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## MEETING MINUTES

DATE: May 8, 2013

TIME: 7:00 - 9:00 pm

LOCATION: St. Sarkis Armenian Apostolic Church  
7000 Park Road  
Charlotte, NC 28210

TOPIC: Second Public Meeting – Alternative Analysis and Phasing  
Sunnyvale- Chandworth Storm Drainage Improvement Project

PRESENT: *Charlotte Mecklenburg Storm Water Services (CMSWS)*  
Jackie Bray (JB), Matt Gustis (MG), Amy Bice (AB), Harold Smith (HS), Joe Hammond (JH)

*Dewberry*  
Chris Fleck (CF), Brian Dey (BD), Crystal Williams (CW), Jonathon Drazenovich (JD)

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The City Project Manager presented the meeting, as outlined below.

- ❖ (JB) Charlotte-Mecklenburg Storm Water Services (CMSWS) Summary:  
Storm water items that do and do not quality for service, goals of the storm water department, and components of the storm water program
- ❖ (JB) Project Selection and Citizen Involvement:  
Project selection based on citizen input from 311 requests, deteriorating infrastructure, CMSWS watershed ranking, and larger watershed-wide drainage issues. Citizen involvement includes citizen input from 311 requests and citizen questionnaires, feedback on existing drainage issues not previously reported, areas of roadway or structural flooding within the project limits, and support for the project's future phases.
- ❖ (CF) Existing Conditions Analysis Overview:  
Dewberry indicated that a detailed survey of the existing topographic and storm water system information has been completed. The existing conditions have been analyzed, evaluated against nearly 50 criteria and combined with citizen reported data as summarized on the maps (A-E) in the presentation.  
  
CF reviewed the order of magnitude of the study and the results of the analysis including almost 5 miles of deficient pipes, over 3 miles of deficient channel, 189 deficient inlets, 160+ buildings that are potentially flood prone and 18+ street areas that are potentially flood prone. CF indicated that these areas were studied in detail for existing conditions and will be studied further to determine potential improvements.
- ❖ (CF) Alternative Analysis Overview:

Dewberry described the order of magnitude of the proposed improvements including 8 miles of proposed pipe, 3 miles of proposed channel improvements and 860+ proposed storm structures. The estimated cost of the improvements is \$41.5 million.

CF reviewed the presented maps A-E [note the presented maps matched the maps on display for the breakout sessions]. CF noted overview of typical proposed improvements on the maps such as channel stabilization, channel grading, proposed pipes, and proposed storm drainage structures.

❖ (CF) Future Project Milestones

Planning

- Survey (completed)
- Existing Conditions (completed)
- City Design Standard Analysis (completed)
- Alternatives Analysis (completed)
- Phasing (in progress)

Design (estimated 2 year duration)

Real Estate / Easement Phase & Permitting (estimated 1 year duration)

Bid (estimated 6 month duration)

Construction (estimated 2 year duration per phase)

❖ (CF) Design Phasing

CF described the intent of phasing, and how the Sunnyvale Chandworth SDIP is going to be broken up into phases. Lilly Mill is phase one and the Design has already begun. Chandworth will be phase two, and is slated to start 2013/2014. The intent of Design Phasing is to start one new phase per year.

General Questions / Comments / Concerns

- **Question** – How are you accounting for upstream development that affects the downstream area?  
**Answer** – This master plan is for the whole watershed, and “future conditions” is what was modeled, so upstream development is accounted for in our design.
- **Question** – There is silt running down the road where construction is going on right now. That’s a problem; will you guys address this issue?  
**Answer** – No, that is not a part of this project. Once the construction is done, and the area seeded, and grass grows, you won’t see muddy water from that area.
- **Question** – What happens to bus stops and fire access, and other access issues during construction?

**Answer** – The construction documents that will be developed during the design phase of the project will address every one of those issues. We work with Charlotte Department of Transportation (CDOT), to ensure the Traffic Control plans are sufficient. The contractor will always maintain some type of access for every road.

- **Question** – CDOT has wanted to put a road bridge across Little Sugar Creek in this area for over 30 years, is any of your work related to their proposal to do that?

**Answer** – No.

- **Question** – I have a private pipe in my yard (which is failing and causing sinkholes) that connects in to a catch basin in the road. I'm about to replace it, as well as the catch basin into which it connects. I'm now concerned after seeing your plan to replace that catch basin, that the work I'm about it do is going to be re-done in a couple years.

**Answer** – We can look at your particular area after the meeting to discuss particulars. However, communicating with CMSWS regarding your proposed work will be important when we go into the design phase.

- **Question** – Is this project going to affect the school that is in the project area? Are you guys communicating with them?

**Answer** – Yes, JB has been communicating with the school, and will continue to do so.

- **Question** – In my area, a pipe is labeled “existing pipe to remain”. Does this mean that no work will be done to this pipe?

**Answer** – If the pipe video indicates that the condition of the pipe is ok, then the pipe will not be worked on. However, when the pipes are videoed, and a problem shows up, then the pipe will have to be replaced.

- **Question** – I received a card, and I'm not 100% sure I want to allow you guys on to my property, if I were to respond with a 'yes' right now, is that binding?

**Answer** – You can just discuss your concerns with JB, and we can walk through them and determine if this is something you want to do.

- **Question** – Do you have any pictures of what the finished channels are going to look like?

**Answer** – Yes and no, we have example pictures of what some finished projects in the area look like, but we haven't determined what exact method will be used to stabilize the channels. So depending on the method used the end results could vary greatly.

At this point all attendees were referred to break-out sessions where individual maps and personnel were stationed for more detailed question / answer opportunities.

