

The City Council of the City of Charlotte, North Carolina convened for a Dinner Briefing on Tuesday, May 27, 2014 at 5:09 p.m. in Conference Room #267 of the Charlotte Mecklenburg Government Center with Mayor Dan Clodfelter presiding. Councilmembers present were Al Austin, John Autry, Michael Barnes, Ed Driggs, Claire Fallon, David Howard, Vi Lyles, LaWana Mayfield, Greg Phipps and Kenny Smith.

ABSENT: Councilmember Patsy Kinsey

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Mayor Clodfelter called the meeting to order at 5:09 p.m. and said a couple items about the agenda for the Councilmembers; Item No. 4 on the Dinner Agenda is the update on the road closures for the CityLYNX Gold Line. The Manager is going to talk about that in his presentation in the open meeting because we need to get that broadcast so folks know that's important information to get out. Unless you've got a burning question on that that needs to be answered between now and the time he talks about it at the meeting, we are probably going to move through item fairly quickly. We also have closed session items so we would like to get that done before we start if we can. We will have the two presentations and if we can get those done by 6:00 that leaves time to do the closed session.

City Manager Ron Carlee said we intentionally scheduled these two presentations together; they both are of a regional nature, they are not just Charlotte, but Charlotte is a big part of both of these projects and represent very significant regional coordination. There are some opportunities I think for some confusion around them because they do interconnect, but they are different and we thought giving you the opportunity to hear about both of them the same evening would help frame them for you and provide you an opportunity to begin to think through what Charlotte's role is in both of these regional efforts. We are going to begin with CONNECT Our Future presentation; Michael Johnson is going to kick that off and I believe Pat Riley is also going to participate and then we will follow behind that with the Mecklenburg Livable Communities Plan and Heidi Pruess is going to present that. Mr. Mayor, without objection I will turn it over to Mr. Johnson.

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ITEM NO. 2: CONNECT OUR FUTURE

Michael Johnson, Centralina Council of Governments said with me this evening are Pat Riley, President of Allen Tate Realtors and Jim Prosser who is the Executive Director of the Centralina Council of Governments. We appreciate the opportunity to share with you the what, why and how of CONNECT Our Future initiative as the Charlotte region progresses in building a framework for regional growth. The monitors predict the current 14-county Charlotte region population that 2.4 million people will swell by another 1.8 million and add 860,000 jobs by the year 2050. According to the 2010 census the Charlotte region was one of the fastest growing regions in the US with a population in excess of 1 million people, but also consider our region is one of the largest in the nation without the benefit of a regional road framework. What CONNECT is building is a comprehensive plan for a framework which supports regional jobs and economic growth, supports control and cost of government and supports recognition and the improvement of quality of life. The question is why. Why is CONNECT building a regional framework? The answer is obvious. No city or county in the region can fully address the magnitude of this growth alone. We are interdependent; we all breathe the same air. We drink from the same rivers; we travel the same roads. Our local economies are inextricably linked. We cannot work in silos; we need strategies and a disciplinary system that transcends political jurisdictions and boundaries and will grow with us as a region. Central to CONNECT's regional growth framework is a comprehensive economic development strategy; a critical element for success of the development of physical and social infrastructure that will make our region thrive. The CONNECT process builds on what already exists and is really collaborative across political boundaries, across the public, private and non-profit sectors and brings together all residents of this region from all and every walk of life. Unique to the CONNECT process is very aggressive community engagement. To date nearly 7,000 residents from across the region have participated in the comprehensive engagement with open houses, focus groups, community based workshops, small group meetings, city/county meetings and on line through our web platform. Reality Check 2050 original planning workshop conducted in concert with the Urban Land Institute

included more than 400 urban planners, engineers, elected officials and professionals from all walks of life. Interestingly, participants were divided in groups of 10, given detailed regional maps, multicolored LEGOs and yarn then asked to fabricate a regional development plan. I think there were 48 plans devised, the results of which were remarkable to say the least. The elements of those plans are reflected in the alternative growth options contained in the handout you received so I would encourage you to look at those. I think you will find them most interesting.

CONNECT employs the three-step engagement process by which the regional preferred growth option criteria is derived, vetted and assembled. First, public engagement determines the value placed and the ordering of evaluation criteria. Second, input from community growth workshops creates options for growth then reviewed by a policy forum composed of elected officials, community leaders using the evaluation criteria to select alternative growth scenarios and ultimately are the preferred growth option of the region. Over the past 18 months, 10 evaluation priorities have emerged from this public engagement. The list illustrates the region's top five priorities; parks and open space, more transportation choices, support our communities, which is simply the individual community characteristics of the 73 communities and counties that make up this 14-county region, support for local farms and cost of providing services. This is the CONNECT process map, it is a graphic illustration of the process by which public evaluation criteria, technical support from program work groups and policy forum review is woven into the fabric of the regional growth framework.

In December of this year the input of the region will be refined into a preferred growth option along with strategies, tools and best national practices to create a regional growth framework which local governments may electively begin to use. Elements of the framework are listed in your packet information as well. At this point I would like to acknowledge members of the Policy Forum from the Charlotte City Council; Patsy Kinsey and David Howard and also representing Mecklenburg County are Commissioners Leslie Johnson and Pat Cotham. With the regional framework for growth having been approved by policy forum members later this year, please note; first, the regional growth framework does not impose on level plans, it is a resource of data, strategies and tools to help make informed decisions regionally. For example, the Mecklenburg Livable Communities Plan, although as not as geographically broad is complimentary to CONNECT in many respects and expands in the areas not covered by CONNECT such as K-12 education, arts and culture. Be assured that the 2015 data from the Mecklenburg Plan is anticipated to be incorporated in future CONNECT updates. Second, the City of Charlotte will not be asked to approve the regional framework. The framework will be accepted by CONNECT consortium members comprised of local elected leaders and staff in addition to members of the business and non-profit community. Four of the CONNECT regional initiatives are already underway. I'm going to speak to the first three and Pat Riley will be talking in more detail regarding Community Housing Strategies.

Regional challenges and opportunities will most likely not present themselves with simple singular solutions, but rather they will require multiple variable strategies across many disciplines, such as the case with CONNECT initiatives and advance manufacturing, regional freight planning and career headlight. According to a site section magazine IBM Business Survey, the Greater Charlotte Region ranked 11th nationally and 33rd in the world global competitiveness survey. In a CONNECT supported effort the Centralina Economic Development Commission determined a strong regional competency in the area of advanced manufacturing, a strategy which has resulted in investing and in manufacturing communities partnership, US Department of Economic Development Administration Grant to assist in leveraging the regions advanced manufacturing competency. Presently, Centralina has applied for another IMCP Grant to be awarded to only 12 US regions. The value of the grant is estimated to be in the range of \$1.3 billion to be distributed among the designees in various levels of plant house cabin level assistance brought potential for reclaiming 21,500 regional manufacturing jobs lost during the recession hangs in the balance. Integral to establishing an advanced manufacturing alliance in Charlotte is Regional Freight Planning. Efficient movement of freight is critical for business growth in the global Charlotte region. The City of Charlotte's foresight in creation of the Intermodal Freight Facility at the Charlotte Douglas International Airport brings the concept of air, rail, port and highway to the heart of a regional freight system required of a world class manufacturing leader imperative for a global manufacturing leader is a highly skilled and

adequately supplied workforce, an effort covering the greater 17 county Charlotte region Centralina Workforce Development has created a web based platform matching perspective employees with employers. Career Headlight in collaboration with more than 50 institutions of higher education aligns workers and career paths with the requirements of their chosen field and where to find the trained they will need. In short Advanced Manufacturing is an issue of regional proportion that depends upon infrastructure, transportation, employee housing, education and the development of manufacturing eco systems. The regional implications of Advanced Manufacturing will long eclipse the initial CONNECT Our Future Grant but it will not eclipse the conversation of our region which we have begun nor the framework which we all are collectively building. As neighbors we are learning one another's dialect, but hopefully, if we are diligent our children will become fluent in this language of regionalism. We wish to thank the City of Charlotte for being a tremendous CONNECT collaborative partner and an integral consortium member, we are grateful for your participation.

Pat Riley, Allen Tate Realtors said Dan Rather, when he came to speak to the Chamber in one of the annual meetings, it was right after we got the Panthers and he kind of woke me up having been here 22 years and he says you know what I would do, that mascot you've got, that big cat, that big black cat puts their paw down very carefully before they put all their weight. He said I am so envious of you folks being able to build a city, to build a region. He said how many people in America aren't fixing, rehabbing, redoing, revitalizing, tearing down, rebuilding and you guys get a chance to do it right the first time. I've talked about that mantra over and over again especially to friends around the country to say we are blessed when I think of my 20 years here because of those folks over there; we're doing a very good job. That is why we are still attracting and maintaining and folks are coming here, but if we lose sight and we don't think as a region what are we going to look back at 25 years from now, are we going to look back and say, boy we blew it. You've heard in transportation we blew it and air quality we blew it and housing we are going to look back and say you know what when we get all these counties together under the leadership of Charlotte, because let's face it, sometimes we are the big dog the bully and sometimes we are holding resources that they could use, it is just how we work together as human beings to make that happen.

I start into what we talk about as housing, we learned in America over the last 4 years, we started before that with Clinton, all the way through Bush the whole way up through Obama, America said housing is good, home ownership is good. While we got homeownership up to 74%, homeownership in America since World War II is 62%. We learned a big lesson, what good is it to own a home if you can't pay the heat bill or fix the roof, so we're now back down to 64%; we've learned our lesson. Again we as Americans learned our lesson, we've got to be around a 62% homeownership ratio. Now we are just about back to that ratio but if we are going to see growth, unparalleled growth, part of this study is to look at where are we now in the region as far as existing housing, what percentage of that housing is going to be deteriorating or being torn down or has passed its useful life and what percent are we going to need to look at in the future to be able to handle this growth, whether it is rental or whether it is owned. Not only is Mecklenburg exploding, if we look at the region itself these percentages speak for themselves. And it going to happen, right through the recession, 30,000 people came to Mecklenburg County alone, year in year out right through the recession they came here. They came here without jobs, they are coming here, young people and as I tell many people they will bar tend until they get their job. When I got my first job it was in Erie, PA and you wet the snow to Erie. Today they are not going to Erie, they are coming here and they are going to wait here until they find the job that they want, and you can't blame them for that.

When we talk about the Community Housing Strategy, again we did an inventory dip. The first part of any study is to say what do we have now and what are we going to need going forward. What are the needs going to be? There are some overwhelming changes, society changes as it relates to housing. Very quickly, the elderly who have their homes paid for didn't want to sell the last four years. Why would they? They now are recognizing the time is quicken and I need to get my home sold; they need to live somewhere, connectivity close convenient to their worldly needs. Joe Boomers are all downsizing, the largest generation are all moving toward downsizing. They want downsizing, they want something smaller and what they are selling is selling for less or appreciating less than what they are buying because the biggest generation in history wants the same thing. Then we have the Millenials and the X'ers coming along, they don't want

anything that their parents lived in. They don't want dining rooms, they don't want living rooms, they don't want china, they don't silver, they want the outside in, they don't want walls, it is a whole mismatch but all it says however, we need to build, we need to maintain, we need to take care of our housing stock because a household is a rooftop and with that rooftop families are made, history is made. It is huge. So we have to serve the employers for the job growth; we have to look at the life cycle of housing, we have to look at these society changes that are coming about. My parents wanted to be around a lack of noise and kids, they all want to go somewhere and retire where it was quiet. The Boomers are saying I want kids, baby carriages, I want to be around all of that and I want to be close. Everyone wants connectivity, everybody wants to know their neighbors now, everybody wants to bring the outside in.

Economic Development is huge, it runs the engine. We have people still wanting to come here, if we just let housing just free fall without a plan without a comprehensive plan where is going to be this price housing, where is going to be these rental units, where is going to be these first floor masters. If we don't plan it, it is going to happen and then I roll it back again and say you were right, we blew it, we blew it. So we have done this study now to find out where we are, now we have to hope that each county, each municipality takes those numbers and builds a plan, and here is the key; a plan that kind of ties into the neighboring county next to them because if one clan goes this way and the zoning over here is that way, it is going to be a mess. So CONNECT has curves, has curves and resources and housing specialists that are doing this work. Now it is a point of public engagement; what does the public want? We heard already from the Mayor that the public wants to have a plan of what this region is going to look like or we now have to dive into these areas like housing so we are surveying the housing, the homeowners themselves. We analyze today, we analyze how much and what type is needed for the future and what we are hoping is the municipalities will use this data and information to plan smartly in the future. We are also unequivocally making sure that the Fair Housing Equity Assessment is all part of it. We also know it is very, very important that communities in the future are mixed, and the public is waking up to that. They're kind of enjoying that; I talked about the new generations they want to be connected and want multiple price points. Years ago everybody at this plant was over here and everybody at this price point and I think you took that down in First Ward and said we can do it; we've done it again behind SouthPark. We can go along and mix it, we're going to have to go subsidize the developer to mix because the developer themselves in the world that we live in are not going to do that out of the goodness of their heart. It can be regulated, but there has to be some support there to say that we are going to mix it up.

Public and stakeholder feedback, senior housing because we are all living longer, just cannot allow, allow and affordable senior housing is huge. Also getting people closer to work; 82% of the people live within seven miles, even if they move they only move within seven miles of where they are already at. That is where their church is, that is where their play is; that is where their schools are so when you are talking about connectivity there is not going to be a whole lot of movement outside of seven miles of where they already live; 82% of the people that is where they are going to move, so we have to go in and far reach into the communities. Affordable housing, lack of housing for seniors and barriers need to be addressed as far as land availability. I worry about the over building of rental housing. SouthEnd, I love what is going on with the rail, however too much rental and not enough condo, but you can't do condos today because the federal government, you cannot with Fannie and Freddie, get financing for condos right now. As much as it might be a local issue, in many cases it is not a local issue. You could build a condo tower right now and you can't sell it until the financing gets right so we all have to work together on this.

The regional needs, the community strategy, families are growing at different rates so some counties out there are sleeping or saying we don't have to worry about this now. What they are really saying is let's pull up the drawbridge, we like it the way it is. That ain't going to work either so we have to communicate and say as much as you like to pull up the drawbridge, it isn't going to happen so let's figure out how to work together and in the big scope of job creation we need it for the economic engine. As we talk about the older residents because of the Boomers and the aged we are all pushing toward that. Family sizes, we are at the lower end, 33% of all sales now are millennials and millennials don't like anything that we've every done before. The millenials didn't buy homes when most of their parents did; they are buying houses at 30, 33, 34, and 35 and their parents bought a house at 21, 22 and 23 so there is eight years of that

mix, but they are coming out, 33% of all sales now sleep harmonious so they are leaving their roommates, they are leaving home and they are creating households now faster than any of the other sectors.

Housing production declined. Could you picture rolling off of a car lot and some of you in this could you imagine smelling leather when you take that new car off the dirt and you smell it and say ahh. Now you know you just paid a lot more money than the person who bought the 25,000 mile guaranteed for life transmission because you just took the depreciation. Well, we have not had in this country a million houses a year now for 5 years. In our little region here you can see here 5,000 units in 2010 dropping 25,000 units so we are about 125,000 units behind due to the recession. Just picture the pent up demand now of folks that want that smell of a new home. I want that first turkey to be in my oven; I don't want anybody to cook that turkey before me. That is another thing that is happen now, you have a pent up demand for new and so what's happening is every new start is being bought up as fast as possible and that takes our eye off of restoring and refurbishing the homes that are in great; we are blessed in this town to have beautiful neighborhoods that we need to keep our eye on and make sure they don't turn in their own intent and they become a homeowner owned instead of investor owned.

We had regional mapping done; we've tied in as best we can with the community wants and needs. The strategy is there to, as the Mayor said, all this is, is to compliment what you guys are already doing and we hope that you will use this data and we hope more than anything that you will work with your neighboring counties to have them see the vision that you have in this room.

Councilmember Howard said thank you for your work on this and so many other things you do. You talk about how many we are behind and that is houses in the region, is that in the 14-county region?

Mr. Riley said that is in the 14-county region, yes sir.

Mr. Howard said do we know how many of those units have replaced with rental? How are we overall with total projections of units for sale and rental?

Mr. Riley said total household creation we are in a 4 ½ month days on the market. We do not have inventory out there, in other words there is not enough supply of anything, new or used. You sit there and say there is a house down the street that has been for sale for six months, something is wrong. If you can't sell a house today with an eight year low inventory of resale and a 38-year low of new, something is wrong with the house. It is probably price because somebody came in there and tried to gun real hard and say here is the problem. Boomers are selling their homes because they want to downsize so what are they wanting, they all want the same thing. They want quality and less square footage and there is not as many buyers for the Boomer houses so we're going to have some interesting dynamics out there where you can't make one generalized statement that this price or that price. We just know that as these generations are changing it is going to have problems, but we have a shortage of housing period. The rental housing is taking up all those folks who can't buy or own anymore. About 74% of down to 62%, those people are going to have to rent forever and then we have people who have to clean up their credit. They are going to have to rent for three, four or five years and then we have the in migration and then we have the Millennials that want to move into home ownership. That is why the rental market's so hot coupled with the government is willing to let lenders lend for those. That is why. The only thing you can get money to build in the last four years was apartments; that is why you see from Raleigh all the way from Greenville, South Carolina, apartments up and down I-85. Do I believe we are over building and there will be a glut someday, I do, but it won't be in the short because we have so many new homes, single family, townhouse that aren't being built yet. I think we will be okay, but we are over building.

Mr. Howard said is that 25,000 per year kind of an average?

Mr. Riley said up to 2006.

Mr. Howard said it has gotten as high as 25,000.

Mr. Riley said yeah, it was like 18 to 25.

Mayor Clodfelter said Mayor Pro Tem we are glad to have you with us, thanks for this work. How do you plan to assess the use that is being made of this product by the different jurisdictions route; what kind of follow-up is there to see what people are doing with this?

Jim Prosser, Centralina Council of Governments said the answer to that is really we are actually actively engaged in communities already on some of these issues. For example, in the housing area we are working with three different communities right now; two of them improving their development and review process, another one assisting them with their downtown development. We will continue to monitor that type of activity plus there is general indicators that haven't identified and everyone who is performing period, but have been agreed to by the consortium policy group and we are going to be in tune to measure the changes in the performance along the different areas, including housing and economic development, transportation and such.

Mayor Clodfelter said you will do a regional report?

Mr. Prosser said yes.

Councilmember Driggs said I think this is great work and I'm glad that somebody is doing it. I look at how Council functions, we've got five focus area plans we just completed, the Community Investment Plan that contemplates block issuance going out to 2020 and I'm just wondering what is the interaction? How does this overlay, what kind of embark in a certain sort of direction and we've made some commitments going out for a while.

Mr. Johnson said I think your commitments are certainly recognized. Fundamentally, the difference is you have to kind of step outside of it a little bit in that essentially; let's take Transportation and Planning per se and as a member of your Transportation and Planning, it is essentially focused on Union, Mecklenburg and Iredell Counties at this point. The CCOG region is 14 counties, is by state and this is mandated of course by the Metropolitan Statistical Survey Area and if we expand to that area as CONNECT has, we are in 14 counties so you have a tremendous amount of gap in the region that actually isn't served by that mechanism. Let's take it as far as the Charlotte Regional Partnership, now we are up to 17 counties, the gap widens. What the point of interest is is that as money becomes more constrained, it is just like STI the State is doing. We are not going to do projects unless the numbers are there, unless we can show that there is benefit, we are not going to do it. I think where we are going to be as a region competitively is we're going to be seeking grants, federal funding monies and we are not going to be as effective in our ability to solicit those monies and bring them into the Charlotte region unless we can color in the negative spaces. I think that is where a project like CONNECT brings not supplanted what you've done in Charlotte, quite to the contrary. But building upon it just like your Intermodal Freight Facility. Were it not for you, where are we? From that perspective I think it is a wonderful marriage and a wonderful partnership; it just strengthens the COGG's.

Mr. Riley said it is very, very sad that the Federal Government gave us \$8 million dollars because we are a large region and we don't have a comprehensive plan. It would be very sad not to blow this and not be able to put a regional plan together because someday when money is there to dole out, guess what, the people that are regional and thinking big picture and have a plan, they are probably going to be first in line for any of that money that is out there.

Councilmember Fallon said how are the banks putting the foreclosures on the market going to affect this?

Mr. Riley said we are down to less than 2%; 1.8% of properties for sale now are distressed properties. That reached a high of 20%. These investors you saw coming into town to buy properties, they weren't buying distressed properties; they were buying nice homes \$200,000 and under, brick with a one-car garage and they are going to hold them for six years and ride the appreciation ladder. They took about 2,800 homes out of the market, but it came at a time when it was probably good to get them out. Long term proposed number of percentage 1.8%, 1.5% is what it always pre-recession; post-recession 1.5% will happen every year no matter what.

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Ms. Fallon said but it has caused a problem because it has taken the prices down low in places so you have to start from a much lower base. A lot of people are under water because of this.

Mr. Riley said 8.2 million Americans under water right now; 8.2 households are still under water, but every month, were setting back. Last year it was 12% and the year before was 12% appreciation in America we're even better than that in many of our cases. That still doesn't get many people back to 2006 levels, but now we are getting back to the 3.5% that we're used to since World War II... This year we are going to get back to 3.5%. Every 1% of appreciation takes about a million two of those people out from underneath it.

Mayor Clodfelter said this is really some valuable work and we appreciate you sharing it with us tonight. This is just the first information presentation so we know we are going to be talking with you a lot more about it as we go; thank you for coming tonight.

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ITEM NO. 1: MAYOR AND COUNCIL CONSENT ITEM QUESTIONS

Mayor Clodfelter said do we have any questions about the Consent Agenda?

Councilmember Mayfield said Item No. 32 for clarification; I'm not a fan of amendments and we are looking at increase and I want a little bit more clarity on that percentage, which is something I think is something we are going to be discussing in Committee with how we move forward with that, but just a little bit more clarification on the percentage that we are looking at.

Councilmember Fallon said Item No. 16, 26 and 32.

Mayor Clodfelter said do you have questions that can get answered perhaps?

Ms. Fallon said Law Enforcement Vans, didn't we get a lot of stuff for the DNC that was given to us after it could be modified for this without having to go out and buy new stuff?

Councilmember Lyles said not that I know of. Pardon me Mayor, but I think a lot of those vans were brought in and taken back.

Ms. Fallon said I know a lot of stuff was modified.

Mayor Clodfelter said we will get you some information on that.

Ms. Fallon said Item No. 26 is McAlpine Creek Wastewater Plant Pump replacement; it started in 2007, why didn't they correct it and why didn't the people that sold them to us responsible for them? Or did they and it didn't work out? The other thing is Item No. 32 and I took care of that, it's done. It's part of a contract and I understand it. What I wanted to add is the addendum and it is added.

Councilmember Driggs said I have questions about Item No. 24 and No. 25 - Blue Line Extension items. It appears from the description that we have basically some money left over from \$350 million in total projected project costs and if they use it as proposed in here; I'm just trying to understand what is the alternative if we didn't actually do the things that are suggested in here, do you give it back to the Feds or did we consider other uses for those funds? I just want to know the context of which we are committing use.

Planning Director Debra Campbell said it is a similar question that Mr. Smith asked and we responded to him in writing.

Councilmember Phipps said Item No. 22: Private Developer Funds for Traffic Signal Improvements. I just wanted to know does this amount represent the entire costs of the signalized intersection.

Ms. Campbell said yes.

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ITEM NO. 3: MECKLENBURG LIVABLE COMMUNITIES PLAN

Heidi Pruess, Communities Plan for Sustainability, Mecklenburg County said thank you very much for having me here to speak tonight. Pat Mumford is on the Oversight Committee for which I will be talking about this publicly. And then those of you who are on our Work Group please stand so you can be recognized. These are some of the folks who have been working on what it is I will be talking about tonight so I want to be sure that you know that your constituents are in the room. I'm going to try and be as brief as possible. I'm going to talk to you about Mecklenburg Livable Communities Plan and share information with you basically, the what, why, who, when and tell you a little bit about what's next and how you can get involved. At the end of this presentation and following this presentation in the days to come, I will be contacting you to give you an opportunity to meet with me one on one or in small groups to give me your specific feedback. Because in fact I'm coming to you with information because this is the time for specific feedback as we are midway through the process.

What is the Mecklenburg Livable Communities Plan (MLCP); let's start there with the what. This is a joint initiative, jointly funded by the City, the County, the Foundation for the Carolinas and the Knight Foundation also contributed funds and then we also have our partners of the six towns who are engaged in our Oversight Committee. This is a joint initiative among those entities. We are attempting to create a vision for Mecklenburg County; because believe it or not, we don't have an existing document that you can go to that identifies our vision for the community into the future and this is how we are proceeding to reach that vision. What we want to do is build on existing plans so despite the fact that we don't have community vision today; we do have more than 150 existing plans. We want to build off of those plans, not repeat what is there, not take away from what is there. Maybe we will find some gaps that need to be introduced with new programs and then we want to be measurable at the end of the day because one of the things that we discovered in 2012 as we initiated this effort was our visibility study said that if it's not measureable don't do it. If you can't come back to us with a report on what you mean by the vision of our community and how we're getting there; just don't do it.

Why we need this vision; part of the reason why the Foundation for the Carolinas and the Knight Foundation were interested is because they saw that discussion you were just having about federal fund and the purpose for having a regional vision being able to leverage federal dollars, state dollars around something that is a unified community vision. So that is part of why we need to have this county vision, but we also know that despite the fact that we have this more than 150 existing plans, we don't always talk to each other. Sometimes we have plans that conflict with one another and sometimes we have so many plans going on at the same time that there are gaps and we know that there are gaps. The other thing that we recognize through the visibility study that was conducted was that we need more opportunity for community engagement around this topic of what is the vision for our community. We see this as a way in which we can put together side by side what local government doing and what our partners in the community are doing in order to help us reach a common vision. At the end of the day when we are done with the plan and the vision it might look something like this. This is a single version of what this large tree might look like. Imagine this as many branches off of it, but I just want to give you a flavor and we'll revisit this at the end of the presentation. We are going to create a vision with a suite of guiding principles. One of those guiding principles might be we want a healthy community. We will have several focus areas; one of those focus areas might be that the built environment as a priority of helping us reach that guiding principle. Then we may have series of goals; one goal might be that without a community we have food deserts which we know we currently have. Then we will identify a series of strategies and targets. These strategies and targets may be owned by the City of Charlotte; they may be owned by Mecklenburg County; they may be owned by any one of the other jurisdictions within the County or they may be owned by a community partner like United Way for instance.

One of the things you have in front of you is the single page flyer which the Manager is holding up for you right now. As you see in this slide it has a big DRAFT statement across the front of it. This is a draft document and that is why we are here tonight is to solicit your feedback and

input and give you an opportunity to do that. This document, if you look at it is Phase I component of this initiative so it is a creation of this vision and the guiding principles that will help guide us in the creation of what are the priority goals and what are the strategies to get to those goals. The header on the vision is Greater Charlotte, Big city opportunities, with a small town feel. There is a paragraph in the middle of that vision statement that's the vision statement itself that articulates that Greater Charlotte is home and goes on to describe that and then you have series of six guiding principles at the bottom that are being utilized by our elected members as we speak.

We have a variety of different tools to help us get to this point. What you see in front of you is a Wordle, the bigger the word the more people said that word with emphasis that this is where we should be going. This is one input mechanism we have prior six of these different Wordles depending on focus areas so this is one example and example only, but just to give you a flavor for the way in which we are trying to build consensus around what needs to be in our vision and strategy. We did start with a blank piece of paper; we started with more than 150 plus plan and went through a couple different versions of what a draft vision could look like until we got to the place where you see this flyer in front of you today. Again, it is still a draft so there is opportunity for improvements and I will just point out to you that one of the guiding principles at the bottom of that flyer says ready and we had some discussion around maybe that guiding principle needs to be compare instead of ready. So there is still this flux going on with regards to this plan.

A little bit about who you saw; some of our residents who are in the room who have been participating. We did go through a public application process and we received 250 applicants from members in our community who are interested in having this discussion and helping us develop this plan. Of that 250, all were placed in a workgroup and about 150 of those have been very active month over month since October of last year to help us get to this point about continuing to meet. Of course we are using local staff as our experts in some areas where we might need some expertise to guide us along the way and the meckconnector.org is our virtual tool. We are continuing to receive feedback on line. These are our four workgroup areas; focus areas that we have been marching towards. These may look familiar to you; they may feel like they are aligned with your own focus areas; maybe you have one or two extra focus areas. Again this is a way in which for us to have conversation in a room, I can't get 150 people in a room and really have a full discussion around what should be our goals and strategies so we have been having a little bit of overlap with our workgroups through our livability forum and they're helping us to connect the dots and connect some in between those workgroups. Again we are looking to discover overlaps, gaps, conflicts and opportunities among our existing plans. So we are in the last step of Phase I, this Vision of Guiding Principles Phase and that is to continue to gather the feedback. You of course are among those members, certainly as policy makers we are looking for your feedback on are we on the right track yet or not. In addition to going out for feedback we do have our workgroup members who are working on or continuing to work on Phase II. Here right now in the timeline around sharing this information we can see through the March-June timeframe but we are looking also at fine-tuning the priority topics and developing our goals and indicators. Our workgroup members haven't stopped just because we are going out for public feedback on the vision and priorities.

Just to highlight here, the timeline does end on February 2015. By that time we expect to come back to you with the identification of what priority goals and strategies have been identified in our part of the plan and maybe asking you for adoption of either this whole plan or the parts of the plan that may pertain to what actions it is the City of Charlotte will own in the plan. Again, the final document is Phase II; Phase II will be identifying the focus areas, the goals, the measurable targets and strategies that are owned by individual entities in our community. It will be interactive on our website; it will be a document, hopefully a short document that we want to link to existing plans; not regurgitate what's in every single existing plan and certainly we want to be able to go out into the community and so we are going to be creating this document. That is where we are today, as I mentioned at the beginning of my presentation I will be reaching out to you to give you an opportunity to dive deep into what does the Vision Statement say; what does the Goal Statement say, is it in line with what you would want it to be as far as the vision and guiding principles for the future and with your own vision of the City of Charlotte.

City Manager Ron Carlee said I would like to make a couple comments before you open it to questions. I think all of you can see why we brought this to you. Still have a little familiar feel to some meetings that we've had recently so I wanted to take this opportunity to get this body of work in front of you as we are in a work in process with Council in terms of refining your vision and seeing the work that is going on here and begin to think about how they align. You will notice on the timeline this process wraps up about the time you will be having your next beginning of the year annual retreat. This is the time to really begin to think about to what extent we align with what is going on here; to what extent we affect and particularly you and meetings that have been offered have input and help affect this product and at some point some discussion about what conversations we may want to have at an elected level with the County and the towns with regard to this larger multi jurisdictional regional vision.

Councilmember Howard said thank you Ms. Pruess for a great job on this and I understand why you picked the guiding principles that you did. I'm trying to figure out the difference between welcoming and inclusive because they can kind of be the same thing. Another process that is going on Mr. Manager is that Immigrant Immigration Taskforce that you folded into all of this in some kind of way so we don't get conflicting reports all at the same time. When you say welcoming is that tourism or is that welcoming people to come because some of that is kind of inclusive as well. Tell me the difference between the two.

Ms. Pruess said welcoming was a principle that really came about with the small town feel concept that our community needs to maintain its unique identity between the City of Charlotte and towns and so we talk about welcoming, what is that perception to the outside world versus inclusive meaning our internal to our own county and our own activities. Are we looking at each one of our programs so it is a build or inclusive of all the members of our community.

Mr. Howard said tied into what we did at our retreat where we talked about welcoming we were talking about being open to being inclusive. I want to add two words that I'm not sure I see up there. There are two that we've added into our retreat and that is global and innovation because it can't be just about what we are doing; it has to be about where we are going. I would hope that welcoming is a lot more global and maybe in economic development terms, not just kind of southern hospitality. The connected part with innovation I think you could probably put that under connected or maybe that is what that means because maybe we could be more connected in everything we are doing. With the technology that is coming on this all could change the way we interact with each other so that needs to be taken into consideration too I think.

Councilmember Fallon said is a response to the Quality of Life Study?

Ms. Pruess said that is very interesting; the Quality of Life Study as we know is full of wonderful data that we have, very robust. One of the things that is lacking in the Quality of Life Study is any trend analysis or direction as to answering the so what question. What are we doing about this data and so certainly when we get to the indicators in the measurements piece of this Community Plan we will be looking back to the Quality of Life Study and the metrics that are already existing there to see if we can tie the two together.

Councilmember Mayfield said I think Mr. Howard, if you look at the attachment the way that today's presentation with CONNECT Our Future as well the Mecklenburg Livable Communities Plan, if you look at CCOG and CEDC, Centralina Economic Development Community is doing I think they are more focusing on the global piece and then this is how do we bring it down to the local so we are having both of them simultaneously working but making sure that there is very clear separation of who is doing what because what I wouldn't want to necessarily see is us losing the focus in the region and getting caught up in what CCOG and CEDC are doing and they are more looking at larger region and looking at that global piece from the conversations that we've had in the CEDC Committee and looking at CCOG that you are on and what you all are doing I see this presentation tying in more with how we look at the day to day. When we are looking at, as you mentioned, the fact that we created this the Immigration Task Force there is no way we are touching all other communities that we have that are represented, but also we can't forget at the same time the communities that have already been here and that is just looking at the communities of color as a whole. There has to be another umbrella and I would hope that that additional umbrella will fall into this category so we are not just looking at the fact that we

created an Immigrant Task Force but looking at the communities of color as a whole and what are we doing to make sure that we are creating this environment of inclusivity as well as welcoming because I see them really as two separate things. I just want to make sure that around this table that we look at the entire communities of color and not just have this separate focus of the Immigrant Task Force, which is very important, but I don't want anyone being left out or falling through the cracks along the way.

Councilmember Driggs said I'm just curious about a little detail here. From my experience the towns down in South Mecklenburg County have a pretty fierce independence at times. Are they okay with the Greater Charlotte description?

Ms. Pruess said I have presented this same information to the Town of Matthews and the Town of Pineville; Mint Hill is on my list and to date there have been no requests for us to modify this tagline.

Mr. Driggs said that is great but be prepared when you go to Mint Hill.

Ms. Pruess said the other thing I will point out to you is that of the 250 applicants that we did have to be on our resident workers, we had representatives from every single municipality within the county.

Councilmember Autry said thank you for this work. I know we started talking about this effort back in January of 2012. It is very rewarding to see it get to this stage at least and I look forward to the continued good work that I know you are going to be doing.

Mayor Clodfelter said this is really important stuff. I have one wish and I will just express it to the atmosphere and anyone who wants to pick up on it can. These things are so important and I've seen a number of good efforts like this and I wonder what I often miss is this assessment of outcomes at the end of the day and I've wondered has anyone ever done an assessment of the regional visioning plan we had with Voices and Choices a number of years ago and what can we say we've learned from this; what can we say we did as a result of that. An assessment of these efforts is really critical and somebody needs to be doing that. That is not what your mission is and that is not what your task force is engaged in but it is very necessary.

Ms. Pruess said I appreciate that; I'm going to look into if there has been an assessment of that ever or not but that is something that we do have integrated into our plan for our new vision.

Mr. Howard said it is interesting you said that because the point of my comments earlier was that I'd like for a thread to go through all of these vision statements. That is more important than one individual plan. That is why I wanted to make sure that the same kind of language we are talking about and this is probably not the way to do it, sitting in a room is probably the way to do it and where we need to start is bringing these together so we don't have to go back to Voices and Choices because what we did was make sure that thread of global or whatever we choose for the other one appearing through all of this. That is what I was preaching on.

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ITEM NO. 6: CLOSED SESSION

Motion was made by Councilmember Mayfield, seconded by Councilmember Fallon and carried unanimously to go into closed session pursuant to North Carolina GS §143-318.11(a)(5) to go into closed session to establish, or to instruct staff or negotiating agents concerning the position to be taken by or on behalf of the City Council in negotiating the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange, or lease.

The open meeting was recessed at 6:10 p.m.

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BUSINESS MEETING

The Council reconvened at 6:36 p.m. in the Meeting Chamber of the Charlotte Mecklenburg Government Center for their regularly scheduled Business Meeting with Mayor Dan Clodfelter presiding. Councilmembers present were Al Austin, John Autry, Michael Barnes, Ed Driggs, Claire Fallon, David Howard, Vi Lyles, LaWana Mayfield, Greg Phipps and Kenny Smith.

ABSENT: Councilmember Patsy Kinsey.

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INVOCATION AND PLEDGE

Councilmember Barnes gave the Invocation followed by the Pledge of Allegiance to the Flag.

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CITIZENS' FORUM

Home for Heroes

Terri Howard, 744 Seigle Point Drive said I am the Executive Director for Home for Heroes and we are a 501C3 non-profit organization here in Charlotte, Mecklenburg County and we serve homeless single female veterans. Home for Heroes started in November of 2012 and we have served 10 plus females that have been homeless or at risk for homeless. Currently I have two homes and we started this organization out of our own pockets so we have no funding for it, but we provide for them connections to their communities and our mission is to provide a safe environment first for them and house them and we connect them into civilization. We have partnered with Charlotte Bridge Homes, Dress for Success, and we also connect them with finding jobs, help them with their budgeting and right now what we need is funding because we have no way of serving these women. We've been doing it out of our own pockets; we do the events for Panther Stadiums and the Time Warner Arena, Bobcats and now baseball, so what we need is jobs, funding and housing to help us. I'm asking you to please help us help them.

Mayor Clodfelter said thank you for the heroic work you've done; appreciate it.

Second Helping Re-Entry Issue

Melissa Mummert, 1009 Four Mile Creek said thank you for the opportunity to address the Council. For the last 10-years I've worked across the street at the Mecklenburg County Jail and in that work as an educator and a life skills teacher I've gotten really tired of hearing the same story day after day of "I want to do nothing more than support my kids, I want to be a taxpaying member of this community, but when I get out and I try to put into effect all of the stuff that you've been teaching me, I can't get a job". I've heard that too many times so I went to the director of my non-profit agency Change Choices, which for 10-years has been helping women who are incarcerated and who are coming out and re-entering the community. I said we need to do something radical and we need to start a business so that we can employ these people who want nothing more than to put food on the table. So we did; we started a social enterprise and that social enterprise is called Second Helping. We are currently employing 7 members of our community, all of who have criminal records. We have a 19-year old wearing an ankle bracelet right now; we have moms with kids in private school because of what we've been able to do. We are coming here, not for a handout; we're asking the County for a little bit of funding and we would be happy if you put in a good word for us there. What we are hoping for is business. We are running a deficit of about \$3,000 per month and we just want a little more business. We want to sell a little bit more cornbread, a little bit more fried chicken, a little bit more shrimp and grits. What we have is good food for a good price for a great cause. We envision in the coming years 70 jobs, 700 jobs and we are working hard to be a self-sustaining business, not reliant on grants or donations. We want to forge our own way in the community so all we are asking for is your catering connections, we are asking you to tell your constituents about our carry-out shop on Central Avenue near Briar Creek Road. I brought some coupons for you and some menus for you and we ask you to like us on your social network. We are on Twitter, Instagram, Facebook

and we are here tonight to make new friends so I invite you to stop by and I'll get this information out to you.

Mayor Clodfelter said Mr. Manager, could we make sure someone contacts Ms. Mummert about qualifying for the Business Inclusion list and also on Ms. Howard, could we have someone from Neighborhood and Business Services contact her just to discuss where the resources in the community might be that she could approach?

City Manager Ron Carlee said yes sir, happy to do both of those.

Inter City Wellness Care

Betty Marlin, 508 Beatties Ford Road said thank you for having me for 27-years report to you guys. I want to thank especially Councilmembers Lyles and Austin for helping us with our Walk West Diabetic Heart Kitchen in March. That is the first time in 27-years anybody from the government has shown up and said we just want these people well. We've seen over 11,196 clients in the office; we've seen an additional maybe 500 in the community doing Health Care Fairs like at Statesville Avenue Presbyterian Church and they've got a Wellness Works Empower Your Health coming up September 6th. We've helped Nations Ford Community Church Women of Excellence; we've helped Clinton Chapel with a health fair in May; we've picked up trash on French Street and mowed the grass every two to three weeks. We pick up trash every day for the last 27-years. I really got tired of rats running over my teenager's head. We've have continued the third Friday, free wellness care from 3:00 to 5:00 and that would help the program we started for the prisoners also and the lady who has a home for the homeless women. The third thing is we still have the weekly TV show so if we can be of any help to any of your Councilmembers I would be glad to do that. We have a passion to clean the streams and Praise the Lord, since my report last year about e-coli and coliform bacteria in Erwin Creek just below the train track where all that trash was. That was clear today for the first time in years. If we could terrace like my daddy farmer did, the land above the creeks so it catches the water and it purifies it before it hits that stream that would be a real blessing because the rocks help, but they don't contain. Then if we could put up horizontal windmills to purify our streams and make electricity at the same time, that is available and that would be such a blessing so our children could play in the streams and our retirees could fish in the creeks. If we could save the vacant houses for the homeless and get them out from under the bridge and make them comfortable in their own neighborhoods, get their SSI check, provide graduate students at Queens, UNCC and the other colleges a place, particularly the international students need a place to live and they also need community points so that would be a great thing to help. We want to make them well and I don't want to push them out of town. Thank you so much and if there is anything I can help you with, let me know.

Mayor Clodfelter said thank you Ms. Marlin for all you are doing.

Hickory Grove 4th of July Parade and Celebration

Susan Lindsay, 6205 Rose Croft Drive said thank you for having me and congratulations Dan on being Mayor; I appreciate you being here. To all the members of Council I am here to invite you to participate in the annual Hickory Grove 4th of July Parade and Celebration. The committee has been in existence for 46 years and I've probably been coming here for about the last 10, inviting you all to participate. I think several of you have been in the parade before. It is wonderful and we want to grow it as a major east Charlotte event but we also want to keep it from being commercialized and keep it as free as possible for all the kids and families in east Charlotte. We invite businesses to participate; we invite churches to participate, neighborhoods, individuals, it is a lot of fun. We've got old fashion things like the pie eating contest and the watermelon eating contest, the limbo contest and music and the four big inflatables all afternoon which the kids are just wild about, the latest thing. I don't know when that fad is going to fade out, probably never, but we really would like for you to participate and come out and meet the residents of east Charlotte and have a really good time. It is our nation's birthday and all of the wonderful things that we are able to do here with local government and up are because we have a birthday. We were born on the 4th of July so please come join us. You can get more information; I've got handouts for everyone, please sign up, we can use all the patronage that
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you can offer and we do have a website this year that we are building – www.hickorygroveparade.org. I think all of you have my number so that you can use as well. Thank you so much for having me and we invite everyone to participate.

Mayor Clodfelter said it is a great event and thank you for keeping it going for so many years.

Mobile Food Trucks

Karen Trauner, 8835 Brigadier Lane, Mint Hill said my husband and I own Sticks and Cones Ice Cream Trucks and I'm here to talk about food trucks in Charlotte and introduce you to our industry. Almost all of our jobs are contracted either by a business or an individual. They include a formal contract, specified job hours and a specific location. In short today's food trucks do not simply park on a random street corner and roll down their window; we go where we are hired to go. A business might call us to provide food for a special employee or a customer event. The breweries love food trucks in their parking lots to serve meals to tack room customers. An individual might contract with a food truck to serve guests at a party at their home and of course food truck rallies have become highly popular. All of these services are being threatened. It is certainly time to update 2008's outdated food truck laws. Unfortunately the regulations being proposed are needlessly restrictive with complicated provisions that indicate a lack of understanding of our business. Take for example the spider's web of zoning regulations. As long as we are properly licensed, insured and inspected why should there be limitations on where we can accept contracts to do business? A lawn maintenance company can accept jobs wherever they are offered so can a pest control company whose business is laying down poison. Do these businesses have to check with the Zoning Department for each job they accept? Why should it be different for a food truck; it just doesn't make sense that a resident in their own home can hire a landscaper, but that same resident can't hire a food truck to serve dinner for a private party. Also troubling is the requirement for permit for every three locations; our very definition is mobility. Is any other mobile company, lawn maintenance, pest control, dog washing vans, house painters, arborists etc. limited to three locations per permit? One business permit should cover every job we are contracted for in Mecklenburg County. Another problem is the distance requirement pertaining to restaurants. I understand that it is kneejerk reactions to protect restaurants but everywhere you look there are restaurants next door to other restaurants, and besides it is not the government's role to regulate competition by protecting one business from competition by another. Food trucks draw people out and bring them to the street where all businesses can benefit from the additional foot traffic. Food trucks can lend character to a city by offering a diversity of cuisines; they promote community involvement and a friendly neighborhood atmosphere. Many a friendship has been born in the food truck cue. Charlotte citizens love their food trucks. A petition requesting laws to make the City food truck friendly received over 2,500 electronic signatures within the first 48-hours and it has grown from there. Making Charlotte food truck friendly would give citizen's access to the food truck they love while growing our reputation as a true world class city amenable to corporate banks and creative entrepreneurs a like. I would like to leave you with this thought; within the last year or two I've been hired by Bank of America, Wells Fargo, Belk's, Coco Cola, WCMC, The Charlotte Bobcats, now Hornets, The Charlotte Observer, the Charlotte Symphony, the Ritz, the residents in the Marriott, the Holiday Inn, Elevation Church, Rausch Racing, Accenture, Carolina Cat, Charlotte Center City Partners, ReMax, 131 Main Restaurant, numerous churches, schools, camps and neighborhood groups and hundreds of weddings, birthdays and graduations and many, many more and we're only two ice cream trucks. The other food trucks have done business with several hundred companies they could tell you about. It would really be a shame if we had to disappoint all these customers, both businesses and individuals who want to hire us.

Mayor Clodfelter said I'm going to have to ask you to wrap up but if you have some written materials we are going to be considering this.

Mr. Carlee said it is in the Community Safety Committee right now; we're not trying to rush this through. I think we recognize on the policy guidance that staff has from Council that food trucks are a vital part to the urban atmosphere that we are trying to create and we are trying to take care on the staff side of what we bring forward will not harm our food truck business, but in fact we want to support and have a thriving food truck business. I have given Debra Campbell, our

Planning Director a copy of the comments that were made and we will make sure that we follow-up with her directly and have those perspectives included in what we develop for Council.

What is “Studio 345”?

Janice Tucker, 345 North College Street said I am the coordinator for Studio 345. We are under the umbrella of the Arts and Science Council. We would like to thank you for this opportunity for us to share with you about Studio 345 and also to the City of Charlotte. Studio 345 was modeled after Bill Strickland’s Manchester Craftsman Guild and we are just completing our second year. Studio 345 is located at Spirit Square and is an after school program developmental program for 9th through 12 graders in Mecklenburg County. We are presently serving 18 high schools and through funding there is no cost to the students. Also we provide free passes and we are thankful for CATS for collaborating with us on this. Also we have 15 slots each tri-master for court appointed students and also for West Charlotte students. At this time our attendance is 87% and we would love to invite the City Council and the City of Charlotte to see the works of all the art that is created by the students and meets the staff that works and aspires them daily. This event is Thursday and I hope everybody received their invitation; we invited the City Council and it is from 5:30 to 7:30 at Spirit Square. You will be able to see them perform music, share their photography, screen printing and mixed media. Studies have shown that their behavior issues have decreased, their attendance has increased in school and also it helps motivate them to graduate. In order to be in this program they need to be in school and it has been amazing what I have witnessed and seen by these students; their dedication to the program, their interest in expressing themselves in the arts and their growth and willingness and want to after school to continue what they love to do.

Justin Gallman, 345 North College Street said I am a student at Studio 345 and while I’ve been going to Studio 345 since the second trimester which was September of last year. I’m a rapper, I’m a singer; I produce my own music and the experience in Studio 345 has been a very exciting and I’m glad that a program such as Studio 345 is even around. I completely agree that it has inspired people like me to stay in school and graduate and it is really an overwhelming experience that I really recommend for every student and anybody my age to try because it is really a great experience. I can’t put into words how great an experience it actually is. The teachers are very nice and they are like family to me and I’m pretty sure they are like family to other students at Studio 345 as well. It is a very great program and it deserves funding.

Katsana Thepphasone, 345 North College Street said I am a current Studio 345 student and I’ve been with Studio 345 for pretty much the two-years it has been running now. I can say everyone is being treated like family whether they are leaving or coming in as a new student. I can say this for sure; I’ve been given so many opportunities like I have this current opportunity for the summer where they are allowing me to go to Yellowstone National Park and see how it is there and talk about the environment there and then last summer I was able to be in this documentary about the educational system and currently at Studio 345 class that I’m taking we got the approval to actually make murals for Charlotte. I’ve been jumping around to many different classes ever since I’ve been in Studio 345; I’ve taken the photography, the film, the art and the only class I’ve yet to take is probably the music class. Studio 345 is really recommended to all the students out there who need a place to like let their creative juices out. That is probably the best way to describe Studio 345.

Taxi Cabs at the Airport

Myahmed Alaoui, 456 Atando Avenue said thank you very much for having me here tonight. The reason why I came tonight is actually another time that I’m here in front of the members trying to urge the City to relook at the PVH Ordinance which has completely destroyed the taxi industry. It did shut down my company within two months of being in business for no reason. I came down here when Mr. Patrick Cannon was Mayor and I asked to sit down with the City Manager. I was sent a letter declining that for no reason. I simply asked to sit down to explain what happened and to show that the PVH ordinance is not working for the City and the management in charge of it does not know anything about what is going on. I’m not the only person talking about it; the whole City is talking about it; the whole media is talking about it and every single driver here in Charlotte is talking about it. For this reason I’m asking the City to

hire a third party to have an audit for PVH management, PVH employees and the money that we pay to the City, where does it go because I do have proof that the money that we pay not often makes it to the City. There are so many things that I urge the City, not only me, I am representing every single driver, every single owner of companies that the City is literally looking for somebody to sit down with us one on one and talk about the problem. As you see right now the Safety Committee is looking into digital dispatch and that has been an ongoing problem for 6 months now and going to 7 months and it is not going to get solved anytime soon. Everybody is losing money, time and patience; many companies are planning to file lawsuits for the Airport because it did not get an RFP last year, the year before or the year before. There are a lot of problems that are being kept in the dark side so I would like for your members please listen to the cab company owners and drivers. Have a one on one meeting with us; please listen to us that is all I'm asking for, nothing less, nothing more. I tried coming here many times and I couldn't get any answers about letters that are denying me for this. I tried reaching out to the courts and now I'm receiving another letter from Mr. Thomas Powers saying that he is decline that for me to even go to court. I have paper work for that, I have a lot of things, not only me, a lot of drivers, a lot of cab owners, so please just listen to us. That is all we are asking for.

Mayor Clodfelter said Mr. Manager I think there may be a recommendation coming soon on the rebidding of the contract, is that correct?

Mr. Carlee said yes sir, on the rebidding of the Airport Contracts specifically the Aviation Director has actually late this afternoon issued a release that process will begin rebidding of that contract immediately in terms of developing the process and the approach. It will take a considerable number of months to actually do the process and in order to accommodate a smooth transition current contracts will be renewed for an additional year, but meanwhile we will begin immediately the process of going through the rebidding which will include determining how many companies and how many taxi cabs would be appropriate to include under that process.

Mayor Clodfelter said I take it part of that process will be including input on the rebid process from the companies?

Mr. Carlee said absolutely and of course we will be bringing that information to Council so you will be aware of it.

Councilmember Lyles said I would just like to say to the speaker and to anyone else, if you have evidence of any opportunity not taken to have money that was paid to the City, not reported to the City, you should immediately contact the Police Department or the FBI if you have that information and I would encourage you to do that because that is the responsible thing to do.

Mr. Carlee said to that point, on the comment made tonight I will be following up with investigators tomorrow.

Mayor Clodfelter said please do that. Thank you.

Water Fluoridation Program in Charlotte

Phillip Alexander, 426 Marsh Road said next month the City Council is supposed to have a briefing on water fluoridation by the County Health Department and I wanted to remind the Council of some facts that I have shared with you before that will not be presented by the Health Department. Charlotte Mecklenburg Utilities uses hydrofluoric acid as a fluoridation agent. Hydrofluoric acid is a toxic waste by product of the phosphate fertilizer industry. That is according to the EPA too toxic to dump into rivers or oceans, yet for some reason it is added to our drinking water. There have been 845 studies since 2000 that links fluoride to adverse health affects; 36 of these studies link fluoride to lower IQ. I can provide links to all these studies which far out weigh the so called proof that fluoridation is beneficial. I can assure you that the American Dental Association's warning that fluoridated water should not be used to make baby formula will not be mentioned by the Health Director, a person who is supposed to warn the public of such dangers. Another fact that will be omitted is the CDC's statement that fluorides benefits are topical if not systemic. Fluoride does not need to be ingested. Left out also will be the World Health Organization's numbers showing that since the 70's tooth decay rates have

decreased at the same rate in countries with and without fluoridation programs. Probably the most important thing that will be left out of the presentation will be information on the form consent. Everyone has the right to know the possible affects of a medication and the right to decide whether they want to take the medicine. Fluoride was once used to treat over active thyroid so it can be classified as a medicine. There is no other medication that is forced upon people through their water supply. Even if you choose to ignore the mountain of evidence proving that fluoride is harmful to the human body, you can't ignore that people have the right to choose what is put in their bodies and not have something forced upon them. The public's money is being spent and they are not being told the truth about the risk of ingesting a toxic waste. Hydrofluoric acid is not once mentioned in the annual water quality report. It is the duty of the Heath Department and the City Council to inform the public of the facts and let the people decide. Failure to do so is immoral and criminal. If any other toxic chemical was dumped into the water there would be warnings all over the media and a special task force would be set up to find the culprits, but when it is done under the guise of protecting from tooth decay authorities remain silent. I urge you and everyone in the room to take a closer look at the evidence and ask yourself why hundreds of communities world wide have chosen to remove or reject fluoride over the past decade.

Mayor Clodfelter said Mr. Manager when is the briefing on this issue scheduled?

Mr. Carlee said June 23, 2014.

Mayor Clodfelter said Mr. Alexander if you've got materials I would hope we could get those so they could be distributed at the briefing. I haven't seen them so if you would be kind enough to get us that I would greatly appreciate it.

Mr. Alexander said would rather them mailed or e-mailed?

Mayor Clodfelter said either one.

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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. 16, 22, 24, 25, 26 and 32.

The following items were approved:

Item No. 17: Life Safety Systems Maintenance Services

(A) Approve the purchase of life safety systems maintenance services from a federal contract as authorized by G.S. 143-129(e)(9a), and (B) Approve a unit price contract with Simplex Grinnell to provide life safety systems maintenance services in City-owned facilities for a five-year terms, per Federal Contracts GS-06F-0054N and GS-07F-0396M, provided that applicable federal contracts remain in effect at prices and terms that are the same or more favorable than those currently in effect.

Item No. 18: Parkwood Phase 1 Storm Drainage Improvement Project

Award the low-bid contract of \$5,136,776.56 to Sealand Contractors Corp. for the Parkwood Phase 1 Storm Drainage Improvement project.

Summary of Bids

Sealand Contractors Corp.	\$5,136,776.56
Blythe Development Company	\$5,966,200.00
Zoladz Construction Company, Inc.	\$8,032,311.85

Item No. 19: Residential Relocation Payments

Authorize the City Manager to approve residential relocation payments associated with the Prosperity Village NW Arc Phase B Project.

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Item No. 20: Oakhurst Redevelopment Project

Award the low-bid contract of \$1,083,529.73 to Sealand Contractors Corp for the Oakhurst Redevelopment Project.

Summary of Bids

Sealand Contractors, Corp.	\$1,083,529.73
Blythe Development Company	\$1,160,171.60
Carolina Cajun Concrete, Inc.	\$1,277,934.90
Zoladz Construction Company, Inc.	\$1,381,353.99

Item No. 21: Resurfacing Contract for Fiscal Year 2014-B

(A) Award the low-bid contract of \$4,655,054.65 to Blythe Brothers Asphalt, Co. for the Resurfacing Fiscal Year 2014-B project, (B) Authorize the City manager to approve two renewals in an amount up to the original contract amount and, (C) Budget Ordinance No. 5357-X appropriating \$4,000,000 from Powell Bill fund balance to the Powell Bill operating budget.

Summary of Bids

Blythe Brothers Asphalt Company	\$4,655,054.65
Ferebee Corporation	\$4,673,031.21
Blythe Construction, Inc.	\$5,787,634.47
The Lane Construction Corp.	\$5,816,965.08

The ordinance is recorded in full in Ordinance Book 58, at Page 722.

Item No. 23: Roadway Improvements Reimbursement Municipal Agreement

Approved a resolution authorizing the City Manager to negotiate and execute a municipal agreement with the North Carolina Department of Transportation for roadway improvements at the intersections of NC 49 and Cameron Boulevard, and W. T. Harris Boulevard and Alumni Way.

The resolution is recorded in full in Resolution Book 45, at Page 410-411.

Item No. 27: Utility Treatment Plant Programmable Logic Controllers

(A) Approve the purchase of programmable logic controllers for water treatment plan operations, as authorized by the sole source exemption of G.S. 143-129 (e) (6), (B) Approve the purchase of programmable logic controllers, and other related electrical components with Automation Direct for a term of three years, and (C) Authorize the City Manager to extend the contract for two additional, one-year terms with possible price adjustments as deemed reasonable and appropriate by the City Manager.

Item No. 28: Utility Truck Bodies

(A) Approve a unit price, low-bid contract with Adkins Truck Equipment Company for the purchase of heavy duty truck utility bodies for the term of three years, and (B) Authorize the City Manager to extend the contract for up to two additional, one-year terms with possible price adjustments as authorized by the contract.

Summary of Bids

Atkins Trucks, Charlotte, NC	\$228,088.00
Knapheide, Midland, NC	\$248,150.49
Cook Truck Equipment, Charlotte, NC	\$228,893.00
Buckeye Body & Equipment, Columbus, OH	\$279,650.00
Palfleet, Charlotte, NC	\$238,595.00

Item No. 29: Utility Mobile Laboratory Vans

(A) Approve the purchase of two mobile laboratory vans as authorized by the sole source exemption of G.S. 143-129 (e) (6), and (B) Approve the purchase of two mobile laboratory vans from EBY Ford in an estimated amount of \$250,000.

Item No. 30: Utility Laboratory Renovations

Award a low-bid contract of \$229,200 with Edison Foard, Inc. for renovations at the Environmental Services Laboratory.

Summary of Bids

Edison Foard, Inc.	\$229,200.00
Myers and Chapman, Inc.	\$421,204.00
Barton Malow Company	Non-responsive Bid

Item No. 31: Airport Consolidated Rental Car Facility Management Agreement

(A) Approve a three-year management agreement with MVI Field Services to provide the maintenance and management of the consolidated rental car facility and remote rental car facility at Charlotte Douglas International Airport, and (B) Authorize the City manager to approve two, one-year contract extensions of the management agreement.

Item No. 33: Airport Little Rock Road Extension

(A) Award a low-bid contract with Sealand Contractors, Corp. in the amount of \$2,954,177.75 for the construction of roadway improvements for Little Rock Road Extension, (B) Approve the purchase of 3.21 acres of right-of-way from the North Carolina Department of Transportation between Wilkinson Boulevard and Scott Futrell Drive for the Little Rock Road Extension in the amount of \$349,100, and (C) Budget Ordinance No. 5359-X appropriating \$3,303,277.75 from the Aviation Discretionary Fund to the Aviation Community Investment Fund.

Summary of Bids

Sealand Contractors, Corp.	\$2,954,177.75
Blythe Construction	\$3,518,263.35
Triangle Grading and Paving	\$3,569,233.24
Showalter Construction	\$4,990,334.48

The ordinance is recorded in full in Ordinance Book 58, at Page 724.

Item No. 34: Voicemail System and Related Services Contract Renewal

(A) Approve a one-year contract renewal with Call Coverage, Inc. for continued provision of the City's CallXpress voicemail system and related services for up to \$98,000, and (B) Authorize the City Manager to approve up to two additional one-year renewals with possible price adjustments at the time of renewal based on satisfactory performance and current support needs of the system.

Item No. 35: TIS Software License Agreement Renewal

Approve a three-year renewal of the Enterprise License Agreement to Esri totaling \$1,393,000 for computer software license, maintenance, training and technical services for the City's Geographic Information System.

Item No. 36: Refund of Property and Business Privilege License Taxes

(A) Resolution authorizing the refund of property taxes assessed through clerical or assessor error in the amount of \$37,756.54, and (B) Resolution authorizing the refund of business privilege license payments in the amount of \$9,479.71.

The resolutions are recorded in full in Resolution Book 45, at Page 412-414 and 415-416.

Item No. 37: Meeting Minutes

Approve the titles, motions, and votes reflected in the Clerk's record of the minutes of March 24, 2014 Citizens Forum & Business Meeting; April 9, 2014 Budget Workshop and April 14, 2014 Business Meeting.

Item No. 38: Property Transactions

Item No. 38-A: 500 Ashworth Road

Acquisition of 3,872 square feet in Storm Drainage Easement, plus 1,140 square feet in Temporary Construction Easement at 500 Ashworth Road from Raven Homes, LLC for \$39,100 for McAlway/Churchill Storm Drainage Improvement Project, Parcel #18.

Item No. 38-B: 235 Meadowbrook Road

Acquisition of 3,363 square feet in Storm Drainage Easement at 235 Meadowbrook Road from Ian Kovacevich and Heather Kovacevich for \$100,575 for McAlway/Churchill Storm Drainage Improvement project, Parcel #71.

Item No. 38-C: 4014 Churchill Road

Acquisition of 8,112 square feet in Storm Drainage Easement, plus 13,625 square feet in Temporary Construction Easement at 4014 Churchill Road from Eric A. Lewis and Catherine M. Lewis for \$45,550 for McAlway/Churchill Storm Drainage Improvement Project, Parcel #79.

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ITEM NO. 16: LAW ENFORCEMENT VANS

Planning Director Deborah Campbell said I will be the staff resource to respond to the questions that you all asked with regards to the pulled items. Item No. 16 was related to the Law Enforcement Vans and I believe the questions was do we have any access vans that were used during the DNC that we can use now, why are we buying new equipment. The response that I got from the Charlotte Mecklenburg Police Department is that we did indeed have vans that were acquired during the DNC, but these are mostly passenger vans that are used for civil emergency deployment and the Police Activity League. The agenda item is related to utility vans that will be used for Animal Control and crime scene investigations, so they are different types of equipment and there is a need for additional vans and that is your agenda item, Item No. 16. If there are further questions we have staff resource here that can respond.

Councilmember Fallon said my question was could the vans be modified for pets because we did get them free and we keep buying stuff.

Deputy Police Chief Katrina Graue said I am Administrative Services Group Deputy Chief for CMPD and the vans that we are asking for under this contract would be to replace vans as they come out of service, so we are not asking for additional vans, just as vans in Crime Scene and Animal Control come out of service we need a contract in place to be able to purchase those vans and that is what this item is.

Ms. Fallon said how many do you need now?

Deputy Chief Graue said currently I don't know that we need any, but we have to have a vehicle replacement plan in place. It is a contract to have in place as vans become due through Fleet Management they determine the number of vehicles that are going to need to be replaced in a fiscal year. They determine the number of vans that we anticipate that we will need to replace this year and then we need a contract in place to be able to purchase those vans when they are taken out of service.

<p>Motion was made by Councilmember Barnes, seconded by Councilmember Autry, and carried unanimously, to (A) Approve unit price, low-bid contracts for the purchase of law enforcement vans for the term of three years with the following vendors: RK Chevrolet and Parks Chevrolet, and (B) Authorize the City Manager to extend the contract for up to two additional, one-year terms with possible price adjustments as authorized by the contract.</p>

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ITEM NO. 22: PRIVATE DEVELOPER FUNDS FOR TRAFFIC SIGNAL IMPROVEMENTS

Planning Director Debra Campbell said the question was is the developer contributing the full cost to install the signal and that is a yes and it is actually identified in the second bullet in the agenda item that the developer will be contributing to the full funding of the traffic signalization and the other improvements.

Motion was made by Councilmember Barnes, seconded by Councilmember Austin, and carried unanimously, to (A) approve the developer agreement between the City of Charlotte and BRIT-Charlotte, LLC, and (B) Adopt Budget Ordinance No. 5358-X appropriating \$156,000 in private developer funds for traffic signal improvements.

The ordinance is recorded in full in Ordinance Book 58, at Page 723.

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ITEM NO. 24: LYNX BLUE LINE EXTENSION – FINAL DESIGN AND DESIGN SERVICES DURING CONSTRUCTION CONTRACT AMENDMENT

Councilmember Driggs said related to the LYNX Line and it has to do with about a \$4.5 million request that arises from the fact that \$350 million in spending for the LYNX Line was not needed in its entirety and therefore the \$4.5 million is now proposed to be spent on something else. I just wanted to raise the general question of how in these situations when we have an unused amount of money for a previously approved purpose we decide what to do. What choices do we actually have; can this be reverted to reserves, what is the process for deciding how to use it instead? I'm just concerned that we don't have the same discipline about the use of those monies and this pertains also to the Community Investment Plan, as we do for the original approval.

Planning Director Debra Campbell said I'm going to asks Ms. Flowers to respond to that because I think I prepared a little different response to the question that you asked.

Mr. Driggs said a couple of us may have raised the question.

CATS CEO Carolyn Flowers said Councilmember Driggs I believe your question in the Chamber was what we do with the funding if we don't so this is a little bit different. We have contracts for the expenditure and funding of the project from the Federal Government, the FTA and we also have a contract from the State for the amount of \$1.16 billion was the project budget. Initially we had gone through a risk assessment and some value engineering and at that time we had to remove some items from the projects because we didn't think we had sufficient budget. With the approval of our construction contracts we have actually come in a little under that budget so we still have a project cost of \$1.16 billion. This gives us an opportunity to add back some of those items that had been value engineered out and we have to go through the design to bring those items back into the project, those amenities and so if we don't use the funding at the end of the project the FTA and the State will probably de-obligate those funds and then reallocate them to other projects.

Mr. Driggs said there is a portion also of City funding. Is it not a mix of Federal, State and City funding?

Ms. Flowers said it is sales taxes; the local funding element is sales taxes. There is a little bit, probably about 1% of City funding and that was from the NISEI funds and those funds will be used for amenities in the northeast portion of the project. The remainder of those funds are sales taxes that are dedicated to Transit.

Mayor Clodfelter said so all of the funds here are either by State law or by Federal law restricted to the Transit projects?

Ms. Flowers said correct.

Mr. Driggs said I was just going to say in a very broad sense from a national perspective I'd almost like to see that money go back given the interest of Charlotte are what they are. I accept that we are putting these funds to good use, but my general concern as I say is that we have money left over and then the original approval doesn't cover whatever the money is being used for, but I see you have a need that was identified so I'm going to be okay with that.

Councilmember Barnes said I think Mr. Driggs suggested that there was \$350 million in extra money.

Mr. Driggs said no, the \$350 million was budgeted, was not used in its entirety and therefore this is the amount, according to the description, this is some money that was left over from the original budget.

Ms. Flowers said these are from the awards of the construction contract segment A and B.

Mr. Barnes said that is right, there is not \$350 million left over in the Blue Line Project budget. That is point #1; #2 the amenities that we are adding back are things like parking. I thought I heard you say that but I'm glad you didn't say that. It is more than \$4.5 too; it is more than that, that is just for this particular contract. Ms. Flowers could tell us the amount of money that is available, but the amenities that we are adding back like parking garages, expanding the parking garages at J. W. Clay, adding back a garage at Sugar Creek and Davidson are I think useful amenities for the project because it will encourage ridership; it will expand the capacity of the line to some extent in terms of getting people to the trains. It is a very positive and in fact as I indicated to you last week I am pleased that you guys were able to add back some of the things that will make the Blue Line Extension even more viable and valuable project for the City. If you know the amount of extra money as we describe it now that is left over please feel free to tell us.

Ms. Flowers said we won't know that until the end of the project because we still have a significant number of contracts to come to Council for approval over probably the next year. Then we still have to go through the construction process and there could possibly be some change orders during that process also.

Mr. Barnes said that is right and it is a \$200 million contingency?

Ms. Flowers said the project had close to a 21% contingency in it and a reserve that the Federal Transit Administration had asked us to carry and so that is in the \$1.16 billion.

Mr. Barnes said my point is that we are not all of a sudden flush with cash for the Blue Line. We have the ability to add back a few things that were taken out, but we do not all of a sudden have several hundred million dollars sitting around for the Blue Line.

Ms. Flowers said no, we have an opportunity that we want to try to make the best of.

Councilmember Howard said the only thing I would add to that Mr. Driggs is when it came to the Transportation and Planning Committee we asked the same question. If this is extra money can we put it aside just in case we have a need for that funding later. We went through this whole exercise the other day as well, so we shared those concerns but we were reassured just like we were tonight that this is really just planning for it to make sure that we can do it, if we can pull the trigger on it. I just wanted you to know we went through this whole exercise.

Mr. Driggs said I appreciate that, thank you.

<p>Motion was made by Councilmember Barnes, seconded by Councilmember Howard, and carried unanimously, to approve contract amendment #2 with STV Ralph Whitehead Associates to increase the authorized amount for final design and design services during construction contract by \$4,500,000 for the LYNX Blue Line Extension project.</p>
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ITEM NO. 25: LYNX BLUE LINE EXTENSION – LIGHT RAIL VEHICLE PARTS CONTRACT AMENDMENT

Councilmember Driggs said this is the same conversation we just had; I'm okay with it.

Motion was made by Councilmember Howard, seconded by Councilmember Phipps, and carried unanimously, to approve contract amendment #3 in the amount of \$2,260,000 with Siemens industries to purchase additional spare parts.

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ITEM NO. 26: MCALPINE CREEK WASTEWATER PLAN PUMPS REPLACEMENT

Councilmember Fallon said in 2007 we found out that we bought pumps that were inadequate and they were not meeting performance standards. Did we sue; did we get it cured, what happened, did they give us back money, did they give us new pumps, what happened with it because now we have to replace them.

Planning Director Debra Campbell said we are still in the process of assessing and resolving that issue, but staff reported that they do think that it is a design issue, that they are pursuing a possible claim against the manufacturer or the company that designed the pumps, however our dilemma is that we need to replace the existing ones, but we are in the process of negotiating with the company with regards to damages and claims that we may be able to pursue. We are in the process of doing that.

Ms. Fallon said have we made a claim against them? Have we asked them to cure what they did, that their performance did not meet a standard that we could use?

Ms. Campbell said Barry Shearin with the Utilities Department will be able to respond to that question.

Barry Shearin, Utilities Department said at this point there is not a formal claim; we've had conversations for a couple of years with the pump manufacturer and the design engineer. It is a very complicated situation and what may actual hamper the ability for a claim is that there were design standards that they used back in the early 2000's to design all of these facilities all over the country and a number of these facilities all over the country have exactly the same problem and so they determined that the engineering standards that were used had a glitch in them and so lots of conversation needs to happen. It could be that we are not sure we have a claim because they may have very well followed what was appropriate at the time of the design, but what is determined is the rules of engineering at that point have now changed. We are not the only facility having this issue; it has happened all over the country with facilities designed just like this one.

Ms. Fallon said so you can't have a class action suit? What you're saying to me is that the standard that we gave them in place was what they met so that we really have no options.

Mr. Shearin said that could end up being the answer. At the end of the day it could be determined that they met the standard at that time.

Mayor Clodfelter said who provides the standard? Did we provide them the standard or was it a national standard by a standard setting organization?

Mr. Shearin said it is the National Hydraulics Institute so it is a national standards organization just like ASTM does for lots of things or the medical community. It is a national standard and we have learned that they have changed that bar so we're really going to have that conversation and we've just now started those conversations, but we've just come upon what the answer was over the last six to eight months.

Mayor Clodfelter said we have to replace the pumps I guess, but if you do get a settlement it comes back into the utility fund to reimburse this.

Ms. Fallon said it probably wouldn't be with the company; it would probably with the people that set the standards, right.

City Manager Ron Carlee said it is probably better discussed not in public in terms of what possible legal actions we may pursue.

Motion was made by Councilmember Autry, seconded by Councilmember Driggs, and carried unanimously, to (A) Approve the purchase of two submersible pumps and pump drives, as authorized by the sole source exemption of G.S. 143-129 (e) (6), and (B) Approve a contract with Xylem Water Solutions USA, Inc. for the purchase of two Flygt submersible pumps and pump drives in the amount of \$707,222.75.

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ITEM NO. 32: AIRPORT ESCALATOR AND ELEVATOR MAINTENANCE SERVICES CONTRACT AMENDMENT #3.

Planning Director Debra Campbell said I will ask Mr. Cagle to come and explain this one. It is far beyond my comprehension.

Interim Aviation Director Brent Cagle said I believe the question was, since this is a contract amendment, this is a large amendment to the existing contract so please explain the reason for this large amendment. The basic explanation is Schindler Elevator Services is our existing O & M provider for elevators and escalators at the Airport; they have been for about a year. The reason that this amendment is large is this would represent a new and almost in effect separate scope of work for Schindler. This will be a complete rehabilitation and replacement of the up escalators in the terminal lobby, two of them going up from bag claim to ticketing. Those are obviously very important escalators to have working properly, especially as we move towards opening the new parking garage. This amendment will bring into scope the dollars needed for them to basically modernize and completely rehabilitate those two escalators rather than their normal day to day O & M on the existing escalators and moving walkways at the Airport.

Councilmember Mayfield said what you just triggered was an additional question. If we are looking at a complete second scope of work why would we not take this back out to rebid?

Mr. Cagle said that is an excellent question and the answer is the two escalators being remodeled or rehabilitated are Schindler Escalators and for this level of work, this is a complete overhaul if you will, on an escalator which is a very complicated piece of equipment with many moving parts and so it is always best to have the original manufacturer complete this work. We had evaluated the idea of buying two new escalators entirely which would have facilitated the ability to take this out for bid from all escalator providers. One of the issues with that is that no two escalators are exactly the same and so the construction schedule would have been extended had it not been a rebuild of what is in place. We are trying to execute this amendment to allow for these two escalators to be rehabbed or refurbished before November when the new parking facility opens because when that parking facility opens, at least initially, all customers who are parking in that facility will need to go to the bottom level into the terminal at grade, at ground level, and then upstairs to ticketing so it is very important to have those escalators in tip top shape a head of November.

Ms. Mayfield said so we are taking into consideration what you just mentioned; two parts, one are we having any conversations since we are expanding the scope of the work, looking at costs or discounts and what guarantees are we looking at in case there are any problems with the elevators because unfortunately what is leading up to this is the fact that we have elevators and escalators that are not working as we would like them to, so what have we put in place to secure access for our customers?

Mr. Cagle said to your first question regarding the costs they have quoted us for the work; we had an independent company review their proposal to validate that it was in line and a competitive bid in their opinion. To your second question, what are we doing to insure that escalators, elevators and moving walkways are properly maintained and functioning as much as possible at the Airport, the answer to that we are looking at our service levels for the Schindler

Contract and we anticipate expanding the level of service included in that contract to more accurately fit with the needs of the Airport.

Councilmember Phipps said how much down time are we expecting to incur as a result of the repair of the escalators?

Mr. Cagle said they will not be down at the same time and starting now it will take us between now and November to do both escalators, not at the same, one and then the other. It will take us from now until November one of those escalators will be out of service throughout that period. That is why because obviously, you have to take them out of service to do this nature of work that we are talking about. That is why it is so imperative for us to start now; one of those escalators alternating will be out of service from now until about November.

Councilmember Howard said you mentioned something else and I guess it will be just good public information and I hadn't thought about it, so traffic will have to go up those escalators for sometime because you are getting ready to redo the whole Concourse or the whole Terminal upstairs. How long is that and do you think that rehabbing the escalators and not replacing them may not be long term because that building is going to take a while to build?

Mr. Cagle said those escalators, all of the vertical circulation will be replaced and additional vertical circulation will be added. The key to that is the roadway or the Terminal curb front expansion. As that project moves forward we will then start to, the first stage of that project is to add tunnels underneath so that people don't have to cross active traffic, but that still needs vertical circulation to go up. We will also add sky bridges above the upper roadway and now people will need vertical circulation to go down. All of that will be addressed with the Terminal curb front and Terminal lobby improvements. Realistically that is a five to eight year build schedule for the two projects combined, however we will start to see improvements in the shorter, in the five-year window with the Terminal curb front project.

Motion was made by Councilmember Mayfield, seconded by Councilmember Barnes, and carried unanimously, to approve contract amendment #3 in the amount of \$404,041 to Schindler Elevator Corporation for the refurbishment of two escalators.

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ITEM NO. 14: CONCLUSION OF CONSENT AGENDA

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PUBLIC HEARING

ITEM NO. 8: PUBLIC HEARING ON PROPOSED ANNEXATION AGREEMENTS WITH WEDDINGTON, MARVIN AND STALLINGS

Councilmember Barnes said the point I want to make so when the public hears this they will know what we are talking about. With respect to Weddington, Marvin and Stallings we are agreeing not to annex into their territory and they are agreeing not to annex into Mecklenburg County and into Charlotte. I don't want people to think that we are going to start annexing parts of Weddington.

Mayor Clodfelter said the agreement is not to cross the county line in either direction.

Proposed Annexation Agreement with the Town of Weddington

There being no speakers, either for or against, a motion was made by Councilmember Barnes, seconded by Councilmember Mayfield, and carried unanimously, to close the public hearing and adopt Ordinance No. 5354-X approving the proposed Annexation Agreements.

The ordinance is recorded in full in Ordinance Book 58, at Page 705-711A.

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Proposed Annexation Agreement with the Village of Marvin

There being no speakers, either for or against, a motion was made by Councilmember Barnes, seconded by Councilmember Phipps, and carried unanimously, to close the public hearing and adopt Ordinance No. 5355-X approving the proposed Annexation Agreement.

The ordinance is recorded in full in Ordinance Book 58, at Page 712-718A.

Proposed Annexation Agreement with the Town of Stallings

There being no speakers, either for or against, a motion was made by Councilmember Barnes, seconded by Councilmember Fallon, and carried unanimously, to close the public hearing and adopt Ordinance No. 5356-X approving the proposed Annexation Agreement.

The ordinance is recorded in full in Ordinance Book 58, at Page 719-721A.

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ITEM NO. 9: (A) PUBLIC HEARING ON A RESOLUTION TO CLOSE A PORTION OF PAPER BIRCH DRIVE, AND (B) ADOPT A RESOLUTION TO CLOSE.

There being no speakers, either for or against, a motion was made by Councilmember Lyles, seconded by Councilmember Driggs, and carried unanimously, to close the public hearing and adopt the resolution to close a portion of Paper Birch Drive.

The resolution is recorded in full in Resolution Book 45 at page 406-409.

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ITEM NO. 10: CITY MANAGER'S REPORT

City Manager Ron Carlee introduced Jeb Blackwell, City Engineer to give an update on the City LYNX Gold Line Project Phase I.

City Engineer Jeb Blackwell said I'm going to briefly describe the project and some of the goals of the larger project and then Tonya is going to describe some of the impacts that the Manager just alluded to.

We are going to talk about the Project Description and Update; talk about the impacts, show the closure maps, describe the communication plan and also ways that people can follow the project and stay connected. This shows the larger project; the 10-mile section which is a critical component of our Transit Plan. It is approved by the Metropolitan Transit Agency as a Streetcar through this area which the Gold Line provides a connection that links three of our existing four transit centers, on one end it is Rosa Parks, at the other end it is Eastland and in between is the Charlotte Transit Center in the center and it also links in the future Gateway Station so it is a really critical connection for our transit system. You can see the Blue Line there; the existing Blue Line comes up to the Blue Line Extension and of course the Red Line at the Gateway Station. The current piece that is under construction that right now could be described in three segments. The first piece that is under construction now Phase I starts at the Hospital and runs to the Transportation Center and has a non-revenue piece that circles around Fifth Street, around the Arena to tie it into the Blue Line so we can use the maintenance facility that is down there. We started construction on this in December 2012; the estimated cost for the total project is \$37 million and is covered by \$25 million federal grant and \$12 million city dollars. There is a half-mile section that we constructed through Elizabeth; we put the track down, and this will complete that as an active tract. We are expecting service to start there in March 2015.

The large goals of the project include; the transit service connection that it provides is along a really critical stem, in addition to connecting three of those four existing transit centers and that future one, two of the three lines, the one out Beatties Ford and the out to Eastland Mall are two of the three busiest lines in the current system. It also connects a large number of City and cultural facilities. It connects our sports facilities in the uptown area which generate a lot of activity for the current Blue Line Project with the Arena, the Football Stadium and now Baseball. It also connects a lot of our cultural facilities to a larger area of the community and the 10-mile line goes, if you remember from the BAE Study, approximately 2,000 existing businesses so it is a huge asset for the community in terms of providing access to our community to things they need and also provide economic development opportunities for existing businesses and we hope to see a lot of new businesses. It also touches a large number of our educational facilities and provides a lot of opportunities for our citizens to get to those and opportunities for those to share with each other. A partial list of those would be CPCC, Kings College, Johnson & Wales, UNC-Charlotte uptown campus, which also would link to the Blue Line Extension to the main campus, Northeastern University, Wake Forest University, Johnson C. Smith University and the Nursing College at the Hospital. Also in connecting to the hospital it provides access for folks who are on that line to the second largest hospital in the region. It has the potential to provide a rail transit connection to a huge number of our citizens for services that are of value to them.

That is pretty much what I have to say about the long-term benefits of the project. Tonya is now going to described specifically where we are on the project and the overview I'd give on that is that we've had a lot of street closures with this project, a lot of utilities so it has been very complicated. We have nearly completed putting in the straight track; what is coming is we've got several pieces of special track that are vey complicated and we've got a picture or two to show you how complicated those are. Those will require some additional street closures; those will not be way out of scale with what we've done so far. We have spent a lot of time coordinating with people on that and communicating on that and Tonya will go through the details of that. We will also stay active on this as we've done our other work. We've occasionally heard from somebody that they needed additional access here or there and we have been able to provide that. We will stay active on it because sometimes when we think we are going to have to close and reopen again on Sunday night. We had one where we had a big void underground and we were still working Monday morning, which was probably our worst traffic day on the project and I hope you've all forgotten it, but I have not. Hopefully those won't occur, but unfortunately occasionally with construction they do happen.

Tonya Wimberly, Engineering and Property Management said first I would like to point out that basically where we are today is we have accepted about 50% of the work on the project thus far. What that means is with this project there are a lot of big ticket items that deal with the traction power system and the overhead catenary system that we pay for at the end of the project in one lump sum, so even though part of the work has been done we haven't actually accepted it yet, but most of the underground work has been completed. The current work that we are doing is mostly our straight track work and some additional underground work. I want to point out in this picture that basically we have pictures from Seattle, another city who also put dual rail on a street and this is a picture of their straight line installation and as you can see it takes up the entire street to put it in, much like our installation is doing in the bottom right corner of the photo which is very similar. We bring this up to show you because our next track that has to go in is what we call special tract work. This is a picture of our special track work it was fabricated in Alabama and it was delivered to Charlotte on Friday. This is the piece of special track work that we are going to install in the Caldwell intersection. If you would note the size and the complexity of it that we have to get this, not only did we transport it to Charlotte, now we have to put it back together and put in the Caldwell intersection, and to do that we have several road closures that need to take place. Our first road closure started today and it is basically Trade Street in front of CTC, but the closure extends from College to Caldwell Street. The area that we need to close is directly in front of the CTC because that is where we will install what we call our Trade Street End of Line. It is a Y shaped piece of track that allows the vehicle to essentially turn around reverse directions from west bound to east bound and that piece of track will be installed in from of the CTC. To do this we've had to completely close that block and we are going to start digging it out tomorrow and we had to coordinate with the CTC to make sure that they still have access while all of this is going on so the bus service can still operate. We

anticipate that it is going to take us until July 7th to get this piece of track work installed and everything back open in that block.

The next big piece is the piece that I showed you the picture of and it needs to go in the Caldwell intersection. This work, once they get the piece in front of CTC in and they start progressing the rail because if you think of it, it has to be installed in a straight line. They start progressing the rail toward the Caldwell intersection; they anticipate they will not be in the Caldwell intersection before June 14th. Once they get to this portion they would have to be in that intersection from June through August 1st to get this piece installed. This is the most complex piece that we have on the project. Just to point out, we've worked with C-DOT and we have the closures to get people north/south, for example on this one because Caldwell is a major north/south route, if you are coming south you would just stay on 5th Street to Davidson, Davidson to 4th Street and then 4th Street back to Caldwell. If you are going north you could take Caldwell to 4th Street, 4th up to College Street and then around Davidson and proceed north on Caldwell. This is our longest closure that we have.

Then the next piece that we have to go in is the other end of the line which is called the Hawthorne End of Line. This is also a Y shaped piece that will be installed in Hawthorne between 5th Street and Elizabeth and it is in front of the hospital and it will require that we close Hawthorne Lane between 5th Street and all the way down to the Elizabeth intersection. It is a big piece of track work that takes that whole section and it ties into Elizabeth at the existing rail that we have in Elizabeth. This piece also we have scheduled to be from June 14th to August 1st because traffic wise it can overlap and workwise it can overlap with the Caldwell intersection. What we do want to point out is that we will maintain local access to the businesses along Elizabeth Avenue during this time. Even though the traffic detour is showing cars using 7th Street, Caswell and 4th Street and then likewise using 4th Street and Charlottetown and 7th, all of the businesses locally will still have local access so the cars can get there and will also maintain access to the hospital while this closure is going on also.

The last intersection that will be on Trade Street is actually Kings Drive at Elizabeth Avenue and for it we have one piece of track work that needs to go in and that will allow us to make the connection from existing rail that is in Elizabeth to the new rail that we have already put in the street in Elizabeth. To do that, what we have done is determine that Kings Drive cannot be closed until both Caldwell and Hawthorne are reopened to traffic, therefore this one is tentatively scheduled for August 1st and that is dependent on the other two intersections opening back for this one to start. We have a coordinated disclosure with CPCC and we will impact their fall quarter and as planned right now we would impact their fall quarter by about three weeks, but we have coordinated with them.

This slide basically shows an overview of all the closures and just so you can see the impacts that it has along the Trade Street corridor and mainly we want to point out that the entire time these closures are going on we will be maintaining pedestrian access so along the corridor there will always be pedestrian access. It is just vehicular access as we have to work in the intersections. Then we also wanted to show that as we went through this process we also looked at any other closures that will be taking place in the downtown area. We coordinated those and this map just represents to show that there is also two closures dealing with the BLE for 8th and 9th Streets that are in the area and a private development that is slated for sometime this summer also in the area and we have our detours coordinated. To recap we are looking at this extensive working taking place between today and mid-September for all these to be in place and once these are completed that will be all of the rail in Trade Street and we will only be left with the tie in to the Blue Line. Throughout this period we have had an extensive communication plan with the public and we continue to have an extensive communication plan with the public. Basically this is just a few of the stakeholders that we've had communications with and these are a few of the areas that we've used to outreach to the public. Lastly, for these closures we have added to our web site which is www.charlottefuture.com, we have added an interactive map, you can direct people to it or you can go to it. As you can see on the map it has green icons and red icons. The green icons are informational icons so if you want to go to a business you can click on the green informational icon and it gives you direction how to get the local access to those businesses. For example if you click on the red icon it will tell you which streets are closed and it gives you a map and a link to the road closure and the dates that it is closed.

Our contractor is still committed to meeting the March 2015 opening date and lastly, we leave you with a slide of the various ways that you can get information on the project or that you can direct the public to get information on the project.

Mayor Clodfelter said there is a backend piece of spaghetti rail that is going in the Caldwell Street intersection. What is it intersecting with?

Mr. Wimberly said what that piece of track work does is it allows the vehicles to leave Trade Street and turn onto the non-revenue portion which is the connector to the Blue Line which allows us to take them back to the vehicle maintenance facility every night.

Mr. Blackwell said it is used at the end of the day and at the beginning of the day, at night they would be at the maintenance facility.

Councilmember Lyles said I have a couple of questions and I just want to say this is really going to be hard and we all know that, but the result is going to be absolutely one of the best things that happens for our community and the downtown. I'm really excited about it. I don't want to know your personal cell phone numbers because I could imagine what that – and I'm sure you are not going to distribute those very much. I have just two questions I want to ask; one along the Elizabeth corridor especially around Presbyterian I have noticed some building permits going on. I was wondering how coordination is going along with construction permits that when you walk into Building Standards you say I want to start something June 15th down there and what is the coordination like there and my second question is along the interstates we have cameras that I often see in the morning news reports that they can show where traffic is blocked or stopped. Are we going to be using cameras along the route at all?

Ms. Wimberly said I'll take the camera question; we were using C-DOT's cameras along the route until we recently took them down to put the poles in.

Ms. Lyles said is that call an unintended consequence?

Ms. Wimberly said yes ma'am so we do get the opportunity to use C-DOT's cameras that are in place and we do occasionally get the opportunity to use CMPD's cameras but there are a couple that we have impacted around the Arena that until we get everything back in we won't be able to use for a few weeks.

Mr. Blackwell said the question was what do we do if someone comes in for a building permit and how do we coordinate with the project.

Ms. Lyles said with other construction going in in the area are they aware how do they become aware?

Mr. Blackwell said we've put a mark all over the street for many of them but there are some projects we've done and we've actually already done one, the joint venture which the Council approved with the hospital. When we are aware of folks we have been able to work with them. If they come in through the regular building permit process, through the City's offices, if they are doing anything outside their building those tend to get into our infrastructure and our issues so we review those and we coordinate those with the project. Our Land Development folks would keep their eyes open for any new ones that came in and would let the project team know.

Councilmember Driggs said I wanted to mention in response to my colleague's comment that there is in fact a diversity of opinion in Charlotte about this project and I think it is only fair to the people who may not have agreed with it to acknowledge that fact.

Ms. Lyles said I think it was my opinion Mr. Driggs.

Mr. Driggs said I'm just saying that there is a diversity of opinion on this subject; I don't want to debate it here in this meeting but I do feel that the people who may not have necessarily agreed with this deserve to be recognized as well. I do have a question and that is would the detours

that we are talking about, aside from public notifications are we planning to reprogram traffic signals, deploy police, are we estimating what kind of delays and disruptions in traffic will occur and thinking of ways to minimize the inconvenience to the public?

Ms. Wimberly said we have been working with C-DOT on the detours and road closures. First, we are very fortunate that we have a grid system downtown which diverts the traffic onto a grid system so there are multiple other options to go. We are also taking advantage of the way finding system which means that people coming in off of I-277, we have the opportunity with those larger signs to catch them as soon as they come off I-277 to let them know that we have a closure ahead and therefore instead of going all the way to 4th Street for example, to turn on 4th Street for that closure, they will know as soon as they come off I-277 and they have the opportunity to turn on Martin Luther King or one of the other streets before they get there or they can proceed up to College because they've seen the way finding sign well in advance.

Mr. Driggs said I'm thinking of the disruption that was caused by the movie shoot in town at one point and is it possible to remap traffic signals in such a way as to recognize a changed pattern so it will result in the detours?

Mr. Blackwell said C-DOT does change the timing on lights certainly for incidents like this, but they also do it through their cameras I think in a fairly live way. I'm not conversant enough to be able to talk about it in detail, but I think they do monitor accidents and those sorts of things that are holding up traffic and try to respond with changing light timing to the extent they can.

Councilmember Austin said just a quick question and I think this is a wonderful project for the east and west communities. I noticed there are some businesses right there across from the Transit Center; how are we helping with signage or something that says hey, we are still open, we're still operating. I would hate for this economic development tool to close some business down.

Ms. Wimberly said one thing with the website with the information icons there we do have the businesses listed there or at least the businesses for that block, depending on how many there are and how many we can put on an icon. We have those listed on the website but on site we have the road open to local traffic and we have made signs up that say the name of the business and turn here for that business so that we take the cars there to help people find their way to them.

Mr. Austin said so what I'm hearing you say you will be having signs just for those businesses that are on that corridor.

Ms. Wimberly said we did that on Trade Street in between Alexander and McDowell. If you follow our detour you will see signs that says for this law group you turn here or turn here you access this law group or this group. We have those signs up along the way under the detour signs.

Mayor Clodfelter said this is just a report item and good luck. You can give them Councilmember Lyles cell phone number if you want. Mr. Manager, anything else?

Mr. Carlee said you can see why I save my Manager's Report up for hopefully when they are needed. This is going to be disruptive as everybody has acknowledged. We are going to try our best to get it right, but there may be things that we learn along the way and need to modify. If there are people, especially our businesses who are finding problems or finding ways that we can improve the situation, actually I would encourage them to call us and let us know because we will work with them. I've been through projects myself where small businesses have been disrupted; there was a street project where a small business was disrupted when I was in Charlotte for my interview that I was watching all over the news and I've followed other cities as they have installed their Street Car lines and so it is really important that we are sensitive to both the traveling public as well as our businesses small and large. If people see ways that we can be more helpful and make some modifications, some different signage, improvements to the web site please have them call us, and I say to them publicly, please call us and let us work on it.

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ITEM NO. 11: FISCAL YEAR 2015 TRANSIT OPERATING BUDGET AND FISCAL YEARS 2015-2019 TRANSIT COMMUNITY INVESTMENT PLAN

Mayor Clodfelter said both of these items have been reviewed and approved by the Metropolitan Transit Commission and I would also remind folks that are watching us that we have had a public hearing on these items as part of the general budget hearing. They were included in the overall budget hearings so the items are before you for action tonight.

Motion was made by Councilmember Howard, seconded by Councilmember Austin and carried unanimously, to (A) Approve the Fiscal Year 2015 Transit Operating Budget and Debt Service Budget, which includes a \$0.20 fare increase on the base fare, effective July 1, 2014, which was approved by the Metropolitan Transit Commission on April 23, 2014, and (B) Approve the Fiscal Years 2015-2019 Transit Community Investment Plan, which was approved by the Metropolitan Transit Commission on April 23, 2014.

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BUSINESS

ITEM NO. 12: CHARLOTTE TRANSIT CENTER – TRANSFER OF OWNERSHIP

Mayor Clodfelter said Item 12 was pulled from the agenda tonight so we will go to Item 13.

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ITEM NO. 13: APPOINTMENTS TO BOARDS AND COMMISSIONS

Item No. 13-A: Business Advisory Committee – The following nominees were considered for two appointments by the City Council, one for a three-year term beginning April 29, 2014 and ending April 28, 2017, and the other for an unexpired term beginning immediately and ending April 28, 2016:

Sean Gautam, nominated by Councilmembers Austin, Barnes, Driggs, Howard, Lyles, Mayfield and Phipps.

DeAlva Glenn, nominated by Councilmember Howard.

Sy King, nominated by Councilmembers Driggs and Smith.

Ben Smith, nominated by Councilmember Smith.

Chelsea Weavil, nominated by Councilmembers Austin, Barnes, Lyles, Mayfield and Phipps.

Results of the first ballot were recorded as follows:

Sean Gautam, 4 votes – Councilmembers Autry, Fallon, Lyles and Phipps.

DeAlva Glenn, 4 votes – Councilmembers Austin, Autry, Howard and Mayfield.

Sy King, 2 votes – Councilmembers Driggs and Smith.

Ben Smith, 2 votes – Councilmembers Driggs and Smith.

Chelsea Weavil, 3 votes – Councilmembers Barnes, Lyles and Phipps.

Since no nominee received 6 votes a second ballot was taken and was recorded as follows:

Sean Gautam, 7 votes - Councilmembers Autry, Barnes, Fallon, Howard, Lyles, Mayfield, and Phipps.

DeAlva Glenn, 6 votes – Councilmembers Austin, Autry, Barnes, Howard, Lyles, and Mayfield.

Sy King, 2 votes – Councilmembers Driggs and Smith.

Ben Smith, 2 votes – Councilmembers Driggs and Smith.

Chelsea Weavil, 2 votes – Councilmembers Austin and Phipps.

Sean Gautam and DeAlva Glenn were appointed.

Item No. 13-B: Charlotte Regional Visitor's Authority – The following nominees were considered for one appointment for a restaurant representative for an unexpired term beginning immediately and ending June 30, 2015:

Arthur Gallagher, nominated by Councilmember Barnes, Driggs, Howard and Lyles.
Tom Sasser, nominated by Councilmembers Austin, Mayfield, Phipps and Smith.

Results of the first ballot were recorded as follows:

Arthur Gallagher, 6 votes – Councilmembers Barnes, Driggs, Fallon, Howard, Lyles and Mayfield.
Tom Sasser, 4 votes – Councilmembers Austin, Autry, Phipps and Smith.

Arthur Gallagher was appointed.

Item No. 13-C: Neighborhood Matching Grants Fund – The following nominees were considered for one appointment for a neighborhood organizational leader for a two-year term beginning April 16, 2014 and ending April 15, 2016 and one appointment for a neighborhood representative for a two-year term beginning April 16, 2014 and ending April 15, 2016:

Tommy Burch, nominated by Councilmembers Austin, Howard, Mayfield and Phipps.
Deborah Walker, nominated by Councilmembers Driggs and Lyles.

Results of the first ballot for a neighborhood organizational leader were recorded as follows:

Tommy Burch, 5 votes – Councilmembers Austin, Barnes, Fallon, Howard and Phipps.
Deborah Walker, 5 votes – Councilmembers Autry, Driggs, Lyles, Mayfield and Smith.

Since no nominee received 6 votes a second ballot was taken and was recorded as follows:

Tommy Burch, 8 votes – Councilmembers Austin, Autry, Barnes, Fallon, Howard, Lyles, Mayfield and Phipps.
Deborah Walker, 1 vote – Councilmember Smith.

Mr. Burch was appointed.

The following nominees were considered for the neighborhood representative:

Julio Colmenares, nominated by Councilmember Driggs
Joel Gilland, nominated by Councilmember Barnes
Chris Land, nominated by Councilmembers Austin, Howard, Mayfield and Phipps.

The ballot for the neighborhood representative was recorded as follows:

Julio Colmenares, 5 votes – Councilmember Autry, Driggs, Fallon, Lyles and Smith.
Chris Land, 5 votes – Councilmembers Austin, Barnes, Howard, Mayfield and Phipps.

Since neither nominee received 6 votes this appointment will carry over to the next meeting.

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ITEM NO. 15: MAYOR AND COUNCIL TOPICS

Councilmember Smith said I would like to congratulate a constituent of mine who actually recently received the Key to the City as well, Jimmy Johnson does live in District 6 and congratulations for winning the World 600 and another great week for the City of Charlotte on Speed Street and the festivities. We always put our best foot forward at this time of year.

Mayor Clodfelter said that is a great result and a great event.

Councilmember Howard said I wanted to invite the public to what I'm calling Rethink CLT, it is a think tank conversation about ideas that I have about how to move the community forward in the future. I actually saw something over in Barcelona called Global World Capital that I'm going to have a conversation about. That will be on June 2nd, at 8:30 a.m. here in this building in Room 267. The public is invited. We all get an opportunity to have Town Hall Meetings and this is one of my Town Hall Meetings and I get to do four so I will be doing three more. You are welcome to come and have breakfast.

Councilmember Autry said I think Ms. Lindsey did a great job this evening of encouraging folks to participate in the 4th of July Parade at Hickory Grove. I would ask that my colleagues also consider coming out and participating if you've got lots of events that day, at least come around 11:00 and have an opportunity to get on the stage and stump a little bit.

Councilmember Austin said I just want to remind residents in District 2 that I will be at the Fourth Ward Bread Company every Saturday and Sunday from 12:00 p.m. until 3:00 p.m. to talk about your issues and concerns. Please give me a call. Also I want to remind everybody and this is more of a county that Hattie Anthony who was the Executive Director of Fighting Back, passed last year and they are going to be naming the old Fighting Back facility at 1705 Rosa Park after her on Wednesday, June 4th at 10:00 a.m. and everyone is invited to come out. She was actually a relative of my family so I'm excited.

Mayor Clodfelter said she was a great lady.

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ITEM NO. 6: CLOSED SESSION

Mayor Clodfelter said we are going to have to conclude the discussion we started after dinner so I need a motion to go back into closed session.

Motion was made by Councilmember Fallon, seconded by Councilmember Mayfield, and carried unanimously pursuant to North Carolina GS §143-318.11(a)(5) to go into closed session in order to consult with attorneys employed or retained by the City in order to preserve the attorney-client privilege and to consider and give instructions to the attorneys concerning the handling or settlement of the City Council in negotiating the price and other material terms of a contract or proposed contract for the acquisition of real property by purchase, option, exchange or lease.

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The open meeting was recessed at 8:16 p.m.



Stephanie C. Kelly, MMC, NCCMC, City Clerk

Length of Meeting: 3 Hours and 11 minutes
Minutes Completed: June 12, 2014