



February 15, 2012

Chairperson Yolanda Johnson
Planning Committee Members

Dear Committee Members:

Attached for your review are the agenda and attachments for your regular meeting to be held on **Tuesday, February 21, 2012 at 5:00 p.m. in Room 280** located on the Second Floor of the Charlotte-Mecklenburg Government Center.

At this meeting, the Committee will be asked to make recommendations on three Mandatory Referrals. Attached are copies of the minutes from the January 17, 2012 meeting and Mandatory Referrals #11-15, #12-01, and #12-02.

If you cannot attend the February 21st meeting, please contact me at (704) 336-5993 or mmcullough@charlottenc.gov at your earliest convenience.

Sincerely,

Melony C. McCullough
Planning Coordinator
Charlotte-Mecklenburg Planning Department

- c. Planning Staff
Dennis LaCaria, CMS Real Estate
Tim O'Brien, City Real Estate
Jacqueline O'Neil, County Real Estate

Charlotte-Mecklenburg Planning Committee Meeting
February 21, 2012
CMGC – 2nd Floor, Room 280, 5:00 p.m.
Meeting Agenda

I. Call to Order and Introductions

II. Approve January 17, 2012 Meeting Minutes. *Attachment 1*

III. M.R. #11-15: Proposal to Accept Donated Land near J. T. Williams School by Charlotte-Mecklenburg Schools

Background: proposes to accept a 2.8 acre parcel of vacant land located on Tipton Drive, adjacent to J. T. Williams School. CMS has no plans to develop the land; however, its acquisition could serve a number of purposes in the future. ***Attachment 2***

Staff Resources: Alberto Gonzalez, Planning
Dennis K. LaCaria, CMS Real Estate.

Action Requested: Approve Planning staff's recommendation for M.R. #11-15.

IV. M.R. #12-01: Proposed Acquisition of Property in the NorthChar Business Park, Huntersville by Charlotte Mecklenburg Utilities

Background: Charlotte Mecklenburg Utilities Department (CMU) proposes to acquire a 10 acre parcel located at 11609 Hord Drive (Parcel ID: 01120123). This parcel is located in the NorthChar Business Park within the Town of Huntersville. CMU will use the property as a maintenance facility to serve the northern portion of Mecklenburg County. Charlotte-Mecklenburg Schools and Charlotte Business Support Services (CMS) may also use portions of the site for vehicle maintenance. ***Attachment 3***

Staff Resources: Jonathan Wells, Planning
Bob Drayton, City Real Estate.

Action Requested: Approve Planning staff's recommendation for M.R. #12-01.

V. M.R. #12-02: Proposed Acquisition of Property adjacent to Stewart Creek in the Lakewood Community by Charlotte Storm Water Services

Background: Charlotte Storm Water Services, in partnership with Catawba Lands Conservancy, proposes to acquire approximately 18.6 acres located next to a Stewart Creek tributary extending from Lakewood Avenue to Parkway Avenue (Parcel ID: 06509144). The purpose of this acquisition is to construct a stream restoration project and a portion of the Stewart Creek Greenway. ***Attachment 4***

Staff Resources: Alysia Osborne, Planning
Mike MacIntyre, Engineering & Property Management

Action Requested: Approve Planning staff's recommendation for M.R. #12-02.

Staff Resources: Jonathan Wells, Planning
Dennis K. LaCaria, CMS Real Estate.

VI. Area Plan Status and Meeting Report

Background: Committee members will provide an update on area plans.

Committee Resources and Upcoming Area Plan Meetings:

Area Plan	Assigned Commissioner(s)	Scheduled Meeting(s)	Meeting Location
Park Woodlawn	Karen Labovitz	March 8, 2012 6:00 pm	YWCA – Central Carolinas 3420 Park Road

Action Requested: None, for information only.

VII. Adjourn

Charlotte-Mecklenburg Planning Committee Meeting
Planning Committee Meeting Minutes
CMGC – 2nd Floor, Room 280, 5:00 p.m.
January 17, 2012

Commissioners Present: Chairperson Yolanda Johnson, Vice-Chair Margaret Nealon, Commissioners Karen Labovitz, Tony Lathrop and Dwayne Walker

Planning Staff Present: Sonda Kennedy, Melony McCullough, and Kent Main

Other Staff Present: Brian Horton (Transportation)

Call to Order

Chairperson Johnson called the meeting to order at 5:05 p.m.

Approval of Meeting Minutes

A motion was made by Commissioner Lathrop and seconded by Commissioner Walker to approve the December 20, 2011 minutes. The vote was unanimous (5-0) to approve.

Mandatory Referral #11-15

Melony McCullough, Planning staff informed Chairperson Johnson that Charlotte-Mecklenburg Schools' staff is still working on answers to questions from the previous Planning Committee meeting and requested that this agenda item be deferred until February. A motion was made by Vice-Chair Nealon and seconded by Commissioner Labovitz to defer this agenda item until February. The vote was unanimous (5-0) to defer Mandatory Referral #11-15.

Continue Public Comment and Make a Recommendation on the Draft *Midtown Morehead Cherry Area Plan*

Chairperson Johnson asked if anyone present would like to comment on the draft plan. Joe Padilla, Real Estate and Building Industry Coalition (REBIC) representative expressed his appreciation for the opportunity to make comments on the draft *Midtown Morehead Cherry Area Plan*. He stated that members of REBIC have been involved in the plan development process. The realtors' office building is located within the plan area. He stated that the plan does a lot in terms of protecting the character of the neighborhood and that transportation connections are still being worked out in some areas.

He shared concern about the PED Overlay being recommended for the entire area and two provisions added to the PED Overlay District last summer. The first requires any retail building or use that changes to adhere to a complete set of streetscape and tree planting requirements. If a retail center needs to replace a tenant, that change in tenants would incur an increase in parking requirements. This also triggers a complete streetscape plan under the new PED Overlay requirements. Mr. Padilla stated that he does not object to the streetscape and additional parking spaces being required on new development, but thinks it is an undue burden on retailers and landlords. His other concern with the PED Overlay is the requirement that any new structured parking have active uses on the ground level. He stated that structured parking may not appear in the area in the immediate future. However, as density increases in the future, especially in the Morehead/Midtown area; you may see more concerns about

requirements that new decks have active uses on 50% of the ground floor. He said it is very difficult for parking deck operators to run structures with ground level retail unless you have a very dense mixed-use project. He closed by asking that staff address those issues in the PED Overlay District before implementing the policy on the entire *Midtown Morehead Cherry Area Plan*.

Chairperson Johnson said that a presentation on the plan by staff is not needed tonight since several presentations have been made at previous meetings. Mr. Main distributed copies of the proposed changes to the draft plan. He stated that Ms. Sylvia Bittle-Patton (Cherry Neighborhood representative) called to let him know that she would not be present at this evening's meeting. However, her husband was at the meeting and stated that the neighborhood is in full support of the plan and looking forward to its implementation.

Chairperson Johnson asked for an explanation of the latest revisions. Mr. Main said changes were made to streets or avenues, language concerning street connections, and clarification that there would be community input if any changes were made to either end of Cherry Street. Chairperson Johnson asked Mr. Main to respond to the speaker's comments. Mr. Main stated that staff is aware of Mr. Padilla's concerns and open to discussion. He added that in order to apply the PED Overlay, a rezoning is necessary. Therefore, there will be plenty of opportunities to discuss the proposed overlay. Commissioner Labovitz asked if the plan is recommended for approval tonight, will Mr. Padilla have a chance to have his concerns addressed. Mr. Main replied yes and explained that the plan recommends establishing a policy that creates a walkable urban environment in this area. One way this can be implemented is by using the PED Overlay District. A rezoning to the PED Overlay District is required to implement the PED Overlay.

Vice-Chair Nealon commented that Mr. Main did a good job bringing the three areas together and getting the draft plan's recommendations approved. Mr. Main added that it was with the help of other staff and the neighborhood. Chairperson Johnson thanked Mr. Main as well as staff for a great job.

A motion was made by Vice-Chair Nealon and seconded by Commissioner Lathrop to recommend approval of the draft Midtown Morehead Cherry Area Plan. The vote was 5-0 to approve.

Area Plan Status and Meeting Report

Chairperson Johnson asked for updates on the Park Woodlawn planning process. Commissioner Labovitz stated that she was unable to attend the January meeting but will attend the February 16th meeting. Chairperson Johnson said that there will be two new members appointed to the Planning Committee next week and the Committee will be at full capacity next month. At the February meeting, the Chairperson will appoint a commissioner to serve as backup for Commissioner Labovitz on this plan.

Adjourned

Chairperson Johnson adjourned the meeting at 5:30 p.m.

Submitted by: Katherine Bowen, CMS Real Estate Dept.

Initiated by: Katherine Bowen, CMS Real Estate Dept.

MANDATORY REFERRAL REPORT NO. 11-15
Charlotte Mecklenburg Schools Proposal to Accept Donated Land Near J.T. Williams School

PROJECT PROPOSAL AND LOCATION:

Charlotte-Mecklenburg Schools has been approached by a property owner in the vicinity of the J.T. Williams school campus in Charlotte with a proposal to donate a 2.8 acre parcel of land to the school district. The parcel (PID 077-031-01) has a Tipton Drive address although it lacks access frontage on Tipton. Zoning of the property according to the Charlotte Zoning Ordinance is I-1(CD) – Light Industrial with conditions (petition #94-96). The majority of the parcel lies within a floodplain. The real estate taxes currently due on the property total \$1,949; while the donor has requested no funds for the value of the property, assistance from CMS with taxes and other costs associated with the proposed transfer has been requested.

J.T. Williams School has for many years served as a middle school, housing grades 6 through 8. In spring 2011, facing fiscal challenges, the Board of Education voted to close J.T. Williams and to move the Right Choices Program into the building. The Right Choices Program provides a constructive intervention and early support program for students who have violated the CMS Code of Student Conduct. Right Choices is a six weeks placement that provides a more structured alternative setting with support services from various human services agencies for aggressive students.

While CMS has no specific or immediate plans to develop this parcel, its acquisition could serve a number of purposes:

- The parcel could serve as a buffer between the school campus and the I-77/I-85 interchange that is immediately adjacent to the parcel
- Land banking the property has the potential of securing the property either for future school district site development (or other public purpose) or for redevelopment opportunities at very little cost to the taxpayer
- The parcel has limited development potential without combining it with adjoining parcel(s) inasmuch as it has no direct street frontage.
- Public ownership of the property could serve to protect portions of the floodplain from development.

PROJECT JUSTIFICATION:

The proposed action would add real estate to an existing school site for future development or expansion at little cost.

CONSISTENCY WITH ADOPTED PUBLIC POLICIES:

No existing policies specifically apply to the proposed acquisition.

CONSISTENCY WITH ADOPTED LAND USE PLANS:

The *Central District Plan* (1993) recommends Greenway use for the portion of the parcel (majority of the parcel) that is within the floodplain and Light Industrial land uses for the remainder of the parcel. A greenway use is considered consistent with use of the property as a school campus.

PROJECT IMPACT:

The proposed action should have no impact inasmuch as no development is anticipated at this time.

RELATIONSHIP TO OTHER PUBLIC OR PRIVATE PROJECTS:

Given the frequency of rollover accidents on ramps in the I-77/I-85 interchange, the Mecklenburg-Union Metropolitan Planning Organization (MUMPO) is proposing that an interchange redesign study be undertaken (which likely would be completed within the next 24 months). Eventual reconstruction of this interchange could potentially involve the need for additional interstate right-of-way. Since the subject parcel shares a boundary with the current interstate right-of-way, it could be impacted by a potential road project.

ESTIMATED PROJECT COMPLETION DATE:

The goal is to complete this transaction by December 31, 2011.

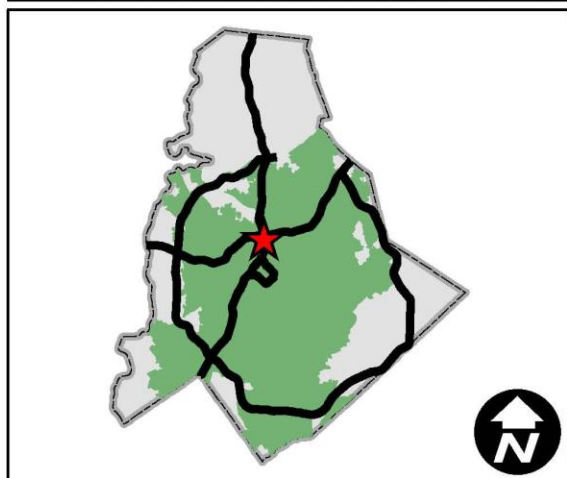
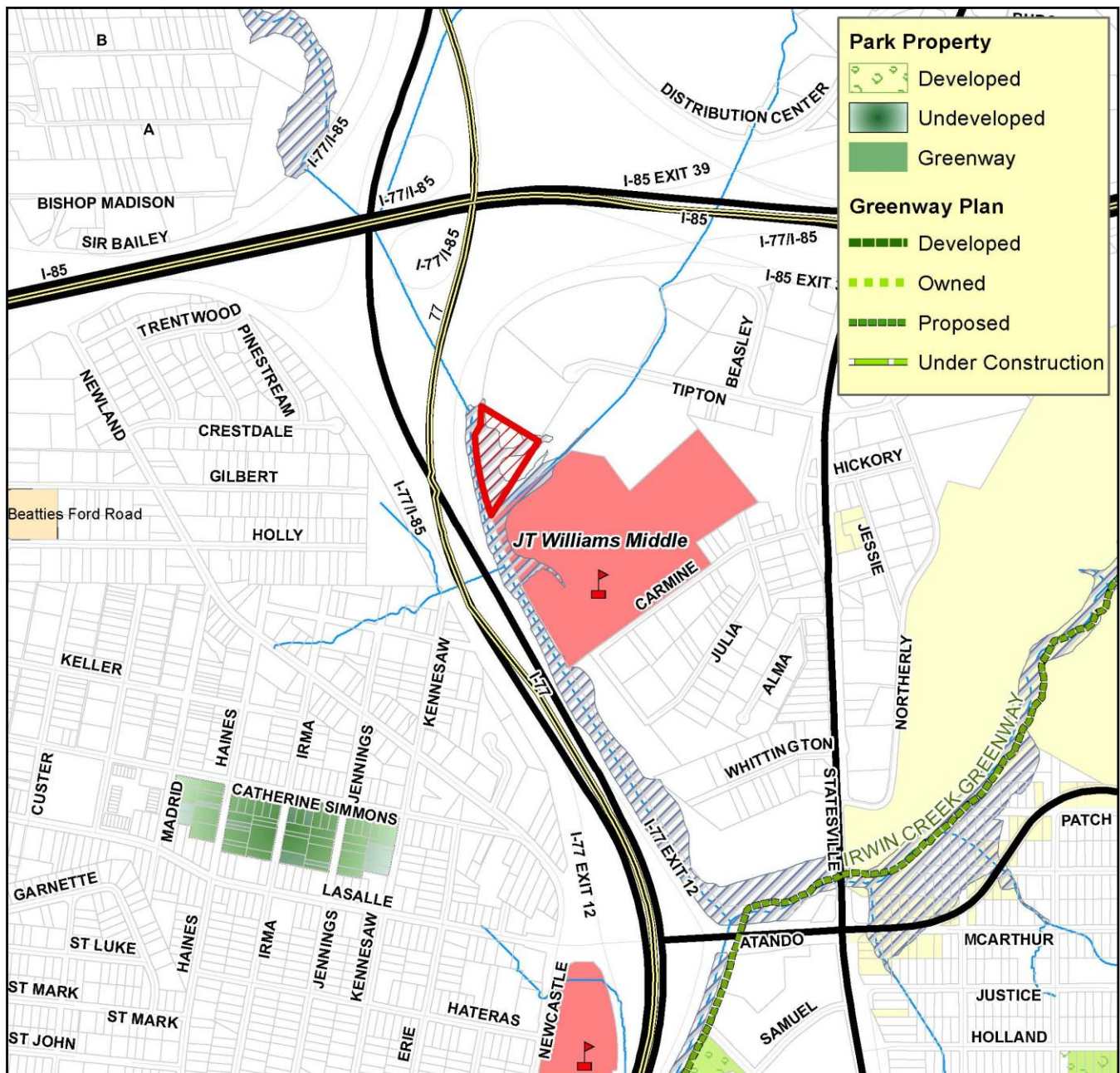
JOINT USE TASK FORCE REVIEW COMMENTS:

The Joint Use Task Force reviewed this matter at their December 7, 2011 meeting. The Park & Recreation representative stated interest in collaboratively examining greenway opportunities in the future.

PLANNING STAFF RECOMMENDATION:

Planning staff recommends approval of the proposed land donation to Charlotte-Mecklenburg Schools.

CMPC PLANNING COMMITTEE RECOMMENDATION:



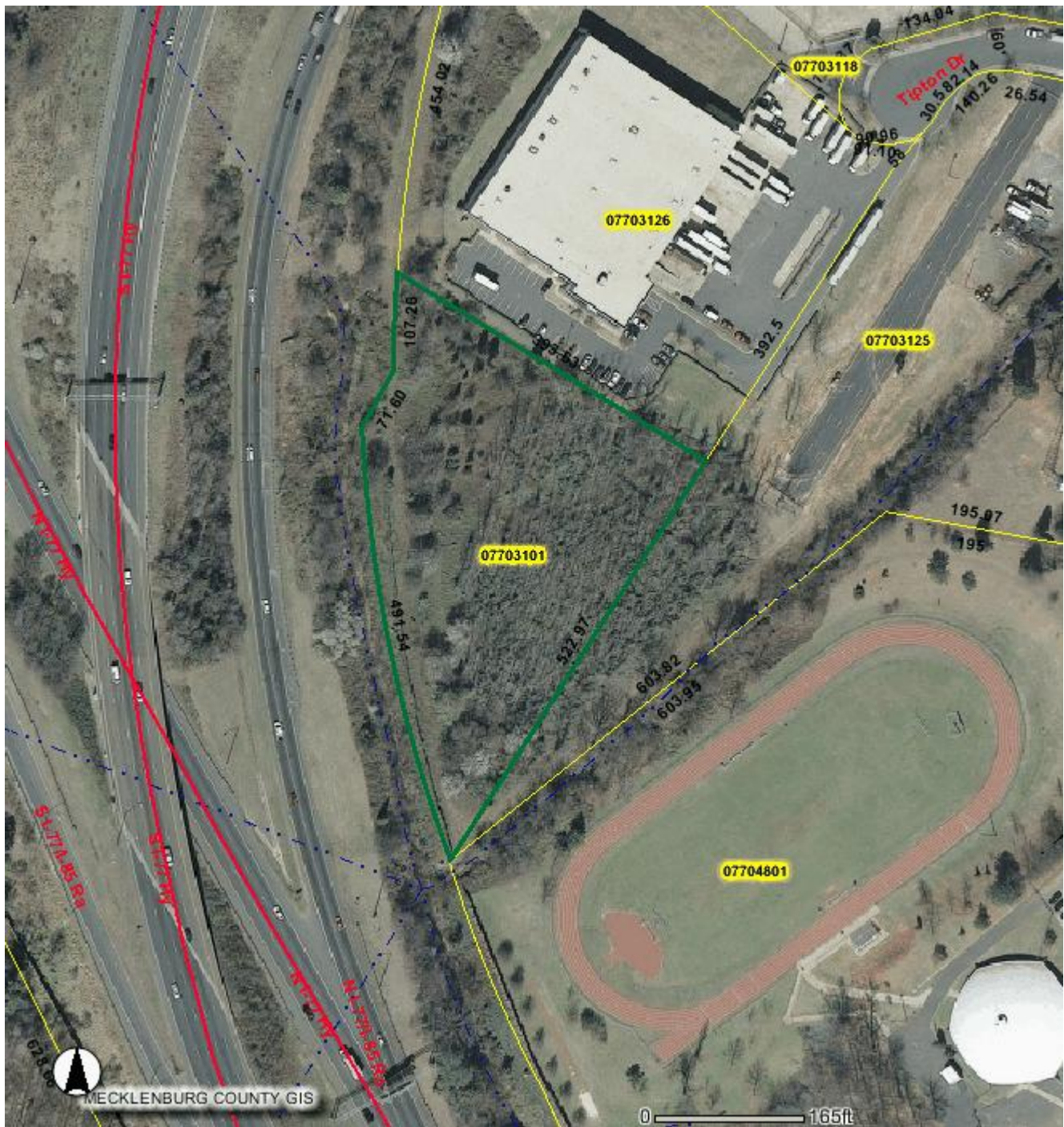
Mandatory Referral 11-15

Submitted & Initiated by: CMS Real Estate

- Mandatory Referral
- County Property
- City Property
- FEMA 100 Year Floodplain

Produced by the Charlotte-Mecklenburg Planning Department





Submitted by: Robert W. Drayton: City of Charlotte Real Estate

Initiated by: Barry Shearin, Charlotte-Mecklenburg Utilities

MANDATORY REFERRAL REPORT NO. 12-01

Proposed Acquisition of Property to Serve as Utilities North Mecklenburg Maintenance Facility

PROJECT PROPOSAL AND LOCATION:

Charlotte Mecklenburg Utilities Department (CMU) proposes to acquire property at 11609 Hord Drive (parcel # 01120123) in the Town of Huntersville to be used by CMU for a maintenance facility to serve the northern portion of Mecklenburg County. It is also possible that Charlotte-Mecklenburg Schools (CMS) may have use for a portion of the site for a vehicle maintenance and staging facility. In addition, Charlotte Business Support Services (BSS) may also have use for a portion of the facility to serve as a satellite vehicle maintenance facility for several departments (including Charlotte Area Transit System, CMU, and Charlotte-Mecklenburg Police).

The property is located in the NorthChar Business Park off Ramah Church Road and the surrounding uses are primarily industrial, rural residential and commercial land uses. The Town of Huntersville reports that both Seagle Street and Hord Drive (that provide vehicular access to the subject property) are privately-owned and maintained roads. The rail corridor for the Norfolk-Southern "O" line (lightly used for freight and proposed as the CATS Red Line commuter rail) passes across the western segment of the site.

The 10.01-acre property is currently improved as a warehouse and distribution facility (79,210 square feet of buildings consisting of 8,595 square feet of office space, 53,791 square feet of warehouse space and 16,824 square feet of covered storage space) and related parking/vehicle storage. The property was most recently used by a building material supplier as a sales office, warehouse and distribution facility. The property is zoned SP, Special Purpose District by the Town of Huntersville and the proposed use is consistent with current zoning.

PROJECT JUSTIFICATION:

The current North Maintenance CMU maintenance facility is located at 11235 Sam Furr Road in leased space that is shared with the property's owner. The proposed new location provides a more secured location, better parking for both CMU vehicles and employees' vehicles, as well as office space for related functions.

CMU has four Zone Operations Centers throughout Mecklenburg County for personnel and equipment for maintenance of the water and sewer systems. The North Zone is currently the only facility whose Operations Center is currently leased. Purchase of this location can meet the goal of having all facilities owned. CMU has considered a number of sites for a permanent location for the North Zone and has been seeking a site for approximately seven years. This is the first property considered that meets the site criteria for acreage, location, accessibility to service area, parking (for the public, CMU employees, and fleet vehicles), zoning, access, and acquisition cost. This location provides numerous advantages including adequate and secured parking, a separate public parking area, office space, warehouse facilities, and covered storage. The facility should be able to meet CMU's needs for many years into the future.

The potential also exists for the facility to function as a CMS bus servicing/staging/storage area for the northern segment of the County. Several transportation and facilities studies (some dating from as far back as the early 1990's) have identified the need to de-centralize CMS bus facilities operations and to establish a network of satellites. It might also be possible for at least some of the fleet maintenance functions (e.g. personnel, equipment, parts & supplies) to be shared between CMU and CMS. While specific CMS functions that would ultimately be housed at this location have not been clearly identified, significant potential for on-going dialogue between the two agencies exists. If such a joint use arrangement can be developed, CMS would likely lease one of the buildings on the site and a portion of the parking area.

Finally, BSS has identified this as a preferred site on which to locate a maintenance facility for City-owned vehicles that serve the northern portion of the County (in addition to the possibility of those owned by Huntersville and Davidson). This could potentially replace a current facility located on 12th Street in Charlotte, and if 12th Street operation be moved to this location, it would operate as a joint City-County facility (as does the 12th Street facility).

The property has a rail spur with access to the Norfolk Southern "O" line and adjacent to the future LYNX "Red Line" for commuter rail. The proposed operations would not have need for this spur (although properties in the NorthChar park further to the east may someday benefit from rail access).

CONSISTENCY WITH ADOPTED PUBLIC POLICIES:

Policies and criteria governing placement of the various facilities are contained in the "Project Justification" narrative above. Additionally, for CMU, priority is given to owning (as opposed to leasing) facilities as it is generally more cost effective over time.

The proposed uses are consistent with the existing zoning on the property. According to the Town of Huntersville Planning Department the SP zoning allows uses such as contractor offices and accessory storage yards as "permitted uses", so that the proposed CMU and CMS uses would be allowed to occupy the facilities without re-zoning or special approvals (so long as improvements are internal). If additional external or site improvements are involved, a commercial site plan would be required.

CONSISTENCY WITH ADOPTED LAND USE PLANS:

The subject property does not fall into any of the Town of Huntersville's area plan geographies. The Zoning Ordinance therefore suffices to serve as policy guidance for future land uses (as mentioned, the proposed use is consistent with current site zoning). Although the future Red Line commuter service passes immediately to the west of the property, proposed passenger transit stations are located at least a mile away (the site is approximately a mile north of the proposed Huntersville station and two miles south of the proposed Sam Furr station). Therefore the site is unaffected by transit station area plans.

The site is however impacted by two future thoroughfares identified in the Mecklenburg-Union MPO Thoroughfare Plan: the east/west Stumptown Road extension (that skirts the northern edge of the site) and the Church Street extension (also called Seagle Street extension) that crosses the site north/south. Both of these projects are unfunded at this time.

The Huntersville Town Board has also endorsed the concept of integrating the "Red Line Trail" into capital and land use planning in Huntersville (including recommending that it be integrated into the region's Comprehensive Transportation Plan). This trail is envisioned to run parallel to the Red Line between Center City Charlotte and Mt. Mourne in south Iredell County. While a precise alignment has not yet been identified, current thinking of Town staff is that at this location it should run within the future Church Street/Seagle Street right-of-way.

PROJECT IMPACT:

Inasmuch as the proposed use is categorically the same as the previous use of the property, no real impacts on the site and the surrounding area are anticipated.

RELATIONSHIP TO OTHER PUBLIC OR PRIVATE PROJECTS:

The CATS North Corridor Red Line passes immediately west of the site (on the Norfolk Southern "O" line railbed). The line would become operational no sooner than 2017. While the railroad has no dedicated right-of-way, the "prescriptive easement" in which the rail is located does encroach (by as much as 100 feet) upon the western edge of the site.

Currently, municipal and county governments through which the proposed commuter line passes are evaluating a business model and financing plan intended to fund the local share of this project. One element of the financing plan is the proposed establishment of a series of "freight-oriented development" districts along the line, and this property (and the remainder of the NorthChar business park) falls within one of these proposed districts. The prospect of attracting new business to the business park that could capitalize on access to enhanced rail service could be crucial to the financial success of the Red Line.

ESTIMATED PROJECT COMPLETION DATE:

The property would be acquired by the end of April 2012 and CMU would move in around June 2012.

JOINT USE TASK FORCE REVIEW COMMENTS:

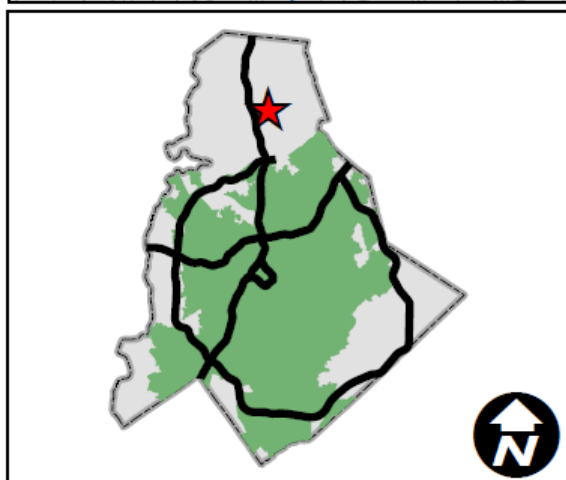
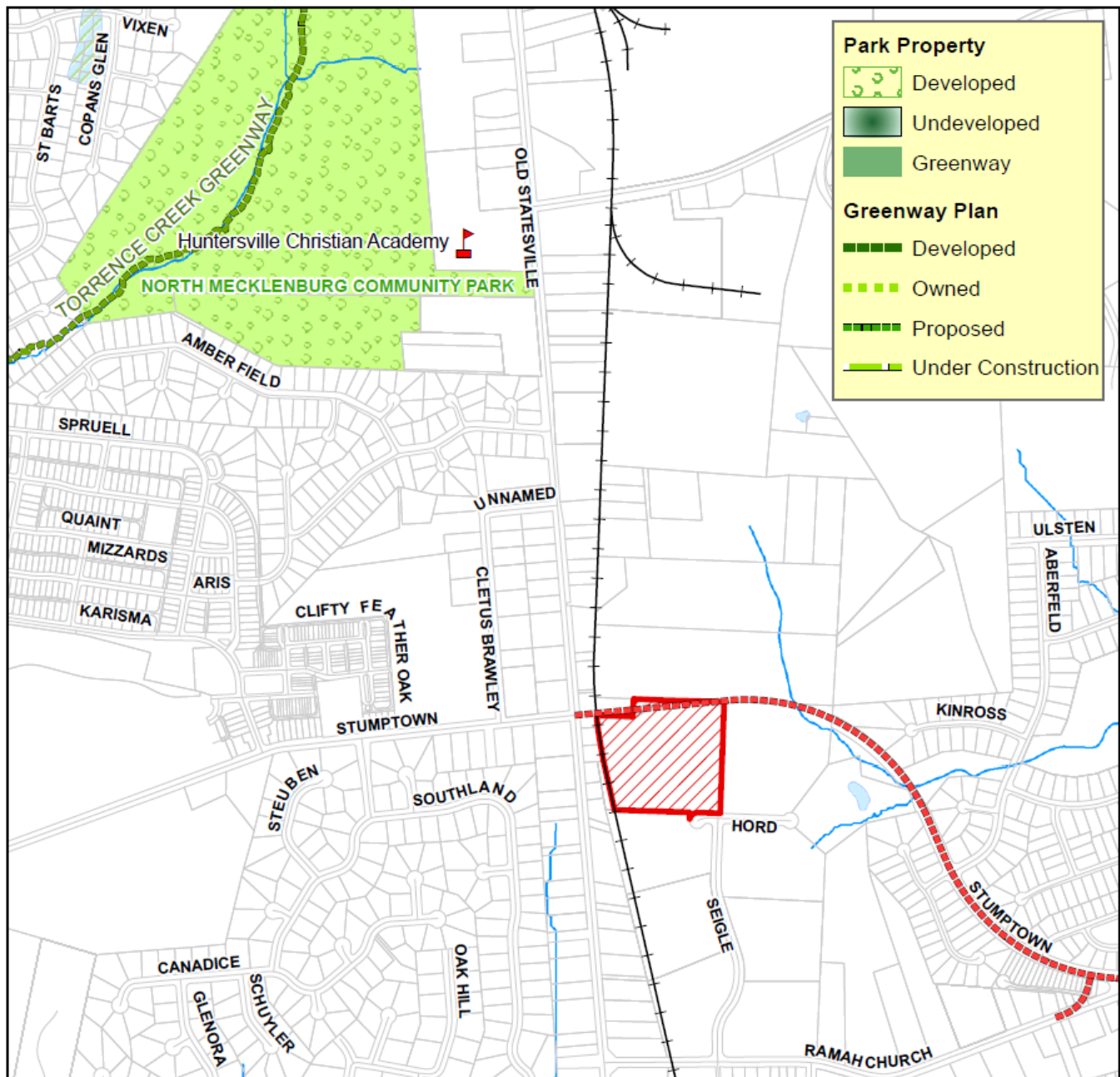
The Joint Use Task Force discussed this matter at their February 1, 2012 meeting. The point was made that accommodations should be considered for the future Red Line Trail in future use of the site.

PLANNING STAFF RECOMMENDATION:

This project has the potential to be an exciting joint use project. The property is located within the Town of Huntersville's planning jurisdiction. In recognition of Huntersville staff's stated concerns and suggestions, Charlotte-Mecklenburg Planning staff recommends approval of the acquisition of the property for the intended uses, subject to the following conditions (parentheses indicates the staff identifying the conditions):

- A determination should be made as to which functions (other than CMU) have genuine interest in occupying the site. The site should then be "master planned" to determine if/how these functions can be accommodated on the site, and what (if any) site improvements will be required (Charlotte).
- Proposed site changes are subject to the Town's Commercial Site Plan requirements (Huntersville).
- Rights-of-way passing across the site for the future Stumptown Road extension and Church Street/Seagle Street (including the future Red Line Trail) should be precisely located and dedicated thereby protecting them from future development so they are available once construction funding becomes available (Huntersville and Charlotte).
- Future site improvements should recognize the location of these future thoroughfares, including but not limited to screening of outdoor storage areas and establishment/protection of setbacks (Huntersville).
- The success of potential "freight-oriented development" (as identified in the Red Line business and finance plan) on parcels east of the property may rely upon rail access across the property in the form of extension of the current rail spur. The importance of this spur to the larger district and the feasibility of crossing the future Stumptown Road at-grade should both be determined. If necessary, the option to extend the spur in the future if conditions warrant it should be preserved (Huntersville and Charlotte).
- Working with CATS and Norfolk-Southern, rail right-of-way width sufficient to serve anticipated rail needs for the future Red Line should be identified, and that portion of the site thereby identified should be dedicated and protected from development (Charlotte).
- The City should work with the Town of Huntersville and owners of the other properties in the NorthChar Business Park with a goal of transferring Seagle Street and Hord Drive to the Town of Huntersville for future maintenance (Huntersville).

CMPC PLANNING COMMITTEE RECOMMENDATION:



Mandatory Referral 12-01

Submitted by: City Real Estate

Initiated by: CMU



Mandatory Referral



County Property



Thoroughfare Plan



Produced by the Charlotte-Mecklenburg Planning Department

MANDATORY REFERRAL REPORT NO. 12-02
Proposed City Purchase of 18.6 acres in Lakewood Community
(Partner with Catawba Lands Conservancy)

PROJECT PROPOSAL AND LOCATION:

Charlotte Storm Water Services proposes to acquire, in partnership with the Catawba Lands Conservancy, Parcel No. 065-09-144, located next to a Stewart Creek tributary in the Lakewood Neighborhood near Rozzelle's Ferry Road. The proposed site is approximately 18.6 acres zoned for-1 (Industrial) and R-5 (Residential). The current land use is vacant with some utility right-of-way and is owned by Duke Energy.

The purpose of the acquisition is to: 1) construct a stream restoration project and a stormwater Best Management Project (BMP) and 2) construct a portion of the Stewart Creek Greenway, which will be part of the Carolina Thread Trail when complete. The property has been recently subdivided from a larger parcel by Duke Power in order to partner with the Catawba Lands Conservancy (CLC) and Mecklenburg County Park & Recreation (the subdivided land contains an electrical sub-station). Catawba Lands Conservancy is the organization leading the Carolina Thread Trail construction efforts in fifteen counties in North and South Carolina within the Metrolina area.

The Charlotte Department of Transportation has acknowledged a desire for a future extension of Lakeview Street along the proposed greenway frontage. The extension of this street will open up additional land for development looking onto the greenway, which is proposed to meander through large, mature trees opposite the proposed housing.

Once Mecklenburg County Park & Recreation has available funding for Stewart Creek Greenway, the greenway portion of the property will be transferred to Mecklenburg County with the City retaining the portion upon which the BMP will be developed. The remaining portion of the original parcel will be retained by Duke Power due to the large substation located on the property. Parcel ownership is proposed as follows: Conservation easement – 9 acres; BMP maintenance easement – 2.5 acres; Lakeview Extension R/W – 1 acre, and Mecklenburg County– 6 acres.

PROJECT JUSTIFICATION:

City Storm Water has collected mitigation payments in the Irwin Creek watershed (of which Stewart Creek is a tributary stream) and is responsible for building water quality improvements within this watershed. The stream restoration project will be constructed in order to generate stream mitigation credits for public projects and aid in the effort toward watershed recovery.

Eventually when Park & Recreation becomes a partner, it will join the existing partners in this venture (Catawba Lands Conservancy, the Lakewood neighborhood, Charlotte Storm Water Services, Charlotte Department of Transportation and Charlotte Neighborhood and Business Services). The contributions by the long list of partners make this a project that provides more benefits for the community than any single project or any one partner can provide.

CONSISTENCY WITH ADOPTED PUBLIC POLICIES:

The stormwater improvements and greenway are consistent with the *Greenway Master Plan*, a component of the *Mecklenburg County Park & recreation 10-year Master Plan* (2008). The stormwater improvements are consistent with Storm Water Services policy by providing cost-efficient improvements to water quality and quantity within the City. Irwin Creek is one of the City's impaired streams and constructing water quality improvements helps the City work toward the goal of watershed recovery.

CONSISTENCY WITH ADOPTED LAND USE PLANS:

The proposed improvements are consistent with the *Lakewood Neighborhood Plan* (2006) which recommends greenway improvements and linkages within this portion of the study area. The plan also supports improving neighborhood connectivity for pedestrians, cyclists, and motorists.

PROJECT IMPACT:

The stream restoration project and water quality BMP will be designed to help improve water quality within Stewart Creek and Irwin Creek. The proposed greenway trail will be an integral part of the Carolina Thread trail and will provide recreational opportunities to the Lakewood Community.

RELATIONSHIP TO OTHER PUBLIC OR PRIVATE PROJECTS:

Other stormwater improvements and greenway additions in the area both upstream and downstream will add to the synergistic approach of this project. There are houses being bought both upstream (through a City Storm Water project) and downstream (through a County floodway mitigation project) of this project because of flooding issues. Additional water quality BMPs and sections of the greenway may be built in these areas.

ESTIMATED PROJECT COMPLETION DATE:

It is estimated that this stormwater project will be built in Fiscal Year 2015. A feasibility analysis for the stream restoration and BMP has been completed. The greenway will be completed as County Park & Recreation funding allows.

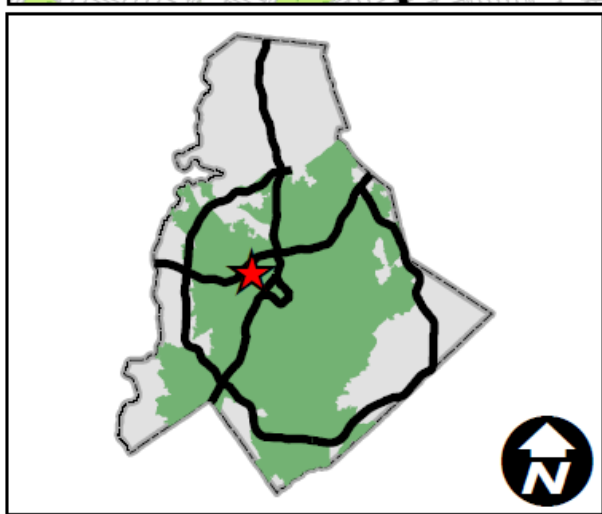
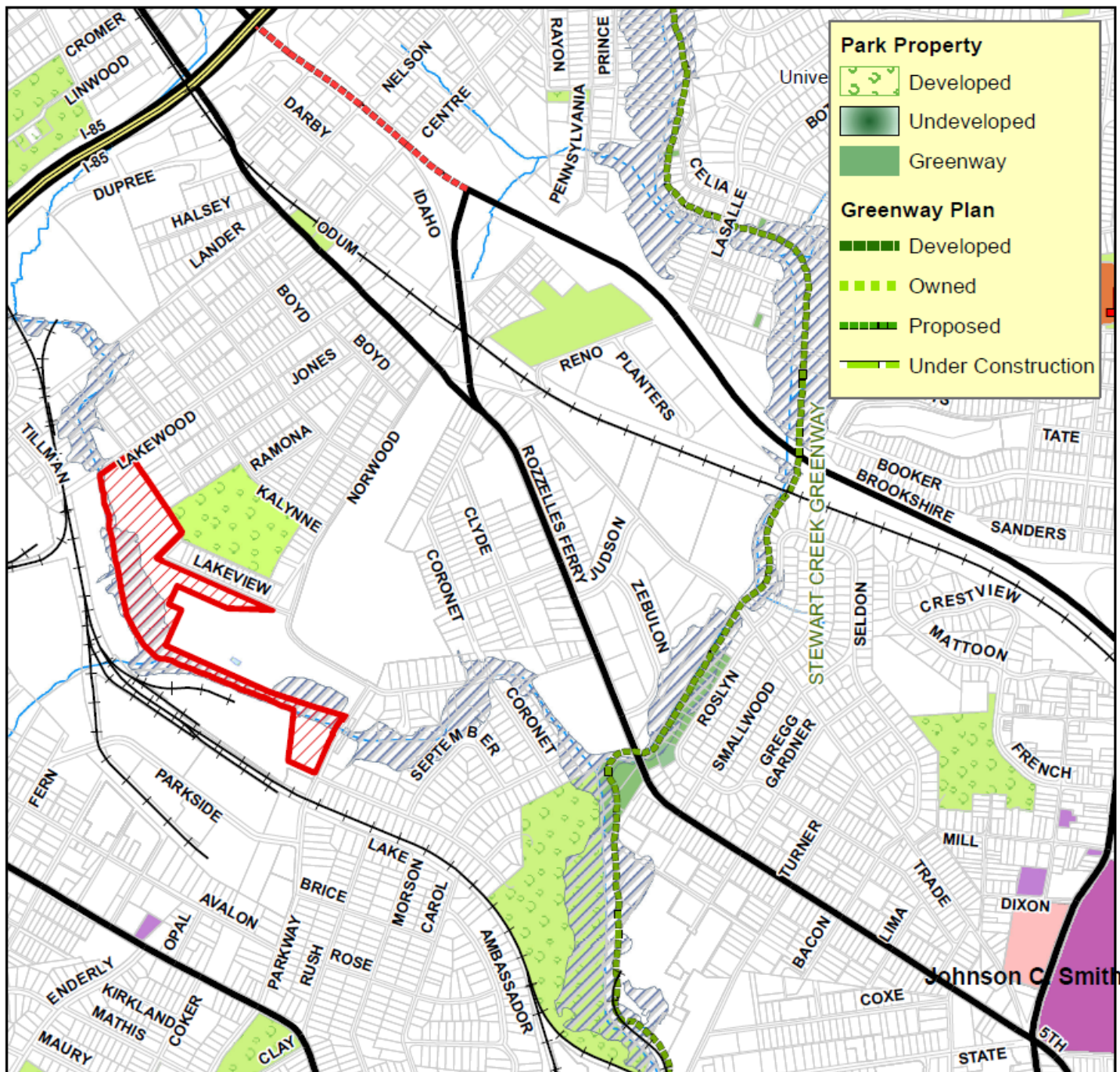
JOINT USE TASK FORCE REVIEW COMMENTS:

The Joint Use Task Force discussed this matter at their February 1, 2012 meeting and no joint use comments were offered; however, the group acknowledged that this was a good joint use project).

PLANNING STAFF RECOMMENDATION:

Staff supports the proposed transaction to acquire land to construct a stormwater and greenway project and recommends approval.

CMPC PLANNING COMMITTEE RECOMMENDATION:



Mandatory Referral 12-02

Initialed & Initiated by: E&PM

- Mandatory Referral
- FEMA 100 Year Floodplain
- Existing
- Proposed



Produced by the Charlotte-Mecklenburg Planning Department