

Wilkinson 19 RFP
Addendum III: Questions and Answers

1. You show an existing stream running through the lot, but none of the other plans and attachments show this. It is not shown in the CLT Quattro Eval.
 - The stream appeared on a desktop review of the site. The Army Corps of Engineers provided a Preliminary Jurisdictional Determination for the entire parcel bound by Todd Road, Wilkinson Boulevard and Tuckaseegee Road in June 2020, and determined that this stream was non-jurisdictional. The PJD is now available as Addendum IV to this RFP.
2. Is CLT flexible on the initial lease term?
 - The proposed lease term of 20 years is driven by CATS's plan for a parking garage associated with the LYNX Silver Line at this location. This line is projected to have revenue service in 2039. However, CLT would encourage proposers to present innovative plans that align with their own business needs.
3. Can CLT provide the Traffic Impact Study performed in conjunction with the site plan provided in the RFP?
 - The Traffic Impact Study had certain base assumptions that are now inaccurate. Specifically, the TIS assumed that a quick service dining establishment would be operational in close proximity to the subject site. Additionally, there have been other developments that have occurred that were not planned for, including a distribution center located on Todd Road extension, just to the east of the subject site. The Traffic Impact Study is available as Addendum V to this RFP; however, CLT would encourage the proposers to consider the aforementioned caveats when reviewing the TIS. The TIS provides some conceptual ideas and guidance as to what NCDOT might be seeking from a development.
4. Is there an ACDBE requirement?
 - No, there is no ACDBE requirement
5. Please provide a list of competing businesses, with which CLT would not enter into a ground lease.
 - Competing business would include the following end uses: runways, aircraft storage buildings, cargo storage buildings, helicopter pads, air traffic control facilities, informational facilities and devices (i.e. satellite receiver, transmitter or radar antennae), terminal buildings, paid parking products, aircraft maintenance facilities, aviation instruction facilities, and heliports.
6. Would Charlotte's or North Carolina's Department of Transportation permit a right-in/right-out on Wilkinson from the site?
 - CDOT has not provided firm guidance on their willingness to permit access to the subject property from Wilkinson Boulevard.
7. Please clarify when we would have to provide an LOI.
 - The Letter of Intent will be requested of the successful proposer at the time they are notified that their proposal was selected. Proposers should expect a reasonable period of 30 to 45 days to arrive at a signed LOI. The LOI is the

document that will govern the request for City Council approval of this lease agreement. For example, if the awardee is notified on March 30, the signed LOI would be expected between April 30 and May 15.

8. Please clarify when the \$50,000 deposit is due.
 - The \$50,000 deposit is due at the time of a signed Letter of Intent. In the above example, the deposit would be due between April 30 and May 15, 2022.
9. Please clarify the rent date versus the date of beneficial occupancy.
 - The Possession Date is the date when the Airport delivers to the winning Proposer the leased property, free of occupants. As presented in this RFP, the Possession Date is also the day the lease begins and the day rent is due to the Airport. However, CLT encourages proposers to present ideas and schedules for the rent date that align with their business needs. The Date of Beneficial Occupancy is the day the facility opens, and per the sample lease, should be within two years of the possession date.