

MANDATORY REFERRAL REPORT NO. 03-33
Proposed Acquisition of Property to Serve as New CDOT Street Maintenance Facility

PROJECT PROPOSAL AND LOCATION:

The City proposes to acquire land for the development of a new City Street Maintenance facility to replace the facility at the Central Yard. The proposed facility will consist of various operations related to the maintenance of Charlotte streets and sidewalks. Equipment and trucks will be serviced and housed on-site and will frequently move from the site to field locations. The site will also be used to store materials associated with Street Maintenance operations, and will accommodate a small Equipment Services facility which has been identified as being needed in this geographic area of the City. Given the site's proximity to CMUD's Brookshire Boulevard facility, it offers opportunities to also support their motor fleet operations as well.

The site consists of 20.207 acres, located on the southwest side of Northpointe Industrial Boulevard, approximately 900 feet northwest of Hoskins Road. The property is identified as tax parcel numbers 039-101-01, 039-101-08, 039-101-09, 039-211-12 and 039-211-14, and is zoned I-2 Heavy Industrial. The property is located in Northpointe Industrial Park, off North Hoskins Road, between Brookshire Boulevard and Beatties Ford Road. Northpointe Industrial Park consists of a single street that was developed in the early 1990's, and about half of the land in the park is now developed with industrial facilities including a Charlotte-Mecklenburg Schools bus storage yard and maintenance garage just northwest of the subject site.

The area surrounding Northpointe to the south and west to I-85 is primarily industrial with a mixture of outside storage facilities, manufacturing, distribution, and warehousing. East of the site is vacant land that is also zoned for industrial use. The area has access to I-85 via Brookshire Boulevard to the west and Beatties Ford Road to the east. Although Hoskins Road is the most direct route from Brookshire to the site, an operational restriction is proposed that would limit truck traffic to Lawton, Chesapeake and Hoskins to avoid residential areas fronting on Hoskins just east of Brookshire.

PROJECT JUSTIFICATION:

For several years, the City has been evaluating the Central Yard as to how the site might be better utilized, and how to more effectively serve the current and future City of Charlotte with the functions that are now housed at that facility. The Charlotte Housing Authority's application for a Hope VI grant to redevelop the Piedmont Court housing complex, coupled with the recommendations contained within the Belmont Plan have made relocation of functions within the Central Yard a priority.

Based on current and anticipated future needs of Street Maintenance, growth projections, existing Street Maintenance facility locations, and the capability to provide the most efficient and effective service to the citizens of Charlotte for the built out City (380 square miles) the need for a site located in the northeastern part of the City was determined as part of the Fleet Management Master Plan, as undertaken by the City's Engineering & Property Management KBU. This site is particularly attractive, given its industrial zoning and its close proximity to major thoroughfares and the interstates.

CONSISTENCY WITH ADOPTED PUBLIC POLICIES:

On May 29, 2001, City Council approved the City Within A City Committee's recommendation to relocate Street Maintenance so that land adjacent to Piedmont Courts could be used by the Hope VI project. City Council also approved funding in 2001 for improvements to Central Yard as recommended by the CWAC Committee. In May, 2003 City Council approved the Belmont Revitalization Plan.

The proposal is also contained within the City's 2004-08 Capital Investment Plan, and is recommended in the draft Fleet Management Master Plan being completed by the City's Engineering & property Management KBU.

CONSISTENCY WITH ADOPTED LAND USE PLANS:

The site is located within the Northwest planning area; the Northwest District Plan calls for industrial development on the site and in the area, and as such the proposed land use is consistent with the recommendations in the Plan. The property is zoned I-2 Heavy Industrial.

PROJECT IMPACT:

The proposed project will cause increased truck traffic in an already industrial area, while relieving such traffic within the area from which this function will be re-located. Relocation of this function from the Central Yard will enable the remaining uses, such as Solid Waste Services to consolidate its uses. It will also provide needed screening, landscaping, and upfit of the facilities enabling it to become a better neighbor within the Belmont community.

RELATIONSHIP TO OTHER PUBLIC OR PRIVATE PROJECTS:

As mentioned above, the proposed action is in keeping with the vision as articulated in the Belmont Revitalization Plan by relocating this function from the current Central Yard property. Additionally, it will enable other capital improvements to be undertaken for functions proposed to remain at the Central Yard.

ESTIMATED PROJECT COMPLETION DATE:

The preliminary completion date is scheduled for August 2006.

JOINT USE TASK FORCE REVIEW COMMENTS:

The Joint Use Task Force reviewed the matter at their December 3, 2003 meeting, and there were no joint use opportunities offered.

CMPC STAFF RECOMMENDATION:

Staff recommends approval of the purchase of this site.

CMPC PLANNING COMMITTEE RECOMMENDATION:

The Planning Committee considered the matter at their December 16, 2003 meeting and recommended approval by a 7-0 vote.

Staff Resource: Greg Burnham

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