



MEETING MINUTES

Edgewater-Rosecrest SDIP Public Meeting

St. Andrews United Methodist Church, Charlotte, NC

July 8, 2014

17 Property Owners/Residents attended the meeting

Sign In Sheet and Agenda attached

I. Welcome and Introductions

- Greg Cole, City Storm Water Services (CSWS) Project Manager, began the meeting by welcoming and thanking the residents for their attendance.
- Greg introduced himself and the team members for the project: CSWS and USInfrastructure of Carolina
 - Amy Bice, CSWS Watershed Area Manager and Greg's supervisor
 - Sandi Hayes, USI Project Manager and Javier Solis, USI Design Engineer
- Greg noted that there would be a formal presentation (PowerPoint), general question and answer period, and a specific question and answer period during break-out groups afterward.

II. Meeting Purpose

- Greg stated the purpose of this meeting was to provide a brief explanation of the project history and existing conditions, present the proposed improvements to be designed, explain the remaining project milestones, and to receive input from the residents and property owners related to the plan for improvements.

III. Charlotte-Mecklenburg Storm Water Services (CMSWS)

- Greg briefly described CMSWS history and program. He explained the purpose of a Storm Drainage Improvement Project (SDIP) and the need for improved storm water collection systems and maintenance within the project area.
- Greg explained the differences between maintenance projects and capital improvement projects. Maintenance projects are generally isolated, smaller repairs to drainage systems that do not impact other segments of the system. Capital projects generally encompass larger areas where work to multiple or larger systems are needed. The Edgewater-Rosecrest SDIP is a capital improvement project.
- Greg also briefly described the phases of a SDIP and noted typical durations as follows:
 - Planning (Typically 19 months)

- Design (Typically 21 to 34 months)
 - Permitting (Typically 3 to 9 months and overlaps the Design Phase)
 - Easement Acquisition (Typically 12 months and overlaps the Design Phase)
 - Bid and Award (Typically 5 to 6 months)
 - Construction (From 1 to 2 years)
- Greg noted the 311 requests and citizen questionnaire input received from the residents within the Edgewater-Rosecrest SDIP area had contributed to a higher ranking for the project. Another factor to the ranking of the project was the drainage problems identified during the initial light rail work in 2003 to 2006.
 - Greg stated the SDIP's goals were to update the existing infrastructure, reduce flooding potential at structures and roads, increase channel capacity, reduce erosion, and improve water quality.

IV. Project History and Proposed Improvements

Note: The following exhibits were provided for attendees to review.

1. *Exhibit – 2010 Aerial Map: highlights the project drainage area and existing storm drainage systems*
 2. *Exhibit - Existing Conditions Modeled versus Citizen Reported Drainage Issues: summarized the existing conditions analysis results and the citizen input reported to date*
 3. *Exhibit – General Proposed Improvements: summarized the proposed improvements to be designed for the area and identified the impacted properties.*
 4. *Exhibit – Detailed Proposed Improvements: overlay of the existing conditions results and proposed improvements, highlighted the type and category of the improvements, and identified impacted properties*
- Sandi Hayes informed the residents the Edgewater-Rosecrest SDIP watershed is approximately 472 acres and contains over 40,000+ linear feet of drainage system. The project limits are generally bounded by Emerywood Drive to the north, Park South Station Boulevard to the east, Starbrook Drive to the south and Old Pineville Road to the west.
 - Sandi noted the analysis performed on the existing system utilized hydrologic and hydraulic modeling programs. Portions of the drainage system were not expected to meet current design standards because of the change in design criteria over the years. She noted the City's storm drainage design standards have changed (to meet a higher level of service) since the original neighborhood was built. Therefore, part of the analysis and evaluation focused on the performance of the existing system and identification of areas or locations where potential road and structural flooding may occur. As a result, the analysis indicated the presence of undersized systems throughout the watershed. In addition, many of the systems were found to be in poor condition. An overall exhibit was

presented to summarize the existing conditions results. The exhibit highlights locations of reported citizen concerns, potential structure flooding, potential road flooding, culvert, pipe, and inlet systems that do not meet current standards, and channel segments where capacity and instability currently exist.

- Sandi described the goals for developing improvement alternatives: optimizing public safety while minimizing private property impacts and public costs. She noted citizen input from the previous public meeting was informative and compared it to the modeling results of the systems targeted for improvement. Multiple alternatives for improvements to the drainage systems were developed, analyzed, and evaluated. The alternatives included complete and partial system replacements, realignments, reconstruction of channels, rehabilitation, and stabilization.
- The team has selected improvements that are comprehensive to the entire drainage area and will address over 80 citizen requests for service. The estimated total construction cost is approximately \$9 million. The proposed improvements include the following.
 - Construction Phasing: the proposed improvements will be constructed in two (2) phases. In general, the phases can be described as Phase 1: Residential area (approximately \$5 million) and Phase 2: Commercial area (approximately \$4 million). The phase line is roughly along the rear property boundaries of the commercial properties along South Boulevard.
 - Culverts: the culverts at Brookcrest, Candlewood, Edgewater, Rosecrest, and Burnley Drive will be replaced and/or rehabilitated.
 - Pipe Systems: drainage systems throughout the neighborhood, along roadways, and in back yards will be replaced, realigned, and/or rehabilitated.
 - Channels: the existing channels will be improved to provide adequate conveyance, minimize erosion, and stabilize. Two types of channel improvements will be implemented: full improvements and stabilization only improvements. Full improvements are required and necessary for the hydraulic performance of the overall system. Full improvements may include adjustments to the vertical grade (depth), horizontal grade (width), alignment, and stabilization. Stabilization only improvements are not required, but preferred. All stabilization techniques will use natural rock and vegetation to improve the existing channel banks.

V. Next Steps

- Greg stated the Planning Phase would be concluded after the comments received at tonight's meeting are evaluated by the team.

- Greg also stated the Design Phase will be the next project milestone and will begin at the conclusion of Planning. The team will prepare construction documents, cost estimates, permit applications, etc. during the Design Phase. Additional field surveys and data collection will be necessary to complete the design.
- Greg also explained that an additional public meeting will be held once the construction documents are approximately 70% complete. The meeting purpose will be to present the improvements to the public and provide an opportunity to discuss specific neighborhood and private property impacts. The meeting will also serve to initiate the Real Estate Phase.
- Greg requested public support through the remaining project phases and specifically during the Real Estate. The project schedule can be impacted because of lengthy negotiations with the property owners for temporary and permanent easements required to construct improvements. In an attempt to reduce public costs and minimize delays, the team has identified channel segments that can be removed from the project. These segments include stabilization only improvements and are not critical to the overall performance of the drainage system. Stabilization only improvement segments will be removed from the project if a property owner is not willing to grant an easement or does not support the work.
- Greg noted that once the Design Phase is concluded the project will be advertised for bid and the construction contract would be award by City Council. Construction of the improvements, in phases, would begin after award of the contract.
- The formal presentation was concluded after a general Question and Answer session. Specific questions were also answered by team members during the break-out session afterward.

VI. General Q & A

Question: When will construction of the improvements begin?

Response: The start of construction activities will be at least three (3) to four (4) years from today and assumes that the Design, Permitting, and Real Estates Phases go smoothly. As mentioned during the presentation, the Design Phase will take approximately two (2) to three (3) years because of the length of proposed improvements. Although permitting and easement acquisition will occur during the Design Phase, bid and award will extend an additional 6 months before construction can start on Phase 1 improvements.

VII. Specific Q & A – Break-Out Groups

Question (Highwood Place): The property owner stated they have just had their driveway replaced with a thicker depth of concrete and a decorative finish. The current plan for improvements include replacement of an existing pipe under the driveway. The property owner requested the driveway be replaced by the same contractor who installed

their new driveway. The team explained to the owner that the alignment for the new pipe will not be confirmed until additional survey data is collected and the design is developed. Minor adjustments to the alignment are likely and less evasive installation techniques may be utilized (jack and bore). Also, the SDIP contractor will be required to replace any impacted driveway to meet current City standards. If the owner would prefer replacement by specific contractor, the team indicated the owner should discuss the request with the real estate agents during easement acquisition. Typically for these types of requests, the City will compensate the property owner for the impact, remove the driveway replacement from the SDIP, and the property owner would then work with a contractor of their choice for replacement.

- **Question (Brookdale Avenue):** The property owner is concerned about impacts associated with improving the existing drainage system that collects roadway drainage on Brookdale Avenue and discharges into the larger channel. The existing system is aligned near the house, then along the driveway, and ultimately through several rear yards of Brookdale and Brookcrest. The owner wanted to know how the alignment down the driveway would be designed, assurance that impacts to the existing vegetation would be minimized (preservation of the existing tree canopy), a recommendation on when he should contact an arborist to assess the health of existing vegetation on his property, and if a variety of plant/tree species would be incorporated into the SDIP planting plan. The property owner indicated support of natural design techniques and improvements that are environmentally friendly.

Response: The team responded by noting additional field survey data will be collected at the beginning of the design phase. The survey will locate all physical features within the anticipated construction corridor and possibly the entire property. Final design of the system alignment will consider proximity to structures, utilities, and mature/ornamental vegetation with the goal of minimizing impacts. The improvements along the main channel corridor will include planting of native trees, shrubs, and grasses. A real estate agent will contact the owner when the design plans are approximately 70% to discuss the impacts and a field meeting can be scheduled at that time with other team members, including the City's Arborist. The team recommended waiting to engage a private arborist until the 70% design plans are complete and specific impacts have been identified. The team assured the owner that we were aware of his concerns and appreciated the input and support provided at the first public meeting and the on-site meeting on his property in May 2013.

Comment (Edgewater Drive): The property owner indicated support for the project and has previously requested service. The owner also volunteered to assist the City team with communications in the neighborhood. The owner stated access along their property from the road right-of-way to their rear property boundary would not be possible and disturbance of their garden area would not be permitted.

Response: The team will evaluate potential access routes during the design phase in attempt to accommodate the owner's request.

Comment (Wycliff Place): The property owner stated settlement in their driveway has occurred where two (2) inlets were constructed with a past maintenance project.

Response: The team will investigate and may repair as part of a maintenance project. Additional survey data collection will be requested to ensure all existing inlets have been inventoried.

Comment (Candlewood Drive): The property owner stated there are sink holes in his yard over the existing pipe system that was constructed with a past maintenance project.

Response: The team will investigate and may repair as part of a maintenance project.

Comment (Edgewater Drive): The property owner stated there is a buried pipe system along his rear property boundary and he isn't sure if it flows into the system on Edgewater Drive.

Response: The team noted there are smaller systems in the area that drain along the property boundaries and carry runoff into another watershed. The team will confirm the connectivity of the system through additional field investigations during the Design Phase.

EDGEWATER-ROSECREST STORM DRAINAGE IMPROVEMENT PROJECT PUBLIC MEETING AGENDA

**St. Andrew's United Method Church – Commons' Room
July 8, 2014
6:00 to 8:00 pm**

<u>Topic</u>	<u>Presenter</u>
I. Welcome and Introductions	Greg Cole
II. Meeting Purpose and Agenda	
III. Charlotte-Mecklenburg Storm Water Services (CMSWS)	
IV. Project History and Proposed Improvements	Sandra Hayes
V. Next Steps	
VI. General Questions & Answers (10 minutes)	Greg Cole
VII. Break-Out Groups	