



# Right-of-Way Conveyance Presented to Mecklenburg Board of County Commissioners

July 2, 2024

# Garrison Road Extension

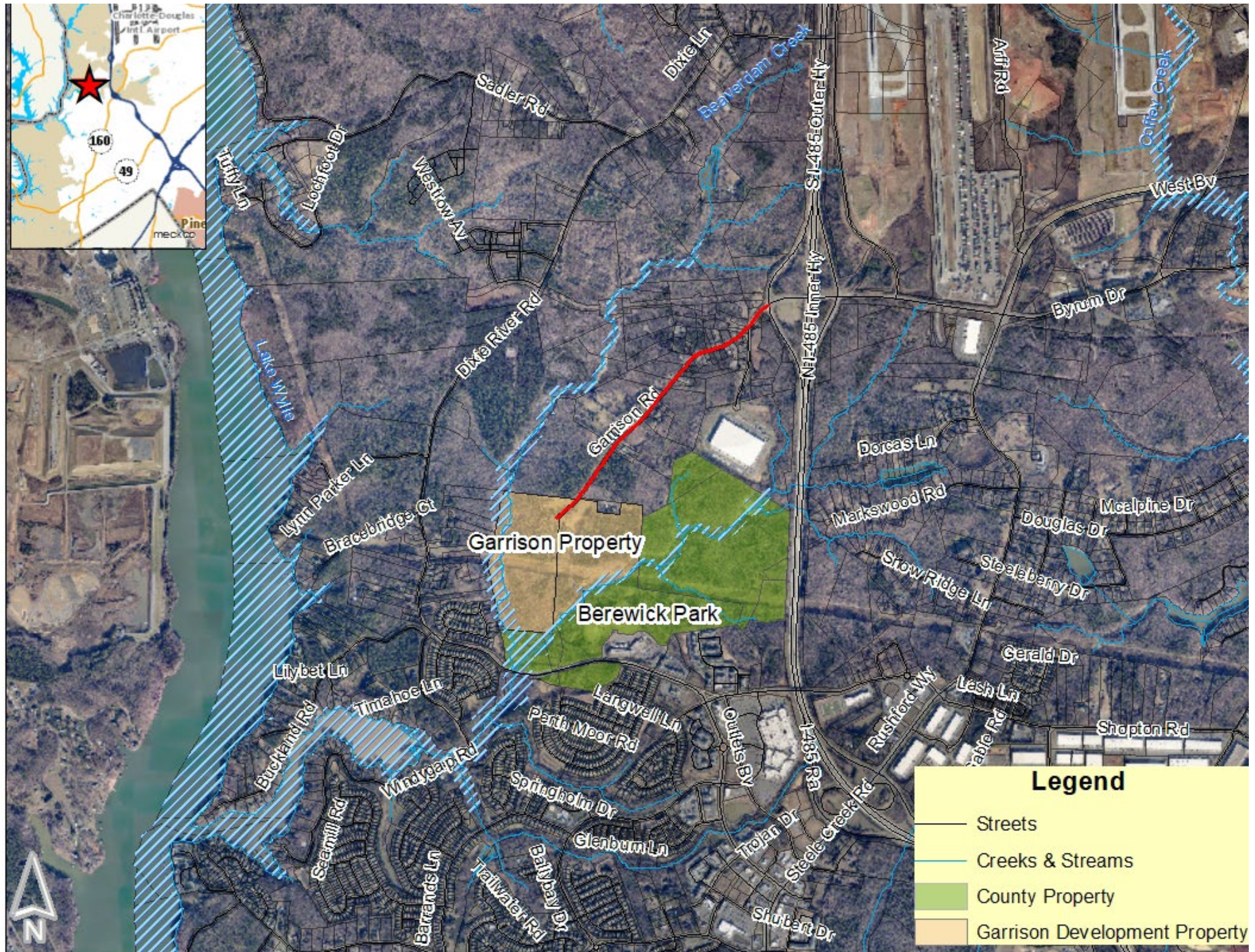
- I. Request of the County and Properties Involved*
- II. Transportation Planning History*
- III. Berewick Park Acquisition History and Master Plan*
- IV. Industrial Park Rezoning Requirements*
- V. Alternative Routes and Environmental Considerations*
- VI. Economic Impact*
- VII. Summary*
- VIII. Questions*

# **Garrison Road Extension**

## ***Request of the County and Properties Involved***

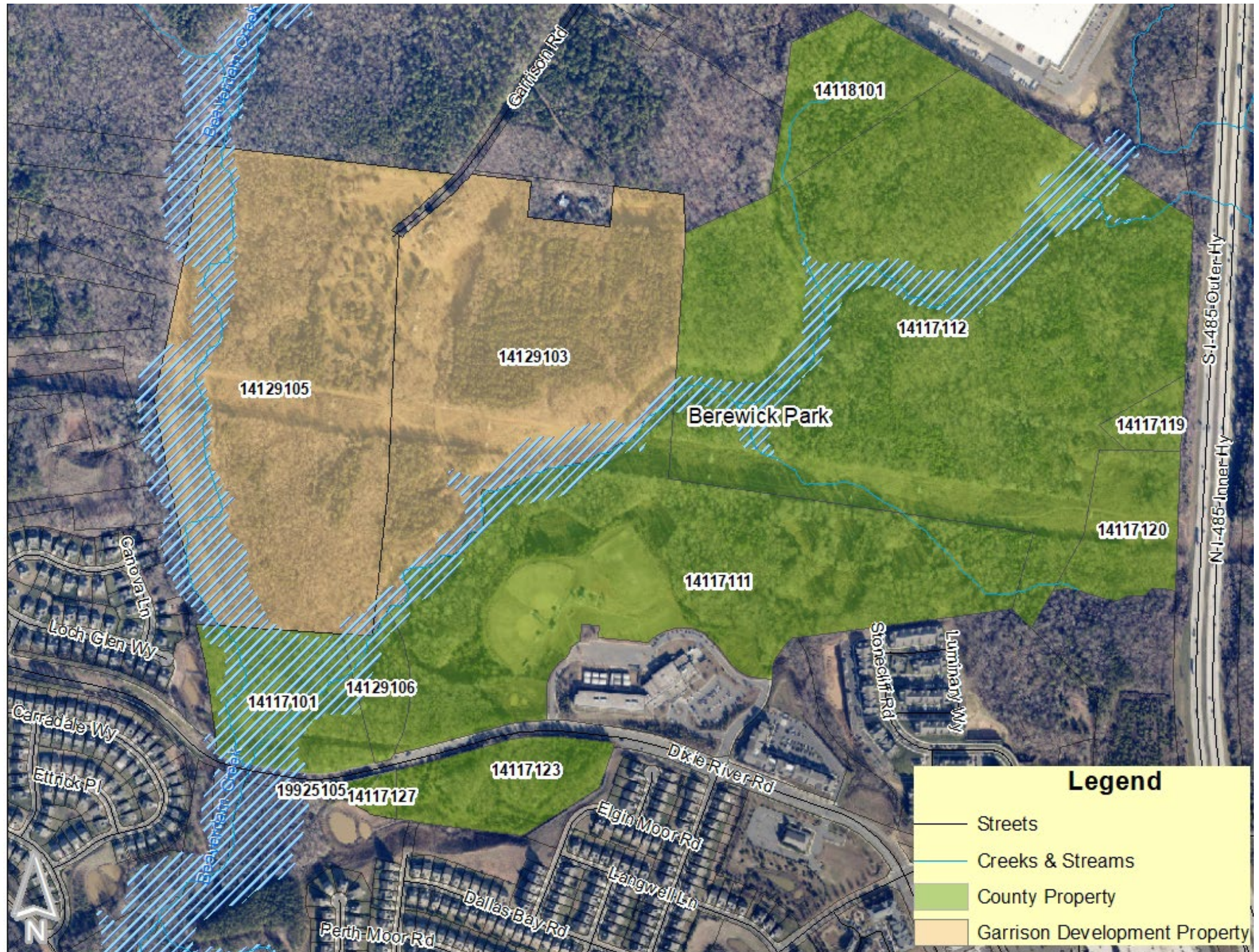


# GARRISON ROAD EXTENSION SITE AREA



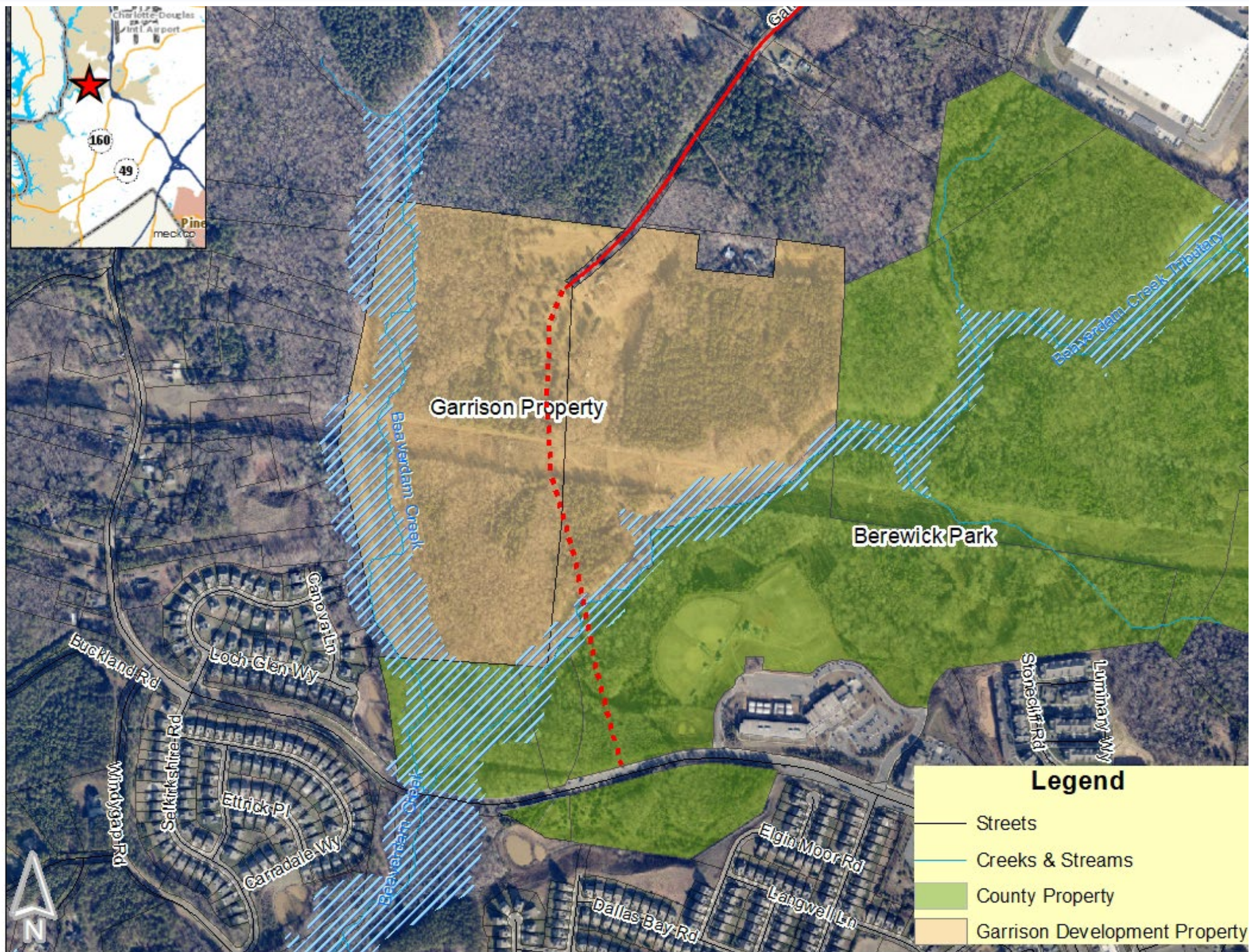


# GARRISON AND COUNTY PROPERTIES INVOLVED



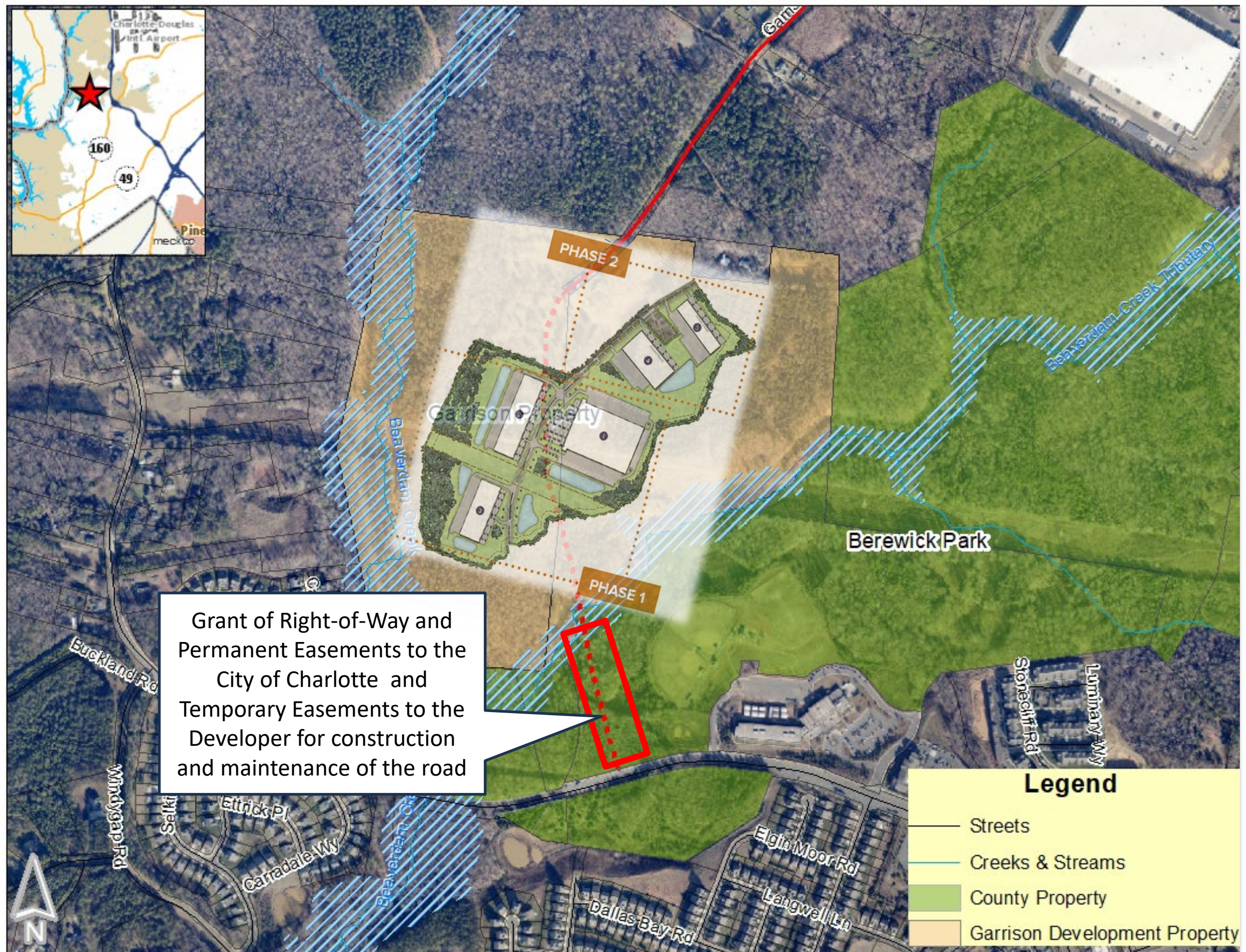


# PROPOSED RIGHT-OF-WAY ROUTE





# REQUEST OF THE BOARD





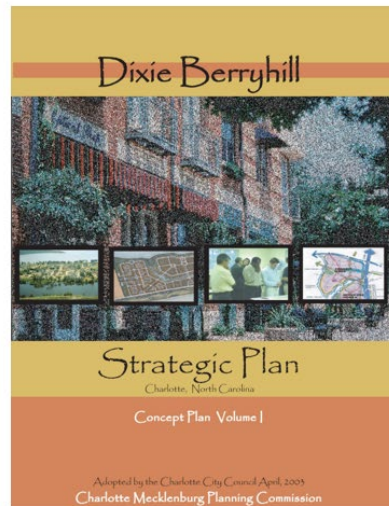
# **Garrison Road Extension**

## ***Transportation Planning History***

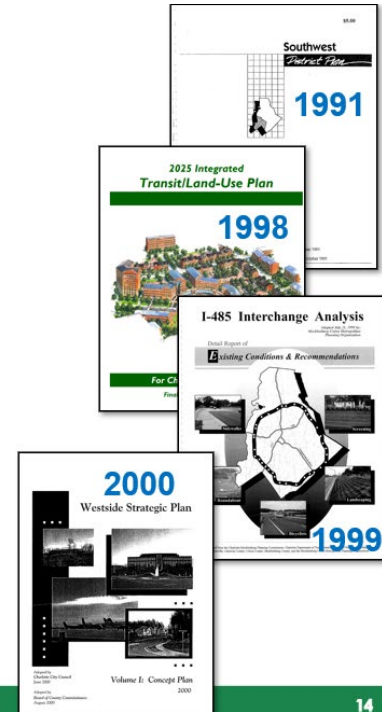
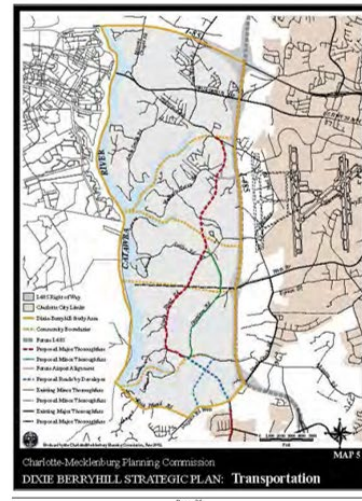


# CITY OF CHARLOTTE PREVIOUS PLANS

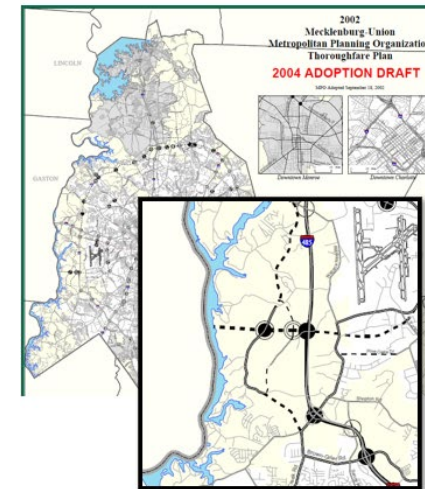
## Consistency with Local Plans



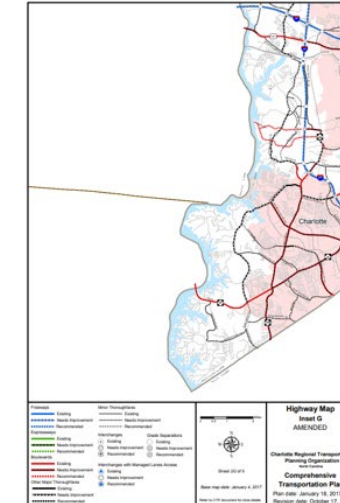
2003



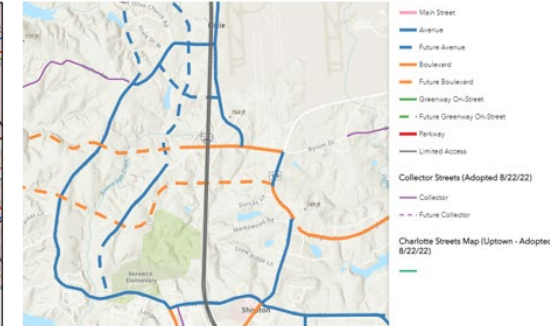
14



2004  
Thoroughfare Plan



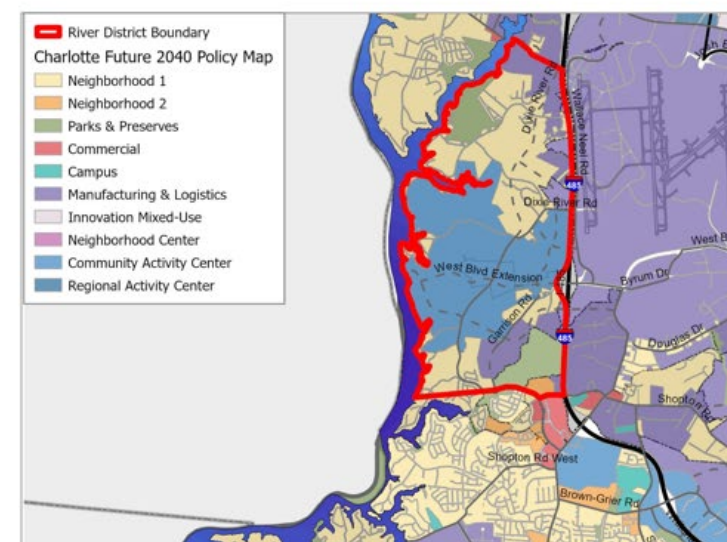
2017  
Comprehensive  
Transportation  
Plan



2022 Charlotte  
Streets Map



2021



2022



# CITY REQUEST TO NC INTERAGENCY REVIEW TEAM

## Policy Background

### ► Planning Team Led

- Charlotte-Mecklenburg Planning Commission
- Charlotte Area Transit System
- CRTPO (formerly MUMPO)

### ► Public Stakeholders

- City of Charlotte & Mecklenburg County agencies
- Charlotte Douglas International Airport
- Gaston County
- NCDOT
- Gaston-Lincoln MPO

### ► Private Stakeholders

- Neighborhood Leaders
- Representatives from Local Businesses
- Representatives from Local Developers

Plan	Adoption Year
Southwest District Plan	1991
Integrated Transit/Land-Use Plan	1998
Westside Strategic Plan	2000
Dixie Berryhill Strategic Plan	2003
MUMPO Thoroughfare Plan	2004
CRTPO Comprehensive Transportation Plan	2017
2040 Charlotte Comprehensive Plan	2021
2040 Charlotte Policy Map	2022
Charlotte Streets Map	2022

Table 1 – Nov 9<sup>th</sup> Addendum Package



***Note: Garrison Road extension is on both City and State Transportation Plans. This means that the State may decide to fund & build the road as well which could limit options for the County, if built by the State.***

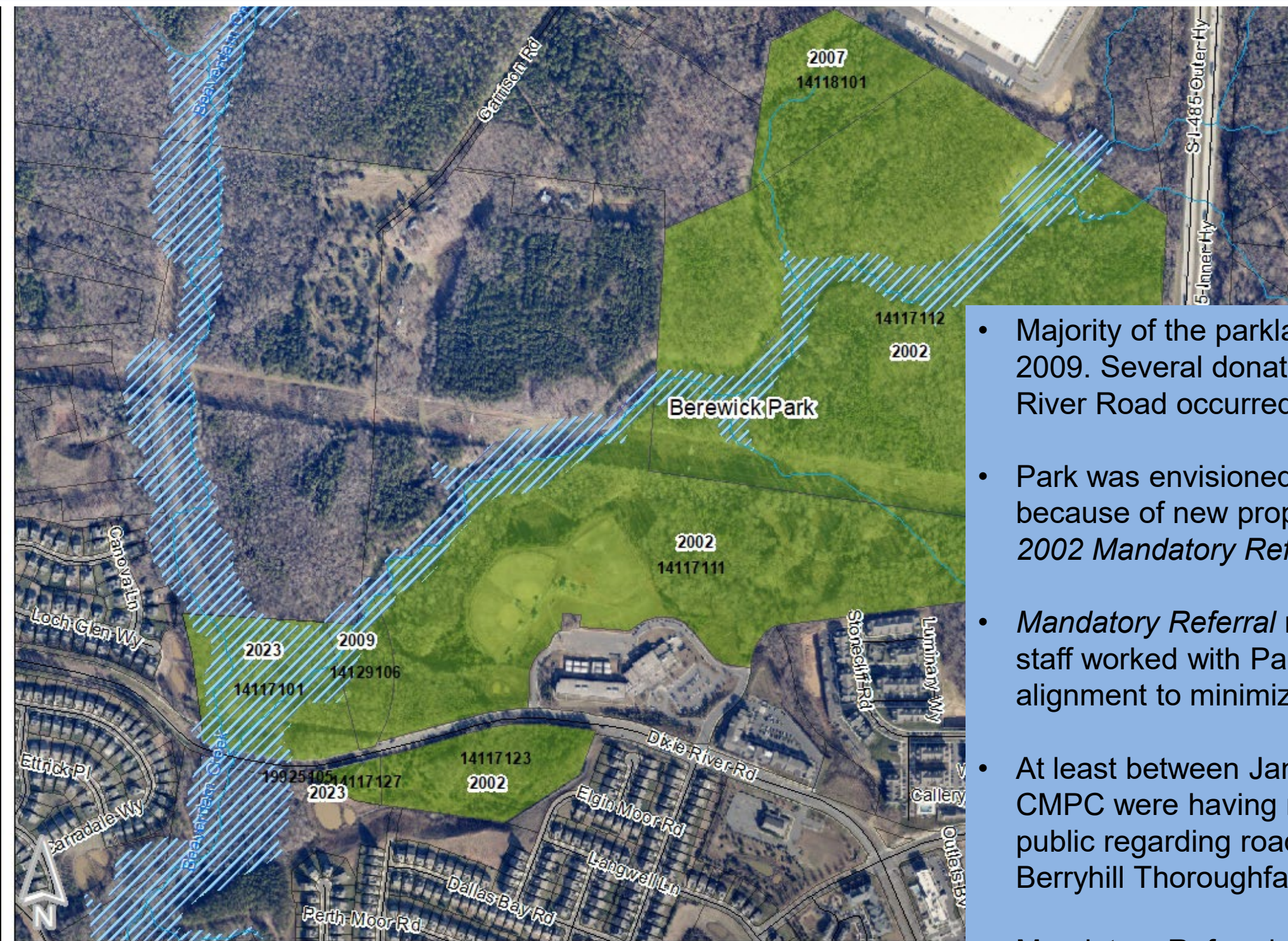


# **Berewick Park**

## ***Acquisition History and Master Plan***



# BEREWICK PARK ACQUISITION HISTORY



- Majority of the parkland was acquired between 2002 – 2009. Several donations fronting both sides of Dixie River Road occurred in 2023
- Park was envisioned to be accessed by vehicle because of new proposed thoroughfares and I-485 per *2002 Mandatory Referral*
- *Mandatory Referral* mentions that City transportation staff worked with Park and Recreation on thoroughfare alignment to minimize impacts to the proposed park
- At least between January – April 2002, MUMPO and CMPC were having meetings with County staff and the public regarding road alignment as part of the Dixie-Berryhill Thoroughfare Plan
- Mandatory Referral was heard and voted on at the June 18, 2002 meeting
- County closed on the first acquisitions at the park in November 2002



# BEREWICK PARK MASTER PLAN

- Master Plan developed in 2007
- Built Amenities include:
  - Recreation center shared with CMS
  - Baseball fields
  - Multi-purpose field
  - Playground
  - Walking path
  - Restrooms
- Proposed road extension is not within area planned for park improvements

Right-of-Way Area  
Located Outside  
Area of Planned  
Amenities



LandDesign.

BEREWICK DISTRICT PARK  
MASTER PLAN



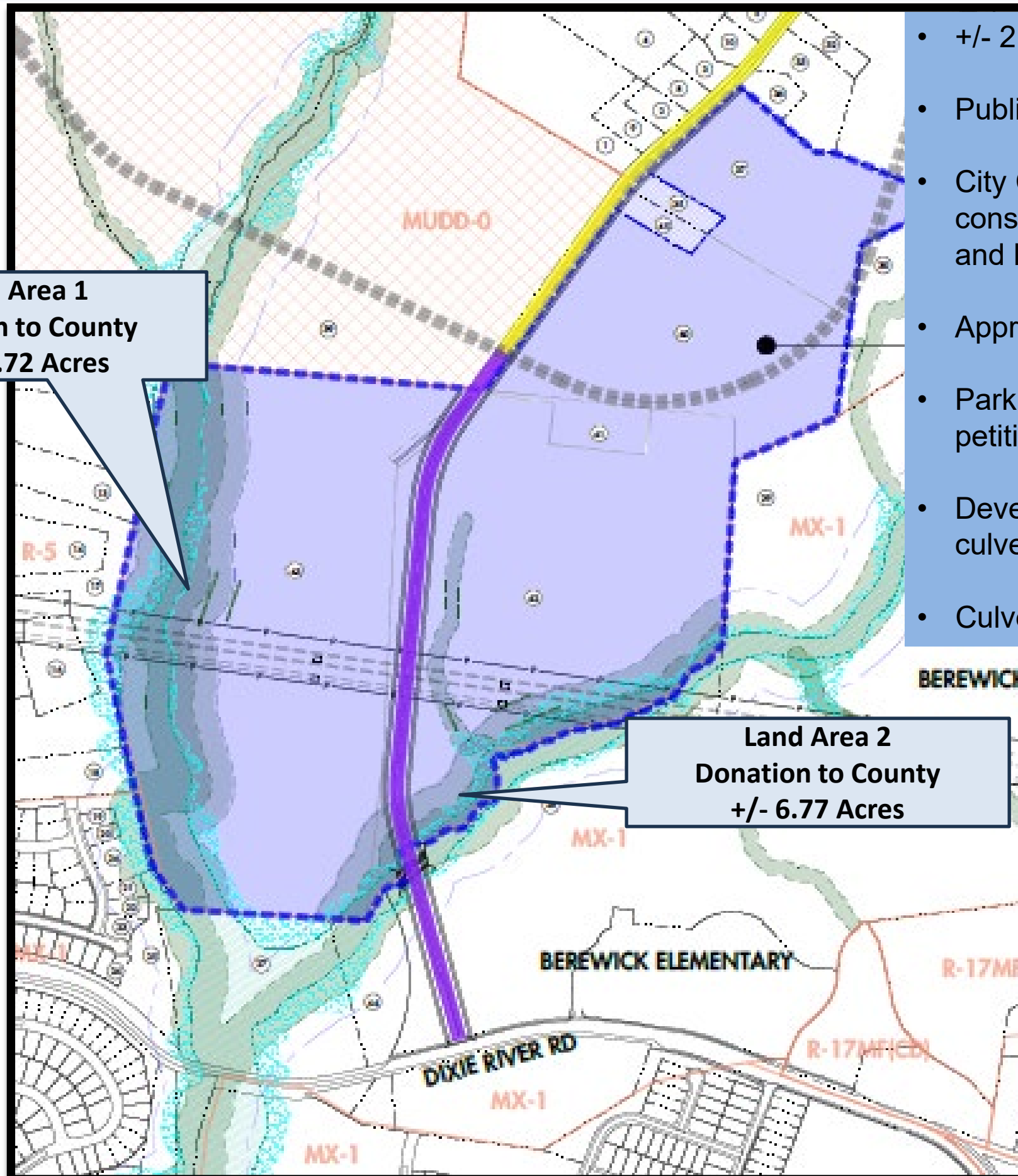


# **Garrison Road Extension**

## **Rezoning Requirements**



# REZONING PETITION 2019-173



- +/- 21.49 Acres Donated to the County
- Public hearing conducted
- City Council found that the rezoning was consistent with the Dixie-Berryhill Plan and land use within the area
- Approved by City Council February 2021
- Park and Recreation staff reviewed the petition
- Developer has agreed to construct the culvert needed for the greenway
- Culvert saves the County \$2.5MM



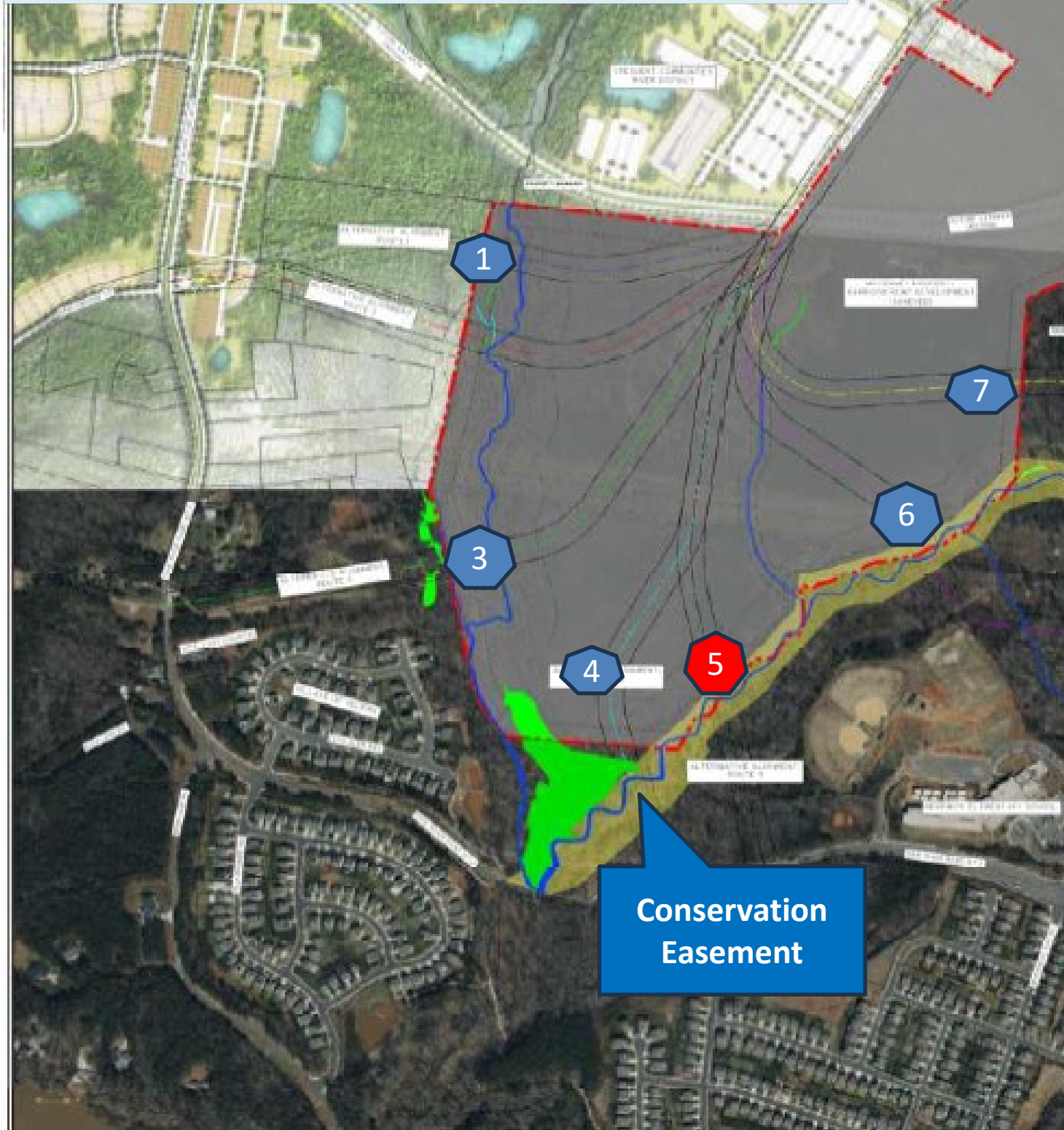
# **Garrison Road Extension**

## **Alternative Routes & Conservation Easement and Environmental Considerations**



# ALTERNATIVE ROUTES CONSIDERED

**Route five (5), the preferred route, results in 300' of conservation easement disturbance or 2% of total CE area**

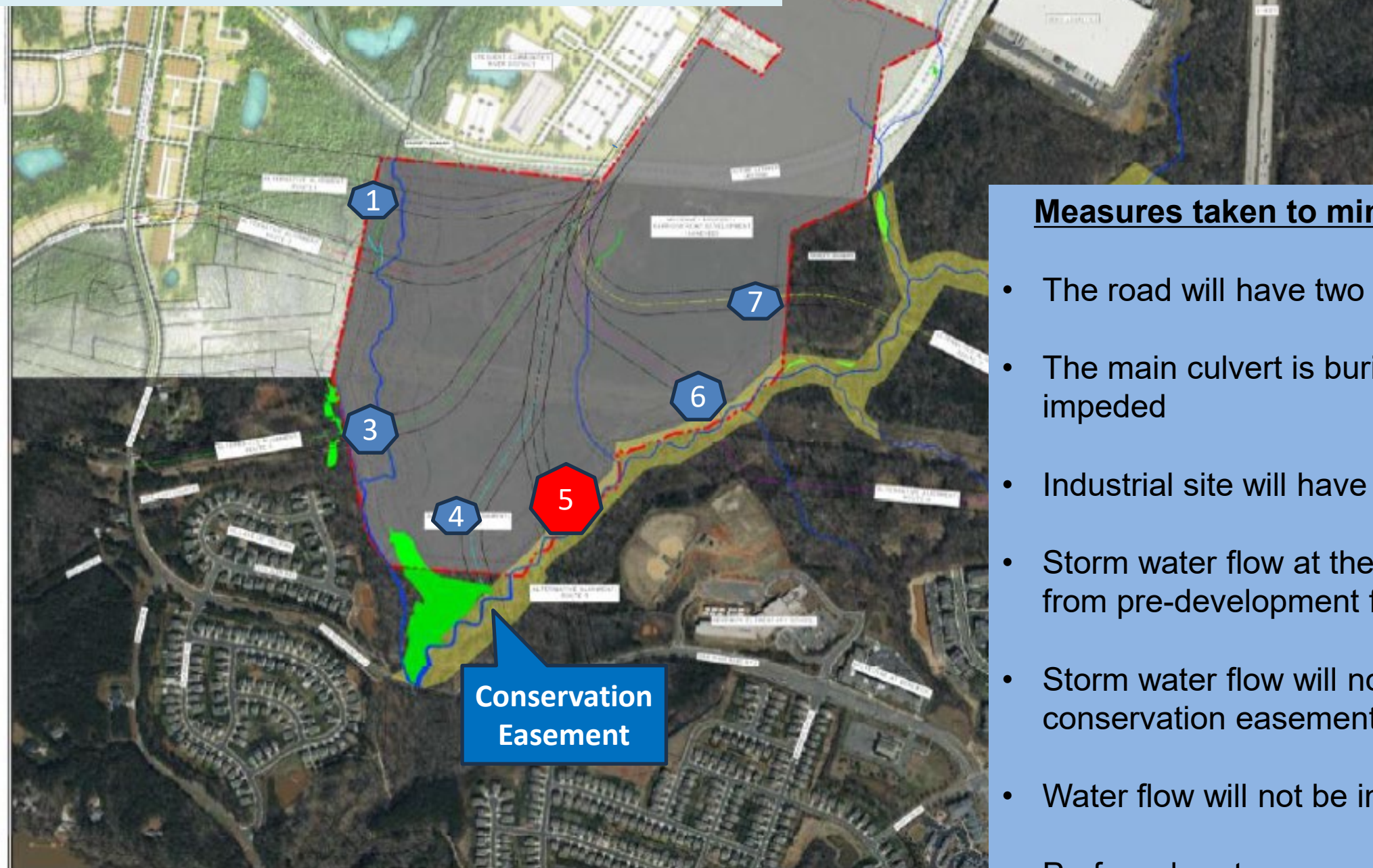


- Beaverdam Creek restoration started construction in 2006 and entered maintenance in 2013. The State holds the conservation easement.
- Plans for the road occurred before the conservation easement was in place
- Roads are allowed in watershed/buffer areas but it must be shown that the design minimizes the ecological impact
- Eight alternatives presented to the NC Interagency Review Team and the Army Corps of Engineers to prove the preferred route (5) was the least impactful
- Seven alternate routes and a No-build alternative presented
- City was required to meet with NCIRT and USACE several times and demonstrate evidence of impacts
- Several routes do not provide the north/south route that is needed as was determined by the Dixie-Berryhill Plan
- Several alternatives will encroach into post-construction stream buffers
- Several alternatives impact more park property and the existing conservation easement than the preferred route



# ENVIRONMENTAL IMPACT MINIMIZATION

Route five (5), the preferred route, results in 300' of conservation easement disturbance or 2% of total CE area

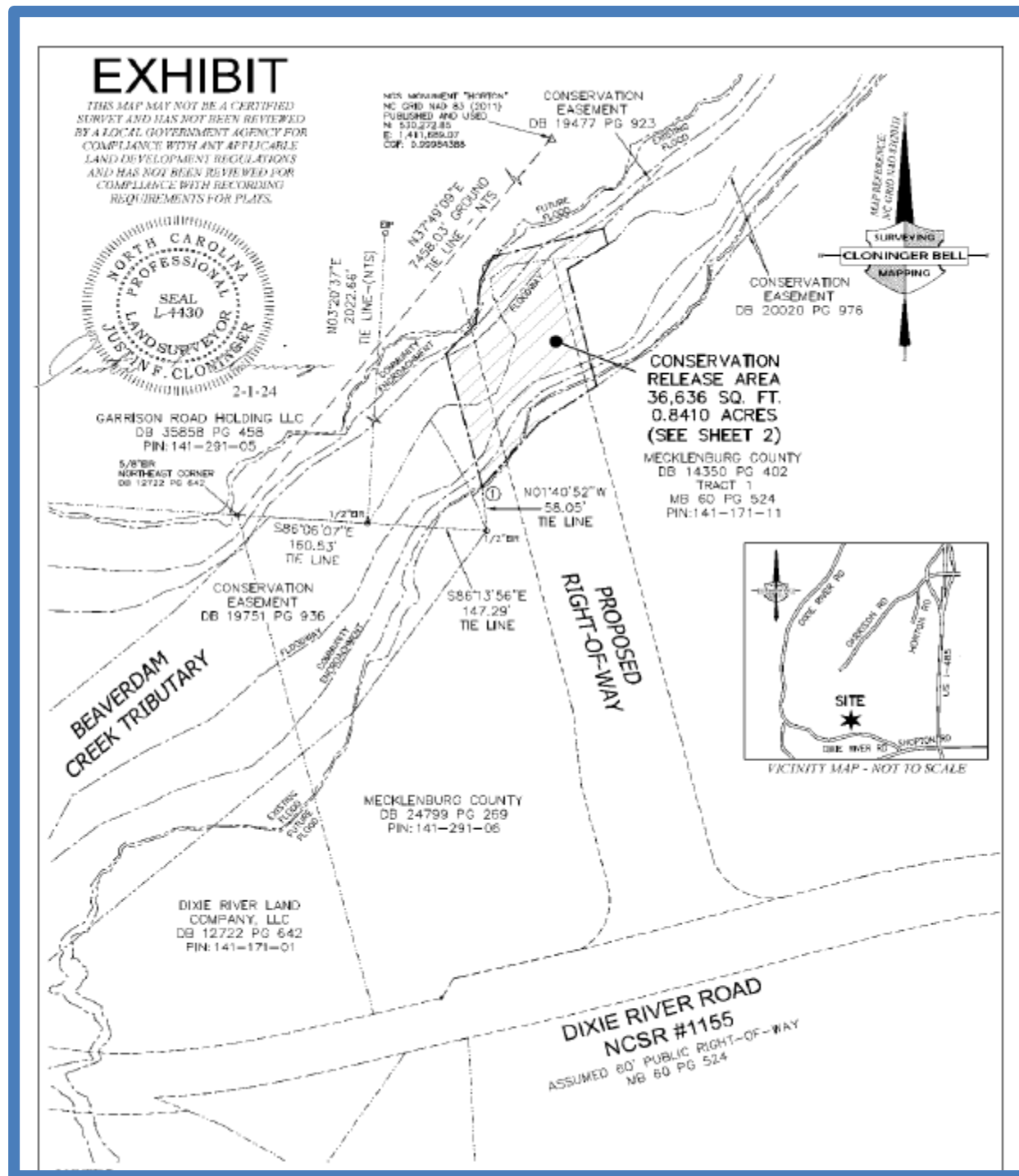


## Measures taken to minimize environmental impact

- The road will have two culverts; one is for the greenway
- The main culvert is buried so that aquatic life is not impeded
- Industrial site will have five (5) storm water basins
- Storm water flow at the industrial site will not increase from pre-development flow
- Storm water flow will not be discharged into the conservation easement area
- Water flow will not be impeded
- Preferred route was redesigned several times to minimize conservation easement impacts
  - Greenway crossing is out of the CE
  - A retaining wall is being used



# CONSERVATION EASEMENT RELEASE APPROVAL



- January 2023 - USACE decided sufficient information had been provided to justify the purpose and need for the road
- USACE determination based on:
  - 1) project alternative alignments,
  - 2) overall public benefit of the roadway,
  - 3) the fact that the road was planned prior to the mitigation project and conservation easement
- May 2023 (USACE to State) – USACE concurs with City and State on easement modification and road alignment.
- USACE request City buy back mitigation back credits at 2:1 ratio
- March 2024 - State released +/- 0.8410 acres from the conservation easement to permit the road to occur



# **Garrison Road Extension**

## **Economic Impact**



# INDUSTRIAL PARK'S ECONOMIC IMPACT

- **\$150,000,000 in Real Property Investment**
  - 1.2m SQFT of Industrial Development
  - 5 Building Industrial Park Campus
- **Up to \$724,650 in Yearly Tax Revenue**
  - Based on FY25 Property Tax Rate of .4831
  - Estimate Excludes Mecklenburg Law and Fire ETJ District Taxes
  - Estimate Excludes Additional Revenue Attributed Sales Tax, Building Permit Fees, and Business Personal Property
- **1,000 – 1,500 New Job Opportunities**
  - 550+ Warehouse Jobs at Average Salary of \$47,840
  - 450+ Managerial Jobs at Average Salary of \$99,200
- **MWSBE Commitment**
  - Will adhere to County's MWSBE program for the \$17,000,000 road extension
    - 15% MBE commitment
    - 8% WBE commitment
    - 23% total commitment

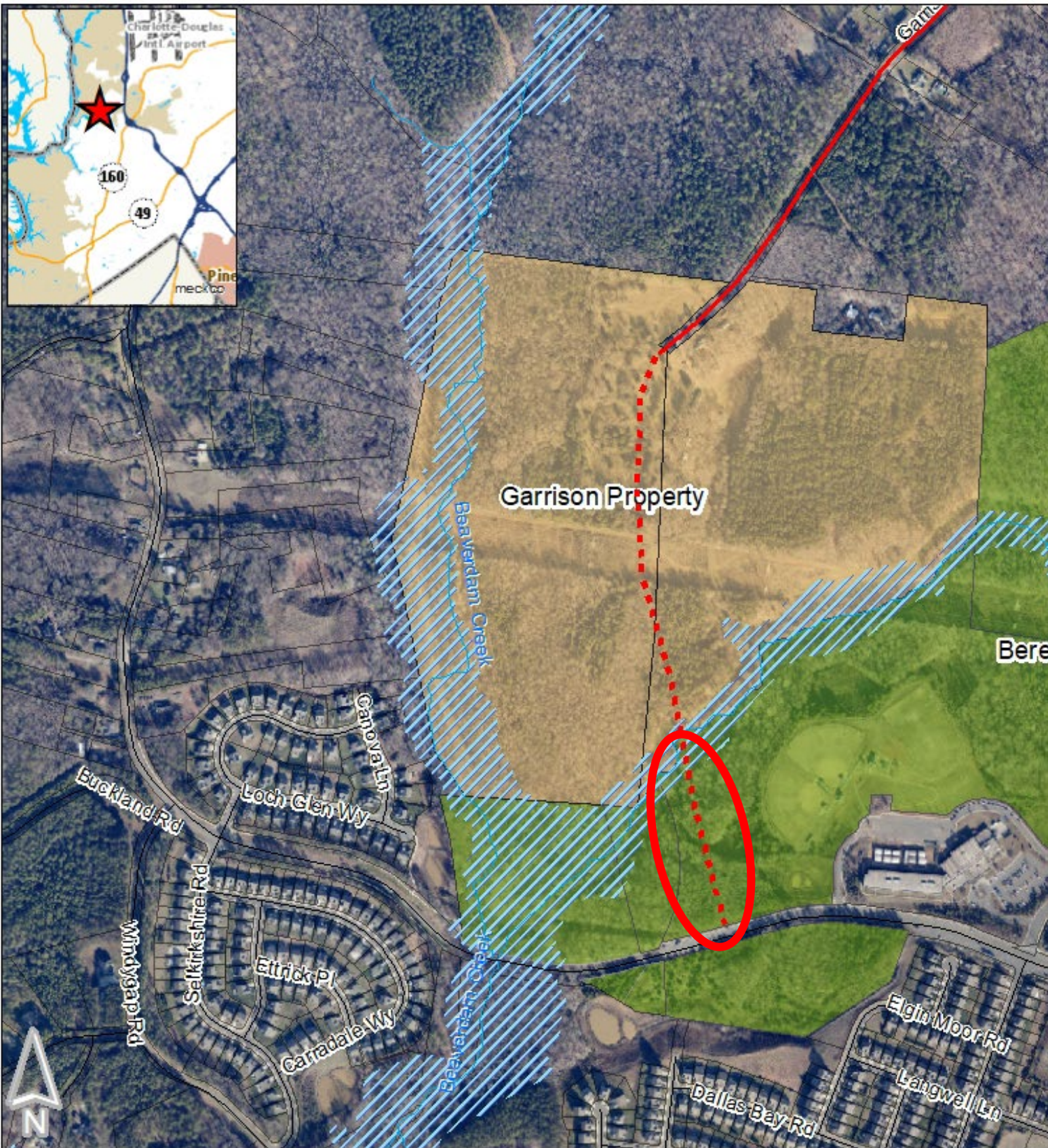




# **Garrison Road Extension Summary**



# GARRISON ROAD EXTENSION PROJECT SUMMARY



- +/- 21.49 acres of property donated to the County
- Shifting the road to the western boundary area will cause ecological damage to buffer area and floodplain
- Staff at the time of acquisition knew of the future road and worked with City staff on an alignment that would cause less impact to the park per Mandatory Referral
- Multiple master plans were done beginning in the 1990s that called for additional street connections and north/south throughfares in the southwest area, including State of North Carolina transportation plans
- Those planning processes included resident participation and key stakeholders such as County Park and Recreation staff
- Road approved at both State and Federal level after proving efforts to minimize environmental impact
- Construction of the culvert under the road extension will save the County approximately \$2,500,000 per Park and Recreation estimate
- The economic impact of the industrial park is significant
- The proposed use is consistent with area plans and land use with the area



QUESTIONS?