

Submitted By	Agenda Item # and Questions	Answers/Considerations
Consent Items		
<p>Please note the following items are being pulled from the agenda 42 (deferred), 43 (deferred), and 44 (settled).</p> <p>Deferred - The following items are being pulled by staff and deferred to the next business meeting:</p> <p>42. Property Transactions - Harrisburg Road Shared-Use Path Winterwood to Sam Dee, Parcels # 3 & 4</p> <p>43. Property Transactions - Harrisburg Road Shared-Use Path Winterwood to Sam Dee, Parcel # 6</p> <p>Settled:</p> <p>44. Property Transactions - Harrisburg Road Shared-Use Path Winterwood to Sam Dee, Parcel # 7 is pulled from the agenda as it has been settled.</p>		
CM Mayfield	<p>14. Strategic Investment Area Roadway Resurfacing</p> <p>Both Blythe companies are part of the same corporate company (which could speak to the close bid price amounts) Why would staff accept what seems to be a targeted bid strategy to benefit one company especially when some version of Blythe subsidiary has MULTIPLE/VARIOUS contracts with the City including a request for an additional \$900,000 on another project in item #17. I want to ensure the City is not creating a monopoly for certain companies? Also, what is the break-down in the difference in pricing? Does King Asphalt show a higher pay wage for their employees?</p>	<p>While “Blythe” is in the name of both companies. Blythe Construction Inc. and Blythe Brothers Asphalt Co., LLC are not affiliated. These are distinct, separate entities operating in the Carolinas. Blythe Construction is a subsidiary of VINCI Construction (Eurovia USA), while Blythe Brothers Asphalt is part of the Blythe Development Co.</p> <p>For City construction contracts procured through a competitive, low-bid process, the City does not collect, track, or evaluate contractor wage rates for individual bid items. Under applicable procurement requirements, contract award is based solely on identifying the lowest responsive and responsible bidder as determined by the total bid price and compliance with all solicitation requirements.</p>
Mayfield	<p>15. Automatic Lighting Controls Maintenance and Services</p> <p>Why was this sent back out for bid when only 1 response was received?</p>	<p>This item is the result of a service Request for Proposals, multiple proposals are not required.</p> <p>In this case delaying the process to send back out for proposals was not expected to increase the proposals.</p>
Mayfield	<p>17. Lakeview Road Improvements Change Order</p> <p>Why is Charlotte Water contributing this amount towards the additional costs: Charlotte Water will contribute \$117,189.94 of the change order #2 amount.</p>	<p>Charlotte Water incurred additional costs on the Lakeview Road Improvement Project in the following areas:</p> <ul style="list-style-type: none"> • Charlotte Water added additional valves to an existing water main to help them maintain service to customers in the area whenever future maintenance is required. • Charlotte Water requested to lower an existing water main near the end of the project because they deemed it to be too shallow.

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		These additions are improvements to Charlotte Water’s existing system and are included in Addendum #2.
Mayfield	<p>21. Belmont Lift Station and Force Main Contract Amendment</p> <p>During the design process, additional scope was identified as being necessary to improve the functionality of the project: What are the “additional scope identified”?</p>	<p>Additional scope that was identified includes:</p> <ul style="list-style-type: none"> • Reassess alignment of the Catawba River horizontal directional drill crossing due to permitting and easement issues and to minimize public disruption. • Modify design to open cut force main installation method, analyze alternative routes to reduce costs, and conduct additional coordination with Norfolk Southern Rail Road. • Perform additional hydraulic analysis and assess Paw Creek Pump Station impacts from additional flow. • Value engineering of the Belmont Lift Station during design. • Provide additional survey, environmental, easement, and geotechnical services.
Mayfield	<p>26. Toby Creek Sanitary Sewer Construction and Mallard Creek Stream Restoration Project</p> <p>“Mecklenburg County will fund the cost of the Mallard Creek Stream Improvement Project.” What amount is the County contributing to this cost?</p>	Mecklenburg County is contributing 100% of the cost associated with the stream restoration component of this project, \$6,259,491.
Mayfield	<p>Items # 32, 33, 34 Regarding Land Acquisitions for Tree Canopy Preservation Program</p> <p>Why is the city proposing to pay more than is listed on the Mecklenburg Council Spatialest site?</p>	When the Tree Canopy Preservation Program (TCPP) purchases conservation land, the City typically obtains an appraisal to determine the fair market value (FMV) of a property. FMV generally is the amount of money a sale of the property would bring under current market conditions. TCPP typically purchases land at/or near FMV. Tax appraisal values determined by the Mecklenburg County Assessor's Office are different than fair market values.
Mayfield	<p>36. Set a Public Hearing on Summerwell Mountain Island Voluntary Annexation</p> <p>I have concerns regarding the impact of the residents of the unincorporated area and how these additional units could impact the infrastructure and quality of life of the residents that will NOT receive City services.</p> <p>How exactly will the other neighbors be notified of this meeting as a large swath within the 300ft are owned by the petitioners?</p>	<p>How redevelopment on the annexation area may impact neighboring residents outside of the annexation area:</p> <p>This is an annexation petition and not a consideration of development in the sense that a rezoning petition may be. To clarify, the development that is being planned for this site (158 duplex units and 14 single family units) can occur regardless of whether the annexation is approved because the site's zoning of N1-A allows for such development. The annexation approval does not allow nor prevent the proposed development; however it would change who is responsible for providing certain services and what taxes the property pays and to whom. Part of the annexation process includes polling municipal</p>

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		<p>departments that would service this annexation and little to no impacts are expected.</p> <p>The annexation is not anticipated to directly impact the quality of life for neighbors because the development can occur regardless of whether the site is within City Limits or not.</p>
Business Items		
<p>CM Mazuera Arias</p>	<p>12. Starwood Avenue Affordable Townhomes</p> <p>1) Can staff confirm that the affordability requirements remain unchanged and that these homes will stay affordable for first-time buyers?</p> <p>2) What safeguards are in place to ensure this extension does not become a precedent for indefinite delays on affordable housing delivery and that we are doing a better job in knowing where orphan roads are located in the City?</p> <p>3) Will Council receive a clear timeline and reporting milestones so we can hold this project accountable to completion?</p>	<ol style="list-style-type: none"> 1. The affordability requirements remain unchanged. The for-sale affordable townhomes will be affordable for first-time homebuyers at 80 percent of the area median income according to the House Charlotte program income eligibility requirements at the time of sale (for reference, the current HOME income limits for 80% AMI are ~ \$89,000 for a family of 4). 2. Most affordable housing investments (whether through HTF investment or land conveyance) are made in the early stages of a development before the full plan review process and all due diligence steps are completed. It is not uncommon for challenges to arise during permitting and even construction that result in project delays. Extensions are provided when a developer can demonstrate that, despite delays, there is a strong commitment to the delivery of affordable units, and that substantial progress has been made where possible. <ol style="list-style-type: none"> a. The original conveyance for this property occurred in 2023, when city-owned land for affordable housing was a relatively new strategy. Since that time, the city has made substantial improvements to our processes around city-owned land, including conducting more due diligence on the front end of transactions, and coordinating across departments to conduct a deeper review of city-owned parcels. b. CDOT maintains a centralized GIS inventory of orphan roads citywide and in Charlotte’s ETJ (Extra-Territorial Jurisdiction). This map is actively managed and updated as new information is identified through development reviews, field investigations, and coordination with other agencies. As streets are evaluated, records are refined to confirm whether a roadway was intended to be public or private, and whether it has been formally accepted for public maintenance. 3. If the resolution is adopted, the new timeline for completion of the requirement is July 31, 2027. The agreement allows for two additional, consecutive six-month terms, contingent upon substantial

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		construction progress. Staff will monitor progress and compliance through our asset management program and contract monitoring processes.
CM Mazuera Arias	<p>13: Norland Road Shared Use-Path</p> <p>1) How are residents who live along Norland Road being notified and engaged during construction especially around access and safety?</p> <p>2) Will Council receive an update on whether the 4ft sidewalk would be able to modernize into a 6ft sidewalk based on contingencies? What does that timeline look like?</p>	<p>1) Residents will receive advance notice of construction 1-2 weeks prior to the contractor receiving a notice to proceed. In addition, staff will work directly and individually with affected property owners to coordinate whenever driveway entrances or property access may be impacted during construction.</p> <p>2) Staff is committed to providing Council an update by the end of March 2026.</p>

Additional Information on items (not on tonight’s agenda) re: Harrisburg Road Shared-Use Path Winterwood to Sam Dee

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Mayfield	<p>Condemnation Property Transactions 42, 43, and 44.</p> <p>Harrisburg Road Shared-Use Path Winterwood to Sam Dee</p> <p>1-This is a two-lane road, what exactly is the plan to justify this request for these specific properties and which if any other properties along Harrisburg Rd have been requested for review?</p> <p>2-Is it not part of the responsibility of the petitioner to request access to their properties if a sidewalk or widening is required?</p> <p>3-What should the set-back be to protect the current residents from the impact of this development as clear-cutting has already happened?</p> <p>4-What is the plan down to Camp Stewart Rd which currently is 1-lane on each side down to the light with a small grocery on the left corner of the light?</p>	<p>1a. Project Needs and Scope This project is part of the city’s Strategic Investment Areas pilot program, which has been established to create or improve mobility options for all users. The shared-use path for this project requires additional right-of-way along this segment of Harrisburg Road to accommodate new pedestrians and cyclist facilities that currently do not exist. Although Harrisburg Road is a two-lane roadway (with dedicated turning lanes), the existing right-of-way varies along the corridor and is not wide enough in these locations to construct the 12-foot wide shared-use path.</p> <p>1b. Why These Three Parcels For Items 42 and 43, staff engaged in extended negotiations with the property owners. Despite multiple offers and attempts to reach agreement, staff were unable to secure the necessary rights voluntarily. These parcels are essential for completing this continuous segment of the path; without them, the project cannot be constructed as designed. (Item 44 has been settled with the property owner.)</p> <p>1c. Other Properties Along the Corridor Several other properties along Harrisburg Road were reviewed as part of the project. Most owners reached voluntary agreements, although additional condemnations may be required.</p> <p>2. Staff are following the city’s standard real estate acquisition process and timeline to acquire the necessary easements to construct the project. As part of that</p>

		<p>process, the property owners are contacted on multiple occasions.</p> <p>3. Construction has not begun and no clear-cutting has happened as part of this project. Easements have been established to allow for a work zone area for the contractor to clear, grade, and construct the shared use path.</p> <p>4. A developer project will complete the adjacent section of shared-use path heading towards Camp Stewart Road. Another project within the Strategic Investment Areas program will construct pedestrian/bicycle facilities the rest of the way to connect to improvements at the Camp Stewart Rd/Harrisburg Rd intersection.</p>
<p>CM Mazuera Arias</p>	<p>42. Property Transactions - Harrisburg Road Shared-Use Path Winterwood to Sam Dee, Parcels # 3 & 4</p> <p>1) Have all affected property owners been engaged early and fairly in this process? Who has the responsibility: the City or the developer? And why?</p> <p>2) What mechanisms are in place ensuring that this property acquisition for public projects does not burden long-term residents?</p> <p>3) What is the full timeline from acquisition to construction so residents can see tangible progress?</p>	<p>1) Through the City's Community Area Planning process, residents were engaged to provide feedback regarding areas in need. The Strategic Investment Areas program then hosted a community outreach event specific to the Far East-Harrisburg area last July where real estate staff were available to begin discussing impacts. As part of the city's standard real estate acquisition process for this program, impacted residents were contacted at least 90 days prior to the acquisitions coming before Council. During that time, property owners are contacted by mail, phone, email, and in-person to discuss the impacts.</p> <p>The Strategic Investment Areas program is constructing shared use path adjacent to developer construction but has not been involved with the developer's outreach process.</p> <p>2) When the City obtains easements, residents are compensated based on negotiations or appraised value.</p> <p>3) The timeline varies from project to project. For the Strategic Investment Areas program, all work is anticipated to be completed or in construction by the end of 2026.</p>