

# **City of Charlotte**

*Charlotte-Mecklenburg Government Center  
600 East 4th Street  
Charlotte, NC 28202*



## **Meeting Agenda**

**Monday, May 22, 2017**

**Council Chambers**

### **City Council Business Meeting**

*Mayor Jennifer W. Roberts  
Mayor Pro Tem Vi Lyles  
Council Member Dimple Ajmera  
Council Member Al Austin  
Council Member Ed Driggs  
Council Member Julie Eiselt  
Council Member Claire Fallon  
Council Member Patsy Kinsey  
Council Member LaWana Mayfield  
Council Member James Mitchell  
Council Member Greg Phipps  
Council Member Kenny Smith*



# City of Charlotte

Charlotte-Mecklenburg  
Government Center  
600 East 4th Street  
Charlotte, NC 28202

## Meeting Agenda City Council Business Meeting

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Monday, May 22, 2017

5:00 PM

Council Chambers

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5:00 P.M. DINNER BRIEFING, CHARLOTTE-MECKLENBURG GOVERNMENT CENTER, ROOM 267

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6.	Answers to Mayor and Council Consent Item Questions .....	42

6:30 P.M. PUBLIC FORUM (Located in Room 267)

***Call to Order***

***Roll Call***

***Introductions***

***Invocation***

***Pledge of Allegiance***

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#### ***Adjournment***

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# City of Charlotte

Charlotte-Mecklenburg  
Government Center  
600 East 4th Street  
Charlotte, NC 28202

**Agenda Date:** 5/22/2017

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**Agenda #:** 1. **File #:** 15-5576 **Type:** Dinner Briefing

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## Agenda Overview

**Staff Resource(s):**  
Marcus Jones, City Manager



**Agenda Date:** 5/22/2017

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**Agenda #:** 2. **File #:** 15-5577 **Type:** Dinner Briefing

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## **Mayor and Council Consent Item Questions**

**Staff Resource(s):**

Randy Harrington, Management and Financial Services

**Time:** 5 minutes

**Synopsis**

Mayor and Council may ask questions about Consent agenda items. Staff will address questions at the end of the dinner meeting.



**Agenda Date: 5/22/2017**

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**Agenda #: 3. File #: 15-5572 Type: Dinner Briefing**

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## **Charlotte's Improved Rating in the National Flood Insurance Program**

### **Staff Resource(s):**

Gina Shell, Engineering and Property Management  
Daryl Hammock, Engineering and Property Management

Dave Canaan, Mecklenburg County

Dan Brubaker, North Carolina Department of Public Safety

Susan Wilson and Jesse Munoz, Federal Emergency Management Agency

**Time:** 10 minutes

### **Explanation**

- On April 1, 2017 Federal Emergency Management Agency (FEMA) notified the City of its designation as a Community Rating System (CRS) Class 4 Community. This designation resulted from a 2016 submittal and review of Charlotte programs and ordinances related to flood resiliency, land use, stormwater management, and environmental protection.
- The National Flood Insurance Program's (NFIP) CRS is a voluntary incentive program that encourages floodplain management activities that exceed the minimum federal requirements. The NFIP is administered locally by Mecklenburg County on the City's behalf.
- Flood insurance rates are discounted in CRS-participating communities to reflect the reduced flood risk resulting from the community actions.
- The floodplain management activity implemented by Charlotte now qualifies residents for a 30 percent discount in flood insurance premiums.
- Charlotte is now one of only 12 communities in the nation to receive such designation, placing Charlotte in the top one-percent of 1,200 participating communities. Officials from FEMA, North Carolina Department of Public Safety, and Mecklenburg County will be present to recognize this designation.

### **Future Action**

For informational purposes only.



**Agenda Date: 5/22/2017**

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**Agenda #: 4.File #: 15-5492 Type: Dinner Briefing**

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## **Fiscal Year 2018 Public Art Work Plan**

### **Staff Resource(s):**

Marc Gustafson, Public Art Commission  
Carla Hanzal, Arts & Science Council  
Alicia Dasch, Strategy and Budget

**Time:** 30 minutes

### **Explanation**

- City Council approved the current Public Art Ordinance on May 27, 2003.
- On June 20, 2005, City Council approved the annual agreement with the Arts & Science Council and the Public Art Commission for administration of the Public Art Program.
- The Fiscal Year 2018 work plan includes information on completed and on-going public art projects, in addition to the proposed FY 2018 public art allocations.

### **Future Action**

The FY 2018 Public Art Work Plan and the annual agreement with the Arts & Science Council - Charlotte Mecklenburg, Inc. and the Public Art Commission for administration of the Public Art program will be included in the June 12, 2017, budget adoption agenda item.



**Agenda Date: 5/22/2017**

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**Agenda #: 5.File #: 15-5398 Type: Dinner Briefing**

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## **Airport Area Strategic Development Plan**

### **Staff Resource(s):**

Brent Cagle, Aviation

**Time:** 30 minutes

### **Explanation**

- On October 26, 2015, Council approved a contract with MXD Development Strategist for the development of an Airport Area Strategic Development Plan (AASDP).
- The objectives of the AASDP include:
  - Self-Sustaining: it should generate non-aeronautical revenue that helps fulfill Federal Aviation Administration requirements for airport financial self-sufficiency.
  - Land Re-use: it should put vacant and underutilized Airport property into productive use.
  - Compatibility: it should ensure that future development around the Airport is appropriate for an airport environment and does not negatively impact aviation.
- Aviation staff will present an overview of the recommended development strategies included in the AASDP.

### **Future Action**

Aviation will request Council approval on individual catalytic projects as it implements the AASDP.

### **Attachment**

Airport Area Strategic Development Plan Executive Summary



CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT

# AIRPORT COMMERCIAL DEVELOPMENT STRATEGY

MXD DEVELOPMENT STRATEGISTS • JACOBS • KIMLEY-HORN & ASSOCIATES • LYERLY AGENCY

MARCH 2017

**This CLT Airport Commercial Development Strategy guides implementation of the CLT Airport Area Strategic Development Plan (CLT AASDP), which defines a strategy based on economic and real estate market analysis for facilitating private sector development of Airport property not required for aviation use. Central to the strategy is a framework of road improvements that will unlock the real estate potential of Airport properties and support their development while improving the efficiency of infrastructure in the area around the Airport.**



Figure 1: Artistic representation of CLT AASDP looking southwest and illustrating the development potential of the Airport Area.

THE CONSULTANT TEAM



**MXD Development Strategists Ltd.**  
Lead Consultant and Project Manager  
Market + Economic Analysis and Airport Connected Development

**Jacobs**  
Land Use Planning, Development and Visualization Sub-Consultant

**Kimley-Horn & Associates, Inc.**  
Transportation, Infrastructure and Engineering Sub-Consultant

**Lyerly Agency**  
Stakeholder Engagement and Communication Sub-Consultant

ACRONYMS:

<b>AASDP</b>	Airport Area Strategic Development Plan
<b>ACDS</b>	Airport Commercial Development Strategy
<b>APM</b>	Automated People Mover
<b>CATS</b>	Charlotte Area Transit System
<b>CLT</b>	Charlotte Douglas International Airport
<b>FAR</b>	Floor Area Ratio
<b>MXD</b>	MXD Development Strategists
<b>TOD</b>	Transit Oriented Development

DEFINITIONS:

**Airport Connected Development** - Commercial development that has an economic relationship with the airport.

**Airside** - Airport properties with direct access to aircraft taxiways and aprons.

**Areas of Influence** - Properties around CLT that were analyzed to understand their current and planned land uses and included in the CLT AASDP traffic model.

**Aviation Department** - The Aviation Department of the City of Charlotte is the operator of the Airport.

**Commercial Development** - Private sector investment in property improvements and business activities.

**Landside** - Airport properties without direct access to aircraft taxiways and aprons.

**Outside the Fence** - Properties located outside of the airport security fence.

**Sunrise Industries** - Economic activities made possible by technological innovation that are in an early-adoption, high-growth stage of maturity.

**Tri-Modal Transportation** - Road, air, and railway modes of transportation.

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METHODOLOGY

INTRODUCTION

In October 2015, the City of Charlotte Aviation Department commissioned consultancy **MXD Development Strategists Ltd.** (MXD) to identify, define, and assess a Charlotte Douglas International Airport (CLT) “Airport Area Strategic Development Plan” (AASDP) that will facilitate private sector commercial development of Airport owned properties. This “Airport Commercial Development Strategy” (ACDS) guides implementation of the economic positioning, land use strategy, and transportation and mobility framework defined in the CLT AASDP.

MXD has a global track-record of helping airports and their communities understand the commercial development potential of airport property not required for aviation use. MXD has completed similar assignments in Memphis, Atlanta, and Denver in the United States, in Vancouver, Edmonton, and Halifax in Canada, and around the world in Australia, Hong Kong, South Africa, Oman, and Brazil.

Headquartered in Vancouver, MXD assembled a skilled team with local knowledge and global experience to create the CLT AASDP:

- **Jacobs** — Atlanta-based Jacobs’ Advance Planning Group, Land Use Planning and Development sub-consultant.
- **Kimley-Horn & Associates** — Charlotte-based Transportation, Infrastructure and Engineering sub-consultant.
- **Lyerly Agency** — Charlotte-based Stakeholder Engagement and Communication sub-consultant.

The foundation for the CLT AASDP lies in its strategic Economic Positioning to embrace Target Economic Sectors and facilitate Airport Connected Development. To ensure that it advances the Aviation Department Vision and mission, the CLT AASDP has three primary objectives:

- **Self-Sustaining:** it should generate non-aeronautical revenue that helps fulfill FAA requirements for airport financial self-sufficiency.
- **Land Re-Use:** it should put vacant and underutilized Airport property into productive use.
- **Compatibility:** it should ensure that future development around the airport is appropriate for an airport environment and does not negatively impact aviation.

THE AVIATION DEPARTMENT INTENDS TO IMPLEMENT THE CLT AASDP STRATEGY TO FACILITATE PRIVATE SECTOR DEVELOPMENT ON AIRPORT PROPERTY. CLT WILL UNDERTAKE AERONAUTICAL-RELATED COMMERCIAL DEVELOPMENT AND FACILITATE NON-AERONAUTICAL DEVELOPMENT, AND ALL PROJECTS WILL BE CONSIDERED BY CHARLOTTE CITY COUNCIL WITH PARTNERSHIPS WITH THE PRIVATE SECTOR BEING THE PREFERRED MODEL.

PROCESS

The CLT AASDP utilized two stages of work, illustrated below:

Stage One: Economic & Market Analysis & Initial Airport Area Strategic Development Plan Concept.

The project began with an examination of current conditions and a “Listening Tour” with key government, business, and community stakeholders to learn about the opportunities and issues they see for commercial development at the Airport. The need for transportation improvements emerged as the critical issue for stakeholders. A total of 457 stakeholders representing more than 40 governments, agencies, businesses, groups, and communities were engaged in the CLT AASDP process.

Thorough analysis of the Charlotte economy focused on understanding of the performance of key Economic Clusters that are important to commercial development at airports. A real estate market analysis of Industrial, Office, Retail, and Hotel land uses yielded a market-supported Development Program of what could be built on Airport owned property over the next 20 years.

The Development Program of land uses was allocated onto Airport property not required for aviation use alongside a framework of transportation improvements conceived to support future development and improve city-wide mobility.

Stage Two: Enhanced Detail, Feasibility Analysis & Implementation Action Plan.

The preliminary allocation of the Development Program onto Airport property was tested and refined. Realistic building sizes, including parking, were used to confirm that Development Program’s Industrial, Office, Retail, and Hotel land uses could fit onto Airport property. Initial “Catalytic” development projects that could accelerate development and build momentum were identified.

Traffic modelling and analysis was used to define transportation improvements and ensure that they served Airport development and the broader community. Cost-Revenue analysis was performed and incorporated into the phasing strategy for development to maximize benefit while minimizing investment.

A detailed Implementation Action Plan summarizes the future implementation actions of the phasing strategy and identifies opportunities for catalytic developments.

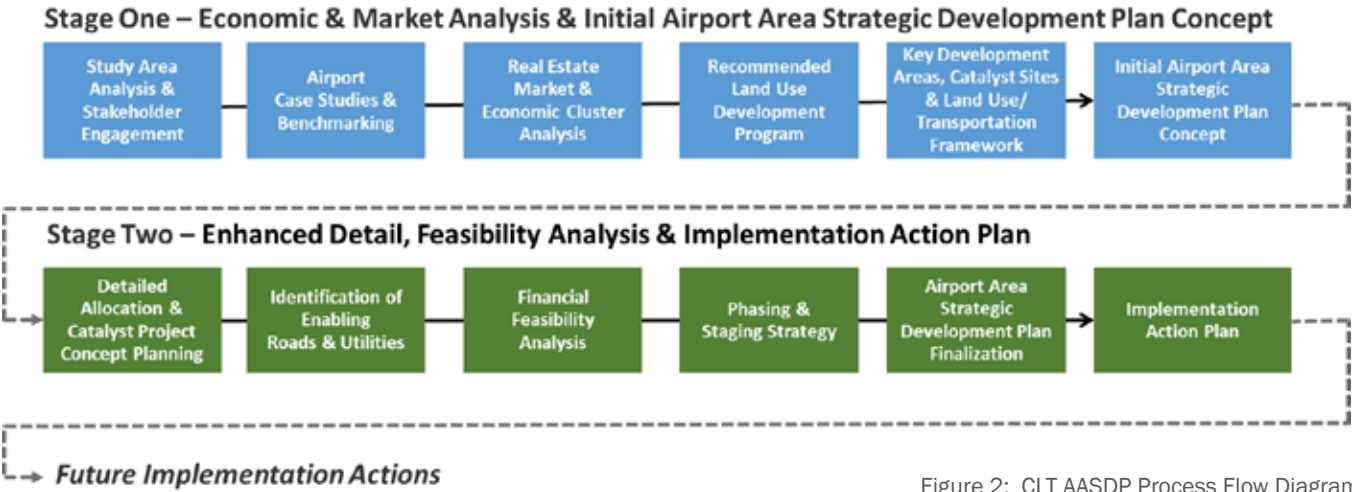
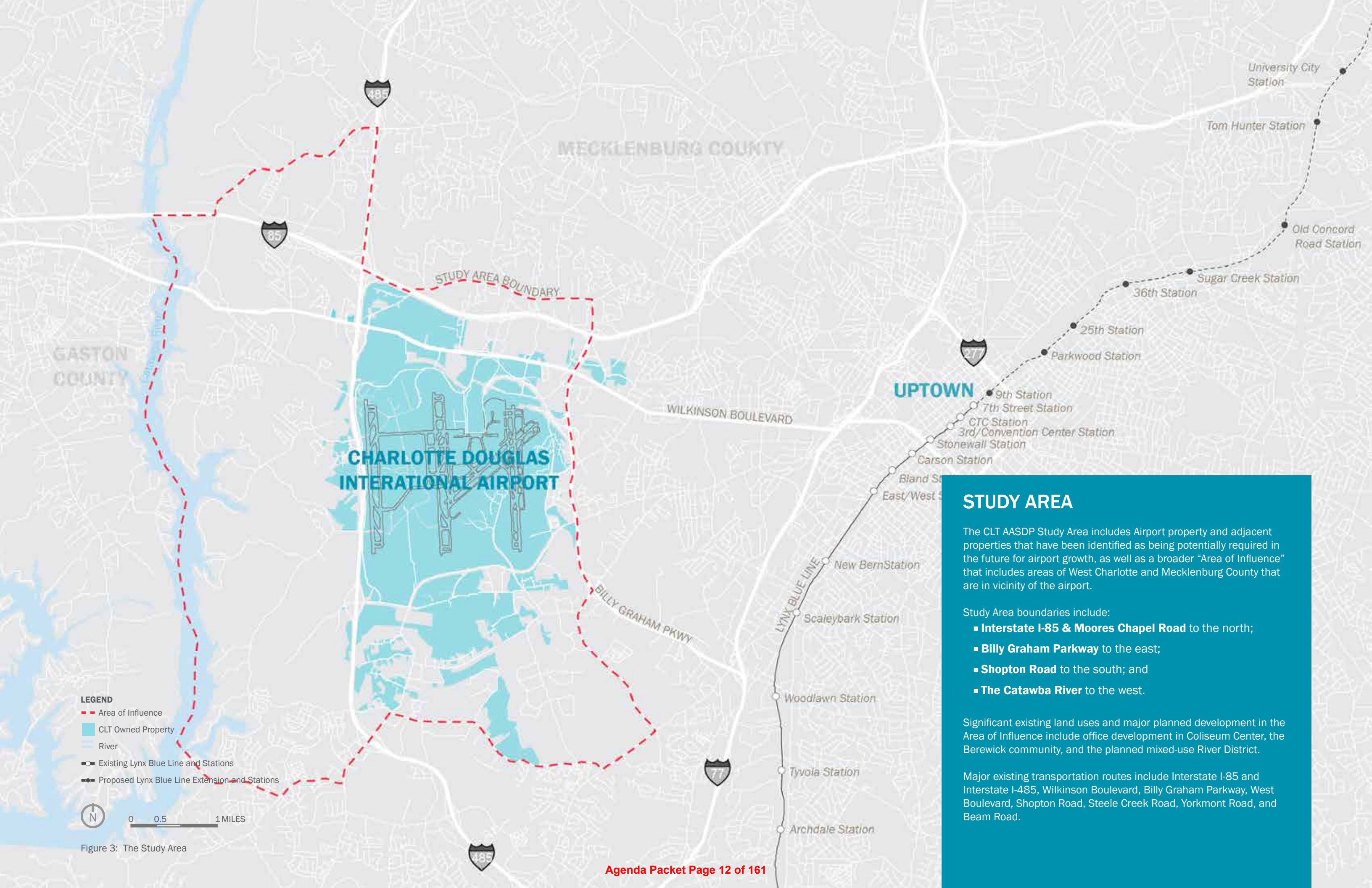


Figure 2: CLT AASDP Process Flow Diagram



## STUDY AREA

The CLT AASDP Study Area includes Airport property and adjacent properties that have been identified as being potentially required in the future for airport growth, as well as a broader “Area of Influence” that includes areas of West Charlotte and Mecklenburg County that are in vicinity of the airport.

Study Area boundaries include:

- **Interstate I-85 & Moores Chapel Road** to the north;
- **Billy Graham Parkway** to the east;
- **Shopton Road** to the south; and
- **The Catawba River** to the west.

Significant existing land uses and major planned development in the Area of Influence include office development in Coliseum Center, the Berewick community, and the planned mixed-use River District.

Major existing transportation routes include Interstate I-85 and Interstate I-485, Wilkinson Boulevard, Billy Graham Parkway, West Boulevard, Shopton Road, Steele Creek Road, Yorkmont Road, and Beam Road.

**LEGEND**

- Area of Influence
- CLT Owned Property
- River
- Existing Lynx Blue Line and Stations
- Proposed Lynx Blue Line Extension and Stations

0 0.5 1 MILES

Figure 3: The Study Area

AIRPORT CONNECTED DEVELOPMENT

Charlotte businesses rely upon CLT to connect the city to more than 160 destinations across the United States and around the world. This connectivity offers the Charlotte Region a significant competitive advantage that helps attract new businesses, particularly international companies, and supports a high quality of life for employees and their families. In addition to moving people, CLT moves air cargo, including express courier packages, mail, online purchases, and high-value perishables.

As the economy of the Charlotte Region grows, it creates opportunities for growth among businesses that have an economic relationship to CLT. New commercial development that responds to this opportunity is called “Airport Connected Development”. The top right diagram illustrates the relationship between growth of several sectors of the economy, their specific land use and transportation requirements, and the opportunity that is created for new Airport Connected Development.

The bottom right diagram illustrates the relationship of different types of Airport Connected Development and their preferred driving distance to CLT. While companies that directly interact with airplanes must locate airside, many companies do not have this requirement and may choose where to locate.

Facilitating private sector Airport Connected Development at CLT will create new opportunities for economic growth and help drive demand for additional passenger and air cargo service.

EXAMPLES OF AIRPORT CONNECTED DEVELOPMENT OPPORTUNITIES

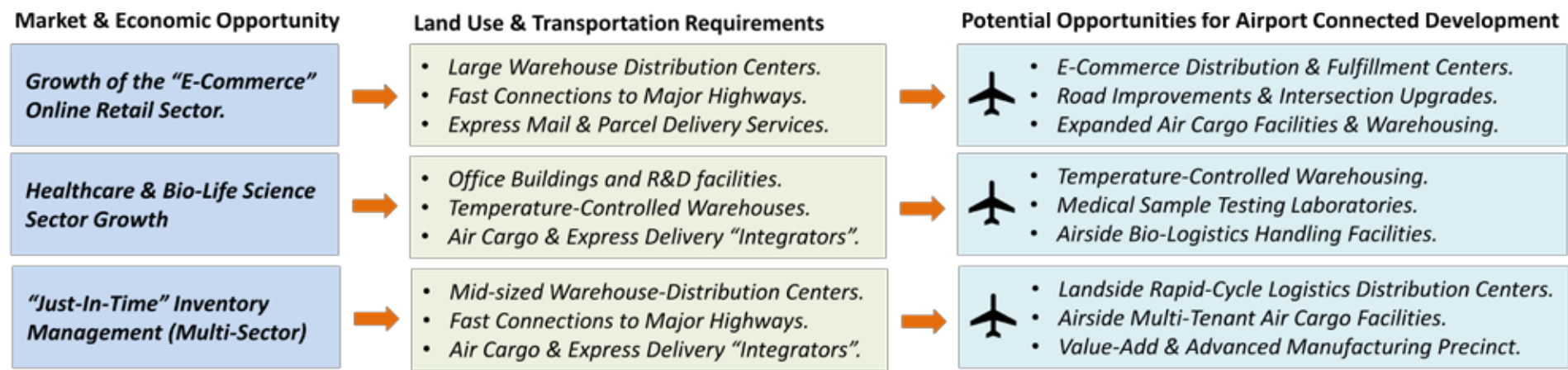


Figure 4: Examples of Airport Connected Development Opportunities

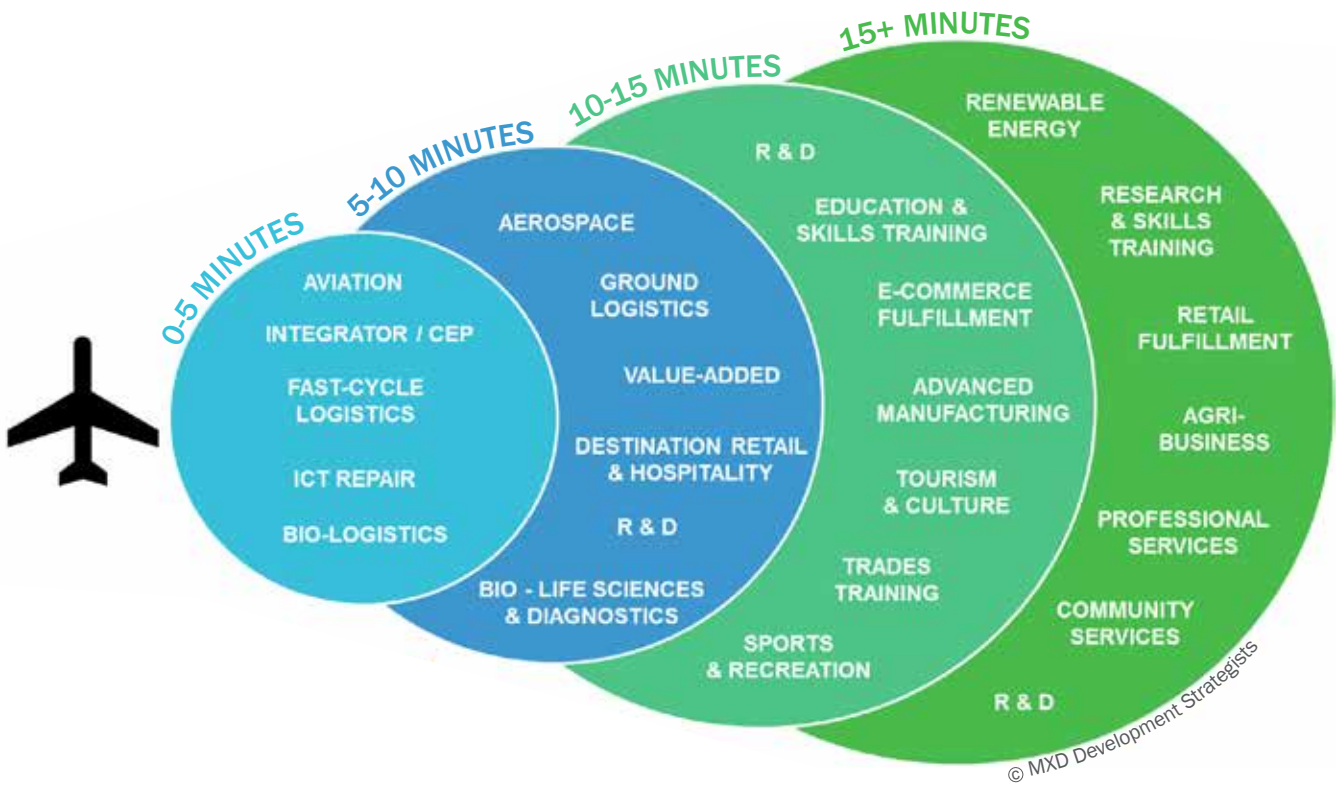


Figure 5: Time-Distance by Economic Sector

EXAMPLES OF AIRPORT CONNECTED DEVELOPMENT

The Airport Connected Development projects illustrated at right show examples of the diversity of current projects that are being undertaken by airports across the United State and Canada.

Most of the illustrated Airport Connected Development projects are commercial developments initiated and built by the private sector. There are also examples of the public sector pursuing Airport Connected Development, notably the British Columbia Institute of Technology Aerospace Campus and the Canada Post Pacific Processing Facility at Vancouver International Airport. The Westin Denver International Airport Hotel & Airport Transit Center is a development initiative undertaken by Denver International Airport Authority to maximize the benefit of integrating a new rapid transit line into the Terminal. The hotel is owned by the airport and run by a hotel operator in a concession agreement.

In addition to these current examples of Airport Connected Development, a wide variety of economic sectors and activities are appropriate for development at an airport, including:

- Aviation, Aerospace & Defense
- Accommodation
- Logistics & Distribution
- Advanced Manufacturing
- Office & Business Park
- Education & Skills Training
- Meetings & Convention
- Convenience Retail
- Destination Retail
- Recreation & Leisure
- Mixed-Use Transit Oriented Development (TOD)

Denver International Airport  
DEN



**WESTIN DENVER INTERNATIONAL AIRPORT HOTEL & AIRPORT TRANSIT CENTER**

- 519-room hotel integrated with the terminal and TOD station.
- 37,500 ft² conference center and retail-activated public plaza.
- 23 mile, 7 station LRT line connecting DEN to Downtown Denver.



**PEÑA STATION TRANSIT-ORIENTED DEVELOPMENT**

- Master Planned Mixed-Use District next to Denver Int’l Airport.
- Panasonic Division Head Office & Smart City Development.

Dallas-Fort Worth International Airport  
DFW



**INTERNATIONAL COMMERCE PARK**

- 376 acre logistics park with Foreign Trade Zone status; 3,200 jobs.
- Includes “Logistics Center 1”: a 1 million ft² cross-dock facility.

Vancouver International Airport  
YVR



**MCARTHURGLEN DESIGNER OUTLET MALL**

- 240,000 ft² of Destination Retail opened in Phase One (2015).
- 400,000 ft² & 1,000 jobs at full build-out (2017).

Memphis International Airport  
MEM



**FEDEX COLD CHAIN**

- 83,000 ft² Cold Chain Logistics Complex at Memphis Int’l Airport.
- 24/7/365 operation, temperature assurance with telemetry.



**FLEXTRONICS MEMPHIS**

- Fast-Cycle Logistics – Laptop Computer Repair Depot
- Located adjacent to the airport and near FedEx & UPS integrators.

British Columbia Institute of Technology  
Aerospace Technology Campus



**BRITISH COLUMBIA INSTITUTE OF TECHNOLOGY AEROSPACE TECHNOLOGY CAMPUS**

- 300,000 ft² campus, includes 90,000 ft² commercial office space.
- 40,000 ft² hangar; 23 aircraft teaching fleet includes a B737-200.



**CANADA POST PACIFIC PROCESSING FACILITY**

- 700,000 ft² Mail & E-Commerce Fulfillment Hub.
- \$200 million investment & 900+ jobs.

Atlanta Hartsfield Jackson International Airport  
ATL



**PORSCHE NORTH AMERICA HQ & BRAND EXPERIENCE CENTER**

- 27 Acre, \$100M campus on airport property under flight path.
- 1.6 mile track, off-road circuit, museum, 13,000 ft² events center.



**GEORGIA INTERNATIONAL CONVENTION CENTER**

- 400,000 ft² with 16,000 ft² of exhibit space & 40,000ft² ballroom.
- Anchors hospitality cluster of hotels, offices & Automated People Mover connecting directly to ATL terminal.

Edmonton International Airport  
YEG



**OUTLET COLLECTION AT EIA**

- 465,000 ft² outlet mall u/c at Edmonton International Airport.
- Ivanhoe Cambridge-Simon Properties Joint Venture.



**ROSENEAU TRANSPORT FAST-CYCLE LOGISTICS HUB**

- 215,000 ft² logistics facility u/c at Edmonton International Airport.
- Cold-Chain Temperature Control Capabilities; open 24/7/365.

TARGET ECONOMIC CLUSTERS

The CLT AASDP specifically targets the illustrated Economic Clusters, which align with Local, County, and State Economic Development initiatives, and have substantial support from business groups and academics. These Target Clusters also embrace the “Airport Connected Development” approach for stimulating economic growth and defining the land use and development framework.

The Target Clusters represent a range of economic activities that relate to the Airport, benefit from locating in its vicinity, require excellent ground transportation connectivity, and are well-positioned for growth in the Charlotte Region economy.

Growth of the Target Clusters will stimulate the Charlotte Region economy, making to make it competitive and prosperous, particularly for “sunrise industries” in their dynamic growth stage, such as Advanced Additive Manufacturing, Just-in-Time Logistics & Distribution, “Big Data” R&D, and data center computing.

Success of these sectors will create a virtuous cycle for CLT by increasing Origin & Destination passenger and air cargo traffic, thereby driving airline service and route connectivity growth, particularly for long-haul routes to key international business markets.



Figure 6: Recommended CLT AASDP Target Economic Cluster

MARKET-DRIVEN DEVELOPMENT PROGRAM

The CLT AASDP is built upon a Market and Economic Analysis that utilizes industry-standard methodologies to produce the illustrated Development Program and potential absorption by land use asset class for properties owned by the Airport and properties that may required to facilitate flexible growth and expansion in the future.

The Development Program reflects the Airport’s market-supportable share of new development in the City of Charlotte over 20 years, factoring in major announced land development initiatives in the Airport sub-market, including the River District and future phases of Berewick (to the west of CLT), as well as undeveloped land.

The CLT Development Program, illustrated in the table to the right, considers “Low”, “Medium” and “High” economic growth scenarios and utilizes the “Moderate” scenario for allocation of the CLT Development Program across CLT’s various existing properties and areas needed for airport expansion.

The Development Program illustrates the total amount new building space, measured in square feet (SF) or number of hotel rooms (keys), for each type of development are supported by the economic and real estate market analysis. This is known as “gross building area”. The amount of acres (AC) required to accommodate each type of development is illustrated in parenthesis below the gross building area.

The correlation between gross building area and the required number of acres for each type of development is determined by their typical Floor Area Ratio (FAR), which describes the amount of building area divided by the size of the property. Low ratios indicate lower-density forms of development and high ratios indicate higher-density forms of development.

Warehouse Distribution buildings typically have a lower FAR because they take up a relatively small amount of the total property and require large open areas for loading dock parking and manoeuvring room for trucks. Office/Business Park and Accommodation hotel buildings typically have higher FARs because they typically have relatively low open space requirements that are used for landscaping and surface parking or multi-story parking decks. They also feature buildings that have multiple floors and when added up the building area can exceed the total area of the property.

Table 1: Market-Driven Development Program

LAND USE	AIRPORT CONTROLLED SITES POTENTIAL ABSORPTION		
	LOW ECONOMIC GROWTH	MODERATE ECONOMIC GROWTH	HIGH ECONOMIC GROWTH
Warehouse Distribution	4.6 million SF (304 AC)	6.2 million SF (406 AC)	7.7 million SF (507 AC)
Flex Industrial	707,000 SF (46 AC)	942,000 SF (62 AC)	1,178,000 SF (77 AC)
Office/Business Park	1.7 million SF (129 AC)	2.2 million SF (172 AC)	2.8 million SF (215 AC)
Accommodation	769 keys (15 AC)	1,106 keys (21 AC)	1,442 keys (29 AC) + Convention Hotel
Retail	351,000 SF (28 AC)	436,000 SF (33 AC)	543,000 SF (41 AC)
TOTAL (20 Years)	522 AC	694 AC	869 AC

CLT DEVELOPMENT DISTRICTS

The CLT AASDP divides the land at and around CLT into five Development Districts. CLT Airside contains the Airport’s existing air system, terminal, support facilities, and the planned Fourth parallel runway identified in the CLT Airport Layout Plan. As CLT Airside fulfills the core aviation mission of the Airport, and preserving its integrity and flexibility is paramount to the CLT AASDP, it is excluded from calculating available development property.

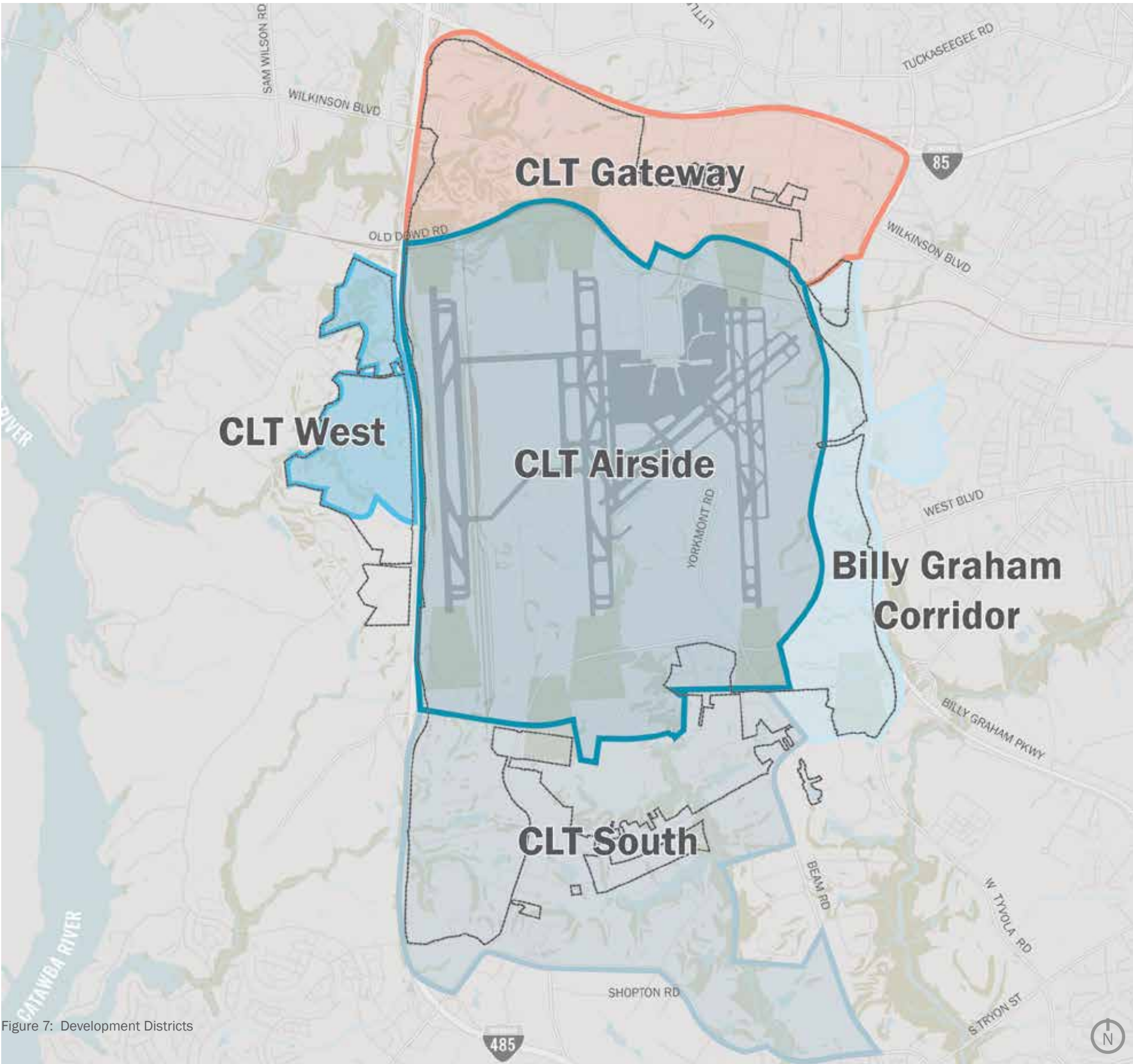
The four core development districts are:

- CLT Gateway
- CLT South
- CLT West
- Billy Graham Corridor

GIS-based analysis was performed to identify the quantity, current condition, and ownership of developable acres in these four development districts. Development constraints, including FAA restrictions, steep slopes, and wet lands, were excluded and ownership was considered to arrive at the amount of developable land available to CLT (illustrated below) on Airport property and properties needed for airport expansion.

Table 2: Developable Area

DEVELOPMENT DISTRICT METRICS	TOTAL ACRES
Total acres identified	4,914 AC
Acres after screen	3,654 AC
Acres owned by CLT	1,695 AC
<b>Vacant acres owned by CLT</b>	<b>894 AC</b>
Acres considered for ownership by CLT	721 AC
<b>Vacant acres considered for ownership</b>	<b>342 AC</b>
Acres not owned by CLT	1,238 AC
Vacant acres not owned by CLT	124 AC



CLT ECONOMIC POSITIONING

The CLT AASDP is based on the strategic Economic Positioning (deliberate focus on specific economic activities) of CLT property to embrace the Target Economic Clusters and facilitate Airport Connected Development. By adopting this approach, the CLT AASDP defines the Economic Positioning for each of the Development Districts.

By articulating compatible and complementary land uses, mobility, and development, this strategic Economic Positioning considers and respects the positioning of adjacent Areas of Influence including:

- **Wilkinson Boulevard Corridor:** Retail & Community Services
- **Interstate I-85/I-485/Wilkinson Logistics Area:** Warehouses & Distribution
- **Coliseum District:** Flex Business Park Offices & Retail Services
- **Proposed River District:** New Multi-Use Complete Community

The CLT AASDP also strives to create complementary Economic Positioning with Uptown Charlotte, the Charlotte Region, Mecklenburg County, Gaston County, North Carolina and South Carolina.

The detailed Economic Positioning is illustrated in the adjacent diagram. The positioning for each CLT Development District is generally as follows:

- **CLT Airside:** Aviation & Aerospace
- **CLT Gateway:** Hospitality, Events, Retail Services & Global Business
- **CLT South:** Logistics & Distribution and Intermodal Connectivity
- **CLT West:** Logistics & Flex Business Office Park and Retail
- **Billy Graham Corridor:** Knowledge-Based Education & Skills Training

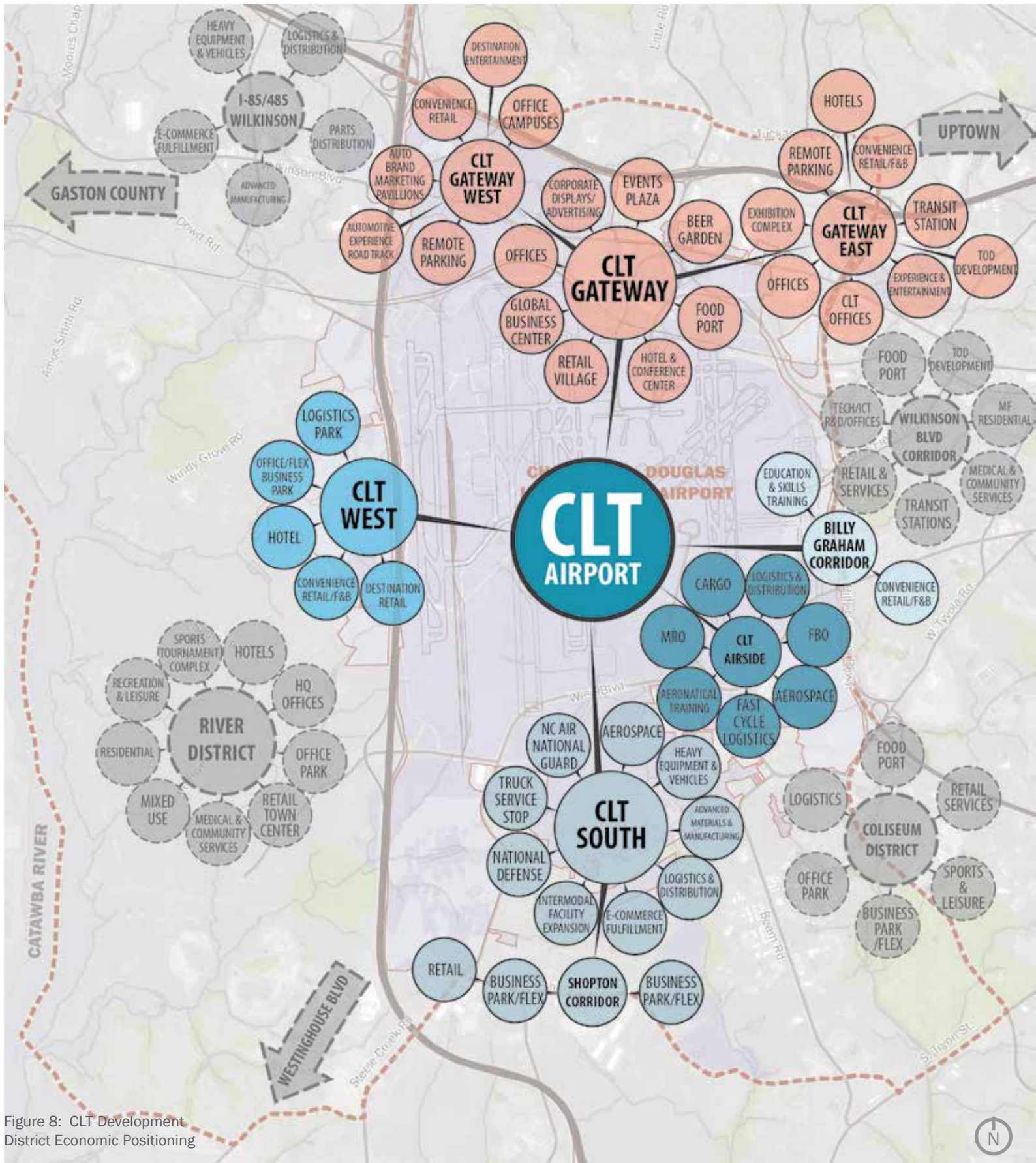


Figure 8: CLT Development District Economic Positioning

# TRANSPORTATION & MOBILITY FRAMEWORK

The CLT AASDP utilizes traffic modeling and the outcome of extensive consultation to define an optimal series of transportation improvements for CLT. These will unlock the real estate potential of Airport property, facilitate private sector investment, accommodate traffic from planned neighborhood development of Berewick and River District, and serve as the foundation for improved east-west travel in West Charlotte and connectivity to the potential future Catawba Crossing. Major CLT AASDP transportation improvements include:

## 4<sup>TH</sup> PARALLEL RUNWAY CONSTRUCTION

To facilitate aviation growth and improve efficiency, the “Destination CLT” capital investment program includes the planned construction of a new 4<sup>th</sup> Parallel Runway and associated taxiway system between the existing 2<sup>nd</sup> Parallel Runway (18C-36C) and the Norfolk Southern Intermodal Facility. The new 12,000’ runway will enhance operation of long-haul widebody aircraft at maximum takeoff weight and facilitate potential future ultra long-haul routes to Asia.

## NORFOLK SOUTHERN INTERMODAL FACILITY EXPANSION

The Norfolk Southern Intermodal Facility is designed to facilitate incremental expansion beyond its initial annual 200,000 lift capacity through the enlargement of the container storage and sorting areas, additional railway sidings, and expansion south of West Boulevard.

## DOUGLAS DRIVE UPGRADE, WEST BOULEVARD CLOSURE & STEELE CREEK/DOUGLAS DRIVE INTERSECTION UPGRADE

West Boulevard will be closed between Steele Creek Road and Piney Top Drive to accommodate the planned 4<sup>th</sup> Parallel Runway. Further closures of West Boulevard between Yorkmont Road and Billy Graham Parkway may be required to accommodate the future 5<sup>th</sup> Parallel Runway and associated expansion of aviation development.

To maintain east-west connectivity and improve safety, Douglas Drive will be upgraded to link Steele Creek Drive and Billy Graham Parkway via Beam Road, Yorkmont Road, and West Tyvola Road. NC160 designation to be transferred to Douglas Drive from West Boulevard. The upgraded Douglas Drive/NC160 will also unlock the CLT South Development District for commercial development.

Upgrading the intersection of Steele Creek Drive and Douglas Drive/ NC160 to a high-capacity surface intersection, with the ability for it to be grade-separated in the future, will accommodate traffic relocated from West Boulevard, new traffic from commercial development of Airport property, River District, and Berewick, and east-west traffic from a potential future Catawba Crossing.

## UPGRADED INTERSTATE I-485 & WEST BOULEVARD INTERCHANGE

Upgrade Interstate I-485 & West Boulevard interchange to protect Norfolk Southern Intermodal Facility accessibility while accommodating east-west traffic on Steele Creek Drive and Douglas Drive/NC160 and new traffic from the River District. A potential future Catawba Crossing will require further interchange upgrades.

## AUTOMATED PEOPLE MOVER (APM)

An Automated People Mover connecting CLT parking decks to the Terminal will eliminate bussing and allow surface parking on Josh Birmingham Parkway to be consolidated beside a new CLT Administration building and mixed-use CLT “Front Door” Office Village at Wilkinson Boulevard and Stafford Drive/Harlee Drive. This will facilitate substantial private sector investment in higher-value commercial development along Josh Birmingham Parkway, including a “CLT Gateway Retail Village & Public Plaza”, “Global Business Center” office complex, and “Business Hotel” developments.

## WILKINSON BOULEVARD MASS TRANSIT CORRIDOR

Explore creating a high-capacity Charlotte Area Transit System (CATS) mass transit connection from Uptown Charlotte to CLT along Wilkinson Boulevard (potentially an extension of the planned Silver Line LRT or Gold Line streetcar). Recommended station location at Wilkinson Boulevard and Stafford Drive/Harlee Drive provides Airport connection via future APM and serves a Transit Oriented Development (TOD) node anchored by the CLT “Front Door” Office Village.

Potential future station on Wilkinson Boulevard at Barry Drive would serve a second TOD node anchored by an expanded Global Business Center and Automotive Office Business Park and connect with a potential future spur of the APM. Long-term opportunity for Wilkinson Boulevard Mass Transit corridor to continue into Gaston County.

## CLT WEST ARTERIAL ROAD

Create new north-south arterial road to open up CLT West Development District, with connection south to River District. Potentially could replace Wallace Neel Road, allowing it to function as a secure internal road for CLT.

## NEW INTERCHANGE AT INTERSTATE I-485 & CLT WEST ARTERIAL ROAD

Create CLT West Arterial Road connection to Interstate I-485 with a new interchange located between Walkers Ferry Road and Dixie River Road, relieving River District traffic on Interstate I-485/West Boulevard interchange. Explore possible connection to potential future Catawba Crossing, spreading traffic along Interstate I-485.

## COFFEY CREEK & DUKE ENERGY TRANSMISSION GREENWAYS

Multi-use greenways along Coffey Creek offer recreational amenity to the CLT South Development District and potential connection to the planned future Berewick Regional Park and River District Catawba River amenities via the Duke Energy electrical transmission corridor.

## SHOPTON ROAD EXTENSION TO BILLY GRAHAM PARKWAY

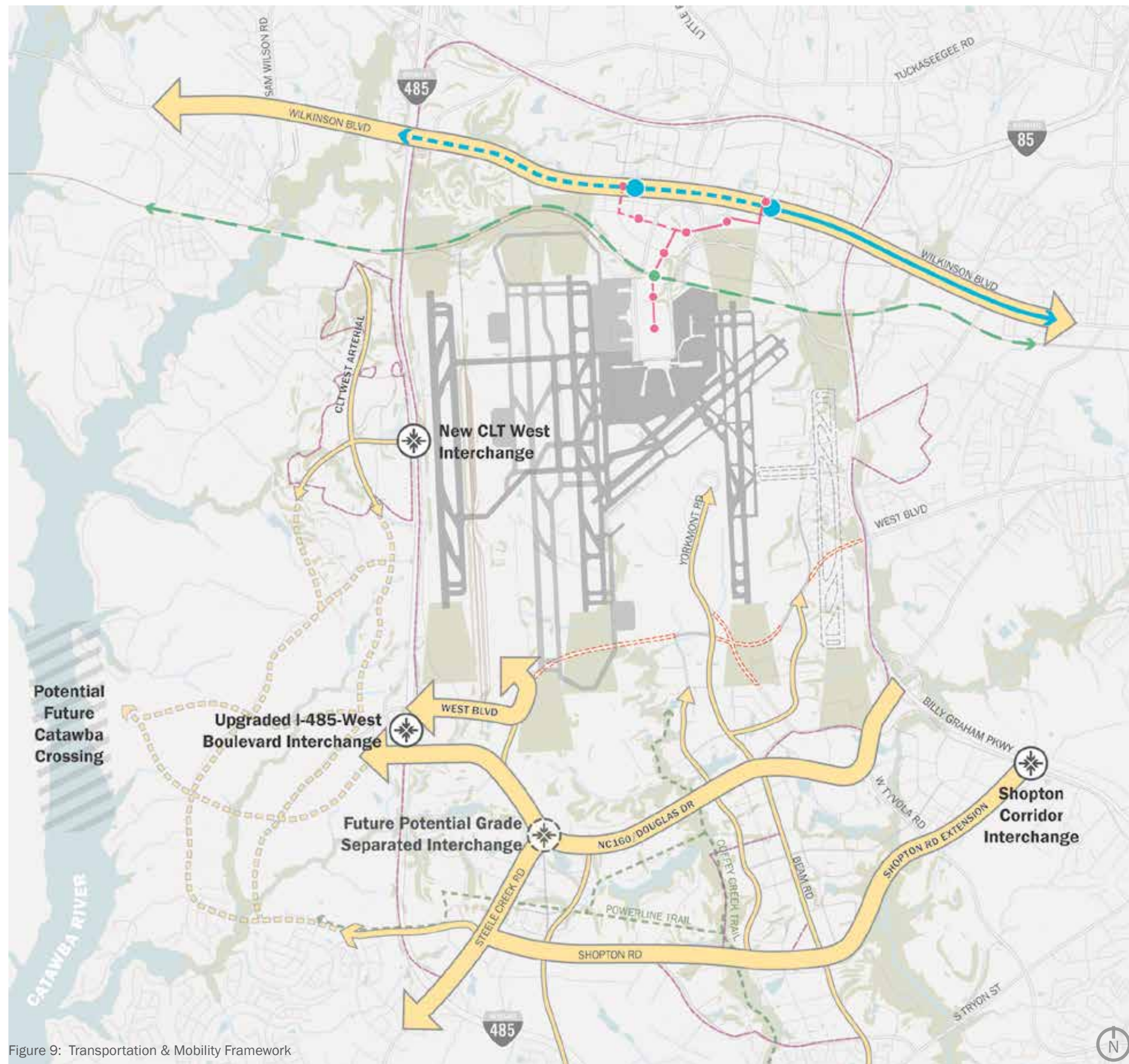
Upgrading and extension of Shopton Road to Beam Road and ultimately Billy Graham Parkway, with possible southern connection to potential future Catawba Crossing, spreading traffic away from the Interstate I-485/ West Boulevard interchange and Douglas Drive/NC160.

## NEW INTERCHANGE AT BILLY GRAHAM PARKWAY & SHOPTON ROAD

Upgrade initial surface intersection of Shopton Road and Billy Graham Parkway to a full interchange, further attracting east-west commuter traffic from potential future Catawaba Crossing to bypass Interstate I-485/West Boulevard interchange and Douglas Drive/NC160.

## AMTRAK AND/OR HIGH SPEED RAIL CLT AIRPORT STATION

Consider establishing a potential future passenger rail station serving CLT with connection to Terminal via APM.



#### Legend

- Key Corridors
- Potential Light Rail Corridor (LRT) to Uptown
- Potential LRT Extension
- Potential Automated People Mover (APM)
- Potential APM Extension
- Potential Commuter Rail Line
- Roadway to be removed
- Project Boundary
- Trail
- ✱ Interchange

Figure 9: Transportation & Mobility Framework

# OVERALL DEVELOPMENT STRATEGY

## STRATEGIC POSITIONING

The CLT AASDP supports the core aviation mission of the Airport and its planned air system expansion of new runways and a southern expansion of aviation development. Airport-compatible land uses are strategically located to maximize the opportunity for new Airport Connected Development and attract Target Economic Clusters.

CLT possesses a unique “Tri-Modal” transportation system composed of excellent road and highway connections, airport service, and the Norfolk Southern Intermodal Facility. These make CLT property uniquely positioned to attract businesses in a wide variety of Economic Clusters to its four Development Districts.

## CLT GATEWAY

CLT Gateway repositions the “Front Door” to and from CLT as a mixed-use urban district containing Retail, Office, Food & Beverage, Hospitality, and Destination Entertainment land uses. It serves Airport passengers and employees, as well as neighboring communities and the broader Charlotte Region.

CLT Gateway will catalyze growth, economic diversification, and investment along Wilkinson Boulevard and help justify a transformative CATS Wilkinson Boulevard Mass Transit Corridor linking Uptown to CLT.

The CLT Airport Terminal would be seamlessly linked to these vibrant retail, office, and hospitality hubs, the Wilkinson Boulevard Mass Transit Corridor, and CLT parking decks by an Automated People Mover (APM) transportation system.

## CLT SOUTH

CLT South creates a unique Airport Enterprise Logistics and Distribution district that harnesses CLT’s three modes of transportation (Air, Road, and Rail) to attract manufacturers, distributors, and specialized supply chain companies in the Aviation, Automotive, and Retail Fulfillment sectors.

Business Park Offices and advanced Data Center Warehousing compliment Coliseum Center and strengthen the West Charlotte Office & IT sub-market.

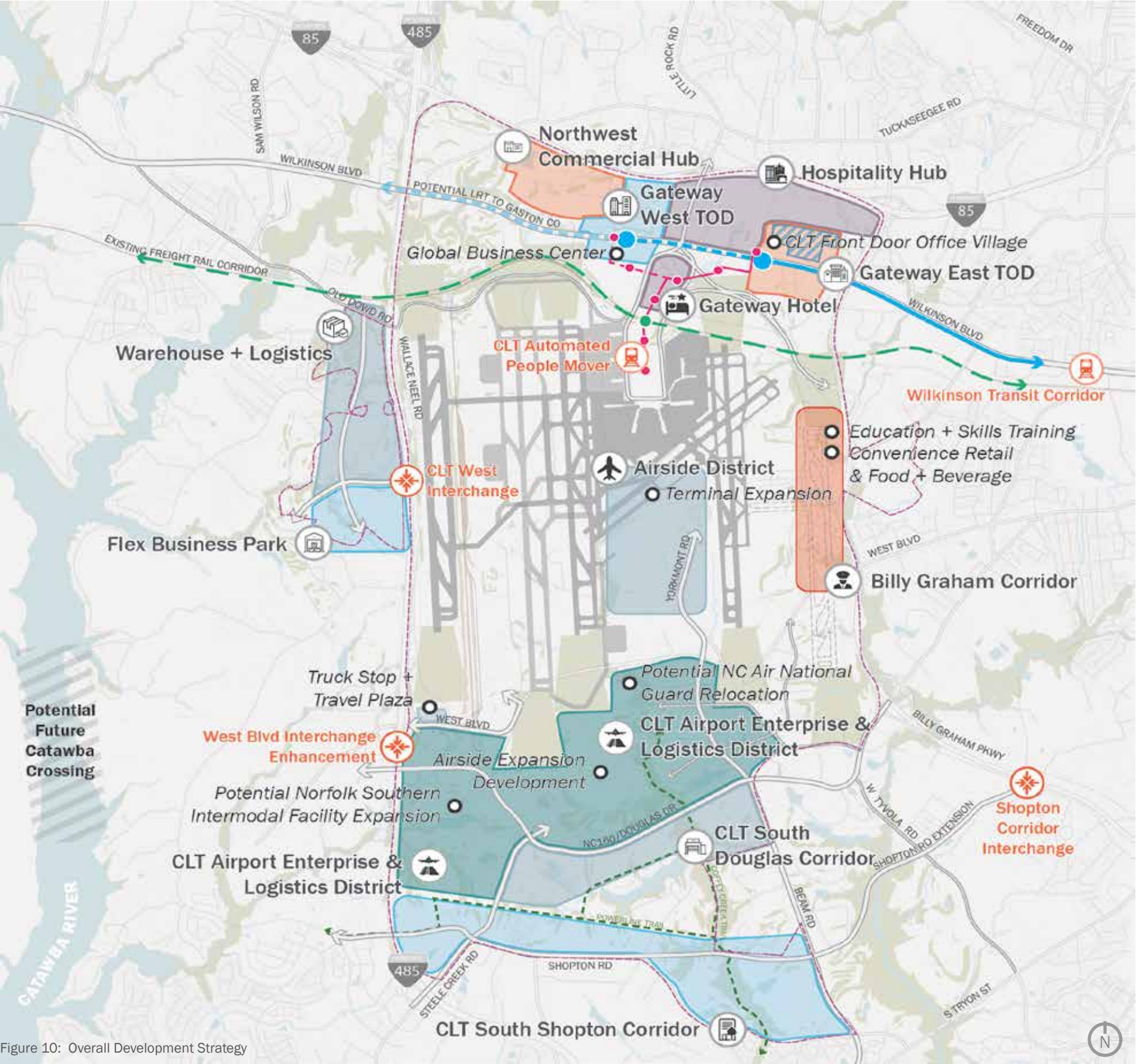
CLT South improves the east-west flow of traffic south of the Airport by upgrading the Interstate I-485/West Boulevard interchange and relocating West Boulevard south to an upgraded Douglas Drive, separating commuter traffic from Norfolk Southern Intermodal Facility trucks.

## CLT WEST

CLT West complements River District with Business Park Office and entrepreneurial Flex Light Industrial land uses to the south, and Logistics and Distribution to the north along a new arterial road paralleling Interstate I-485 that connects with a new interchange between Walkers Ferry Road and Dixie River Road. Compatible Convenience Retail, Select Service Hotel Accommodation, and potential future Destination Retail would utilize the new transportation improvements, which would also benefit River District and relieve congestion on the Interstate I-485/West Boulevard interchange.

## BILLY GRAHAM CORRIDOR

Billy Graham Corridor supports the Education & Skills Training and Workforce & Community Development already thriving at the Central Piedmont Community College Harris Campus, Goodwill “Levine” Opportunity Center, and Renaissance West Community Initiative. Convenience Retail and Food & Beverage respond to community need while Flex Light Industrial and various short-term commercial uses put land required for the future 5<sup>th</sup> Parallel Runway into productive interim use.



- Legend**
- Office/Business Park
  - Industrial
  - Hospitality + Tourism
  - Retail/TOD
  - Manufacturing/Industrial
  - Catalyst Project
  - Existing Corridor
  - Proposed Corridor
  - Potential Light Rail (LRT)
  - Potential LRT Transit Stop
  - Potential Automated People Mover (APM)
  - Potential CLT APM Stop
  - Potential Commuter Rail Line
  - Potential Commuter Rail Station
  - Greenway Trail
  - Potential Interchange

Figure 10: Overall Development Strategy

CLT possesses a unique “Tri-Modal” transportation system composed of excellent airport service, road and highway connections, and the Norfolk Southern Intermodal Facility.

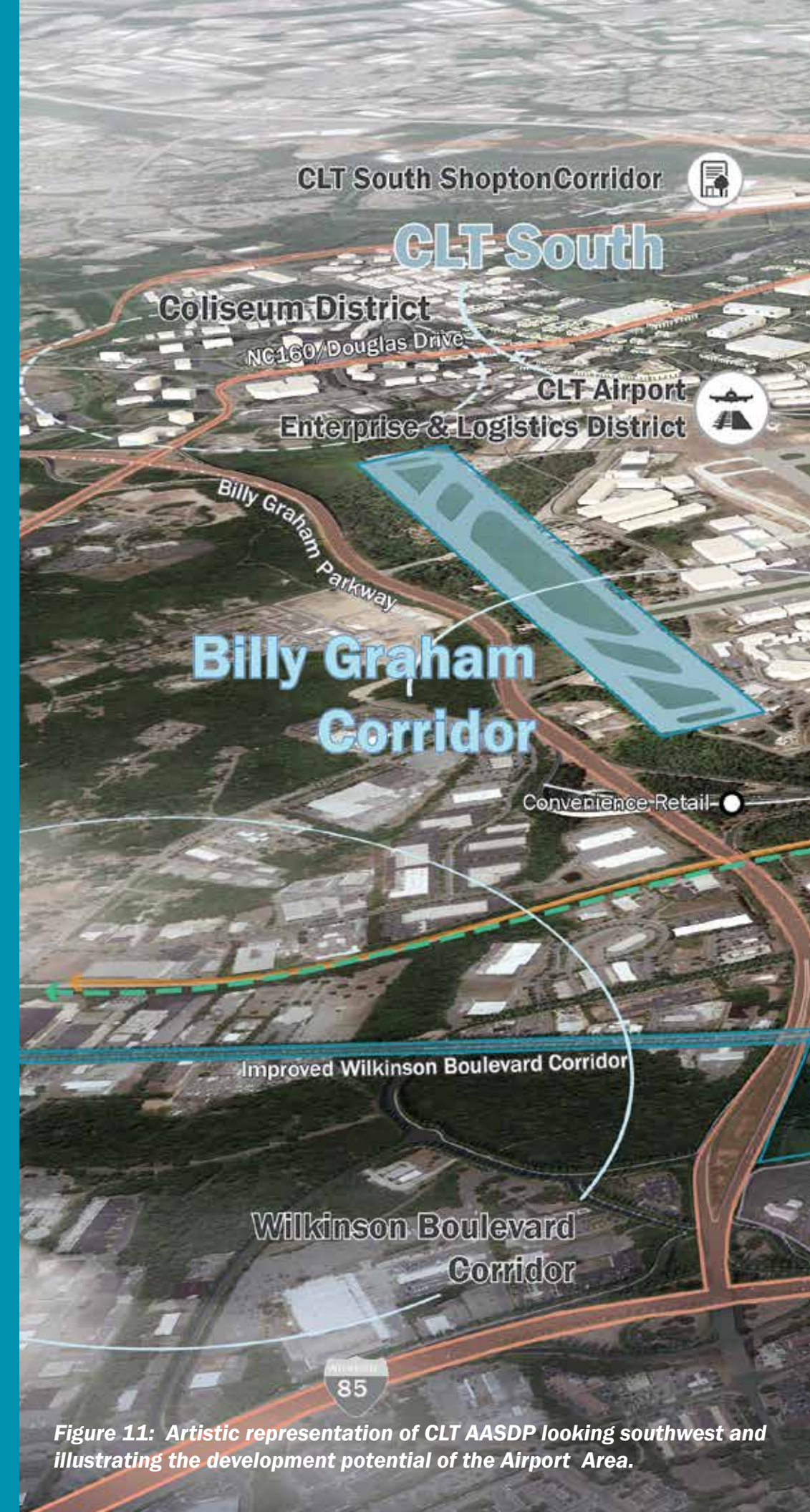
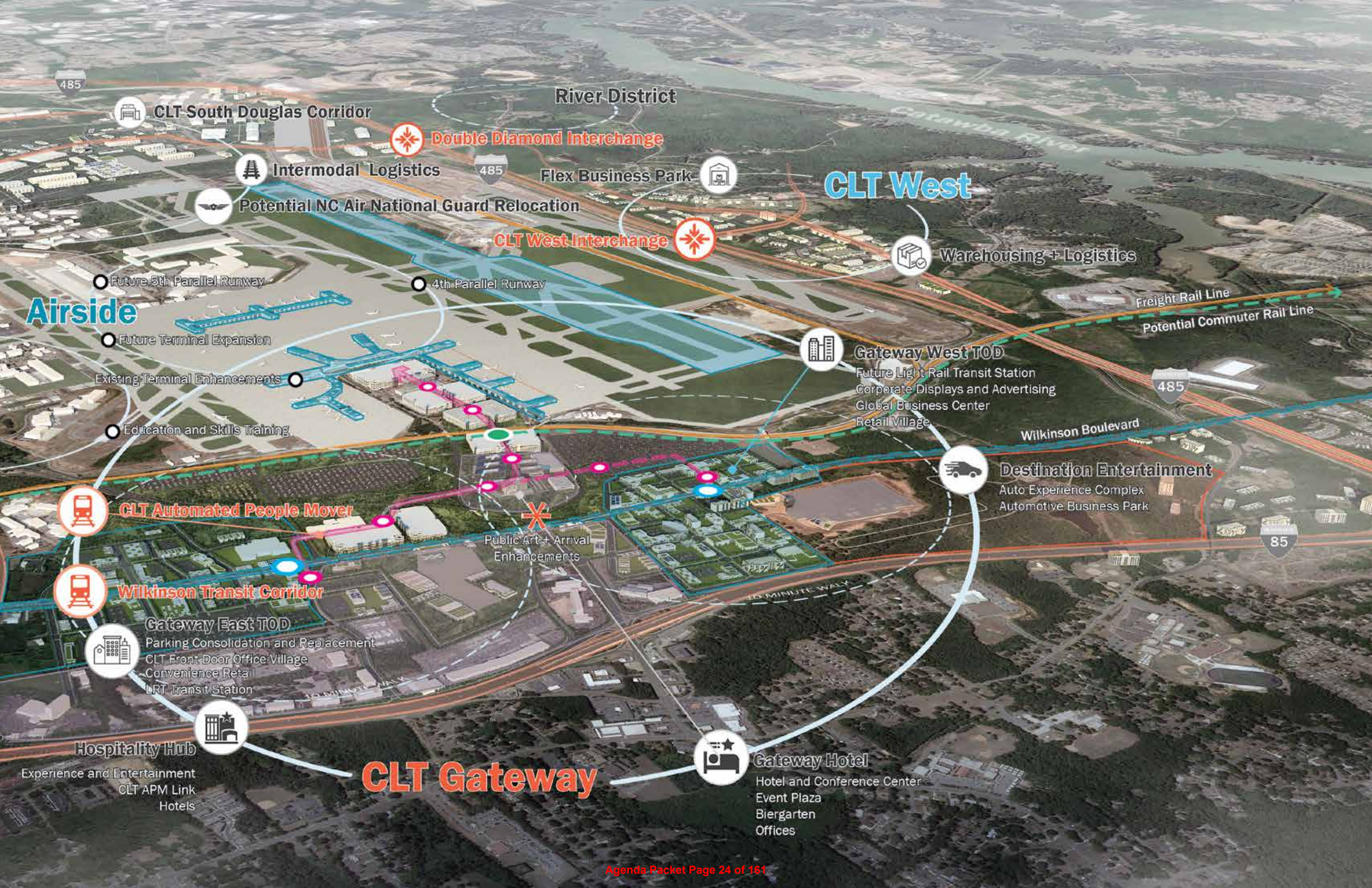


Figure 11: Artistic representation of CLT AASDP looking southwest and illustrating the development potential of the Airport Area.



**CLT South Douglas Corridor**

**Double Diamond Interchange**

**Intermodal Logistics**

**Flex Business Park**

**CLT West**

**Potential NC Air National Guard Relocation**

**CLT West Interchange**

**Warehousing + Logistics**

**Airside**

Future 5th Parallel Runway

4th Parallel Runway

Future Terminal Expansion

Existing Terminal Enhancements

Education and Skills Training

**Gateway West TOD**

Future Light Rail Transit Station  
Corporate Displays and Advertising  
Global Business Center  
Retail Village

Freight Rail Line  
Potential Commuter Rail Line

Wilkinson Boulevard

**Destination Entertainment**

Auto Experience Complex  
Automotive Business Park

**CLT Automated People Mover**

Public Art + Arrival Enhancements

**Wilkinson Transit Corridor**

**Gateway East TOD**

Parking Consolidation and Replacement  
CLT Front Door Office Village  
Convenience Retail  
LRT Transit Station

**Hospitality Hub**

Experience and Entertainment  
CLT APM Link  
Hotels

**CLT Gateway**

**Gateway Hotel**

Hotel and Conference Center  
Event Plaza  
Biergarten  
Offices

# PHASING STRATEGY

## STRATEGIC DEVELOPMENT PHASING

The CLT AASDP strategically harmonizes the proposed roll-out of enabling roads and transportation projects with Economic and Commercial Land Development initiatives.

The CLT AASDP also recognizes existing foundational “phasing anchors”, including the Terminal Area “Destination CLT” Capital Improvement Program and Norfolk Southern Intermodal Facility.

Enabling Roads and Transportation projects play an important role in the Phasing Strategy to respond to immediate issues including addressing congestion on West Boulevard, and planning for the proposed development of the adjacent River District.

The efficient, economic and sustainable provision of Infrastructure Services and Utilities is also considered by the CLT AASDP Phasing Strategy, including connections and improvements to existing trunk Services and Utilities, and opportunities for incorporating green and renewable energy alternatives.

The Phasing Strategy also responds to the Market and Economic Growth Forecasts, to ensure that new development at CLT is responsive to regional trends, as well as Airport Development trends, while establishing a foundation for investment by Private Sector development interests and target business sectors.

Additionally, the CLT AASDP Phasing Strategy respects and responds to the timing of CLT Airside System improvements, including the addition of new runways and their adjacent protected areas and opportunity areas.

## PHASING OF CLT DISTRICTS

The CLT AASDP stages new land uses, development, enabling roads and transportation initiatives, and Catalyst Projects over three time horizons as follows and illustrated in the adjacent diagram:

**Phase 1:** Years 1 through 10

**Phase 2:** Years 10 through 20

**Phase 3:** Years 20+

The Phasing of CLT’s Districts is generally as follows:

### CLT GATEWAY

CLT Gateway Center: Years 1 to 10

CLT Gateway East: Years 5 to 20+

CLT Gateway West: Years 10 to 20

### CLT SOUTH

CLT Airport Enterprise & Logistics District: Years 1 to 20

CLT South Douglas Corridor: Years 5 to 20+

CLT South Shopton Corridor: Years 10 to 20+

### CLT WEST

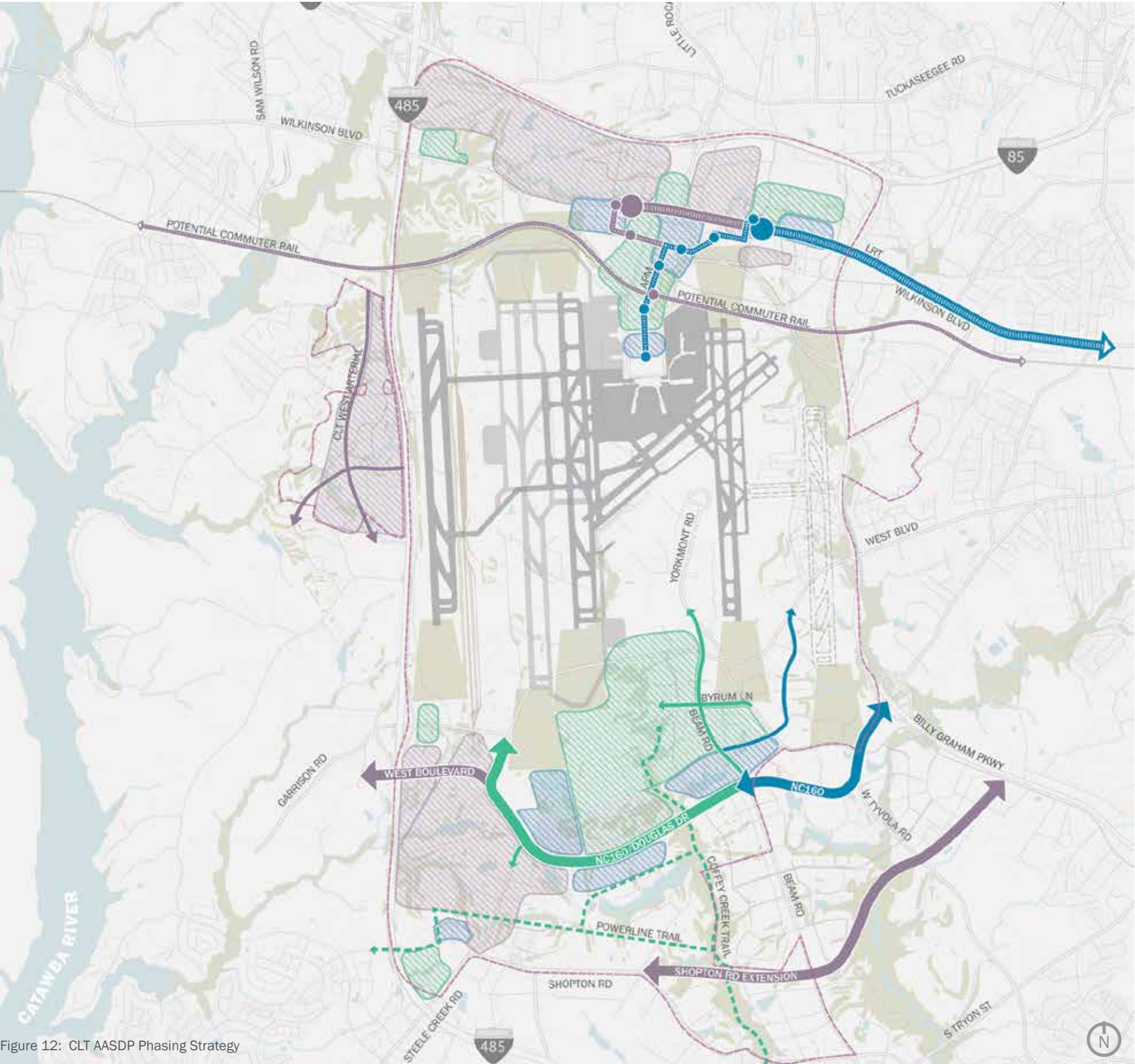
CLT West North: Years 10 to 20+

CLT West South: Years 10 to 20+

### BILLY GRAHAM CORRIDOR

Billy Graham Corridor Interim Uses: Years 1 to 20+

*(Prior to future 5<sup>th</sup> Parallel Runway)*



- Legend**
- Development**
- Phase 1
  - Phase 2
  - Phase 3
- Transportation**
- Phase 1 Roadway
  - Phase 1 Greenway
  - Phase 2 Roadway
  - Phase 2 Transit
  - Phase 3 Roadway
  - Phase 3 Transit

Figure 12: CLT AASDP Phasing Strategy

CLT GATEWAY



Figure 13: Artistic representation of CLT Gateway Development District, looking west along Wilkinson Boulevard.



Figure 14: Artistic representation of CLT Gateway Development District, looking southwest over Josh Birmingham Parkway.

STRATEGIC POSITIONING

CLT Gateway is the “Front Door” to and from CLT, establishing the first and last impression of the region.

With direct access between CLT with Interstates I-85 and I-485, as well as Wilkinson Boulevard, CLT Gateway will be the convergence point connecting the Airport to Charlotte, the Region and various mobility and transit alternatives, including potential Mass Transit along the Wilkinson Corridor.

Wilkinson Boulevard is designated as a “Growth Corridor” in the “City’s Centers, Corridors, and Wedges Growth Framework Plan (2010)”, and CLT provides a considerable anchor for employment and redevelopment along this corridor.

Currently, the corridor includes a mix of auto-oriented land uses, and vacant and underutilized land that over time has the potential to transition into a more walkable, urban, pedestrian friendly, and transit supportive area.

TARGET ECONOMIC SECTORS & USES

Recognizing the opportunity to enhance the CLT Gateway as a focal point for business, tourism, employment, amenities and mobility, Target Economic Sectors and Uses that drive the development of CLT Gateway include:

- Hotels, Tourism & Hospitality
- Exhibition & Events
- Retail, Dining & Entertainment
- Business Center, Offices & ICT
- R & D, Education & Skills Training

Collectively, these sectors and uses would establish the “Front Door” between CLT and Charlotte.

CATALYST PROJECTS & DEVELOPMENT AREAS

Catalyst Projects and Development Areas to stimulate and accelerate evolution of CLT Gateway include:

- Front Door Hospitality, Retail & Airport Office Village
- Airport Terminal Area Hotel & Meeting Center
- Retail, Dining & Entertainment Village
- Craft Brewery Beer Garden & “Food Port”
- Events & Advertising Plaza
- Global Business Center & Office Campus
- Hospitality Hub complimenting existing hotels
- Automotive Experience Destination Entertainment, potentially with Test Track similar to Porsche Experience Center at Atlanta Hartsfield-Jackson International Airport

SUB-DISTRICTS & TIMING

- CLT Gateway Center: Years 1 to 10
- CLT Gateway East: Years 5 to 20+
- CLT Gateway West: Years 10 to 20+

DEVELOPMENT PROGRAM FOR CLT PROPERTY

- Retail: 330,000 Sq. Ft.
- Hotels: 950 Keys
- Offices: 925,000 Sq. Ft.
- TOD Area: 150+ Acres

ENABLING ACTIONS & CONNECTIVITY

- Relocation and consolidation of portions of CLT Surface Parking to optimize Parking revenues and open-up Strategic Development Sites.
- Acquisition of School District properties north of Wilkinson Boulevard to accommodate Employee and Remote Airport Parking, and potential redevelopment.
- Re-location of CLT Administration & Operations Center to the north side of Wilkinson Boulevard into a state-of-the-art Office and Meeting Complex.
- Acquisition and redevelopment of Duke Energy property.
- Incorporation of Automated People Mover (APM) mobility system connecting CLT Main Terminal with Parking, Hotels, CLT Gateway Center and future Mass Transit along Wilkinson Boulevard Corridor.
- Development of CLT Gateway Center Front Door Village on APM connecting CLT with future Mass Transit.

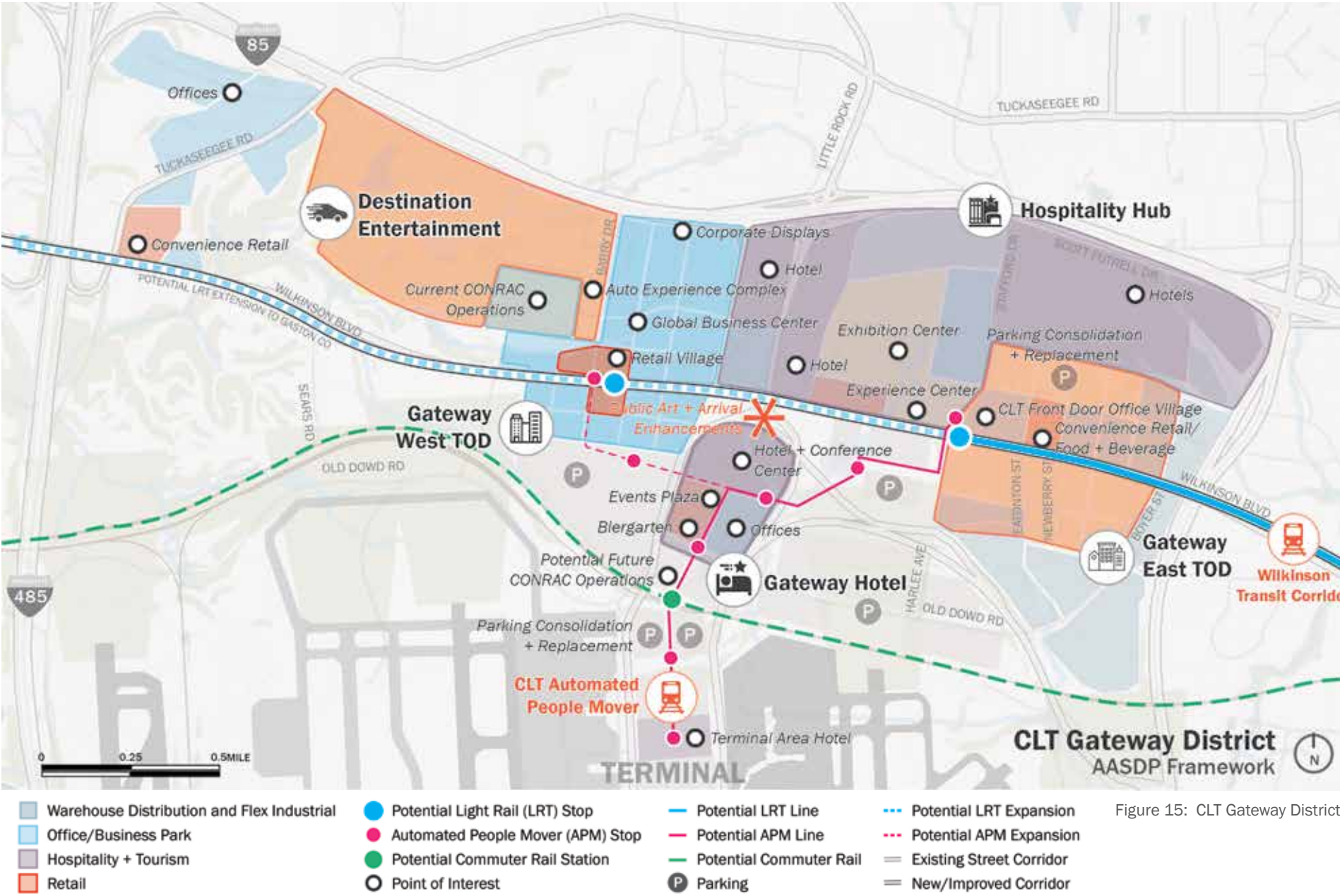


Figure 15: CLT Gateway District

PRIMARY GUIDING DEVELOPMENT TYPOLOGIES

TERMINAL HOTEL	FRONT DOOR VILLAGE	GLOBAL BUSINESS CENTER	DESTINATION ENTRAINMENT
400 Rooms 2 to 5 Acres 2.0 FAR	Mixed Retail, Entertainment, Dining & Events 10 to 20 Acres 1.0 to 2.5 FAR	Innovation Campus & FTZ 10 to 20 Acres 1.5 to 2.0 FAR	Auto Experience Center & Track, Business Park 30 to 50 Acres 0.3 to 1.0 FAR

# CLT SOUTH

## STRATEGIC POSITIONING

CLT South is the airport’s Logistics and Distribution Hub, anchored by the Norfolk Southern Intermodal Facility. This facility is one of few in North America that is located at an airport, thereby stimulating significant economic and employment opportunities across multiple Economic Clusters.

It is essential the important role of CLT and the Norfolk Southern Intermodal Facility be preserved and have the ability to grow and prosper. Together, they function as an incredible vessel for implementing the full capabilities of Foreign Trade Zone 57, as well as to be a catalyst for attracting and growing downstream business activity. Accordingly, a large portion of CLT South is designated as an “Airport Enterprise & Logistics District”, to facilitate this growth.

CLT South benefits from direct access to Interstate I-485, by way of the West Boulevard Interchange, which serves a key role for facilitating seamless and safe flow of Commercial Truck traffic. However, the current configuration and congestion of West Boulevard is impeding this flow as well as the safety for people using West Boulevard to pass from east-to-west south of CLT airport.

Furthermore, to enhance Airport competitiveness and support air service growth, CLT’s planned runway system expansion will require acquisition of specific areas in proximity to these runways, as well as those affected by constraints governing compatible land uses.

## TRANSPORTATION & MOBILITY STRATEGY

With input from key stakeholders (including the Developers of the River District, Norfolk Southern, American Airlines, Charlotte Department of Transportation, Charlotte Planning Department and major property owners), the CLT South Mobility Strategy establishes an enabling roads and infrastructure framework, which relocates West Boulevard traffic to two enhanced and complete east-west corridors along Douglas Drive and Shopton Road. Douglas Drive would take the re-designation from West Boulevard as the new NC160 State Route.

Additionally, a potential new overpass connecting this road system to the proposed River District Development would help to differentiate the Douglas Drive commercial truck traffic from the Shopton Road residential commuter through traffic.

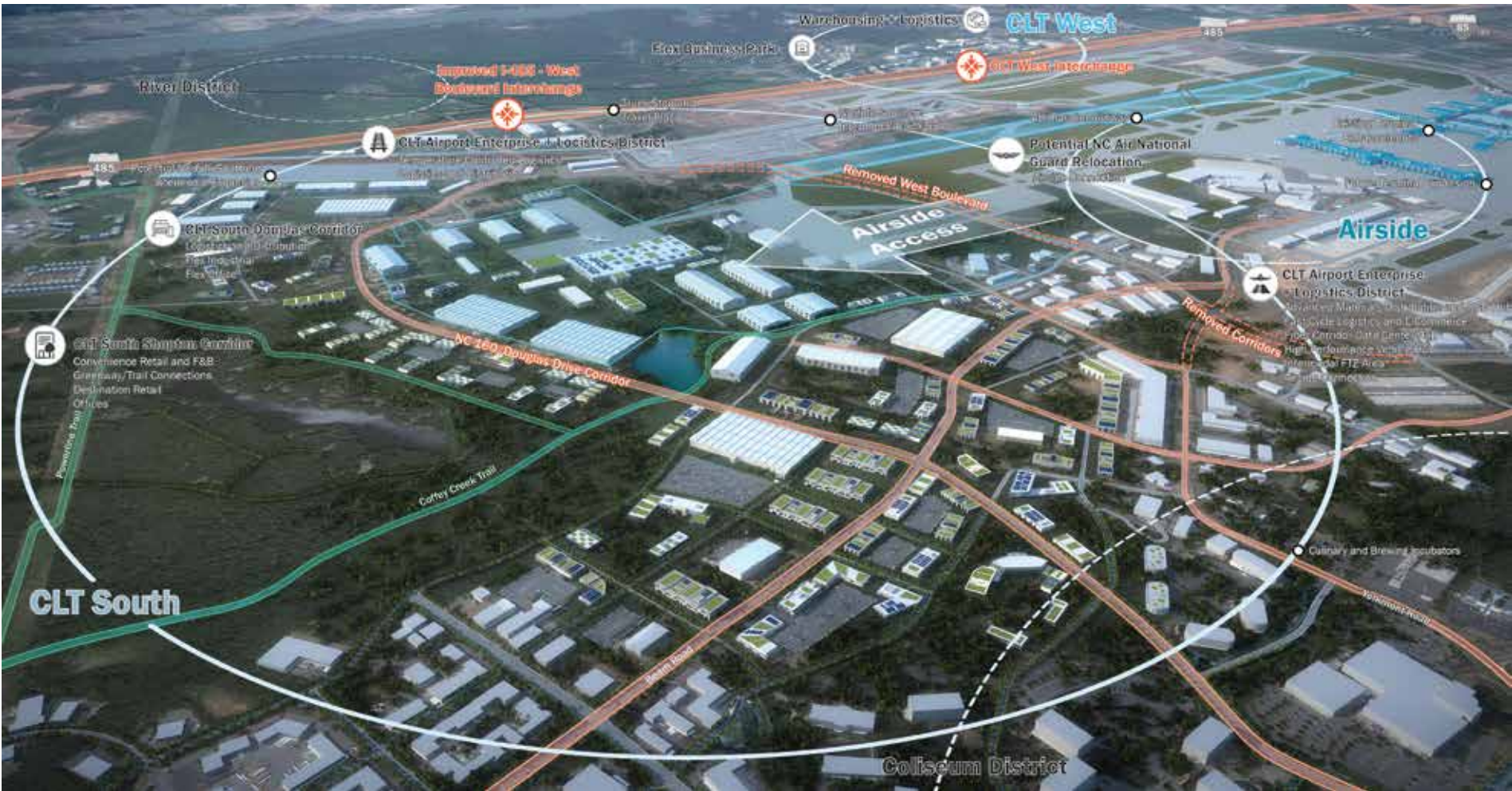


Figure 16: Artistic representation of CLT South Development District, looking northwest over Beam Road.

CLT South’s Mobility Strategy also considers flexibility to plug into the larger transportation network to maintain flow along Interstates I-485 and I-85, as well as with a potential future Catawba Crossing connecting with Gaston County. It also provides direction for connecting the Douglas Drive and Shopton Road Corridors with Billy Graham Parkway, facilitating infill and redevelopment in the Coliseum Area.

## TARGET ECONOMIC SECTORS & USES

The emphasis of CLT South is to facilitate a seamless Logistics and Distribution Gateway that has the flexibility to grow and anchor regional economic activity. Target Economic Sectors and Uses that drive the development of CLT South include:

- Aerospace
- Logistics & Distribution
- Advanced, Specialized & Value Added Manufacturing
- Specialized Materials & Equipment
- Perishables & Agribusiness
- Retail & E-Commerce Distribution

SUB-DISTRICTS & TIMING

- CLT Airport Enterprise & Logistics District: Years 1 to 20
- CLT South Douglas Corridor: Years 5 to 20+
- CLT South Shopton Corridor: Years 10 to 20+

DEVELOPMENT PROGRAM FOR CLT PROPERTY

- Logistics & Distribution: 5,400,000 Sq. Ft.
- Office/Business Park: 1,100,000 Sq. Ft.
- Flex Business Park: 650,000 Sq. Ft.
- Service Retail: 92,500 Sq. Ft.

CATALYST PROJECTS & DEVELOPMENT AREAS

Catalyst Projects and Development Areas to stimulate and accelerate evolution of CLT South include:

- CLT Airport Enterprise & Logistics District
- Douglas Drive Corridor and enhancements to Steele Creek Road and I-485/West Boulevard
- NC National Air Guard relocation
- Fast Cycle Logistics Hub
- Temperature Controlled Logistics Facilities
- Advanced Manufacturing/Specialized Materials R&D Hub
- Data Centers & Communications Fiber Ring
- Truck Fueling Stop & Travel Plaza Service Center
- Food Port Cluster

ENABLING ACTIONS & CONNECTIVITY

- Assembly of properties to accommodate the Douglas Drive Corridor enhancement and to facilitate growth and flexibility of the CLT Airport runway system and Norfolk Southern Intermodal Facility.
- Construction of the new Douglas Drive Corridor and enhanced Steele Creek Road as NC160.
- Enhancements to the West Boulevard Interchange and creation of a new overpass connecting CLT South with the River District.
- Establishing CLT’s Air-to-Ground interface (south of the existing and planned runway system) together with current and future Norfolk Southern Intermodal Facilities as an “Airport Enterprise & Logistics District”, incorporating Foreign Trade Zone 57.

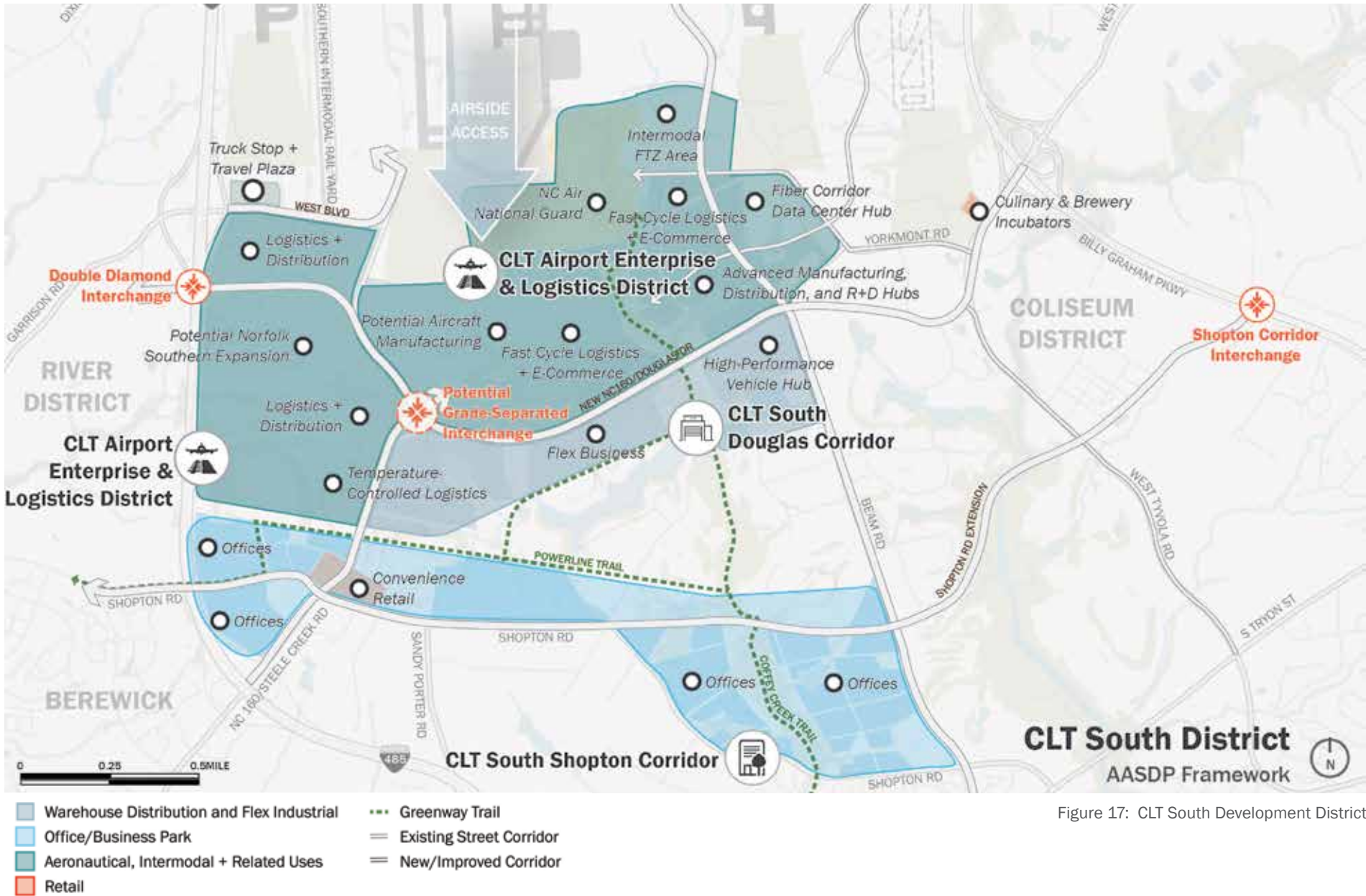






Figure 17: CLT South Development District

PRIMARY GUIDING DEVELOPMENT TYPOLOGIES

AEROSPACE & INTERMODAL	LOGISTICS & DISTRIBUTION	FLEX BUSINESS PARK	CONVENIENCE RETAIL
<div>Maneuvering Staging Areas</div> <div>500+ Acres</div> <div>Up to 0.5 FAR for Buildings</div> <div></div>	<div>Warehouses</div> <div>Single &amp; Multi Tenant</div> <div>10 to 20 Acres</div> <div>Up to 0.5 FAR</div> <div></div>	<div>Innovation Hybrid Office &amp; Light Distribution</div> <div>1 to 50 Acres</div> <div>Up to 0.5 FAR</div> <div></div>	<div>Food Port, Restaurants &amp; Retail Services</div> <div>1 to 10 Acres</div> <div>Up to 0.3 FAR</div> <div></div>

# CLT WEST

## STRATEGIC POSITIONING

CLT West is separated from the Airport runway system by Interstate I-485, and includes a contiguous tract of land with incredible exposure and access potential with Interstate I-485.

CLT West is also adjacent to the proposed “River District” development, which will comprise a new multi-use community involving Office Business Park, Retail and Residential uses.

Accordingly, the future potential mobility system of CLT West and the River District has been designed to facilitate flow through the area and to provide multiple opportunities for accessing Interstate I-485, as well as crossing Interstate I-485 to connect with the CLT South and CLT Gateway areas.

Currently, CLT West includes a mix of low density, vacant and underutilized land that has the potential to transition into a walkable, urban, pedestrian friendly, and transit supportive area.

CLT West optimizes exposure and potential access to Interstate I-485, while facilitating a compatible transition of uses between the River District with points north towards Wilkinson Boulevard and Interstate I-85, and provides flexibility to connect to a potential future Catawba Crossing to Gaston County.

## TARGET ECONOMIC SECTORS & USES

- With such incredible ground transportation exposure, visibility and access, CLT West represents an opportunity for landside development opportunities and the following Target Economic Sectors:
- Logistics & Distribution
- Flex Business Park & Office
- Highway Commercial
- Select Service Hotel



Figure 18: Artistic representation of CLT West Development District, looking east over Interstate I-485 by Dixie River Road.

## CATALYST PROJECTS & DEVELOPMENT AREAS

Catalyst Projects and Development Areas to stimulate and accelerate evolution of CLT West include:

- Future New Interchange with Interstate I-485
- CLT West Northern Logistics & Distribution area
- CLT West Southern Business Park Flex Area
- CLT West Highway Commercial Node

SUB-DISTRICTS & TIMING

- CLT West North: Years 10 to 20+
- CLT West South: Years 10 to 20+

DEVELOPMENT PROGRAM

- Logistics & Distribution: 900,000 Sq. Ft.
- Flex Business Park & Office: 380,000 Sq. Ft.
- Retail (prior to I-485 interchange): 13,500 Sq. Ft.
- Hotel: 160 Keys

ENABLING ACTIONS & CONNECTIVITY

- Creation of a north-south CLT West Arterial Road to facilitate Commercial Truck Traffic through the CLT West area, and to connect with the CLT South and CLT Gateway areas.
- Creation of a future new interchange with Interstate I-485 to provide a traffic relief valve for the River District Development, as well as to establish a connecting point to a potential future Catawba Crossing between Charlotte and Gaston County, as an alternative to relieve traffic loading on Interstate I-85.
- Creation of initial phases of an East-West Connector Road from Interstate I-485 through CLT West preserving opportunity for future connectivity with the River District and a potential future Catawba Crossing.
- Development of a Highway Commercial Node at the convergence of Interstate I-485 with the future road connecting to a potential Catawba Crossing.
- Explore potential opportunities for joint venture development and/or land disposition for strategic sites.

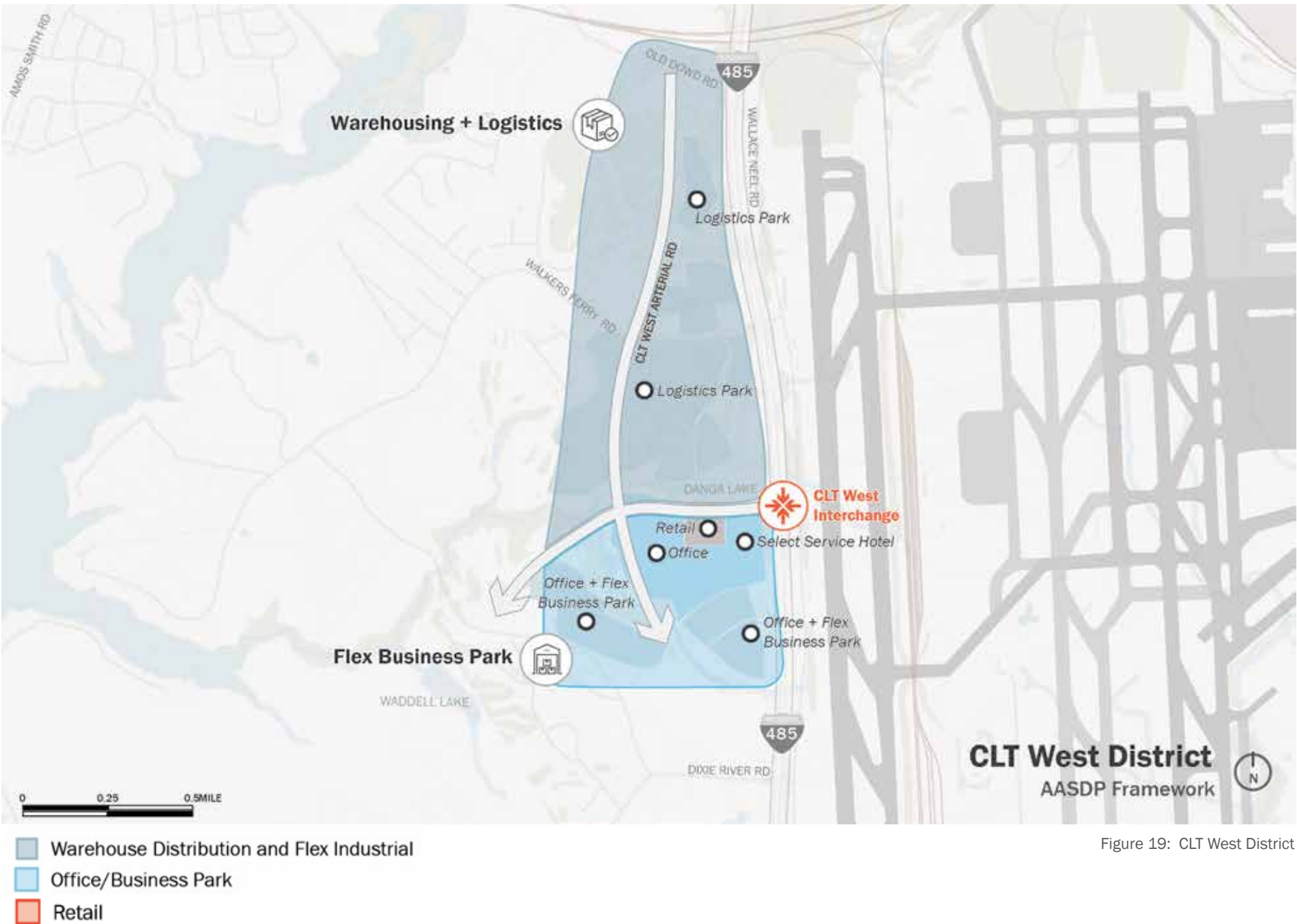



Figure 19: CLT West District

PRIMARY GUIDING DEVELOPMENT TYPOLOGIES

**LOGISTICS & DISTRIBUTION**

Warehouses  
Single Tenant & Multi Tenant  
5 to 50 Acres  
Up to 0.5 FAR



**FLEX BUSINESS & OFFICE PARK**

Innovation Flex  
Office/Business Park  
2 to 10 Acres  
Up to 1.0 FAR



**BUSINESS HOTEL**

Select Service Hotel  
1 to 3 Acres  
Up to 1.5 FAR



**HIGHWAY COMMERCIAL**

Highway Commercial Retail  
30 to 50 Acres  
Up to 0.5 FAR



# BILLY GRAHAM CORRIDOR

## STRATEGIC POSITIONING

Billy Graham Corridor is the education, skills training, and community development hub for CLT.

Currently, the Central Piedmont Community College Harris Campus, Goodwill “Levine” Opportunity Center, and Renaissance West Community Initiative all serve the community. An aviation technical campus could broaden the educational options and be created through the interim re-use of CLT facilities prior to building a future 5<sup>th</sup> parallel runway.

With direct access to Billy Graham Parkway, Josh Birmingham Parkway, West Boulevard, and the Morris Field Drive connection to Wilkinson Boulevard, the Billy Graham Corridor is strategically connected to serve CLT and West Charlotte, and benefit from improved transit and active transportation facilities.

## TARGET ECONOMIC SECTORS & USES

Recognizing the opportunity to enhance the Workforce Education and Skills Training offering for CLT and West Charlotte, Target Economic Sectors and Uses that drive Airport compatible development of the Billy Graham Corridor include:

- Education & Skills Training
- Aviation
- Convenience Retail
- F&B Restaurant
- Flex Industrial

Collectively, these sectors and uses would expand the Community Development connection between CLT and Charlotte.

## CATALYST PROJECTS & DEVELOPMENT AREAS

Catalyst Projects and Development Areas to stimulate and accelerate evolution of Billy Graham Corridor include:

- Aviation Technical Campus
- Workforce Education & Skills Training  
(Adjacent Area of Influence properties.)
- Community Support  
(Adjacent Area of Influence properties.)



Figure 20: Billy Graham Corridor Development District, looking north over Billy Graham Parkway.

SUB-DISTRICTS & TIMING

- Billy Graham Corridor Interim Uses: Years 1 to 20+ (Prior to future 5<sup>th</sup> Parallel Runway)
- CLT West South: Years 10 to 20+

DEVELOPMENT PROGRAM

- Convenience Retail: 15,000 Sq. Ft.
- Flex Industrial: 35,000 Sq. Ft. (Interim uses prior to future 5<sup>th</sup> Parallel Runway, subject to refinement of runway footprint)

ENABLING ACTIONS & CONNECTIVITY

- Confirm time-frame for future 5<sup>th</sup> parallel runway. Finalize runway location, security fence position and FAA constraints, and evaluate site grading requirements.
- Utilizing updated CLT Airport Layout Plan, re-evaluate developable parcels and duration of occupancy for CLT property in the Billy Graham Corridor.
- Tender Convenience retail-gas station for prime site at Billy Graham Parkway and Morris Field Drive.
- Repurpose North Carolina Air National Guard base into Aviation Technical Skills Training campus as an interim use prior to construction of future 5<sup>th</sup> Parallel Runway.
- Coordinate with Charlotte Area Transit System to create “Airport Circulator” bus connecting CLT Development Districts to future mass transit on Wilkinson Boulevard.
- Create alternative transportation facilities on corridor.



Figure 21: Billy Graham Corridor

PRIMARY GUIDING DEVELOPMENT TYPOLOGIES

**EDUCATION & SKILLS TRAINING**

Classrooms, Teaching Labs, Workshops



3 to 10 Acres  
0.5-1.25 FAR

**AVIATION TECHNICAL CAMPUS**


Hangar and Classrooms



4 to 10 Acres  
0.3 to 0.75 FAR

**CONVENIENCE RETAIL & GAS**

Gas Station, F&B, Retail.



0.5 to 2.5 Acres  
0.2 to 0.5 FAR

**FLEX INDUSTRIAL**

Combined Office & Warehouse.



3 to 10 Acres  
0.3 to 0.5 FAR

CATALYST PROJECTS

PRIMARY CATALYST PROJECTS & AREAS

In order to activate the CLT AASDP, the Development Strategy identifies a variety of “Catalyst Projects” and “Development Areas”. These Catalyst Projects act as anchor magnets to attract related up-and-down-stream businesses and sectors, accelerating economic growth.

Catalyst Projects are defined as being either:

- Specific Site Development Projects
- Specific Economic Sector Initiatives
- Enabling Transportation & Mobility Projects
- Strategic Development Areas

The full spectrum of recommended Catalyst Projects appears in the “CLT AASDP Technical Report”. Primary Catalyst Projects are illustrated in the following table, and include:

CLT GATEWAY

- Front Door Hospitality, Retail & Airport Office Village
- Airport Terminal Area Hotel & Meeting Center
- Retail, Dining & Entertainment Village
- Craft Brewery Beer Garden & “Food Port”
- Events & Advertising Plaza
- Global Business Center & Office Campus
- Hospitality Hub complimenting existing hotels
- Auto-Sector Business Park & Destination Entertainment

CLT SOUTH

- CLT Airport Enterprise & Logistics District
- Douglas Drive Corridor and Enhancements to Steele Creek Road and I-485/West Boulevard
- NC National Air Guard Relocation
- Fast Cycle Logistics Hub
- Temperature Controlled Logistics Facilities
- Advanced Manufacturing/Specialized Materials R&D Hub
- Data Centers & Communications Fiber Ring
- Truck Fueling Stop & Retail Service Plaza

	Project	Description	Precedent
	CLT Gateway Airport “Front Door” Office Village	•Future home to consolidated CLT Airport Administration & CLT Terminal-based office users. •Phased development of attractive modern office buildings to attract aviation-related businesses plus national and regional headquarters for international businesses.	DFW (Dallas): DFW Airport HQ Office  AMS (Schipol): World Trade Ctr.  LAX (L.A): Century Blvd.
	CLT Gateway Terminal Area Hotel	•Mid-Tier & Business Class Hotel for visitors to Charlotte region. •Supports existing and growing Charlotte Exhibition & Conference Facilities. •Connected to Airport, parking decks, and future APM infrastructure.	DFW (Dallas): Grand Hyatt  YVR (Vancouver): Fairmont Hotel  ATL (Atlanta): Marriott Hotel
	CLT Gateway Retail Village & Events Plaza	•Retail heart to CLT Gateway with retail, services, and amenities for CLT passengers, employees, and area businesses & residents. •Easy Terminal access by future Automated People Mover (APM). •Lively ‘CLT Public Events Plaza’ surrounded by retail, services, offices and parking.	MUC (Munich): Munich Airport Plaza & “Municon” Hotel-Conference Complex  AMS (Schipol): Schipol Plaza
	Fast-Cycle Logistics & E-Commerce Fulfillment Hub	• Modern warehousing and value-add manufacturing facilities catering to the “rapid-cycle” logistics sector and further leveraging FTZ #57. • E-Commerce fulfillment and “quick turn-around” business activities, like electronics repair, leverage air-to-ground interface. • Supports Advanced Manufacturing in Automotive & Aerospace.	MEM (Memphis): Flextronics  SDF/UPS (Louisville): World Port  YEG (Edmonton): Rosenau Transport Hub
	Temperature-Controlled Logistics Hub	• Temperature-controlled warehousing and rapid-cycle logistics for perishable goods export/import. • Focused on medical testing and pharmaceutical, agribusiness, live seafood, composite materials, and chemicals. • Associated with FoodPorts & Agribusiness Start-Up Incubators.	MEM (Memphis): Fed Ex Cold Chain  SIN (Singapore): Air Logistics Park  YHZ (Halifax): Clearwater Seafood

CLT WEST

- Future New Interchange with Interstate I-485
- CLT West Northern Logistics & Distribution Area
- CLT West Southern Business Park Flex Area
- CLT West Highway Commercial Node

DEVELOPMENT ACTION PLAN

To act upon the market opportunity for Airport Connected Commercial Development on Airport property and further justify investment in Airport Area transportation improvements, the CLT AASDP prioritizes the various Catalyst Projects and Development Districts into the dimension of time (illustrated at right, with timing indicating when the initiative would begin, versus when it would be completed) and strategically rolls out of these initiatives over three phases, including:

- Phase 1: Years 1 to 10
- Phase 2: Years 11 to 20
- Phase 3: Years 20+

The comprehensive Development Action Plan presented in the “CLT AASDP Technical Report” organizes the various planning and implementation actions for each CLT District by Land Use & Development or Transportation initiative.

For each CLT District, and the major Catalyst Projects and Development Areas, the Development Action Plan also schedules the timing of strategic actions including:

- Property Assembly
- Site Preparation
- Planning & Design
- Approvals & Entitlements
- Marketing
- Property Offering
- Construction

Table 2: Development Action Plan

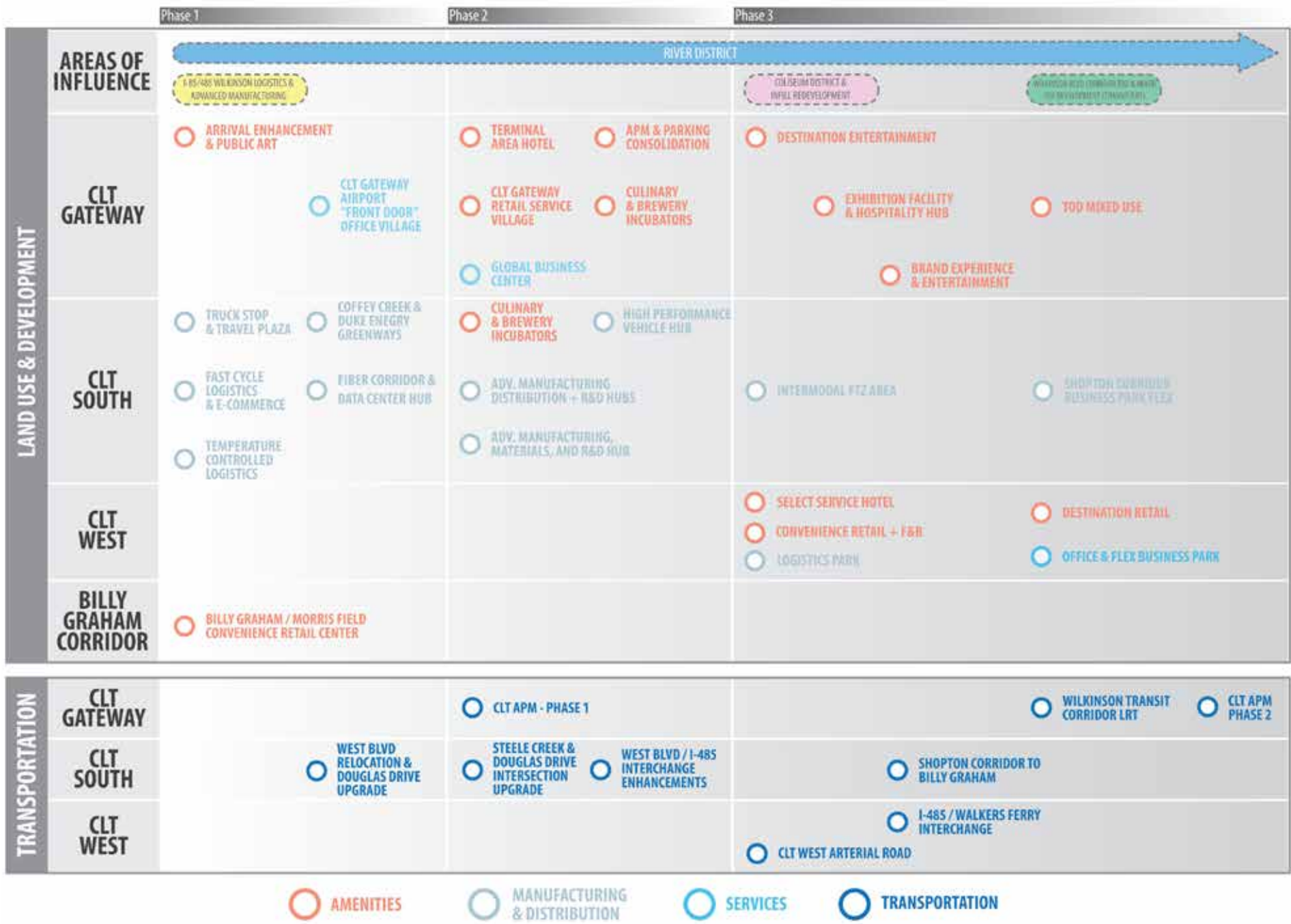




Figure 22: Artistic representation of CLT Gateway Development District, looking west along Wilkinson Boulevard.



Figure 23: Artistic representation of CLT Gateway Development District, looking southwest over Josh Birmingham Parkway.

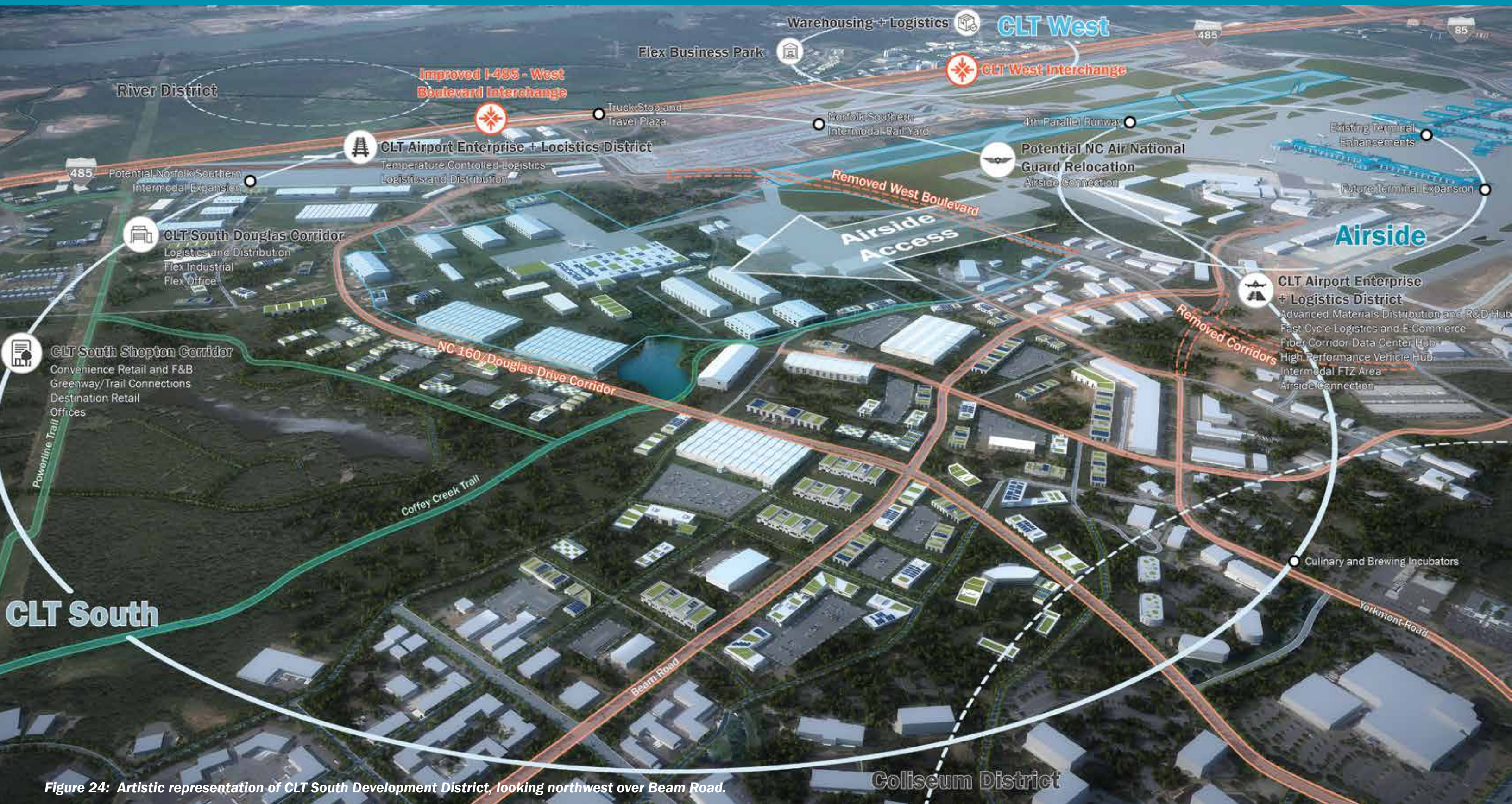


Figure 24: Artistic representation of CLT South Development District, looking northwest over Beam Road.

**To ensure that it advances the Aviation Department Vision and mission, the CLT AASDP has three primary objectives:**

- **Self-Sustaining:** it should generate non-aeronautical revenue that helps fulfill FAA requirements for airport financial self-sufficiency.
- **Land Re-Use:** it should put vacant and underutilized Airport property into productive use.
- **Compatibility:** it should ensure that future development around the airport is appropriate for an airport environment and does not negatively impact aviation.



**CLT AIRPORT CONTACT:**

STUART HAIR, ECONOMIC AFFAIRS MANAGER

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**Agenda Date:** 5/22/2017

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**Agenda #:** 6. **File #:** 15-5578 **Type:** Dinner Briefing

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## **Answers to Mayor and Council Consent Item Questions**

**Staff Resource(s):**

Randy Harrington, Management and Financial Services

**Time:** 10 minutes

**Synopsis**

Staff responses to questions from the beginning of the dinner meeting.



**Agenda Date: 5/22/2017**

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**Agenda #: 7. File #: 15-5579 Type: Consent Item**

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**Consent agenda items 16 through 40 may be considered in one motion except for those items removed by a Council member. Items are removed by notifying the City Clerk.**

Consideration of Consent Items shall occur in the following order:

- A. Items that have not been pulled, and
- B. Items with citizens signed up to speak to the item.



**Agenda Date: 5/22/2017**

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**Agenda #: 8.File #: 15-5602 Type: Zoning Item**

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## **Rezoning Petition 2017-012**

### **Action:**

**Render a decision on Rezoning Petition 2017-012 by The Drakeford Company**

- **From R-5 (single family residential)**
- **To MUDD (CD) (mixed use development, conditional) with five-year vested rights.**

### **Staff Resource(s):**

**Laura Harmon, Assistant Planning Director**

### **Explanation**

- The public hearing on this rezoning petition was held on April 17, 2017.
- The property is approximately 0.683 acres located on the north side of McClintock Road between Nandina Street and St. Julien Street. (Council District 1 - Kinsey)
- The petition proposes to redevelop three existing single family detached residential dwellings located in the Commonwealth neighborhood to allow 12 single family attached dwelling units, two of which will be live/work units, in three quadraplex buildings, at a density of 17.56 dwelling units per acre.
- The City Council deferred the decision on this petition to May 22, as requested by the petitioner, on May 15, 2017 to allow time to continue to work with the neighborhood on remaining issues.
- The Zoning Committee found this petition to be consistent with the *Central District Plan*, and the density of 17.56 units per acre is consistent with the *General Development Policies* (GDPs). The office component of the live/work units is consistent with the office use recommended for the northernmost property and the residential units are consistent with the residential use recommended for the other two lots based on information from the staff analysis and the public hearing.
- The Zoning Committee voted 6-0 to recommend APPROVAL of this petition with the noted modifications.
- The petitioner made the following changes to the site plan after the Zoning Committee vote. Therefore, the City Council must determine if the changes are substantial and if the petition should be referred back to the Zoning Committee for review.
  - Both of the proposed live/work units are now located in building #1, which is located on the western edge of the site.
  - Committed to a maximum building height for all units not to exceed 2.5 stories and no more than 36 feet high at the peak.
  - Reinstated the condition that a real estate sales center or construction trailer may occupy 2145 McClintock Road prior to the development.
- Staff Recommendation: The changes are not significant enough to require additional review by the

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**Agenda #: 8.File #: 15-5602 Type: Zoning Item**

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Zoning Committee. Therefore, staff recommends approval of this petition.

**Attachment(s)**

Zoning Committee Statement of Consistency

Zoning Committee Recommendation

Staff Analysis

Vicinity Map

Locator Map

Site Plan

## Petition 2017-012

### To Approve as recommended by the Zoning Committee:

- I move that this petition is **consistent** with the Central District Plan, and the density of 17.56 units per acre is consistent with the General Development Policies (GDPs). The office component of the live/work units is consistent with the office use recommended for the northernmost property but technically **inconsistent** with the residential use recommended for the other two lots based on the information from the staff analysis and the public hearing, and because:
  - The plan recommends office uses for one lot, and single family residential uses up to four units per acre for the other property.
  - The petition meets the General Development Policies locational criteria for consideration of over 17 dwellings per acre.
- Therefore, we find this petition to be reasonable and in the public interest, based on the information from the staff analysis and the public hearing, and because:
  - The subject property is located at the edge of the Commonwealth neighborhood and abuts the Plaza Central business district; and
  - The proposed development, which is primarily residential with a minor non-residential component, will provide a transition from the predominantly single family part of the Commonwealth neighborhood to the Plaza Central business district; and
  - The inclusion of live/work units provides an opportunity for services within walking distance of other businesses and residences; and
  - The proposal to develop three quadraplexes limited to two and one-half stories and set back from the sidewalk will result in new development that is compatible with the adjacent single family dwellings; and
  - Further, the building renderings show an architectural style that is in keeping with the character of the Commonwealth neighborhood.

### To Deny:

- I move that the City Council finds this petition **consistent** with the Central District Plan, and the density of 17.56 units per acre is consistent with the General Development Policies (GDPs). The office component of the live/work units is consistent with the office use recommended for the northernmost property but technically **inconsistent** with the residential use recommended for the other two lots based on the information from the staff analysis and the public hearing, and because:
  - The plan recommends office uses for one lot, and single family residential uses up to four units per acre for the other property.
  - The petition meets the General Development Policies locational criteria for consideration of over 17 dwellings per acre.
- However, we find this petition to not be reasonable and in the public interest based on the information from the staff analysis and the public hearing, and because:
  - (To be explained by the City Council)

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REQUEST	Current Zoning: R-5 (single family residential) Proposed Zoning: MUDD (CD) (mixed use development, conditional) with five-year vested rights.
LOCATION	Approximately 0.683 acres located on the north side of McClintock Road between Nandina Street and St. Julien Street. (Council District 1 - Kinsey)
SUMMARY OF PETITION	The petition proposes to redevelop three existing single family detached residential dwellings located in the Commonwealth neighborhood to allow 12 single family attached dwelling units, two of which will be live/work units, in three quadraplex buildings, at a density of 17.56 dwelling units per acre.
PROPERTY OWNER	Golden Triangle #7 Commonwealth LLC, and Curry Family Partnership, LLC
PETITIONER	The Drakeford Company
AGENT/REPRESENTATIVE	Anthony Fox and Mac McCarley, Parker, Poe, Adams and Bernstein
COMMUNITY MEETING	Meeting is required and has been held. Report available online. Number of people attending the Community Meeting: 9.
STATEMENT OF CONSISTENCY	<ul style="list-style-type: none"><li>• The Zoning Committee found this petition to be consistent with the <i>Central District Plan</i>, and the density of 17.56 units per acre is consistent with the <i>General Development Policies (GDPs)</i>. The office component of the live/work units is consistent with the office use recommended for the northernmost property and the residential units are consistent with the residential use recommended for the other two lots based on information from the staff analysis and the public hearing, and because:<ul style="list-style-type: none"><li>• The plan recommends office uses for one lot, and single family residential uses up to four units per acre for the other property.</li><li>• The <i>General Development Policies (GDPs)</i> provides policy guidance for evaluating proposed residential densities greater than four units per acre. The petition meets the <i>General Development Policies</i> locational criteria for consideration of over 17 dwellings per acre.</li></ul></li><li>• Therefore, this petition was found to be reasonable and in the public interest, based on information from the staff analysis and the public hearing, and because:<ul style="list-style-type: none"><li>• The subject property is located at the edge of the Commonwealth neighborhood and abuts the Plaza Central business district; and</li><li>• The proposed development, which is primarily residential with a minor non-residential component, will provide a transition from the predominantly single family part of the Commonwealth neighborhood to the Plaza Central business district; and</li><li>• The inclusion of live/work units provides an opportunity for services within walking distance of other businesses and residences; and</li><li>• The proposal to develop three quadraplexes limited to two and one-half stories and set back from the sidewalk will result in new development that is compatible with the adjacent single family dwellings; and</li><li>• Further, the building renderings show an architectural style that is in keeping with the character of the Commonwealth neighborhood;</li></ul></li></ul>

By a 6-0 vote of the Zoning Committee (motion by Lathrop seconded by Watkins).

**ZONING COMMITTEE  
ACTION**

The Zoning Committee voted 6-0 to recommend APPROVAL of this petition with the following modifications:

1. Removed the parking space located between the building and the street.
2. Deleted the "Elevation Note" from Sheet A1.
3. Amended Note 3B to include only the enforceable items pertaining to designated units, square footage, and reference to inclusion of conditions in homeowner's association restrictive covenants and bylaws, as follows: "Proposed nonresidential use ground conditions shall include two ground floor units in Building 1, with office use limited to 500 square feet per unit. Detailed conditions of the rules and guidelines for the nonresidential uses will be included in homeowner's association restrictive covenants and bylaws."
4. Amended Note 5C under "Architectural Standards" to replace Chatham Avenue with St. Julien Street.
5. Amended Note 5B to align with the site plan by stating two units on the first floor of Building 1 shall be developed to each accommodate 500 square feet of nonresidential office uses.
6. Amended Sheet RZ1 to reflect width of proposed sidewalk along the site's frontage on St. Julien Street as six feet.
7. Amended building height from 2 and 2.5 stories, to 2.5 stories.
8. Added Note 5D under "Architectural Standards" as follows:  
"Attached to the rezoning plan are conceptual architectural renderings of the single family attached quadraplex homes that are intended to depict the general conceptual architectural style, design treatment and character to be constructed on site. Accordingly, each elevation shall be designed and constructed so they are substantially similar in appearance to the relevant conceptual architectural renderings of this submittal with respect to architectural style, design treatment and character.  
Notwithstanding the foregoing changes and alterations, which do not materially change the overall conceptual architectural style and character, shall be permitted.
9. Amended Note 6F to add the following: "A six-foot wood screen fence will be located in place of wall if construction easement/approval cannot be obtained from abutting property owners."
10. Amended Sheet RZ-1 of the site plan to label the following: "(a) a 12-foot heated living space setback from St. Julien existing right-of-way 19'6" from St. Julien future back of curb; (b) Future back of curb to taper from 12'6" to 17'6" from existing St. Julien centerline; (c) 30-foot front heating living space setback from McClintock Road existing right-of-way 37' 5" from McClintock future back of curb; (d) porch/deck to be located within the first three feet of twelve-foot side setback along St. Julien Street; (e) Porch/deck to be located within the first five feet of 30-foot front setback on McClintock Road."
11. Annotated the building elevations to indicate building materials, and design elements.
12. Amended Note 3B as follows: "Office square footage allowed as part of live/work units limited to a maximum of 500 square feet per unit." Also, eliminate language related to retail sales, as retail sales considered accessory to the office use would be allowed.
13. Amended Note 5B as follows: "The first floor of Building 1 shall be developed to accommodate 1,000 square feet of office uses permitted in the MUDD district."
14. Amended Note 3B to delete all reference to commercial uses prior to development, associated hours and signage.

VOTE	<p>Motion/Second: Watkins / McClung</p> <p>Yeas: Fryday, Lathrop, Majeed, McClung, Spencer and Watkins</p> <p>Nays: None</p> <p>Absent: Wiggins</p> <p>Recused: None</p>
ZONING COMMITTEE DISCUSSION	<p>Staff provided an overview of the petition, pointing out that all outstanding issues have been addressed. Staff noted that the petition is consistent with the <i>Central District Plan</i>, and the density of 17.56 units per acre is consistent with the <i>General Development Policies (GDPs)</i>.</p> <p>A committee member asked about the method of handling solid waste. Staff responded that the site is not required to provide an onsite location for solid waste and recycling because there are less than 30 units proposed. A committee member questioned pending development in the immediate area. Staff responded that they were not aware of any nearby pending rezonings or of any by-right development that may be taking place under existing zoning.</p> <p>Another member asked if the Pedestrian (PED) Overlay would or could be applied to this site or area. Staff responded that the subject property does not qualify for the PED Overlay because it was not specified in the approved streetscape plan for the area. Staff may propose a PED Overlay for a neighborhood but not for one or two lots.</p>
STAFF OPINION	Staff agrees with the recommendation of the Zoning Committee.

FINAL STAFF ANALYSIS  
(Pre-Hearing Analysis online at [www.rezoning.org](http://www.rezoning.org))

PLANNING STAFF REVIEW

- Proposed Request Details
 

The site plan accompanying this petition contains the following provisions:

  - The petition proposes 12 single family attached dwellings in three quadraplex buildings.
  - Live/work units will be permitted in two ground floor units of Building 1, with an office component encompassing up to 500 square feet per unit.
  - The first floor of Building 1 shall be developed to accommodate 1,000 square feet of office uses permitted in the MUDD district.
  - Detailed conditions of the rules and guidelines for the nonresidential uses will be included in homeowner's association restrictive covenants and bylaws.
  - Dwellings will be accessed off St. Julien Street via a one-way driveway and residential alley. Egress from the site will be via the one-way driveway that exits onto McClintock Road.
  - A 30-foot front heated living space setback from McClintock Road existing right-of-way, 37.5 feet from McClintock Road future back of curb will be provided, and a 12-foot heated living space setback will be provided from St. Julien Street existing right-of-way, 19.6 feet from St. Julien Street future back of curb.
  - Maximum building height of 36 feet and up to two and one-half stories.
  - Building elevations provided that reflect building facades with front porches.
  - Building materials consist of Hardiplank siding, cementitious shake/panel siding and brick veneer. Vinyl is prohibited as a building material but may be used on windows, soffits, garage doors, fences and handrails/railings.
  - The side of Building 3 facing St. Julien Street will have enhanced architectural features for street edge appeal, as reflected in the St. Julien Street elevation provided.
  - An eight-foot planting strip and eight-foot sidewalk will be provided along the project's frontage on McClintock Road, and a six-foot sidewalk and eight-foot planting strip along the site's frontage on St. Julien Street.
  - A minimum four-foot high masonry wall will be installed abutting the R-5 (single family residential) along the northern portion of the site. A six-foot wood screen fence will be located in place of the wall if a construction easement approval cannot be obtained from abutting property owners.
  - All transportation improvements will be approved and constructed prior to the issuance of the first certificate of occupancy for the first building to be constructed on the site.

- Public Plans and Policies
  - The *Central District Plan* recommends office uses for one lot, and single family residential uses up to four units per acre for the other property.
  - The *General Development Policies (GDPs)* provides policy guidance for evaluating proposed residential densities greater than four units per acre. The petition meets the *General Development Policies* locational criteria for consideration of over 17 dwellings per acre as illustrated in the table below.

Assessment Criteria	Density Category – over 17 dua
Meeting with Staff	Yes (1)
Sewer and Water Availability	Yes (2)
Land Use Accessibility	High (3)
Connectivity Analysis	High (5)
Road Network Evaluation	N/A (0)
Design Guidelines	Yes (4)
Other Opportunities or Constraints	NA
Minimum Points Needed: 11	Total Points: 15

- TRANSPORTATION CONSIDERATIONS
  - This site is located at the unsignalized intersection of local streets and is one block south of Central Avenue, a major thoroughfare. The current site plan commits to new streetscape along the property frontage and generates a low amount of daily traffic.
  - Vehicle Trip Generation:
    - Current Zoning:
      - Existing Use: 20 trips per day (based on two single family detached dwellings).
      - Entitlement: 20 trips per day (based on two single family detached dwellings).
    - Proposed Zoning: 200 trips per day (based on 12 single family attached dwellings).

#### DEPARTMENT COMMENTS (see full department reports online)

- Charlotte Area Transit System: No issues.
- Charlotte Department of Neighborhood & Business Services: No issues.
- Charlotte Fire Department: No issues.
- Charlotte-Mecklenburg Schools: The development allowed under the existing zoning would generate two students, while the development allowed under the proposed zoning will produce four students. Therefore, the net change in the number of students generated from existing zoning to proposed zoning is two students.
  - The proposed development is not projected to increase the school utilization (without mobile classroom units) over existing conditions:
    - Oakhurst Elementary remains at 96%;
    - Eastway Middle remains at 109%;
    - Myers Park High remains at 114%.
- Charlotte Water: Charlotte Water has water system availability for the rezoning boundary via an existing two-inch water distribution main and an existing six-inch water distribution main located along McClintock Road. Sewer system availability is provided via an existing eight-inch gravity sewer main located along McClintock Road.
- Engineering and Property Management
  - Arborist:
    - No trees can be removed from or planted in the right-of-way on McClintock without permission of the City Arborist's office.
    - The petitioner must submit a tree survey for all trees two inches or larger located in the rights-of-way. In addition, the survey must include all trees eight inches or larger in the setback.
    - Erosion Control: No issues.
    - Land Development: No issues.
    - Storm Water Services: No issues.
    - Urban Forestry: The site must comply with the tree ordinance.
- Mecklenburg County Land Use and Environmental Services Agency: No issues.
- Mecklenburg County Parks and Recreation Department: No comments received.

Attachments Online at [www.rezoning.org](http://www.rezoning.org)

- Application
- Pre-Hearing Staff Analysis
- Locator Map
- Site Plan
- Community Meeting Report
- Department Comments
  - Charlotte Area Transit System Review
  - Charlotte Department of Neighborhood & Business Services Review
  - Charlotte Fire Department Review
  - Charlotte-Mecklenburg Schools Review
  - Charlotte-Mecklenburg Storm Water Services Review
  - Charlotte Water Review
  - Engineering and Property Management Review
    - Erosion Control
    - Land Development
    - Urban Forestry
  - Mecklenburg County Land Use and Environmental Services Agency Review
  - Transportation Review

Planner: Sonja Strayhorn Sanders (704) 336-8327

April 17, 2017

REQUEST	Current Zoning: R-5 (single family residential) Proposed Zoning: MUDD(CD) (mixed use development, conditional) with five-year vested rights.
LOCATION	Approximately 0.683 acres located on the north side of McClintock Road between Nandina Street and St. Julien Street. (Council District 1 - Kinsey)
SUMMARY OF PETITION	The petition proposes to redevelop three existing single family detached residential dwellings located in the Commonwealth neighborhood to allow 12 single family attached dwelling units, two of which will be live/work units, in three quadraplex buildings, at a density of 17.56 dwelling units per acre.
PROPERTY OWNER	Golden Triangle #7 Commonwealth LLC, and Curry Family Partnership, LLC
PETITIONER	The Drakeford Company
AGENT/REPRESENTATIVE	Anthony Fox and Mac McCarley, Parker, Poe, Adams and Bernstein
COMMUNITY MEETING	Meeting is required and has been held. Report available online. Number of people attending the Community Meeting: 9.

STAFF RECOMMENDATION	<p>Staff recommends approval of this petition upon resolution of outstanding issues related to land use, site and building design, and minor technical revisions.</p> <p><u>Plan Consistency</u> The proposed residential use is consistent with the <i>Central District Plan</i>, and the density of 17.56 units per acre is consistent with the <i>General Development Policies (GDPs)</i>. The office component of the live/work units is consistent with the office use recommended for the northernmost property but technically inconsistent with the residential use recommended for the other two lots.</p> <p><u>Rationale for Recommendation</u></p> <ul style="list-style-type: none"> <li>• The subject property is located at the edge of the Commonwealth neighborhood and abuts the Plaza Central business district.</li> <li>• The proposed development, which is primarily residential with a minor non-residential component, will provide a transition from the predominantly single family part of the Commonwealth neighborhood to the Plaza Central business district.</li> <li>• The inclusion of live/work units provides an opportunity for services within walking distance of other businesses and residences.</li> <li>• The proposal to develop three quadraplexes limited to two and one-half stories and set back from the sidewalk will result in new development that is compatible with the adjacent single family dwellings.</li> <li>• Further, the building renderings show an architectural style that is in keeping with the character of the Commonwealth neighborhood.</li> </ul>
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#### PLANNING STAFF REVIEW

- Proposed Request Details  
The site plan accompanying this petition contains the following provisions:
  - The petition proposes 12 single family attached dwellings in three quadraplex buildings.
  - Live/work units will be permitted in one ground floor unit of two buildings, with an office component encompassing up to 500 square feet.
  - Dwellings will be accessed off St. Julien Street via a one-way driveway and residential alley. Egress from the site will be via the one-way driveway that exits onto McClintock Road.
  - A 27.5-foot setback will be provided from the future back of curb along McClintock Road, and a

- 15.5-foot setback will be provided from the future back of curb along St. Julien Street.
- Maximum building height of 36 feet and up to two and one-half stories.
- Building elevations provided that reflect building facades with front porches.
- Building materials consist of Hardiplank siding, cementitious shake/panel siding and brick veneer. Vinyl is prohibited as a building material but may be used on windows, soffits, garage doors, fences and handrails/railings.
- The side of Building 3 facing St. Julien Street will have enhanced architectural features for street edge appeal, as reflected in the St. Julien Street elevation provided.
- An eight-foot planting strip and eight-foot sidewalk will be provided along the project's frontage on McClintock Road, and a six-foot sidewalk and eight-foot planting strip along the site's frontage on St. Julien Street.
- A minimum four-foot high masonry wall will be installed abutting the R-5 (single family residential) along the northern portion of the site.
- All transportation improvements will be approved and constructed prior to the issuance of the first certificate of occupancy for the first building to be constructed on the site.
- Existing Zoning and Land Use
  - The subject properties are zoned R-5 (single family residential) and developed with single family dwellings.
  - Surrounding properties are bound by Central Avenue to the north and East Independence Boulevard to the south. Parcels fronting Central Avenue are zoned B-1 (neighborhood business), B-2 (general business), NS (neighborhood services) and MUDD(CD) (mixed use development, conditional). Parcels fronting East Independence Boulevard are zoned B-1 (neighborhood business), O-2 (office) and R-5 (single family residential).
  - Properties located to the west of St. Julien Street contain single family detached dwellings, duplex dwelling units, office, retail and warehouse uses zoned R-5 (single family residential), O-2 (office), MUDD-O (mixed use development, optional), and B-2 (general business). Some properties lie within the Plaza Central Pedestrian Overlay (PED) zoning district.
  - Properties on the east side of St. Julien Street are zoned R-5 (single family residential) and are developed with single family detached units and duplex units.
  - See "Rezoning Map" for existing zoning in the area.
- Rezoning History in Area
  - Petition 2015-056 rezoned 1.92 acres located on the north side of Central Avenue between Nandina Street and Landis Avenue from B-1 (neighborhood business) and MUDD(CD) (mixed use development, conditional) to MUDD(CD) (mixed use development, conditional) and MUDD(CD) SPA (mixed use development, conditional, site plan amendment) to allow up to 97 multi-family dwelling units, with up to 7,800 square feet of non-residential uses including 3,000 square feet for leasing office and amenity space and 4,800 square feet of commercial uses along Central Avenue.
  - Petition 2015-026 sought to rezone 1.14 acres located on the north and south sides of McClintock Road, near the intersection of St. Julien Street and McClintock Road and including the subject property, from R-5 (single family residential) to UR-2(CD) (urban residential, conditional) to allow 12 single family detached, two to three-story dwellings. The petition was denied.
  - Petition 2014-005 rezoned 0.39 acres located on the north side of Central Avenue between St. Julien Street and Westover Street from B-1 (neighborhood business) to MUDD-O (mixed use development, optional) to allow the construction of a four-story building with 36 multi-family units with a gated structured parking area on the ground level.
- Public Plans and Policies
  - The *Central District Plan* recommends office uses for one lot, and single family residential uses up to four units per acre for the other property.
  - The *General Development Policies (GDPs)* provides policy guidance for evaluating proposed residential densities greater than four units per acre. The petition meets the *General Development Policies* locational criteria for consideration of over 17 dwellings per acre as illustrated in the table below.

Assessment Criteria	Density Category – over 17 dua
Meeting with Staff	Yes (1)
Sewer and Water Availability	Yes (2)
Land Use Accessibility	High (3)
Connectivity Analysis	High (5)
Road Network Evaluation	N/A (0)
Design Guidelines	Yes (4)
Other Opportunities or Constraints	NA
Minimum Points Needed: 11	Total Points: 15

• TRANSPORTATION CONSIDERATIONS

- This site is located at the unsignalized intersection of local streets and is one block south of Central Avenue, a major thoroughfare. The current site plan commits to new streetscape along the property frontage and generates a low amount of daily traffic.
- Vehicle Trip Generation:
  - Current Zoning:
    - Existing Use: 20 trips per day (based on two single family detached dwellings).
    - Entitlement: 20 trips per day (based on two single family detached dwellings).
  - Proposed Zoning: 200 trips per day (based on 12 single family attached dwellings).

DEPARTMENT COMMENTS (see full department reports online)

- Charlotte Area Transit System: No issues.
- Charlotte Department of Neighborhood & Business Services: No issues.
- Charlotte Fire Department: No issues.
- Charlotte-Mecklenburg Schools: The development allowed under the existing zoning would generate two students, while the development allowed under the proposed zoning will produce four students. Therefore, the net change in the number of students generated from existing zoning to proposed zoning is two students.
  - The proposed development is not projected to increase the school utilization (without mobile classroom units) over existing conditions:
    - Oakhurst Elementary remains at 96%;
    - Eastway Middle remains at 109%;
    - Myers Park High remains at 114%.
- Charlotte Water: Charlotte Water has water system availability for the rezoning boundary via an existing two-inch water distribution main and an existing six-inch water distribution main located along McClintock Road. Sewer system availability is provided via an existing eight-inch gravity sewer main located along McClintock Road.
- Engineering and Property Management
  - Arborist:
    - No trees can be removed from or planted in the right-of-way on McClintock without permission of the City Arborist's office.
    - The petitioner must submit a tree survey for all trees two inches or larger located in the rights-of-way. In addition, the survey must include all trees eight inches or larger in the setback.
  - Erosion Control: No issues.
  - Land Development: No issues.
  - Storm Water Services: No issues.
  - Urban Forestry: The site must comply with the tree ordinance.
- Mecklenburg County Land Use and Environmental Services Agency: No issues.
- Mecklenburg County Parks and Recreation Department: No comments received.

OUTSTANDING ISSUES

Site and Building Design

1. An optional request is required to allow the proposed parking space between the building and McClintock Road. Remove the parking space located between the building and the street.
2. Annotate building elevations to indicate building materials, and design elements.
3. Delete the "Elevation Note" from Sheets A1 and A2.

Land Use

4. Amend Note 3B to include only the enforceable items pertaining to designated units, square footage, and reference to inclusion of conditions in homeowner's association restrictive covenants and bylaws.
5. Amend Note 3B as follows: "Office Square Footage allowed as part of live/work units limited to a maximum of 500 square feet." Also, eliminate language related to retail sales, as retail sales considered accessory to the office use would be allowed.
6. Amend Note 5B as follows: "The first floor of buildings 1 and 2 shall be developed to accommodate 500 square feet of office uses permitted in the MUDD district."
7. Amend Note 3B to delete all reference to commercial uses prior to development, associated hours and signage.

## REQUESTED TECHNICAL REVISIONS

Land Use

8. In Note 3B, clarify that the live/work areas are included in the total number of units, and are not in addition to the 12 units being requested.

Site and Building Design

9. Amend Note 5C under "Architectural Standards" to replace Chatham Avenue with St. Julien Street.
10. Address discrepancy between Note 5B, which states the first floor of Building 1 and Building 2 shall be developed to accommodate 500 square feet of nonresidential office or retail uses, and the site plan, which reflects the live/work units in Building 1 and Building 3.

Infrastructure

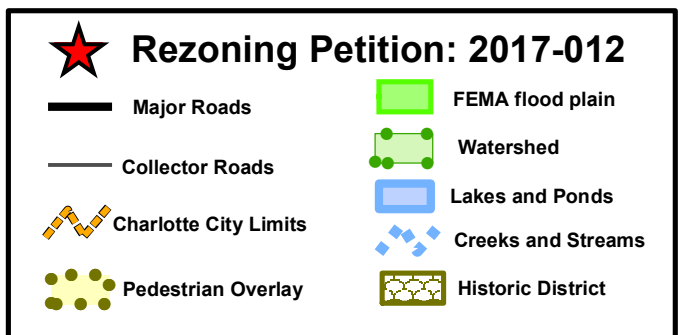
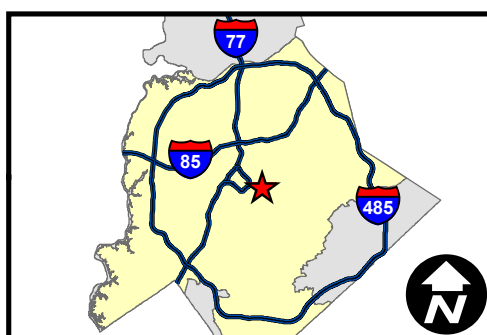
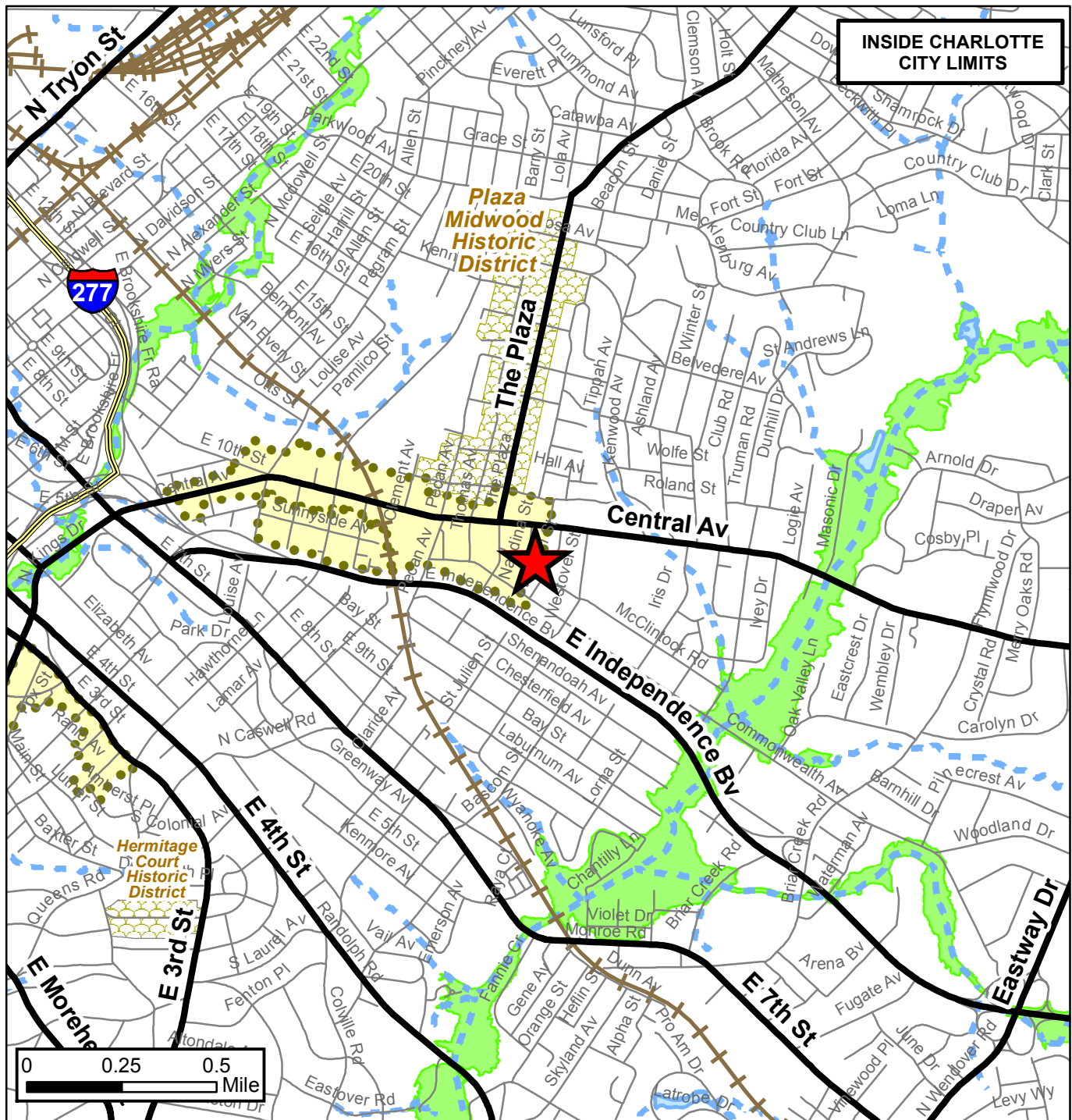
11. Amend Sheet RZ1 to reflect width of proposed sidewalk along the site's frontage on St. Julien Street as six feet.
- 

Attachments Online at [www.rezoning.org](http://www.rezoning.org)

- Application
- Site Plan
- Locator Map
- Community Meeting Report
- Department Comments
  - Charlotte Area Transit System Review
  - Charlotte Department of Neighborhood & Business Services Review
  - Charlotte Fire Department Review
  - Charlotte-Mecklenburg Schools Review
  - Charlotte-Mecklenburg Storm Water Services Review
  - Charlotte Water Review
  - City Arborist Review
  - Engineering and Property Management Review
    - Erosion Control
    - Land Development
    - Urban Forestry
  - Mecklenburg County Land Use and Environmental Services Agency Review
  - Transportation Review

Planner: Sonja Strayhorn Sanders (704) 336-8327

**Acres & Location :** Approximately 0.48 acres located on the north side of McClintock Road between Nandina Street and St. Julien Street.



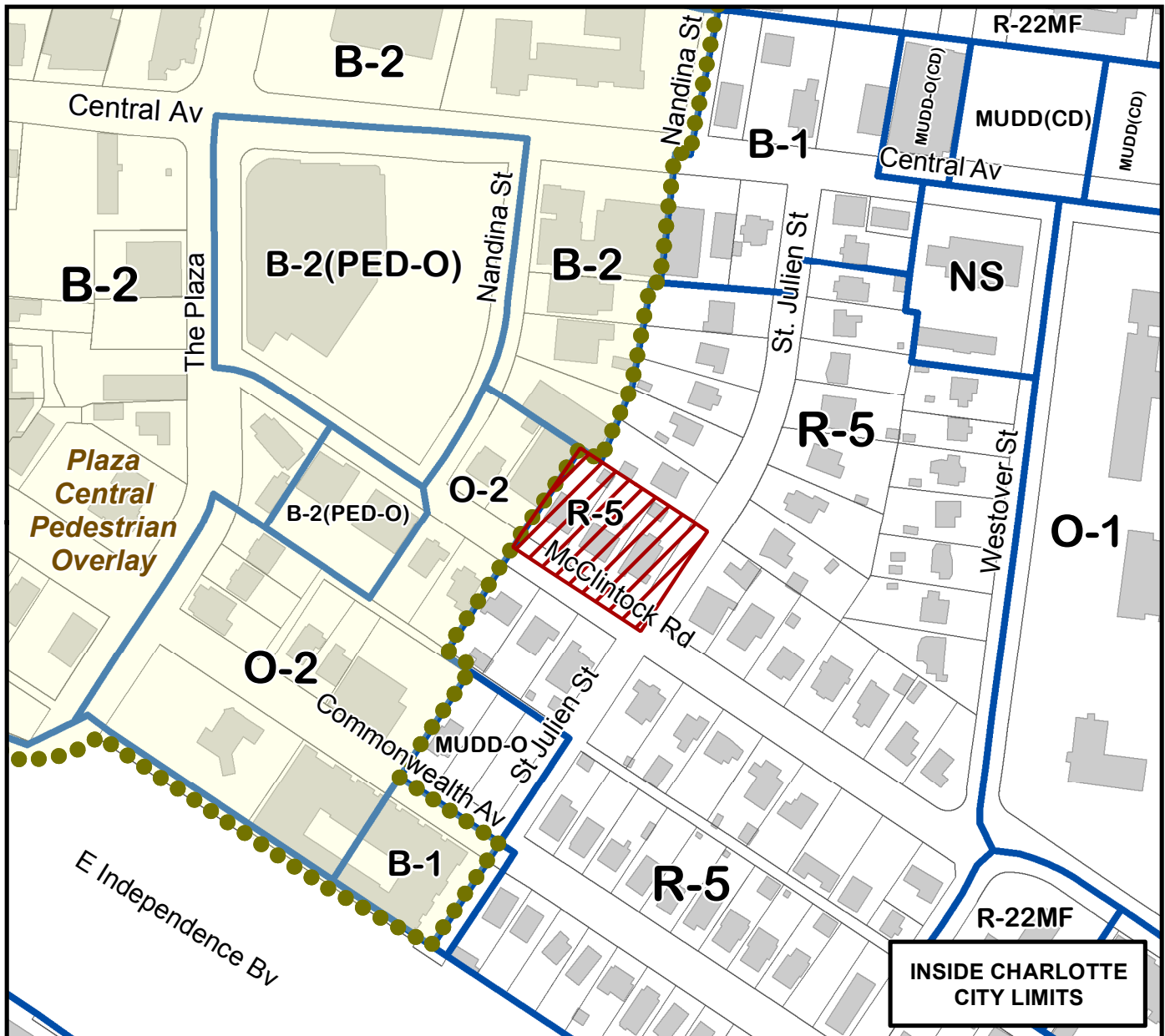
Petition #: **2017-012**

Petitioner: **The Drakeford Company**

Zoning Classification (Existing): **R-5**  
(Single Family, Residential)

Zoning Classification (Requested): **MUDD(CD) 5-Year Vested Rights**  
(Mixed Use Development District, Conditional, Five Year Vested Rights)

Acreage & Location: Approximately 0.72 acres located on the north side of McClintock Road between Nandina Street and St. Julien Street.



Map Produced by the Charlotte-Mecklenburg Planning Department, 10-28-2016.

0 75 150 300 450 600 Feet



Zoning Map #(s)

**101**



Requested MUDD(CD) 5-Year Vested Rights from R-5



Existing Building Footprints



Existing Zoning Boundaries



Charlotte City Limits



Pedestrian Overlay



FEMA flood plain



Watershed



Lakes and Ponds

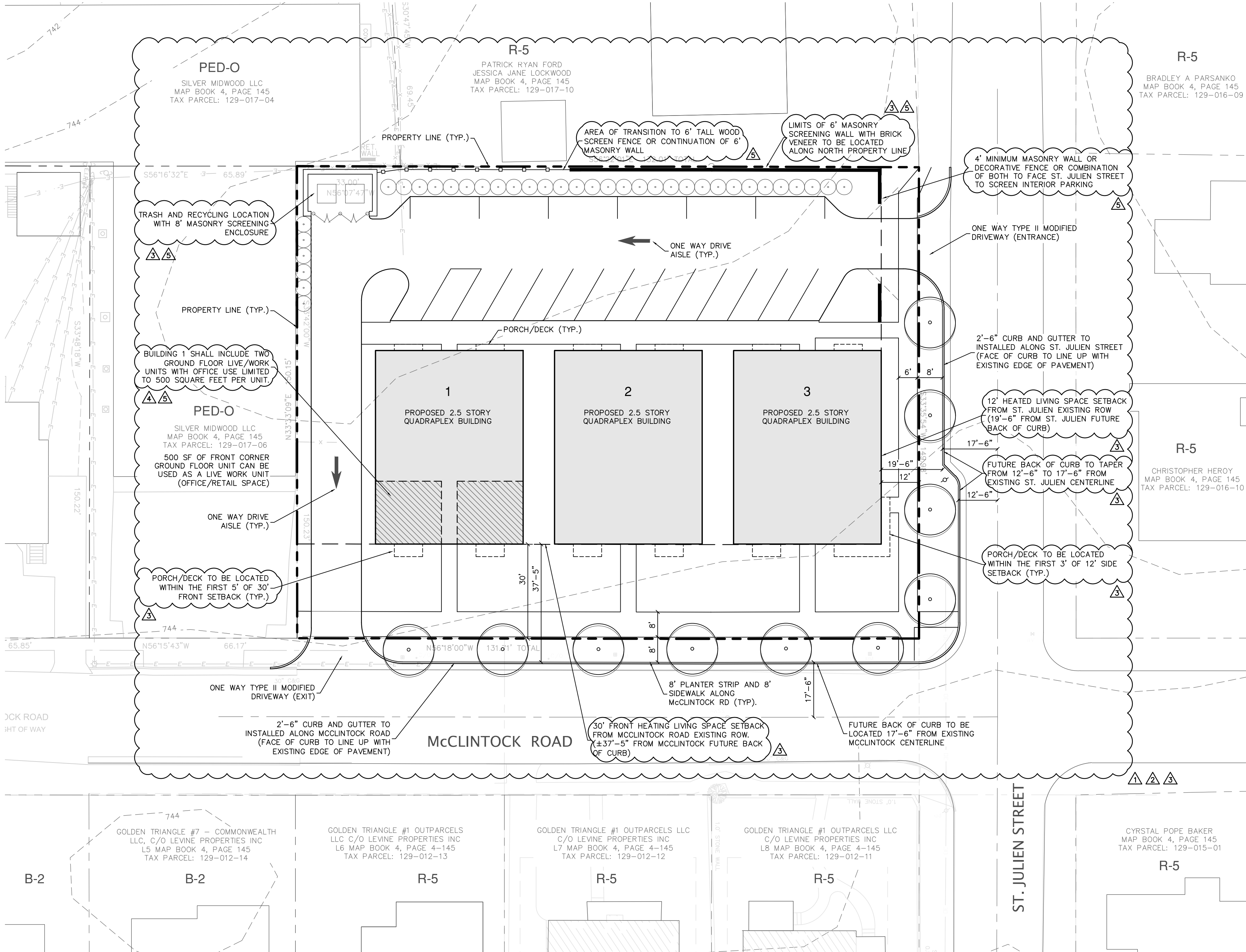


Creeks and Streams



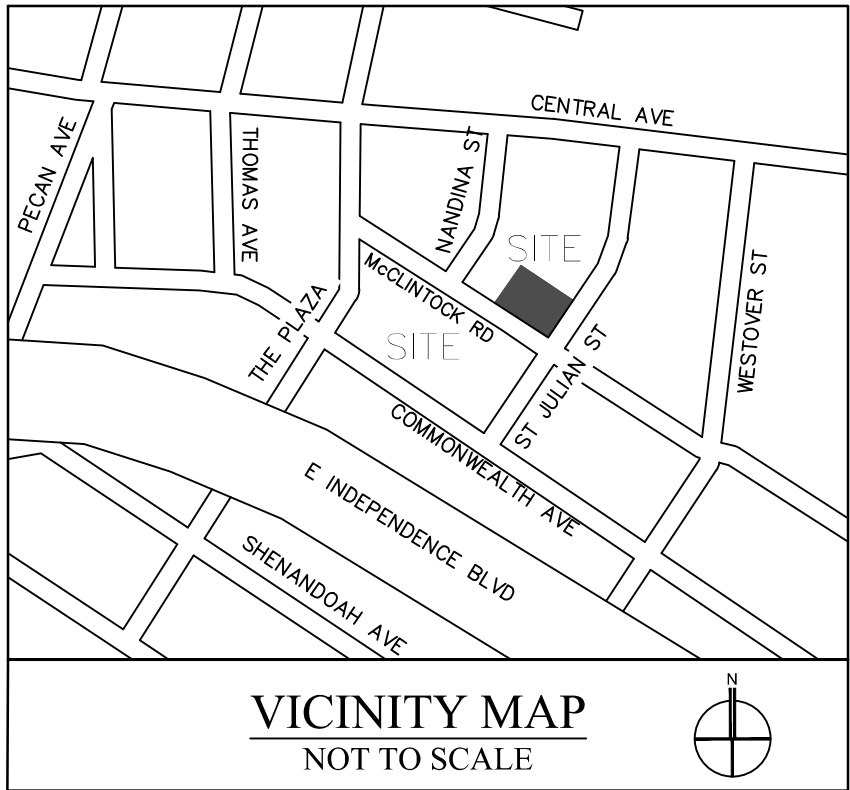
Historic District

C:\Users\p000-033 ST. JULIEN AND MCCLINTOCK REZONING\Drawings - BASE DRAWINGS\SP - SUBMITTAL TO STAFF.DWG



SITE PLAN IS SCHEMATIC IN NATURE. SOME VARIATION TO PLAN MAY OCCUR IN FINAL DESIGN BUT SHALL MEET THE OVERALL INTENT OF THIS PLAN AND SHALL COMPLY WITH THE APPLICABLE ORDINANCE REQUIREMENTS

SITE DEVELOPMENT DATA	
SITE ACREAGE:	+/- 29,739 SQ FT (0.683 AC)
TAX PARCEL #:	12901707, 12901708, 12901709
EXISTING ZONING:	R-5
PROPOSED ZONING:	MUDD (CD) (5 YEARS VESTED RIGHTS)
EXISTING USE:	SINGLE FAMILY RESIDENTIAL HOMES
PROPOSED USE:	SINGLE FAMILY ATTACHED - QUADRAPLEX (2 GROUND FLOOR LIVE/WORK OFFICE UNITS ALLOWED IN BUILDING 1)
NUMBER OF UNITS:	12 UNITS TOTAL (4 UNITS PER BUILDING)
DENSITY PROPOSED:	18 UNITS PER ACRE
BUILDING HEIGHT:	2.5 STORIES (36' MAXIMUM)
PARKING PROVIDED:	SHALL MEET ORDINANCE REQUIREMENTS
OPEN SPACE:	SHALL MEET ORDINANCE REQUIREMENTS
TREE SAVE:	SHALL MEET ORDINANCE REQUIREMENTS



1. GENERAL PROVISIONS.  
A. DEVELOPMENT OF THE SITE SHALL BE GOVERNED BY THE REZONING PLAN, THESE DEVELOPMENT STANDARDS AND THE APPLICABLE PROVISIONS OF THE CITY OF CHARLOTTE ZONING ORDINANCE (THE "ORDINANCE"). UNLESS THE REZONING PLAN OR THESE DEVELOPMENT STANDARDS ESTABLISH MORE STRINGENT STANDARDS, THE REGULATIONS ESTABLISHED UNDER THE MUDD ZONING DISTRICT SHALL GOVERN THE DEVELOPMENT AND USE OF THE SITE.

B. THE DEVELOPMENT DEPICTED ON THE REZONING PLAN IS SCHEMATIC IN NATURE AND INTENDED TO DEPICT THE GENERAL ARRANGEMENT OF USES AND IMPROVEMENTS ON THE SITE. ACCORDINGLY, THE CONFIGURATIONS, PLACEMENTS AND SIZES OF THE BUILDING FOOTPRINT AS WELL AS THE INTERNAL DRIVES AND PARKING AREAS DEPICTED ON THE REZONING PLAN ARE SCHEMATIC IN NATURE AND, SUBJECT TO THE TERMS OF THESE DEVELOPMENT STANDARDS AND THE ORDINANCE, MAY BE ALTERED OR MODIFIED DURING DESIGN DEVELOPMENT AND CONSTRUCTION DOCUMENT PHASES.

C. FUTURE AMENDMENTS TO THE REZONING PLAN AND/OR THESE DEVELOPMENT STANDARDS MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE SITE IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 6 OF THE ORDINANCE. ALTERATIONS TO THE REZONING PLAN ARE SUBJECT TO SECTION 6.207 OF THE ORDINANCE.

2. PURPOSE  
A. THE PURPOSE OF THIS REZONING APPLICATION IS TO PROVIDE FOR THE DEVELOPMENT OF THREE SINGLE FAMILY ATTACHED QUADRAPLEX HOMES. TO ACHIEVE THIS PURPOSE, THE APPLICATION SEEKS THE REZONING OF THE SITE FROM R-5 TO THE MUDD (CD) ZONING DISTRICT.

3. PERMITTED USES  
A. USES ALLOWED ON THE PROPERTY INCLUDED IN THIS PETITION SHALL BE SINGLE FAMILY ATTACHED QUADRAPLEX BUILDINGS AND RELATED ACCESSORY USES AS ARE PERMITTED IN THE MUDD DISTRICT.  
B. BUILDING 1 SHALL INCLUDE TWO GROUND FLOOR LIVE/WORK UNITS WITH OFFICE USE LIMITED TO 500 SQUARE FEET PER UNIT. DETAILED CONDITIONS OF THE RULES AND GUIDELINES FOR THE NONRESIDENTIAL USES WILL BE INCLUDED IN HOMEOWNER'S ASSOCIATION RESTRICTIVE COVENANTS AND BYLAWS.  
C. USES PRIOR TO THIS DEVELOPMENT WILL INCLUDE ONE SUBDIVISION SALES OFFICE TO BE LOCATED ON EXISTING PARCEL NUMBER 12901707. THE SALES OFFICE WILL SERVE THE SUBDIVISION IN WHICH IT IS LOCATED AND THE USE SHALL BE TERMINATED UPON COMPLETION OF THE SALE OF 95% OF THE TOTAL NUMBER OF HOMES AND/LOTS; PROVIDED HOWEVER, THAT A MODEL OR DEMONSTRATION HOME MAY BE USED FOR SALES PURPOSES UNTIL THE LAST HOME OR LOT IS SOLD.

4. TRANSPORTATION  
A. VEHICULAR ACCESS TO THE SITE SHALL BE AS GENERALLY DEPICTED ON THE REZONING PLAN. THE PLACEMENT AND CONFIGURATION OF THE VEHICULAR ACCESS POINTS ARE SUBJECT TO ANY MINOR MODIFICATIONS REQUIRED TO ACCOMMODATE FINAL SITE DEVELOPMENT AND CONSTRUCTION PLANS AND TO ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY THE CDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.

B. THE SITE WILL HAVE ONE INGRESS DRIVEWAY SERVING THE HOUSING DEVELOPMENT FROM ST. JULIEN STREET AND ONE EGRESS DRIVEWAY FROM MCCLINTOCK ROAD AS DEPICTED ON THE REZONING PLAN.

C. THE ALIGNMENT OF THE INTERNAL DRIVEWAYS AND VEHICULAR CIRCULATION AREAS MAY BE MODIFIED BY THE PETITIONER TO ACCOMMODATE CHANGES IN TRAFFIC PATTERNS, PARKING LAYOUTS AND ANY ADJUSTMENTS REQUIRED FOR APPROVAL BY CDOT IN ACCORDANCE WITH APPLICABLE PUBLISHED STANDARDS.

D. PRIOR TO THE ISSUANCE OF THE CERTIFICATE OF OCCUPANCY FOR THE SITE'S FIRST BUILDING TO BE CONSTRUCTED ON THE SITE, THE PETITIONER WILL DEDICATE AND CONVEY ALL RIGHTS OF WAY TO THE CITY OF CHARLOTTE DEPARTMENT OF TRANSPORTATION (CDOT) AT A LOCATION OF 2' BEHIND THE PROPOSED BACK OF SIDEWALK.  
E. ALL TRANSPORTATION IMPROVEMENTS SHALL BE APPROVED AND CONSTRUCTED PRIOR TO THE ISSUANCE OF THE FIRST CERTIFICATE OF OCCUPANCY FOR THE SITE FIRST BUILDING TO BE CONSTRUCTED ON THE SITE.

5. ARCHITECTURAL STANDARDS  
A. BUILDINGS CONSTRUCTED ON SITE SHALL BE COMPRISED OF THREE 2.5 STORY QUADRAPLEX BUILDINGS AS DEPICTED ON THE REZONING PLAN. FACADES AND MATERIALS WILL CONSIST OF FRONT PORCHES, LARGE WINDOWS, HARDI PANEL SIDING, CEMENTITIOUS SHAKE/PANEL SIDING AND BRICK VENER. ROOFING SHALL COMPRISE OF ARCHITECTURAL ASPHALT SHINGLES. VINYL MATERIAL IS PROHIBITED. VINYL AS A BUILDING MATERIAL MAY ONLY BE USED ON WINDOWS, SOFFITS, GARAGE DOORS AND FENCES AND HANDRAIL/RAILINGS.  
B. BUILDING 1 SHALL BE DEVELOPED TO ACCOMMODATE 1,000 SQUARE FEET OF OFFICE USES PERMITTED IN THE MUDD DISTRICT.  
C. THE SIDE OF BUILDING 3 FACING ST. JULIEN STREET SHALL HAVE ENHANCED ARCHITECTURAL FEATURES FOR STREET EDGE APPEAL, SIMILAR TO THE ATTACHED ARCHITECTURAL RENDERING.  
D. ATTACHED TO THE REZONING PLAN ARE CONCEPTUAL ARCHITECTURAL RENDERINGS OF THE SINGLE FAMILY ATTACHED QUADRAPLEX HOMES THAT ARE INTENDED TO DEPICT THE GENERAL CONCEPTUAL ARCHITECTURAL STYLE, DESIGN TREATMENT AND CHARACTER TO BE CONSTRUCTED ONSITE. ACCORDINGLY, EACH ELEVATION SHALL BE DESIGNED AND CONSTRUCTED SO THEY ARE SUBSTANTIALLY SIMILAR TO THE RELEVANT CONCEPTUAL ARCHITECTURAL RENDERINGS OF THIS SUBMITTAL WITH RESPECT TO ARCHITECTURAL STYLE, DESIGN TREATMENT AND CHARACTER. NOTWITHSTANDING THE FOREGOING, CHANGES AND ALTERATIONS WHICH DO NOT MATERIALLY CHANGE THE OVERALL CONCEPTUAL ARCHITECTURAL STYLE AND CHARACTER WILL BE PERMITTED.

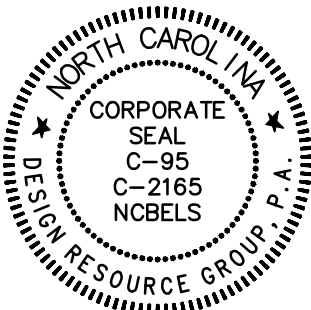
6. STREETSCAPE AND LANDSCAPING  
A. AN 8-FOOT WIDE PLANTING STRIP AND 8-FOOT WIDE SIDEWALK SHALL BE APPLIED ALONG MCCLINTOCK ROAD AS DEPICTED ON THE REZONING PLAN.  
B. AN 8-FOOT WIDE PLANTING STRIP AND 6-FOOT WIDE SIDEWALK SHALL BE APPLIED ALONG ST. JULIEN STREET AS DEPICTED ON THE REZONING PLAN.  
C. SIDEWALKS AND PLANTING STRIPS ALONG THE SITES FRONTSAGES MAY MEANDER TO SAVE EXISTING TREES.  
D. INTERNAL SIDEWALKS AND PEDESTRIAN CONNECTIONS WILL BE INSTALLED WITHIN THE SITE AS GENERALLY DEPICTED ON THE REZONING PLAN.  
E. A MINIMUM 6 FOOT TALL MASONRY WALL WITH BRICK VENER WILL BE INSTALLED ALONG THE NORTHERN PROPERTY LINE OF THE SITE AS DEPICTED ON THE REZONING PLAN. THE PETITIONER HAVE THE OPTION TO SWITCH TO A 6' WOOD SCREEN FENCE AT THE FRONT PORTION OF THE ADJACENT SINGLE FAMILY GARAGE ON PARCEL 129-017-10 AS DEPICTED ON THE REZONING PLAN.  
F. A 4' MINIMUM MASONRY WALL OR DECORATIVE FENCE OR COMBINATION OF BOTH WILL BE INSTALLED TO SCREEN SITE INTERIOR PARKING ALONG ST. JULIEN AS DEPICTED ON THE REZONING PLAN.  
G. A TRASH AND RECYCLING ENCLOSURE WITH 8' MASONRY SCREENING ENCLOSURE WILL BE LOCATED ON SITE AS DEPICTED ON THE REZONING PLAN.  
H. ALL HVAC UNITS WILL BE LOCATED BETWEEN BUILDINGS 1 AND 2 AND 2 AND 3 OR ON THE ROOFS OF THE QUADRAPLEX BUILDINGS. HVAC UNITS WILL BE SCREENED FROM STREET VIEW.

7. ENVIRONMENTAL FEATURES  
A. THE PETITIONER SHALL COMPLY WITH THE CHARLOTTE CITY COUNCIL APPROVED AND ADOPTED POST CONSTRUCTION ORDINANCE.  
B. THE SITE SHALL COMPLY WITH THE CITY OF CHARLOTTE TREE ORDINANCE.

8. LIGHTING  
A. ALL FREESTANDING LIGHTING FIXTURES INSTALLED ON THE SITE (EXCLUDING STREET LIGHTS, LOWER, DECORATIVE LIGHTING THAT MAY BE INSTALLED ALONG THE DRIVEWAYS AND SIDEWALKS AND LANDSCAPING LIGHTING) SHALL BE FULLY CAPPED AND SHIELDED AND THE ILLUMINATION DOWNWARDLY DIRECTED SO THAT DIRECT ILLUMINATION DOES NOT EXTEND PAST ANY PROPERTY LINE OF THE SITE  
B. THE MAXIMUM HEIGHT OF ANY PEDESTRIAN SCALE, FREESTANDING LIGHTING FIXTURE INSTALLED ON THE SITE, INCLUDING ITS BASE, SHALL NOT EXCEED 22 FEET.

9. AMENDMENTS TO THE REZONING PLAN  
A. FUTURE AMENDMENTS TO THE REZONING PLAN (WHICH INCLUDES THESE DEVELOPMENT STANDARDS) MAY BE APPLIED FOR BY THE THEN OWNER OR OWNERS OF THE APPLICABLE DEVELOPMENT AREA PORTION OF THE SITE AFFECTED BY SUCH AMENDMENT IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 6 OF THE ORDINANCE.

10. BINDING EFFECT OF THE REZONING APPLICATION  
A. IF THIS REZONING PETITION IS APPROVED, ALL CONDITIONS APPLICABLE TO THE USE AND DEVELOPMENT OF THE SITE IMPOSED UNDER THESE DEVELOPMENT STANDARDS AND THE REZONING PLAN SHALL, UNLESS AMENDED IN THE MANNER PROVIDED UNDER THE ORDINANCE, BE BINDING UPON AND INURE TO THE BENEFIT OF THE PETITIONER AND THE CURRENT AND SUBSEQUENT OWNERS OF THE SITE AND THEIR RESPECTIVE SUCCESSORS IN INTEREST AND ASSIGNS.  
B. THROUGHOUT THESE DEVELOPMENT STANDARDS, THE TERM "PETITIONER" SHALL BE DEEMED TO INCLUDE THE HEIRS, DEVISEES, PERSONAL REPRESENTATIVES, SUCCESSORS IN INTEREST AND ASSIGNS OF THE PETITIONER OR THE OWNER OR OWNERS OF THE SITE FROM TIME TO TIME WHO MAY BE INVOLVED IN ANY FUTURE DEVELOPMENT THEREOF.  
C. ANY REFERENCE TO THE ORDINANCE HEREIN SHALL BE DEEMED TO REFER TO THE REQUIREMENTS OF THE ORDINANCE IN EFFECT AS OF THE DATE THIS REZONING PETITION IS APPROVED.



REZONING PETITION  
FOR PUBLIC HEARING  
2017-012

REZONING PETITION

McCLINTOCK SITE  
COMMONWEALTH MORNINGSIDE COMMUNITY, CHARLOTTE

THE DRAKEFORD COMPANY  
1914 BRUNSWICK AVE, SUITE 1A  
CHARLOTTE, NORTH CAROLINA 29207

PRELIMINARY  
SITE PLAN

10 0 10 20  
SCALE: 1" = 20'

PROJECT #: 090-020  
DRAWN BY: NB  
CHECKED BY: NB

JANUARY 4, 2016

REVISIONS:  
1. 02/20/17 - PER SITE UPDATES  
2. 03/13/17 - PER SITE UPDATES  
3. 04/24/17 - PER SITE COORDINATION  
4. 05/09/17 - PER SITE COORDINATION  
5. 05/11/17 - PER SITE COORDINATION  
6. 05/16/17 - PER SITE COORDINATION



2  
A1 NTS  
ST. JULIEN ELEVATION



1  
A1 NTS  
FRONT ELEVATIONS

McCLINTOCK QUADRAPLEX  
McCLINTOCK ROAD

THE DRAKEFORD COMPANY  
1914 BRUNSWICK AVE, SUITE 1A  
CHARLOTTE, NC 28207

ISSUE DATE

11 MAY 2017

SHEET TITLE

PRELIMINARY  
ELEVATIONS

This drawing is the property of Pfahl Architects and is not to be reproduced or copied in whole or part. It is only to be used for the project identified herein and is not to be used on any other project. It is to be returned upon request.

SHEET NUMBER

A1



**Agenda Date: 5/22/2017**

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**Agenda #: 9.File #: 15-5608 Type: Zoning Item**

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## **Rezoning Petition 2017-035**

### **Action:**

**Render a decision on Rezoning Petition 2017-035 by Carolina Capital Investments**

- **From I-1 (light industrial)**
- **To I-1 TS-O (light industrial, transit-supportive overlay, optional) with five-year vested rights**

### **Staff Resource(s):**

**Laura Harmon, Assistant Planning Director**

### **Explanation**

- The public hearing on this rezoning petition was held on May 15, 2017.
- The property is approximately 4.39 acres located on the north side of West Tremont Avenue between South Tryon Street and Toomey Avenue. (Council District 3 - Mayfield)
- The petition proposes to allow the development of 74 residential townhomes for a density of 17 dwelling units per acre on a vacant lot just outside of South End and 0.60 miles from the East/West Boulevard Station.
- The City Council expedited the decision on this petition to May 22, as requested by the petitioner, on May 15, 2015.
- The Zoning Committee found the proposed land use to be consistent with the *New Bern Transit Station Area Plan*. Therefore, the petition was found to be reasonable and in the public interest based on the staff analysis and the public hearing.
- The Zoning Committee voted 4-2 to recommend APPROVAL of this.
- Staff agrees with the recommendation of the Zoning Committee.

### **Attachment(s)**

Zoning Committee Statement of Consistency  
Zoning Committee Recommendation  
Staff Analysis  
Vicinity Map  
Locator Map  
Site Plan

To Approve as recommended by the Zoning Committee:

- I move that this petition is **consistent** with the New Bern Transit Station Area Plan, based on information from the staff analysis and the public hearing, and because:
  - The plan recommends residential uses.
- Therefore, this petition is found to be reasonable and in the public interest, based on the information from the staff analysis and the public hearing, and because:
  - The subject site is just outside of the 1/2 mile walk from the East West Transit station on the Lynx Blue Line; and
  - The transit supportive overlay will allow for a transit supportive residential development in an urban form and at a scale that is appropriate in an urban development; and
  - The proposal supports pedestrian and streetscape design by placing units that front along West Tremont Avenue and by adding an eight-foot planting strip and six-foot sidewalk; and
  - This petition will help support the transition of the area to a more walkable transit district.

To Deny:

- I move that this petition is **consistent** with the New Bern Transit Station Area Plan, based on information from the staff analysis and the public hearing, and because:
  - The plan recommends residential uses.
- However, we find this petition to not be reasonable and in the public interest based on the information from the staff analysis and the public hearing, and because:
  - (To be explained by the City Council.)

May 15, 2017

REQUEST	Current Zoning: I-1 (light industrial) Proposed Zoning: I-1 TS-O, (light industrial, transit supportive overlay, optional) with 5-year vested rights
LOCATION	Approximately 4.39 acres located on the north side of West Tremont Avenue between South Tryon Street and Toomey Avenue. (Council District 3 - Mayfield)
SUMMARY OF PETITION	The petition proposes to allow the development of 74 residential townhomes for a density of 17 dwelling units per acre on a vacant lot just outside of South End and 0.60 miles from the East/West Boulevard Station.
PROPERTY OWNER PETITIONER AGENT/REPRESENTATIVE	Various Carolina Capital Investment Partners Jeff Brown & Keith MacVean, Moore & Van Allen, PLLC
COMMUNITY MEETING	Meeting is required and has been held. Report available online. Number of people attending the Community Meeting: 6
STATEMENT OF CONSISTENCY	<ul style="list-style-type: none"> <li>The Zoning Committee found this petition to be consistent with the <i>New Bern Transit Station Area Plan</i>, based on information from the staff analysis and the public hearing, and because: <ul style="list-style-type: none"> <li>The plan recommends residential land uses.</li> </ul> </li> <li>Therefore, this petition was found to be reasonable and in the public interest, based on information from the staff analysis and the public hearing, and because: <ul style="list-style-type: none"> <li>The subject site is just outside of the 1/2 mile walk from the East West Transit station on the Lynx Blue Line; and</li> <li>The transit supportive overlay will allow for a transit supportive residential development in an urban form and at a scale that is appropriate in an urban development; and</li> <li>The proposal supports pedestrian and streetscape design by placing units that front along West Tremont Avenue and by adding an eight-foot planting strip and six-foot sidewalk; and</li> <li>This petition will help support the transition of the area to a more walkable transit district; and</li> <li>The petitioner has agreed to memorialize the Tremont Music Hall by using associated street names within the development, if approved by the City;</li> </ul> </li> </ul> <p>By a 4-2 vote of the Zoning Committee (motion by Wiggins seconded by Majeed).</p>

ZONING COMMITTEE ACTION	<p>The Zoning Committee voted 4-2 to recommend APPROVAL of this petition with the following modifications:</p> <ul style="list-style-type: none"> <li>Tremont Music Hall will be memorialized by using associated street names in the development if approved by the City.</li> </ul>
-------------------------	---

VOTE	<p>Motion/Second: Wiggins / Majeed Yeas: Majeed, McClung, Watkins, and Wiggins Nays: Fryday and Spencer Absent: None Recused: Lathrop</p>
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ZONING COMMITTEE DISCUSSION	Staff reviewed the petition noting that the outstanding issue related to Note 8B was in error in the agenda. The remaining two outstanding issues were from CDOT and the petitioner noted during the public hearing that they could not accommodate CDOT's requests. Staff
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explained that the relocation of the curb to accommodate a bike lane was a request and that the site plan was compliant without it. Staff also explained that the petitioner did not want to provide cross access to the adjacent properties, as there were no agreements in place to prohibit commercial traffic from entering the proposed residential development.

The Committee discussed garbage collection and fire access. It was noted that the outer loop road was designed for garbage collection with the inner loop road designed for fire truck access. A dialogue regarding the design of the development ensued with questions and comments about driveways on Tremont, parking for visitors, vehicular drop-off, and overall concerns about the quality of the site design.

The Committee asked about the need for an expedited decision on the petition. Staff explained that the petitioner had one delay due to site plan issues and another due to a missed deadline for turning in the Community Meeting Report. This resulted in unexpected contractual extensions which would be exhausted before the scheduled decision date.

Staff noted that this petition is consistent with the *New Bern Transit Station Area Plan* recommendation for residential land uses and that the TS-O (transit supportive overlay) is appropriate for the site as it is just outside the ½-mile walk from a transit station.

#### MINORITY OPINION

The minority of the Committee indicated that there was not enough time to consider site plan changes to improve the design. Specifically the vehicular circulation as proposed on this tight site does not adequately address normally anticipated parking/stopping access to residential unit front doors.

#### STAFF OPINION

Staff agrees with the recommendation of the majority of the Zoning Committee.

### FINAL STAFF ANALYSIS (Pre-Hearing Analysis online at [www.rezoning.org](http://www.rezoning.org))

#### PLANNING STAFF REVIEW

##### • Proposed Request Details

The site plan accompanying this petition contains the following provisions:

- Development of 74 residential dwelling units within 18 buildings.
- 15-foot building setback from the future back-of-curb along West Tremont Avenue.
- Eight-foot planting strip and six-foot sidewalk along West Tremont Avenue.
- Internal two-way alley system for vehicular traffic to access proposed units with six-foot internal sidewalk system.
- Conditional notes listing proposed building materials, such as brick, stucco, pre-cast concrete, EIFS, decorative block. Vinyl and aluminum may only be used on windows, soffits and hand rails.
- Proposed roof pitch of 5:12, and roof materials will be architectural asphalt shingles or metal roof material.
- Proposed buildings will be limited to 160 feet in length.
- End units facing the private alleys will not have blank walls that exceed 20 feet in length on all levels, and will have no less than four windows.
- 10-foot landscape area and six-foot vinyl fence in the rear yard adjacent to the existing single family homes.
- Units abutting West Tremont Avenue will be raised from the average sidewalk grade a minimum of 18 to 24 inches.
- Minimum 3,000 square foot open space area for development.
- Minimum two-car garages for proposed units.
- Potential storm water area to be landscaped.
- Detached lighting will be limited to 16 feet in height.
- Optional Provisions for the following:
  - Site shall be allowed to exceed the maximum amount of required off-street parking. The

standards require that residential uses have a maximum of two spaces per unit.

- Public Plans and Policies
  - The *New Bern Transit Station Area Plan* (2008) recommends multi-family residential up to 22 units per acre for the subject site and surrounding properties.
- TRANSPORTATION CONSIDERATIONS
  - The site is located at the intersection of a major thoroughfare and a local street that transitions to a major collector across the signalized intersection. While the area plan did not envision bike lanes on this street, this petition's request to transition to residential and current guidance about bike facilities drives CDOT's outstanding request for future back of curb dimension beyond the area plan dimension to accommodate a future bike lane.
  - See Outstanding Issues, Notes 1 and 2.
    - Vehicle Trip Generation:
      - Current Zoning:
        - Existing Use: 130 trips per day (based on 20,400 square feet of warehouse uses).
        - Entitlement: 250 trips per day (based on 43,900 square feet of warehouse uses).
      - Proposed Zoning: 500 trips per day (based on 74 units).

DEPARTMENT COMMENTS (see full department reports online)

- Charlotte Area Transit System: No issues.
- Charlotte Department of Neighborhood & Business Services: No issues.
- Charlotte-Douglas International Airport: No issues.
- Charlotte Fire Department: No issues.
- Charlotte-Mecklenburg Schools: The development allowed under the existing zoning would generate zero students, while the development allowed under the proposed zoning will produce three students. Therefore, the net change in the number of students generated from existing zoning to proposed zoning is three students.
  - The proposed development is not projected to increase the school utilization (without mobile classroom units) over existing conditions, and utilization will remain as follows:
    - Barringer Elementary at 121%;
    - Sedgefield Middle at 104%; and
    - Harding University High at 129%.
- Charlotte Water: The site has water and sewer system availability for the rezoning boundary via an existing six-inch water main along West Tremont Avenue and eight-inch sewer main located along West Tremont Avenue.
- Engineering and Property Management:
  - Arborist: No issues.
  - Erosion Control: No issues.
  - Land Development: No issues.
  - Storm Water Services: No issues.
  - Urban Forestry: No issues.
- Mecklenburg County Land Use and Environmental Services Agency: No issues.
- Mecklenburg County Parks and Recreation Department: No issues.

OUTSTANDING ISSUES

Transportation

1. The petitioner should revise the site plan by relocating the proposed curb 27.50 feet from the existing centerline of road. This will comply with the area plan recommendation in addition to the future bike lane.
2. The petitioner should revise the site plan and the transportation notes to depict and state that the petitioner agrees to allow future cross access to be preserved for such time that redevelopment occurs. This should include depicting stubs and access easements on the site plan.

Attachments Online at [www.rezoning.org](http://www.rezoning.org)

- Application
- Site Plan

- Locator Map
- Community Meeting Report
  - Department Comments
  - Charlotte Area Transit System Review
  - Charlotte Department of Neighborhood & Business Services Review
  - Charlotte Fire Department Review
  - Charlotte-Mecklenburg Schools Review
  - Charlotte Water Review
  - Engineering and Property Management Review
    - City Arborist Review
    - Erosion Control
    - Land Development
    - Storm Water
    - Urban Forestry
- Mecklenburg County Land Use and Environmental Services Agency Review
- Mecklenburg County Parks and Recreation Review
- Transportation Review

Planner: Tammie Keplinger (704) 336-5967

REQUEST	Current Zoning: I-1 (light industrial) Proposed Zoning: I-1 TS-O, (light industrial, transit supportive overlay, optional) with 5-year vested rights
LOCATION	Approximately 4.39 acres located on the north side of West Tremont Avenue between South Tryon Street and Toomey Avenue. (Council District 3 - Mayfield)
SUMMARY OF PETITION	The petition proposes to allow the development of 74 residential townhomes for a density of 17 dwelling units per acre on a vacant lot just outside of South End and 0.60 miles from the East/West Boulevard Station.
PROPERTY OWNER	Various
PETITIONER	Carolina Capital Investment Partners
AGENT/REPRESENTATIVE	Jeff Brown & Keith MacVean, Moore & Van Allen, PLLC
COMMUNITY MEETING	Meeting is required and has been held. Report available online. Number of people attending the Community Meeting: 6

STAFF RECOMMENDATION	<p>Staff recommends approval of this petition upon resolution of outstanding issues related to site design and technical revisions.</p> <p><u>Plan Consistency</u> The petition is consistent with the <i>New Bern Transit Station Area Plan</i> recommendation for residential land uses.</p> <p><u>Rationale for Recommendation</u></p> <ul style="list-style-type: none"> <li>• The subject site is just outside of the 1/2 mile walk from the East West Transit station on the Lynx Blue Line.</li> <li>• The transit supportive overlay will allow for a transit supportive residential development in an urban form and at a scale that is appropriate in an urban development.</li> <li>• The proposal supports pedestrian and streetscape design by placing units that front along West Tremont Avenue and by adding an eight-foot planting strip and six-foot sidewalk.</li> <li>• This petition will help support the transition of the area to a more walkable transit district.</li> </ul>
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#### PLANNING STAFF REVIEW

- Proposed Request Details  
The site plan accompanying this petition contains the following provisions:
  - Development of 74 residential dwelling units within 18 buildings.
  - 15-foot building setback from the future back-of-curb along West Tremont Avenue.
  - Eight-foot planting strip and six-foot sidewalk along West Tremont Avenue.
  - Internal two-way alley system for vehicular traffic to access proposed units with six-foot internal sidewalk system.
  - Conditional notes listing proposed building materials, such as brick, stucco, pre-cast concrete, EIFS, decorative block. Vinyl and aluminum may only be used on windows, soffits and hand rails.
  - Proposed roof pitch of 5:12, and roof materials will be architectural asphalt shingles or metal roof material.
  - Proposed buildings will be limited to 160 feet in length.
  - End units facing the private alleys will not have blank walls that exceed 20 feet in length on all levels, and will have no less than four windows.
  - 10-foot landscape area and six-foot vinyl fence in the rear yard adjacent to the existing single family homes.
  - Units abutting West Tremont Avenue will be raised from the average sidewalk grade a minimum of 18 to 24 inches.
  - Minimum 3,000 square foot open space area for development.
  - Minimum two-car garages for proposed units.

- Potential storm water area to be landscaped.
- Detached lighting will be limited to 16 feet in height.
- Optional Provisions for the following:
  - Site shall be allowed to exceed the maximum amount of required off-street parking. The standards require that residential uses have a maximum of two spaces per unit.
- Existing Zoning and Land Use
  - The subject property is zoned I-1 (general industrial) and developed with industrial warehouse structures.
  - The property to the north of the site is zoned R-5 (single-family) and developed with residential single family homes.
  - The properties to the south, east and west are zoned TOD-M (transit oriented development – mixed-use), I-1 (light industrial) and I-2(CD) (general industrial, conditional) and developed with industrial warehouse structures or are vacant.
  - See “Rezoning Map” for existing zoning in the area.
- Rezoning History in Area
  - Since the construction of the LYNX Blue Line and the light rail station at the East/West Boulevard Transit Station, there have been several rezonings to conventional TOD-M (transit oriented development – mixed-use) and TOD-M(CD) (transit oriented development – mixed-use, conditional) in the area. These rezonings have supported the transition of the area to a more walkable, transit supportive district.
- Public Plans and Policies
  - The *New Bern Transit Station Area Plan* (2008) recommends multi-family residential up to 22 units per acre for the subject site and surrounding properties.
- TRANSPORTATION CONSIDERATIONS
  - The site is located at the intersection of a major thoroughfare and a local street that transitions to a major collector across the signalized intersection. While the area plan did not envision bike lanes on this street, this petition’s request to transition to residential and current guidance about bike facilities drives CDOT’s outstanding request for future back of curb dimension beyond the area plan dimension to accommodate a future bike lane. Additionally, CDOT continues to request dedication of right-of-way to back of proposed sidewalk.
  - See Outstanding Issues, Note 2 and 3.
  - Vehicle Trip Generation:
    - Current Zoning:
      - Existing Use: 130 trips per day (based on 20,400 square feet of warehouse uses).
      - Entitlement: 250 trips per day (based on 43,900 square feet of warehouse uses).
    - Proposed Zoning: 500 trips per day (based on 74 units).

DEPARTMENT COMMENTS (see full department reports online)

- Charlotte Area Transit System: No issues.
- Charlotte Department of Neighborhood & Business Services: No issues.
- Charlotte-Douglas International Airport: No issues.
- Charlotte Fire Department: No issues.
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    - Harding University High at 129%.
- Charlotte Water: The site has water and sewer system availability for the rezoning boundary via an existing six-inch water main along West Tremont Avenue and eight-inch sewer main located along West Tremont Avenue.
- Engineering and Property Management:
  - Arborist: No issues.
  - Erosion Control: No issues.
  - Land Development: No issues.

- Storm Water Services: No issues.
- Urban Forestry: No issues.
- Mecklenburg County Land Use and Environmental Services Agency: No issues.
- Mecklenburg County Parks and Recreation Department: No issues.

**OUTSTANDING ISSUES**Site and Building Design

1. Clarify compliance with the ordinance requirements in Note "8B".

Transportation

2. The petitioner should revise the site plan by relocating the proposed curb 27.50 feet from the existing centerline of road. This will comply with the area plan recommendation in addition to the future bike lane.
3. The petitioner should revise the site plan and the transportation notes to depict and state that the petitioner agrees to allow future cross access to be preserved for such time that redevelopment occurs. This should include depicting stubs and access easements on the site plan.

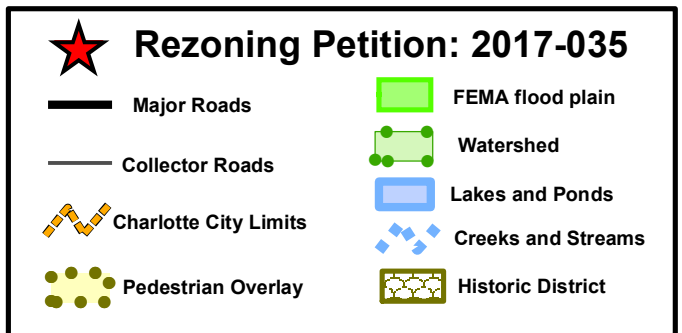
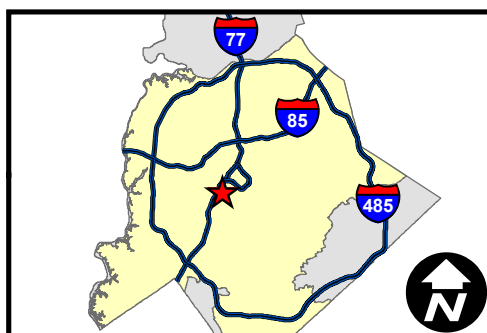
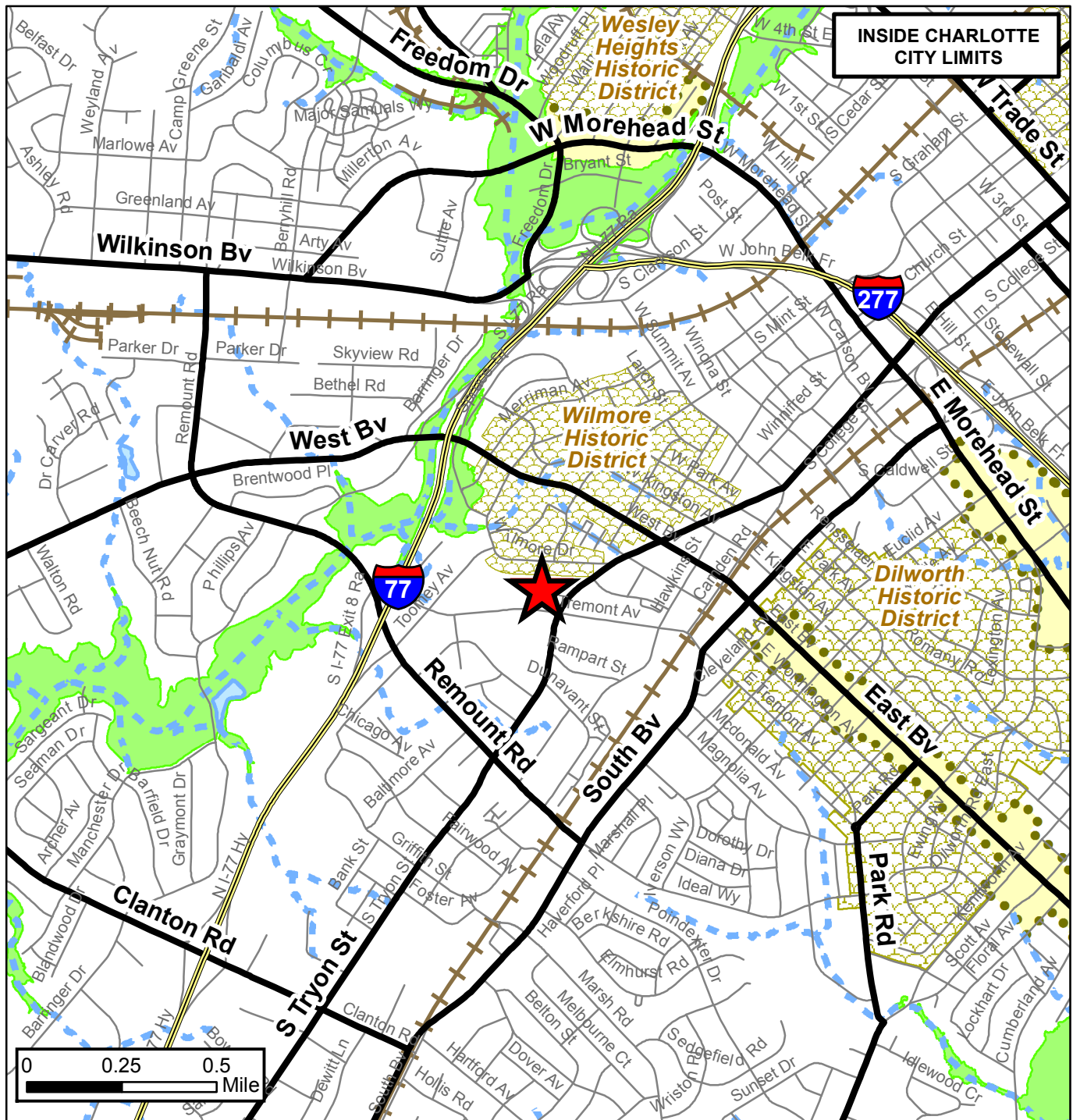
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**Attachments Online at [www.rezoning.org](http://www.rezoning.org)**

- Application
- Site Plan
- Locator Map
- Community Meeting Report
- Department Comments
  - Charlotte Area Transit System Review
  - Charlotte Department of Neighborhood & Business Services Review
  - Charlotte Fire Department Review
  - Charlotte-Mecklenburg Schools Review
  - Charlotte Water Review
  - Engineering and Property Management Review
    - City Arborist Review
    - Erosion Control
    - Land Development
    - Storm Water
    - Urban Forestry
  - Mecklenburg County Land Use and Environmental Services Agency Review
  - Mecklenburg County Parks and Recreation Review
  - Transportation Review

Planner: Solomon Fortune (704) 336-8326

**Acres & Location :** Approximately 4.35 acres located on the north side of West Tremont Avenue between South Tryon Street and Toomey Avenue.



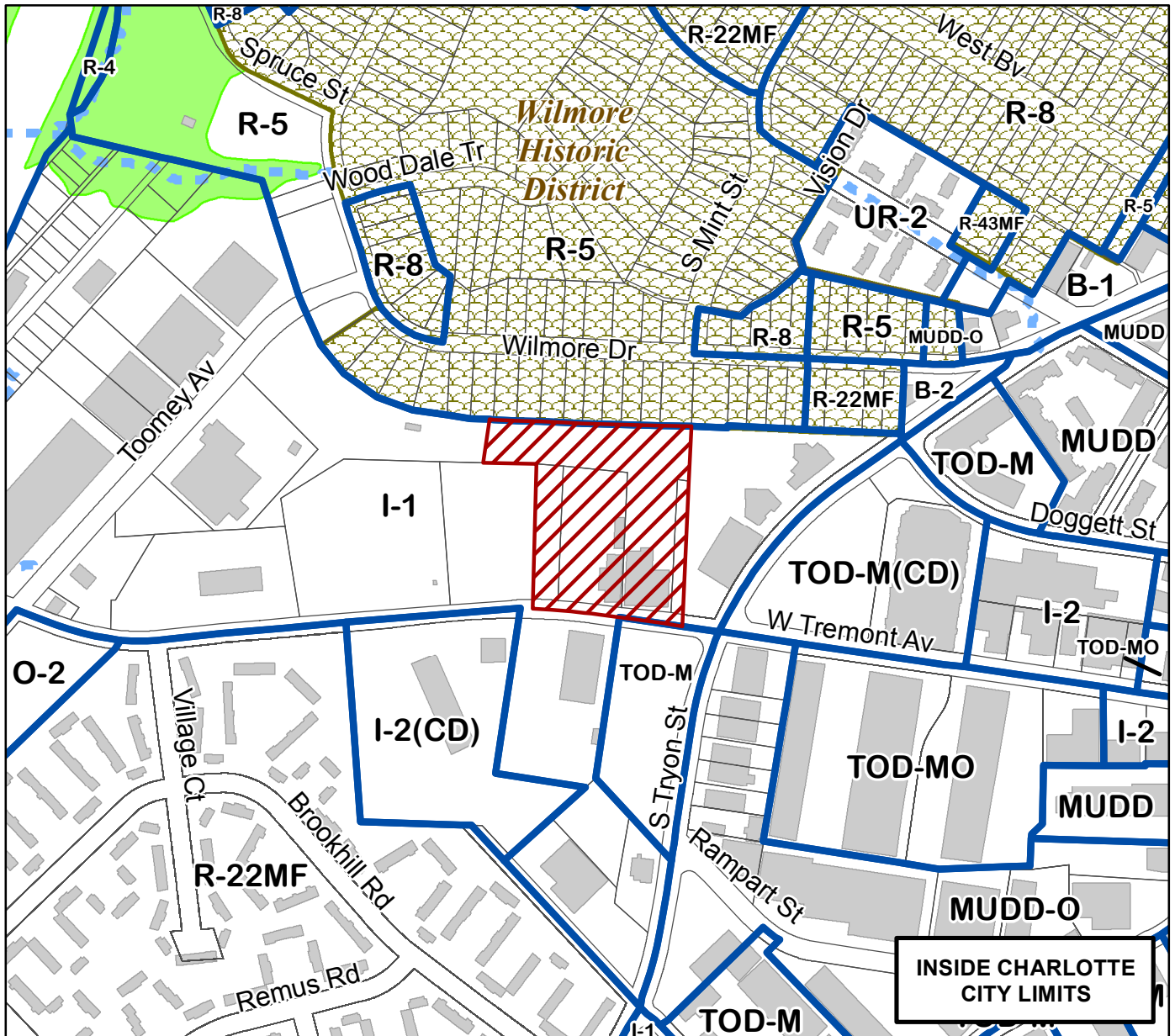
Petition #: **2017-035**

Petitioner: **Carolina Capital Investment Partners**

Zoning Classification (Existing): **I-1**  
(Light Industrial)

Zoning Classification (Requested): **I-1 TS-O, 5 Year Vested**  
(Light Industrial, Transit-Supportive Overlay, Optional with Five Year Vested Rights)

Acreage & Location: Approximately 4.39 acres located on the north side of West Tremont Avenue between South Tryon Street and Toomey Avenue.



0 125 250 500 750 1,000 Feet



Zoning Map #s

**103**



Requested I-1 TS-O,  
5 Year Vested from I-1



Existing Building  
Footprints



Existing Zoning  
Boundaries



Charlotte City Limits



Pedestrian Overlay



FEMA flood plain



Watershed



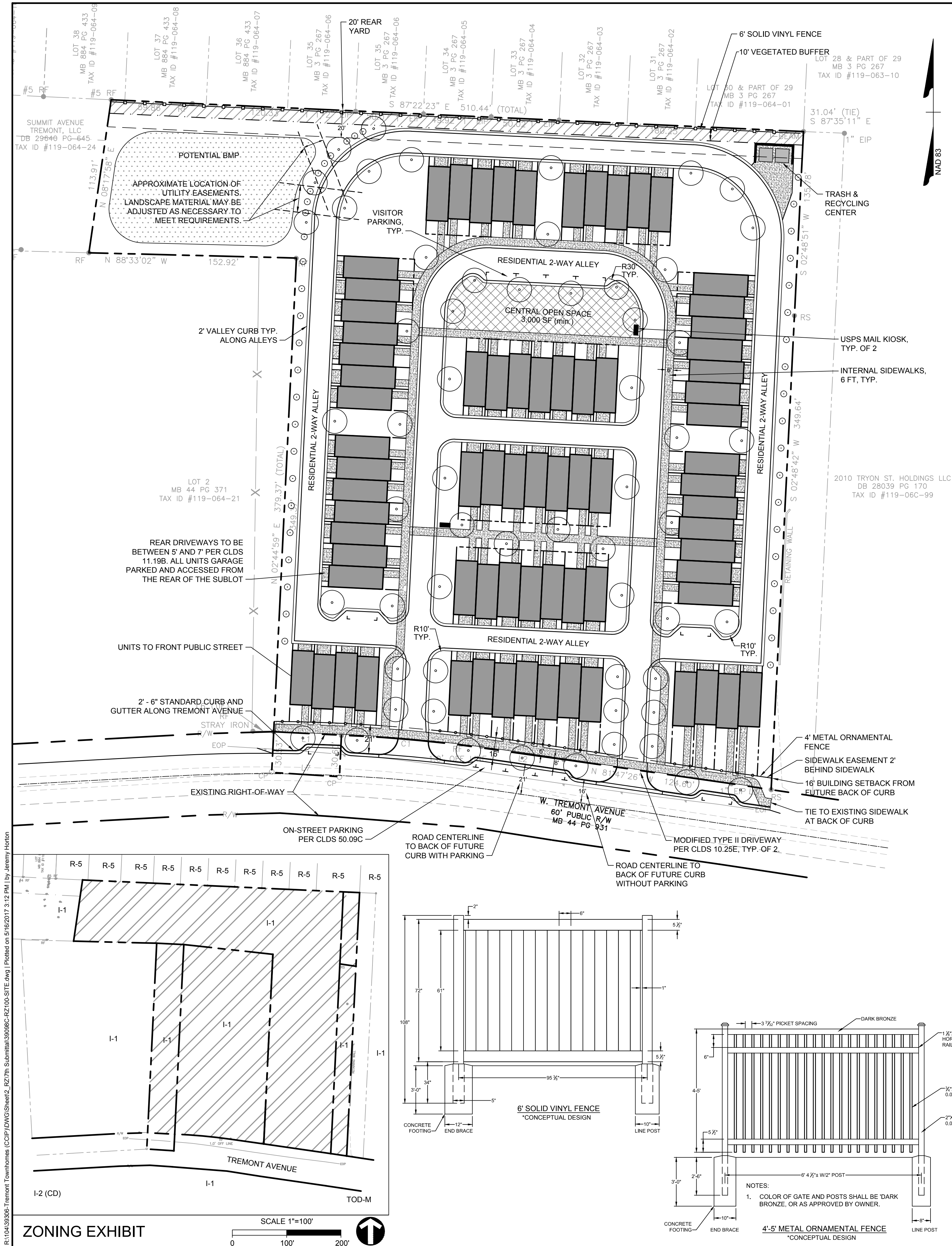
Lakes and Ponds



Creeks and Streams



Historic District



REZONING SUMMARY

PETITIONER: CAROLINA CAPITAL INVESTMENT PARTNERS  
831 EAST MOREHEAD STREET, SUITE 750  
CHARLOTTE, NORTH CAROLINA 28202

PROPERTY OWNER: DCI PROPERTIES, LLC (119-06-430, 119-06-422)  
1300-C SOUTH BOULEVARD  
CHARLOTTE, NORTH CAROLINA 28203

JOSEPH L. HICKS (119-06-423, 119-06-313)  
6840 ELM FOREST LANE  
CHARLOTTE, NORTH CAROLINA 28212

REZONING SITE AREA: 4.39± AC.

TAX PARCEL NUMBERS: 119-06-423, 119-06-422, 119-06-430, 119-06-313

EXISTING ZONING: I-1

PROPOSED ZONING: I-1 WITH TS-O

EXISTING USE: VACANT/COMMERCIAL

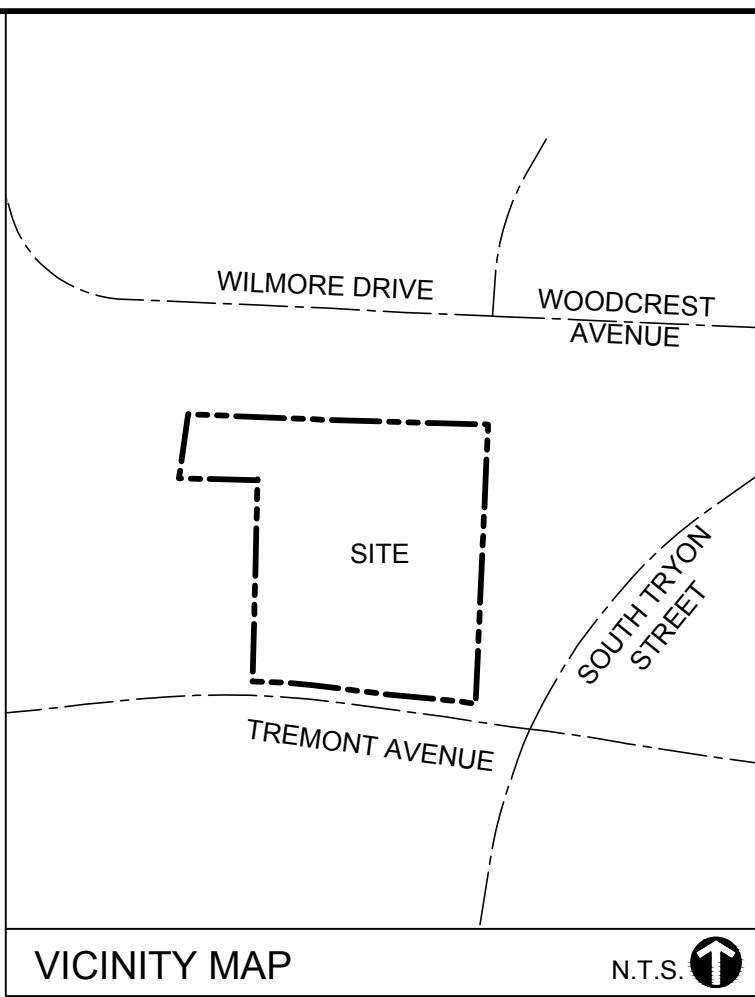
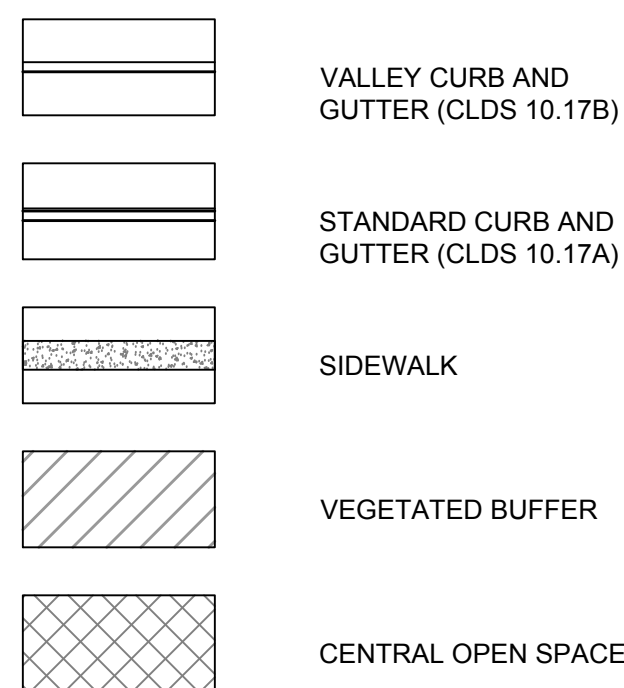
PROPOSED USE: SINGLE FAMILY ATTACHED

NUMBER OF UNITS: UP TO 74 UNITS

PROPOSED DENSITY: UP TO 17 UNITS/ACRE

MINIMUM SETBACK: 21' FROM FUTURE ROAD BACK OF CURB  
16' FROM FUTURE PARKING BACK OF CURB

LEGEND



Site Development Data:

- Acreage: ± 4.39 gross acres; 4.35 acres net of existing right-of-way.
- Tax Parcel #: 199-064-22, 119-064-30, 119-064-23, 119-063-13
- Existing Zoning: I-1
- Proposed Zoning: I-1 with TS-O
- Existing Use: Vacant/Commercial
- Proposed Uses: Up to 74 attached dwelling units together with accessory uses, as allowed in the I-1 and TS zoning districts.
- Proposed Floor Area Ratio: As allowed in the I-1 zoning district and the TS zoning district.
- Maximum Building Height: A maximum building height of four (4) stories and up to 45 feet.
- Parking: Parking as required by the Ordinance and as allowed by the Optional Provisions below will be provided. No less than 4 on-site visitor parking spaces will be provided on the Site.

1. General Provisions:

- a. **Site Location.** These Development Standards form a part of the Rezoning Plan associated with the Rezoning Petition filed by Carolina Capital Investment Partners ("Petitioner") to accommodate the development of a townhome community on approximately 4.35 acre site located along W. Tremont Avenue (the "Site").
- b. **Zoning Districts/Ordinance.** Development of the Site will be governed by the Rezoning Plan as well as the applicable provisions of the City of Charlotte Zoning Ordinance (the "Ordinance"). Unless the Rezoning Plan establishes more stringent standards the regulations established under the Ordinance for the I-1 zoning classification and the TS-O zoning district and Optional Provisions below shall govern.
- c. **Graphics and Alterations.** The schematic depictions of the uses, parking areas, sidewalks, structures and buildings, driveways, streets and other development matters and site elements (collectively the "Development/Site Elements") set forth on the Rezoning Plan should be reviewed in conjunction with the provisions of these Development Standards. The layout, locations, sizes and formulations of the Development/Site Elements depicted on the Rezoning Plan are graphic representations of the Development/Site Elements proposed. Changes to the Rezoning Plan not anticipated by the Rezoning Plan will be reviewed and approved as allowed by Section 6.207 of the Ordinance.

Since the project has not undergone the design development and construction phases, it is intended that this Rezoning Plan provide for flexibility in allowing some alterations or modifications from the graphic representations of the Development/Site Elements. Therefore, there may be instances where minor modifications will be allowed without requiring the Administrative Amendment Process per Section 6.207 of the Ordinance. These instances would include changes to graphics if they are:

- i. minor and don't materially change the overall design intent depicted on the Rezoning Plan.

The Planning Director will determine if such minor modifications are allowed per this amended process, and if it is determined that the alteration does not meet the criteria described above, the Petitioner shall then follow the Administrative Amendment Process per Section 6.207 of the Ordinance; in each instance, however, subject to the Petitioner's appeal rights set forth in the Ordinance.

d. **Number of Buildings Principal and Accessory.** The total number of principal buildings to be developed on the Site shall not exceed 18. Accessory buildings and structures located on the Site shall not be considered in any limitation on the number of buildings on the Site. Accessory buildings and structures will be constructed utilizing similar building materials, colors, architectural elements and designs as the principal building located on the Site. Accessory structures and buildings include structures and buildings such as but not limited to; a mail kiosk, dumpster enclosures, gazebos, trellises, storage buildings, and other structures associated with the on-site open space.

2. Optional Provisions:

- a. The optional provision to allow more than 1.6 off-street parking spaces unit. A maximum of two (2) spaces per unit plus an additional 12 off-street parking spaces may be provided (this optional provision would allow up to 42 more off-street parking spaces than allowed by the TS zoning district). The additional parking spaces may be located along the internal private drives as generally depicted on the Rezoning Plan.
  - b. The optional provision to allow one ground mounted detached sign up to four (4) feet high and with up to 24 square feet of sign area.
- Note:** The optional provision regarding signs is an addition/modification to the standards for signs in the TS district and is to be used with the remainder of the TS standards for signs not modified by these optional provisions.

3. Permitted Uses & Development Area Limitation:

- a. The Site may be developed with up to 74 attached dwelling units, together with accessory uses allowed in the I-1 zoning district and the TS-O district.

4. Access and Transportation:

- a. Access to the Site will be from W. Tremont Avenue in the manner generally depicted on the Rezoning Plan.
- b. The Petitioner will provide an eight (8) foot planting strip and a six (6) foot sidewalk along W. Tremont Avenue as generally depicted on the Rezoning Petition. If the sidewalk along W. Tremont Avenue is located outside of the right-of-way for W. Tremont Avenue a sidewalk easement will be provided.
- c. A six (6) foot sidewalk will be provided along some of the Site's internal private alleys and open space areas so that each building has access to W. Tremont Avenue via a six (6) foot sidewalk as generally depicted on the Rezoning Plan.
- d. The placement and configuration of the vehicular access point is subject to any minor modifications required to accommodate final site development and construction plans and to any adjustments required for approval by the CDOT in accordance with applicable published standards.
- e. The alignment of the internal vehicular circulation and driveways may be modified by the Petitioner to accommodate changes in traffic patterns, parking layouts and any adjustments required for approval by CDOT in accordance with published standards.
- f. The roadway improvements required by the development of the Site must be substantially completed prior to the issuance of the first certificate of occupancy for the first building on the Site, subject to the ability of the Petitioner to post a letter of credit or a bond for any improvements not in place at the time the first certificate of occupancy is issued.
- g. The Petitioner will convey the proposed eight (8) foot sidewalk and utility easement (six (6) feet for the sidewalk and two (2) feet behind the sidewalk for maintenance) along W. Tremont Avenue to the City of Charlotte prior to the issuance of the first certificate of occupancy for the Site.

5. Architectural Standards, Court Yards/Amenity Areas:

- a. The building materials used on the principal buildings constructed on Site will be a combination of portions of the following: brick, stone, precast stone, precast concrete, synthetic stone, cementitious fiber board, stucco, EIFS, decorative block and/or wood. Vinyl and aluminum as a building material may

- only be used on windows, soffits and on handrails/railings. The proposed roofing materials will be architectural asphalt shingles, metal type roofing materials may also be used.
- b. The ends of the buildings facing the internal private alleys will not have not have blank walls that exceed 20 feet in length on all building levels. The end units will have no less than four (4) windows on the end facades to avoid a blank walls.
- c. Each unit will have two car garage.
- d. Porches or stoops may form an element of the building design and be located on the front and/or side of the building. Stoops and entry level porches may be covered but not be enclosed.
- e. The units abutting W. Tremont Avenue will be raised from the average sidewalk grade a minimum of 18" to 24" inches.
- f. Pitched roofs, if provided, should be symmetrically sloped no less than 5:12, except that: (i) roofs for porches or stoops and attached sheds may be no less than 2:12 unless a flat roof architectural style is employed; and (ii) if units with roof top terraces/patios are constructed then the roof pitch may be reduced to no less than 2:12.
- g. Townhome buildings shall be limited to a maximum of 160 feet in length.
- h. Meter banks will be screened from adjoining properties and from Sharon Road.
- i. HVAC and related mechanical equipment will be screened from public view and from view of adjacent properties at grade.

6. Streetscape, Buffers, Yards, Landscaping and Street Names:

- a. A setback of no less than 16 feet as measured from the recessed on street parking spaces back of curb will be provided along W. Tremont Avenue as generally depicted on the Rezoning Plan.
- b. A decorative four (4) to five (5) foot metal fence may be installed within the setback and behind the proposed sidewalk along W. Tremont Avenue Road as generally depicted on the Rezoning Plan.
- c. A 20 foot rear yard will be provided along the northern property boundary of the Site as generally depicted on the Rezoning Plan.
- d. A 10 foot landscape area with a solid six (6) foot vinyl fence will be provided along the northern property line where the Site abuts existing single-family homes as generally depicted on the Rezoning Plan. The Petitioner may also add fencing along the perimeter of the Site, chain link fencing will not be allowed.
- e. Along the eastern and western property boundaries the Petitioner will provide small maturing evergreen trees appropriate to provide a buffer and screen of the Site from the Site from the adjoining properties. The small maturing evergreen trees will be four (4) to six (6) feet tall at installation.
- f. Street trees will be installed along the interior private drive as generally depicted on the Rezoning Plan. The number of street trees indicated is based on a unit depth of 41 feet that will allow the planting of street trees as generally depicted on the Rezoning Plan, however, if the proposed unit depth is greater than 41 feet the number of proposed street trees may be reduced, but in no case will there be less than 35 street trees placed along the internal private drives.
- g. A total of 10 trees located at the beginning of the two entrance drives accessing the Site from W. Tremont Avenue will be planted with a minimum caliper size of 4" inches (a total of 10 trees between W. Tremont Avenue and the first residential 2-way alley parallel to W. Tremont Avenue).
- h. Above ground backflow preventers will be screened from public view and will be located behind the existing right-of-way of W. Tremont Avenue, but may be located within the setback behind the proposed sidewalk.
- i. In order to commemorate the former use of the property, "Tremont Music Hall", the Petitioner will seek to have approved a street name for the Site that recognizes and/or utilizes all or portions of the Tremont Music Hall name (e.g. "Tremont Music Way"). The naming of the internal streets is subject to approval by the City and must follow the City's policies regarding street names. If the names proposed commemorating the Tremont Music Hall are not approved by the City then the Petitioner may utilize other names.

7. Central Open Space:

- a. An improved Central Open space area will be provided on the Site as generally depicted on the Rezoning Plan. The Central Open space area will be improved with landscaping elements such as lawn panels, walkways, seating areas, and pedestrian scale lighting. The Central Open space may also include other amenities appropriate to the open space provided. The minimum size of the Central Open space will be 3,000 square feet.

8. Environmental Features:

- a. The Petitioner shall comply with the Charlotte City Council approved and adopted Post Construction Controls Ordinance.
- b. The location, size and type of storm water management systems depicted on the Rezoning Plan are subject to review and approval as part of the full development plan submittal and are not implicitly approved with this rezoning. Adjustments may be necessary in order to accommodate actual storm water treatment requirements and natural site discharge points. The storm water detention, water quality area will be screened/buffered from the proposed units by a combination of trees and shrubs as generally depicted on the rezoning plan. The final arrangement of trees and shrubs to be determined during the land development approval process.
- c. The Site will comply with the Tree Ordinance.
- d. All utilities within the Site will be placed underground.

9. Lighting:

- a. All new lighting shall be full cut-off type lighting fixtures excluding lower, decorative lighting that may be installed along the driveways, sidewalks, parking areas and courtyards.
- b. Detached lighting on the Site will be limited to 16 feet in height.
- c. Decorative pedestrian scale lights will be provided along the internal private drives.
- d. Architectural lighting on building facades, such as but not limited to sconces, will be permitted.

10. Signage:

- a. As allowed by the I-1 TS zoning districts and the Optional Provisions above.

11. Amendments to the Rezoning Plan:

- a. Future amendments to the Rezoning Plan (which includes these Development Standards) may be applied for by the then Owner or Owners of the applicable Development Area portion of the Site affected by such amendment in accordance with the provisions of Chapter 6 of the Ordinance.

12. Binding Effect of the Rezoning Application:

- a. If this Rezoning Petition is approved, all conditions applicable to the development of the Site imposed under the Rezoning Plan will, unless amended in the manner provided under the Ordinance, be binding upon and inure to the benefit of the Petitioner and subsequent owners of the Site and their respective heirs, devisees, personal representatives, successors in interest or assigns.



THIS DRAWING PREPARED AT THE  
**CHARLOTTE OFFICE**  
2030 S. Tryon Street, Suite 3C | Charlotte, NC 28203  
TEL 704.376.1073 FAX 704.376.1076 www.timmons.com

YOUR VISION ACHIEVED THROUGH OURS.

DATE	REVISION DESCRIPTION
03/07/2017	REVISED PER CITY COMMENTS
03/13/2017	REVISED PER CITY COMMENTS
03/17/2017	REVISED PER CITY COMMENTS
04/17/2017	REVISED PER CITY COMMENTS
05/16/2017	REVISED PER CITY COMMENTS

12/22/2016

DRAWN BY

J. HORTON

DESIGNED BY

J. HORTON

CHECKED BY

C. TODD

SCALE

1"=40'

**TIMMONS GROUP**  
NORTH CAROLINA LICENSE NO. C-1652  
**TREMONT TOWNHOMES**  
CHARLOTTE, NORTH CAROLINA  
**ZONING SITE PLAN**

JOB NO.

39306

SHEET NO.

RZ-100

REZONING PETITION #: 2017-035



**Agenda Date: 5/22/2017**

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**Agenda #: 10. File #: 15-5537 Type: Public Hearing Item**

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## **Public Hearing on a Resolution to Close a Portion of Booker Avenue**

### **Action:**

- A. Conduct a public hearing to close a portion of Booker Avenue, and**
- B. Adopt a resolution to close a portion of Booker Avenue.**

### **Staff Resource(s):**

Danny Pleasant, Transportation  
Jeff Boenisch, Transportation

### **Explanation**

- North Carolina General Statute 160A-299 outlines the procedures for permanently closing streets and alleys.
- The Charlotte Department of Transportation received a petition to abandon public right-of-way and requests this City Council action in accordance with the statute.
- The action removes land from public right-of-way status and attaches it to the adjacent property.
- The attached resolution refers to exhibits and metes and bounds descriptions that are available in the City Clerk's Office.
- This portion of Booker Avenue is located in Council District 2.

### **Petitioners**

CGE Venture Group - Mr. Curtis Bodison

### **Right-of-Way to be Abandoned**

The portion of Booker Avenue is located within the northwestern most corner of the intersection of Beatties Ford Road, Oaklawn Avenue, and Booker Avenue.

### **Reason**

Booker Avenue was previously realigned to meet up with the intersection of Oaklawn Avenue where it intersects with Beatties Ford Road. The abandonment of a portion of Booker Avenue will eliminate excess right-of-way left over from this realignment project, and allow it to be attached to the adjacent property for future use/development.

### **Notification**

As part of the City's notification process, and in compliance with North Carolina General Statute 160A-299, the Charlotte Department of Transportation submitted this abandonment petition for review by the public and City Departments.

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**Agenda #: 10.File #: 15-5537 Type: Public Hearing Item**

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Adjoining property owner(s) - All abutting property is owned by the petitioner.

Neighborhood/Business Association(s) - Historic Washington Heights - Supports

Private Utility Companies - No objections

City Departments

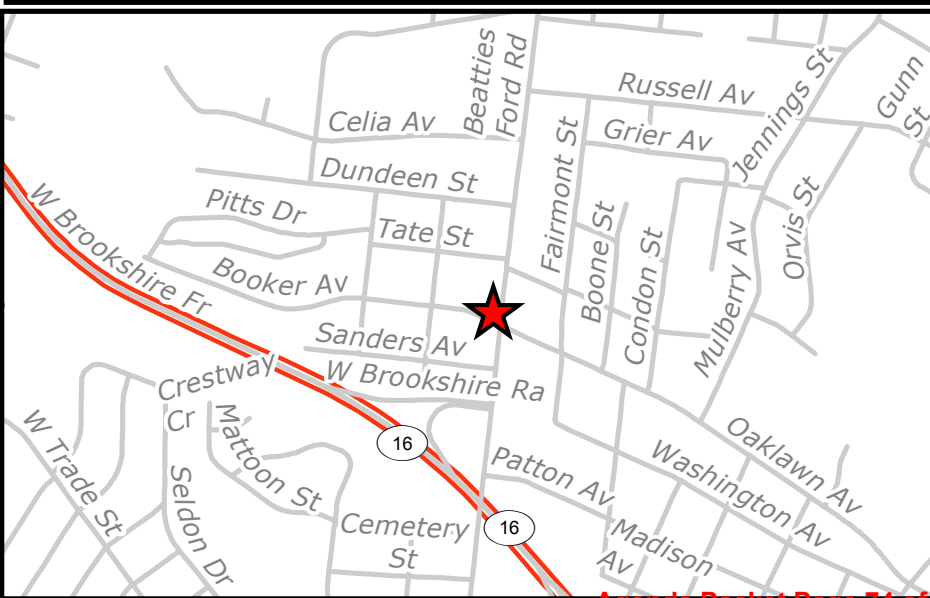
Review by City departments identified no apparent reason this closing would:

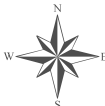
- Be contrary to the public interest;
- Deprive any individual(s) owning property in the vicinity of reasonable means of ingress and egress to his property as outlined in the statutes; and
- Be contrary to the adopted policy to preserve existing rights-of-way for connectivity.

**Attachment(s)**

Map

Resolution






**CITY OF CHARLOTTE  
DEPARTMENT OF TRANSPORTATION**

**Right-of-Way Abandonment  
Petition 2017-01**

**Right-of-Way Abandonment Area**

 A Portion of Booker Avenue

RESOLUTION CLOSING A PORTION OF BOOKER AVENUE IN THE CITY OF CHARLOTTE,  
MECKLENBURG COUNTY, NORTH CAROLINA

---

WHEREAS, pursuant to the provisions of Chapter 160A-299 of the General Statutes of North Carolina, the City Council has caused to be published a Resolution of Intent to close a portion of Booker Avenue, which calls for a public hearing on the question; and

WHEREAS, the petitioner has caused a copy of the Resolution of Intent to close a portion of Booker Avenue to be sent by registered or certified mail to all owners of property adjoining the said street and prominently posted a notice of the closing and public hearing in at least 2 places along said street or alley, all as required by G.S.160A-299; and

WHEREAS, the city may reserve its right, title, and interest in any utility improvement or easement within a street closed pursuant to G.S.160A-299; and

WHEREAS, an easement shall be reserved in favor of Charlotte Water, AT&T, Piedmont Natural Gas, and Duke Energy over, upon, and under the area petitioned to be abandoned for ingress, egress, and regress to access its existing facilities for the installation, maintenance, replacement, and repair of water line, water mains, sewer lines, conduit, gas lines, gas mains, and related equipment, as shown on the attached map marked "Exhibit A"; and

WHEREAS, the public hearing was held on the 22<sup>nd</sup> day of May, 2017, and City Council determined that the closing of a portion of Booker Avenue is not contrary to the public interest, and that no individual, firm or corporation owning property in the vicinity thereof will be deprived of reasonable means of ingress and egress to his or its property.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Charlotte, North Carolina at its regularly assembled meeting of May 22, 2017, that the Council hereby orders the closing of a portion of Booker Avenue in the City of Charlotte Mecklenburg County, North Carolina as shown in the map marked "Exhibit A", and is more particularly described by metes and bounds in the document marked "Exhibit B", all of which are attached hereto and made a part hereof.

BE IT FURTHER RESOLVED that a certified copy of this Resolution be filed in the Office of the Register of Deeds for Mecklenburg County, North Carolina.



**Agenda Date: 5/22/2017**

---

**Agenda #: 11. File #: 15-5539 Type: Public Hearing Item**

---

## **Public Hearing on a Resolution to Close a Portion of an Alleyway off of Keeter Drive**

### **Action:**

- A. Conduct a public hearing to close a portion of an alleyway off of Keeter Drive, and**
- B. Adopt a resolution to close a portion of an alleyway off of Keeter Drive.**

### **Staff Resource(s):**

Danny Pleasant, Transportation  
Jeff Boenisch, Transportation

### **Explanation**

- North Carolina General Statute 160A-299 outlines the procedures for permanently closing streets and alleys.
- The Charlotte Department of Transportation received a petition to abandon public right-of-way and requests this City Council action in accordance with the statute.
- The action removes land from public right-of-way status and attaches it to the adjacent property.
- The attached resolution refers to exhibits and metes and bounds descriptions that are available in the City Clerk's Office.
- A portion of an alleyway off of Keeter Drive is located in Council District 3.

### **Petitioners**

TPS Charlotte, LLC - Braden L. Rudolph

### **Right-of-Way to be Abandoned**

The portion of an alleyway off of Keeter Drive is located north of Wilkinson Boulevard, South of I-85, and west of Little Rock Road.

### **Reason**

The petitioner owns property that abuts the alleyway and intends to reassemble all or parts of their property in order to accommodate the development of a future parking facility.

### **Notification**

As part of the City's notification process, and in compliance with North Carolina General Statute 160A-299, the Charlotte Department of Transportation submitted this abandonment petition for review by the public and City Departments.

---

**Agenda #: 11.File #: 15-5539 Type: Public Hearing Item**

---

Adjoining property owner(s)

DSA Holdings, LLC- No objections

SMA Property Holdings, LLC - No objections

DTJT Properties, LLC - No objections

Neighborhood/Business Association(s) - There are no known neighborhood/business associations affiliated with this site.

Private Utility Companies - No objections

City Departments

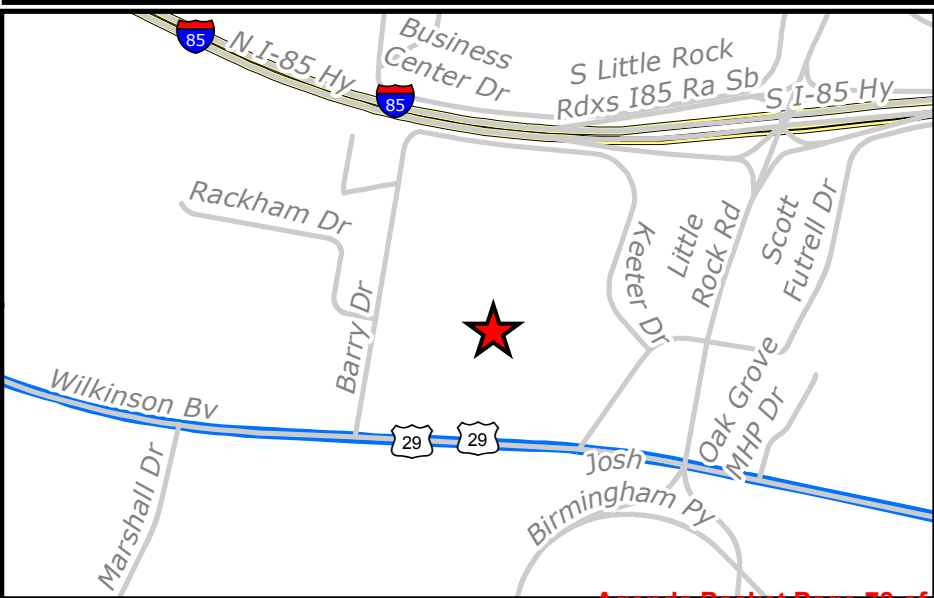
Review by City departments identified no apparent reason this closing would:

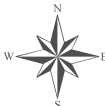
- Be contrary to the public interest;
- Deprive any individual(s) owning property in the vicinity of reasonable means of ingress and egress to his property as outlined in the statutes; and
- Be contrary to the adopted policy to preserve existing rights-of-way for connectivity.

**Attachment(s)**

Map

Resolution






**CITY OF CHARLOTTE  
DEPARTMENT OF TRANSPORTATION**

**Right-of-Way Abandonment  
Petition 2017-04**

**Right-of-Way Abandonment Area**

 An Unopened Alleyway  
off of Keeter Drive

RESOLUTION CLOSING A PORTION OF AN ALLEYWAY OFF OF KEETER DRIVE IN THE CITY OF CHARLOTTE, MECKLENBURG COUNTY, NORTH CAROLINA

---

WHEREAS, pursuant to the provisions of Chapter 160A-299 of the General Statutes of North Carolina, the City Council has caused to be published a Resolution of Intent to close a portion of an alleyway off of Keeter Drive, which calls for a public hearing on the question; and

WHEREAS, the petitioner has caused a copy of the Resolution of Intent to close a portion of an alleyway off of Keeter Drive to be sent by registered or certified mail to all owners of property adjoining the said street and prominently posted a notice of the closing and public hearing in at least 2 places along said street or alley, all as required by G.S.160A-299; and

WHEREAS, the public hearing was held on the 22<sup>nd</sup> day of May, 2017, and City Council determined that the closing of a portion of an alleyway off of Keeter Drive is not contrary to the public interest, and that no individual, firm or corporation owning property in the vicinity thereof will be deprived of reasonable means of ingress and egress to his or its property.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Charlotte, North Carolina at its regularly assembled meeting of May 22, 2017, that the Council hereby orders the closing of a portion of an alleyway off of Keeter Drive in the City of Charlotte Mecklenburg County, North Carolina as shown in the map marked "Exhibit A", and is more particularly described by metes and bounds in the document marked "Exhibit B", all of which are attached hereto and made a part hereof.

BE IT FURTHER RESOLVED that a certified copy of this Resolution be filed in the Office of the Register of Deeds for Mecklenburg County, North Carolina.



# City of Charlotte

Charlotte-Mecklenburg  
Government Center  
600 East 4th Street  
Charlotte, NC 28202

**Agenda Date: 5/22/2017**

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**Agenda #: 12. File #: 15-5589 Type: Policy Item**

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## **City Manager's Report**



**Agenda Date: 5/22/2017**

---

**Agenda #: 13.File #: 15-5530 Type: Policy Item**

---

## **Charlotte BIKES Bicycle Plan**

### **Action:**

**Approve the Transportation and Planning Committee's recommendation to adopt the Charlotte BIKES Bicycle Plan.**

### **Committee Chair:**

Vi Lyles, Transportation and Planning

### **Staff Resource(s):**

Danny Pleasant, Transportation

Benjamin Miller, Transportation

### **Explanation**

- Charlotte BIKES Bicycle Plan (Charlotte BIKES) updates the 2008 Charlotte Bicycle Plan and sets a vision of an inclusive cycling environment where people of all ages and abilities can use their bikes for transportation, fitness, and fun.
- Charlotte BIKES identifies goals and shorter-term strategies and initiatives to both expand the City's network of bicycle facilities as well as create a culture which recognizes and welcomes bicycling as a safe and affordable means of transportation.
- Charlotte BIKES is an extension of the recently adopted Transportation Action Plan.

### **Community Input**

- Since March 2016, public input was gathered.
- A public draft of Charlotte BIKES was released for review and comment on February 13, 2017.
- The Bicycle Advisory Committee was a key stakeholder and focus group for the development of Charlotte BIKES.

### **Charlotte BIKES Recommendations**

- The content and strategies of Charlotte BIKES are organized around the six "E's" of a bicycle-friendly city:
  - Education
  - Engineering
  - Encouragement
  - Enforcement
  - Equity
  - Evaluation and planning
- Three key recommendations from the plan include:
  - Creating a bicycle network and bicycle-related programming that benefits people of all

- ages, abilities and neighborhoods in Charlotte,
- Incorporating the latest in bikeway design guidance, and
- Funding a bicycle program that addresses all aspects of creating a bicycle-friendly city.

**Transportation and Planning Committee Discussion**

- The Transportation and Planning Committee discussed Charlotte BIKES on five separate occasions over the past year.
- On April 24, 2017, City Council received public comments at a Citizens' Forum. Sixteen speakers spoke in support of Charlotte BIKES, with none opposed.
- On May 8, 2017, staff addressed comments and plan modifications as a result of comments received from the public at the April 24 Citizens' Forum. The Committee voted (Lyles, Kinsey and Phipps in favor; Smith opposed) to recommend Charlotte BIKES for adoption.

**Attachment(s)**

The Charlotte BIKES Plan can be found online at:

[http://charlottenc.gov/Transportation/Programs/Documents/\\_Charlotte%20BIKES9\\_PublicCommentDraft.pdf](http://charlottenc.gov/Transportation/Programs/Documents/_Charlotte%20BIKES9_PublicCommentDraft.pdf)



**Agenda Date: 5/22/2017**

---

**Agenda #: 14. File #: 15-5566 Type: Appointment**

---

## **Appointments to the Business Advisory Committee**

### **Action:**

**Vote on blue ballots and return to Clerk at dinner.**

### **Staff Resource(s):**

Stephanie Kelly, City Clerk's Office

### **Explanation**

- One appointment for a partial term beginning immediately and ending April 28, 2018.
- One appointment for a partial term beginning immediately and ending April 30, 2019.
  - Scott Campagna, nominated by Council members Eiselt and Mitchell
  - Johnell Holman, nominated by Council members Ajmera and Eiselt
  - Mary Jo Shepherd, nominated by Council members Ajmera and Smith
  - Victoria Watlington, nominated by Council members Austin, Eiselt, Lyles, Mayfield, and Phipps

### **Attachment(s)**

Business Advisory Committee Applicants



City of Charlotte, NC

## BUSINESS ADVISORY COMMITTEE (E)

### BOARD DETAILS



OVERVIEW

**SIZE** 20 Seats

**TERM LENGTH** 3 Year

**TERM LIMIT** 2 Terms

The Business Advisory Committee (BAC) provides recommendations and advice to City Council on ways the City can help business in Charlotte, with a particular emphasis on small businesses and provides a forum for businesses to raise issues, discuss and have input into City policy responses to these issues. The BAC provides input and recommendations on the City's Economic Development Focus Area Plan, with a particular emphasis on small business development, city contracting programs, revitalization of distressed business districts, business recruitment, retention and expansion efforts, public/private partnership projects, and business customer service. The BAC keeps City Council and City Department Managers abreast of conditions in the business community and how these conditions might affect business-government relations and needs for public services.



DETAILS

#### COMMITTEE MEMBERS

20 Members (2 by Mayor; 6 by City Council; 5 recommendations by the Charlotte Chamber of Commerce; 1 recommendation by the Carolinas Asian-American Chamber of Commerce; 1 recommendation by the Charlotte-Mecklenburg Black Chamber of Commerce; 1 recommendation by the Charlotte-Mecklenburg Latin-American Chamber of Commerce; 1 certified SBE recommendation by the Hispanic Contractors Association; 1 certified SBE recommendation by the Metrolina Minority Contractors Association; 1 recommendation by the Native American Association; 1 recommendation by the National Association of Women Business Owners)

#### MEMBERSHIP

Appointees are subject to City Council's Attendance and Anti-Harassment Policies and Code of Ethics, Gift Policy and Disclosure Requirements for members of boards and must file a Statement of Economic Interest by February 1st of each year.

#### MEETING INFORMATION

Meeting Day: 3rd Friday monthly  
Meeting Time: 8:00 a.m.  
Meeting Location: Government Center Building (600 East 4th Street )  
Time Commitment: 1-2 hours per month

#### ADDITIONAL INFORMATION

Website: <http://charlottenc.gov/NBS/ED/Boards/Pages/BAC.aspx>

#### BOARD HISTORY

#### BOARD DOCUMENTS

N/A



City of Charlotte, NC

## BUSINESS ADVISORY COMMITTEE (E)

### BOARD ROSTER



#### WILLIAM D ABRAM

**1st Term** Apr 18, 2017 - Apr 17, 2020

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Certified SBE Recommended By Metrolina Minority Contractors Association For Appointment By City Council  
**Appointed by** City Council



#### MANUEL J BETANCUR

**1st Term** May 01, 2016 - Apr 30, 2019

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** None  
**Appointed by** Mayor



#### ERIC COHEN

**1st Term** Apr 29, 2017 - Apr 28, 2020

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Recommended By The Charlotte Chamber Of Commerce  
**Appointed by** City Council  
**Dais Seat** None



#### DERRICK D DAVIS

**1st Term** Apr 29, 2017 - Apr 28, 2020

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Recommended By The Charlotte Chamber Of Commerce  
**Appointed by** City Council  
**Dais Seat** None



#### VIRGINIA DEATLEY

**2nd Term** Apr 29, 2015 - Apr 28, 2018

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Recommended By The Charlotte Chamber Of Commerce  
**Appointed by** City Council



#### PARTH GANDHI

**1st Term** Apr 29, 2017 - Apr 28, 2020

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Recommended By The Asian American Chamber Of Commerce For Appointment By City Council  
**Appointed by** City Council  
**Dais Seat** None



#### RACHEL N GEATHERS

**Partial Term** Feb 27, 2017 - Apr 28, 2019

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** None  
**Appointed by** City Council  
**Dais Seat** g. wiley



#### DEALVA W GLENN

**1st Term** Apr 29, 2016 - Apr 28, 2019

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** None  
**Appointed by** City Council

**ROCIO GONZALEZ-ZORNOSA****1st Term** Apr 29, 2017 - Apr 28, 2020

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Recommended By The Latin American Chamber Of Commerce For Appointment By City Council  
**Appointed by** City Council

**REBECCA A LACLAIRE****1st Term** Apr 29, 2017 - Apr 28, 2020

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Recommended By The Metrolina Native American Association For Appointment By City Council  
**Appointed by** City Council

**SONJA P NICHOLS****Partial Term** Nov 14, 2016 - Apr 28, 2018

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Recommended By The Charlotte Chamber Of Commerce  
**Appointed by** City Council  
**Dais Seat** None

**DAVID PHILIPS****2nd Term** Apr 28, 2016 - Apr 27, 2019

**Office** Government Center Building, 600 E 4th Street  
**Position** Chairman  
**Category** None  
**Appointed by** Mayor

**WILL RUSSELL****1st Term** Apr 27, 2015 - Apr 28, 2018

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** None  
**Appointed by** City Council

**LESTER A SELBY****1st Term** May 08, 2017 - Apr 28, 2020

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** None  
**Appointed by** City Council

**MICHELLE B SMITH****1st Term** Apr 29, 2017 - Apr 28, 2020

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Recommended By The National Association Of Women Business Owners For Appointment By City Council  
**Appointed by** City Council

**SHANTE WILLIAMS****1st Term** Apr 29, 2017 - Apr 28, 2020

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Recommended by the Black Chamber of Commerce for Appointment by City Council  
**Appointed by** City Council

**TONIA M WOODBURY****1st Term** May 08, 2017 - Apr 30, 2019

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Recommended By The Charlotte Chamber Of Commerce  
**Appointed by** City Council  
**Dais Seat** None

**VACANCY**

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** None  
**Appointed by** City Council

**VACANCY**

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** None  
**Appointed by** City Council  
**Dais Seat** s matthews

**VACANCY**

**Office** Government Center Building, 600 E 4th Street  
**Position** Board Member  
**Category** Certified Sbe Recommended By Hispanic Contractors Association For Appointment By City Council  
**Appointed by** City Council  
**Dais Seat** m. agular

City Of Charlotte Boards & Commissions

Submit Date: Feb 19, 2017

Business Advisory Committee (E): Submitted  
Charlotte Area Fund Board Of Directors (O): Submitted  
Charlotte International Cabinet: Submitted  
Planning Commission (O/E): Submitted  
Privatization/Competition Advisory Committee (E): Submitted  
Zoning Board Of Adjustment (B/O/E): Submitted

## Profile

Scott R Campagna  
First Name Middle Initial Last Name

scampagna@mcveighmangum.com  
Email Address

913 Dacavin Dr  
Street Address Suite or Apt

Charlotte NC 28226  
City State Postal Code

Is your mailing address the same as your home address?

☒ Yes ☐ No

If your home address differs from your mailing address, please provide your home address in the field below:

Mobile: (704) 607-9274 Business: (704) 547-9035  
Primary Phone Alternate Phone

District 6  
What district do you live in?

Caucasian/Non-Hispanic  
Ethnicity

Independent  
Political Party

Male  
Gender

03/24/1978  
Date of Birth

Are you a registered voter of Mecklenburg County?

☒ Yes ☐ No

List any boards you are currently serving on:

Board of Directors - McVeigh and Mangum Engineering Board of Directors - Primero LLC

List any boards you have served on in the past:

Phi Beta Kappa - Southwest Florida Chapter SEG Charlotte Chapter

Have you completed the City's Civic Leadership Academy?

☐ Yes ☒ No

If you answered "Yes" to question above - When did you complete the academy?

Which Boards would you like to apply for?

Business Advisory Committee (E), Charlotte Area Fund Board Of Directors (O), Charlotte International Cabinet, Planning Commission (O/E), Privatization/Competition Advisory Committee (E), Zoning Board Of Adjustment (B/O/E)

Why are you interested in serving on these boards/ committees?

I am very interesting in helping my community and helping grow Charlotte in a positive manner. My time in Leadership Charlotte allowed me to get an in-depth view of Charlotte and the challenges it faces. After that experience, I wanted to find ways I could positively impact my community. Being in the construction/development industry, I think I can be of most assistance on the zoning board.

**Please describe any background or abilities that qualify you to serve on these boards/committees.**

Having served on my company's board and on a non-profit board, I have experience working with other leaders to help solve problems. it is important to understand that everyone on the team has something to offer even if you do not ultimately agree. I am diligent and collect information so I can make an informed decision that best makes sense for a company or a community.

**McVeigh and Mangum Engineering**

Current Employer:

**12**

Years in current position:

**Vice President**

Job Title:

**Brief description of duties:**

Responsible for all aspects of the Charlotte office - marketing, operations, business development, financials, mentoring, quality review as well as serving on the Board of Directors to plan the company's future.

**Other employment history:**

Anchor Engineering - Mechanical Engineer - 3 years

**Has any formal charge of professional misconduct ever been sustained against you in any jurisdiction?**

☐ Yes ☒ No

**If yes, please explain complete disposition:**

**Do you have any personal or business interest that could create a conflict (either real or perceived) if appointed?**

☐ Yes ☒ No

**If yes, please explain conflict:**

I do not think there is a conflict but I am in the construction industry. I get involved in a development/project only after it has been thru the zoning approval process.

**Graduate School**

Education:

If you selected 'Other' for education, please specify below:

**Additional Education History:**

Engineering Degree Masters in Business Administration

**Honey Campagna**

Spouse's Name:

**Littler**

Spouse's Employer

Spouse's Job Title

**Email**

How did you find out about the Charlotte Boards and Commissions vacancies?

If you selected 'Other', please explain:

**Board Specific Questions**

Question applies to Business Advisory Committee (E).

**None of the Above**

Which industry sector, if any, do you fall under

Question applies to Charlotte International Cabinet.

**At-Large (select this if none of the below apply)**

Which category, if any, do you fall under

If you selected 'Other' please explain

If you selected 'Other', please explain:

---

### **Boards /.Commissions Disclaimer**

I certify that the information provided in this application is true and correct to the best of my knowledge. I authorize and consent to background checks and to the investigation and verification of all information contained herein. I further authorize all persons having information concerning my qualifications to release information to city representatives and release such persons from all liability for any damages connected with the release of such information. I also release and discharge the City of Charlotte from any claims and damages, losses, liabilities, costs, expenses or any other charges or complaints arising out of the City's use of any information provided pursuant to this release. I understand and agree that any misstatement will be cause for my removal from any board or committee. By submitting this application, I agree to adhere to all city policies pertaining to boards and commissions, including attendance. I understand that affixing my name in this form is deemed an electronic signature that has the effect of a written signature and will be presumed a valid signature, absent notification otherwise. I hereby acknowledge that this application and information provided herein may constitute a public record, and as such, may be released in accordance with all applicable public record laws.

**Please check this box after reading the above disclosure statement:**

☒ I Agree

**Scott Campagna**

Please type your name below:

City Of Charlotte Boards & Commissions

Submit Date: Jan 17, 2017

Business Advisory Committee (E): Submitted  
Charlotte Housing Authority Board (B/O): Submitted  
Charlotte International Cabinet: Submitted  
Citizens Review Board (B/O/E): Submitted  
Community Relations Committee (O): Submitted  
Keep Charlotte Beautiful: Submitted  
Planning Commission (O/E): Submitted  
Privatization/Competition Advisory Committee (E): Appointed  
Charlotte Business INclusion (CBI) Advisory Committee (O/E): Submitted

## Profile

Johnell A Holman  
First Name Middle Initial Last Name

jayanthony1@yahoo.com  
Email Address

5804 Wallace Ave  
Street Address Suite or Apt  
Charlotte NC 28212  
City State Postal Code

Is your mailing address the same as your home address?

☒ Yes ☐ No

If your home address differs from your mailing address, please provide your home address in the field below:

Mobile: (704) 670-6490 Home: (704) 900-5421  
Primary Phone Alternate Phone

District 5  
What district do you live in?

African American  
Ethnicity

Democrat  
Political Party

Male  
Gender

10/18/1960  
Date of Birth

Are you a registered voter of Mecklenburg County?

☒ Yes ☐ No

List any boards you are currently serving on:

None

List any boards you have served on in the past:

None

Have you completed the City's Civic Leadership Academy?

☐ Yes ☐ No

If you answered "Yes" to question above - When did you complete the academy?

Which Boards would you like to apply for?

Business Advisory Committee (E), Charlotte Business INclusion (CBI) Advisory Committee (O/E), Charlotte Housing Authority Board (B/O), Charlotte International Cabinet, Citizens Review Board (B/O/E), Community Relations Committee (O), Keep Charlotte Beautiful, Planning Commission (O/E), Privatization/Competition Advisory Committee (E)

Why are you interested in serving on these boards/ committees?

Small business owner in Charlotte for over 18 years

Please describe any background or abilities that qualify you to serve on these boards/committees.

Paralegal, Navy Veteran, Contract Negotiator, Business Owner

HJH Residential Inc

Current Employer:

18

Years in current position:

owner

Job Title:

Brief description of duties:

Other employment history:

Has any formal charge of professional misconduct ever been sustained against you in any jurisdiction?

☐ Yes ☒ No

If yes, please explain complete disposition:

Do you have any personal or business interest that could create a conflict (either real or perceived) if appointed?

☐ Yes ☒ No

If yes, please explain conflict:

College

Education:

If you selected 'Other' for education, please specify below:

Additional Education History:

Spouse's Name:

Spouse's Employer

Spouse's Job Title

City of Charlotte Website

How did you find out about the Charlotte Boards and Commissions vacancies?

If you selected 'Other', please explain:

Board Specific Questions

Question applies to Business Advisory Committee (E).

None of the Above

Which industry sector, if any, do you fall under

Question applies to Charlotte Housing Authority Board (B/O).

No

Are you a low income housing resident?

Question applies to Citizens Review Board (B/O/E).

No

Have you graduated from Citizen's Academy?

Question applies to Charlotte International Cabinet.

**At-Large (select this if none of the below apply)**

Which category, if any, do you fall under

**Legal/Construction**

If you selected 'Other' please explain

If you selected 'Other', please explain:

---

### **Boards /.Commissions Disclaimer**

I certify that the information provided in this application is true and correct to the best of my knowledge. I authorize and consent to background checks and to the investigation and verification of all information contained herein. I further authorize all persons having information concerning my qualifications to release information to city representatives and release such persons from all liability for any damages connected with the release of such information. I also release and discharge the City of Charlotte from any claims and damages, losses, liabilities, costs, expenses or any other charges or complaints arising out of the City's use of any information provided pursuant to this release. I understand and agree that any misstatement will be cause for my removal from any board or committee. By submitting this application, I agree to adhere to all city policies pertaining to boards and commissions, including attendance. I understand that affixing my name in this form is deemed an electronic signature that has the effect of a written signature and will be presumed a valid signature, absent notification otherwise. I hereby acknowledge that this application and information provided herein may constitute a public record, and as such, may be released in accordance with all applicable public record laws.

**Please check this box after reading the above disclosure statement:**

☐ I Agree

Please type your name below:

Business Advisory Committee (E): Submitted  
Historic Landmarks Commission (O): Submitted  
Neighborhood Matching Grants Fund: Submitted  
Charlotte Tree Advisory Commission: Submitted

---

**Profile**

Mary Jo \_\_\_\_\_ M \_\_\_\_\_ Shepherd \_\_\_\_\_  
First Name Middle Initial Last Name

mjshephe9@gmail.com \_\_\_\_\_  
Email Address

6908 Yorktowne Drive \_\_\_\_\_ 6908 Yorktowne Dr \_\_\_\_\_  
Street Address Suite or Apt

Charlotte \_\_\_\_\_ NC \_\_\_\_\_ 28226 \_\_\_\_\_  
City State Postal Code

---

**Is your mailing address the same as your home address?**

☒ Yes ☐ No

---

**If your home address differs from your mailing address, please provide your home address in the field below:**

6908 Yorktowne Dr

Mobile: (704) 578-6772 \_\_\_\_\_ Business: (704) 687-7365 \_\_\_\_\_  
Primary Phone Alternate Phone

District 5 \_\_\_\_\_  
What district do you live in?

\_\_\_\_\_

Ethnicity

\_\_\_\_\_

Political Party

\_\_\_\_\_

Gender

\_\_\_\_\_

Date of Birth

---

**Are you a registered voter of Mecklenburg County?**

☒ Yes ☐ No

---

**List any boards you are currently serving on:**

---

**List any boards you have served on in the past:**

---

**Have you completed the City's Civic Leadership Academy?**

☐ Yes ☒ No

If you answered "Yes" to question above - When did you complete the academy?

---

**Which Boards would you like to apply for?**

Business Advisory Committee (E), Charlotte Tree Advisory Commission, Historic Landmarks Commission (O), Neighborhood Matching Grants Fund

---

**Why are you interested in serving on these boards/ committees?**

I am interested in using my skills and knowledge of Charlotte to improve Charlotte's economic growth and future potential.

---

**Please describe any background or abilities that qualify you to serve on these boards/ committees.**

As a lifelong citizen of Charlotte and Mecklenburg county I have a vested interest in seeing the community grow and prosper. I am a university lecturer at UNC Charlotte in the Department of Political Science and Public Administration where I research public administration issues.

UNC Charlotte \_\_\_\_\_  
Current Employer:

4-5 \_\_\_\_\_  
Years in current position:

Lecturer

Job Title:

**Brief description of duties:**

I am a university lecturer where I study rules and regulatory issues facing policy implementation. I have experience researching urban governance and economic development.

**Other employment history:**

**Has any formal charge of professional misconduct ever been sustained against you in any jurisdiction?**

☐ Yes ☒ No

**If yes, please explain complete disposition:**

**Do you have any personal or business interest that could create a conflict (either real or perceived) if appointed?**

☐ Yes ☒ No

**If yes, please explain conflict:**

**Graduate School**

Education:

If you selected 'Other' for education, please specify below:

**Additional Education History:**

Spouse's Name:

Spouse's Employer

Spouse's Job Title

**City of Charlotte Website**

How did you find out about the Charlotte Boards and Commissions vacancies?

If you selected 'Other', please explain:

**Board Specific Questions**

Question applies to Business Advisory Committee (E).

**None of the Above**

Which industry sector, if any, do you fall under

Question applies to Neighborhood Matching Grants Fund.

**Neighborhood representative**

Which category, if any, do you fall under?

If you selected 'Other' please explain

If you selected 'Other', please explain:

**Boards /.Commissions Disclaimer**

I certify that the information provided in this application is true and correct to the best of my knowledge. I authorize and consent to background checks and to the investigation and verification of all information contained herein. I further authorize all persons having information concerning my qualifications to release information to city representatives and release such persons from all liability for any damages connected with the release of such information. I also release and discharge the City of Charlotte from any claims and damages, losses, liabilities, costs, expenses or any other charges or complaints arising out of the City's use of any information provided pursuant to this release. I understand and agree that any misstatement will be cause for my removal from any board or committee. By submitting this application, I agree to adhere to all city policies pertaining to boards and commissions, including attendance. I understand that affixing my name in this form is deemed an electronic signature that has the effect of a written signature and will be presumed a valid signature, absent notification otherwise. I hereby acknowledge that this application and information provided herein may constitute a public record, and as such, may be released in accordance with all applicable public record laws.

**Please check this box after reading the above disclosure statement:**

---

☒ I Agree

Mary Jo Shepherd

Please type your name below:

City Of Charlotte Boards & Commissions

Submit Date: Apr 22, 2017

Charlotte Housing Authority Board (B/O): Submitted  
Charlotte International Cabinet: Submitted  
Housing Advisory Board of Charlotte-Mecklenburg: Submitted  
Citizens' Transit Advisory Group: Submitted  
Civil Service Board (B/O/E): Submitted  
Planning Commission (O/E): Submitted  
Transit Services Advisory Committee: Submitted  
Charlotte Business INclusion (CBI) Advisory Committee (O/E): Submitted

## Profile

Victoria Watlington  
First Name Middle Initial Last Name

victoria.watlington@gmail.com  
Email Address

1324 Bethel Rd  
Street Address Suite or Apt  
Charlotte NC 28208  
City State Postal Code

Is your mailing address the same as your home address?

☒ Yes ☐ No

If your home address differs from your mailing address, please provide your home address in the field below:

Home: (704) 957-9686 Home:  
Primary Phone Alternate Phone

District 3  
What district do you live in?

African American  
Ethnicity

Democrat  
Political Party

Female  
Gender

10/07/1987  
Date of Birth

Are you a registered voter of Mecklenburg County?

☒ Yes ☐ No

List any boards you are currently serving on:

List any boards you have served on in the past:

Have you completed the City's Civic Leadership Academy?

☐ Yes ☒ No

wait-listed for this session  
If you answered "Yes" to question above - When did you complete the academy?

Which Boards would you like to apply for?

Charlotte Business INclusion (CBI) Advisory Committee (O/E), Charlotte Housing Authority Board (B/O), Charlotte International Cabinet, Citizens' Transit Advisory Group, Civil Service Board (B/O/E), Housing Advisory Board of Charlotte-Mecklenburg, Planning Commission (O/E), Transit Services Advisory Committee

Why are you interested in serving on these boards/ committees?

I am interested in serving in my local community in these particular areas because I believe that economic development, inter-connectivity, globalization, and justice are pillars of a sound society. Especially considering the recent election cycle, it is more imperative than ever to take personal stake in and responsibility for our quality of life, in Charlotte, North Carolina, and beyond.

**Please describe any background or abilities that qualify you to serve on these boards/committees.**

I am a licensed professional engineer, certified project management professional, and experienced organizational leader that has demonstrated envisioning, enrolling, energizing, enabling, and executing solutions to problems present and anticipated. I am a military brat, and, as such, have had the pleasure of experiencing life around the world with a variety of different people and cultures. I am active in the community, serving as secretary of my neighborhood association and past programs chair of a professional organization, and am part of the inaugural class of the Community Planning Academy. I am currently in the Citizens' Academy as well, and am an outreach liaison through my church to the YWCA Women in Transition program. I am a small business and property owner in Charlotte, and am committed to invest in the future of this area.

**Sealed Air Corporation**

Current Employer:

**1**

Years in current position:

**Program Manager, Sr Mech  
Engineer**

Job Title:

**Brief description of duties:**

Leading global cross-functional (marketing/sales, R&D, quality, eng, manufacturing, construction) E2E Supply Chain redesign program for mailer product line (raw material sourcing, physical distribution, product/process/package development, manufacturing/equipment) Leading capital project for winder equipment relocation Led global engineering onboarding system creation including new hire sensing sessions, training gaps assessment, and learning map development. Reapplied by plant engineering organization

**Other employment history:**

Procter & Gamble (7 years): Engineering Project Manager, Technology Leader; Operating Department Leader; LEAN manager; process engineer

**Has any formal charge of professional misconduct ever been sustained against you in any jurisdiction?**

☐ Yes ☒ No

**If yes, please explain complete disposition:**

**Do you have any personal or business interest that could create a conflict (either real or perceived) if appointed?**

☐ Yes ☒ No

**If yes, please explain conflict:**

**Graduate School**

Education:

If you selected 'Other' for education, please specify below:

**Additional Education History:**

MS Engineering Management, University of North Carolina at Charlotte BS Mechanical Engineering, University of Florida Registered PE (Mechanical), South Carolina Certified PMP

Spouse's Name:

Spouse's Employer

Spouse's Job Title

**City of Charlotte Website**

How did you find out about the Charlotte Boards and Commissions vacancies?

If you selected 'Other', please explain:

**Board Specific Questions**

Question applies to Charlotte Housing Authority Board (B/O).

No

Are you a low income housing resident?

Question applies to Citizens Review Board (B/O/E).

No

Have you graduated from Citizen's Academy?

Question applies to Housing Advisory Board of Charlotte-Mecklenburg.

Community representative

Which category, if any, do you fall under?

Question applies to Transit Services Advisory Committee.

Neighborhood Organizational Leader

Which category, if any, do you fall under?

Question applies to Charlotte International Cabinet.

At-Large (select this if none of the below apply)

Which category, if any, do you fall under

If you selected 'Other' please explain

If you selected 'Other', please explain:

**Boards /.Commissions Disclaimer**

I certify that the information provided in this application is true and correct to the best of my knowledge. I authorize and consent to background checks and to the investigation and verification of all information contained herein. I further authorize all persons having information concerning my qualifications to release information to city representatives and release such persons from all liability for any damages connected with the release of such information. I also release and discharge the City of Charlotte from any claims and damages, losses, liabilities, costs, expenses or any other charges or complaints arising out of the City's use of any information provided pursuant to this release. I understand and agree that any misstatement will be cause for my removal from any board or committee. By submitting this application, I agree to adhere to all city policies pertaining to boards and commissions, including attendance. I understand that affixing my name in this form is deemed an electronic signature that has the effect of a written signature and will be presumed a valid signature, absent notification otherwise. I hereby acknowledge that this application and information provided herein may constitute a public record, and as such, may be released in accordance with all applicable public record laws.

**Please check this box after reading the above disclosure statement:**

☒ I Agree

Victoria Watlington

Please type your name below:



# City of Charlotte

Charlotte-Mecklenburg  
Government Center  
600 East 4th Street  
Charlotte, NC 28202

**Agenda Date: 5/22/2017**

---

**Agenda #: 15.File #: 15-5580 Type: Business Item**

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## **Mayor and City Council Topics**

The City Council members may share information and raise topics for discussion.



**Agenda Date: 5/22/2017**

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**Agenda #: 16.File #: 15-5510 Type: Consent Item**

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## **Independence Boulevard Area Sidewalk and Bike Facilities South**

### **Action:**

**Approve a contract in the amount of \$418,521 with Kimley-Horn and Associates, Inc. to provide planning services for the Independence Boulevard Sidewalk and Bike Facilities South.**

### **Staff Resource(s):**

Gina Shell, Engineering and Property Management  
Bette Frederick, Engineering and Property Management

### **Explanation**

- In November 2016, voters approved a \$2 million bond referendum for the Southeast Corridor Sidewalk and Bikeway Improvement Program.
- This contract will provide planning services for 4.37 miles of sidewalk with two projects identified in the Independence Boulevard Sidewalk and Bike Facilities-South:
  - South Ped Bike Boulevard - Independence Boulevard Area Project (paralleling Independence Boulevard from Briar Creek Greenway to Mason Wallace Park, 3.8 miles).
  - Briar Creek Road Connector (Commonwealth Avenue to Monroe Road, .57 miles).
- The planning services include but are not limited to:
  - Public involvement,
  - Various analysis (e.g. storm drainage, traffic, etc.),
  - Conceptual plans, and
  - Cost estimates.
- On February 17, 2014, a Request for Qualifications (RFQ) was advertised for advanced preliminary planning to begin work on the 2014 Community Investment Plan.
  - On April 28, 2014, City Council approved a contract in the amount of \$175,000 to Kimley-Horn and Associates, Inc. for sidewalk and bikeway improvement projects. This contract included an option to continue services with the selected consultant as an incentive for good performance.
- Kimley-Horn and Associates, Inc. is the best qualified firm to meet the City's needs.

### **Charlotte Business INclusion**

The City negotiates subcontracting participation after the proposal selection process (Part C: Section 2.1 (h) of the Charlotte Business INclusion Policy). Kimley-Horn has committed 23.57 percent (\$98,655) of the total contract amount to the following certified firms:

- CES Group Engineers (SBE, WBE) (\$42,000) (survey/mapping)
- Hinde Engineering (SBE) (\$30,320) (planning)
- Amy K Steinmetz (SBE) (\$15,000) (community engagement)
- Boyle Consulting Engineers (SBE) (\$11,335) (geotechnical)

### **Fiscal Note**

Funding: General Transportation Community Investment Plan

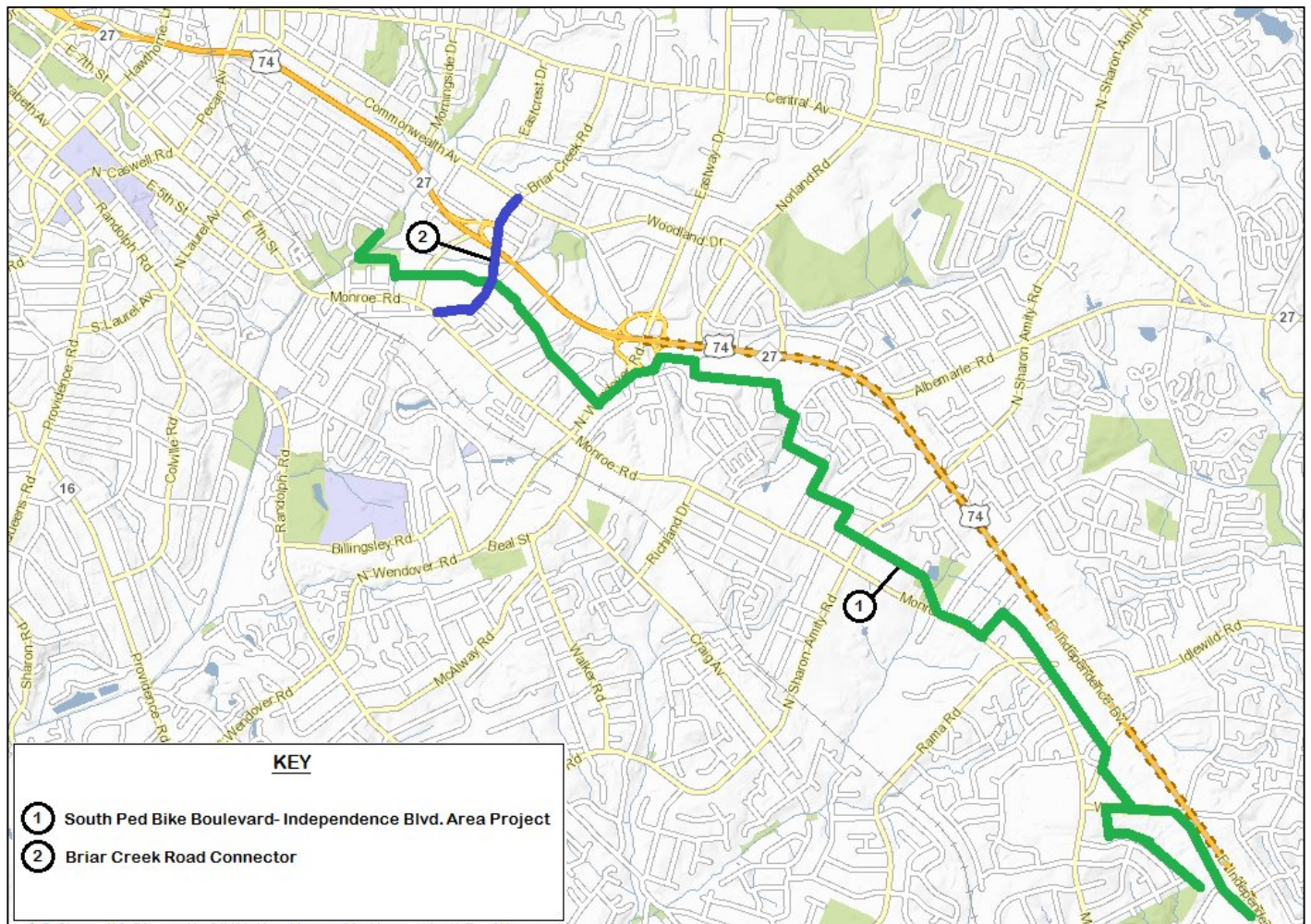
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**Agenda #:** 16.**File #:** 15-5510 **Type:** Consent Item

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**Attachment(s)**

Map



**Location Map: Independence Boulevard Sidewalk and Bike Facilities  
(Council Districts 1 and 5)**



**Agenda Date: 5/22/2017**

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**Agenda #: 17.File #: 15-5543 Type: Consent Item**

---

## **Wiseman Storm Drainage Improvement Project Construction Change Order #1**

### **Action:**

**Approve change order #1 for \$265,399.52 to Hall Contracting Corporation for the Wiseman Storm Drainage Improvement Project.**

### **Staff Resource(s):**

Gina Shell, Engineering and Property Management  
Susan Tolan, Engineering and Property Management  
John Keene, Engineering and Property Management

### **Explanation**

- The Wiseman Storm Drainage Improvement project includes installation of over 3,700 feet of storm drainage infrastructure and approximately 1,000 feet of bank stabilization and channel improvements.
- During construction, private utility companies revised the utility plans delaying the scheduling of relocations. Change Order #1 will provide funds to accommodate these delays including:
  - Demobilization and remobilization, and
  - Maintenance of the site during the delay including traffic control, erosion control and tree protection measures for the extended contract duration.
- The new total value of the contract including change order #1 is \$4,679,667 and funding is available within the project budget.
- The project is scheduled to be complete by third quarter 2017.

### **Charlotte Business INclusion**

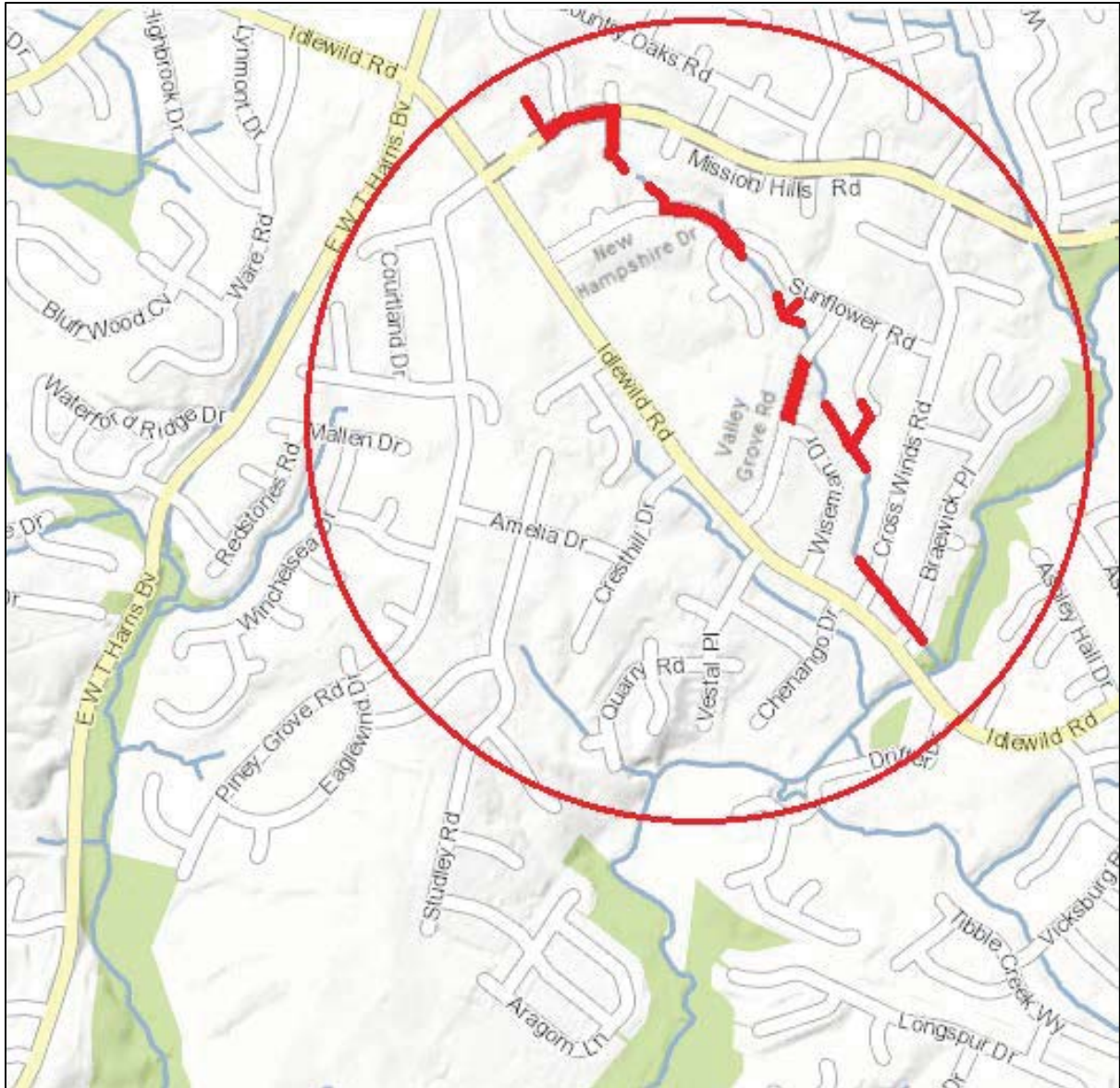
Additional work will be performed by Hall Contracting Corporation and their existing subcontractors (Part D: Section 6 of the Charlotte Business INclusion Policy).

### **Fiscal Note**

Funding: Storm Water Community Investment Plan

### **Attachment(s)**

Map



**Location Map: Wiseman Storm Drainage Improvement Project (Council District 5)**



**Agenda Date: 5/22/2017**

---

**Agenda #: 18.File #: 15-5545 Type: Consent Item**

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## **Cherokee Scotland Storm Drainage Improvement Project Change Order #2**

### **Action:**

**Approve change order #2 for \$294,525 to OnSite Development, LLC for the Cherokee Scotland Storm Drainage Improvement Project.**

### **Staff Resource(s):**

Gina Shell, Engineering and Property Management  
Susan Tolan, Engineering and Property Management  
Jackie Bray, Engineering and Property Management

### **Explanation**

- The Cherokee/Scotland project includes installation of over 10,000 feet of storm drainage infrastructure.
- Change Order #1 in the amount of \$788,921.85 was approved by City Council on February 8, 2016. This change order provided funding for additional sewer replacement on Biltmore Drive and extended the contract completion to September 2017.
- Change Order #2 in the amount of \$294,525 will accommodate backfill material underestimated at the time of bid.
- The contractor will be paid the original contract unit price for the backfill material.
- The total contract value including this change order is \$7,450,607.58, which is available within the project budget.
- The project is scheduled to be complete by the third quarter of 2017.

### **Charlotte Business INclusion**

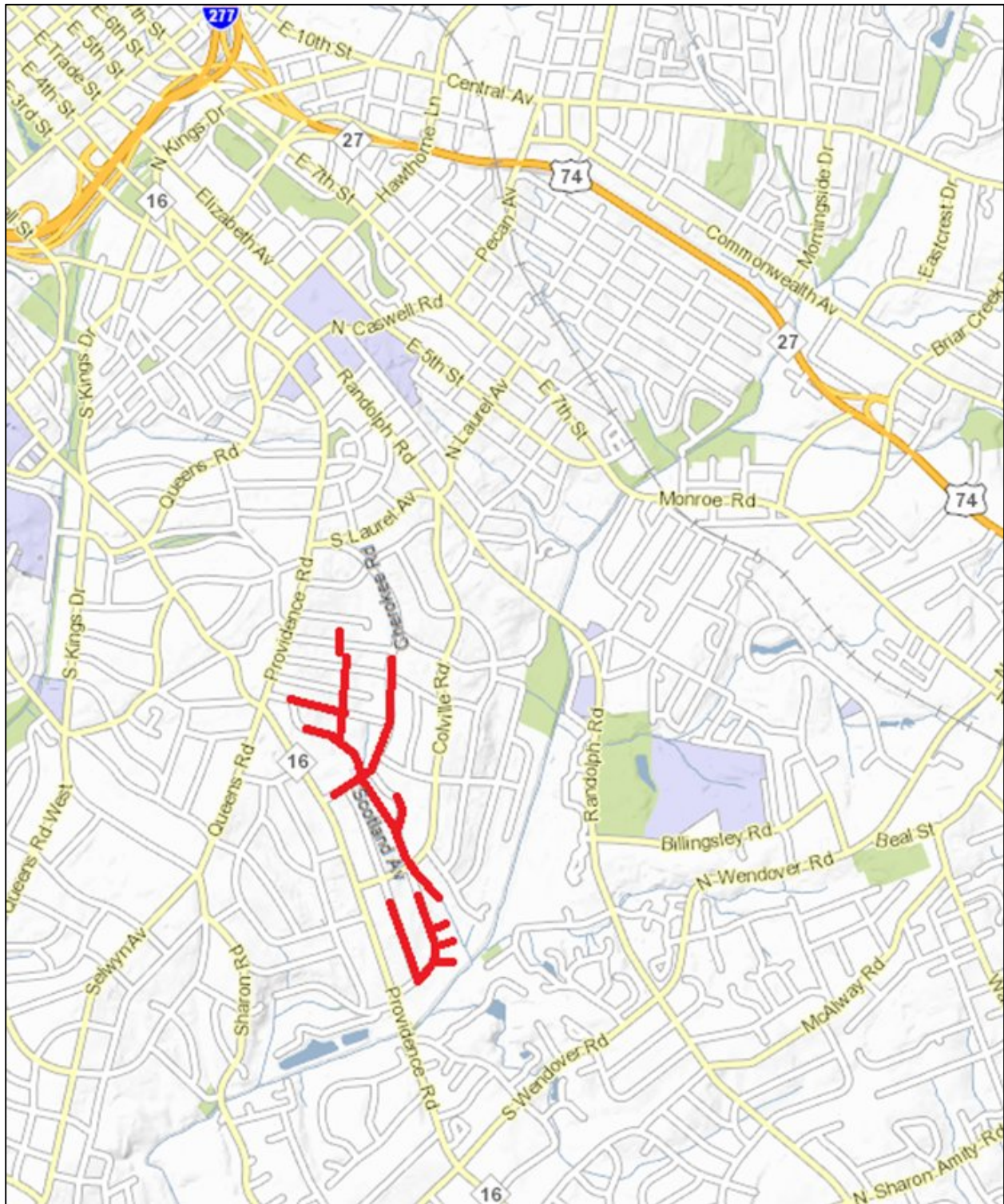
Additional work will be performed by OnSite Development and their existing subcontractors (Part D: Section 6 of the Charlotte Business INclusion Policy).

### **Fiscal Note**

Funding: Storm Water Community Investment Plan

### **Attachment(s)**

Map



**Location Map: Cherokee / Scotland Storm Drainage Improvement Project  
(Council District 1)**



**Agenda Date: 5/22/2017**

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**Agenda #: 19.File #: 15-5513 Type: Consent Item**

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## **Ridge Road Extension Contract**

### **Action:**

**Approve a contract in the amount of \$391,300 with WSP USA Inc. (formerly known as Parsons Brinckerhoff, Inc.) for engineering planning services for the Ridge Road Extension Project.**

### **Staff Resource(s):**

Gina Shell, Engineering and Property Management  
Kristie Kennedy, Engineering and Property Management

### **Explanation**

- In November 2014, voters approved a \$20 million bond referendum for the Comprehensive Neighborhood Improvement Program (CNIP).
- Proposed improvements to be considered include curb and gutter, sidewalks, storm drainage, bicycle lanes, turn lanes, and signalization at its intersection with Eastfield Road.
- The engineering planning services contract includes, but is not limited to:
  - Public involvement,
  - Alternative analysis,
  - Conceptual plans,
  - Cost estimates,
  - Storm drainage analysis, and
  - Traffic analysis.
- On February 24, 2016, a Request for Qualifications (RFQ) was advertised; 20 proposals were received from interested professional service providers.
- WSP USA Inc. is the best qualified firm to meet the City's needs in terms of competence and professional services qualifications for the CNIP.
- Design and construction contracts are anticipated to return to City Council for approval in the future.

### **Charlotte Business INclusion**

The City negotiates subcontracting participation after the proposal selection process (Part C: Section 2.1 (h) of the Charlotte Business INclusion Policy). WSP USA Inc. has committed 10 percent (\$39,147) of the total contract amount to the following firms:

- Action Graphics (SBE, WBE) (\$1,455) (printing)
- AmeriDrill Corporation (SBE) (\$6,400) (geotechnical services)
- Hinde Engineering, Inc. (SBE) (\$20,000) (utility coordination)
- Bloc Design, PLLC (SBE) (\$11,292) (landscape design)

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**Agenda #:** 19.**File #:** 15-5513 **Type:** Consent Item

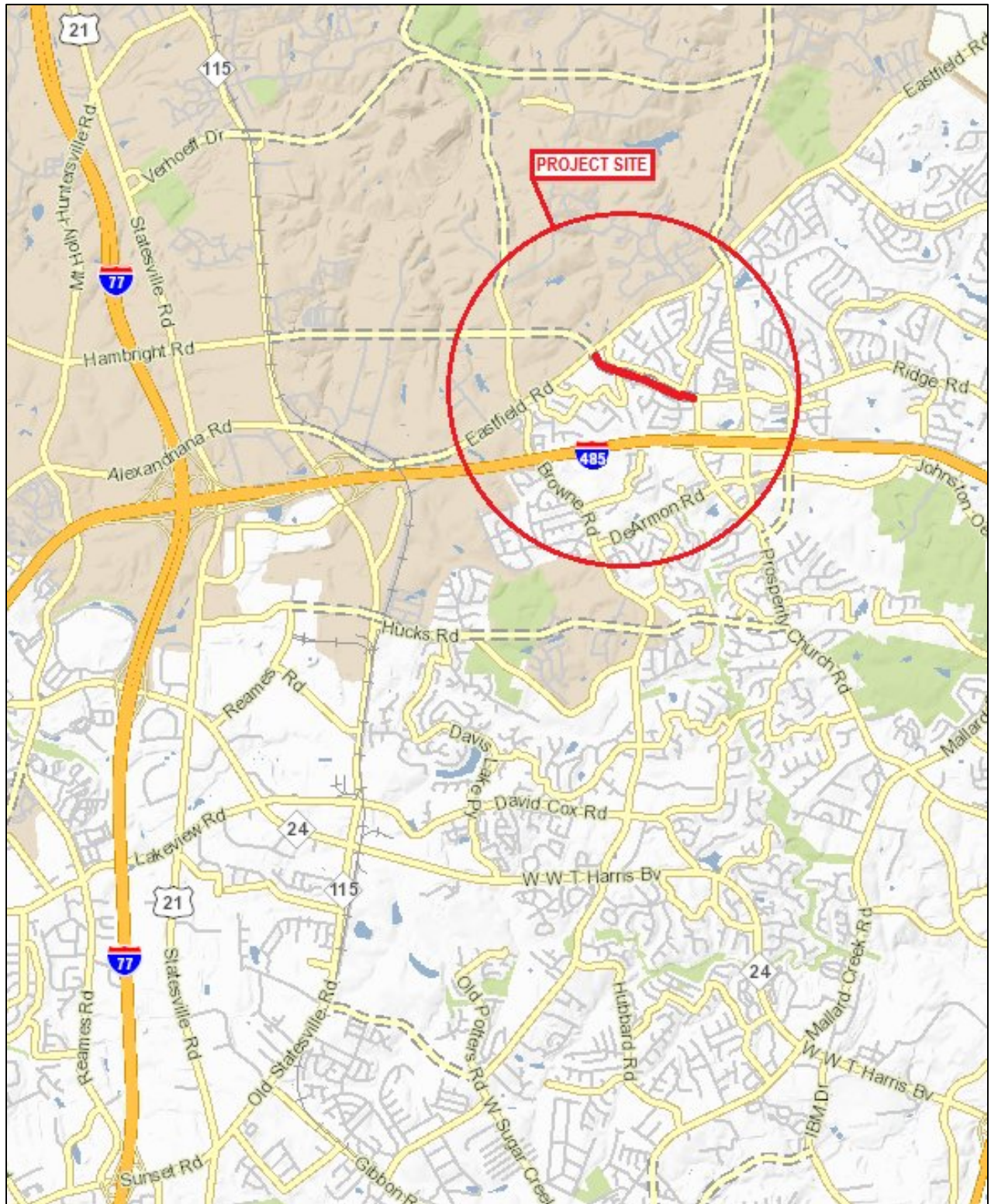
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**Fiscal Note**

Funding: General Community Investment Plan

**Attachment(s)**

Map



**Location Map: Ridge Road Extension (Council District 4)**



**Agenda Date: 5/22/2017**

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**Agenda #: 20.File #: 15-5410 Type: Consent Item**

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## **Petroleum Tank Maintenance Services**

### **Action:**

**Approve a unit price contract for petroleum tank maintenance services with the following companies for a three-year term:**

- **Petroleum Equipment & Service, Inc. and**
- **SouthEastern Petroleum Services, Inc.**

### **Staff Resource(s):**

Gina Shell, Engineering and Property Management  
Douglas Pierotti, Engineering and Property Management

### **Explanation**

- The City operates more than 100 petroleum underground storage tanks at numerous City facilities required to meet EPA/State regulatory compliance.
- The operation and maintenance of fueling systems includes:
  - Electronic monitoring/testing of leak detection and spill prevention equipment,
  - Installation, repair and/or replacement of piping and tank system components,
  - Vacuum/pumping services as needed for preventive maintenance, and
  - Testing and calibration services to comply with regulatory compliance inspection.
- Individual work orders will be assigned to the contractors as need arises.
- On December 22, 2016, the City issued a Request for Proposals; four proposals were received from interested professional service providers.
- Petroleum Equipment & Service, Inc. and SouthEastern Petroleum Services, Inc. are the best qualified firms to meet the City's needs.
- Total estimated contract expenditures for all contracts are \$600,000 annually.

### **Charlotte Business INClusion**

The City negotiates subcontracting participation after the proposal selection process (Part C: Section 2.1 (h) of the Charlotte Business INClusion Policy). On these contracts, the Prime Consultants have each committed 10 percent of the total contract amount to the following certified firms:

#### **Petroleum Equipment & Service, Inc.**

- Blew Inc. (SBE) (electrical)
- The Huffstetler Group (SBE) (concrete)

#### **SouthEastern Petroleum Services, Inc.**

- Blew Inc. (SBE) (electrical)
- Boyle Consulting Engineers (SBE) (engineering services)

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**Agenda #:** 20.**File #:** 15-5410 **Type:** Consent Item

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- Concord Industrial Service Co. (SBE) (grading & concrete)

**Fiscal Note**

Funding: General Community Investment Plan



**Agenda Date: 5/22/2017**

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**Agenda #: 21.File #: 15-5419 Type: Consent Item**

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## **Environmental Consulting Services**

### **Action:**

**A. Approve a contract for environmental consulting services with the following companies for a three-year term:**

- **Geosyntec Consultants of North Carolina, PC,**
- **Hart & Hickman, PC,**
- **Terracon Consultants, Inc.,**
- **AECOM Technical Services of North Carolina, Inc.,**
- **Amec Foster Wheeler Environment & Infrastructure, Inc.,**
- **S&ME, Inc., and**
- **HDR Engineering, Inc. of the Carolinas**

**B. Authorize the City Manager to renew the contracts for up to two additional one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which they were approved.**

### **Staff Resource(s):**

Gina Shell, Engineering and Property Management  
Barry Gullet, Charlotte Water  
Jackie Jarrell, Charlotte Water  
Douglas Pierotti, Engineering and Property Management

### **Explanation**

- These contracts provide ongoing support of City compliance with state and federal Environmental Protection Agency regulations.
- On January 17, 2017, the City issued a Request for Qualifications (RFQ); 16 responses were received from interested service providers.
- The seven firms listed above are the best qualified firms to meet the City's needs.
- Total estimated contract expenditures for all contracts is \$800,000 annually.

### **Charlotte Business INClusion**

The City negotiates subcontracting participation after the proposal selection process (Part C: Section 2.1 (h) of the Charlotte Business INClusion Policy). On these contracts, the Prime Consultants have each committed 5 percent of the total contract amount to the following certified firms:

Geosyntec Consultants of North Carolina, PC

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**Agenda #: 21.File #: 15-5419 Type: Consent Item**

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- A&W Electric (SBE) (electrician)
- Harvest Environmental (SBE) (environmental consulting)
- R. Joe Harris & Associates (SBE) (land surveying)
- Red Dog Drilling (SBE)

Hart & Hickman, PC

- Get the Lead Out (SBE, WBE) (asbestos and lead inspection)
- JennTec LLC (SBE) (specialized environmental services)
- Sweetwater Utility Exploration (SBE) (utility locate services)

Terracon Consultants, Inc.

- Concord Industrial Services (SBE) (ecological services)
- JWJ Consulting (SBE, MBE) (air monitoring)
- PRISM Laboratories (WBE) (laboratory services)
- RDL Underground Locating (SBE, MBE) (utility locating)

AECOM Technical Services of North Carolina, Inc.

- CES Group Engineers (SBE, WBE) (surveyor services)
- Joel Wood & Associates (SBE) (geotechnical)
- Jones Grading & Fencing (SBE, MBE) (earthwork)
- PRISM Laboratories (WBE) (analytical services)
- Richa Graphics (SBE, MBE) (drafting services)
- Sweetwater Utility Exploration (SBE) (utility locate services)

Amec Foster Wheeler Environment & Infrastructure, Inc.,

- PRISM Laboratories (WBE) (laboratory services)

S&ME, Inc.

- Carolina Environmental Response Team (SBE) (waste disposal)
- CES Group Engineers (SBE, WBE) (site assessment)
- PRISM Laboratories (WBE) (testing services)

HDR Engineering, Inc. of the Carolinas

- PRISM Laboratories (WBE) (analytical services)
- R. Joe Harris & Associates (SBE) (surveying, planning)

**Fiscal Note**

Funding: General and Charlotte Water Community Investment Plans



**Agenda Date: 5/22/2017**

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**Agenda #: 22.File #: 15-5450 Type: Consent Item**

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## **Environmental Emergency and Rapid Response Services**

### **Action:**

- A. Approve contracts with the following companies for Environmental Rapid Response and Emergency Response Services for an initial term of three years:**
- **Haz-Mat Environmental Services, Inc,**
  - **Contaminant Control Inc.,**
  - **Clean Harbors Environmental Services,**
  - **Harvest Environmental Services, Inc,**
  - **Hepaco, LLC, and**
  - **Progressive Environmental Services, Inc.**
- B. Authorize the City Manager to renew the contracts for up to two additional one-year terms with possible price adjustments and to amend the contracts consistent with the purpose for which they were approved.**

### **Staff Resource(s):**

Barry Gullet, Charlotte Water  
Gina Shell, Engineering and Property Management  
Jackie Jarrell, Charlotte Water  
Douglas Pierotti, Engineering and Property Management

### **Explanation**

- These contracts allow for:
  - Removal of solid and liquid hazardous and non-hazardous waste from oil/water separators, soils, storm water catch basins, streams, ponds, stormwater treatment structures, water and wastewater treatment facilities, and sewer collection and water distribution piping/pumping systems.
  - Clean up of environmental contamination encountered in soil, water, and concrete and excavation and disposal of abandoned underground storage tanks during construction and rehabilitation projects and environmental cleanup services.
  - Asbestos containing material abatement and disposal.
  - Mold cleanup and remediation services.
- These service contracts will be utilized by Charlotte Water and Engineering and Property Management to prevent environmental contamination and respond to hazardous and nonhazardous waste removal and spills needed to maintain regulatory compliance.
- On December 15, 2016, the City issued a Request for Proposal (RFP); 11 proposals were received

from interested service providers.

- The Service Providers listed above best meet the City's needs in terms of qualifications, experience, available equipment resources, pricing, and responsiveness to RFP requirements.
- Total estimated contract expenditures for all contracts are \$800,000 annually.

**Charlotte Business INclusion**

No subcontracting goal was established because there are no subcontracting opportunities (Part C: Section 2.1(a) of the Charlotte Business INclusion Policy). However, Harvest Environmental Services is a City SBE.

**Fiscal Note**

Funding: General Community Investment Plan and Charlotte Water Community Investment Plan



**Agenda Date: 5/22/2017**

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**Agenda #: 23. File #: 15-5446 Type: Consent Item**

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## **Charlotte Water Gas Monitoring Safety Equipment**

### **Action:**

- A. Award a unit price contract to the lowest responsive bidder Safety Resource, Inc. for the purchase of gas monitoring and detection safety equipment for an initial term of one year, and**
- B. Authorize the City Manager to renew the contract for up to two additional, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which it was approved.**

### **Staff Resource(s):**

Barry Gullet, Charlotte Water  
Ron Hargrove, Charlotte Water

### **Explanation**

- In the maintenance of water and sewer facilities, staff has to enter confined areas such as tanks, underground vaults, excavations, or manholes. Air within the spaces must be tested prior to entry.
- This contract will maintain current monitors and also provide replacement monitors when needed. This contract will also provide calibration, repairs, and training services for the equipment.
- On March 27, 2017, the City issued an Invitation to Bid; one bid was received from an interested service provider.
- Safety Resource, Inc. was selected as the lowest responsive, responsible bidder.
- This contract is specific to the Drager brand for standardization and uniformity. Safety Resource, Inc. is able to provide the gas monitors, in addition to the maintenance and calibration services.
- Estimated expenditures for the three years are \$275,000.

### **Charlotte Business INclusion**

No subcontracting goal was established because there are no subcontracting opportunities (Part C: Section 2.1(a) of the Charlotte Business INclusion Policy). However, Safety Resource, Inc. is a certified SBE.

### **Fiscal Note**

Funding: Charlotte Water Operating Budget



**Agenda Date: 5/22/2017**

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**Agenda #: 24. File #: 15-5442 Type: Consent Item**

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## **Vest Water Treatment Plant Chemical Storage Tank Replacement Project**

### **Action:**

**Award a contract in the amount of \$149,000 to the lowest responsive bidder, Basinger Contracting Company, for the Vest Water Treatment Plant Chemical Storage Tank Replacement Project.**

### **Staff Resource(s):**

Barry Gullet, Charlotte Water  
Carl Wilson, Charlotte Water

### **Explanation**

- The City owns and maintains three water treatment plants in Mecklenburg County. The Vest Water Treatment Plant (WTP) located at 820 Beatties Ford Road in West Charlotte is the oldest.
- The fluoride bulk storage tanks have reached the end of the useful life and need to be replaced. This Project replaces the two bulk storage tanks with one large polyethylene bulk storage tank and upgrades associated piping and feed equipment.
- On March 8, 2017, the City issued an Invitation to Bid; two bids were received from interested service providers.
- Basinger Contracting Company was selected as the lowest responsive, responsible bidder.
- The project is anticipated to be complete by spring 2018.

### **Charlotte Business INclusion**

Construction contracts estimated to be less than \$300,000 are informal and exempt from the goal setting process (Part A: Section 3.1 of the Charlotte Business INclusion Policy). However, Basinger Contracting Company is a City SBE.

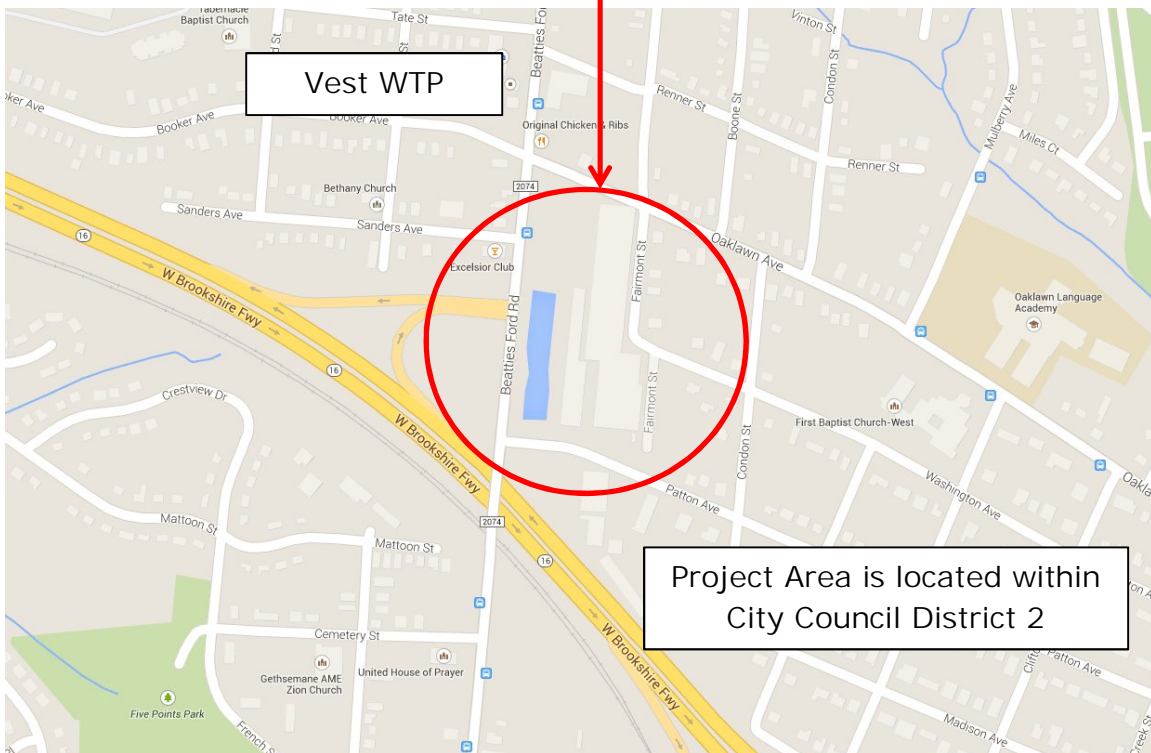
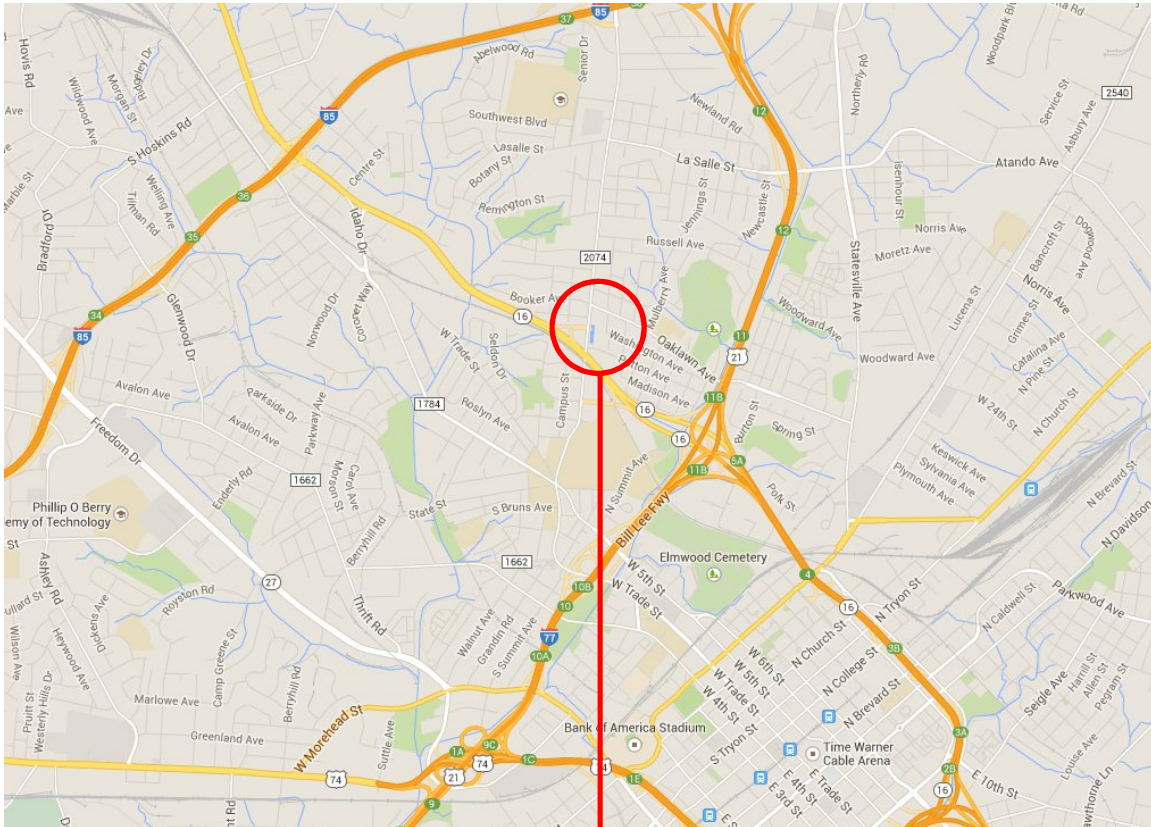
### **Fiscal Note**

Funding: Charlotte Water Community Investment Plan

### **Attachment(s)**

Map

# Vest Water Treatment Plant Chemical Storage Tank Replacement Project – Map





**Agenda Date: 5/22/2017**

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**Agenda #: 25. File #: 15-5445 Type: Consent Item**

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## **Irwin Creek Treatment Plant Phase 2 Project - Construction Change Order**

### **Action:**

- A. Approve change order #1 for \$3,091,052 to Ulliman Schutte Construction, LLC for the Irwin Creek Treatment Plant Phase 2 Project, and**
- B. Approve contract amendment #2 for \$349,348 to Hazen and Sawyer for engineering construction administration services for the Irwin Creek Treatment Plant Phase 2 Project.**

### **Staff Resource(s):**

Barry Gullet, Charlotte Water  
Carl Wilson, Charlotte Water

### **Explanation**

- The Irwin Creek Wastewater Treatment Plant Project is located on Westmont Drive in West Charlotte.
- The Plant is currently undergoing extensive renovations known as the Irwin Creek Phase 2 Project. Construction will be completed in the spring of 2019.
- The plant has three existing secondary clarifiers which were constructed in 2000. Clarifiers are circular concrete tanks with metal working components and are 125 feet in diameter.
- The repair and replacement of the existing secondary clarifiers was initially planned as a future project; however, the metal and concrete deterioration rate and age of the equipment requires faster action to prevent failure.

### **Action A**

- On January 11, 2016, City Council awarded the low bid price of \$39,732,000 to Ulliman Schutte Construction, LLC.
- The bid included the addition of a new fourth secondary clarifier adjacent to the three existing clarifiers described above.
- Based on inspection results, it is recommended that replacing the mechanisms and associated work proceed as a Change Order to Ulliman Schutte's construction contract.
- The Change Order will accelerate clarifier rehabilitation.
- The Change Order price is based on existing bid price and similar recently performed work.
- The new total value of the contract is \$42,823,052.

Action B

- On January 13, 2014, City Council awarded the engineering firm of Hazen and Sawyer a contract for design and construction administration services in the amount of \$4,132,979.
- On January 29, 2016, Amendment #1 was approved for no additional cost. This amendment restructured unused allowances to provide for additional construction administration services.
- Amendment #2 provides for:
  - Additional construction administration services for the time extension for construction.
  - Additional field design services due to changed conditions and constructability issues.
- The new total value of the contract is \$4,482,327.

**Charlotte Business INClusion**

Action A

Work involved will be performed by Ulliman Schutte Construction, LLC and their existing subcontractors (Part D: Section 6 of the Charlotte Business INClusion Policy). However, Ulliman Schutte Construction has increased their original SBE utilization commitment from 2.43% (\$879,983) to 2.91% (\$1,248,047).

Action B

Work involved will be performed by Hazen and Sawyer and their existing subconsultants (Part D: Section 6 of the Charlotte Business INClusion Policy). However, Hazen and Sawyer has increased their original SBE utilization commitment from 5.11% (\$211,195) to 5.56% (\$249,345).

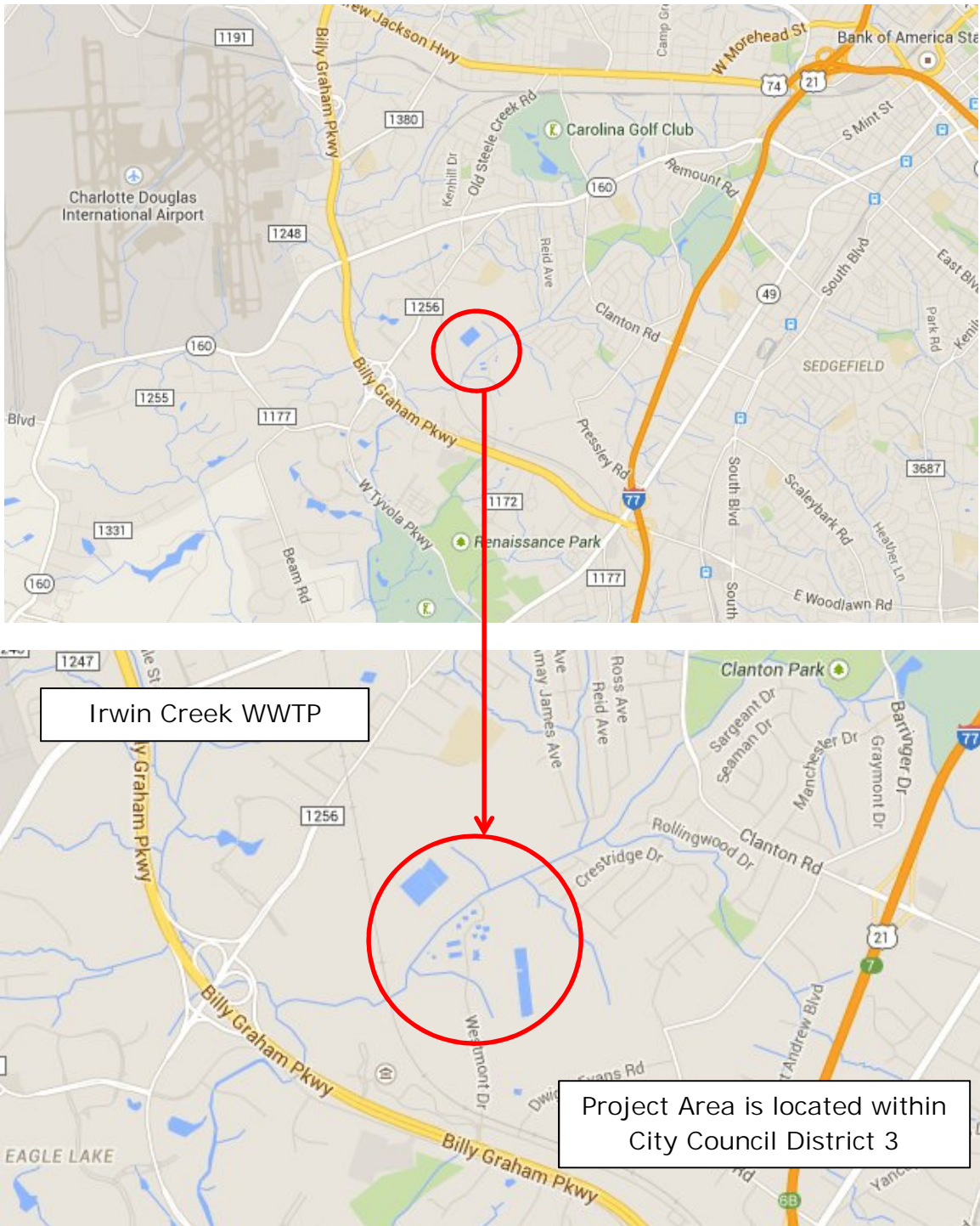
**Fiscal Note**

Funding: Charlotte Water Community Investment Plan

**Attachment(s)**

Map

# Construction Change Order Irwin Creek Treatment Plant Phase 2 Project – Map





**Agenda Date: 5/22/2017**

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**Agenda #: 26. File #: 15-5319 Type: Consent Item**

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## **Charlotte Gateway Station Project Phase 1a and 1b Agreements**

### **Action:**

- A. Adopt a resolution authorizing the City Manager to negotiate and execute a Grant Agreement and supporting documents as Recipient of Fiscal Year 2015 TIGER Discretionary Funding from the Federal Railroad Administration in an amount up to \$30 million for the Charlotte Gateway Station project,**
- B. Adopt a resolution authorizing the City Manager to negotiate and execute a revised Municipal Agreement between the City and the North Carolina Department of Transportation for the Charlotte Gateway Station project, and**
- C. Adopt a resolution authorizing the City Manager to negotiate and execute a Framework Agreement between the City, Norfolk Southern Railroad, and the North Carolina Department of Transportation for the Charlotte Gateway Station project.**

### **Staff Resource(s):**

John Lewis, CATS  
John Muth, CATS  
Tina Votaw, CATS

### **Explanation**

- The Charlotte Gateway Station (CGS) Project is the future multi-modal transportation center in Uptown Charlotte and is anticipated to include:
  - Inter-city Passenger Rail (Amtrak/NCDOT),
  - Inter-city Bus (Greyhound and other inter-city carriers),
  - Commuter Rail Services,
  - Modern Streetcar (CityLYNX Gold Line), and
  - Regional, Express, and Local Bus (CATS).
- The CGS will be completed in phases, using federal and state grant funding when available.
- The Federal Railroad Administration (FRA) has selected the City to receive \$30 million in grant funding for Phases 1a and 1b of the Charlotte Gateway Station (CGS) project.
- The current phases of the project include:
  - Phase 1a: The Track, Structures and Signals, and
  - Phase 1b: The Intercity Passenger Rail Platform and supporting Improvements.
- Future phases of the project include:
  - Phase 2a: The future multi-modal Passenger Station in Uptown Charlotte and commencement of Amtrak passenger service at the new station,

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**Agenda #: 26.File #: 15-5319 Type: Consent Item**

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- Phase 2b: The future removal/decommissioning of certain improvements at the existing Amtrak Station on North Tryon Street. These improvements are located on right of way owned by Norfolk Southern Railroad (NSR), and
- Phase 3: The future bus facilities and the future transit oriented development.
- These Agreements must be executed by the City by June 30, 2017 in order for the FRA to execute the Grant Agreement by September 30, 2017. Otherwise, the funding could be at risk.
- The key provisions of each agreement, and additional background information for each action, are attached.

#### Action A: Grant Agreement with Federal Railroad Administration

- This Grant provides \$30 million for CGS Phases 1a and 1b with NCDOT contributing \$48.75 million.
- The estimated total construction cost of Phase 1a and 1b is \$72.1 million. This includes the construction of two station tracks, supporting bridges, signal work, and a passenger platform.
- The City would use capital funding previously approved for the CGS Project to cover costs for Phase 1a and 1b that exceed \$78.75 million, if any.
- In order to enter into the grant funding agreement with the FRA, the City will also need to sign agreements with the North Carolina Department of Transportation (NCDOT) and the Norfolk Southern Railroad to outline responsibilities for Phase 1a and 1b design, funding, and construction.

#### Action B: Municipal Agreement with North Carolina Department of Transportation

- Action B authorizes the City Manager to negotiate and execute a Municipal Agreement between NCDOT and the City to outline the responsibilities for each organization as the primary sponsors of this project and recipients of the grant award.
- A Municipal Agreement with NCDOT will allow NCDOT to continue to lead Phases 1a and 1b, including completion of final design, right of way acquisition, procurement of contractors, and construction management.
- Completion of Phase 1a and 1b construction are projected for the end of 2021.

#### Action C: Framework Agreement with Norfolk Southern Railroad

- Action C authorizes the City Manager to negotiate and execute a Framework Agreement between the City, NCDOT, and Norfolk Southern as required in order to access and perform construction work within NSR's right of way.
- The agreement includes the following key provisions for construction of Phases 1a and 1b:
  - Access to NSR's right of way,
  - Construction of signal improvements, and
  - Coordination with NSR relative to its existing freight operation adjacent to the CGS Project.

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**Agenda #:** 26.**File #:** 15-5319 **Type:** Consent Item

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**Attachment(s)**

Provisions of the Agreements  
Resolutions

## Key Provisions of each Agreement:

### Action A:

- The Grant Agreement includes the following key provisions:
  - Scope: The FRA funding will include the construction of Phase 1a and 1b, with the FRA funding supplemented by other sources in order to provide sufficient funding to complete Phases 1a and 1b, delivering two station tracks, supporting bridges, signal work and a passenger platform.
  - Schedule: The FRA funding must be obligated (awarded) to the City no later than September 30, 2017 or the funds will be rescinded.
  - Funding Expenditure: Five years from date of obligation or September 30, 2022.
  - Ownership and Maintenance of the Improvements by the City upon completion of construction (funded through CATS Operating budget beginning in 2022).

### Action B

- The Municipal Agreement includes the following key provisions:
  - NCDOT will continue to lead Phase 1a and 1b including completion of final design, right of way acquisition, procurement of contractors and construction management.
  - Both the City and NCDOT will contribute funds to pay for Phases 1a and 1b.
  - Right-of-way acquisition and costs is wholly the responsibility of NCDOT.
  - The cost of construction is estimated to be \$72.1 Million.
  - NCDOT will contribute up to \$48.75 Million for construction.
  - The City has previously approved \$33 Million in CIP funds for the CGS Project.
  - The FRA grant amount and NCDOT's contribution total \$78.75 Million.
  - The City is responsible for its own staff costs and only for construction costs that exceed \$78.75 Million, if any.
  - Utility relocation is projected to begin in early 2018 with completion of Phase 1a and 1b construction projected for the end of 2021.
  - Once construction is underway, there is a reciprocal termination provision which applies to either the City or NCDOT should either party terminate the Agreement. The provision requires that the terminating party reimburse the other party for funds that have been expended during construction.
  - Both the City and NCDOT acknowledge that Amtrak service cannot commence in Uptown Charlotte until Phase 2a (the station building) has been constructed and an agreement with Amtrak has been completed. The design and construction of Phase 2a will be led by the City. The City agrees to work in good faith to identify the funding necessary to design and construct Phase 2a within three (3) years of completion of Phases 1a and 1b or by the Year 2024. Completion of Phase 2a would include expenditure of the \$33 million in City funds referenced above, if these funds are not needed for the completion of Phase 1a and 1b.
  - City staff is preparing the strategy to advance Phase 2a and will update Council throughout this process.

### Action C

- The Framework Agreement includes the following key provisions:
  - Construction of Phases 1a and 1b requires access to NSR's right of way, construction of signal improvements and coordination with NSR relative to its existing freight operation adjacent to the CGS Project.
  - NSR's continued participation in the design, review and approval of Phase 1a and 1b is required. The Parties will negotiate and execute future Construction and Maintenance Agreements that address specific Phase 1a and 1b construction and maintenance responsibilities. Those Agreements will be submitted to Council as required.
  - The Phase 1a and 1b improvements are being designed and constructed in order to relocate intercity passenger rail service (Amtrak service) to Charlotte Gateway Station. The Agreement states that none of the parties shall permit the subsequent introduction of commuter rail or other passenger rail services over the Phase 1a and 1b improvements without the prior written consent of the other parties to the Framework Agreement.

May 22, 2017

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHARLOTTE AUTHORIZING THE CITY MANAGER AND/OR HIS DESIGNEE TO NEGOTIATE AND EXECUTE A COOPERATIVE (GRANT) AGREEMENT AND SUPPORTING DOCUMENTS WITH THE U.S. DEPARTMENT OF TRANSPORTATION (U.S. DOT), ACTING THROUGH THE FEDERAL RAILROAD ADMINISTRATION (FRA), TO FURTHER THE CHARLOTTE GATEWAY STATION PROJECT.

A motion was made by \_\_\_\_\_ and seconded by \_\_\_\_\_ for the adoption of the following Resolution, and upon being put to a vote was duly adopted:

WHEREAS, the Charlotte Gateway Station Project (CGS Project) will be a future multi-modal transportation center in Uptown Charlotte and will be located in the general vicinity of Graham and Trade Streets and the Norfolk Southern Railroad (NSR) tracks in uptown Charlotte; and

WHEREAS, due to the availability of funding, the CGS Project will be completed in phases, using grant funding as much as possible; and

WHEREAS, the following phases have been currently identified and may be further revised or refined as necessary:

- Phase 1a: The Track, Structures and Signals/TS&S;
- Phase 1b: The Platform, Canopy and supporting Improvements;
- Phase 2a: The future multi-modal Passenger Station in Uptown Charlotte and commencement of Amtrak passenger service at the new Station;
- Phase 2b: The future removal/decommissioning of certain improvements at the existing Amtrak Station. These improvements are located on right of way owned by NSR; and
- Phase 3: The future bus facilities and the future transit oriented development.

WHEREAS, the City of Charlotte (City) and the North Carolina Department of Transportation (NCDOT) have been working in partnership to advance the CGS Project and have both separately, as well as jointly, taken actions to advance the CGS Project including applying for federal, state and local funding; and

WHEREAS, the CGS Project has been awarded \$30 million in TIGER Discretionary Funding to pay for a portion of the cost to construct Phases 1a and 1b of the CGS Project; and

WHEREAS, in order to secure the \$30 million in TIGER funding, the City must sign the Cooperative (Grant) Agreement and supporting documents by no later than June 1, 2017;

NOW, THEREFORE, BE IT RESOLVED that the City Council of Charlotte, North Carolina hereby:

1. Authorizes the City Manager and/or his designees to negotiate and execute the Cooperative (Grant) Agreement and supporting documents including but not limited to a Memorandum of Agreement (MOA), all consistent with the terms as presented to City Council with such technical corrections and modifications as may be necessary to effect the spirit and intent of the Agreements;
2. Authorizes the Chief Executive Officer of the Charlotte Area Transit System to undertake all activities and measures necessary to fulfill the obligations of the City pursuant to the Cooperative (Grant) Agreement and supporting documents;
3. Directs that this resolution and its adoption be reflected in the minutes of the Charlotte City Council.

May 22, 2017

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHARLOTTE AUTHORIZING THE CITY MANAGER AND/OR HIS DESIGNEES TO NEGOTIATE AND EXECUTE A FRAMEWORK AGREEMENT WITH THE NORFOLK SOUTHERN RAILWAY COMPANY AND THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TO FURTHER THE CHARLOTTE GATEWAY STATION PROJECT.

A motion was made by \_\_\_\_\_ and seconded by \_\_\_\_\_ for the adoption of the following Resolution, and upon being put to a vote was duly adopted:

WHEREAS, pursuant to Section 136-18 of Chapter 136 of the North Carolina General Statutes, as amended, the North Carolina Department of Transportation (the Department) and units of local government of this State are authorized to enter into agreements with each other in order further transportation infrastructure in this State; and

WHEREAS, the Department and the City of Charlotte (City) have plans to jointly advance the property acquisition and construction of an intermodal transportation facility known as the Charlotte Gateway Station Project (CGS Project). The Project will be located in the general vicinity of Graham and Trade Streets adjacent to the right of way and tracks owned and operated by the Norfolk Southern Railway (NSR) in Uptown Charlotte; and

WHEREAS, due to the availability of funding, the CGS Project will be completed in phases, using grant funding as much as possible; and

WHEREAS, the following phases have been currently identified and may be further revised or refined as necessary:

- Phase 1a: The Track, Structures and Signals/TS&S;
- Phase 1b: The Platform, Canopy and supporting Improvements;
- Phase 2a: The future multi-modal Passenger Station in Uptown Charlotte and commencement of Amtrak passenger service at the new Station;
- Phase 2b: The future removal/decommissioning of certain improvements at the existing Amtrak Station. These improvements are located on right of way owned by NSR; and
- Phase 3: The future bus facilities and the future transit oriented development

WHEREAS, completion of Phase 1a and 1b requires access to NSR's right of way, construction of signal improvements and coordination with NSR relative to its existing freight operation adjacent to the CGS Project.

WHEREAS, a Framework Agreement is required relative to NSR's continued participation in the design, review and approval of Phase 1a and 1b. The Framework Agreement anticipates that the Parties will negotiate and execute future Construction and Maintenance Agreements that address specific construction and maintenance responsibilities. Those Agreements will be submitted to Council as required.

NOW, THEREFORE, BE IT RESOLVED that the City Council of Charlotte, North Carolina hereby:

1. Authorizes the City Manager and/or his designees to negotiate and execute the Framework Agreement consistent with the terms as presented to City Council with such technical corrections and modifications as may be necessary to effect the spirit and intent of the Framework Agreement;
2. Authorizes the Chief Executive Officer of the Charlotte Area Transit System to undertake all activities and measures necessary to fulfill the obligations of the City pursuant to the Framework Agreement;

3. Directs that this resolution and its adoption be reflected in the minutes of the Charlotte City Council.

May 22, 2017

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CHARLOTTE AUTHORIZING THE CITY MANAGER AND/OR HIS DESIGNEES TO NEGOTIATE AND EXECUTE A MUNICIPAL AGREEMENT WITH THE NORTH CAROLINA DEPARTMENT OF TRANSPORTATION TO FURTHER THE CHARLOTTE GATEWAY STATION PROJECT.

A motion was made by \_\_\_\_\_ and seconded by \_\_\_\_\_ for the adoption of the following Resolution, and upon being put to a vote was duly adopted:

WHEREAS, pursuant to Section 136-18 of Chapter 136 of the North Carolina General Statutes, as amended, the North Carolina Department of Transportation (the Department) and units of local government of this State are authorized to enter into agreements with each other in order to further transportation infrastructure in this State; and

WHEREAS, the Department and the City of Charlotte (City) have plans to jointly advance the property acquisition and construction of a multi-modal transportation facility known as the Charlotte Gateway Station Project (CGS Project). The CGS Project will be located in the general vicinity of Graham and Trade Streets and the Norfolk Southern Railroad (NSR) tracks in uptown Charlotte; and

WHEREAS, this proposed Municipal Agreement outlines an understanding of the Department, doing business through its Public Transportation Division and Rail Division, and the City, doing business through its public transit department, the Charlotte Area Transit System ("CATS"), (hereinafter referred to as the "Parties") concerning the planning, design, construction and operation of the Project; and

WHEREAS, this proposed Municipal Agreement supersedes and replaces in total the Municipal Agreement(s) signed by the Parties in May 2009 and in May 2015 as well as modified by an Addendum signed by the Parties in October 2016;

NOW, THEREFORE, BE IT RESOLVED that the City Council of Charlotte, North Carolina hereby:

1. Authorizes the City Manager and/or his designees to negotiate and execute the Municipal Agreement consistent with the terms as presented to City Council with such technical corrections and modifications as may be necessary to effect the spirit and intent of the Municipal Agreement;
2. Authorizes the Chief Executive Officer of the Charlotte Area Transit System to undertake all activities and measures necessary to fulfill the obligations of the City pursuant to the Municipal Agreement;
3. Directs that this resolution and its adoption be reflected in the minutes of the Charlotte City Council.



**Agenda Date: 5/22/2017**

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**Agenda #: 27.File #: 15-5414 Type: Consent Item**

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## **Transit Mobile Payment Application Consulting Services**

### **Action:**

**Approve a contract in the amount of \$160,000 with Aria Transport Services for Transit Mobile Payment Application consulting services.**

### **Staff Resource(s):**

John Lewis, CATS

### **Explanation**

- CATS is contracting with Aria Transport Services to develop a Transit Mobile Payment Application (Mobile App) that would allow transit riders the flexibility to purchase transit fare on their phones and maintain cash balances on individual customer accounts for future use.
  - This will be the first transit Mobile Payment App in North America that provides a cash wallet feature for transit customers that do not currently have active bank accounts.
  - More than one in four residents in Mecklenburg County do not have access to traditional banking services.
- Implementation of the Mobile App will be a two-phased process.
- Phase 1 involves application development; allowing for mobile payment and the development of individual accounts that will enable customers to use and accrue cash balances for future transit fare.
- Phase 2 of the Mobile App would allow the use of cash balances with Transportation Network Companies (e.g. Uber, LYFT, etc.) when combined with a CATS trip.
  - This capability would help riders more easily connect to transportation for the first or last mile of a commute where CATS routes do not serve.
- CATS anticipates launching Phase 1 of the Mobile App in early summer 2017.

### **Background**

- CATS acquired consulting services from Aria Transportation Services in December of 2016 to assist with the design of a pilot Mobile Payment Application.
  - Aria was selected using an informal procurement process to initiate Mobile App project design.
- The \$160,000 contract will continue the engagement with Aria to assist with the design of Phases 1 and 2 of the Mobile App project.
- The contract will also include consultation services for the development of a Request for Proposal to implement Phase 2 of the Mobile App project. These services include:
  - Research and investigation of the technical options to integrate Transportation Network Companies (Uber/LYFT, etc.) in a centralized trip planning and mobile payment application.

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**Agenda #: 27.File #: 15-5414 Type: Consent Item**

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- Expansion of the pilot to design the Mobile Payment Application and provide customers that do not have bank accounts the ability to pay for transportation rides from Transportation Network Companies when combined with a CATS trip.

**Charlotte Business INclusion (CBI)**

No subcontracting goal was established because there are no subcontracting opportunities (Part C: Section 2.1(a) of the Charlotte Business INclusion Policy).

**Fiscal Note**

Funding: CATS Operating Budget



**Agenda Date: 5/22/2017**

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**Agenda #: 28. File #: 15-5315 Type: Consent Item**

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## **CATS Light Rail Vehicle Repairs**

### **Action:**

- A. Approve the purchase of repair parts for CATS Light Rail Vehicles, as authorized by the sole source exemption of G.S. 143-129 (e)(6), and**
- B. Authorize the City Manager to authorize and negotiate a contract in an amount up to \$2,000,000 with Siemens for the repair of three light rail vehicles damaged by automobile collisions.**

### **Staff Resource(s):**

John Lewis, CATS  
Allen Smith, CATS

### **Sole Source Exemption**

- G.S. 143-129 (e) (6) provides that formal bidding requirements do not apply when:
  - Performance or price competition are not available;
  - A needed product is available from only one source or supply; or
  - Standardization or compatibility is the overriding consideration.
- Sole sourcing is necessary for this contract because there is only one supply source. Additionally, Siemens must perform this work in order to preserve the warranty.
- The City Council must approve purchases made under the sole source exception.

### **Explanation**

- Earlier this year, three CATS Light Rail Vehicles (LRVs) were damaged in two separate collisions with automobiles.
- In one of the collisions two LRVs were coupled together and both were damaged, and the other collision involved a single LRV.
- In both cases, the insurance companies of the drivers of the automobiles accepted liability. The property liability insurance of both drivers was \$25,000, an amount insufficient to cover the full cost of damages.
- Management and Financial Services - Risk Management is assessing the availability of cost recovery beyond the insurance coverage.
- The damaged vehicles cannot be used in revenue service until they are repaired. CATS would like to begin repairs as soon as possible.
- The three vehicles out of service are needed to ensure the availability for CATS to meet service level demands and provide spare ratio fleet needs (i.e., preventive maintenance, scheduled maintenance and vehicle defects) when other vehicle experience down time.
- Additionally, CATS needs to have sufficient vehicle ratios during all phases of testing and system integration of the Blue Line Expansion Project (BLE) to simulate future operations and shorter headways.
- The repairs needed are more extensive than the everyday maintenance services that CATS self-

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**Agenda #: 28.File #: 15-5315 Type: Consent Item**

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performs.

- This contract will provide the necessary parts and repair services to be performed by the LRV manufacturer, Siemens Industry, Inc.
- As a result of Siemens proprietary information and applicable vehicle warranties, Siemens is the vendor.
- Repair costs are estimated to be approximately \$1,600,000 and are not anticipated to exceed \$2,000,000.

**Charlotte Business Inclusion**

This is a sole source contract and is exempt (Part A: Appendix 27 of the Charlotte Business Inclusion Policy).

**Fiscal Note**

Funding: City of Charlotte Loss Fund and CATS Operating Budget



**Agenda Date: 5/22/2017**

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**Agenda #: 29. File #: 15-5558 Type: Consent Item**

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## **Cummins Bus Engine Parts**

### **Action:**

- A. Award a unit price contract to the lowest responsive bidder, MHC Kenworth, for the purchase of Particulate Filters and Catalyst Bus Engine Parts for CATS bus fleet for a one-year term, and**
- B. Authorize the City Manager to renew the contract for up to two, one-year renewal terms with possible price adjustments and to amend the contract consistent with the purpose for which it was approved.**

### **Staff Resource(s):**

John Lewis, CATS  
Tangee Mobley, CATS  
Edward Pullan, CATS

### **Explanation**

- The contract will provide numerous engine filters and catalysts for the maintenance of Cummins Engines on the CATS bus fleet.
- Filters and catalyst bus parts will be purchased on an as-needed basis under the contract terms.
- On April 3, 2017, CATS issued an Invitation to Bid; three bids were received from interested vendors.
- MHC Kenworth was selected as the lowest responsive, responsible bidder.
- The company will be paid the unit prices set forth in the contract, a copy of which is available upon request.
- Estimated annual expenditure for the MHC Kenworth contract is \$540,000.

### **Charlotte Business INclusion**

No subcontracting goal was established because there are no subcontracting opportunities (Part B: Section 2.3 of the Charlotte Business INclusion Policy).

### **Fiscal Note**

Funding: CATS Operating Budget



**Agenda Date: 5/22/2017**

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**Agenda #: 30. File #: 15-5561 Type: Consent Item**

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## **Airport Joint Operations Center**

### **Action:**

- A. Approve a contract in the amount of \$1,432,770 to RS&H Architects-Engineers-Planners, Inc. for design services for a Joint Operation Center, and**
- B. Adopt a budget ordinance appropriating \$1,432,770 from the Aviation Discretionary Fund to the Aviation Community Investment Plan Fund.**

### **Staff Resource(s):**

Brent Cagle, Aviation

### **Explanation**

- The Department of Homeland Security provided a nationwide recommendation that all airports establish Joint Operations Centers (JOC).
- The primary purpose of a JOC is to serve as an airport's emergency coordination center to manage security, incident response, as well as day-to-day airport operations.
- The JOC will accommodate airport operations and security, local and federal law enforcement, airlines, and the Transportation Security Administration.
- On February 3, 2014, the City issued a Request for Qualifications; 29 firms submitted a proposal.
- RS&H Architects-Engineers-Planners, Inc. was selected for this project based on its expertise in the design of large aviation facilities.
- Design is expected to take approximately eight months and construction will take approximately 18 months.
- This project is included in the approved Aviation Community Investment Plan.

### **Charlotte Business INclusion**

The City negotiates subcontracting participation after the proposal selection process (Part C: Section 2.1 (h) of the Charlotte Business INclusion Policy).

RS&H Architects-Engineers-Planners, Inc. has committed 12.54% (\$179,600) of the total contract amount to the following certified firms:

- System WorCx, PLLC (SBE) (\$122,100) (LEED consulting)
- Capstone Civil Engineering, Inc. (SBE, MBE) (\$50,000) (subsurface investigation)
- SikesDesign, PLLC (SBE) (\$7,500) (landscape design)

### **Fiscal Note**

Funding: Aviation Community Investment Plan

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**Agenda #:** 30.**File #:** 15-5561 **Type:** Consent Item

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**Attachment(s)**  
Budget Ordinance

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO AMEND ORDINANCE NUMBER 8040-X, THE 2016-2017 BUDGET ORDINANCE PROVIDING AN APPROPRIATION OF \$1,432,770 FROM THE AVIATION DISCRETIONARY FUND FOR DESIGN SERVICES FOR AN AIRPORT JOINT OPERATIONS CENTER.

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BE IT ORDAINED, by the City Council of the City of Charlotte;

Section 1. That the sum of \$1,432,770 is available from the Aviation Discretionary Fund for the contract with RS&H Architects-Engineers-Planners, Inc.

Section 2. That the sum of \$1,432,770 is hereby appropriated from the Discretionary Fund to the Aviation Community Investment Plan Fund to the following project(s):

Fund	6064
Project	4020901623
Source	6000
Type	60006001
Year	0000

Section 3. That the existence of this project may extend beyond the end of the fiscal year. Therefore, this ordinance will remain in effect for the duration of the project and funds are to be carried forward to subsequent fiscal years until all funds are expended or the project is officially closed.

Section 4. All ordinances in conflict with this ordinance are hereby repealed.

Section 5. This ordinance shall be effective upon adoption.

Approved as to form:

\_\_\_\_\_  
City Attorney



**Agenda Date: 5/22/2017**

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**Agenda #: 31. File #: 15-5395 Type: Consent Item**

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## **Aviation Vertical Trash Compactors**

### **Action:**

- A. Award a unit price contract to the lowest responsive bidder Becker Complete Compactor, Inc. for the purchase of vertical compactors for the term of three years,**
- B. Authorize the City Manager to renew the contract for up to two, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which it was approved, and**
- C. Adopt a budget ordinance appropriating \$800,000 from the Aviation Discretionary Fund to the Aviation Community Investment Plan Fund.**

### **Staff Resource(s):**

Brent Cagle, Aviation

### **Explanation**

- This contract will provide vertical compactors for trash disposal to mitigate over flow of trash throughout the Terminal.
- On April 3, 2017, the City issued an Invitation to Bid; three bids were received from interested service providers.
- Becker Complete Compactor, Inc. was selected as the lowest responsive, responsible bidder.
- Estimated annual expenditures for the first year are \$800,000 for approximately 60 compactors.

### **Charlotte Business INclusion**

No subcontracting goal was established because there are no subcontracting opportunities (Part C: Section 2.1(a) of the Charlotte Business INclusion Policy).

### **Fiscal Note**

Funding: Aviation Community Investment Plan

### **Attachment(s)**

Budget Ordinance

ORDINANCE NO. \_\_\_\_\_

AN ORDINANCE TO AMEND ORDINANCE NUMBER 8040-X, THE 2016-2017 BUDGET ORDINANCE PROVIDING  
AN APPROPRIATION OF \$800,000 FROM THE AVIATION DISCRETIONARY FUND FOR  
THE PURCHASE OF VERTICAL COMPACTORS

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BE IT ORDAINED, by the City Council of the City of Charlotte;

Section 1. That the sum of \$800,000 is available from the Aviation Discretionary Fund  
for the contract with Becker Complete Compactor, Inc. for purchase of vertical compactors

Section 2. That the sum of \$800,000 is hereby appropriated from the Discretionary Fund  
to the Aviation Community Investment Plan Fund to the following project(s):

Fund	6064
Project	4020901721
Source	6000
Type	60006001
Year	0000

Section 3. That the existence of this project may extend beyond the end of the fiscal year. Therefore, this  
ordinance will remain in effect for the duration of the project and funds are to be carried forward to  
subsequent fiscal years until all funds are expended or the project is officially closed.

Section 4. All ordinances in conflict with this ordinance are hereby repealed.

Section 5. This ordinance shall be effective upon adoption.

Approved as to form:

\_\_\_\_\_  
City Attorney



**Agenda Date: 5/22/2017**

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**Agenda #: 32.File #: 15-5488 Type: Consent Item**

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## **Cooperative Purchasing Contracts**

### **Action:**

- A. Approve the following cooperative purchasing contracts as Citywide contracts, as authorized by G.S. 143-129(e)(3):**
- **Haworth, Inc. for the purchase of office furniture for a term of five years under U.S. Communities Government Purchasing Alliance contract #4400003402,**
  - **OFS Brands Holdings, Inc. for the purchase of office furniture for a term of five years under National IPA contract #R142213,**
  - **Amazon Business for an online marketplace for the purchase of products and services for a term of five years under U.S. Communities Government Purchasing Alliance contract #R-TC-17006,**
  - **DLT Solutions for Amazon Web Services for technology products, services, and solutions for a term of five years under U.S. Communities Government Purchasing Alliance contract #4400006643,**
  - **Insight Public Sector for the purchase of Microsoft and other miscellaneous hardware, software, and cloud solutions for a term of five years under U.S. Communities Government Purchasing Alliance contract #4400006644, and**
- B. Authorize the City Manager to extend the contracts for additional one-year terms as long as the cooperative contract is in effect, at prices and terms that are the same or more favorable than those offered under the cooperative contract.**

### **Staff Resource(s):**

Randy Harrington, Management and Financial Services  
Kay Elmore, Management and Financial Services

### **Cooperative Purchasing Exemption**

NC S.L. 2001-328, effective January 1, 2002, authorizes competitive group purchasing.

### **Explanation**

- Products purchased through these contracts will include office furniture and cubicles, internet Cloud storage solutions, technology hardware and license, and software.
- Annual contract expenditures are estimated below:
  - Haworth, Inc. at \$3 million,
  - OFS Brands Holdings, Inc. at \$3 million,
  - Amazon Business at \$300,000,

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**Agenda #: 32. File #: 15-5488 Type: Consent Item**

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- DLT Solutions at \$500,000, and
- Insight Public Sector at \$300,000.

**Charlotte Business INclusion**

These are cooperative purchasing contracts and are exempt (Part A: Appendix 27 of the Charlotte Business INclusion Policy).

**Fiscal Note**

Funding: Various Department Operating Budgets



**Agenda Date: 5/22/2017**

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**Agenda #: 33.File #: 15-5547 Type: Consent Item**

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## **Fitness Center Equipment Maintenance and Repairs**

### **Action:**

- A. Approve a unit price contract with Carolina Fitness Equipment LLC for Gym Fitness Equipment Maintenance and Repairs for an initial term of one year, and**
- B. Authorize the City Manager to renew the contract for up to four, one-year terms with possible price adjustments and to amend the contract consistent with the purpose for which it was approved.**

### **Staff Resource(s):**

Randy Harrington, Management and Financial Services  
Kay Elmore, Management and Financial Services

### **Explanation**

- The City has fitness centers that provide exercise equipment for employees to use for general wellness and exercise.
- This contract provides preventive maintenance and repairs to maintain the fitness equipment in optimal working condition and provide a safe environment for exercise.
- On March 21, 2017, the City issued a Request for Proposals; three proposals were received from interested service providers.
- Carolina Fitness Equipment LLC was selected as the best qualified vendor to meet the City's needs.
- Estimated contract expenditures are \$40,000 annually.

### **Charlotte Business INclusion**

No subcontracting goals were established because there are no subcontracting opportunities (Part C: Section 2.1(a) of the Charlotte Business INclusion Policy).

### **Fiscal Note**

Funding: Various Department Operating Budgets



**Agenda Date: 5/22/2017**

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**Agenda #: 34. File #: 15-5447 Type: Consent Item**

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## **Video Streaming Software Contract**

### **Action:**

- A. Approve a contract with Granicus Inc. to provide maintenance and support for Granicus video streaming software for a term of four years and six months,**
- B. Authorize the City Manager to approve price adjustments and amend the contract consistent with the purpose for which it was approved, and**
- C. Authorize the City Manager to purchase maintenance and support for as long as the City uses the system.**

### **Staff Resource(s):**

Sandy D'Elosua, Charlotte Communications and Marketing

### **Explanation**

- The City uses video streaming software for storage, capture, and video playback of live council meetings that is maintained and supported by Granicus Inc.
- The City Manager approved a waiver of procurement process on the basis that this software interfaces with the City's agenda creation software, which allows the City Clerk's Office to connect the audio and video to the meeting.
- Expenditures for maintenance and support are estimated to be \$19,200 per year, subject to adjustments as authorized by the contract or by the City Manager.

### **Charlotte Business INclusion**

No subcontracting goal was established because there are not subcontracting opportunities (Part C: Section 2.1 (a) of the Charlotte Business INclusion Policy).

### **Fiscal Note**

Funding: Charlotte Communications and Marketing Operating Budget



**Agenda Date: 5/22/2017**

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**Agenda #: 35.File #: 15-5541 Type: Consent Item**

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## **Resolution of Intent to Abandon a Portion of Barnette Place**

### **Action:**

- A. Adopt a Resolution of Intent to Abandon a portion of Barnette Place, and**
- B. Set a public hearing for June 26, 2017.**

### **Staff Resource(s):**

Danny Pleasant, Transportation  
Jeff Boenisch, Transportation

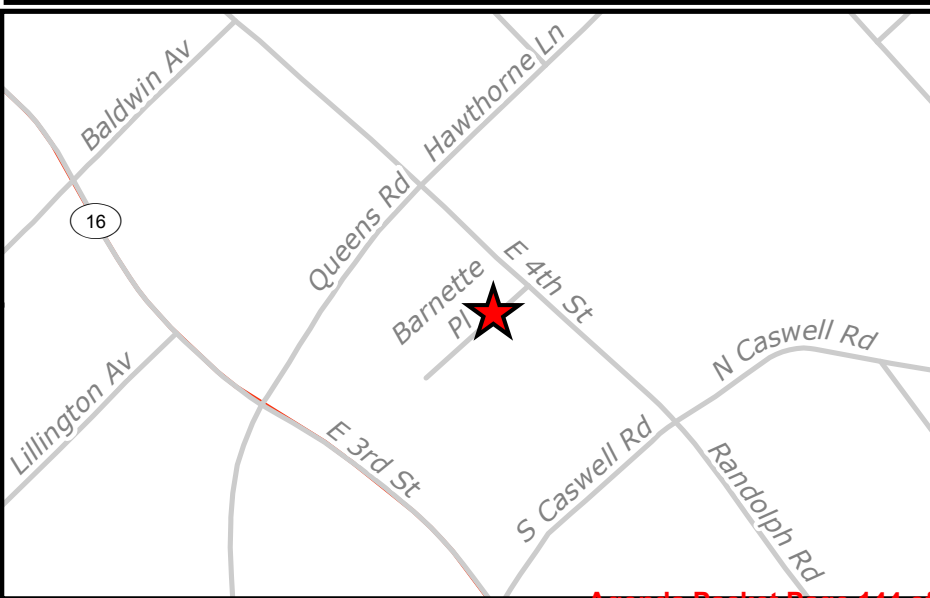
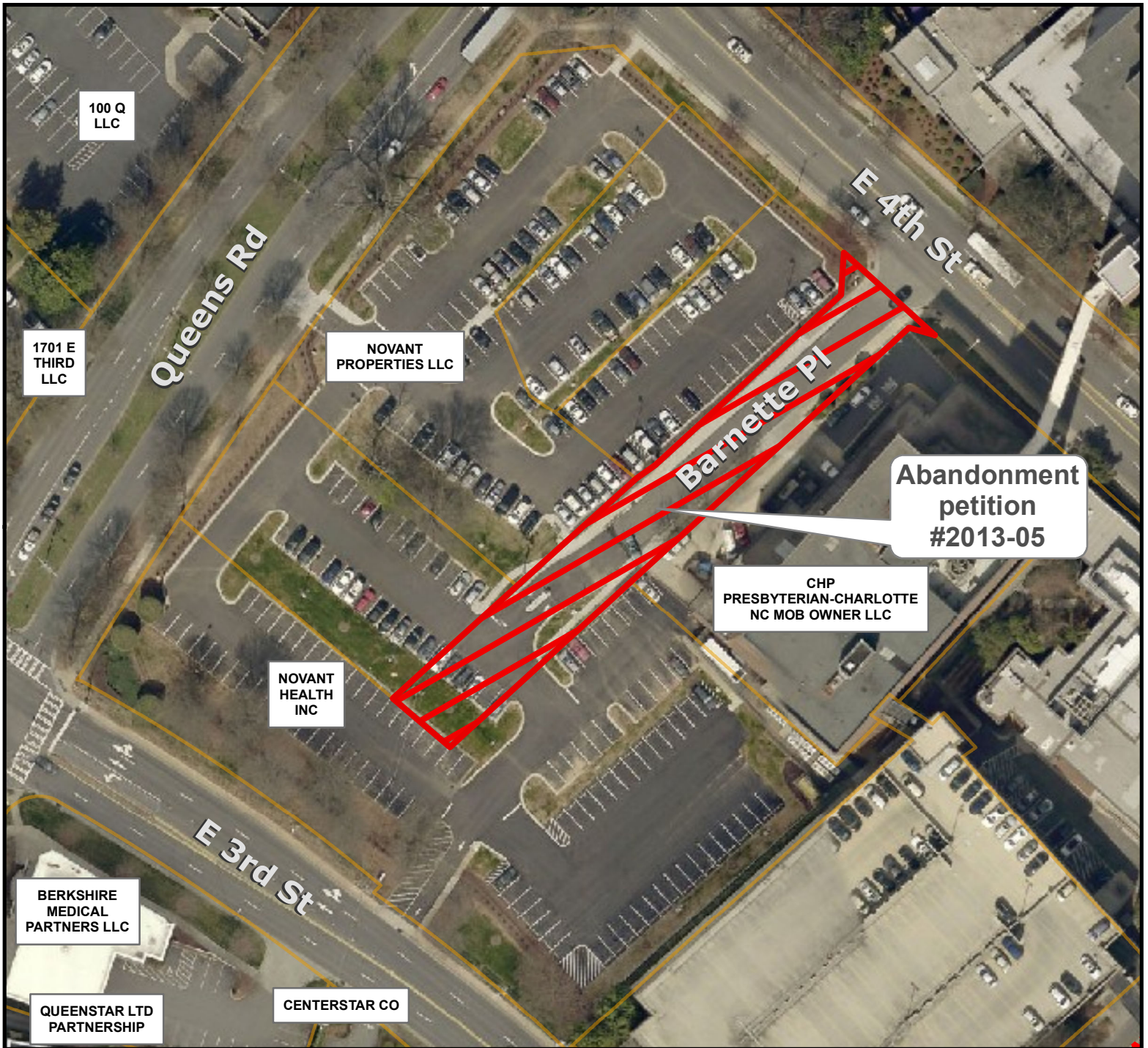
### **Explanation**

- A portion of Barnette Place is located in Council District 1.

### **Attachment(s)**

Map

Resolution



**CITY OF CHARLOTTE  
DEPARTMENT OF TRANSPORTATION**

**Right-of-Way Abandonment  
Petition 2013-05**

**Right-of-Way Abandonment Area**



Barnette Place

**RESOLUTION DECLARING INTENT TO ABANDON AND CLOSE a portion of  
Barnette Place** in the City of Charlotte, Mecklenburg County, North Carolina

Whereas, **Novant Health** has filed a petition to close a portion of Barnette Place in the City of Charlotte; and

Whereas, a portion of Barnette Place is a 40-foot wide right-of-way that begins at its intersecting point with E. 4<sup>th</sup> Street and continues approximately 374+/- feet southwest to its terminus at a property currently or formerly owned by Novato Health, INC. (DB 05671, PG 733), and consists of 14,974 square feet, as shown in the maps marked “Exhibit A” and is more particularly described by metes and bounds in the document marked “Exhibit B” all of which are available for inspection in the office of the City Clerk, City Hall, Charlotte, North Carolina; and

Whereas, the procedure for closing streets and alleys as outlined in North Carolina General Statutes, Section 160A-299, requires that City Council first adopt a resolution declaring its intent to close the street and calling a public hearing on the question; said statute further requires that the resolution shall be published once a week for two successive weeks prior to the hearing, and a copy thereof be sent by registered or certified mail to all owners of property adjoining the street as shown on the county tax records, and a notice of the closing and public hearing shall be prominently posted in at least two places along said street or alley.

Now, therefore, be it resolved, by the City Council of the City of Charlotte, at its regularly scheduled session of May 22, 2017, that it intends to close a portion of Barnette Place and that the said street (or portion thereof) being more particularly described on a map and calls a public hearing on the question to be held at 6:30 pm on Monday, the 26<sup>th</sup> day of June 2017, in CMGC meeting chamber, 600 East 4<sup>th</sup> Street, Charlotte, North Carolina.

The City Clerk is hereby directed to publish a copy of this resolution in the Mecklenburg Times once a week for two successive weeks next preceding the date fixed here for such hearing as required by N.C.G.S. 160A-299.



**Agenda Date: 5/22/2017**

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**Agenda #: 36. File #: 15-5540 Type: Consent Item**

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## **Resolution of Intent to Abandon a Portion of Myrtle Avenue**

### **Action:**

- A. Adopt a Resolution of Intent to Abandon a portion of Myrtle Avenue, and**
- B. Set a public hearing for June 26, 2017.**

### **Staff Resource(s):**

Danny Pleasant, Transportation  
Jeff Boenisch, Transportation

### **Explanation**

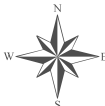
- A portion of Myrtle Avenue is located in Council District 1.

### **Attachment(s)**

Map

Resolution






**CITY OF CHARLOTTE  
DEPARTMENT OF TRANSPORTATION**

**Right-of-Way Abandonment  
Petition 2017-05**

**Right-of-Way Abandonment Area**

 A Residual Portion of Myrtle Ave.

**RESOLUTION DECLARING INTENT TO ABANDON AND CLOSE a portion of Myrtle Avenue** in the City of Charlotte, Mecklenburg County, North Carolina

Whereas, **Mr. Michael Overstreet** has filed a petition to close a portion of Myrtle Avenue in the City of Charlotte; and

Whereas, a portion of Myrtle Avenue begins at an Iron Pipe found at the southwesterly intersection between the westerly margin of Myrtle Avenue (being a 60' Public R/W) and the southerly margin of Lexington Avenue (being a 50' Public R/W); thence with the westerly margin of said Myrtle Avenue S 52-31-09 W a distance of 32.28 feet to an Iron Pin set at the Point of Beginning; thence with a new line S 40-04-10 E a distance of 2.28 feet to an Iron Pin set; thence with a new line S 49-55-50 W a distance of 18.40 feet to an Iron Pin set; thence with a new line N 40-04-10 W a distance of 3.11 feet to an Iron Pin set on the westerly margin of said Myrtle Avenue; thence with the westerly margin of said Myrtle Avenue N 52-31-09 E a distance of 18.42 feet to the Point and Place of Beginning, containing 50 square feet more or less, as shown in the maps marked "Exhibit A" and is more particularly described by metes and bounds in the document marked "Exhibit B" all of which are available for inspection in the office of the City Clerk, City Hall, Charlotte, North Carolina; and

Whereas, the procedure for closing streets and alleys as outlined in North Carolina General Statutes, Section 160A-299, requires that City Council first adopt a resolution declaring its intent to close the street and calling a public hearing on the question; said statute further requires that the resolution shall be published once a week for two successive weeks prior to the hearing, and a copy thereof be sent by registered or certified mail to all owners of property adjoining the street as shown on the county tax records, and a notice of the closing and public hearing shall be prominently posted in at least two places along said street or alley.

Now, therefore, be it resolved, by the City Council of the City of Charlotte, at its regularly scheduled session of May 22, 2017, that it intends to close a portion of Myrtle Avenue and that the said street (or portion thereof) being more particularly described on a map and calls a public hearing on the question to be held at 6:30 pm on Monday, the 26<sup>th</sup> day of June 2017, in CMGC meeting chamber, 600 East 4<sup>th</sup> Street, Charlotte, North Carolina.

The City Clerk is hereby directed to publish a copy of this resolution in the Mecklenburg Times once a week for two successive weeks next preceding the date fixed here for such hearing as required by N.C.G.S. 160A-299.



**Agenda Date: 5/22/2017**

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**Agenda #: 37. File #: 15-5542 Type: Consent Item**

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## **Resolution of Intent to Abandon a Portion of Poplar Street**

### **Action:**

- A. Adopt a Resolution of Intent to Abandon a portion of Poplar Street, and**
- B. Set a public hearing for June 26, 2017.**

### **Staff Resource(s):**

Danny Pleasant, Transportation  
Jeff Boenisch, Transportation

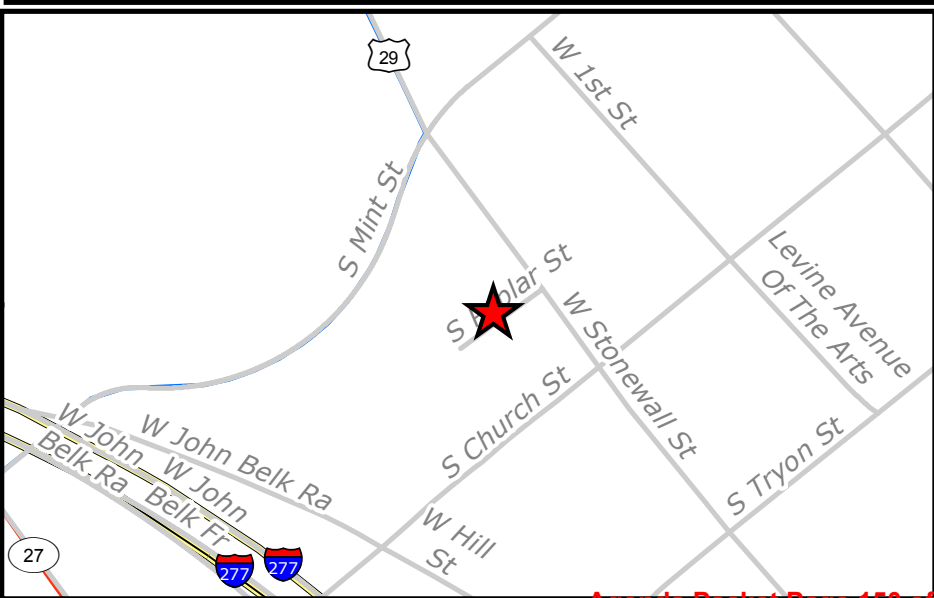
### **Explanation**

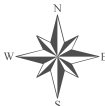
- A portion of Poplar Street is located in Council District 2.

### **Attachment(s)**

Map

Resolution






**CITY OF CHARLOTTE  
DEPARTMENT OF TRANSPORTATION**

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**Right-of-Way Abandonment  
Petition 2016-12**

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**Right-of-Way Abandonment Area**



A Portion of S. Poplar Street

**RESOLUTION DECLARING INTENT TO ABANDON AND CLOSE a portion of Poplar Street** in the City of Charlotte, Mecklenburg County, North Carolina

Whereas, **GSLH Charlotte Realty Holdings, LLC** has filed a petition to close a portion of Poplar Street in the City of Charlotte; and

Whereas, a portion of Poplar Street is a 40-foot wide right-of-way that begins at its intersecting point with W. Stonewall Street and continues approximately 205+/- feet southwest to its terminus at a property currently or formerly owned by GSLH Charlotte Realty Holdings c/o Goldman Sachs (DB 31199, PG 794), and consists of 8,603 square feet, as shown in the maps marked “Exhibit A” and is more particularly described by metes and bounds in the document marked “Exhibit B” all of which are available for inspection in the office of the City Clerk, City Hall, Charlotte, North Carolina; and

Whereas, the procedure for closing streets and alleys as outlined in North Carolina General Statutes, Section 160A-299, requires that City Council first adopt a resolution declaring its intent to close the street and calling a public hearing on the question; said statute further requires that the resolution shall be published once a week for two successive weeks prior to the hearing, and a copy thereof be sent by registered or certified mail to all owners of property adjoining the street as shown on the county tax records, and a notice of the closing and public hearing shall be prominently posted in at least two places along said street or alley.

Now, therefore, be it resolved, by the City Council of the City of Charlotte, at its regularly scheduled session of May 22, 2017, that it intends to close a portion of Poplar Street and that the said street (or portion thereof) being more particularly described on a map and calls a public hearing on the question to be held at 6:30 pm on Monday, the 26<sup>th</sup> day of June 2017, in CMGC meeting chamber, 600 East 4<sup>th</sup> Street, Charlotte, North Carolina.

The City Clerk is hereby directed to publish a copy of this resolution in the Mecklenburg Times once a week for two successive weeks next preceding the date fixed here for such hearing as required by N.C.G.S. 160A-299.



**Agenda Date: 5/22/2017**

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**Agenda #: 38. File #: 15-5570 Type: Consent Item**

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## **Refund of Property Taxes**

### **Action:**

**Adopt a resolution authorizing the refund of property taxes assessed through clerical or assessment error in the amount of \$58,351.72.**

### **Staff Resource(s):**

Randy Harrington, Management and Financial Services  
Kay Elmore, Management and Financial Services

### **Explanation**

- Mecklenburg County notified and provided the City the list of Property Tax refunds due to clerical or assessment error.

### **Attachment(s)**

Taxpayers and Refunds Requested  
Resolution Property Tax Refunds

**Taxpayers and Refunds Requested**

AYRSLEY HOTEL ASSOCIATES II LLC .	\$ 5,654.35
DDR CAROLINA PAVILION LP	\$ 32,737.34
GREER, PHILIP DAVID	\$ 15.51
MCDOWELL WILLIE L & DONNA	\$ 215.41
NETTA, MAMIE	\$ 48.02
WESTIN HOTEL	\$ 19,681.09
	<u>\$ 58,351.72</u>

## **A RESOLUTION AUTHORIZING THE REFUND OF PROPERTY TAXES**

Reference is made to the schedule of "Taxpayers and Refunds Requested" attached to the Docket for consideration of the City Council. On the basis of that schedule, which is incorporated herein, the following facts are found:

1. The City-County Tax Collector has collected property taxes from the taxpayers set out on the list attached to the Docket.
2. The City-County Tax Collector has certified that those taxpayers have made proper demand in writing for refund of the amounts set out on the schedule within the required time limits.
3. The amounts listed on the schedule were collected through either a clerical or assessment error.

NOW, THEREFORE, BE RESOLVED by the City Council of the City of Charlotte, North Carolina, in regular session assembled this 22nd day of May 2017 that those taxpayers listed on the schedule of "Taxpayers and Refunds Requested" be refunded in the amounts therein set up and that the schedule and this resolution be spread upon the minutes of this meeting.



**Agenda Date: 5/22/2017**

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**Agenda #: 39. File #: 15-5563 Type: Consent Item**

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## **Meeting Minutes**

### **Action:**

**Approve the titles, motions, and votes reflected in the Clerk's record as the minutes of:**

- **April 17, 2017, Zoning Meeting**
- **April 24, 2017, Business Meeting**
- **May 01, 2017, City Manager's Recommended Budget Presentation**

### **Staff Resource(s):**

Stephanie Kelly, City Clerk's Office



**Agenda Date:** 5/22/2017

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**Agenda #:** 40. **File #:** 15-5560 **Type:** Consent Item

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## **Aviation Property Transaction - Near I-485 and Dixie River Road**

**Action:** Approve the following property acquisition.

**Project:** Airport Storm Water Management Land

**Owner(s):** The Griffith Family Trust

**Property Address:** N/A near I-485 and Dixie River Road

**Total Parcel Area:** 1.615 acres

**Property to be acquired by Easements:** N/A

**Structures/Improvements to be impacted:** N/A

**Landscaping to be impacted:** Trees and shrubs

**Zoned:** I-1

**Use:** Industrial

**Tax Code:** 113-153-20

**Purchase Price:** \$75,000 and all relocation benefits in compliance with federal, state, or local regulations.

**Council District:** N/A



**Agenda Date: 1/23/2017**

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**Agenda #: 41. File #: 15-4813 Type: Consent Item**

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## **Reference - Charlotte Business INClusion Policy**

The following excerpts from the City's Charlotte Business INClusion Policy are intended to provide further explanation for those agenda items which reference the Charlotte Business INClusion Policy in the business meeting agenda.

### **Part A: Administration & Enforcement**

**Appendix Section 20: Contract:** For the purposes of establishing an MWSBE subcontracting goal on a Contract, the following are examples of contract types:

- Any agreement through which the City procures services from a Business Enterprise, other than Exempt Contracts.
- Contracts include agreements and purchase orders for (a) construction, re-construction, alteration and remodeling; (b) architectural work, engineering, surveying, testing, construction management and other professional services related to construction; and (c) services of any nature (including but not limited to general consulting and technology-related services) , and (d) apparatus, supplies, goods or equipment.
- The term "Contract" shall also include Exempt Contracts for which an SBE, MBE or WBE Goal has been set.
- Financial Partner Agreements, Development Agreements, and Construction Manager-at-Risk Agreements shall also be deemed "Contracts," but shall be subject to the provisions referenced in the respective Parts of the Charlotte Business INClusion Program Policy.

**Appendix Section 27: Exempt Contracts:** Contracts that fall within one or more of the following categories shall be "Exempt Contracts" from all aspects of the Charlotte Business INClusion Policy, unless the Department responsible for procuring the Contract decides otherwise:

**No Competitive Process Contracts:** Contracts or purchase orders that are entered into without a competitive process, or entered into based on a competitive process administered by an entity other than the City shall be Exempt Contracts, including but not limited to contracts that are entered into by sole sourcing, piggybacking, buying off the North Carolina State contract, buying from a competitive bidding group purchasing program as allowed under G.S. 143-129(e)(3), or using the emergency procurement procedures established by the North Carolina General Statutes.

**Managed Competition Contracts:** Managed competition contracts pursuant to which a City Department or division competes with Business Enterprises to perform a City function shall be Exempt Contracts.

**Real Estate Leasing and Acquisition Contracts:** Contracts for the acquisition or lease of real estate shall be Exempt Contracts.

**Federal Contracts Subject to DBE Requirements:** Contracts that are subject to the U.S. Department

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**Agenda #: 41.File #: 15-4813 Type: Consent Item**

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of Transportation Disadvantaged Business Enterprise Program as set forth in 49 CFR Part 26 or any successor legislation shall be Exempt Contracts.

**State Contracts Subject to MWBE Requirements:** Contracts for which a minority and women business participation goal is set pursuant to G.S. 143-128.2(a) due to a building project receiving funding from the State of North Carolina shall be Exempt Contracts.

**Financial Partner Agreements with DBE or MWBE Requirements:** Contracts that are subject to a disadvantaged business development program or minority and women business development program maintained by a Financial Partner shall be Exempt Contracts.

**Interlocal Agreements:** Contracts with other units of federal, state, or local government shall be Exempt Contracts.

**Contracts for Legal Services:** Contracts for legal services shall be Exempt Contracts, unless otherwise indicated by the City Attorney.

**Contracts with Waivers:** Contracts for which the SBO Program Manager or the City Manager waives the SBO Program requirements shall be Exempt Contracts (such as when there are no SBE subcontracting opportunities on a Contract).

**Special Exemptions:** Contracts where the Department and the Program Manager agree that the Department had no discretion to hire an SBE (e.g., emergency contracts or contracts for banking or insurance services) shall be Exempt Contracts.

**Appendix Section 35: Informal Contracts:** Contracts and purchase orders through which the City procures services from a Business Enterprise that fall within one of the following two categories:

**Construction Contracts Less Than or Equal To \$500,000:**

**Service and Commodities Contracts That Are Less Than or Equal To \$100,000:**

**Part B: Formal Construction Bidding**

**Part B: Section 2.1:** When the City Solicitation Documents for a Construction Contract contain an MWSBE Goal, each Bidder must either: (a) meet the MWSBE Goal, or (b) comply with the Good Faith Negotiation and Good Faith Efforts requirements. Failure to do so constitutes grounds for rejection of the Bid. The City Solicitation Documents will contain certain forms that Bidders must complete to document having met these requirements.

**Part B: Section 2.3: No Goals When There Are No Subcontracting Opportunities.**

The City shall not establish Subcontracting Goals for Contracts where: a) there are no subcontracting opportunities identified for the Contract; or b) there are no SBEs, MBEs or WBEs (as applicable) to perform scopes of work or provide products or services that the City regards as realistic opportunities for subcontracting.

**Part C: Services Procurement**

**Part C: Section 2.1:** When the City Solicitation Documents for a Service Contract do not contain an SBE Goal, each Proposer must negotiate in good faith with each MWSBE that responds to the Proposer's solicitations and each MWSBE that contacts the Proposer on its own accord. Additionally, the City may negotiate a Committed SBE Goal with the successful Proposer after the Proposal Opening.

**Part C: Section 2.1: No Goal When There Are No MWSBE Subcontracting Opportunities.** The City shall not establish an MWSBE Goal for Service Contracts where there are no MWSBEs certified to perform the

scopes of work that the City regards as realistic opportunities for subcontracting.

**Part D: Post Contract Award Requirements**

**Part D: Section 6: New Subcontractor Opportunities/Additions to Scope, Contract Amendments**

If a Contractor elects to subcontract any portion of a Contract that the Contractor did not previously identify to the City as a subcontracting opportunity, or if the scope of work on a Contract increases for any reason in a manner that creates a new MWSBE subcontracting opportunity, the City shall either:

- Notify the Contractor that there will be no Supplemental MWSBE Goal for the new work; or
- Establish and notify the Contractor of a Supplemental MWSBE Goal for the new work.



**Agenda Date: 1/23/2017**

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**Agenda #: 42.File #: 15-4814 Type: Consent Item**

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## **Reference - Property Transaction Process**

### **Property Transaction Process Following City Council Approval for Condemnation**

The following overview is intended to provide further explanation for the process of property transactions that are approved by City Council for condemnation.

Approximately six weeks of preparatory work is required before the condemnation lawsuit is filed. During this time, City staff continues to negotiate with the property owner in an effort to reach a mutual settlement.

- If a settlement is reached, the condemnation process is stopped, and the property transaction proceeds to a real estate closing.
- If a settlement cannot be reached, the condemnation lawsuit is filed. Even after filing, negotiations continue between the property owner and the City's legal representative. Filing of the condemnation documents allows:
  - The City to gain access and title to the subject property so the capital project can proceed on schedule.
  - The City to deposit the appraised value of the property in an escrow account with the Clerk of Court. These funds may be withdrawn by the property owner immediately upon filing, and at any time thereafter, with the understanding that additional funds transfer may be required at the time of final settlement or at the conclusion of litigation.
- If a condemnation lawsuit is filed, the final trial may not occur for 18 to 24 months; however, a vast majority of the cases settle prior to final trial. The City's condemnation attorney remains actively engaged with the property owner to continue negotiations throughout litigation.
  - North Carolina law requires that all condemnation cases go through formal non-binding mediation, at which an independent certified mediator attempts to facilitate a successful settlement. For the minority of cases that do not settle, the property owner has the right to a trial by judge or jury in order to determine the amount of compensation the property owner will receive.



**Agenda Date: 1/23/2017**

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**Agenda #: 43.File #: 15-4815 Type: Consent Item**

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## **Reference - Property Acquisitions and Condemnations**

- The City has negotiated in good faith to acquire the properties set forth below
- For acquisitions, the property owner and staff have agreed on a price based on appraisals and/or estimates.
- In the case of condemnations, the value was established by an independent, certified appraisal followed by a third-party appraisal review.
- Real Estate staff diligently attempts to contact all property owners by:
  - Sending introductory letters via regular and certified mail,
  - Making several site visits,
  - Leaving door hangers and business cards,
  - Seeking information from neighbors,
  - Searching the internet,
  - Obtaining title abstracts, and
  - Leave voice messages.
- For most condemnation cases, City staff and the property owner(s) have been unable to reach a settlement. In some cases, condemnation is necessary to ensure a clear title to the property.
- If the City Council approves the resolutions, the City Attorney's office will initiate condemnation proceedings. As part of the condemnation process, real estate staff and the City Attorney's Office will continue to negotiate, including court-mandated mediation, in an attempt to resolve the matter. Most condemnation cases are settled by the parties prior to going to court.
- If a settlement cannot be reached, the case will proceed to a trial before a judge or jury to determine "just compensation."
- Full text of each resolution is on file with the City Clerk's Office.
- The definition of easement is a right created by grant, reservation, agreement, prescription, or necessary implication, which one has in the land of another, it is either for the benefit of land, such as right to cross A to get to B, or "in gross," such as public utility easement.
- The definition of fee simple is an estate under which the owner is entitled to unrestricted powers to dispose of the property, and which can be left by will or inherited, commonly, synonym for ownership.