

Steele Creek Road RFP
Addendum I: Questions and Answers

1. Exhibit A refers to "Airport-owned land along the westside of Steele Creek Road." Should it say "eastside"?
 - There was an error in Exhibit A of the RFP and this response in the Addendum serves to correct that error. The subject properties of the Steele Creek Road RFP are located along the eastside of Steele Creek Road.
2. Does the Airport know if Amy Stallings, owner of the property between parcels 2 and 4 in Exhibit B, is interested in selling her property (PID 14121112)?
 - The Stallings property isn't well aligned with the Airport's overall land acquisition strategy, specifically as it relates to any potential realignment of West Blvd; therefore, we are unaware of the owner's current disposition on selling her property.
3. Has any due diligence been completed on this site previously? Specifically are there any surveys, environmental studies, topography maps etc. available?
 - Surveys of the properties most recently acquired from the former congregation at Steele Creek Presbyterian Church are now available as Addendum II of the RFP. Proposers interested in completing other due diligence on the site at their cost are welcome to do so. Please coordinate access to the site with Jennifer Thompson (economicaffairs@cltairport.com).
4. Please confirm the anticipated date for City Council to approve the LOI.
 - There was an error in the RFP schedule and this response in the Addendum serves to correct that error. The Airport will include the Request for Council Action to approve the LOI for the sell of these properties in the August 9, 2021 City Council agenda, not the August 23, 2021 City Council Agenda.
5. In the RFP timeline why is there a 10 month gap between the signing of the PSA and the Estimated Close Date?
 - Because of the Airport's relationships with the Federal Aviation Administration (FAA), any land the Airport disposes of must be documented per the requirements of the National Environmental Policy Act. The estimated 10 months between the signing of the PSA and the Closing Date allows for an assessment of potential environmental impacts of the winning Proposer's project as well as the mitigation of the those impacts to be documented. Once that documentation is complete, CLT will request that the FAA release the property from the federal obligations.
6. Please explain the reduction in total land acreage from the RFI to the RFP – specifically the fence line on the northern border of the site. What is the fence for and will there be and specific buffer requirements?
 - The Airport undertook additional analysis to determine if at any point in the future any of the land considered in the 2020 RFI would be needed for aeronautical purposes. The conclusion of that analysis was that +/-4.91 acres of

the land considered in the RFI would be needed for aeronautical purposes and would be included in the secure fence of the Airport. Given the area and wooded habitat on the south side of the airfield, a 50-foot setback would be recommended due to the wildlife hazard associated with the area.

7. Has anyone had any discussions with NCDOT or CDOT related to any Steele Creek Road improvements or other potential offsite improvements?
 - CLT is aware of the proposed new Western Parkway as well as the proposed widening of Steele Creek Road from 2 lanes to 4 lanes with a median. Both of these projects have a time horizon of the year 2045. These projects will likely impact parcels 1, 2, 9 and 10 as depicted in Exhibit B. (Additional information on these projects is available at <https://www.crtpo.org/resources/maps>). Any offsite improvements resulting from the development of these properties will be determined in the permitting process with NCDOT and CDOT.
8. Has a traffic impact study been completed?
 - A traffic impact study for potential development on the property has not been completed.
9. Have any endangered species reports been completed for the property?
 - Endangered species documentation has not been completed for this property
10. Is there a geotechnical or other type of report that addresses the large amount of rock seen on the property via Google Earth?
 - Geotechnical reports have not been completed for this property.
11. Has there been a topographic study done that demonstrates the steep topography on the creek side of the property?
 - Topographical studies have not been completed for this property.
12. Once NEPA documentation is complete, the FAA releases the property from federal obligations, and the winning Proposer closes on the property, can the developer then make changes to the site plan that was submitted to NEPA?
 - Once the property has closed and fee simple deed has been conveyed from the Airport to the new owner, the new owner can make changes to the site plan provided they do not violate the deed restrictions (see Exhibit F).
13. Has CLT ever attempted to sell property that was encumbered by federal obligations but the FAA did not grant the release of the property?
 - To our knowledge, the FAA has not denied a request from CLT to release land from federal obligations. It is the Airport's general understanding the FAA would deny a request for release from federal obligations if the Airport were not obtaining fair market value for property, if the Airport proposed a use for the property that violated land compatibility requirements or would violate the requisite deed restrictions, or if there was no plan to mitigate environment impacts from a potential project.
14. What are the outstanding property tax obligations?
 - It is CLT's understanding that there are any outstanding property tax obligations associated with these properties.

15. How specific does the RFP response need to be with regard to the intended use of the historical structures?
 - At a minimum, RFP responses should indicate if the historic structure will remain intact and if the proposed use violates deed restrictions (see Exhibit F).
16. Exhibit B of the RFP shows 76.74 acres, however, Exhibit F of the RFI shows 81.65 acres. Why have parcels 1 and 2 shrunk?
 - After receiving responses to the 2020 RFI, the Airport undertook additional analysis to determine if at any point in the future any of the land considered in the RFI would be needed for aeronautical purposes. The conclusion of that analysis was that +/-4.91 acres of the land considered in the RFI would be needed for aeronautical purposes and would be included in the secure fence that encompasses the Airfield.
17. What is the "Proposed Fence" on Exhibit B of the RFP?
 - The "Proposed Fence" is the secure fence line that encompasses CLT's Airfield. It is recommended that there be a 50-foot development buffer from this line.
18. What are the setback requirements from the Church property?
 - Construction buffers around the historic sanctuary and annex are unknown at this time. The winning proposer will need to work with the Mecklenburg County Historic Landmarks Commission during the permitting process to determine setback requirements.