cannon said Mr. Manager, I want to thank you and staff for listening to those of us who had expressed concerns about how this is moving and where it could have ended up or maybe where it still could end up, but where it really could have ended up without the consideration of the very things we talk about in terms of not making sure we were putting the heaviest burden on the least of those who could afford to pay between our seniors and those on fixed incomes in terms of their property taxes. The second piece is making sure that this gets back in the hands of MTC so that we also do not put the taxpayers in a position of someone who probably wants to file suit against them. So thank you for hearing that. That is something that I wanted to make sure we got on the table as well as the property tax piece and also the idea of making sure that no bond money from the past will be that source also that the taxpayer has to worry about in terms of monies being spent on other related projects that it shouldn't and allow it to go to the Gold Line. We appreciate all the hard work that you've put into this. Thank you for your recommendation. At this juncture the Manager has made a request without any objection, this in turn moves forward to the MTC and then back here and on through the process accordingly. Any objection to that? Seeing none – everything is in order.

Mr. Mitchell said there was mention about a law suit.

Mr. Carlee said that was around trying to do something else out of the MTC process.

Mr. Mitchell said and the law suit would be filed against the City?

Mr. Carlee said it was a concern of a liability that we might face being outside of the MTC process. This negates that. What we would be doing would be an integral part of the lay ...

Mayor Pro Tem Cannon said it meant the Retreat we had over eat Whitehead Manor.

Mr. Howard said Mr. Carlee thank you for moving us and all the staff that worked on it. We always knew that creativity was here so thank you all for moving this forward kind of almost in the model that it is going to take to move the rest of it forward.

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ITEM NO. 3: PUBLIC ART WORK PLAN

Sabrina Brown, Public Art Commission said I'm the Chair of the Public Art Commission and it is a pleasure to present to you this evening with Nicole Bartlett, our Program Director of Public Art at the Arts and Science Council. We will be presenting to you the end of year report for the Public Art Program as well as the proposed work plan for fiscal year 2014.

Nicole and I will provide an overview of the Program; highlight artwork completed during fiscal year 2013; as well as Artworks in Progress and share some of our initial thoughts on projects we hope to develop during fiscal year 2014. The Public Art Commission is an Advisory Board comprised of 9 members appointed by either the City, County or ASC. Collectively these three appointed bodies oversee the work of the program. Over the past 6 years in which I have served this oversight has demonstrated to be an asset with respect to insuring appropriate public engagement and collaboration throughout the process. This collaboration was perhaps most evident in the selection of artists. We view many profiles and interview many competent artists solicit input from citizens in the neighborhood where art is being considered as well as solicit input from many others including our public officials who have an opportunity to meet with and question perspective artists from time to time. However, the task placed before each commissioner is not only to look at good talent but to ask the question can this artist engage with the community. Can this person create art work that enrich Charlotte's civic identity; its individuality and its neighborhoods? As one of the City's appointees, I want to thank each of you for the opportunity you have given me to serve over these past 6 years. It has truly been an honor, an honor to be a part of many developments that have brought smiles upon faces; created a sense of community pride and connected neighbors in a very special way.

Marc Gustafson has been elected as the new Chair of the Commission for fiscal year 2014 and Patricia Fletcher will serve as Vice Chair. Patricia Broyer, as you know will be replacing my seat on the Commission for fiscal year 2014. As you know Mecklenburg County and the City of Charlotte have jointly run a public art program since 1981, but it was not until ten years ago that the City and County truly formulized the program by establishing ordinances applying 1% of capital project budgets to public art and establishing the goals listed here for the program, such as promoting cultural heritage and artistic development; enhancing Charlotte-Mecklenburg's character and identify; add warmth, dignity, beauty and accessibility to public spaces as so well exemplified at Little Sugar Greenway and expand the experience and participation of citizens with visual arts of which I'm looking forward to Nicole sharing with you about our North Tryon projects that will be underway shortly.

Since these ordinances were past we have seen great strides in furthering these goals, thanks to the talented staff or for the public art of Arts and Science Council who are responsible for the day to day operations. In the ten years since the ordinance was established the Public Art Commission and ASC have overseen development of 42 new art works for the City; 20 of these projects were led by artists from North Carolina of the Metrolina region. A major role of the ordinance was to fund projects outside of center city in which we've accomplished. Projects are now located throughout Charlotte with at least one project in every City District. To commemorate these 10 years, reflect on what has worked and what has not and set program goals moving forward, the Commission is organizing a vision workshop and community forum for late summer and early fall. We shall share the details of this as we develop this and hope all of you will participate in some way.

Nicole Bartlett, Arts and Science Council said projects completed this fiscal year – we've got two projects that were completed during this fiscal year; you've seen them in previous publications so I'm not going to go in depth into them, but CMPD Steele Creek Station by Billy Lee, a North Carolina Artists and Educator. The Charlotte Douglas International Airport Project done by Ed Carpenter. This project has become a major landmark for our City, we received a lot of positive feedback on the project both the Public Art Commissioners and the Arts and Science Council. The project was highlighted by Charlotte Magazine as one of the top ten things that improved the City in 2012. We are proud of that. Then on to projects that are ongoing for FY14; first the Statesville Avenue Project. This is pooling of two allocations, one for public art along the Statesville Corridor and a Business Corridor Fund and another for the Fire Headquarters Building going in now. The way we divided this project up was to do a master plan that kind of weaves art throughout the developments going in. This is the Brightwalk area
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so it weaves art in the new development with art in the old development to kind of bind those neighborhoods together and that is a lot of the feedback that the artist heard; they wanted a way to be connected, new and old. She is now working on the second phase of the project which is to detail out the markers which will go along the corridor. She met with neighborhood leaders in March to gain some more input into the plan and we should be seeing something more from her in June.

CMPD Eastway the Artist Selection Panel commissioned Artist Vivienne Collins to develop a piece of public art for the Police Station. She worked with neighborhood residents and the Police Department on a design that is about collaboration and she is going to try and do two sites. She is working now, the contractor has just been recently chosen for this project and she is working with the contractor to solidify if her budget can work. She will have two sites, one at the entry doors that is stained glass and then a Dalle de Verre glass will be outside and will be lit from behind at night and that will address both pedestrian and vehicle traffic. There are two complimentary pieces.

A really big and exciting project that we have going on is the project along North Tryon. For this project, as you are aware, we've got a new streetscape coming in and that is supposed to be the first designated green road in Charlotte. Looking at that project, we worked with City staff to come up with an idea of weaving an artist into that whole design process to kind of be a stimulus for all these new initiatives that are going in along north end. We applied to the NEA for an Our Town Grant and it is a very competitive process and did receive that grant. Along with the City funding, the grant and then in kind support from ASC and McColl Center, we've got a total project budget of over \$230,000. That will enable us not only to do work integrated within the streetscape but also for the artist to be in residence at McColl for three months which is something we haven't been to do within the City's program before, for the artist to do some temporary and engagement projects with the community that are really hands on that help to inform the long-term permanent work and for us to do some educational signage and documentation along the area that is more significant than what we normally do and will speak to the sustainability initiative and the innovation initiatives that are going on there and can further educate the community. For this project we had more than 70 artists apply to a national call and Patricia Fletcher Chaired the selection panel. After a number of rounds last month Artist Shelia Klein was chosen as the panel's recommendation for the project. The Public Art Commission that approved this recommendation and it now sits with the ASC Board on Wednesday before we can contract with the artist. We are extremely excited about this artist; she is a nationally known artist; she has a number of big public art projects that she has completed before. She is known throughout the country for high, high quality of work. We're very lucky to have her. She commented to us how impressed she was with our selection process and how impressed she was with City staff in particular, with Tom Russell and his engagement and the project was actually one of the reasons she wanted to work on this project because the process was so well run and the staff seemed so interested with trying to embed her within the project.

Councilmember Kinsey said this artist also reuses materials. It is amazing what she is able to do. It fits right in with the green street concept. Just so you will understand these images that you see are not for North Tryon. These are things she has done some place else.

Ms. Bartlett said she does a lot of reuse and retrofit within her work so that is something we are looking forward to and incorporating within this project. At the Airport the Fixed Based Operator Facility, we are developing a new project and we've got a call for artist out for this. This is one of the few sites at the Airport that is not anticipated to change anytime soon so this is a great site and Councilmember Mayfield will sit on this panel. The cobbling together some past allocations, we have a really exciting new project that we are hoping to work on this coming year which will be to fund three to four neighborhood based projects. We are going to do an RFP out to neighborhoods and to business groups, working with Neighbor and Business Services on this to ask them what kind of project they would like to have in their neighborhood. We are going to try to concentrate on areas where we don't currently have any City funded public art and we will be working on developing the guidelines for this with Neighborhood and Business Services over the summer and then going out to neighborhood and business groups in the fall to present the idea to them and inform them about how to go through the process.

This is the allocation for next year; as you can see a small budget for next year given capital plans. We have a larger amount from Aviation but if the pending capital plan is approved we will have \$756,670 the following year. Looking forward with these dollars as always we try to follow the guidelines that you have set forth for us; have projects that are highly visible on City property associated with the funding source; to pool funds when we can and to try and maintain geographic distribution. I also wanted to take this opportunity to briefly to tell you about a collaborative process between the City, ASC and the Public Art Commission. ASC and City staff have been working together to come up with a process for donating public art to the City. The process has been a little unclear and not so solidified and we've received a number of calls about donations from private groups and while our donations seem like a win/win, they tax the limited dollars that we already have for maintenance and we need to make sure that we are maintaining the work that we have before we start accepting new pieces. A working group laid out some guidelines for us to follow and to make clear and that consisted of myself; Rachel Smithstone, Budget and Evaluation; Katie McCoy; representatives from CDOT; Legal; Planning; Engineering and Risk Management Teams have all met together to come up with some guidelines around location; project cost and coordination; just being clear that that has to be funded by the private group; also that the private group would have to provide some funding for the maintenance because we don't currently have that in our ordinance and then if the above criteria are met the Public Art Commission would then review the piece for artistic content, which is what they do for every other piece in our process and it is actually the process that is specified in the ordinance.

I just want to say that it has been ten years since the ordinance was passed and we really want to celebrate that and we want to take the opportunity to do something really commemorative this summer but also to thank you for ten years. We really think the program has improved under the ordinance and we look forward to 10 more years of working together.

Councilmember Howard said one of the things I was talking to Nicole recently about all of this; because we hadn't moved the CIP in a couple years a lot of these public art projects come out of that 1% that is out of our public projects so we may see a couple of years where we don't see a lot of new stuff because we haven't had a CIP in so many years.

The Dinner Briefing was recessed at 7:06 to move to the Council Chamber for the regularly scheduled Business Meeting.

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BUSINESS MEETING

The Council reconvened in the Meeting Chamber of the Charlotte Mecklenburg Government Center at 7:18 for their Business Meeting with Mayor Pro Tem Cannon presiding. Councilmembers present were John Autry, Michael Barnes, Warren Cooksey, Andy Dulin, Claire Fallon, David Howard, Patsy Kinsey, LaWana Mayfield, James Mitchell and Beth Pickering.

ABSENT: Mayor Anthony Foxx

INVOCATION AND PLEDGE OF ALLEGIANCE

Councilmember Dulin gave the Invocation and led the Council in the Pledge of Allegiance.

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AWARDS AND RECOGNITIONS

Small Business Week Proclamation

Mayor Pro Tem Cannon said as you may or may not know this is actually Small Business Week and here to read a proclamation with regards to Small Business Week is Councilmember James Mitchell.

Natasha Warren, Small Business Manager, said it is a pleasure to be here and to celebrate Small Business Week with you all and the community as well. Small Business Week is an opportunity to stop and recognize the many contribution and successes of the heroes of our local economy, the small businesses and entrepreneurs that make Charlotte great. With us tonight are a variety of existing and hopefully future entrepreneurs small business owners that have or will in the case of the kids that you are going to meet, make their mark on Charlotte. First, showcasing the entrepreneurs of tomorrow, with us tonight are children from Morehead Stem Academy that participated in Lemonade Day. With them are Donna Washington, Assistant Principal, Lee Rice, Assistant Principal, Leigh Ann McFadden, staff; Ann McKinnon, Staff; and Devin Collins from UNCC Venture Prize. Lemonade Day is a national youth entrepreneurship program that empowers children and youth to become the business leaders, social advocates, volunteers and forward thinking citizens of tomorrow. This year Lemonade Day was undertaken as a pilot program by the University City YMCA and Charlotte Mecklenburg Schools, Morehead Stem Academy through funding from the Mayor's Youth Employment Program. We have the pleasure of welcoming the students and actually hearing about their experiences first hand.

Next we have the founders of Sustainable Ethanol Technologies; Julie Goodlif and Dr. Matthew Parow. Sustainable Ethanol Technologies is a Charlotte Biofuel company that has developed technology for an inexpensive environmentally friendly advanced biofuel. As a UNCC technology spin off they represent the future of Charlotte's green energy initiatives and the importance of Charlotte's strong University System. They were recently recognized at the May 1st Charlotte Venture Challenge Awards. The Venture Challenge is fast becoming the premier business plan competition for high growth firms in the southeast. Thank you for coming it is a pleasure to recognize you. Also here this evening is a group showcasing the Small, Minority and Women Owned Firms in the construction industry as well as the new Charlotte Business INclusion Program, we have graduates of the Turner Construction School of Management. These are small sub-contractors and together they are here with Tara Roberson, Community Affairs Director of Turner Construction Company. Turner Construction has conducted the School of Construction Management in partnership with the City's Small Business Opportunity Program for the past two years. The program is available at no costs to sub-contractors to help them build capacity within their companies, offering in depth training in finance, business development, marketing and more. These graduating contractors are celebrating their successful completion of the training tonight, having learned what Turner Construction Company has been doing successfully for the past 11 years.

That is our final recognition and I want to thank you all so much for an opportunity to start off Small Business Week on a really great note celebrating our businesses that are hopefully our future entrepreneurs, the ones that are doing it today and just wanted to highlight that and thank them for all their hard work.

Mayor Pro Tem Cannon said thank you Ms. Warren; we certainly appreciate all the hard work that you all continue to do. Things have been going really, really well under your leadership and the leadership of Mr. Mumford and several others in that department so we thank you all so much for making this Small Business Week all that it will be for those future entrepreneurs, young, old and some in between.

Charlotte U. S. Export Assistance Center Presentation

Mayor Pro Tem Cannon said Greg Sizemore is with the U. S. Department of Commerce, U. S. Export Assistance Center and he is here to pay some recognition to some folks that all of us need to know about.

Greg Sizemore, U. S. Department of Commerce, U. S. Export Assistance Center said we are the export promotion arm of the U. S. Government and have an office over on Morehead Street. Been here since 1996. I want to thank you for allowing us a few brief moments before the Council on behalf of the Charlotte U. S. Export Assistance Center and Export Charlotte. Export Charlotte was started by Mayor Foxx in 2010 to help create Charlotte jobs through exporting. We still are in the early stage of success and in the last two years, thanks to the Mayor's leadership, Export Charlotte has helped to connect Charlotte area businesses with and sell to buyers in Asia; Europe and Latin America direct Export Education Program such as Export University 101 and connections with overseas buyers to the Gold Key Program. I want to thank
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the Mayor for his leadership and vision and the City Council for allowing us to recognize the importance of U. S. Exports here tonight. We look forward to continuing to work with you to create Charlotte jobs through exports.

May is World Trade Month, a celebration of many things that we at the Charlotte U. S. Export Assistance Center hold dear and near to our hearts. Tonight we are honored to be before the Charlotte City Council to recognize area exporters that serve as excellent examples of how to succeed at exporting. Ninety-five percent of the world's market is outside the US, however, only 1% of U. S. Small Business export; 60% of those small size companies that actually do export only export to one or two markets. These two Charlotte Companies, Dance Yourself-fit and the Megellion Group are being recognized for increasing their global sales through exporting. These Charlotte companies prove it is possible for a U. S. Company to expand sales through exporting, to compete globally and yes it is possible to create Charlotte jobs through exporting. Dance Yourself-fit exports slip-on zoomba dance shoe covers. Over the last two years, Katie Hughes, owner of Dance Yourself-fit has gone global; she has taken a one person company global. She has manufacturing right here in North Carolina; she is taking care of her business very smartly. She promotes her products at key overseas trade shows and pays careful attention to product quality. Katie also uses the export resources available here locally. Having succeeded in Europe with the help of George Thomas, my colleague here from the U. S. Export Assistance Center.

The Megelian Group is a supplier of aircraft parts and services and specializes in engine leasing and trading. Megelian moved to Charlotte from Florida several years ago. Upon arriving in Charlotte Megelian quickly took advantage of the local infrastructure to successfully export. Thanks to the international access to the Charlotte Airport and other strong local export resources, such as again George Thomas in my office, Megelian has won major contracts with global airlines and sold overseas through participating in our tradeshow around the world.

I would like to ask Mayor Pro Tem Cannon to help me present Katie and Rob with the U. S. Department of Commerce's U. S. Export Achievement Certificate.

Mayor Pro Tem Cannon said Mr. Sizemore thank you for that presentation and we understand and appreciate the level of importance as we talk about import and even export.

Smart Energy Now Award

Councilmember Autry said this is Envision Charlotte Smart Energy Now Award. On April 23rd the Smart Energy Now Program, one of the four pillars of Envision Charlotte held its first building recognition ceremony to recognize high performing buildings, outstanding property management and a community partner. The City received an award for its energy efficiency work over the past year at old City Hall. The building recognition program compared the actual energy consumption of a building to the predicted energy consumption over a three month period for all 64 uptown buildings participating in Smart Energy Now. Duke Energy calculated the difference between the actual and the predicted energy consumption for each of these buildings and recognized the top three for each building segment. Old City Hall fell in the 100,000 square foot or less category and was the only public building of the 9 recognized. Staff's work at Old City Hall has brought about an almost 50% energy reduction. Smart Energy Now also recognized Rob Phocas, the City's Energy and Sustainability Manager, with the Community Partner Award for his efforts to champion Smart Energy Now's mission both within the City and the larger community. Good job, good work, thanks Rob.

Mayor Pro Tem Cannon said one of the things that is very important that has helped Charlotte to be what it happens to be today are public/private ventures. Where would many of our communities be if we didn't have really good corporate partners helping us along the way to help us to uplift some of our communities? With that said I would like to recognize Councilwoman Patsy Kinsey regarding a Proclamation to talk about a very special corporate partner.

Councilmember Kinsey said this is a proclamation recognizing Rebuilding Together of Greater Charlotte.

Joan Higginbotham, Director of Community Relations for Lowe's said Lowe's has always had a deep commitment to give back to the community and as such we partner with wonderful

organizations such as Habitat and Rebuilding Together. However, the two organizations came to us late last year and asked if we could pool our resources and do this wonderful project on South Smallwood. I would like to recognize our Lowe's heroes who provided a lot of sweat equity for this project and I would like to particularly point out Angel Padgett who is our Store Manager and acted as Project Manager for us, and was able to coral over 100 women from Lowe's who went out to volunteer on Wednesday.

Frank Spender, President of Habitat Charlotte said Habitat for Humanity is thrilled to be a part of this award because of the deep relationship we have with our partners. With sponsors like Lowe's; Rebuilding Together; the City of Charlotte, but most profoundly the 5,000 Charlotteans who now live in homes that have been built or repaired by Habitat for Humanity, we are very pleased to be a part of this partnership.

Amy Gough, Rebuilding Together said first of all I would like to say Thank you to the Council. I am Executive Director of Rebuilding Together of Greater Charlotte. Rebuilding Together is the nation's largest non-profit dedicated to providing critical home repairs to low income homeowners free of charge. In 2002 our local group impacted over 10,000 Charlotteans by bringing together over 850 volunteers to help their neighbors. Through our programs we have created \$3 in value for every \$1 donation received; we have provided over 300,000 outside capital in Charlotte; provided over \$775,000 in market value of critical home repairs and totaled \$1.5 million in economic impact to Charlotte. These numbers are not the story of what we do; the people we serve are. Rebuilding Together focuses on stabilizing homes and neighborhoods by keeping homeowners in their home and building community. Our project last week in the Smallwood Community is a great example of our impact on homeowners. Through 5 critical home repairs and 36 safety and streetscape improvement projects we completed, we are already seeing additional improvements being made by homeowners. Now a partnership with a local homeowners association has highlighted this organization; has begun building support for it in the neighborhood. This type of project could not happen without the help of many people and I want to recognize the Rebuilding Together staff and the Board members that have made this project come to life. I also want to thank our partners, Lowe's and Habitat for Humanity for helping impact every residence on this street. We look forward to working in this type of model, collaborating with our corporate partners such as Lowe's and other local agencies to build strong and vibrant communities to expand and increase Rebuilding Together's impact in the Charlotte Community.

Councilmember Mitchell said I just want to say thank you so much on behalf of the citizens of Smallwood. I was a little jealous when you all built a playground in Ms. Kinsey's District 1. She was so excited and thank you so much. Council, I went out there and they gave me a hammer and they quickly took the hammer away and gave me a paint brush. Lowe's thank you; Habitat thank you and Rebuilding Together, we really appreciate you taking care of our communities.

Mayor Pro Tem Cannon said that was great and we certainly appreciate all the labor from volunteers throughout our community as well as our corporate partners who continue to be such a great asset for the City of Charlotte – where would we be without them? I can tell you we wouldn't be too many places without them. They make a big difference and we appreciate them so much.

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CONSENT AGENDA

Motion was made by Councilmember Howard, seconded by Councilmember Mayfield, and carried unanimously, to approve the consent Agenda as presented with the exception of Item Nos. 22, 30, 33,48-A, 48-B and 48-C. Item 44 was pulled by staff.

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The following items were approved:

Item No. 20: Voluntary Annexation Public Hearing Date

Adopt resolutions setting public hearings for May 28, 2013, for voluntary annexations of several City-owned and privately-owned properties.

The resolutions are recorded in full in Resolution Book 44, at Page 288-351.

Item No. 21: Solid Waste Services Roll-Off and Grapple Trucks Purchase

(A) Approve the purchase of two roll-off trucks and one grapple truck, as authorized by the cooperative purchase exemption of G.S. 143-129 (e)(3), and B. approve contracts with Houston Freightliner and Petersen Industries, Inc. for the purchase of two roll-off trucks and one Grapple truck .

Summary of Bids

Carolina Environmental Systems	\$41,800.00
Nu-Life Environmental, Inc.	\$43,275.00
Carolina Industrial Equipment	\$43,336.00
Carolina Environmental Systems	\$44,500.00
Palfleet Truck Equipment	\$45,189.00

Item No. 23: Private Developer Contribution for a Street Connection

Budget Ordinance No. 5095-X appropriating \$123,000 in private developer funds for a future street connection between IKEA Boulevard and Clark Boulevard.

The ordinance is recorded in full in Ordinance Book 58, at Page 152-153.

Item No. 24: Traffic Signals and Hardware

(A) Approved the purchase of Eagle Brand Traffic Signals and Hardware as authorized by the sole source exemption of G.S. 143-129 (e)(6), (B). Approve a contract with RGA, Inc., for the purchase of Eagle Brand Traffic Signals and Hardware for a one-year term, and (C). Authorize the City Manager to extend the contract for four additional, one-year terms with possible price adjustments as authorized by the contract.

Item No. 25: Police Independence Division Lease Renewal

(A). Approve lease renewal with Windsor at Greylyn, LLC, an affiliate of GID Investment Advisors, for office space for the Charlotte-Mecklenburg Police Department Independence Division at 9315-H Monroe Road, and (B). Authorize the City Manager to execute lease-related documents.

Item No. 26: Montreux Subdivision Infrastructure Project

Award the low bid contract of \$392,387.82 to Red Clay Industries, Inc. for infrastructure completion within the Montreux Subdivision.

Summary of Bids

Red Clay Industries, Inc.	\$392,387.82
Carolina Cajun Concrete, Inc.,	\$432,885.46
Bullseye Construction, Inc.	\$442,531.34
RJJ Construction, LLC	\$455,726.38
W. M. Warr & Son, Inc.	\$502,576.01
Blythe Development Co.	\$578,252.29
Eagle Wood, Inc.	\$593,735.01

Item No. 27: Michael Baker Place Bridge Replacement

Resolution authorizing the City Manager to execute a Supplemental Agreement with the North Carolina Department of Transportation for preliminary engineering work for replacement of the Michael Baker Place Bridge.

The resolution is recorded in full in Resolution Book 44, at Page 352.

Item No. 28: Residential and Business Relocation Payments

Authorize the City Manager to approve Business Relocation Payments associated with the LYNX Blue Line Extension Project and Residential Relocation Payments associated with the Blenhien Storm Drainage improvement Project.

Item No. 29: Fire Exhaust Removal Systems

(A) Approve the purchase of Plymovent Exhaust Systems, as authorized by the sole source exemption of G. S. 143-129(e)(6); and (B) approve a contract with Air cleaning Specialists, Inc. for the purchase of Plymovent Exhaust Removal Systems and incidental services for a five-year term.

Item No. 31: LYNX blue Line Extension Project – Construction Materials Testing and Special Inspection Services.

Authorize the City Manager to negotiate and execute an agreement with Kleinfelder Southeast, Inc. for construction materials testing and special inspection services for the LYNX Blue Line Extension Project in an amount up to \$9.0 million.

Item No. 32: LYNX blue Line Extension Project – Condemnation Settlement and Acquisition of Parcel #1237.1

(A). Approve the settlement of the condemnation action, City Vs. Gateway Communities, LLC 10 CVS 24441, for 2.28 acres of Parcel #1237.1 in the amount of \$2.48 million, and (B). Approve the acquisition of an additional 8.4 acres of Parcel #1237.1 in the fee simple from Gateway Communities, LLC. in the amount of \$495,000.

Item No. 34: Utility Single-Axle Dump Truck

(A). Approve the purchase of single-axle dump truck cabs and chassis, as authorized by the state contract exemption of G.S. 143-129 (e)(9), (B). Approve a unit price contract with North Carolina Navistar, Inc. for the purchase of five dump truck caps and cassis in the total amount of \$343,765, (C). Approve the purchase of Godwin Dump Truck beds, as authorized by the “piggybacking” exemption of G. S. 143-129 (g) and (D). Approve a unit price contract with Lee Transport Equipment Inc., for the purchase of five dump truck beds in the total amount of \$57,680.

Item No. 35: Dorman Road Sanitary Sewer and Water Improvements

Award the low bid contract of \$946,137.99 to Sanders utility Construction for construction of the Dorman Road Sewer outfall and water line.

Summary of Bids

Sanders Utility Construction	\$ 946,137.99
Monroe Roadways	\$1,281,109.64
State Utility Contractors	\$1,338,525.10
Buckeye Construction Company	\$1,407,071.49
R. H. Price	\$1,427,184.00
Dellinger, Inc.	\$1,509,245.10
Propst Construction Company	\$1,762,260.50
Ruby-Collins	\$2,062,490.06
Hall Contracting	\$2,153,022.85

Item No. 36: Irwin Creek Plant Flood Protection System Improvements

Award a low bid contract of \$126,300 with Crowder Construction Company for improvements to the flood protection system at the Irwin Creek Wastewater Treatment Plant.

Summary of Bids

Crowder Construction Company	\$126,300.00
Gilbert Engineering	\$182,935.00

Item No. 37: McDowell Creek Plant Water Pipeline Repair

Award a low bid contract of \$158,950 with Gilbert Engineering Company for repairs to a heating water pipeline that leads to digesters at the McDowell Creek Wastewater Treatment Plant.

Summary of Bids

Gilbert Engineering Company	\$158,950.00
Dellinger, Inc.	\$193,101.00
Crowder Construction Company	\$247,940.00

Item No. 38: Sugar Creek Plant Rehabilitation

Award a low bid contract of \$1,847,000 with Wharton Smith, Inc. for the construction of the Sugar Creek Wastewater Treatment Plan Rehabilitation Project.

Summary of Bids

Wharton Smith	\$1,847,000.00
M. B. Kahn	\$1,848,298.00
Crowder Construction	\$1,903,000.00
State Utility	\$1,998,000.00
Dellinger	\$2,004,736.00
Gilbert Engineering	\$2,367,655.00

Item No. 39: Relocation and Adjustment of Utility Lines Municipal Agreement

(A). Resolution Authorizing the City Manager to execute a Municipal Agreement with the NC Department of Transportation (NCDOT) for the design and construction of water and sewer line relocation and adjustments in the amount of \$1,005,842.82, and (B). Authorize the City manager to approve the final pay request for the actual cost of the utility construction.

The resolution is recorded in full in Resolution Book 44, at Page 353.

Item No. 40: Airport Access Control System Upgrade

(A). Approve the upgrade of the Airport's access control system, as authorized by the sole source purchasing exemption of G. S. 143-129 (e)(6), and (B) Award a contract in the amount of \$322,607 to Johnson Controls, Inc., for an upgrade of the access control system.

Item No. 41: Airport Perimeter Fencing

Award the low bid contract of \$152,380 to Hartsell Brothers Fence Co. for installation of perimeter fencing.

Summary of Bids

Hartsell Brothers Fence company	\$152,380.00
Country Boy Landscaping	\$154,000.00
Burlington Construction	No response

Item No. 42: Airport Terrazzo Contract

Approve a low bid, unit price contract with Sunshine Cleaning Services, Inc. for cleaning and maintenance of the Airport's terrazzo flooring for a three-year term.

Summary of Bids

Sunshine Cleaning Systems, Inc.	\$1,460,991.00
Stone Restoration of America	\$1,622,055.00
Doyle Dickerson	\$1,958,800.00

Item No. 43: Airport Rental Car Facility Site Grading

(A). Award the low bid contract of \$658,225.50 with E. S. Wagner Co., LLC for grading of the future rental car storage facility, (B). Approve a contract of \$23,250 with ESP Associates, PA for construction testing services for the project, and (C). Budget Ordinance No. 5096-X appropriating \$681,475.50 from the Contract Facility Charge Fund to the Aviation Capital Investment Plan.

Summary of Bids

E. S. Wagner Company, LLC	\$ 658,255.50
Blythe Development Company	\$ 839,985.00
Triangle Grading and Paving	\$1,143,564.50
Morgan Corporation	\$1,117,235.00
Morlando Construction	\$1,282,965.00
Blythe Construction, Inc.	\$1,332,285.00
Showalter Construction Co., Inc.	\$1,533,550.00
Richardson Construction Co.	\$1,611,800.00

The ordinance is recorded in full in Ordinance Book 58, at Page 154.

Item No. 45: City Cooperative Purchasing Agreements

(A). Approve the following cooperative purchasing agreements as citywide contracts, as authorized by the cooperative purchase exemption of G.S. 143-129 (e) (3):

1. AmSan – Janitorial and cleaning supplies – in the estimated annual amount of \$150,000 for the term of three years,
2. Empire Today – carpet and flooring – the estimated annual amount of \$350,000 for the terms of three years,
3. KI-Spacesaver – storage cabinets and shelving – in the estimated annual amount of \$150,000 for the term of three years,
4. Caterpillar – heavy equipment, parts and accessories – in the estimated annual amount of \$2.0 million for the terms of three years,
5. Best Buy for Business – appliances, televisions, and audio-visual equipment – in the estimated annual amount of \$300,000 for the term of three years, and

(B) 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.

Item No. 46: Refund of Business Privilege License Taxes

Resolution authorizing the refund of business privilege license payments made in the amount of \$26,673.68.

The resolution is recorded in full in Resolution Book 44, at Page 354-355.

Item No. 47: Resolution of Intent to Abandon Marshall Avenue and a Residual Portion of Walker Street

(A). Resolution of Intent to abandon Marshall Avenue and a Residual Portion of Walker Street, and (B) Set a public hearing for June 10, 2013.

The resolution is recorded in full in Resolution Book 44, at Page 356-358.

Item No. 48: In Rem Remedy

Item No. 48-D: 1920 Renner Street

Ordinance No. 5100-X authorizing the use of In Rem Remedy to demolish and remove the structure at 1920 Renner Street (Neighborhood Profile Area 211).

The ordinance is recorded in full in Ordinance Book 58, at Page 158.

Item No. 49: Blue Line Extension Project Property Transaction

Item No. 49-1: 7735 University City Boulevard

Resolution of condemnation of 1,370 square feet in Fee Simple, plus 5,638 square feet in Access Easement, plus 1,234 square feet in Temporary Construction Easement, plus 1,229 square feet in Utility Easement, plus 2,906 square feet in Transmission Easement and Access Easement at 7735 University City Boulevard from Maya Hotel, Inc. for \$23,550 for Blue Line Extension, Parcel #3116.

The resolution is recorded in full in Resolution Book 44, at Page 359-360.

Item No. 49-2: 7828 North Tryon Street

Resolution of condemnation of 5,858 square feet in Fee Simple, plus 17,305 square feet in Transmission Right-of-Way, plus 22,667 square feet in Temporary Construction Easement, plus 48 feet in Utility Easement at 7828 North Tryon Street from Charlotte I Stor-All, L.P. for \$85,250 for Blue Line Extension, Parcel #3125.

The resolution is recorded in full in Resolution Book 44, at Page 361-362.

Item No. 50: Property Transactions

Item No. 50-A: 5416 and 5432 Beatties Ford Road

Acquisition of 10,481 square feet in Fee Simple, plus 3,885 square feet in Fee Simple within Existing right-of-Way, plus 110 square feet in Storm Drainage Easement, plus 10,235 square feet in Temporary Construction Easement at 5416 and 5432 Beatties Ford Road from AVH One, LLC for \$28,570. for Beatties Ford Road Widening Phase 1, Parcel #69 and 71.

Item No. 50-B: 2417 and 2651 north Brevard Street

Acquisition of 6,530 square feet in Fee Simple, plus 13,576 square feet in Fee Simple within existing Right-of-Way. Plus 4,689 square feet in Storm Drainage Easement, plus 5,049 square feet in Temporary construction Easement at 2417 and 2651 North Brevard Street from Duke Energy Carolinas LLC for \$78,025. for Blue Line Extension, Parcel #1215.

Item No. 50-C: 5905 and 5911 North Tryon Street

Acquisition of 10,103 square feet in Fee Simple, plus 5,368 square feet in Temporary construction Easement, plus 2,216 square feet in Utility Easement at 5905 and 5911 North Tryon Street from Jayantital Patel and wife, Vina Patel for \$98,634 for Blue Line Extension, Parcel #2129 and 2131.

Item No. 50-D: 6225 and 6231 North Tryon Street

Acquisition of 16,577 square feet in Fee Simple, plus 1,685 square feet in Storm Drainage Easement, plus 9,1987 square feet in Temporary Construction Easement, plus 3,209 square feet in Utility Easement at 6225 and 6231 North Tryon Street from Robert H. Lee and wife, Betty D. Lee for \$144,725.00.

Item No. 50-E: North Tryon Street

Acquisition of 4,215 square feet in Fee Simple, plus 3,932 square feet in Temporary Construction Easement, plus 4,138 square feet in Utility Easement at North Tryon Street from University Center, LLC for \$100,775 for Blue Line Extension, Parcel #3118.

Item No. 50-F: 7748 North Tryon Street

Acquisition of 6,022 square feet in Fee Simple, plus 17,773 square feet in Temporary Construction Easement at 7748 North Tryon Street from Duke Energy Carolinas, LLC for \$59,150 for Blue Line Extension, Parcel #3123.

Item No. 50-G: 3621 Randolph Road

Acquisition of 9,920 square feet in Temporary Construction Easement, plus 43,763 square feet in Natural Storm Drainage Easement at 3621 Randolph Road from Randolph Med C Group LLC for \$225,000 for McAlway/Churchill Storm Drainage Improvement Project, Parcel #5.

Item No. 50-H: 11300 Carolina Place Parkway

Acquisition of 11,766 square feet in Fee Simple, plus 27,717 square feet in Access Easement at 11300 Carolina Place Parkway from Toys "R" US Property Company II, LLC for \$319,950 for Steele Creek Pump Station Replacement Final, Parcel #30.

Item No. 50-I: 9309 Dixie River Road

Acquisition of 1.33 acres at 9309 Dixie River Road from Roger and Jeanette Danner for \$115,000 for Airport Master Plan Land Acquisition.

Item No. 50-J: 6525 Shoreline Drive

Acquisition of .590 acres at 6525 Shoreline Drive from William B. Huskins for \$60,000 for Airport Master Plan Land Acquisition.

Item No. 50-K: 311 Flint Street

Resolution of condemnation of 531 square feet in Temporary Construction Easement, plus 240 square feet in Utility Easement at 311 Flint Street from Amy Elston and Reba E. Adam and any other parties of interest for \$3,300 for 5th Street Streetscape, Parcel #6 and #7.

The resolution is recorded in full in Resolution Book 44 at Page 363.

Item No. 50-L: 5029 Beatties Ford Road

Resolution of condemnation of 6,168 square feet in Fee Simple, plus 3,781 square feet in Temporary Construction Easement, plus 331 square feet in Utility Easement at 5029 Beatties Ford Road from Margaret Martin and any other parties of interest for \$84,575.

The resolution is recorded in full in Resolution Book 44, at Page 364.

Item No. 50-M: 4005 Sunset Road

Resolution of condemnation of 7,039 square feet in Fee Simple, plus 19,644 square feet in Temporary Construction Easement plus 3,519 square feet in Utility Easement at 4005 Sunset Road from Carolina Magee, LLC and any other parties of interest for \$108,725 for Beatties Ford Road Widening Phase 2, Parcel #58.

The resolution is recorded in full in Resolution Book 44, at Page 365.

Item No. 50-N: 340 East 16th Street

Resolution of condemnation of 1,272 square feet in Fee Simple, plus 1,885 square feet in Storm Drainage Easement, plus 1,732 square feet in Sanitary Sewer Easement, plus 5,527 square feet in Temporary Construction Easement, plus 26 square feet in Utility Easement, plus 137 square feet in Sanitary Sewer Easement and Storm Drainage Easement at 340 East 16th Street from Highland Mills, Inc. and any other parties of interest for \$18,600 for Blue Line Extension, Parcel #1137.

The resolution is recorded in full in Resolution Book 44, at Page 366.

Item No. 50-O: 6201 North Tryon Street

Resolution of condemnation of 9,124 square feet in Fee Simple, plus 404 square feet in Storm Drainage Easement, plus 8,686 square feet in Temporary Construction Easement, plus 1,410 square feet in Utility Easement, plus 28 square feet in Storm Drainage Easement and Utility Easement at 6201 North Tryon Street from BWN Investment, LLC and any other parties of interest for \$447,700 for Blue Line Extension, Parcel #2157.

The resolution is recorded in full in Resolution Book 44, at Page 367.

Item No. 50-P: 5532 North Tryon Street

Resolution of condemnation of 7,337 square feet in Fee Simple, plus 1,981 square feet in Temporary Construction Easement, plus 637 square feet in Utility Easement at 5532 North Tryon Street from SMBC Leasing and Finance, Inc. and any other parties of interest for \$183,650 for Blue Line Extension, Parcel #3124.

The resolution is recorded in full in Resolution Book 44, at Page 368.

Item No. 50-Q: 7735 North Tryon Street

Resolution of condemnation of 2,510 square feet in Fee Simple, plus 3,086 square feet in Temporary Construction Easement at 7735 North Tryon Street from Wal-Mart Stores East LP and any other parties of interest for \$26,075 for Blue Line Extension, Parcel #3127.

The resolution is recorded in full in Resolution Book 44, at Page 369.

Item No. 50-R: 8503 North Tryon Street

Resolution of condemnation of 4,732 square feet in Fee Simple, plus 867 square feet in Access Easement and Utility Easement, plus 4,281 square feet in Temporary Construction Easement plus 4,165 square feet in Utility Easement, Plus 82 square feet in Storm Drainage Easement and Utility Easement, plus 38 square feet in Access Easement, Utility Easement and Storm Drainage Easement, plus 317 square feet in Combined Utility and Waterline Easement, plus 127 square feet in Combined Utility, Waterline and Access Easement at 8503 North Tryon Street from RI Charlotte Property, L. P. and any other parties of interest for \$299,650 for Blue Line Extension, Parcel 3185.

The resolution is recorded in full in Resolution Book 44, at Page 370.

Item No. 50-S: 8517 North Tryon Street

Resolution of condemnation of 3,800 square feet in Fee Simple, plus 701 square feet in Access Easement and Utility Easement, plus 1,503 square feet in Temporary Construction Easement, plus 3,378 square feet in Utility Easement at 8517 North Tryon Street from Louis M. Helms, Jr. and wife, Anita B. Helms and any other parties of interest for \$114,875. For Blue Line Extension, Parcel #3193.

The resolution is recorded in full in Resolution Book 44, at Page 371.

Item No. 50-T: 9221 and 9317 j. W. Clay Boulevard

Resolution of condemnation of 6,503 square feet in Fee Simple, plus 2,224 square feet in Access Easement, plus 18,654 square feet in Temporary Construction Easement, plus 1,707 square feet in Utility Easement, plus 4,686 square feet in Access Easement at 9321 and 9317 J. W. Clay Boulevard form Roseclay LLC and any other parties of interest for \$438,675 for Blue Line Extension, Parcel #3227 and #3228.

The resolution is recorded in full in Resolution Book 44, at Page 372.

Item No. 50-U: 4148 Malta Place

Resolution of acquisition of 1,870 square feet in Temporary Construction Easement at 4148 Malta Place from Jerry L. Thomas and any other parties of interest for \$325 for Hope Valley/Oak Forest Neighborhood Improvement Project, Parcel #47.

The Resolution is recorded in full in Resolution Book 44, at Page 373.

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ITEM NO. 48-A: 2711 CAPITOL DRIVE

Donnie Camps, 2711 Capitol Drive said I am here regarding 2711 Capitol Drive. My family has a house there – the first house burned down and my brother moved one in and our family has been there ever since the late '40s. I'm trying to keep the house but they say I'm not working on it fast enough and it needs to be torn down. The house is on a solid foundation and I have removed all the old wood, redoing the floors and whatnot, but they are saying they are going to tear it down. I'm trying to save the house because it is really a good home and eventually I'm going to have the family out there for family reunions just to bring the family closer together. I'm trying to get it together to bring the family together.

Mayor Pro Tem Cannon said we need someone from staff to come forth and talk to us about what we have here, any timelines that may be applicable here.

Ben Krise, Code Enforcement said to give you a quick timeline as to what has transpired, this location came to the attention of Code Enforcement back in February 2012. We have worked diligently for the past 15 months in order to attempt to get resolution regarding this sub-standard structure. As Mr. Camps has described, it is a family property and we've notified all 11 owners and gone through the due process that is entitled to them with all 11 owners. We've granted them extensions in order to conduct work. They seem to be a little bit confused since the beginning as to what they actually wanted to do with the property. They originally sought a demolition permit, the family wanted to demolish it and they changed their mind. They applied for remodeling permits and those were later cancelled. Just recently in March they went in and acquired a permit for renovation for a job cost total of only \$3,000 which doesn't even scratch the surface of what needs to be done. I personally visited this site with staff and Mr. Camps and two other members of the family approximately two weeks ago. Honestly, Council if there was a way to preserve this structure that I thought was a good business decision I would have done so and granted an additional extension. Looking at this structure there is not one major component, starting with the foundation, the floor system, the framing; the roof is collapsing, plumbing, electrical, mechanical are all major issues. It is just not a good business decision. The Camps will continue to keep their property and it will be my professional opinion and I told them on site that I honestly thought it would be their best business decision to rebuild. If they wanted to build a new home it would be best starting from scratch. It is not a viable, feasible, salvageable rehab project.

Mayor Pro Tem Cannon said is this the condition of the property now that is in our write-up?

Mr. Krise said that is correct sir.

Mayor Pro Tem Cannon said Mr. Camps would you concur with that, that this is the condition of the property right now.

Mr. Camps said it is. What has happened they told me to do one thing and I start doing what they tell me to do. I started on the front porch, then I started on the water line and I started working on the back also. What he is saying is the house is not in good condition – it is. My brother just had the roof put on the house and the roof is only 8 years old so the roof is in good shape. I agree that the house does need some work done to it, but I'm going to do all this myself. They told me to put new beams in. I had old untreated wood in it which I didn't know. They told me I had to have treated wood and I went back and got treated wood in there to do the floor so I'm doing everything they tell me to do. Matter of fact I was working two jobs and nobody else has tried to help me do this and I took it upon myself to try to do it and I think I'm doing a good job with it as far as my working conditions and going out there and working. I explained to them I cannot be out there every day but when I'm off I will be out there working. I have seen the City guys ride around there on Saturdays to see if I was working because I told them I would be there every Saturday. I have seen the guy, Don ride around there because I talked to him when he rides by to see what is happening. I'm doing what I can to get it going and I've got a guy to help me do it. He is in home improvement so he is helping me with it.

Mayor Pro Tem Cannon said we genuinely around this dais believe that you are doing all you can. It does sound like City staff has continued to give you extension after extension after extension and I'm not sure how many extensions you have been given? Can you quantify that; how many extensions have been given?

Mr. Krise said there have been at least two extensions granted.

Mayor Pro Tem Cannon said for what period were they granted? How long is the extension?

Mr. Krise said the extensions started in June 2012. It was ordered to be demolished by May 2012 and we started granting extensions in June of 2012 and we finally brought it in front of Council this month.

Councilmember Mayfield said we did have an opportunity to have a conversation as soon as you contacted me regarding the home. I then reached out to Mr. Krise who is our head of Code Enforcement for us to have a discussion as far as what if any other additional assistance can be given on behalf of the City, but once the final estimate came in and with the fact that at this point unfortunately since we are looking at more 67% of the total cost of home, in order to get these repairs done, and unfortunately with you and the position where you are doing a lot of the repairs yourself and not necessarily a contractor to come in, Mr. Krise and I also had a conversation regarding Habitat for Humanity as we just noticed they have participated with assisting a number of homeowners. They also have a program through Habitat that focuses on remodeling. We had a brief conversation about any community partners that may be able to come to assist but it was recommended and I do respect and accept the recommendation from Mr. Krise's office that at this point, financially it would be more beneficial for us to move forward with the current request, which is the demolition and then have the opportunity to build over because if not we are creating a position for the community and the neighbors as far as potential harm that can happen in the home. The conversation did not fall on deaf ears once you reached out to me last week. I believe it was less than 24 hours of us having a conversation, Mr. Krise and I started having communication as far as trying to identify if there are any resource that may be available. At this point with him going back out with the information that we have in front of us I'm going to have to support staff's recommendation.

Mr. Camps said it is not going to cost what Mr. Krise thinks it is going to cost to fix the house.

Ms. Mayfield said have you received a professional estimate for all the repairs that need to be done on the home in the 15 months that this conversation has been happening between yourself, the family members and the City of Charlotte?

Mr. Camp said the time that I have gone there and started buying materials, it is not that expensive.

Ms. Mayfield said I understand that but did you ever have a professional?

Mr. Camps said I had a guy and I paid him a down payment and he ran with my money.

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Ms. Mayfield said I just want to make sure we are on the same page and that we clearly understand each other, since there is a discussion as far as the amount that staff has said will be the cost for repairs, have you ever received a professional estimate for total repair of the home?

Mr. Camps said the guy who was going to redo the house said he could do it for less than \$15,000. He had it on paper and my sister has the paper and I asked her to bring it with her, but she for it, but it was less than \$15,000. I'm thinking if I do it myself I can do it for less than \$15,000 because the material is not that expensive.

Ms. Mayfield said I appreciate that, but where we are tonight, with this conversation happening for more than 15 months and with looking at what the estimates have come back as, without you being able tonight to give me information where you've had a licensed contractor give an estimate that is under this amount, then that is something that I would honestly take into consideration but without having that, not just looking at these few pictures, there is a potential of a little more than the amount that was discussed as far as repair, but at this point I believe we already have a motion and a second to move forward.

Motion was made by Councilmember Howard, seconded by Councilmember Barnes and carried unanimously, to adopt Ordinance No. 5097-X authorizing the use of In Rem Remedy to demolish and remove the structure at 2711 Capitol Drive.

The ordinance is recorded in full in Ordinance Book 58, at Page 155.

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ITEM NO. 48-B: 9301 MISENHEIMER ROAD

Vinroy Reid, 2121 Commonwealth Avenue, said I bought the small house at 9301 Misenheimer Road about 6 months ago with the intention of donating it to my non-profit organization which is Youth Hope International. Right behind it I purchased another 15 acres in order to build a center to train young people in trades. It was brought to my attention by one of the citizens in the neighborhood that she was losing the property and she approached me and said you want to do something with this house, it has been in my family for almost 80 years, can you use it to do something worthwhile. I contacted the bank and reached some agreement to where we are able to purchase the house for less than what she owes on it. For the past couple of months I have been working on paying off completely for that house and in the process working with some of my suppliers. I'm a licensed general contractor here and I'm in the process of getting materials together and then looking at doing some promotional thing during the summer in order to get this done. Prior to that I spoke with the Code Enforcement person and explained to him the process I'm taking in order to get this house renovated and make it something for the community to build from. It is something that I'm doing noble, but I would like to get it done and the permit that was on there I guess it expired because I'm a general contractor I travel a lot and I did not know that. As soon as I got word that is what happened I called the people at Code Enforcement and one gentlemen said get the permit renewed and we will see how we can work something out to get this resolved. I want to get this done and I want to honor the young lady that gave me the opportunity to give back to the community. I just completely paid off the house in February so that was a blessing and I want to go ahead and get it done. The demolition, I heard that they want to get it done. Mr. Autry you have been out there to our community meeting and that is where they are going to have the community meeting so at least it is already doing its purpose, giving the community a place to actually have their get-to-gathers.

Councilmember Autry said I think I have some news that came by late this afternoon from Mr. Krise about what they hope is a way to work this out, but my understanding is also that staff's recommendation is to go ahead and move forward with the In Rem would be the appropriate way to have some leverage to make sure that the project does get moving.

Ben Krise, Code Enforcement said we had some experience with Mr. Reid in the past and have several successes to talk about in the community. Based on that and the condition of this

property we are asking Council to pass the ordinance to demolish, but we've entered into a consent agreement with Mr. Reid, giving him 60 days to bring the property into compliance and make it of standard condition. In doing so we've had several discussions around his plan for an educational center or that concept. This property is zoned R-4, single family use so we do have some concerns there, but we will work through him with the process with regards to renovating that in order to make it a standard residence at this time. We've offered that 60-day consent agreement.

Mayor Pro Tem Cannon said thank you for what I believe is reasonable. Mr. Reid, do you have any employees?

Mr. Reid said yes.

Mayor Pro Tem Cannon said I'm going to ask you all to kind of high tail it a little bit and get it done. In looking at the property, there is some promise there and I think you can get there, but it is going to take some commitment and dedication to getting it done. I think staff is trying to work with you and obviously the District Rep, Councilmember Autry, so all that you can do to make that happen we certainly would appreciate it and I know the community would as well. We will go ahead and approve the action item with the hopes that you get this squared away within 60 days. Fair?

Mr. Reid said fair enough.

Motion was made by Councilmember Autry, seconded by Councilmember Kinsey to adopt Ordinance No. 5098-X authorizing the use of In Rem Remedy to demolish and remove the structure at 9301 Misenheimer Road.

Councilmember Howard said I just want to make sure before we say this as a body, we clarify the fact that it is zoned for that. I don't want it to come back later and have pressure on us to rezone it because we approved to let this move forward under this knowledge.

Mr. Krise said it is currently zoned R-4.

Mr. Howard said can it be used for this type of use in a neighborhood?

Mr. Krise said it cannot – for an educational outreach. He can rehab the structure and use it as a residence, but I didn't know about the 15-acre parcel that he mentioned in his dialogue earlier. I don't know if there is a way to combine that and potentially go through rezoning that way, but the current parcel configuration and that current use, it is permitted to be single family.

Mr. Howard said I just want to be clear that I would check with the zoning folks that you can do with what you want to do with it so you don't spend money on it and then come back and tell us well, we told you this is what we were doing.

Mr. Reid said I've been through the process and because it is a non-profit I'm doing more of an institutional versus commercial. They said it should be okay, but I have to do some rezoning. I'm in the process of looking at some other parcels also and combine everything together.

Mr. Howard said I just wanted to make sure somebody said that on the record.

Councilmember Dulin said we don't save too many of these. I'd written savable in my write-up over the week-end, but with a question mark. This is starting to go south a little bit on Council. Have we gotten feedback from neighbors? Normally the neighbors will chime in, either thanking us or stepping up for the homeowner.

Mr. Krise said this was a field observation, this was proactive enforcement by staff. It didn't come in via a complaint from a public agency or a petition. We have not had any correspondence with neighbors with reference to this property.

Mr. Dulin said so given that information about him going through some rezoning work, are you guys still okay with the Council saying 60-days, and that is a hard 60-days. If you let 2 weeks get past you, time is burning on you. Are you guys still okay on the staff's side?

Mr. Krise said I'm okay with giving him 60-days. He would have to go through a complete commercial plan review in order to change the rezoning. He is going to have to move it pretty quick, but we are okay with giving him some additional time and entering into this consent agreement and if it is not finished and brought up to standard conditions within 60-days then we can move forward.

Mr. Dulin said we are willing to give you the 60-days and that is jumping through hoops and that is really burning it every single day or we will do you a favor and bring it down for you. I'm willing to support the motion. Good luck – it is a good looking place.

Mayor Pro Tem Cannon said Mr. Reid if you haven't made that call to the Zoning Department, I want to encourage you to do that and kind of operate on a parallel track – 704-336-2205.

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

The ordinance is recorded in full in Ordinance Book 58, at Page 156.

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ITEM NO. 48-C: 10971 PAINTED TREE ROAD

Michael Quinn, 10971 Painted Tree Road said I moved here in 1990 and spent two years working with Hewlett Packard and traveling extensively and then searched for a good place in Charlotte to live. I found a place in 1992 in South Charlotte off Painted Tree Road. This house was in very bad shape. The previous owners left a dead dog in the house and after taking a good bit of time destroying anything and everything they could on the foreclosed property. I fixed the place up, replacing 90% of the cosmetic damage that they had caused and made significant improvements on the house. After three years I pulled a permit and built a garage/office that is now on the property. I have continued to help neighbors in the area renovate their own kitchens, bathrooms, fences, decks and many other projects to improve the value of their homes and the community. I have been told that my garage must be torn down because of five minor things wrong with it. Slight damage to the siding; a railing or door issue that I'm not quite clear on exactly what that is; a leaking roof in one spot where caulking is needed; some roaches and a ... on the back of the property. The remaining structure on this land is over 1,200 square feet. The Tax Office has inaccurately assessed the building value to \$2,200. The reason the property is being requested to be torn down is that the cost of repairs exceed 50% of the tax value of the structure. I'm appealing the tax value of the structure and I'm told it will not be reviewed until December 2013 due to the new elected board of equalization review. I've also requested quotes from two contractors to do the repairs and they show that the repairs are less than 50% of the current tax value. Here are the two that I have. These quotes clearly show less than \$600 for the stated repairs. The new neighbor next to me that just moved in last week-end does not have room on his small lot for a garage and we are drawing up a contract, and I spoke to him this evening, for the purchase of my property and this garage. The contract is dependent on this garage being on the property. His house would negate a zoning ordinance violation that I was made recently aware of. I request continuance of this matter rather than demolition, for at least a short period of time so that I can do the repairs and complete the contract for the sale so we can get this taken care of.

Ben Krise, Code Enforcement said this is a complex case that dates back to May 2009. This case originally came in front of you for the principle structure having been fire damaged in May 2009. We came before you and you passed an ordinance to demolish that principle structure and that was presented in February 2012. Mr. Quinn's contractor ended up performing the demolition himself and we still have open permits relating to that demolition that was completed. Communications back in that timeframe in 2012 with Mr. Quinn indicated that he would create a zoning violation. You cannot have an accessory structure on a lot without a principle structure. To date, starting in March 2012, after falling through the zoning process we have issued \$4,250
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worth of zoning citations for violation of the zoning ordinance. We've been unable to get to the accessory structure or non-residential building that still exists and it has continued to deteriorate; it has a tax value, and we've confirmed this with the assessor's office, of \$2,400. Our cost estimates to repair are \$5,400; it is over 220% in order to eradicate all the sub-standard conditions. We have been attempting to notify and work with Mr. Quinn to no avail. We would recommend that we proceed and remove this sub-standard structure as quickly as possible.

Councilmember Cooksey said Mr. Quinn, in your discussion with your neighbor, how long do you think it will take to close that sale?

Mr. Quinn said I'm anticipating less than 30 days.

Mr. Cooksey said typically Mr. Quinn, you've heard with the previous example, this council can go ahead and move the demolition and our Code Enforcement Officer knows that is within a 30-day period pending this kind of a significant change so let me double check with Mr. Krise. If Mr. Quinn executes the sale of the property within 30 days how would you respond to Council's action to demolish if that is what Council votes on tonight?

Mr. Krise said I have a couple questions about the sale and whether or not it was a contiguous parcel and the zoning ramifications there.

Mr. Cooksey said Mr. Quinn is it going to be sold to someone from a contiguous parcel?

Mr. Quinn said yes sir.

Mr. Cooksey said Mr. Quinn says it will be a contiguous parcel, so if it is sold within 30 days to a contiguous parcel, either to the left of to the right, is it north or south of your property?

Mr. Quinn said facing the house it would be to the right.

Mr. Cooksey said so south of the property – stacking those ifs, if it is sold, contiguous property, how would you respond to the demolition order.

Mr. Krise said if Council is recommending it we enter into a consent agreement, give him 30 days to broker that deal and go through the rezoning process and then bring it into standard condition simultaneously. That is what the issue is. It is the sub-standard structure.

Mr. Cooksey said Mr. Quinn we've got two conditions here – within 30 days address the issues listed and sell it to a contiguous property owner. If that doesn't happen in 30 days, assuming Council goes along with that as a motion, then it gets torn down. Mr. Krise does that fit all the criteria you need to hear in terms of dealing with it within 30 days?

Mr. Krise said yes sir.

<p>Motion was made by Councilmember Cooksey, seconded by Councilmember Barnes, to approve Ordinance No. 5099-X authorizing the use of In Rem Remedy to demolish and remove the structure at 10971 Painted Tree Road unless all the issues listed are addressed and the property sold to a contiguous property owner within 30 days. The vote was recorded as follows:</p>

YEAS: Councilmembers Autry, Barnes, Cannon, Cooksey, Dulin, Fallon, Howard, Kinsey, Mitchell and Pickering

NAY: Councilmember Mayfield.

The ordinance is recorded in full in Ordinance Book 58, at Page 158.

ITEM NO. 9: PUBLIC HEARING ON A RESOLUTION TO CLOSE MOONEY AVENUE.

The scheduled public hearing was held on the subject matter.

Motion was made by Councilmember Barnes, seconded by Councilmember Kinsey, and carried unanimously, to conduct a public hearing to close Mooney Avenue and adopt the resolution to close Mooney Avenue.

The resolution is recorded in full in Resolution Book 44, at Page 285-286.

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ITEM NO. 10: PUBLIC COMMENT ON PARK WOODLAWN AREA PLAN

Councilmember Howard said this Area Plan actually covers a good part of the area around Woodlawn Road and Park Road. This Plan has been going on for a couple years and we are here tonight to actually receive public comment. There is nobody signed up, but I thought it would be a good thing to just run through briefly the presentation that staff has because I would like for the public to know where it is going, so we can all be clear about next month voting to move forward the whole plan. I would like to thank the committee members that helped with this, Vice Chair Mr. Barnes, Ms. Kinsey, Mr. Cooksey and Mr. Autry.

Alberto Gonzalez, Planning said I will be presenting an overview of the Park/Woodlawn Area Plan and you will receive public comment at tonight's meeting. We will go over the Plan highlights; the development process for this Area Plan and we will go over Next Steps in terms of Plan implementation and the Review and Adoption Process.

The Park/Woodlawn Area Plan focuses on the Park Road Activity Center as defined by centers, corridors and wedges. It also includes the surrounding neighborhoods of Sedgefield, Madison Park, Ashbrook, Selwyn Park. The boundaries on the north are Dilworth Area Plan; on the west is the South Corridor Transit Station Area Plan; on the east is the Little Sugar Creek and Freedom Park and on the south is Tyvola Road. Like all our planning initiatives we start with centers, corridors and wedges, grow a framework which establishes as one of its goals and principles, the preservation of established neighborhoods and the importance of context sensitive community design. Centers, corridors and wedges as you may know is generalized growth planned for Charlotte and categorize land use into three categories of activity centers, wedges and growth corridors. The Park/Woodlawn Area Plan is only activity center and wedge area.

Why do a plan for this area? This area has been built out probably since the 1970's; it is a very stable neighborhood; but in the recent years there has been some population decline and there has been some new infill development coming in. An updated area plan provides an updated policy guide for this area with coordinated land use, transportation and community design policies. We started this Plan in the fall of 2011 with a public kick-off meeting with over 150 participants. We had following that meeting a series of Citizen Advisory Group meetings, focused on different topics, land use; design; transportation; we had a design workshop in the summer of 2012. We had our final public meetings in December of last year and January of this year and we are not in the review and adoption process.

The Vision Statement for this area emphasizes the preservation of the strong neighborhoods; also the preservation of the tree canopy; connecting people and places via different modes of transportation and to provide opportunities for a thriving activity center. We started our plan policies with our concept map focusing on the wedge, again preserving the low density residential for the most part and providing opportunities and enhancing opportunities in the activity center for mixed use development. Our Land Use Policies recommendations, on the left you have the activity center with recommendations for a mix of uses, meaning residential, office and/or retail and the emphasis will be on design and the scale of development. How does the new development fit into the surrounding neighborhoods. In the wedge on the right, again preserving for the most part the low density, moderate density residential that is there now and offering some opportunities for higher moderate density residential along Woodlawn Road and

Park Road, but again emphasis will be on design and how does this new development fit with the surrounding neighborhood. The community design policy highlights that emphasis. They are focusing on ensuring the compatibility with new development with the surrounding neighborhood. There is a design policy recommendation for limiting building height to 40-feet when adjacent to single family neighborhoods. The design policy also emphasizes the walkability connectivity of new development in the area.

The Transportation recommendation highlights improving connections within the activity center and with the wedge neighborhoods and the activity center and the greenway. There are a lot of assets in this area and to provide multiple connections to those assets is the highlight of the transportation recommendations. This is an example of streetscape project in this area; Montford Drive is an emerging entertainment area, almost like a main street of this community and this is a proposed possible streetscape for this area. Again improving the walkability; improving the tree canopy in this center and providing much needed parking.

How will this plan be implemented? Again, this is a long-term vision; it will happen as development occurs through rezoning, future private sector development; continued involvement from the community and through future capital projects.

Our Next Steps in this Plan, we are here to hear public comments; we will go back to Transportation and Planning Committee on May 23rd and hopefully coming back on June 10th for adoption. It has already been to the Planning Committee and received the recommendation for adoption.

Councilmember Dulin said I sat in on a couple of these meetings and I really appreciate the hard work and I'm not telling Council anything that you all don't know, but staff and folks in the audience and watching on TV, the City staff really puts a lot of work into this and they are proud of the work they do and they do a job well and with very little tweaking. I appreciate your hard work and you listened to my input; you are probably the only one that does. I think it is a job well done. I looked over it a lot this week, just tweaking and looking at it. I'm sure Ms. Kinsey would say the same thing, most of it is hers.

Mr. Howard said the Montford Drive stuff is real exciting to me and a lot of that has to changing the way that street section works. How would that work going forward? Does that get put into some type of future CIP project; neighborhood improvement kind of project? How would you make that new street section work?

Mr. Gonzalez said in terms of – these are area plans, they don't come with a funding attached; it is a potential possible future streetscape project and this is the opportunity to start looking at future alternatives and future design for the streets.

Mr. Howard said it just didn't look like one that would happen naturally with developers doing it.

Mr. Dulin said that connection goes through a parking lot and a building and that is about the only thing that I got real push back on, was that connector road from Montford over to Park Road and they listened to me. I don't see it on the Plan.

Mr. Gonzalez said it is part of the revision to be removed. You are talking about the two connections.

Mr. Dulin said it is not in our write-up here tonight thought. That Montford through Park Towne Village.

Mr. Howard said I was really talking about that new parking on the street kind of street section that would make it more walkable so it could redevelop.

Mr. Dulin said one of the problems there is the Restaurant is on Montford which is a great restaurant strip there now. They are parking at Park Towne and walking through so they've had some turf wars over trying to keep parking for customers at Park Towne and not employee parking for Montford. I still hope that connector doesn't get built.

ITEM NO. 11: PUBLIC HEARING ON PRELIMINARY FY2014 & FY2015 OPERATING BUDGET AND FY2014-FY2018 CAPITAL INVESTMENT PLAN

The scheduled public hearing was held on the subject matter.

Councilmember Barnes said I will speak briefly as Chair of the Budget Committee about the budget and the budget process. I want to thank Randy Harrington, our Budget Director, for his very patient and steadfast commitment to the City budget and the City budget process. Also I want to thank Manager Carlee for hopping into this budget on fairly short notice and providing us with a fresh perspective and solid leadership. I also want to thank member of the Committee, Vice Chair Dulin, members, Fallon, Mayfield and Kinsey.

This is going to be a pretty big deal for Charlotte because whichever scenario we support, I believe most of us support scenario #2, it will call for an increase in the property tax. What I have been emphasizing to people informally is what we will get in the City if we do this. I recognize that the cost of living continues to go up and people have limited budgets. I do too and I get it. But, as we try to grow this City that we live in and that we love it will be important to invest in it and within this budget are six police stations; sidewalks; road connections; road projects; there is money for Bojangles Arena area; there is money for the Blue Line Extension, the infrastructure along the corridor; there is money for the western side, the eastern side of the city; the Airport area and there is money for the southern part of the city. The Cross Charlotte Trail alone will generate I believe, not only economic development, but it will improve people's property values. We have done a lot of work on this budget over the last year, in fact a year plus, and we are in a position to hear from the public tonight on the budget and work on issues that may arise tonight because we have some time between now and the time the budget is adopted. I'm glad people have shown up to speak to us about the budget and I appreciate all the folks I just named in addition to my colleagues and the Mayor for their continued commitment to this budget. We've spent more time on the budget since last May in meetings than I've spent on budgets in my entire time on the Council. We are all fairly familiar with this budget and I appreciate Mayor Pro Tem giving me the time to speak.

Debra Franklin, 5715 Oakcrest Green Drive, Unit 109 said hopefully I'm not a no face, I've been in attendance to various meetings, especially this one since August of 2012 and I'm still learning the process. I am a native of Chicago, Illinois and I have been a resident of Charlotte since February 14, 2003. First I was employed with Charlotte Mecklenburg Schools, but now I am in employment with Transit Management, I'm a Charlotte bus operator since August 2008. I stand before you as an elected representative of the 583 Charlotte Bus Operators. We have a problem – when I was hired I basically had adequate health insurance after a \$750 deductible. If I was hospitalized I received treatment at no charge. Today I have to pay a \$5,000 deductible then you pay 70% and I pay 30% of my health costs. Also \$40 per month is deducted from my check. Operators with families pay even more. They have a \$10,000 deductible and they also pay 30%, you pay 70% and \$257 twice a month comes out of their paycheck. Who would have thought that I would have to choose at my age between medication, the doctor or food. The CATS budget for 2014 increases the employer contribution for my healthcare 5%, but my share increased by over 100%. The operators are upset; many of us are angry; many of us are insulted. I need to know how this 5% was calculated and I am asking for a re-calculation or reconsideration. We ... coverage with United Health Care, our drivers prefer the plan issue through the United Transportation Union, but Transit Management rejected their plan stating that it would bankrupt 7% of our operators because of a \$250,000 cap. Unfortunately, this plan is going to bankrupt the other 93% of us. Please reconsider and provide us with affordable healthcare.

Larry Mackey, 8725 Water Rock Road said I'm with the Union UE Local 150 and I work with utilities. Wages are kind of hard in utility to keep things up. It is just like the Police Officer, I take my hats to them, you have a very important job. Fire Department, they have a very important job, but water and sewer is just as important. When you want to turn your faucet on you expect water to be there. When you take a shower you expect water to be there. Sewer - when you flush your toilet or drain your sink out you expect it to go. The workers at Charlotte Mecklenburg Utilities are doing a great job. We just got this year from Ms. Angela Lee,
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nationally three awards, but the wages for what we do for this community and for this city, it's a challenge we are asking you to consider a 5% increase across the board instead of merit. When you go merit everybody is not going to get the 5%. We've all worked hard to get those three national awards that she has received. We are asking you to consider it.

Wilford Thomas, 9509 Oren Thompson Road said we in Solid Waste want to let you know that we are overworked and underpaid. We are seriously understaffed. We have standing routes every day; that means we have more routes than drivers sometimes. We have to do these routes before we go to our own assigned route. By then people be exhausted and that is when you have all kinds of safety problems like any mistake can hurt yourself because of overworked and tired and if you get hurt, sometimes you get written up just to get hurt. People are quitting and the turnover rate is very high because we can't afford to feed our family and have a roof over our heads. People are quitting and having to go somewhere else for higher pay and sometimes they have to settle for no insurance or little insurance just to keep a roof over their family's head. We want you to recognize in the budget that we work hard too and we deserve raises like everybody else. Our job is important too.

Fred McVay, 4718 Bomar Drive, said I'm a local union employee and I also work for Solid Waste. I'm here tonight to talk to you about some much needed equipment. The equipment is sub-par and is not to the standards to where we can do our job efficiently, but in order to keep from getting written-up and be in subordination we do what we have to do. We turn in the equipment for repairs and the next day the same thing is still wrong with the equipment, but when we purchase new equipment the employees have no say so whatsoever. We need better input on what is being purchased. In order for us to do our job effectively, we need better equipment, and better equipment means better work. Our job is one of the most important in the City, keeping down diseases and if we don't pick it up everybody is going to be looking to get this stuff removed from their homes and it is a tough job, especially with the heat. Some employees don't even have air condition in their trucks and by the time they get home they are so exhausted they can't participate with just throwing a ball with their kids or doing anything with the family. In all we just want to say we want a better quality of life, with better equipment and better job standards.

Mayor Pro Tem Cannon said Mr. McVay would you be so kind as to specify the type of equipment because we don't know what that might mean?

Mr. McVay said the garbage trucks are sub-par. They leak and when we come into your neighborhoods if they leak and a citizen complains it comes back on that driver.

Mayor Pro Tem Cannon said leak as in oil or garbage?

Mr. McVay said garbage juice and people don't always put garbage in their cans. The put toilets, they put iron rods, steel, lumber, logs and that damages the trucks when we dump those cans and it makes it very hard to do your job you know the truck is leaking but when you take it into the shop to have repairs, you have to get in line and wait your turn to have the repairs fixed. The repairs don't always hold and just overloaded trucks also because when you to standing routes, you have to do your part on the standing route, go to your route and it makes it tougher on that truck because it has to work even harder and with not enough help to keep those routes up that puts a strain on the employee.

Thomas Young, 319 Campbell Drive said I'm here tonight to talk about temps. I was a temp for two years and that is entirely too long. It should take no more than 60 days to hire City temps, not two, three, eight or ten years to hire a City temp. If they learn the job they need to be hired. Some temps are being abused by overwork, but they know how to do the job and if you give a temp a chance they will be more – I can't do it alone and I need your help to get the City temps on permanent. Two to five years is entirely too long for a temp to be out there working like that. If you look in your neighborhood you will see a temp. You might not know a temp when you see one, but you will know a temp when he doesn't have the uniform on representing the City.

James Locklear, 7807 Burchshire Road said we are here tonight to speak about the budget. You know we are so far underpaid because some get 3%, some get 2% and some get 1% and

then the insurance has gone up 10% where is it putting that man. It is putting him below. Gas is going up; everything is going up but yet we are in the hole and the City workers are the ones that keep this City afloat. People come in and they look at you all and say what a good job you are doing, what do we get. What do we get? Nothing, and that is sad. We work hard to keep this City going. Just like you say 5%, we know we could get that if you all would give it to us. We know that wouldn't hurt, but why do you want to keep us down when we are doing the job. Why can't we get a pat on the back? They call it the underpaid and like I said, we are so far underpaid. When you look out there you see us doing that job in all kinds of weather, rain, snow and ever since we left the North, East, West and South and all of us come back into one and the same we've have routes standing. Routes have been standing and a man has got to get through and go get those routes, but it there is not enough money in there why can't you put the money in there. It is more than you riding through seeing the City is cleaned up, why don't you come out and see how the workers are working to get it done? All the work is on our back. You've had people come and say they can't afford their insurance because they don't get enough money and that is sad that people can work at the City and then have to go work another job and still can't afford the insurance. You have a lot of people that is working for the City that is married and they go with the other mate with the insurance they have so they can afford to live. When all these routes are standing, not only in Sanitation, but all these other departments within the City. We are overworked and underpaid and it causes accidents. A man working longer than 8 hours he is tend to having an accident. It is going to cause accidents but there is no mercy shown. You get written up for this and that and it is a crying shame the way we have to work. I've been 28 years and when they come up with something with other cities smaller than we are that make more money than we do, is that fair. You find a way to figure out we got this and got that, but the money is still coming in at the City regardless and nothing is said about that. We are tired. I've got two more years to go and I can hardly wait to get out.

Councilmember Mayfield said I was going to ask a question as far as referral City Manager Carlee if we can look into what we've heard regarding the turnover rate. You and I have had a discussion regarding concerns when you look at today's economy, the employment and if there is a way for us to look at how our City Employees are not only being compensated, but also the quality of work life that they are receiving on a daily basis as you are still going through your 90-day process. I think it would be a great opportunity to look at some of the on the ground departments that we have to see if there is room for improvement.

City Manager, Ron Carlee said yes mame.

Wayne Powers, 4321 Stuart Andrew Boulevard, said during last week's capital budget presentation, Mayor Foxx said "I think everybody is trying to figure out what the best thing for the City is and all of us struggle with asking citizens to pay more." Tonight I'm asking you to struggle just a little bit harder because I quite frankly didn't see much struggling going on last week. In fact it calls for a wild spending spree, not one voice on that dais even mentioned the possibility of cutting spending on anything or heaven forbid reducing taxes on our already overburdened citizens and businesses. Last week Mayor Foxx said "there are four things you can do to improve a neighborhood from governmental perspective. You can use infrastructure, you can reduce regulation, you can improve public safety and you can improve schools." But he left out a fifth and most common sense way to improve our neighborhoods; cut taxes, create enterprise zones and attract businesses to invest their private capital in our challenged neighborhoods, creating jobs and economic growth without further burdening our already overburdened taxpayers. A commonsense solution, astoundingly absent from the discussion. I first met our new City Manager, Mr. Carlee 23 years ago when I was honored to serve as the Fire Fighters Marshall for the Winchester, VA Apple Blossom Festival. Mr. Carlee was a very amicable fellow then and I liked him and so I wanted to welcome him tonight to Charlotte with a friendly tip that raising our property taxes by 7.25% is not a good way to start off our relationships. Last week Mr. Carlee was very clear when he stated "the most significant observation here is of course the dependence Charlotte has on the property tax. As I began my review on the City of Charlotte's budget and look for opportunities and concerns I will identify as a concern the very heavy dependence on the property tax." Councilwoman Fallon then asked, say we find money for the Streetcar, how long do we subsidize it? Well, Mr. Carlee lumped it together with roads, calling the Streetcar basic infrastructure and there will be some ongoing subsidy. In other words, we are going to be subsidizing it forever. A Streetcar is not roads sir. In fact the Streetcar will be using our roads. Mr. Carlee's justification for subsidizing boondoggles
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like the Streetcar is based on its hopes that this will pay off by increasing surrounding property values and property taxes. Mr. Carlee on one hand you sound the alarm that our City is far too dependent on property taxes for revenue and moments later you try to justify another economic black hole in the long tradition of the NASCAR Hall of Fame and the White Water Center and on and on by saying these projects will hopefully increase revenue from property taxes. A revenue stream you just sternly warned us we were already far too dependent upon. This bureaucratic psychical thinking is what it is at its best. You cannot have it both ways. The best way to become less dependent on property taxes is to lower property taxes and cut spending.

Councilmember Dulin said Mr. Power if you had another 30 seconds to wrap up what would you like to say to us.

Mr. Powers said the best way to become less depending upon property taxes as Mr. Carlee suggested is to lower property taxes and cut spending on more toys that we cannot afford. Simple math. Our citizens have to deal with it every day in our household budgets and you all ought to really try it sometime.

Councilmember Mitchell said Mr. Powers can you give us your common sense approach? What should we reduce the taxes by?

Mr. Powers said I think you should reduce it by any amount possible, something reasonable obviously, but certainly raising it should be out of the question.

Mr. Mitchell said you brought up a good point about commonsense cut so share with us your commonsense, where we should cut in the budget.

Mr. Powers said I would make a full presentation for you but I'm not going to do it off the cuff because it shouldn't be taken lightly. I think every aspect of our budget should be looked at to find where we have duplication of efforts, where we have waste and where we sometimes have fraud, to be quite honest with you. We should be privatizing certain things. There are so many ways to cut costs and cut spending sir.

Mr. Mitchell said so from your approach you don't think that this Council or our staff has done a great job to look at those areas?

Mr. Powers said I certainly didn't hear any conversation in a whole evening of budget discussions last week, did you?

Mr. Mitchell said yes, because it could have been in the Budget Committee meeting so I just want to make sure you know there is other discussion that has taken place that just doesn't take place here at the dais.

Mr. Powers said I do, but all I heard last week was a lot of spending proposals and nobody even mentioning any opportunity to cut or even anybody looking at the possibility of cutting. I think we ought to take a wider view to be quite honest with you.

Mr. Mitchell said on May 29th we have a budget adjustment and I invite you; that is when we cut, add and delete and that might be entertaining for you to join us during that time.

Mr. Powers said beyond entertaining I hope it will be constructive and I thank you for the opportunity.

Councilmember Barnes said I think that is actually this coming Wednesday.

Mr. Mitchell said this Wednesday, Mr. Powers, I don't want to give you the wrong date – this Wednesday, May 15th at 3:00 p.m.

Vincent Frisina, 3140 Edsel Place said first of all I want to thank these men and women. I often thank them in the heat of the day in the summer time. My best experience is they did a lot of work on a road that I don't live on and I stopped to thank them and they looked at each other and started to laugh and I said what was so funny. He said well we thought you were going to give us crap like we normally get, but they didn't use the word "crap" and it was really funny
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because a lot of people should stop these workers, especially when they are working so hard out there in the summer time.

What I'm here to talk about is storm water. What has happened with Windsor Forest and one of the drains that I live next to, I want you to look at the entire project and the storm water as to whether this is an nominally normal cost of doing business incompetence, or gross negligence or systemic failure and whether this impairs the storm water budget. They have actually prepared the drain next to me fully three times since storm water charges have happened. They have pulled it and it has been problems of hydrology, plastic pipes which when I talked with one of the engineers, they really don't know how many of these pipes are failing in Charlotte. They use them for a certain number of years and now it has come time to pay the piper if you are willing to go ahead and look at these pipes. They put 6 pylons on each one of our houses at a cost of \$16,000. This happened the third time around which leads me to question why it didn't happen the first time or the second time and now the third time that they had to drill these pylons 25 to 30 feet deep and put these 6 inch pylons to hold up our houses and there was nothing wrong with our houses, but it is a safety precaution. There are questions of whether or not a lot of these drains, they just simply did them ballpark engineering or whether or not people have signed off. I just handed Mr. Carlee another drain, one cul-de-sac up at Adkins Court where that failed. I called once and somebody else had called. That had failed close to 10 years ago and never was repaired. They added another drain on the other side of Windsor Forest to keep it there.

With the holding shelf that they created I never had my property flood again and that was a good thing. At one time they used rip rap at the bottom of the basin – large rocks and that failed. They changed it to a fiber mesh. They were still in learning curve and that worked out well. Plants grow up and I never had a drainage wash away. I saw it wash several times when they were trying to do stuff, so while other people are coming here and saying let's reduce the storm water rate I say is it too low.

Martin Zimmerman, 1616 Bonnie Lane, said thank you for allowing me to speak and I'm speaking mainly to Mr. Carlee to not only welcome you to Charlotte, but share common background, my having lived in the Washington, DC area for 15 years before coming to Charlotte and having been involved in transportation issues there from both the bicycle and pedestrian standpoint and also from a multi-modal standpoint, pursuits that I have also been involved in very heavily since coming to Charlotte. I know that we had the opportunity to meet very briefly at ... Theatre about three weeks ago and WFAE had their Citizens' Forum and in lieu of trying to arrange a meeting with you I through I would just make a few quick comments which are directed to the CIP planning process and the expectation that I think I share with other members of the bicycle and pedestrian community here in Charlotte to put on the bond issue the CIP elements that you've been spending so much time trying to work your way through. Specifically both the NIECE corridor that would provide funds along the Blue Line Extension, which are absolutely critical and also the Cross Country Trail. I just wanted to reinforce those points. I think there are only 300,000 bicycles in Charlotte-Mecklenburg and we know that non-motorized travel is being used here and has been growing for many, many years. There is a history going back as far as 1998 when the first Bike Plan was passed. Mayor McCrory and Mayor Foxx have been extraordinary helpful and supportive as has City Council for a period of 12 to 14 years. There has been very, very close cooperation between those of us in the bike community and City staff, Danny Pleasant and his staff with C-DOT consistently for many, many years and I'm very hopeful that we will see success through the CIP Plan.

Deanna Bridgewood, 424 West Worthington Avenue said I've been a citizen of Charlotte since 1984 and I'm here to voice my support for the Charlotte City workers. These are the people who make our City run and they helped Charlotte look good during the DNC last year. These people not only deserve our thanks, but they deserve a 5% raise, more staff, hiring of temporary workers as permanent staff, holiday pay and union rights. I ask you tonight to give these workers what they deserve.

James Peterson, 3719 Barclay Downs Drive said I want to address the City Manager's current budget proposal and the \$800 million capital improvement plan. I understand the desire to plan for our future. I tend to place a higher priority and value on the current concerns of our citizens. We've heard tonight many people addressing the cost of living increases – health insurance, gas, food, utilities and I ask that we don't pile onto that with additional tax increases. I believe the
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direction of this Council to raise taxes and the cost of living on our citizens is simply an untimely mistake. We still face an unemployment rate of 9% in Charlotte-Mecklenburg. For minorities that is double that rate. National unemployment is 7.5% a full 1.5% less than Charlotte-Mecklenburg. As a native Charlottean who grew up in this tremendous community, graduated from our local colleges and is raising my children here, I'm terribly disappointed that our main focus is not on getting people back to work. We do not need to be raising taxes and the cost of living on a community who is still struggling to make ends meet. How is it a good decision to take out money of the pockets of the same people we claim to be helping with these changes, with the raising of taxes? When retired citizens who have lived in the same house for 30 and 40 years are now forced to leave their homes because of the property tax increase and the cost of living, how can we claim that is for the greater good? When we propose to spend millions of dollars on amateur and professional sports arenas, along with Streetcar projects and still raise taxes, how can we claim to be physically responsible? Our focus needs to be on the budget, a budget that tries to increase our tax base, increase jobs and get people back to work and not increasing tax rates. As you look at the budget this year I ask that you do not raise our property taxes, you do not increase the rates on sewer and water and utilities and that you do not continue to pile onto the cost of living increasing that we are all experiencing. Charlotte is a resilient city and I ask that you work to encourage our economic growth not hinder it.

Councilmember Barnes said I want to respond to a concern that I heard in Mr. Peterson's comments and I'm going to ask the Budget Director to come up because one of the things we haven't sufficiently done Mr. Peterson is share the fact that the proposed capital improvement plan will create several thousand jobs and have a couple billion dollars of economic impact. Mr. Harrington can elaborate briefly for us on that, but the point that I always try to make to people is, at least as far as this Council is concerned, we are not trying to raise taxes for the sake of raising taxes. We are actually trying to create jobs, create opportunity and have a meaningful economic impact on Charlotte. Now I know folks may not agree with that but I want people to know that there is actually some intent to create jobs and economic value. Mr. Harrington could you tell us the approximate number of jobs to be created within the CIP or as a result of the CIP and also the economic impact of the projects?

Budget Director, Randy Harrington said an independent review and study was done on the capital projects and it estimated that 18,400 jobs would be created by that capital program. The economic impact of the projects were estimated at \$2.2 billion citywide.

Mr. Barnes said it would be a four bond cycle package, essentially running from next fall to the fall of 2020 I believe. We are trying to have a long-term, long-range positive economic impact on Charlotte to draw down the unemployment rate. By the way, one of the things we learned and people sometimes don't want to hear this is that one of the reasons our unemployment rate has been higher is people have moved here without jobs thinking they are going to get a job and it keeps driving our unemployment rate up. That is because Charlotte is still trying to move forward as a City and we are still trying to provide opportunities to people so people are coming here without jobs and it keeps driving up our unemployment rate. I just wanted to share that with you. Thank you Mr. Harrington and thank you sir.

Motion was made by Councilmember Mitchell, seconded by Councilmember Autry, and carried unanimously, to close the public hearing.

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CITY MANAGER'S REPORT

City Manager, Ron Carlee said I just wanted to point out to Council, I've left at your places a report on what I have been up to in my first 30 days to update you on some of the things I've been working on. I will also be providing a 60 and 90-day reports as well. I will be sharing it with others, including staff, inviting their ideas as we develop an agenda of – what I'm referring to an agenda change to really focus on things that are identified by you, by staff and by others as areas needing strategic attention.

Councilmember Dulin said this is a good report. I enjoyed reading and I'm sitting on the front row with all my colleagues and this is the kind of stuff that I really enjoyed it. I know you said you had been here 30 days and it probably seems like 3 years already, but again welcome to town and I appreciate this follow-up. This is public record isn't it?

Mr. Carlee said yes sir.

Mr. Dulin said people in the community would be glad to see this as well.

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ITEM NO. 13: FY2014 ANNUAL ACTION PLAN FOR HOUSING AND COMMUNITY DEVELOPMENT.

Motion was made by Councilmember Kinsey, seconded by Councilmember Barnes, and carried unanimously, to approve the Housing & Neighborhood Development Committee recommendation to approve the FY2014 Annual Action Plan for Housing and Community Development.

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ITEM NO. 14: BLUE LINE EXTENSION STATION AREA PLANS

Motion was made by Councilmember Barnes, seconded by Councilmember Kinsey, and carried unanimously, to (A).Approve the Transportation & Planning Committee recommendation to adopt the Blue Line Extension (BLE) Station Area Plans Volume I: The Concept Plan and receive Volume II: The Implementation Plan as information, and (B). Refer to the Transportation & Planning Committee, a discussion of Transit Oriented Development Zoning.

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ITEM NO. 15: COMMUNITY SUSTAINABILITY PLAN DEVELOPMENT

Councilmember Autry said we have before us the Plan to put forward a Community Sustainability Plan, the development of that process. This was something that we brought to Council last March to refer to the Environment Committee. Staff and the Committee have been doing a lot of work on this subject actually and we've also considered working with the County staff in this effort because through the process we found out that they were also interested in developing such a plan. From that we recommended that a jointly paid feasibility study be conducted and the Committee agreed and then we hired ICMA to do that study. They recommended that we do collaborate with the County and the six surrounding towns on the Community Sustainability Plan and they gave us several options. Staff and the Committee reviewed those and we came back with a hybrid recommendation to proceed with and decided to approach the Council with a Dinner Briefing where we got feedback from the Council. The County has already agreed to support this effort and has approved \$150,000 to help that plan. We think this is an opportunity for this community to lead in these sorts of efforts, being responsive and protective of not only our environment, but also to improve the quality of life of the citizens and to provide for economic development opportunities to make sure that as we deal with all kinds of different challenges, some of these weather events coming more and more often and more severe we need a plan in place on how we are doing to deal with the disruptions that these events may cause. A lot of the projects that we are looking at, we are looking for a way to establish a vision and unite all the different efforts that all the different governments are working on. We want to make sure that we identify any gaps that there may be and also identify any overlap of effort so that we can be more efficient and more forward with this. What we want to do is to approve the item before you where the City would agree to contribute \$150,000 to join with the county in this effort. I appreciate the work that staff has done, both in the City and the County, in this effort going forward and the support that we've had on the Environment Committee – Mr. Howard, Ms. Fallon, Ms. Pickering and Mr. Dulin. A special thanks to Mr.

Dulin for making the motion to bring forward the recommendation for approval of this Community Sustainability Plan and I want to say thank you very much for that and how much we appreciate it.

Councilmember Dulin said I just wanted the meeting to be over Mr. Chairman.

Martin Zimmerman, 1616 Bonnie Lane said from the standpoint of non-motorized vehicles, bike ped movement nationally and locally, I think it is very fair and safe to say that you've got strong allies in the community in support of embarking on this very, very important project. My own perception is that if I were to give it a name I would give it a Climate Action Plan and I think you all know that Climate Action Plans have been undertaken by institutions and communities all over the world. I say with some regret that it seems like Charlotte is anywhere from 10 to 20 years behind the times in putting together this kind of plan and that is a bit dismaying, but I will say I'm not sure how many of you know this, that UNC-Charlotte actually completed a Climate Action Plan in 2012 and it not only outlines many of the elements that you are considering, but it gives very strong emphasis to the transportation component of their Climate Action Plan and I think you all know that 28% of the greenhouse gas emissions comes from transportation sources. We are talking about much more than waste, air, electrical energy and I think the typical wish list that Charlotte has been going through is it is trying to come to terms with what are the priorities now and in the future. I just wanted to underscore the really important element of transportation in general and the contribution that non-motorized vehicles can make through reducing greenhouse gas emissions.

Charlotte Isenhower, 1625 Hawthorne Lane said I have always been sort of a civic minded, community minded person. My first go round through school I focused on education and was a middle school English teacher for 7 plus years, but as my awareness of environmental issues has grown, the fact that there is a lack of awareness in the general public has become more and more apparent to me. I have decided to go back to school and study Environmental Sustainability. That said I think one of the biggest things that this policy would do for me, importantly is job creation is big for me in the middle of changing careers, but I think there is also a lot of intangible benefits to this. The sense of pride from being from a place that is progressive in what they are doing. The sense of ownership in community from being able to have a say in policies that are created and the sense of optimism from being from a place that knows it has a bright future and is working as best it can to insure that that future is as bright as it can. Just keeping this beautiful city attractive to new comers and to its residents alike and to be a healthy place to live. I think government has a huge influence in either strengthening sustainability efforts or limiting sustainability efforts and I hope that our city government chooses to strengthen these efforts.

Jeffrey Fey, 8010 Stoneham Court, Matthews, said I am a Sustainability Technology student at CPCC and also the President of Students for Sustainability Club and I feel that a citywide sustainability plan is in the best interest of the whole community. You will provide a clear plan of goals which will be a vital tool to measure the progress of sustainability of our city. Being a sustainability student this plan will have a huge impact for me on the job market when I graduate. Not only will this improve green job opportunities but the sustainability plan will improve the quality of life for the entire community. The sustainability plan is not a plan for next year, it is not a plan for five years from now, this is a vital part of laying the ground work for a generation and a generation to come.

Allen Nelson, 1509 Ivey Drive, said I'm a Charlotte native and by background is actually in design and innovation has been a part of that. I'm a proponent of sustainability and have been for a long time. I really see the two kind of going together. I really don't think you can be innovative if you are not considering sustainability and we certainly don't won't to be labeled un-innovative. It is easy to talk innovation but I think to show and reprove yourself you really need to be considering sustainability. We are talking economic and things that benefit society and the environment of course also. I've done a lot with my neighborhood in the last few years. We've participated in the energy program last year and did a lot of energy retrofits and we are excited about that. The company I work for, we are going to be growing and expanding in Charlotte regardless with what happens with taxes and we are looking at where we will expand, public transport and the location of public transport is something we are considering. These are

all things where sustainability really comes in and affects all these things. I would like for you to consider all this and think about innovation and sustainability together.

Councilmember Pickering said I want to acknowledge and thank our Environmental Committee Chair, Councilmember Autry for his unbelievable passion and commitment to the environment. I really appreciate that. It has been a long slog I know but we are getting there. Anyone who may be concerned about spending \$150,000 on the Sustainability Plan I understand however this is a big plan. It is comprehensive and I happened to review the DC Sustainability Plan and one attachment that I looked at was 128 pages. This is a big deal and I think it is more than our staff can handle so I'm happy to support it thank you for all your hard work Mr. Chairman.

Motion was made by Councilmember Autry, seconded by Councilmember Howard to approve the Environment Committee recommendation to develop a Community Sustainability Plan, and authorize expenditure of up to \$150,000 to fund a consultant in collaboration with Mecklenburg County and the Foundation for the Carolinas.

Councilmember Barnes said I wanted to highlight the discussion I had with Mr. Autry about this particular item. I expressed some concern about the cost and what we are really trying to accomplish and among the things that strike me are the following: As a City we spend a lot of money on building lead characteristics into our buildings, we spend a lot of money on the new fire engines that have the two engines that produce less emissions. We spend a good bit of money trying to purchase hybrid vehicles for our City staff and using cleaner technologies in our police cars and we spend a good bit of money encourage the public to recycle. John and I talked about the fact that we both have recycling bins that are on a weekly basis of beyond full as compared with the trash and our home is full of CFLs and I'm sure your is full of CFLs or other technology. The point is that as he and I talked about it I struggled to understand what we would get with this \$300,000 expenditure. I looked at Greensboro's plan and I just heard from my constituent, Mr. Zimmerman about the UNCC effort. I'm still not convinced that we can't do this without spending \$300,000 - \$150,000 from the City and \$150,000 from the County so I'm not going to vote for it but I in spirit certainly appreciate the spirit of it and what we are trying to do, but I think there are other ways to avoid creating bureaucracy and to the folks who are here about spending earlier, there are some issues in our operating budget that have drawn my attention and some other people's attention I believe that relate to spending so we are not all averse to cutting spending, it is just that there are so many needs that we have to frequently figure out how to pay for things instead of always cutting things. We save more money than people think we do.

Councilmember Cooksey said I don't know how this slipped past me and I don't know if this is a question for Mr. Autry or Mr. Phocas, but the write-up says that the idea here is to achieve through specific strategies for the City/County and the six towns. What kind of buy-in do we have from the six towns at this point if we are talking about their destinies as well in a City of Charlotte City Council agenda item?

Rob Phocas, Energy and Sustainability Manager, said the County has taken the lead on reaching out to the towns. We reached out to the Town Managers and there is an effort underway now that the County Commission has approved this to reach out to the elected officials there. Those efforts will obviously continue if this is passed and moved forward. I have sat in on several meetings with staff from the towns to help explain what we are doing and to explain what the vision is.

Mr. Cooksey said part of this triggered something I heard a legislator say a few weeks ago about Charlotte trying to dictate what happens for development in the towns in the county. I thought wait, how did that get past me and here it is so that is what I was concerned with. Also why do we need to hire a consultant for this? Why can't we do this in house?

Mr. Phocas said I will get back to the point that Ms. Pickering made, is one the scope of this plan is very large. It not only includes the City, it includes the County, includes the six towns and it is also more than just the environment. We are focusing on the economy, we are focusing on social equity and the amount of resources that we think we need to produce something that we

believe will be really fruitful and be able to pull together what we've done and tie it together and come out with something that will really move this community forward is going to take a lot of organization, a lot of leadership and we want to have an extremely robust public engagement process. We want to make sure this is a community plan developed by the community and that is going to take a lot of effort, not only in terms of organization, but the structure, the social media that we want to engage. It is a big project and to do it right it will take a lot of resources.

Mr. Cooksey said I'll close with a bit of levity, there is an on-line comic called XKCD.com that did a chart on sustainability and positing the frequency of the use of the word sustainable in US English text is percentage of words by year estimated by the year 2036 sustainable would occur an average of once per page, and again this is a joke, 2061 sustainable would occur an average of once per sentence and by 2109 all sentences are just the word sustainable repeated over and over and over again. I did support sending this to the Environment Committee to have them chew over it and I haven't been persuaded at this point when the rubber meets the road to vote for it. Assuming I will lose as I usually do, I will be interested to see what comes out of it, but I'm just not there at this point.

Councilmember Dulin said my best to Chairman Autry but I'm not going to support the motion but I need to let staff know that one of the reasons I've been consistent since this came up that being down here for over 7 years I've been impressed with what staff does. This building leads the nation or at least our group, we've got the City owned buildings around town doing different functions and every single one of them have got electrical plans, sustainability plans, a sustainability, sustainability, sustainability Mr. Cooksey. Rob Phocas and the folks that he works with are doing us a great job and Heidi on the county side, doing a great job. The things that they are going to be studying for us, we are already doing. We talked about it for a long time in Committee and just another \$150,000 here another \$150,000 there and it is not our cash so I will not support it tonight.

Councilmember Fallon said I will tell you why I'm not going to vote for it and that is because I have asked for a list of what we have done in the City and a list of what the County has done so that we aren't redundant and it doesn't cross over and we don't duplicate. I have never gotten that list and until I do I am not going to vote for this.

Mayor Pro Tem Cannon said last week there was an energy conference here. Mr. Phocas was a part of it and I saw Councilwoman Mayfield there and I think Councilmember Mitchell may have made it as well and one of the things that happened to be highlighted among those that were visiting from other cities and states was the idea of where Charlotte is in terms of being on the cusp of doing things around sustainability. I want to make sure that this is captured that this is not \$150,000 per se, but is up to \$150,000 because it was stated that it was just \$150,000 here and \$150,000 there. I hear you Mr. Dulin and I get the point that you are trying to make, but it is up to \$150,000 and we could potentially expect for the Foundation of the Carolinas to come in and do more which in turn reduces any contribution that comes from the taxpayers. It might be \$10,000 or it might be \$50,000 or it might be \$5,000 who knows, but we've been good in years past about trying to make sure that we are partners working toward the same goals and this which will address the economy and the community's character and education, youth, safety and housing. It is worth I think the investment for us to be a part of something that has the potential to work. I would simply like to give it an opportunity to do just that, to see if we can get it to work and not get hung up on some things that we probably don't have to get hung up on.

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

YEAS: Councilmembers Autry, Cannon, Howard, Kinsey, Mayfield, Mitchell and Pickering.

NAYS: Councilmembers Barnes, Cooksey, Dulin and Fallon.

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ITEM NO. 16: CITY COUNCIL MEETING SCHEDULE AMENDMENT

Motion was made by Councilmember Mitchell, seconded by Councilmember Cooksey, and carried unanimously to approve the Council-Manager Relations Committee recommendation to amend the City Council calendar to add a meeting on June 24, 2013 from 12:00 p.m. to 1:30 p.m. for a quarterly briefing by the City Manager.

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ITEM NO. 17: CHARLOTTE PREMIUM OUTLETS INTERLOCAL AGREEMENT RESOLUTION

Motion was made by Councilmember Mayfield, seconded by Councilmember Howard, and carried unanimously, to adopt a resolution approving an Interlocal Agreement with Mecklenburg County for which the City will receive a payment equal to 45% of incremental County property tax revenue from a designated area from the County and remit such payment to Tanger Factory Outlet Centers/Simon Property Group, Steele Creek (1997) Ltd. Partnership and/or affiliates (Tanger).

The resolution is recorded in full in Resolution Book 44, at Page 287.

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ITEM NO. 18: CONCLUSION OF CONSENT AGENDA

ITEM NO. 22: POLICE SHOTSPOTTER SYSTEM CONTRACT AMENDMENT

Councilmember Barnes said this item concerns the Police ShotSpotter System. You all may recall a few months ago we approved basically a start-up program for it. This particular item is for \$140,000 for a contract amendment and I had an exchange earlier today with Major Willis about it and wanted him to highlight some of the success of the program and in the e-mail that you sent you detailed several instances where the shotspotter system had been successful in helping CMPD either locate a shooting suspect or evidence of a shooting. I wanted you to very briefly, if you could, talk about the successes and what you all hope to do with the expansion of the program.

Major Steve Willis, CMPD said first there is one correction to the e-mail that I sent you. I transposed the areas of coverage. The Central Division is actually 2 square miles in center city and the Grier Heights Community is 1 square mile. For those positive responses that we've had from the system, for example in April 2013 Officers responded to the 600 block ... street in reference to a shotspotter call. They observed a suspicious person leaving the area, made a contact with him and ultimately discovered he was armed with a loaded handgun. They conducted a search of the area that he came from, which is consistent where the shotspotter system alerted us to and we were able to find spent shell casings in the area that he came from that matched the ammunition that was still in the weapon. They were able to make a charge – charge of carrying a concealed weapon as well as shooting in the City. That is the most recent example. Also in April 2013 Officers in the Grier Heights Community responded to Orange Street to investigate a shotspotter alert and they were able to discover evidence that a shooting had actually occurred in that area. They recovered shell casings from the street. Again in April 2013 Officers responded to Grier Heights again on ... Street in response to a shotspotter alert. They located physical evidence as well as communicated with several residents who reported hearing the shots. One particular note in that instance is we received no 911 calls from any resident in the community indicating that a shot had occurred, which is important when you consider the system in challenged communities you may not receive a 911 call and for us that gives us that alert technologically and officers can respond independent of citizen calls for service. In April 2013 in the Grier Heights Community on Marney Avenue, Officers responded to a shotspotter alert, ultimately they discovered that a person's apartment had been shot into. It turns out there were two individuals shooting at each other and arrant round went into this apartment that was occupied by family members. As a part of that shotspotter investigation they
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discovered potential suspects as well as a 22 rifle that had been hidden under pine straw in that apartment community. In March of 2013 an officer received a shotspotter alert in his car, independent of receiving the 911 call from the dispatchers. He received that call and responded to the area. He was able to recover two shell casings and the important thing with shotspotters is the accuracy is up to 25 meters. When we get that alert we expect our officers to get out and investigate the area within 25 meters and for the most part that accuracy has been right on spot for us. What we have discovered has been within 25 meters. In March 2013 Officers responded to a shooting call on Summit Avenue. The call indicated that several subjects had been shot in the area around Club 935 at its closing time. We were able to corroborate the witness and victim testimony by hearing the shots through the shotspotter system. They told us multiple shots had been fired and we could actually hear those recorded shots and were able to verify their information. Again in March officers responded to Skyland Avenue in the Grier Heights Community. They received a call from a resident who had observed the shooting coming from a vehicle. She was cowering behind a wall waiting for the police to arrive. Once the officers arrived on the scene they were able to interview that person and she gave them suspect information and they were able to go out in the street and find the spent shell casings to corroborate her testimony. In March 2013 officers responded to North Carolina Music Factory during the CIAA. An individual was shot in the parking lot of the North Carolina Music Factory. Through that investigation our shotspotter system provided an alert for us. Detectives were able to corroborate that information and it was accurate within 10 feet of where the actual incident had occurred.

That is our last positive example so just an explanation of what we are asking you for, first is an extension of the Central Division, the 2 square miles in the center city. An early agreement with shotspotter provides us 50% discount so we are able to get it at a significant cost reduction. Secondly, is to add an additional two square mile areas in one the areas that we are challenged with calls for service involving violent crime and that is the Albemarle Road and Farm Pond Road area. We would like to add this system to that area to help benefit our investigative resources out there along with the Division in our real time crime center.

Mr. Barnes said I think that was a very helpful explanation and I know Grier Heights is in your District Ms. Kinsey and I think it is important for people to know that we are trying to help.

Councilmember Kinsey said Mayor Willis, that was a very good report, but how many people have been arrested because of that. You mentioned one or two but there were an awful lot of ..

Mayor Willis said as a specific result of a shotspotter alert of what I have reported to you that I looked at this morning is one and that is the one that we were able to identify coming out of the area. All of the others have been individuals – may or may not have been charged as a result of the shooting of the person that may have been involved. Somebody was charged at the North Carolina Music Factory incident; someone was charged at the incident that occurred near Club 935 but specifically because of shotspotter of the report that I gave you tonight it was just one.

Councilmember Autry said I appreciate this effort and I certainly know that the folks along Farm Pond Lane and Albemarle Road would appreciate having this technology installed in that area. It is really a way to multiply man power through technology. As I understand the system you can be alerted of shots fired and have a unit rolling before the 911 call would actually come into the center, if the 911 call was ever initiated, which in some situations is the case where it is not reported by a citizen. Having the ability for Police to hone in on the area and to start that investigation of shots fired I think is a good thing for the community and I appreciate the effort.

<p>Motion was made by Councilmember Barnes, seconded by Councilmember Autry, (A). Approve an amendment of \$140,000 to renew an existing subscription and add a subscription for technology services with SST, Inc. for a fixed one-year terms, and (B). adopt Budget Ordinance No. 5094-X appropriating \$140,000 in police assets forfeiture funds.</p>

Councilmember Dulin said I plan on voting yes on this issue, but I need to give the CMPD a heads up – on May 20th the May 20th Society shoots off a small replica cannon downtown at the

square and the shotspotters in Kannapolis are going to pick this up. So I just want to give you a heads up to shotspotters people.

Major Willis said ironically, I think it was the Meck-Neck Celebration we had about month ago at the grand opening of the new District Attorney's Office, they fired a cannon and all of shotspotter systems went off in the Center City so we are well aware that event occurred even if we weren't prepared.

Mr. Dulin it is a can't miss kind of deal when they fire that bad boy off, but your guys are going to be picking it up.

Mayor Willis said Mr. Dulin if you are going to be there I will make sure that the Center City Division knows that we are going to be firing off that cannon so they will be well aware.

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

The ordinance is recorded in full in Ordinance Book 58, at Page 151.

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CONDOLENCES TO FAMILY OF STEVE FURR

Mayor Pro Tem Cannon said Mayor and Council send their condolences of the family of Steve Furr. You may see on the badge of our men in blue here tonight, a black ribbon going across their badge. Steve was a very good officer, served this community well and men, all I will say is continue to take care of yourselves. Go to the doctor, get those check-ups, make sure your heart is fine, make sure your blood pressure is low, let nothing stress you out, and women the same thing to you. He was a good man and did some great things and we know that we will miss him. Please send our regards to the family.

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ITEM NO. 30: CITY LYNX GOLD LINE BRAKE MODIFICATIONS

Councilmember Dulin said this has to do with the Streetcar and for the starter line of the Streetcar they are going to bring back the old historic trolley cars. They have been out of service for 4 or 5 years but they have to bring them back up to speed and it is \$400,000 to work on the brakes on these old trolley cars and I just want to make sure that the community knows that the spending is starting. I don't know, maybe they are going to paint these things gold and maybe they are going to paint them with gold for \$400,000, maybe they are gold brakes, but the spending has started on the Streetcar and I will vote no on this.

Motion was made by Councilmember Howard, seconded by Councilmember Kinsey, to (A) approve the purchase of brake equipment, as authorized by the sole source exemption G.S. 143-129 (e) (6) and (B). Authorize the City Manager to negotiate and execute an agreement with Gomaco, Inc. for brake modifications for the three replica vehicles that will operate on the CityLYNX Gold Line Project.
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The vote was taken on the motion and was recorded as follows:

YEAS: Councilmembers Autry, Barnes, Cannon, Fallon, Howard, Kinsey, Mayfield, Mitchell and Pickering.

NAYS: Councilmembers Cooksey and Dulin.

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ITEM NO. 33: UNC CHARLOTTE COMMUNICATIONS VAULT RELOCATION

Councilmember Mayfield said the question that I had was, so that the community has a clear understanding, Item No. 33 is to authorize the City Manager to negotiate and execute a

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reimbursement agreement for an amount up to \$125,000 with UNC-Charlotte to relocate an information and technology services communication vault in advance of the LYNX Blue Line Extension. The question I have for staff was regarding if there is any funding and if so how much is being contributed by UNC because it was just a week or two ago that we had another increase regarding specifically UNC and burying of the lines. It seems like that is outside of Blue Line related funding there is an additional cost from UNC and as a partner I am wondering what they are bringing to this partnership.

Danny Rogers, Blue Line Extension Project Director with CATS said the vault is already there and it would be in the future right-of-way for the roadway that has to be widened as part of the light rail project. It is our responsibility to move that vault because it is a relocation that we are requiring. The cost will be incurred by the project.

Ms. Mayfield said what we are asking for tonight is the approval of up to \$125,000. Is there any way for us to be presented with what the total costs is because it does concern me and it seems like we are setting a precedent that every Monday there is going to be an individual financial request specific to UNC and that can be possibly opening the door for other institutions and/or businesses that are going to be affected by the growth of the City and the expansion of the Blue Line Extension with these agreements that we are making and what appears to me are concessions that we are making with this partner in our community.

Mr. Rogers said the previous agreement with the University was a partnership agreement. This issue is specific to construction of the project. They are not related and I don't believe we will have anything coming up for UNCC for a while.

Councilmember Barnes said I want to speak to this issue as Ms. Mayfield has brought it up on a couple of occasions. The City created what was called the South Corridor Improvement Program along the original leg of the Blue Line and spend about \$50 million for corridor improvements for infrastructure. We established a similar program called the Northeast Corridor Improvement Program NIECE to assist the Blue Line Extension in terms of providing for infrastructure improvements along that corridor. The \$3 million you referenced came from the original NIECE allocation from 2008 to 2010 and it was essentially savings within that budget. UNC-Charlotte itself has committed \$5 million either in land value or in kind contributions to the Blue Line Extension and earlier tonight we talked about spending \$63 million on the Streetcar and I don't believe any of the institutions that would benefit from that line have ponied up one dime for the Streetcar. UNC-Charlotte has stepped up to try to help us get the Blue Line done. We did the same thing along the line in your District that we are doing for the Blue Line Extension and I think we have been and continue to be very consistent in how we try to get that project done. I hope what Mr. Rogers said helped, but I don't think that there is any doubt that UNC-Charlotte has been anything but a very willing and capable partner in getting the Blue Line Extension Project done.

Motion was made by Councilmember Howard, seconded by Councilmember Cannon, and carried unanimously, to authorize the City Manager to negotiate and execute a reimbursement agreement for an amount up to \$125,000 with UNC Charlotte to relocate an information and technology services communication vault in advance of the LYNX Blue Line Extension.

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ITEM NO. 19: MAYOR AND COUNCIL TOPICS

Councilmember Howard said one of the things I did last year after the Junior League had their Legislative Breakfast is brought back a subject about human trafficking and I've always heard really good things when I've gone to that breakfast. The one that came up this year was about the food desert, something we've heard a lot about and Ms. Mayfield has spoken about. I was wondering if the Council would indulge me of referring this subject to the ED Committee just to see what the City's role is or should be in dealing with this throughout our community.

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Mayor Pro Tem Cannon said a request has been made to send that to ED and nobody seems to have any opposition to it so I guess that will move on.

Councilmember Barnes said I wanted to make a couple of announcements – one is regarding this coming Thursday, May 16th at 6:30 we will have a Town Hall Meeting for District 4. Anyone can come, but primarily for District 4. It will be at IKEA from 6:30 to 8:00 and we will have our new City Manager, Ron Carlee and we will have the three new Police Division Captains for Northeast Charlotte there and we will also have staff from C-DOT and NC-DOT and CATS to talk about I-85 widening, I-485 completion and the Blue Line Extension. There will be conversations about other road projects in that part of the City, including the Prosperity Church Road Area, the Eastern Circumferential so if you can please come to IKEA, the second floor in the Community Room. Also on June 8th I will be having what is now my annual shred event. Last year we shredded over 14,000 pounds of paper, and it will be on Jun 8th from 9:00 a.m. to 12:00 p.m. in the parking lot of Smokey Bones. I want to thank our good friends at Smokey Bones and Syntos for being the vendor this year. June 8th at the parking lot of Smokey Bones at the corner of W. T. Harris and North Tryon Street. Bring your paper to be shredded and I look forward to seeing people then.

Councilmember Howard said would you make sure that information gets e-mailed to us this time. I would like to share that with some folks as well.

Mr. Barnes said CMPD will be there as well to talk about identity theft and the folks at 311 will be there. Kim Oliver is always a great help in getting this done and if you have any questions you can reach her at 704 336-2180.

Councilmember Mayfield said I definitely want to reach out and thank Janet McIver who is the Principal of Thomasboro Academy. Thomasboro hosted their Mother/Son dance this past Friday and I have a wonderful 13-year old mentee Austin who asked his mom if I could be his date to the dance and that was my first middle school dance which was really a great opportunity and I want to thank Ms. McIver and the entire staff at Thomasboro Academy for the work they are doing for the youth. Also this past Saturday evening the Carolinas Chinese Chamber of Commerce had their annual event and there was a great opportunity to have a chance to show support for our diverse Asian Community as everyone knows we have about a 10% Asian population and yesterday for Mother's Day there was the Soorya Festival which is the Indian Community Sun Festival. The festival of the sun which was an amazing celebration and it was the first time that it was actually shown in the United States of America and they hosted it at the Holton Theatre. I just wanted to reach out and let everyone in the viewing audience know that we have a growing and very diverse community so if you have an opportunity look on line or reach out to find out about up-coming festivals and events or feel free to call my office at 704-336-3435 to get any information that I would gladly like to share with you.

Councilmember Autry said yesterday I had the distinct pleasure to join in Bike Fest on Thomas Avenue and that was the culminating event of a two-week series of events called Bike Charlotte and I want to thank the organizers and KT with the City staff for doing such a great job for those two weeks. There were lots of rides, lots of educational opportunities and even a hosted ride where you go around and inventory trees. It was quite a group and also thank the folks over at B-Cycle. If you don't have your B-Cycle card now is a great time to do it because it is great to be able to part here at the Government Center and get on a B-Cycle and run uptown for a meeting that you have to go to and it saves you from having to park and make that other traverse and it might even help your heart rate a little bit once in a while.

Councilmember Mitchell said I got an invitation from Ms. Clare Lane about the Northeast Coalition meeting on Sunday May 19th at 2:00 at the University Regional Library. Unfortunately I will not be able to attend but I think the City Manager is going to be there, Councilmembers Barnes, Pickering, Cannon, Howard and Fallon. Thank you for the invitation and it is open to all the citizens.

Mayor Pro Tem Cannon said don't forget tomorrow Small Business Week will continue, it started yesterday – yesterday being Sunday. Harris Conference Center, 3216 CPCC Harris

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Campus Drive, 28208. Hopefully I think members of Council will be there tomorrow as well
8:00 a.m.

ADJOURN

Motion was made by Councilmember Barnes, seconded by Councilmember Kinsey, and
carried unanimously, to adjourn the meeting at 10:01 p.m.



Stephanie C. Kelly, City Clerk

Length of Meeting: 4 Hours, 46 Minutes
Minutes Completed: August 14, 2013