



TOWN OF CORNELIUS

BOARD OF COMMISSIONERS

Graylyn International Conference Center,

Winston-Salem

March 7, 2018

Agenda

TOWN BOARD SPECIAL MEETING - 9:00 AM

- 1. CALL TO ORDER**
- 2. DETERMINATION OF QUORUM**
- 3. BUDGET RETREAT - DAY 1**
 - A. 9:00AM - Opening Remarks, Mayor & Manager**
 - B. 9:15AM - CMP Update**
 - C. 9:45AM - Planning Updates**
 - D. 10:45AM - Financial Condition**
 - E. 11:30PM - Personnel/Operating Goals**
 - F. 12:30PM - LUNCH**
 - G. 1:30PM - CIP**
 - H. 2:30PM - FY19 Fixed vs. Discretionary ("80/20")**
 - I. 3:30PM Five Year Financial Forecast**
- 4. BUDGET RETREAT - DAY 2**
 - A. 9:00AM - Budget Directives**
- 5. ADJOURNMENT**
 - A. 12:00PM - Adjourn**

REQUEST FOR BOARD ACTION

 [Print](#)

Date of Meeting: March 7, 2018

To: Mayor and Board of Commissioners

From: Andrew Grant, Asst. Town Manager

Action Requested:

Hear an update on the Comprehensive Master Plan strategies.

Manager's Recommendation:

Hear presentation.

ATTACHMENTS:

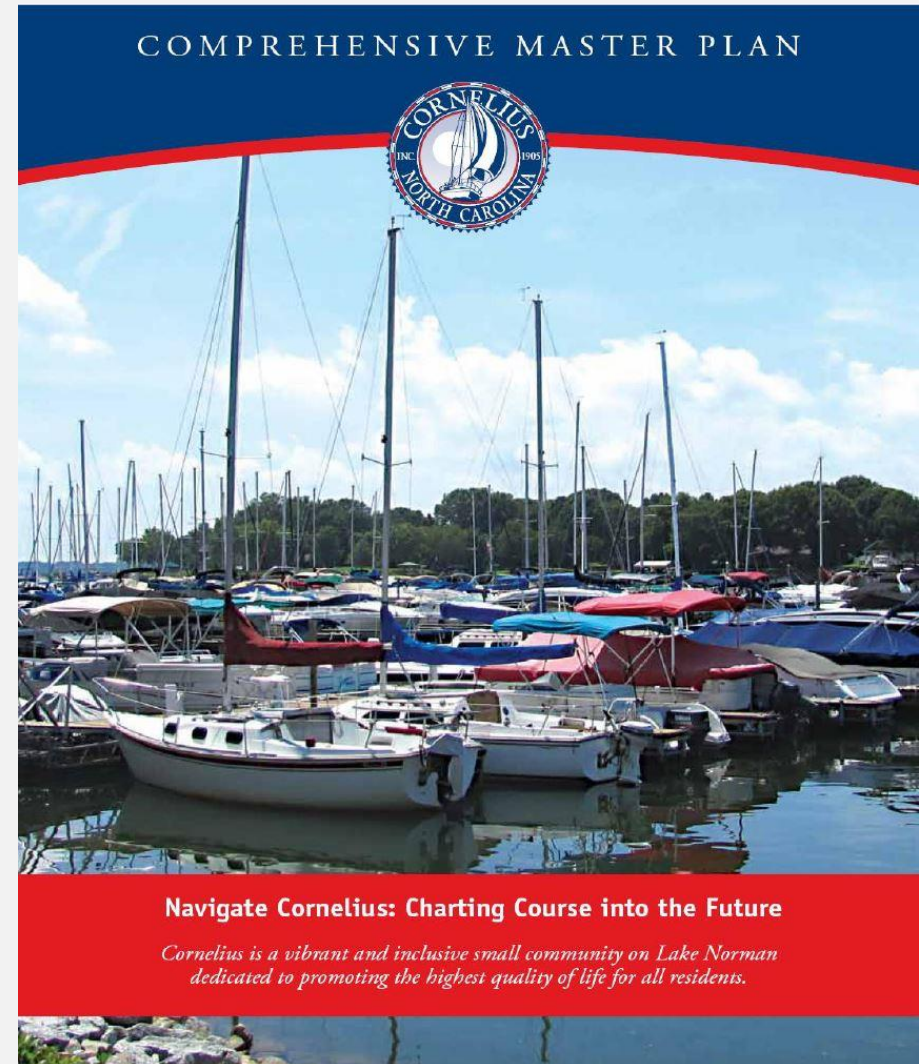
| Name: | Description: | Type: |
|--|--------------|--------------|
|  Comprehensive Master Plan Update - FY19 Budget Workshop.pptx | CMP Update | Presentation |

COMPREHENSIVE MASTER PLAN UPDATE

FY19 Budget Workshop

NAVIGATE CORNELIUS

- Citizen driven/Public process
- Adopted 2012
- Posted on Website: <http://cornelius.org/cmp>



NAVIGATE CORNELIUS

- Confirmed & Recommended **Guiding Principles** and **Strategies**
 - **Promote Economic Development**
 - Update Land Use Plan – Adopted and Ongoing
 - Revise Land Development Code – Adopted in sections and Ongoing
 - Pursue Historic Preservation – HPC designations/tours, Mecklenburg Historic Landmarks Commission
 - Implement Arts Plan/Develop Arts Center – Improved Arts programming, Plan under development/CAC
 - Improve Development Review Process – Improved/Customer-service driven

NAVIGATE CORNELIUS

- Confirmed & Recommended **Guiding Principles** and **Strategies**
 - **Develop Key Community Shopping/Activity Centers and Development Nodes**
 - **Waterfront Development – Land Use designation**
 - **Nantz Rd. Area Plan - Adopted**
 - **Exit 28 Small Area Plan – Adopted**
 - **Cultural and Community Arts Center – Plan under development**

NAVIGATE CORNELIUS

- Confirmed & Recommended Guiding Principles and Strategies
 - Improve Mobility
 - Prioritize Road Improvements – Ongoing
 - Develop Pedestrian Plan - Adopted
 - Develop Bike Plan – Adopted
 - Implement DDI – Complete
 - Widen I-77 – Managed Lanes Project, GP Lanes Ranking
 - Construct sidewalks, multi-purpose paths, greenways - Ongoing
 - Implement Innovative Intersection Improvements, Bookends Improvements – Underway
 - Widen New Roads – Underway
 - Build New Roads - Underway

NAVIGATE CORNELIUS

- Confirmed & Recommended Guiding Principles and Strategies
 - Engage Citizens
 - Improve online presence and social media – Ongoing
 - Allow for Volunteer Opportunities – Ongoing
 - 7 citizen standing advisory boards/committees
 - 53 appointed members/residents
 - Transportation stakeholder committees
 - CPD (Police Station, Animal Shelter) and PARC volunteers
 - Speaking & Presentation Opportunities – Ongoing
 - Coffee Chats/Cornelius Connection – morning and evenings
 - Neighborhood meetings
 - Service Organizations, Chamber, VLN, and Media Events

NAVIGATE CORNELIUS

- Confirmed & Recommended **Guiding Principles** and **Strategies**
 - **Excellent Town Services**
 - Improve residents' quality of life with new or expanded Town services while being good stewards of Town finances – Ongoing
 - New greenways, expanded park programming, improved PARC facilities
 - Town participation in NCDOT transportation projects
 - Lake Patrol, Dispatch Center, Camera System, Traffic Unit
 - Budget Optimization – 5-Year Budget Planning, AAA Bond Rating, Various Funding Vehicles
 - Comprehensive Town planning and development process/approvals – LDCAB, PDRC, ARB, HPC, TAB, Planning Board
 - Cornelius-Lemley VFD – Town's continued investment in Apparatuses, Equipment, and Staffing [Response, Low ISO Rating in Town]
 - Leaf Vacuuming, Snow Plows, Brine Treatment
 - LKN EDC, NMA
 - Funding – Victim's Advocate, Ada Jenkins, ASC, Sailing Center, 'Tawba Walk

NAVIGATE CORNELIUS

- Major Tasks to complete/consider
 - Update Land Use Plan
 - Planning Board and staff will be reviewing certain areas
 - Update Land Development Code – LDCAB will continue to meet at least quarterly
 - Update Comprehensive Transportation Plan (2005)
 - Augustalee Site – 100 acres plus Westmoreland Interchange (IAR)
 - Arts District – Planning ongoing, Festival Street
 - Transportation Projects Construction
 - Plan Recommendations – Bike Plan, Ped Plan, PARC Master Plan
 - Police & Fire – Maintain and/or Improve Levels of Service
 - Maintain Excellent Services (All Town departments & partnerships with entities that provide services to our Town)

REQUEST FOR BOARD ACTION

 [Print](#)

Date of Meeting: March 7, 2018

To: Mayor and Board of Commissioners

From: Anthony Roberts, Town Manager

Action Requested:



Wayne Herron presentations on Planning:

- Commercial Projects Update
- Land Use Plan Update

Manager's Recommendation:

Hear presentations.

ATTACHMENTS:

| Name: | Description: | Type: |
|---|----------------------|--------------|
|  Planning - Projects Update.pdf | Planning Projects | Presentation |
|  Planning - Land Use Plan Update.pdf | Land Use Plan Update | Presentation |

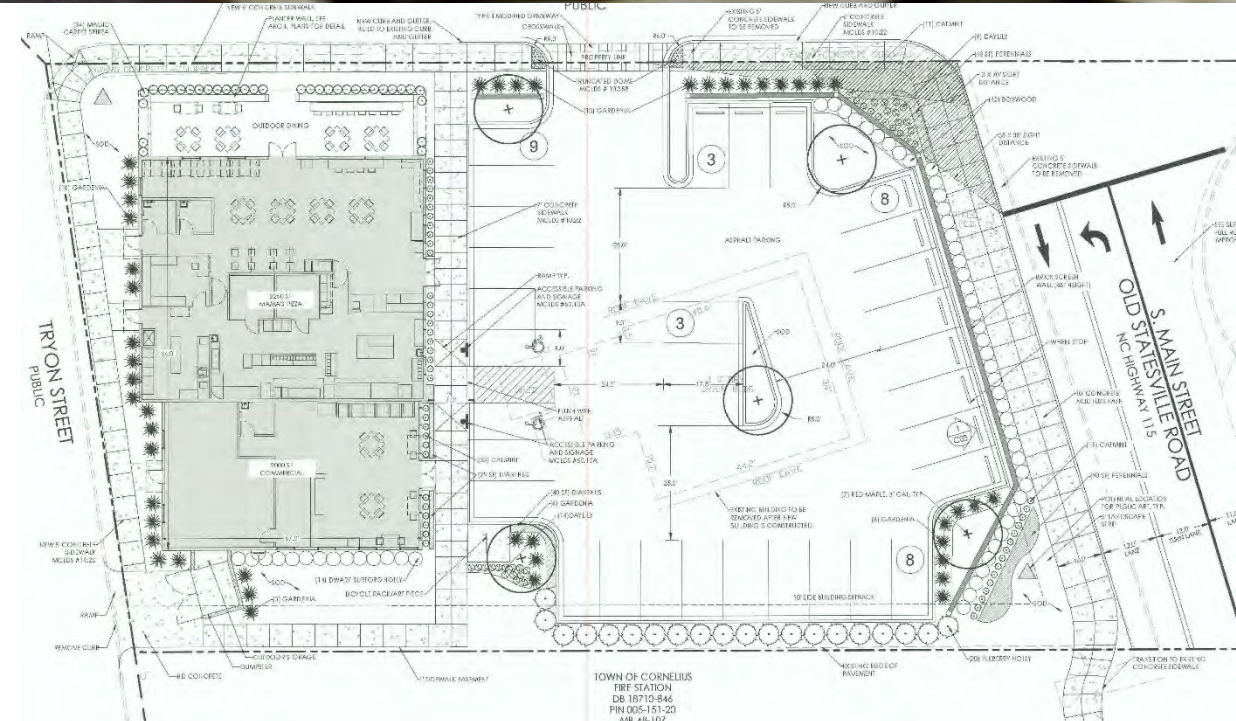
Planning Project Overview

Town Board Budget Retreat

March, 2018

- **Approved August 7, 2017**

- **0.887 Acres**
- **Restaurant + Commercial (5,250 sf)**



HYDE PARK (BAILEY ROAD)

- +/- 33 Acres total (5 parcels)
- Zoning: IC
- Storage and flex space



SWEET MAGNOLIA ESTATE (BAILEY ROAD)

- Approved July 18, 2016
- Opened late 2017
- Wedding & Events Facility
- +/- 3.25 Acres
- +/- 9,000 square foot bldg. w/ outdoor assembly



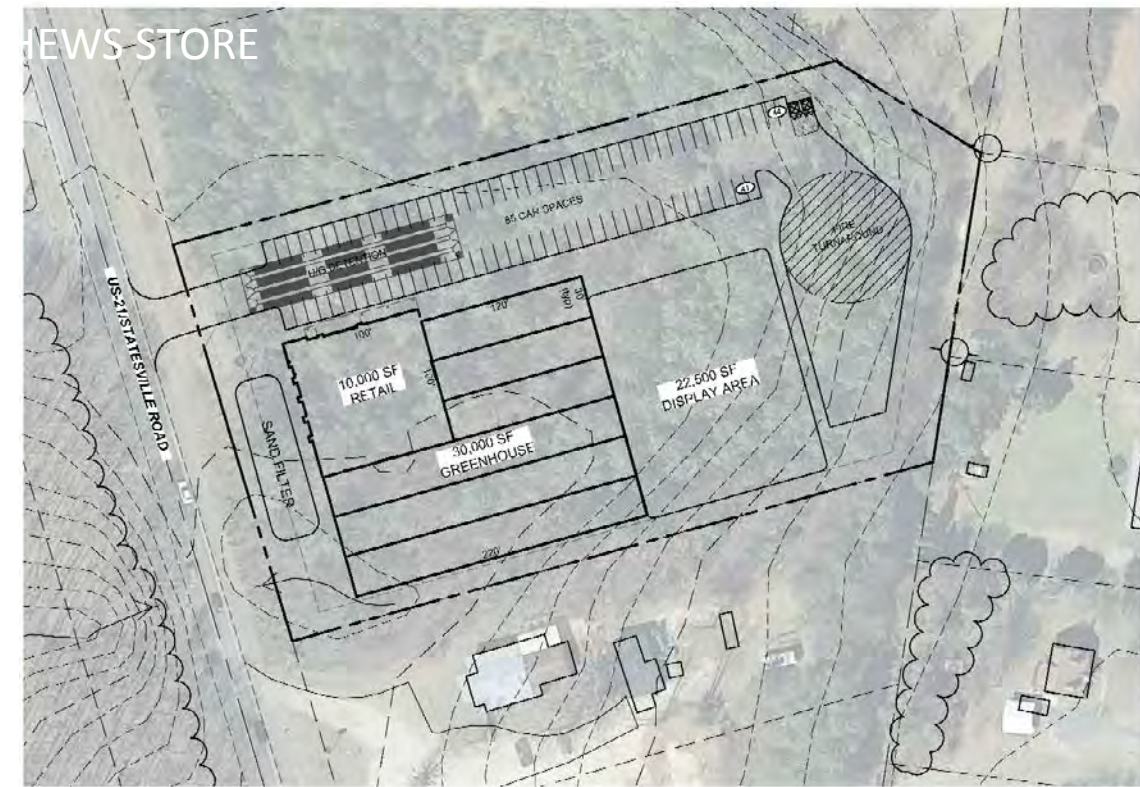
OAKHURST II

- **Approved November 21, 2016**
- **+/- 3.05 Acres**
- **+/- 33,000 square feet in three buildings for Restaurant, Office, and Commercial use**



PIKE'S NURSERY (STATESVILLE RD-HWY 21)

- 3.68 Acres
- Zoning: HC
- Nursery Center w/Greenhouse
- +/- 10,000 sf building, 30,000 sf greenhouse, 22,500 sf display area



ARBY'S (STATESVILLE RD-HWY 21)

- Opened Summer/Fall 2017
- 1.82 Acres
- Zoning: HC
- +/- 2,500 square foot building



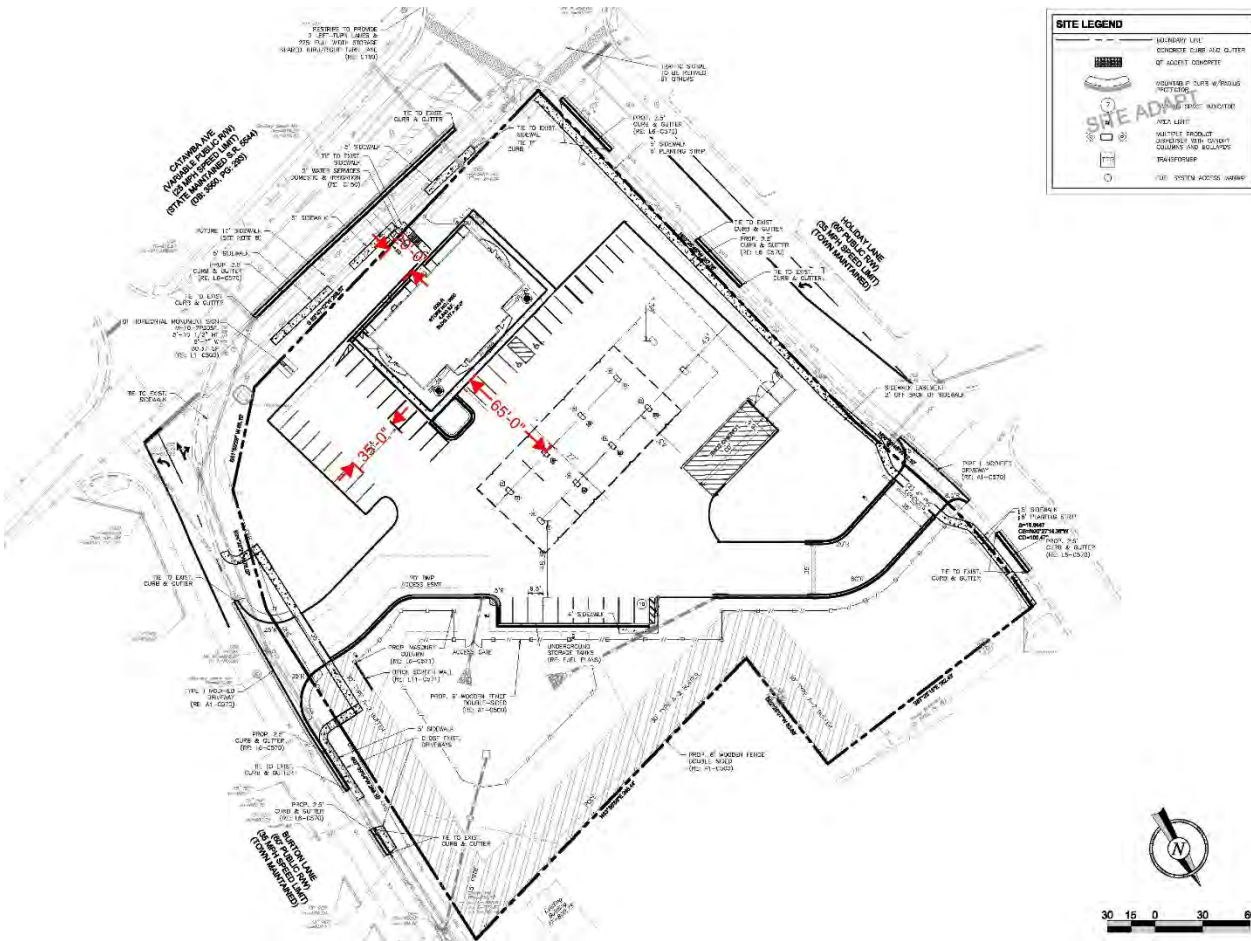
BOATYARD EATS (HWY 21 & WESTMORELAND)

- Approved April 3, 2017
- 3.6 Acres
- Restaurant & Events Venue



QUICK TRIP (CATAWBA/HOLIDAY LN)

- **Approved May 1, 2017**
- **+/- 3.16 Acres**
- **5,773 square feet convenience store**



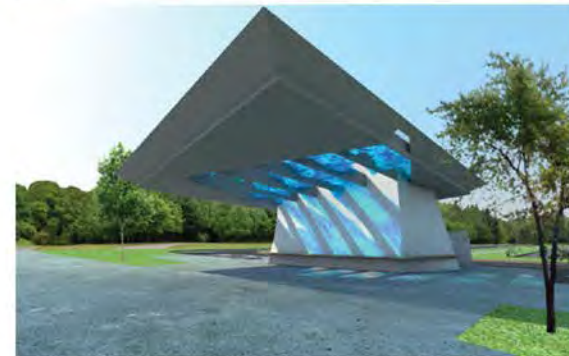
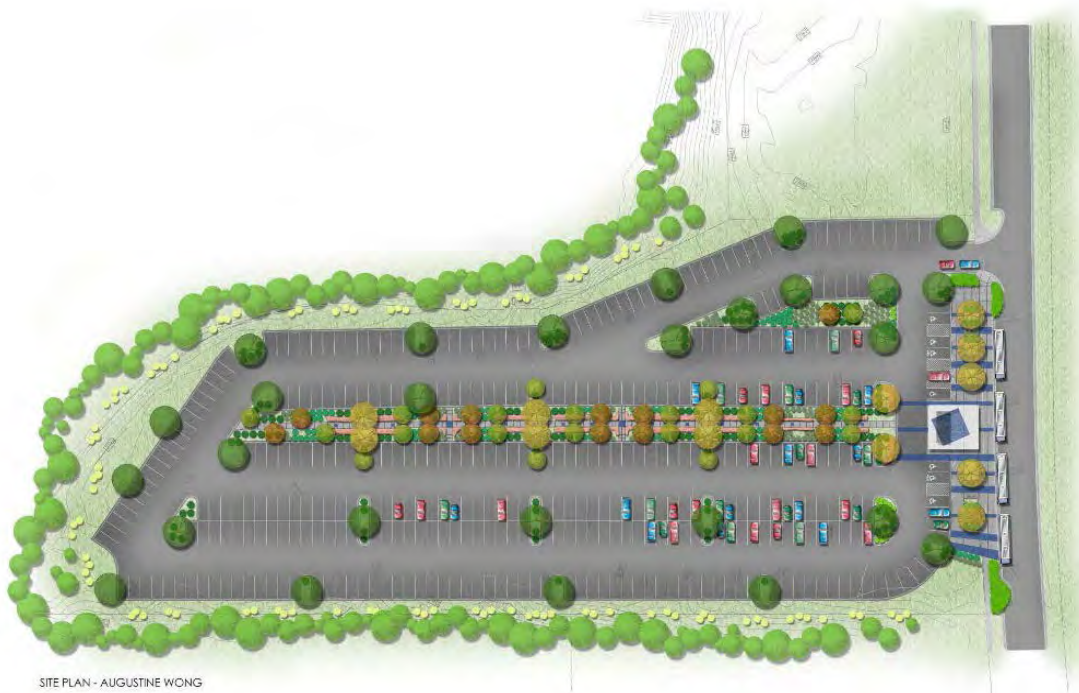
WENDY'S RESTAURANT

- Opened February 2018
- +/- 0.95 Acres
- 2,550 square feet



CATS PARK & RIDE LOT

- Opened Summer 2017
- 4.285 acres
- Zoning: HC
- +/- 250 sq. ft. shelter bldg. w/355 parking spaces



PERSPECTIVE VIEWS - IVAN DEPEÑA

DYNAMIC BALLROOM

- **Opened Fall 2017**
- **0.47 Acres**
- **Zoning: VC**
- **3,800 square feet**



HELLO SAILOR

- Opened late 2017
- 4.66 Acres
- Zoning: NMX
- 6,796 square feet



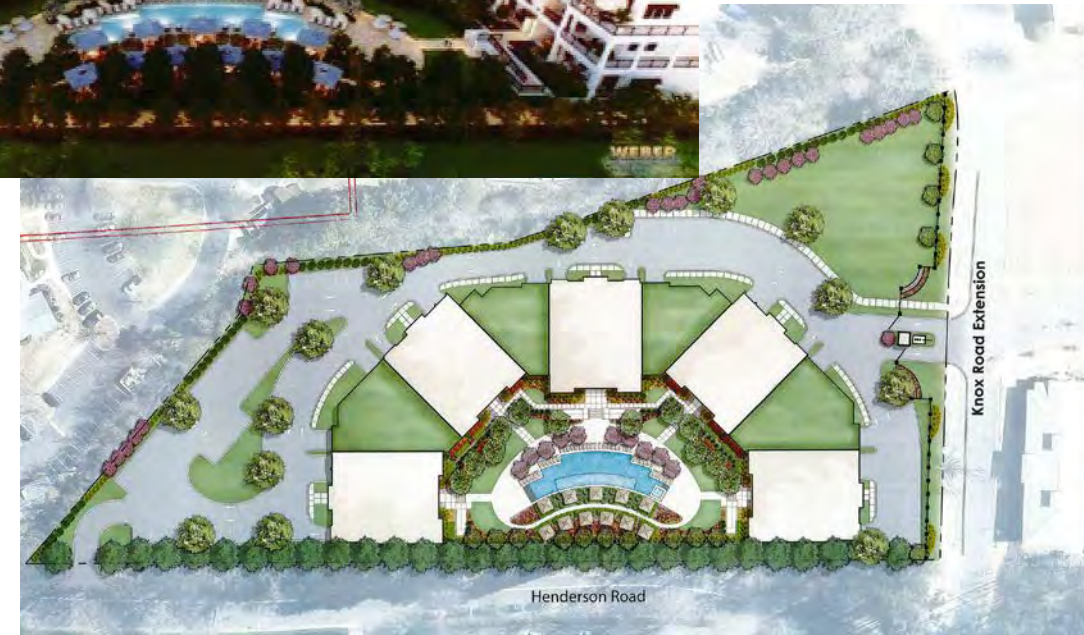
OMB

- 7.31 Acres
- Zoning: BC
- 32,859 square feet
- Site plan anticipated Fall 2018
- Construction begins Spring 2019



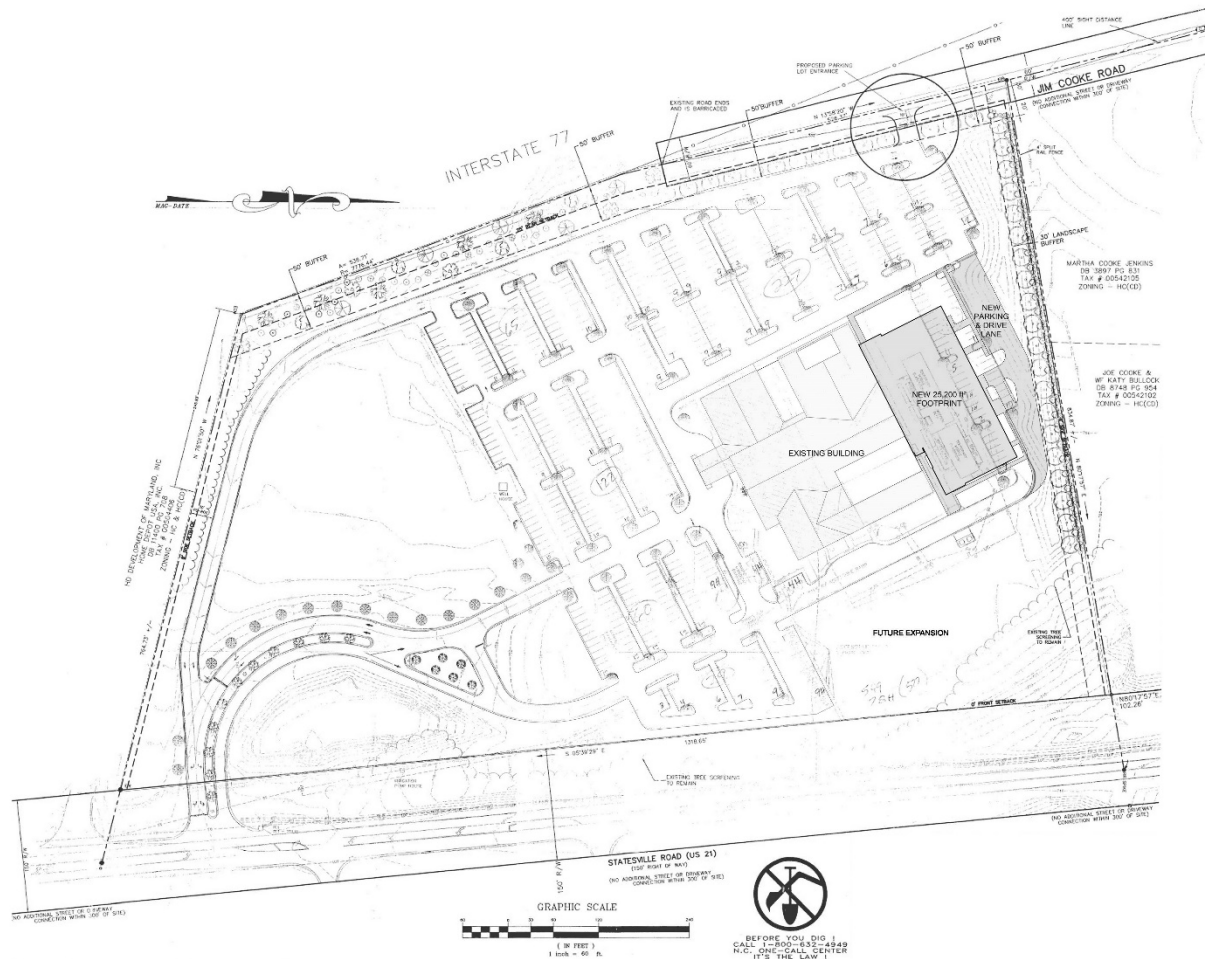
WATERMARK

- Approved November 7, 2016
- 48 units in 5 buildings



GRACE COVENANT CHURCH ADDITION

- Approved February 5, 2018
- Adding approximately 25,200 square feet of non-residential space on the 19.75-acre parcel



EAST ENTRY



WEST ENTRY

ALEXANDER FARM

- +/- 55 Acres
- Proposed Zoning: Conditional Zoning



CATAWBA AT KNOX

- 11 acres
- Proposed 48,225 sq. ft. commercial/retail



Corner of W. Catawba Ave & One Norman Blvd.



W. Catawba Ave looking towards corner at One Norman Blvd.



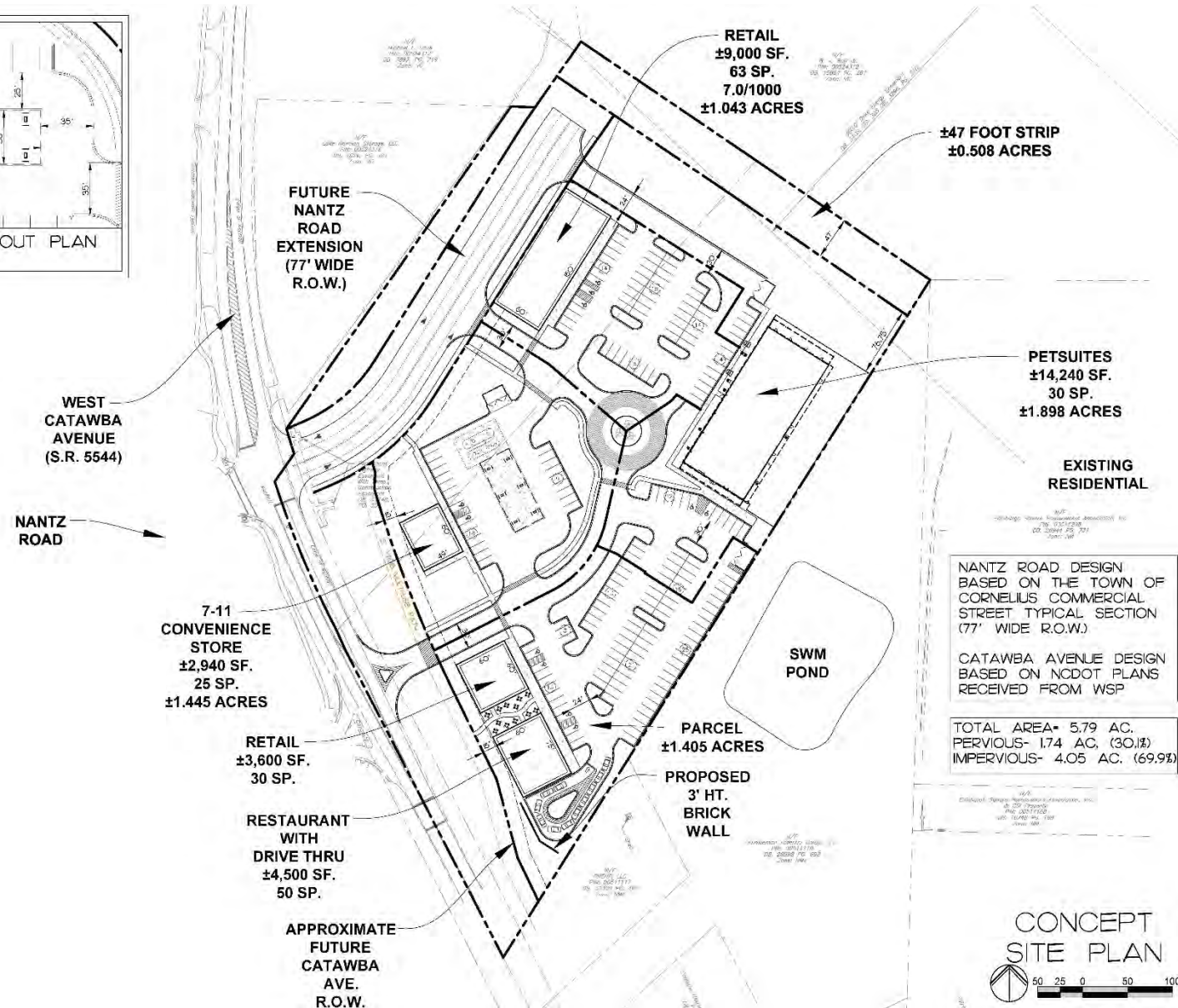
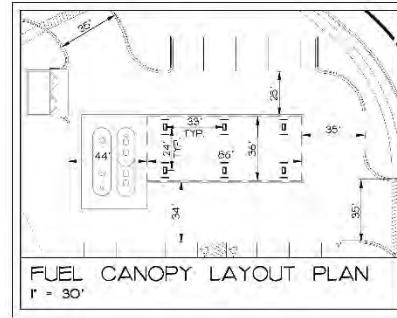
Knox Road view of small shops



Grocery store facing parking

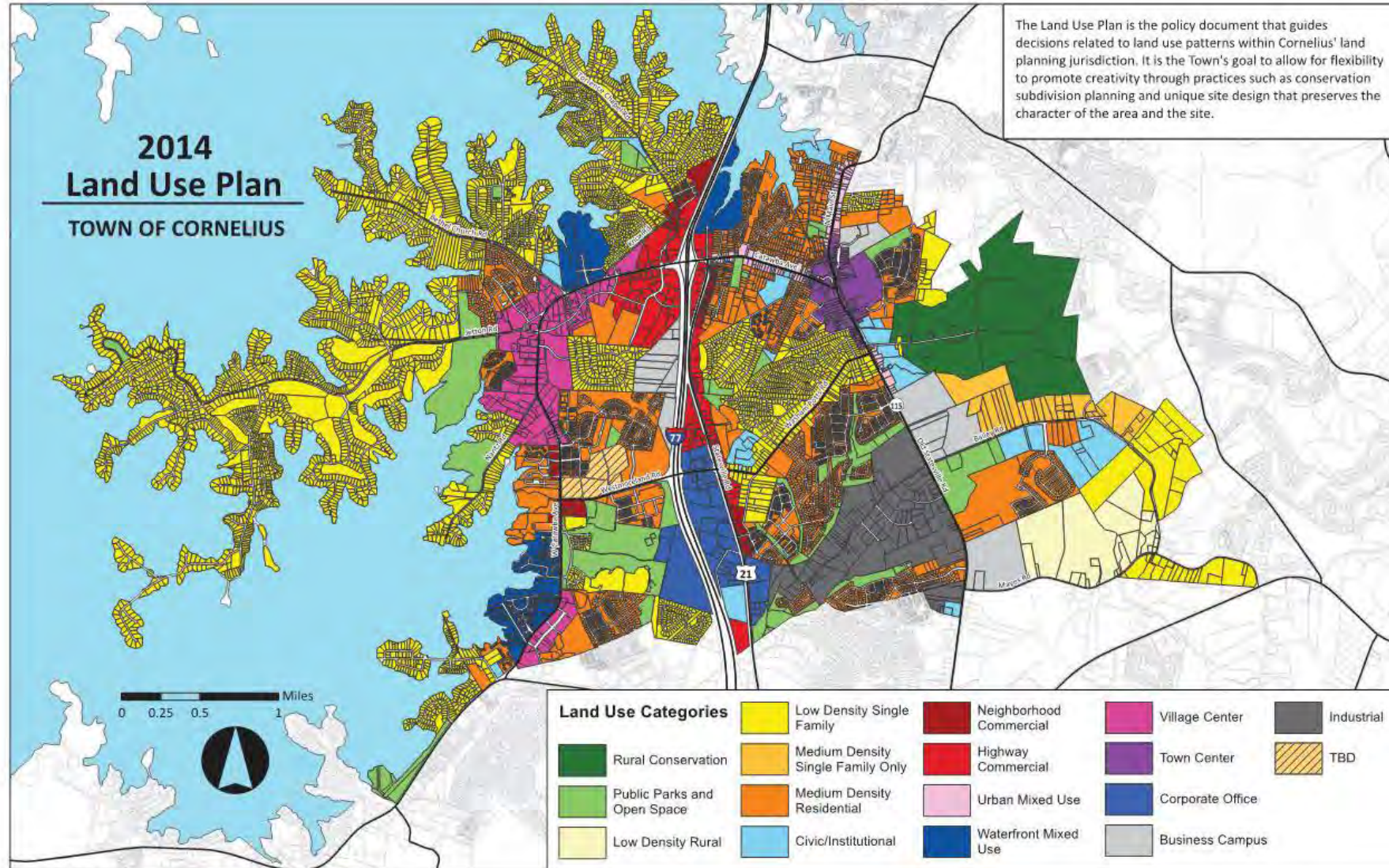
CD NANTZ

- +/- 9 acres
- Proposed Conditional Zoning
- 5 buildings square footage:
 - 29,940 7-11 convenience store
 - 14,240 PetSuites
 - 12,600 retail
 - 4,500 restaurant w/drive-thru
- Nantz Road extension



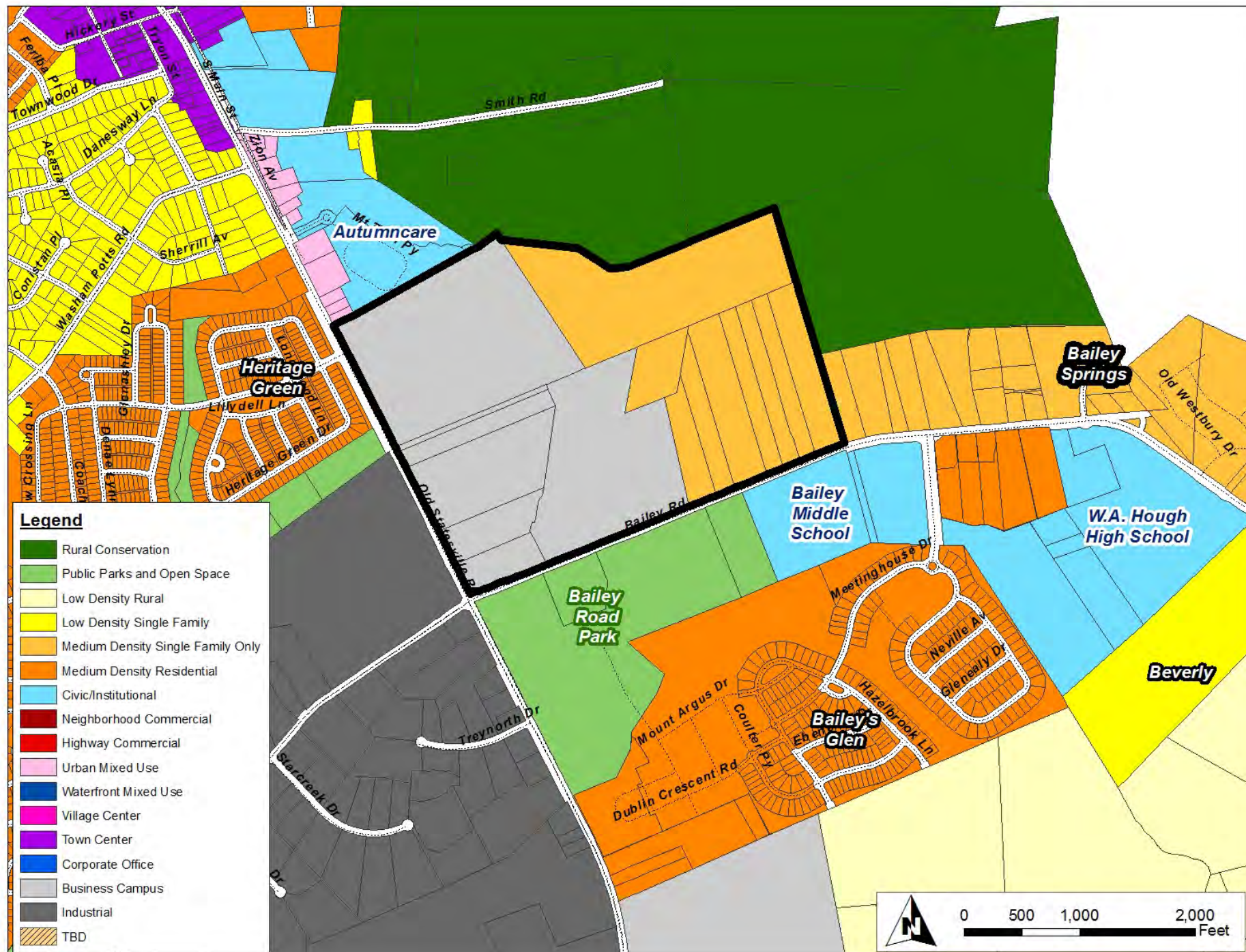
Land Use Plan Update

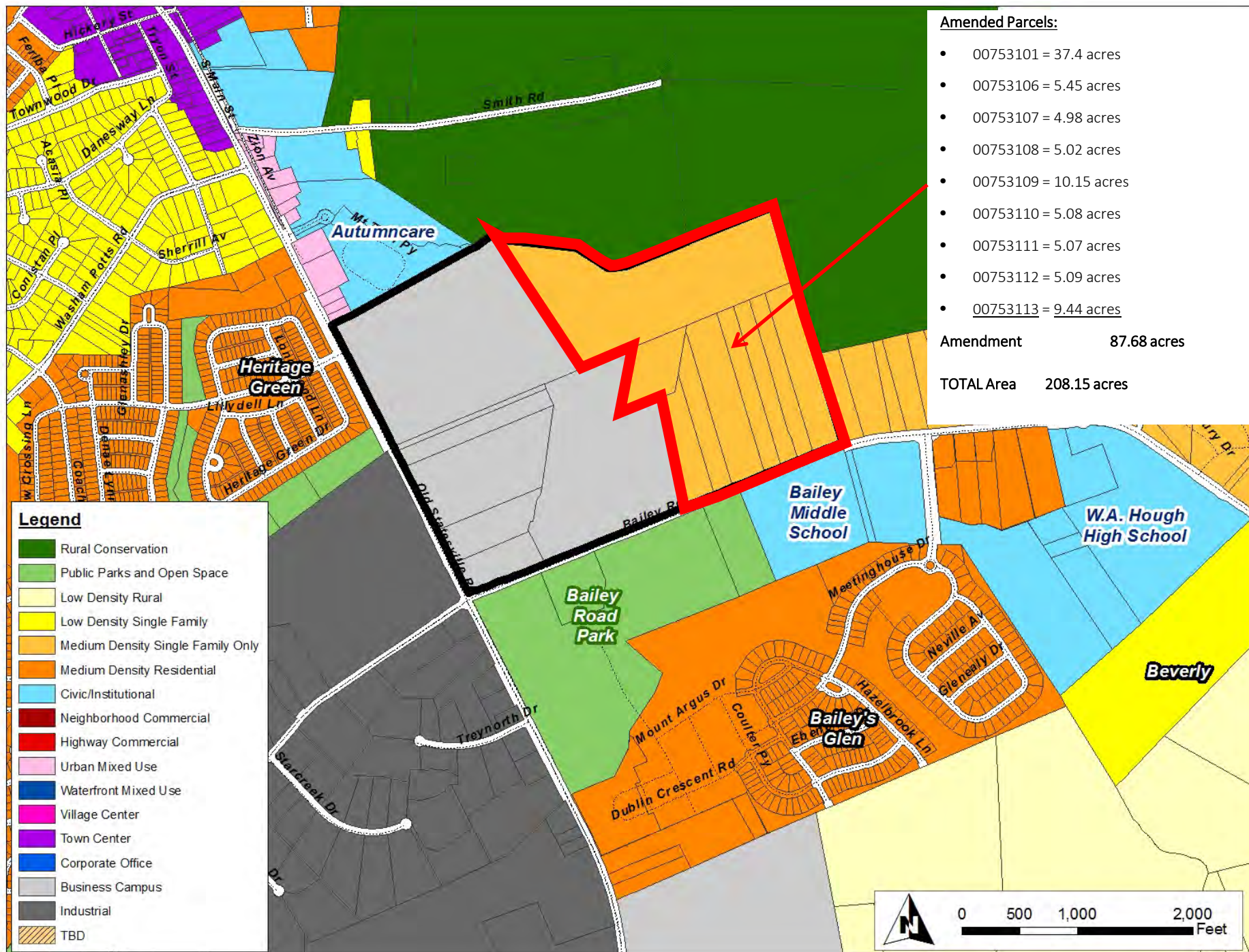
- **Land Use Plan Amendment – Bailey Road & 115 (NE)**
- **Land Use Plan Amendment – Alexander Farm**
- **Land Use Plan Amendment – Mulberry Street**
- **Land Use Plan Amendment – Oak Street**
- **Land Use Plan Amendment – Zion Avenue**
- **Land Use Plan Amendment – Houser Property/Across from Kenton Place**



LAND USE PLAN AMENDMENT:

Bailey Road & NC 115 (NE)













MEDIUM DENSITY RESIDENTIAL SINGLE FAMILY ONLY

Medium Density Single Family neighborhoods support a mix of moderate-density housing options, but are confined to single-family dwellings for residential use. Neighborhoods are generally formed as subdivisions or communities, with a relatively uniform housing type and density throughout. Homes are oriented interior to the site and typically buffered from surrounding development by transitional uses, water bodies, or natural areas. Medium Density Single Family neighborhoods are found in close proximity to suburban commercial and suburban office centers, and provide the rooftops necessary to support the commercial and office uses within the centers. The extension of public utilities within Medium Density Single Family areas is appropriate.

Primary Land Uses:

- Single family residence

Secondary Land Uses:

- Natural areas
- Places of worship and institutional uses
- Community Center
- Pool and amenities

Typical Development Characteristics:

- | | |
|---|-----------------------------|
| • Prevailing Building Heights: | 1 - 3 Stories |
| • Range of Residential Densities: | 2 - 4 Dwelling Units / Acre |
| • Range of Non-Residential Intensities: | N/A |

BUSINESS CAMPUS

Business Campus areas include a wide range of business, light industrial, office, research and development, and related ancillary uses, such as restaurants and small-scale retail and convenience shopping. They generally take on the appearance of an office development, yet with warehousing capabilities. Business Campus centers may take the form of a “campus” in the integration and coordination of uses and quality and character of the development. These areas are prime locations with good access to major road networks and should be reserved for high-return employment generating uses such as office buildings or light manufacturing or warehousing operations..

Primary Land Uses:

- Corporate offices
- Research and Development
- Light industrial and warehousing
- Flexspace

Secondary Land Uses:

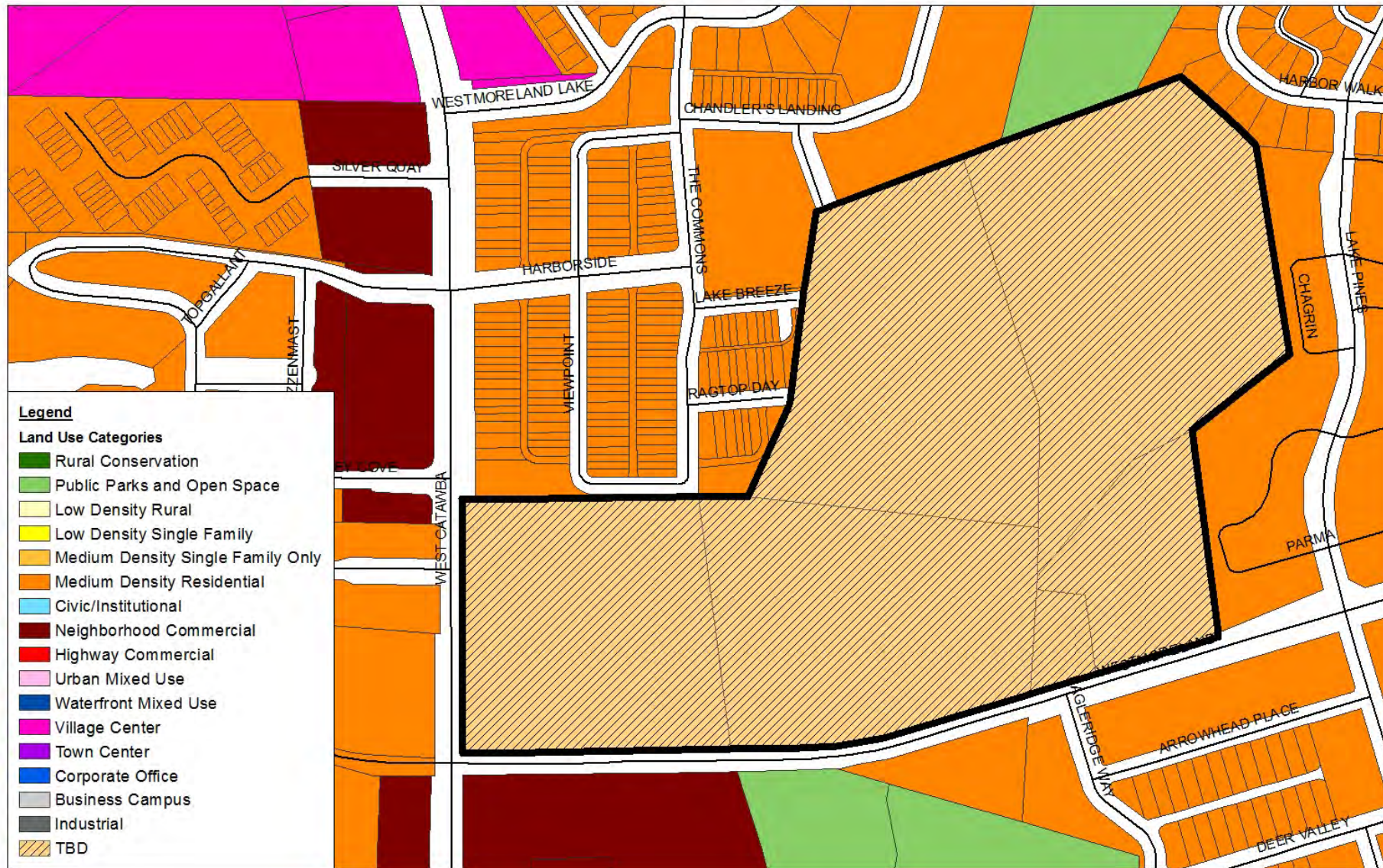
- Bank
- Copy and printing services
- General government services
- Business-campus-supporting retail and restaurants

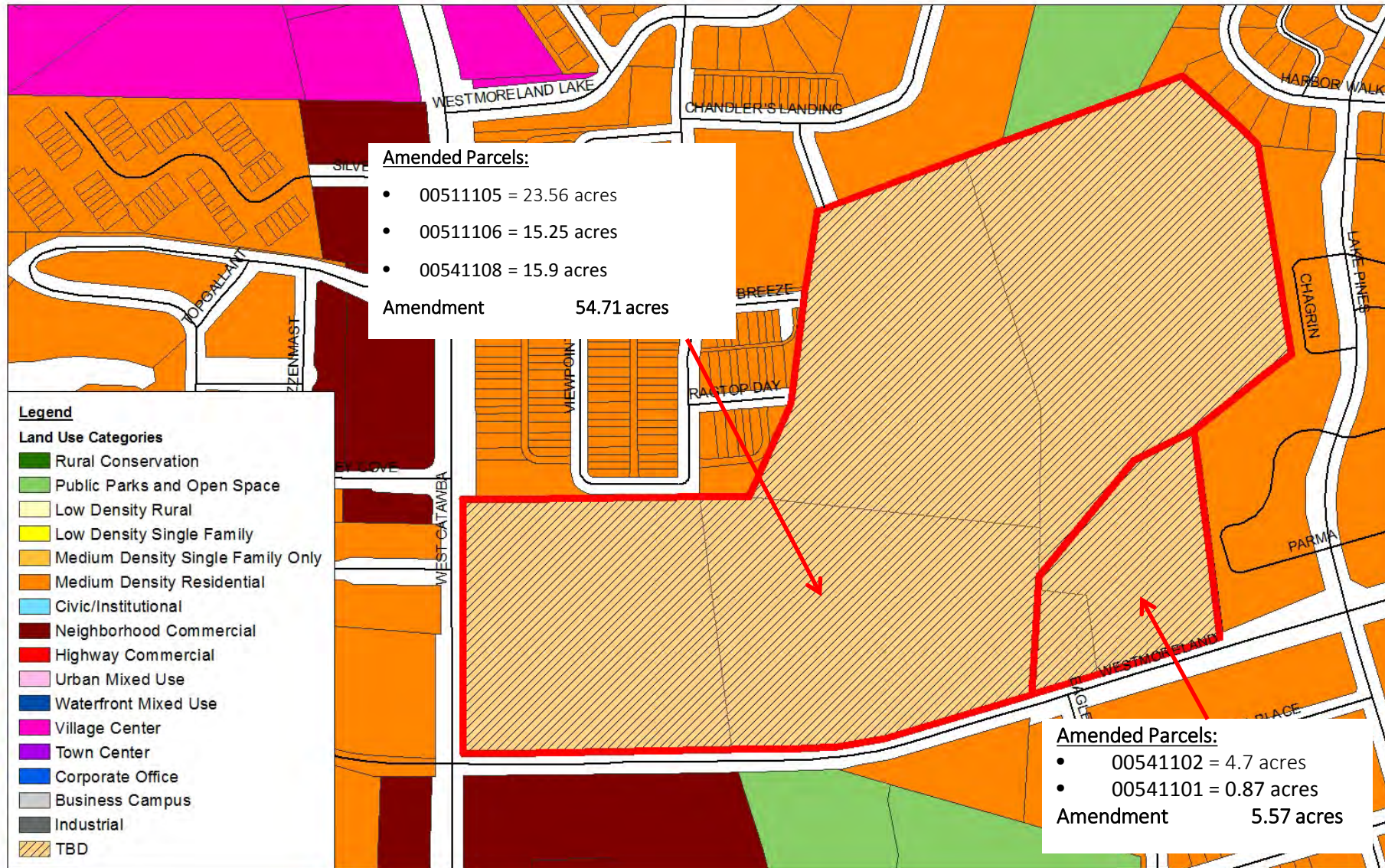
Typical Development Characteristics:

- Prevailing Building Heights: 1 - 3 Stories
- Range of Residential Densities: N/A
- Range of Non-Residential Intensities: .25 - .50 FAR

LAND USE PLAN AMENDMENT:

Alexander Farm

















RURAL CONSERVATION

Contains very low density rural residential development, farms, and environmentally sensitive lands. Rural conservation areas promote the continued use of working lands and protection of environmentally sensitive lands from more intense development. Development should only include very low density residential uses, up to a maximum of one dwelling unit per five acres. The extension of public utilities within rural conservation areas is not recommended.

Typical Primary Land Uses:

- Farm
- Single-family residence

Typical Secondary Land Uses:

- Places of worship and institutional uses
- Natural areas
- Open space and recreation

Typical Development Characteristics:

- Prevailing Building Heights: 1 - 2 Stories
- Range of Residential Densities: 0 - .2 Dwelling Units / Acre
- Range of Non-Residential Intensities: N/A

LOW DENSITY RURAL

Low density rural areas are characterized by large lots, abundant open space, and a high degree of separation between buildings. Residential homes and small farms are scattered throughout the area; often blending into the natural landscape. More dense development may take the form of cluster developments, which leave larger areas for permanent open space and uninterrupted views of the surrounding countryside. The extension of public utilities within low density rural areas is not recommended.

Typical Primary Land Uses:

- Single family residence
- Farm
- Cluster subdivision

Typical Secondary Land Uses:

- Natural areas
- Places of worship and institutional uses
- Open space and recreation

Typical Development Characteristics:

- Prevailing Building Heights: 1 - 2 Stories
- Range of Residential Densities: 0 - .33 Dwelling Units / Acre
- Range of Non-Residential Intensities: N/A

NEIGHBORHOOD COMMERCIAL

Neighborhood commercial centers serve the daily needs of surrounding residential neighborhoods. They typically locate near high-volume roads and key intersections, and are designed to be accessible primarily by automobile, but also accommodate pedestrians and bicyclists. Non-residential development in these areas should focus on providing service to residents of surrounding neighborhoods.

Primary Land Uses:

- Sit down or fast food restaurants
- Multi-tenant commercial
- Bank
- Professional office
- Gas station

Secondary Land Uses:

- Natural areas
- Community park

Typical Development Characteristics:

- Prevailing Building Heights: 1 - 2 Story
- Range of Residential Densities: 0 - .5 Dwelling Units / Acre
- Range of Non-Residential Intensities: 0 - .25 FAR

CORPORATE OFFICE

This category is applied to particular areas of Cornelius where it is expected that office-oriented businesses will be concentrated. The expectation is development of quality corporate offices, and related uses may include medical offices, corporate centers, and technology centers. Industrial uses are not to be included. A small level of residential activity may be included, as a secondary use, with the expectations that residential space will be limited to 10% of non-residential space, that residential space will not be developed without non-residential space, and that if a development project is phased, non-residential space should be the first phase. Clusters of uses that support or serve one another are encouraged to locate in the same business center.

Primary Land Uses:

- Corporate center
- Multi-tenant professional offices
- Research and technology centers
- Medical offices
- Hotel

Secondary Land Uses:

- Supporting commercial uses
- Restaurant
- Bank
- Copying / printing services

Typical Development Characteristics:

- Prevailing Building Heights: 1 - 4 Stories
- Range of Residential Densities: Limited: 10% of Overall Floor Area
- Range of Non-Residential Intensities: .25 - .75 FAR

BUSINESS CAMPUS

Business Campus areas include a wide range of business, light industrial, office, research and development, and related ancillary uses, such as restaurants and small-scale retail and convenience shopping. They generally take on the appearance of an office development, yet with warehousing capabilities. Business Campus centers may take the form of a “campus” in the integration and coordination of uses and quality and character of the development. These areas are prime locations with good access to major road networks and should be reserved for high-return employment generating uses such as office buildings or light manufacturing or warehousing operations..

Primary Land Uses:

- Corporate offices
- Research and Development
- Light industrial and warehousing
- Flexspace

Secondary Land Uses:

- Bank
- Copy and printing services
- General government services
- Business-campus-supporting retail and restaurants

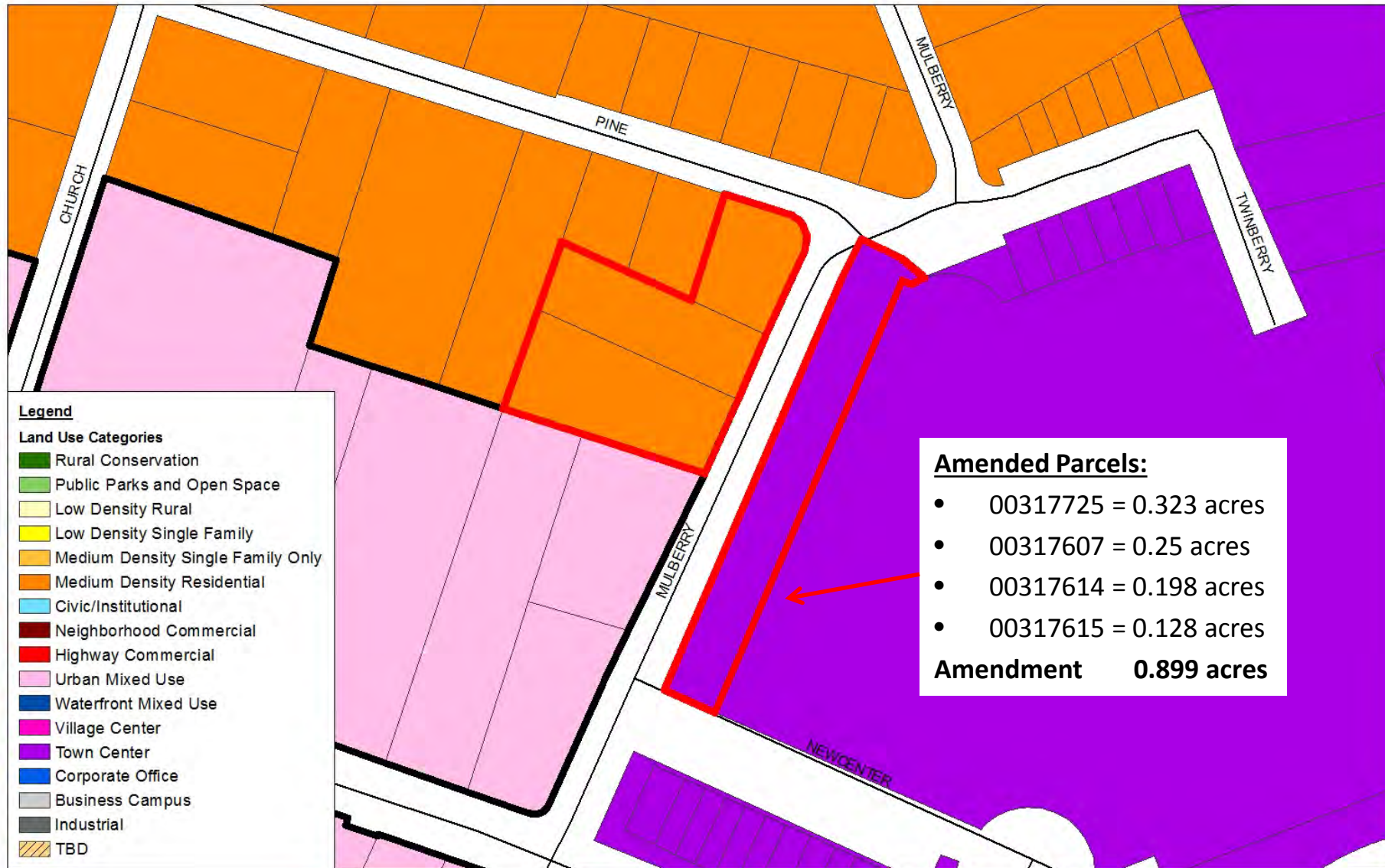
Typical Development Characteristics:

- Prevailing Building Heights: 1 - 3 Stories
- Range of Residential Densities: N/A
- Range of Non-Residential Intensities: .25 - .50 FAR

LAND USE PLAN AMENDMENT:

Mulberry Street















TOWN CENTER

The traditional town center is a focal point of Cornelius. It is the hub of civic, cultural, and governmental activities for the entire Cornelius community. Uses and buildings are located on small blocks with streets designed to encourage pedestrian activity. Buildings typically stand two or more stories in height. Residential units may be found above storefronts. Parking is satisfied using on-street parking and shared rear-lot parking strategies. The compact, walkable environment and mix of residential and non-residential uses in the town center support multiple modes of transportation.

Primary Land Uses:

- Community-serving commercial uses
- Restaurants
- Professional offices
- Townhomes
- Condominiums
- Live/work/shop units
- Government buildings, post office
- Fire/Police Station
- Public Plaza

Secondary Land Uses:

- Daycare
- Farmers Market
- Pocket Park

Typical Development Characteristics:

- Prevailing Building Heights: 1 - 3 Stories
- Range of Residential Densities: Average 6 Dwelling Units / Acre
- Range of Non-Residential Intensities: Typical 1.0 FAR

MEDIUM DENSITY RESIDENTIAL

Medium density residential neighborhoods support a mix of moderate- to high-density housing options. The neighborhoods are relatively compact, and may contain single-family, two-family, and apartment/condominium residences. Homes are oriented interior to the site and typically buffered from surrounding development by transitional uses or landscaped areas. These medium density residential neighborhoods are found in close proximity to suburban commercial and suburban office centers, and provide the market area necessary to support the commercial and office uses within the centers.

Primary Land Uses:

- Single family residence
- Two-family home
- Townhome
- Apartment / Condominium
- Senior Housing

Secondary Land Uses:

- Natural areas
- Places of worship and institutional uses
- Community Center
- Pool and amenities

Typical Development Characteristics:

- Prevailing Building Heights: 1 - 4 Stories
- Range of Residential Densities: 2 - 4 Dwelling Units / Acre
- Range of Non-Residential Intensities: N/A

URBAN MIXED USE

Urban mixed use neighborhoods offer residents the ability to live, shop, work and play in one community. They include a mixture of housing types and residential densities integrated with goods and services residents need on a daily basis. The design and scale of the development encourages active living, with a comprehensive and interconnected network of walkable streets. Urban mixed-use neighborhoods support multiple modes of transportation, and are located along the corridors leading into the Town Center.

Primary Land Uses:

- Single-family detached home
- Condominium
- Apartment
- Townhome
- Restaurant
- Community-serving commercial
- Professional office
- Civic use

Secondary Land Uses:

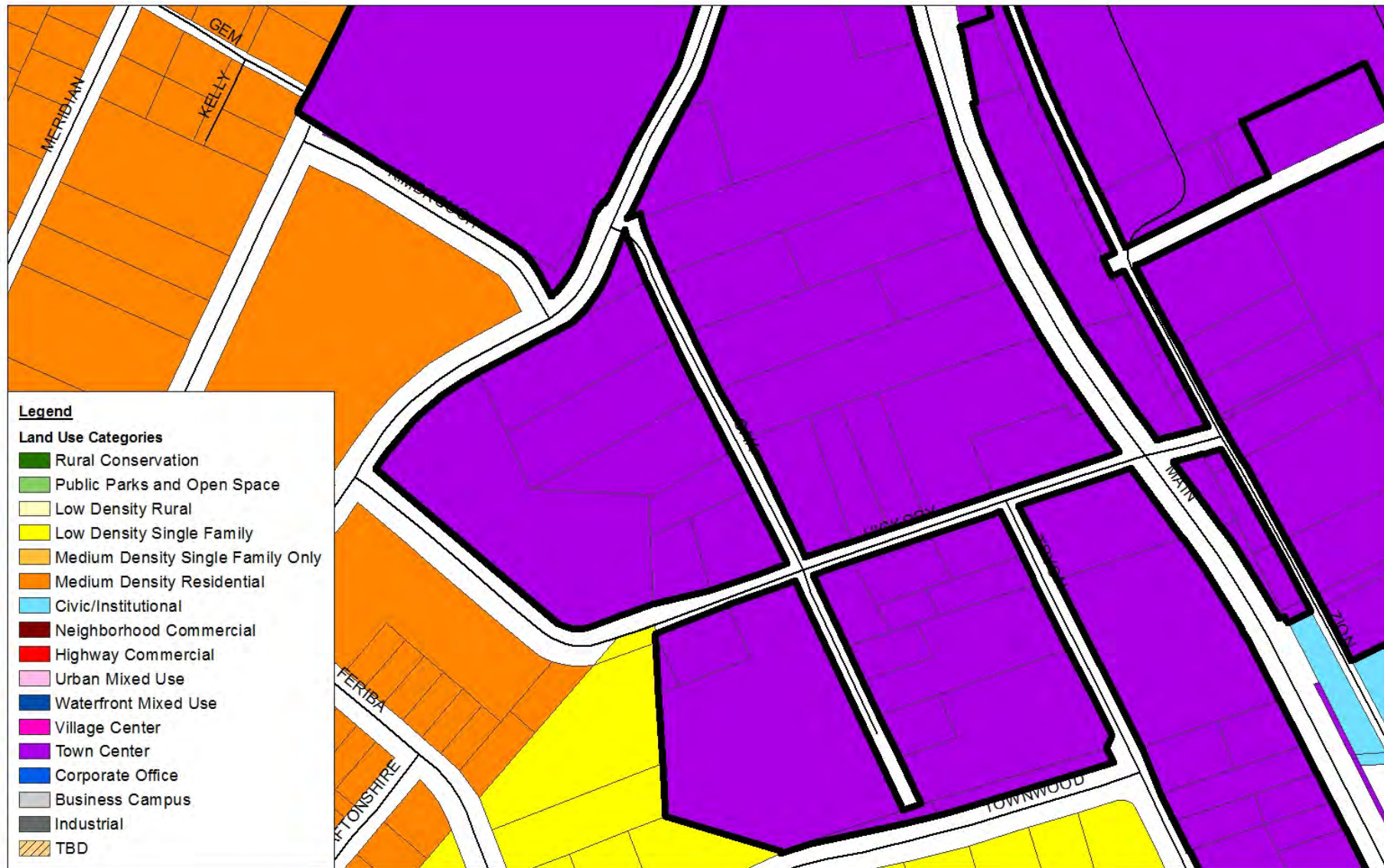
- Pocket or community park
- Place of worship
- Institutional uses
- Natural areas

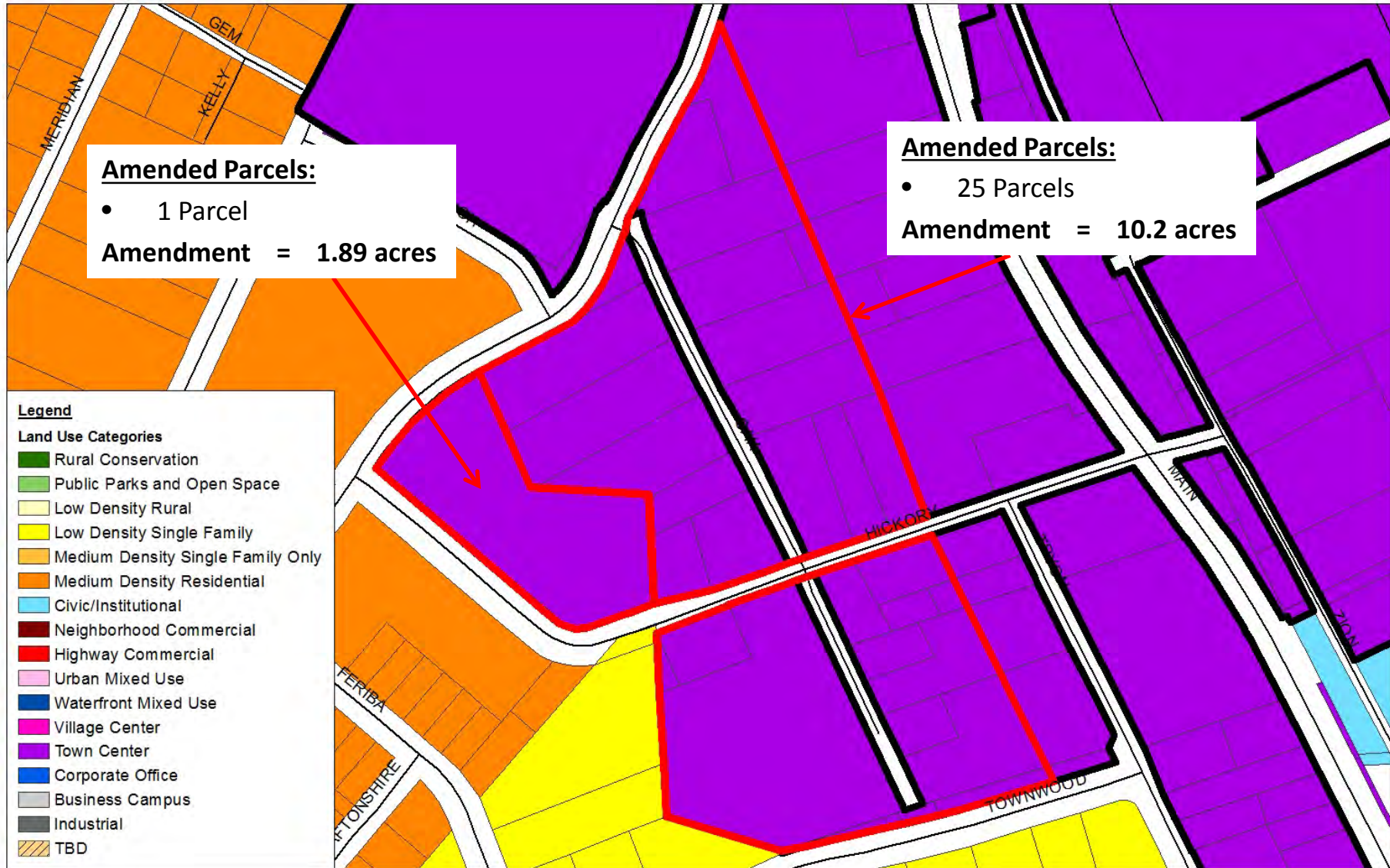
Typical Development Characteristics:

- Prevailing Building Heights: 1 - 3 Stories
- Range of Residential Densities: 0 - 3 Dwelling Units / Acre
- Range of Non-Residential Intensities: .25 - .75 FAR

LAND USE PLAN AMENDMENT:

Oak Street

















TOWN CENTER

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Primary Land Uses:

- Community-serving commercial uses
- Restaurants
- Professional offices
- Townhomes
- Condominiums
- Live/work/shop units
- Government buildings, post office
- Fire/Police Station
- Public Plaza

Secondary Land Uses:

- Daycare
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- Professional office
- Civic use

Secondary Land Uses:

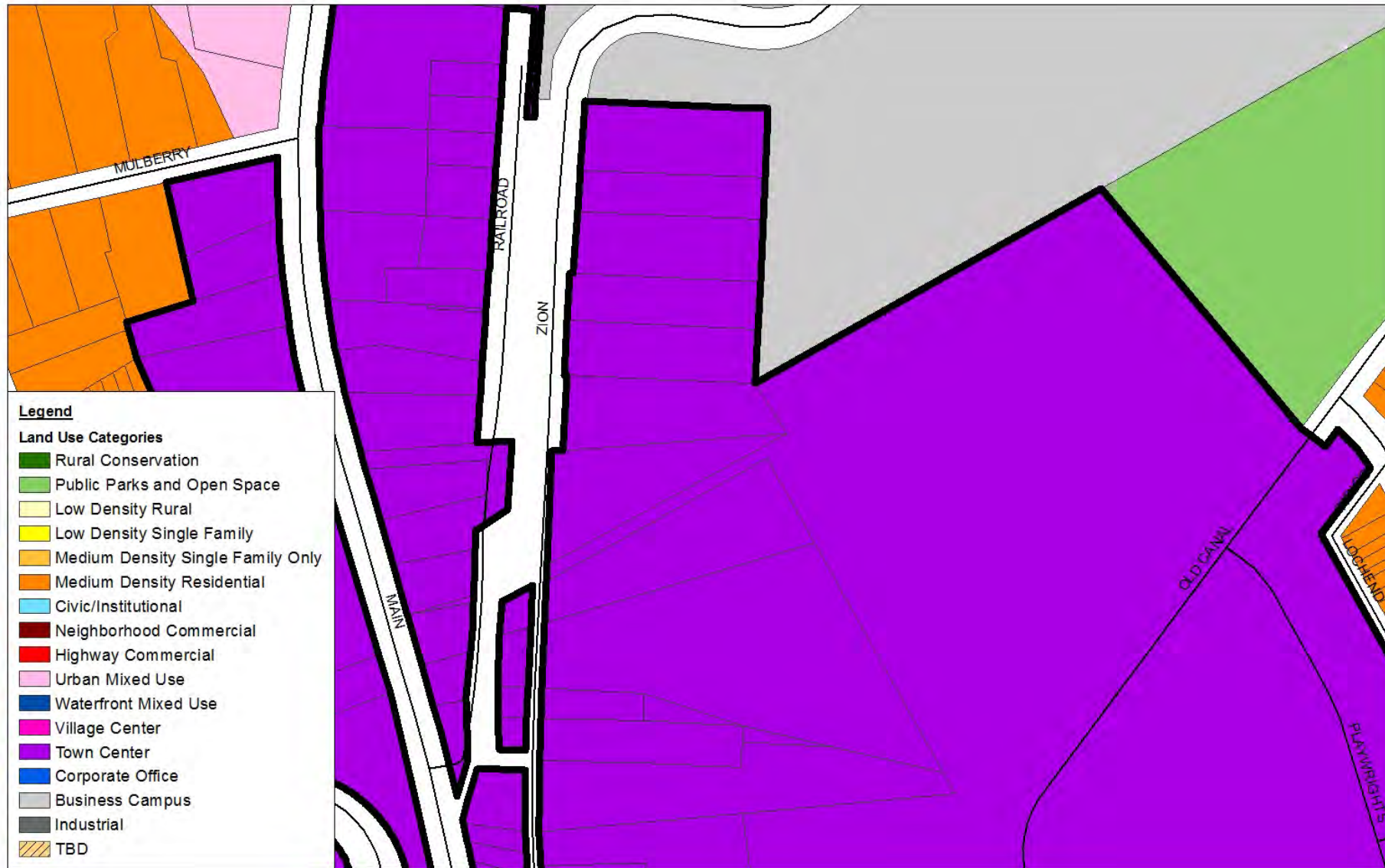
- Pocket or community park
- Place of worship
- Institutional uses
- Natural areas

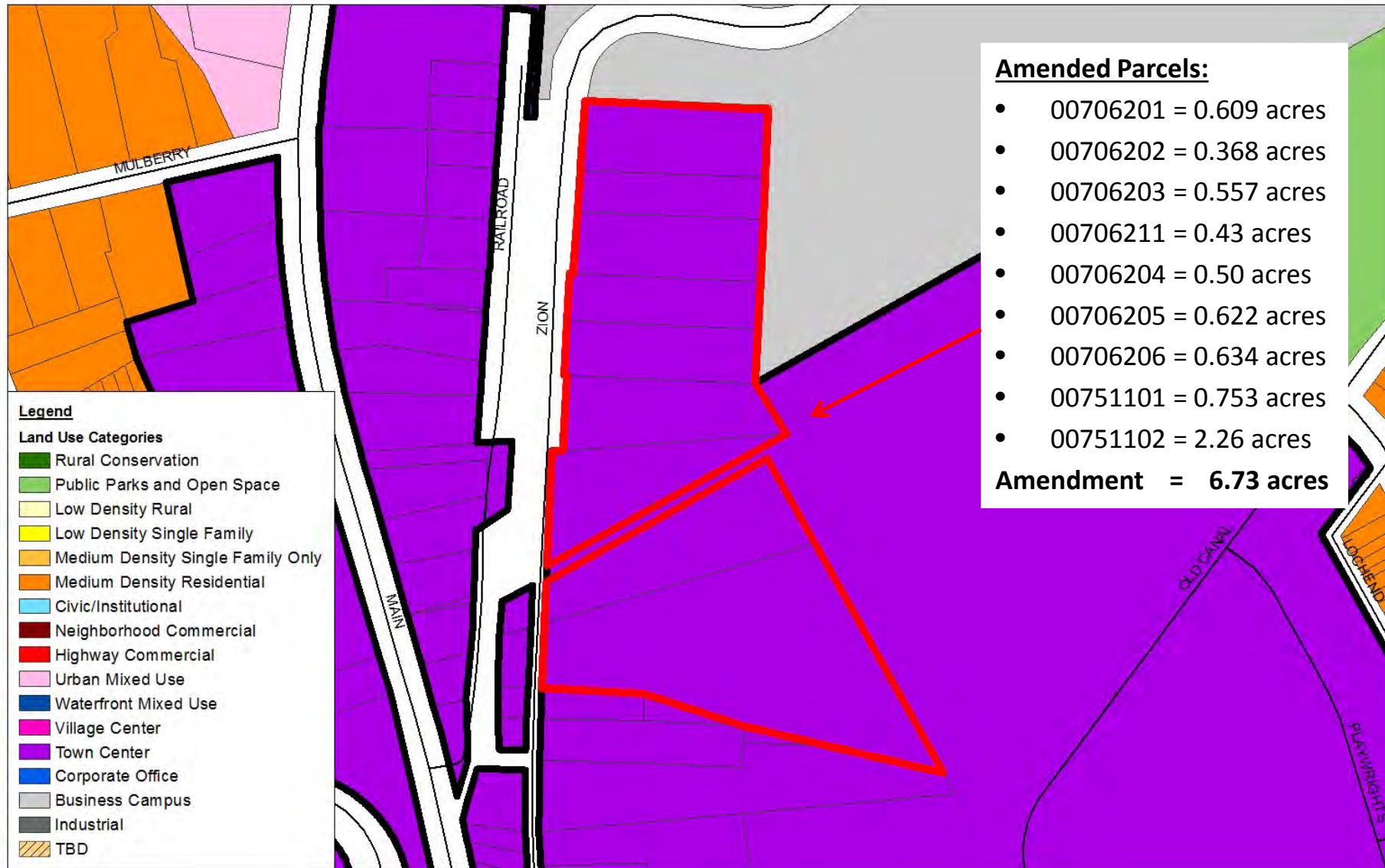
Typical Development Characteristics:

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- Range of Residential Densities: 0 - 3 Dwelling Units / Acre
- Range of Non-Residential Intensities: .25 - .75 FAR

LAND USE PLAN AMENDMENT:

Zion Street




















 **MacLean-Fogg**
COMPONENT SOLUTIONS



TOWN CENTER

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Primary Land Uses:

- Corporate offices
- Research and Development
- Light industrial and warehousing
- Flexspace

Secondary Land Uses:

- Bank
- Copy and printing services
- General government services
- Business-campus-supporting retail and restaurants

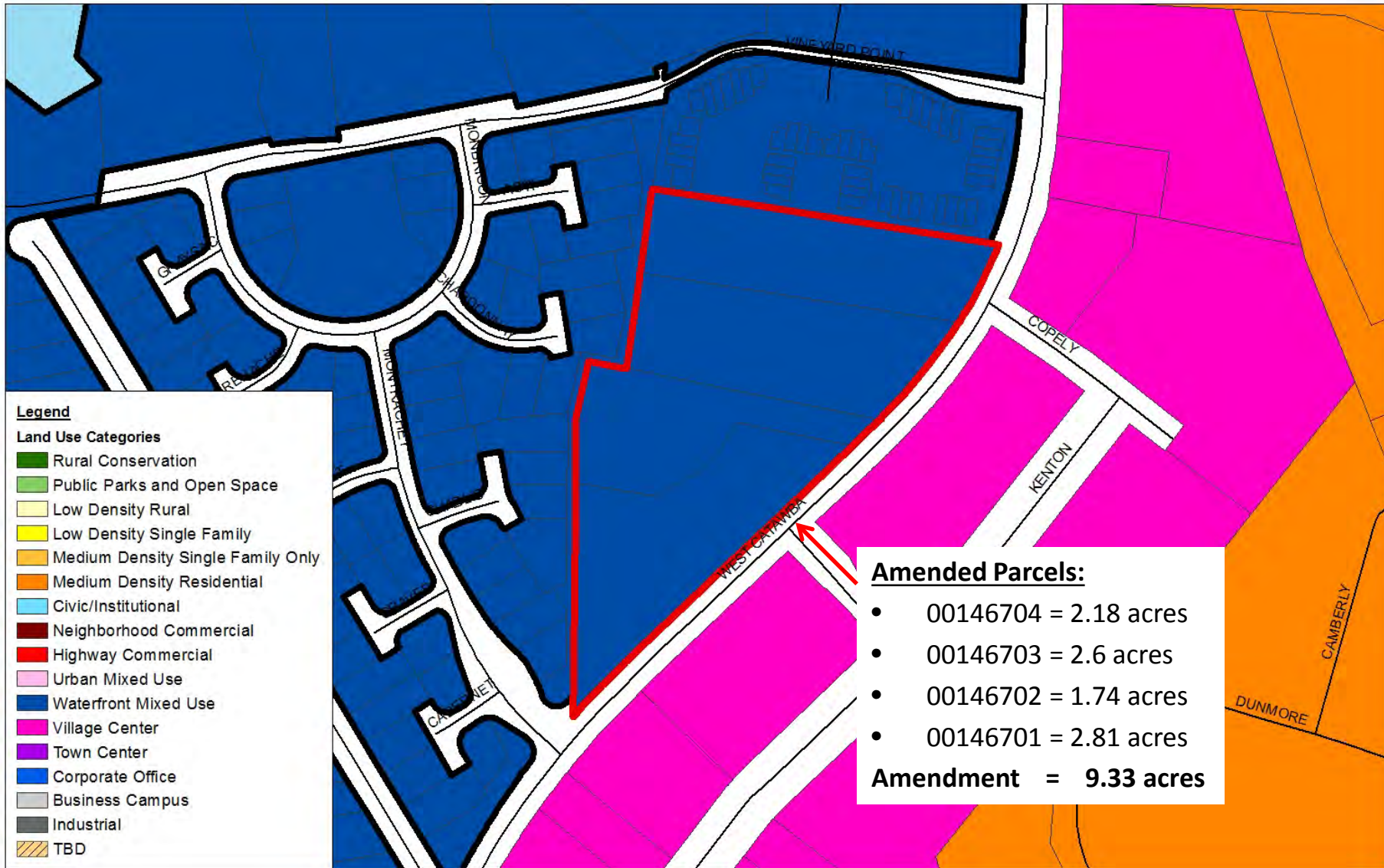
Typical Development Characteristics:

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- Range of Residential Densities: N/A
- Range of Non-Residential Intensities: .25 - .50 FAR

LAND USE PLAN AMENDMENT:

Houser Property/Across from Kenton Place















WATERFRONT MIXED USE

Waterfront mixed use offers the opportunity to activate the water's edge in areas along Lake Norman and Lake Davidson. A variety of water-oriented, non-residential uses can be appropriate in a working waterfront; considering environmental impacts and design qualities. Development should maximize being near, seeing, and interacting with the lake. Building architecture and site design should emphasize public over private uses and activities. Commercial areas should be designed to minimize impervious surfaces and maintain natural stormwater flows.

Primary Land Uses:

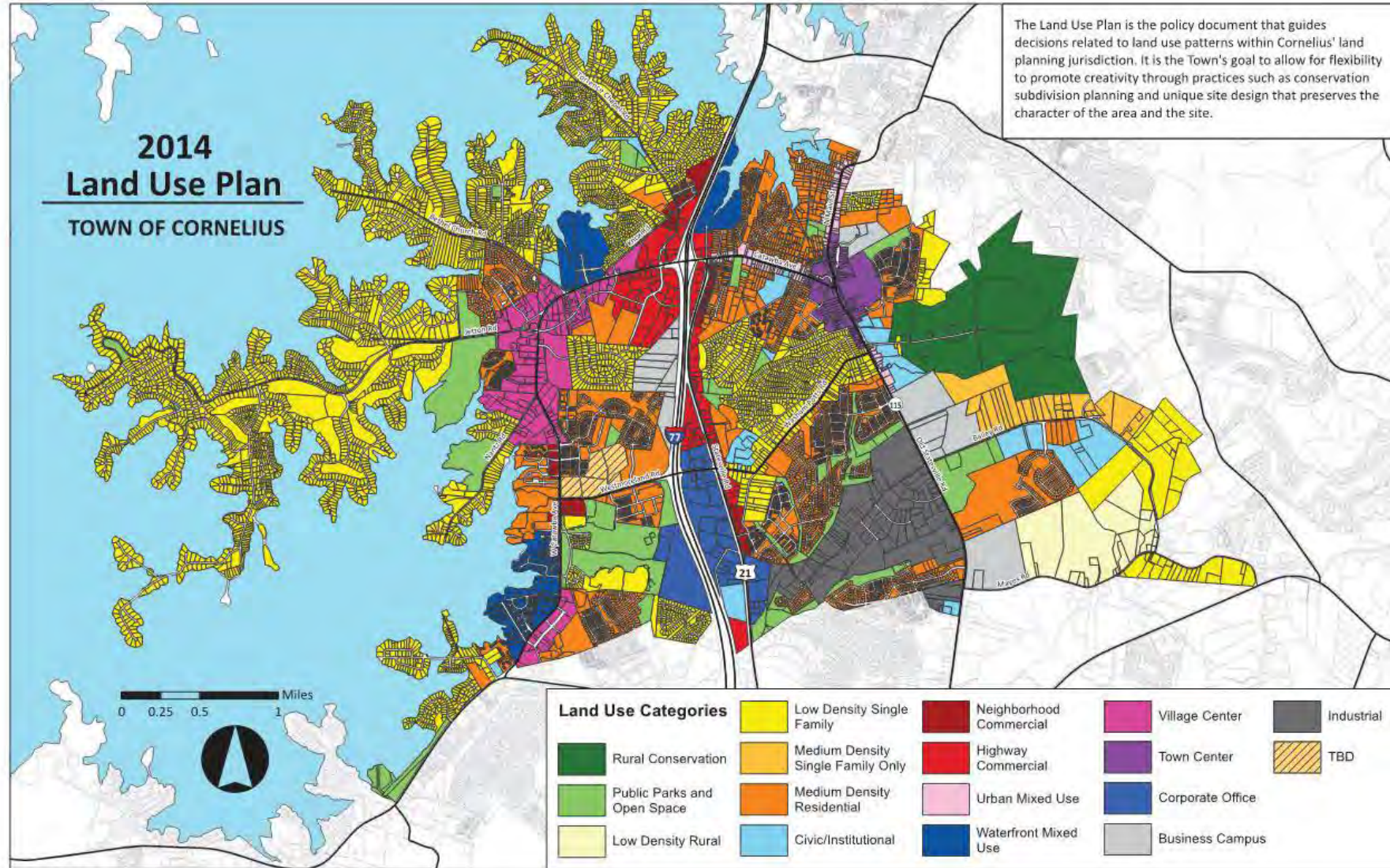
- Single family residence
- Marina
- Restaurant
- Hotel
- General office

Secondary Land Uses:

- Civic and Institutional Uses
- Pocket park

Typical Development Characteristics:

- | | |
|---|------------------------------------|
| • Prevailing Building Heights: | 2 - 6 Stories (Typical: 3 Stories) |
| • Range of Residential Densities: | Average 3.0 Dwelling Units / Acre |
| • Range of Non-Residential Intensities: | .25 - .75 far |



Arts District



REQUEST FOR BOARD ACTION

 [Print](#)

Date of Meeting: March 7, 2018

To: Mayor and Board of Commissioners

From: Julie Niswonger, Finance Director


Action Requested:

Financial condition presentation by Julie Niswonger

Manager's Recommendation:

Hear presentation.

ATTACHMENTS:

| Name: | Description: | Type: |
|---|---------------------|--------------|
|  Financial_Condition_FY_2019.pdf | Financial Condition | Presentation |

Town of Cornelius

Financial Condition

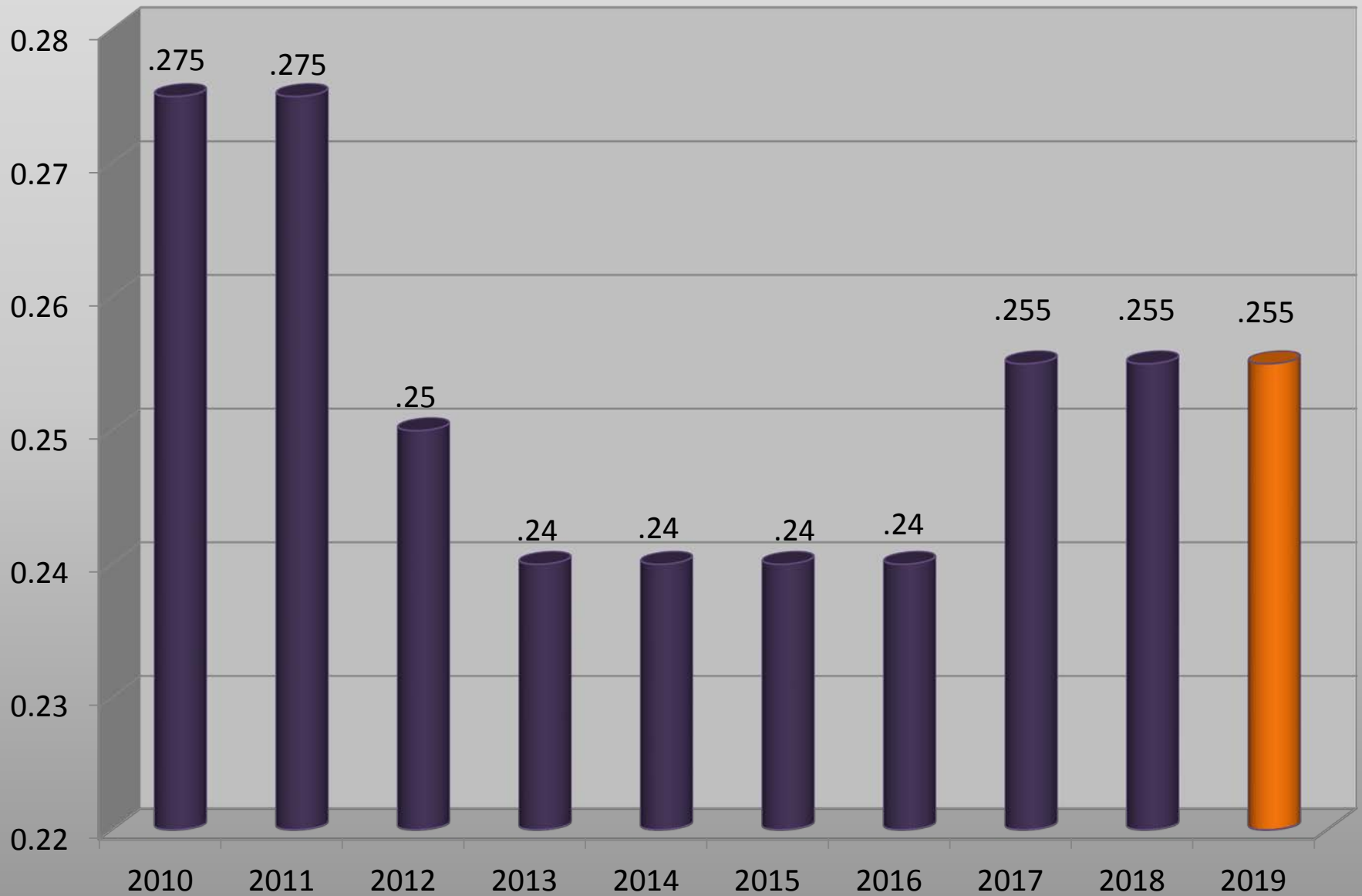
Presented by Julie Niswonger



Items to be Discussed:

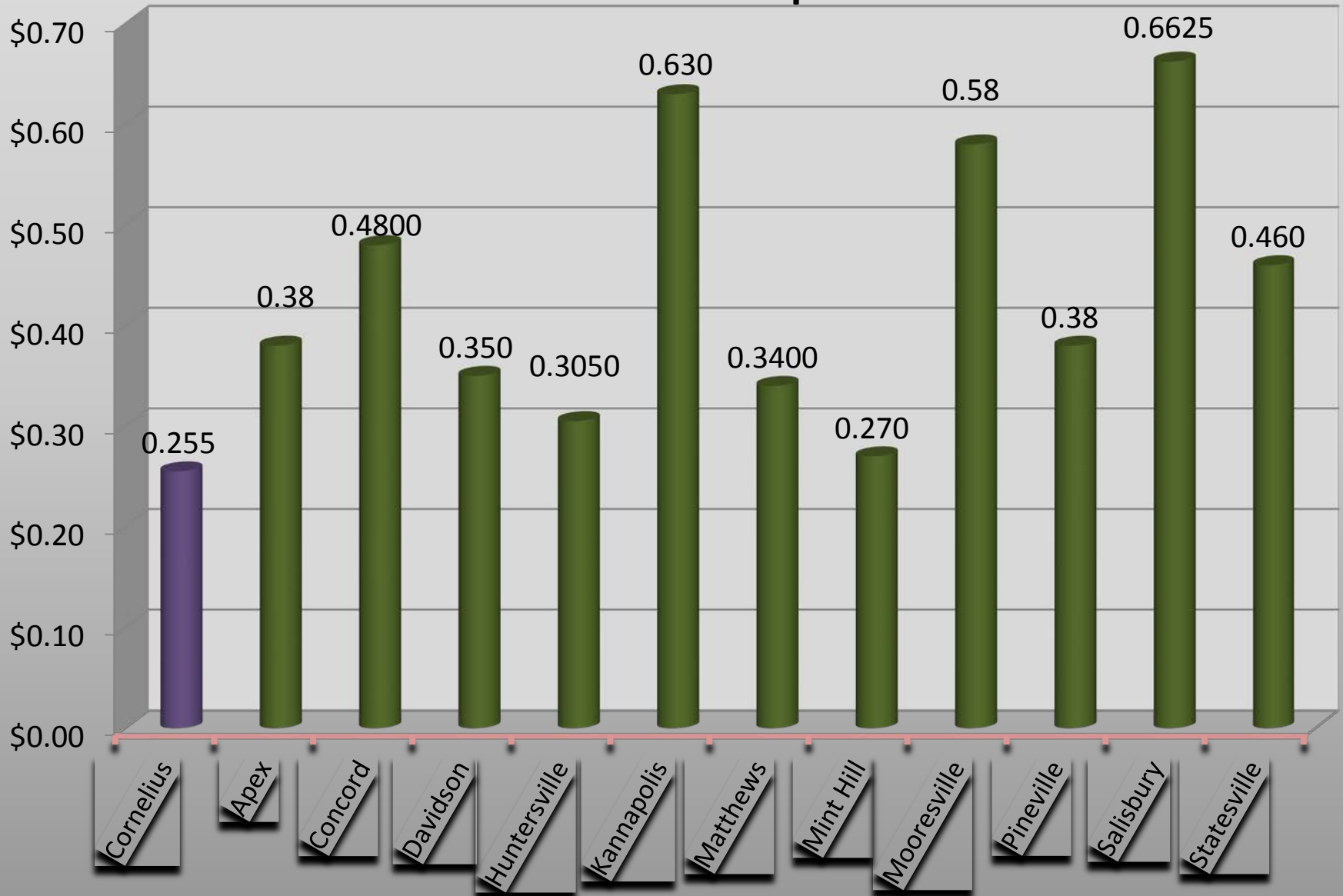
- Taxes
- Revenues and Expenditures
- Fund Balance
- Debt
- Town Revenues and Expenditures
- Local economy taxes
- Financial issues remaining in FY 18
- Budget Calendar remaining for FY 19 budget

Cornelius' Tax Rate History

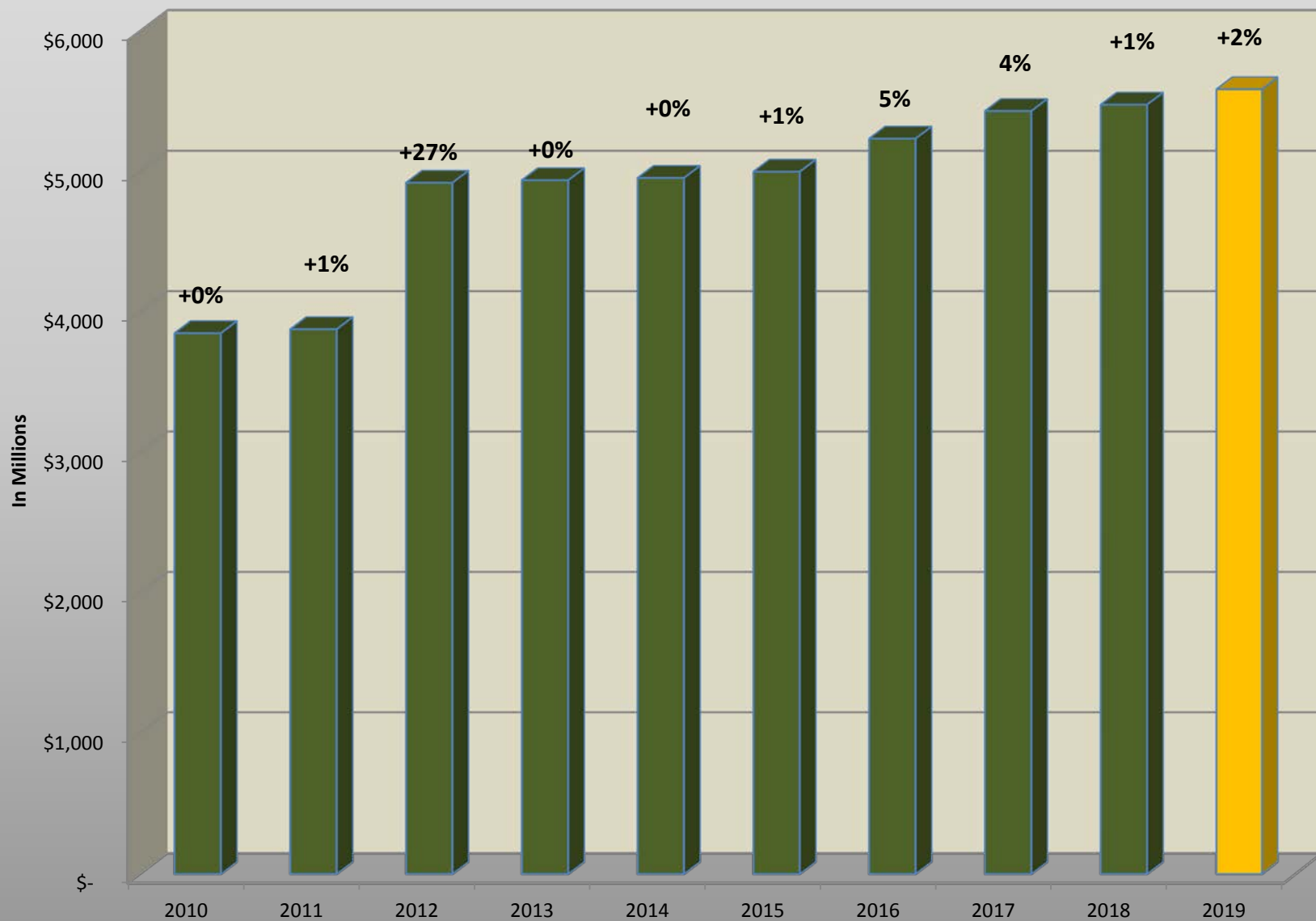


FY 2018 Comparative Tax Rates

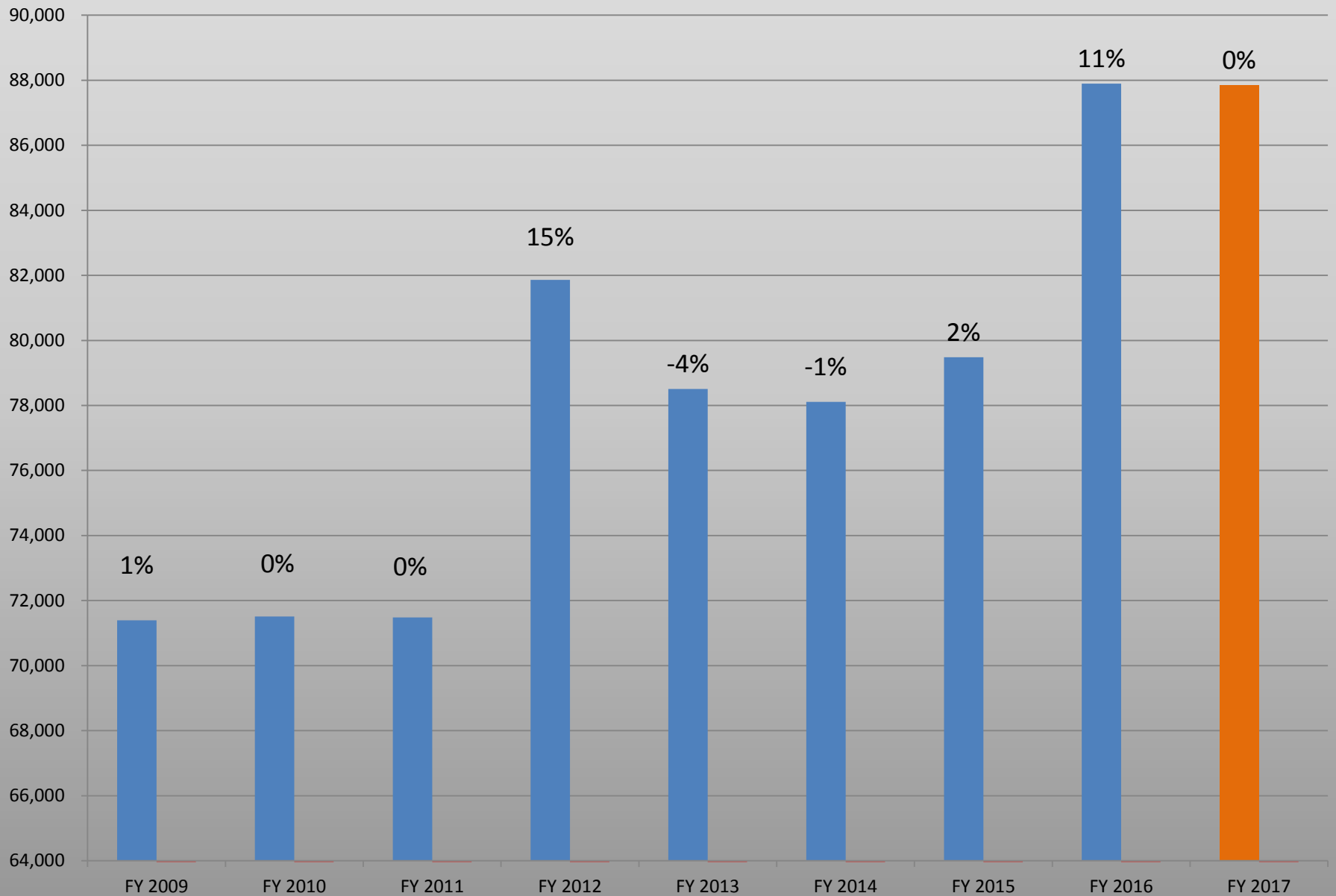
How do we compare?



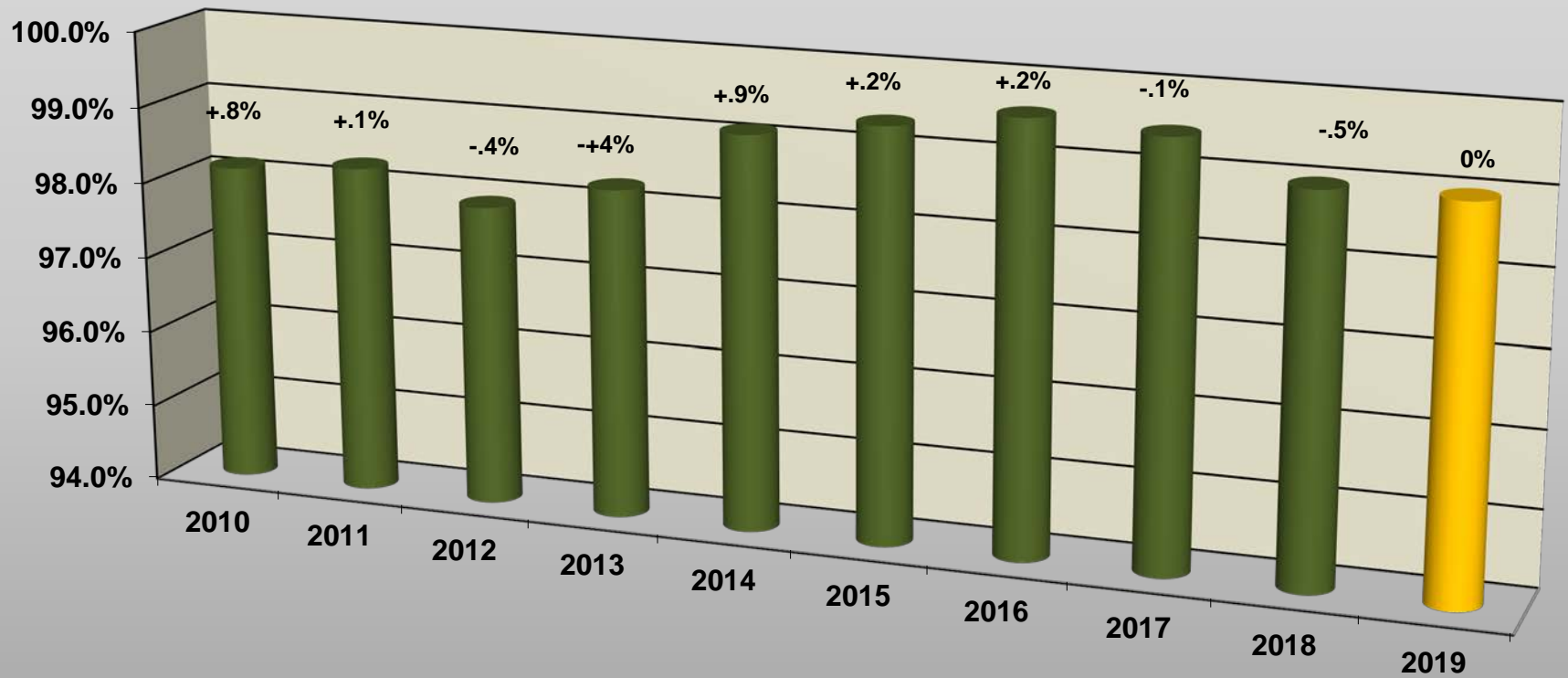
Assessed Value



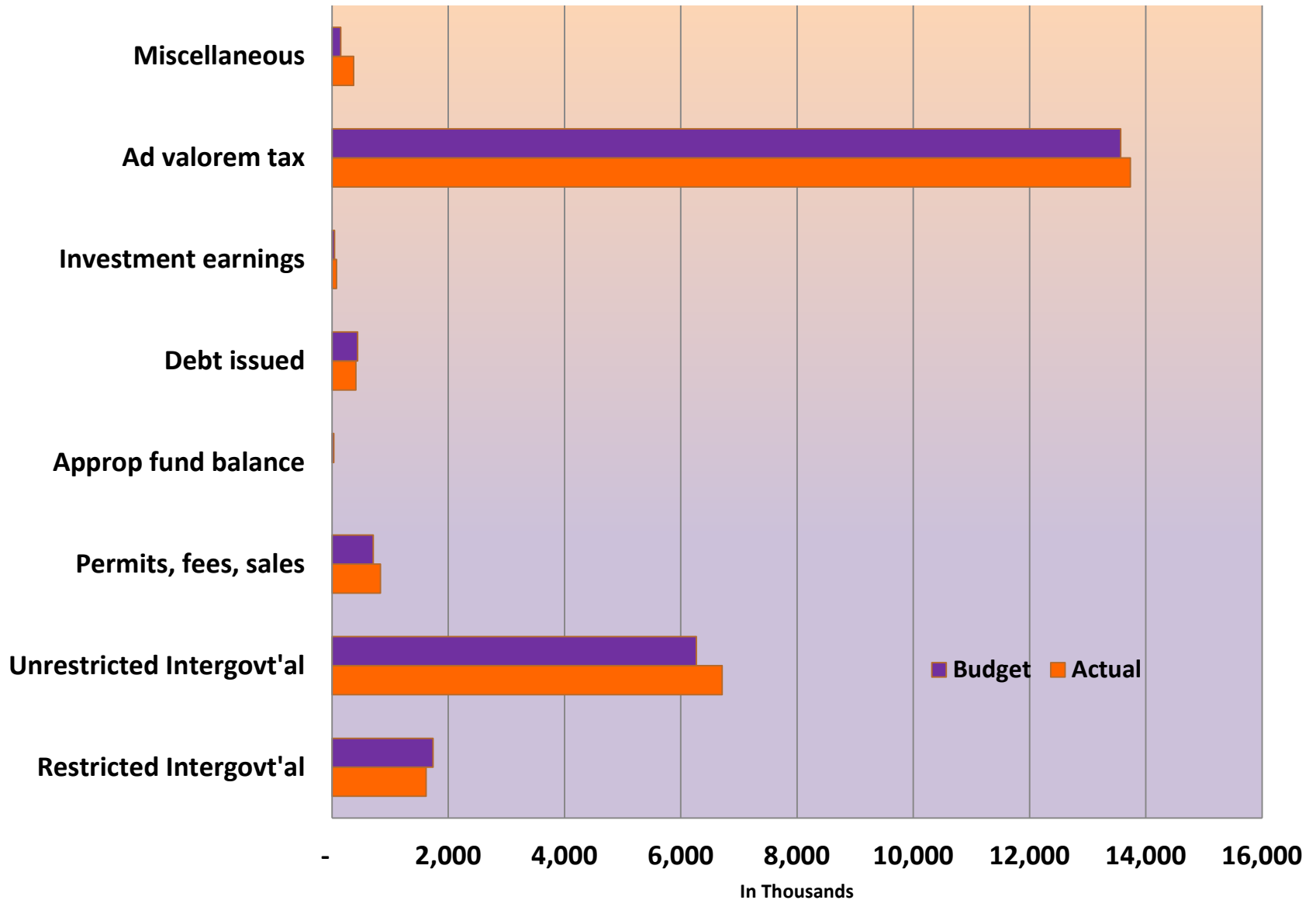
Tax Paid



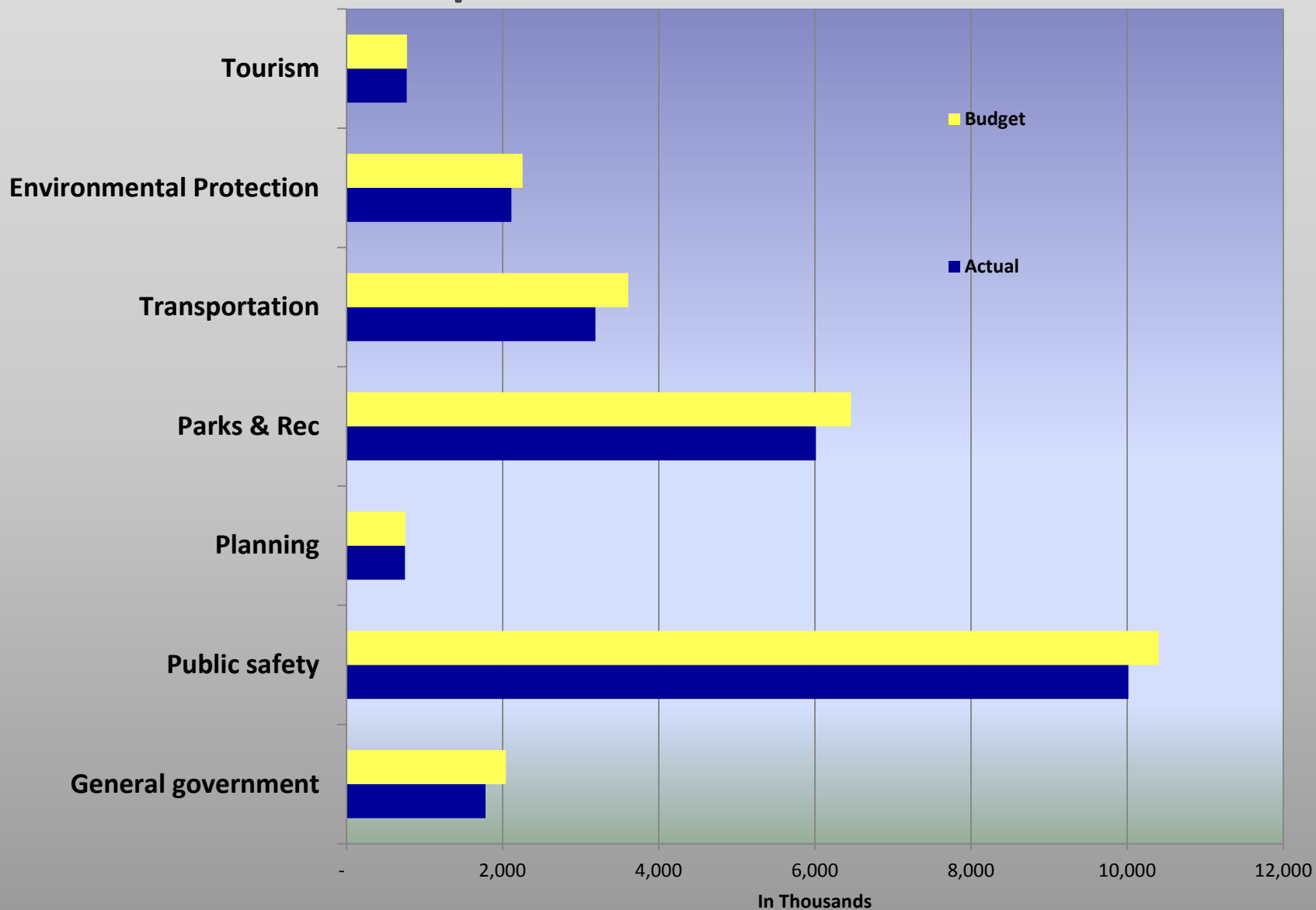
Collection Rate – Year of Levy



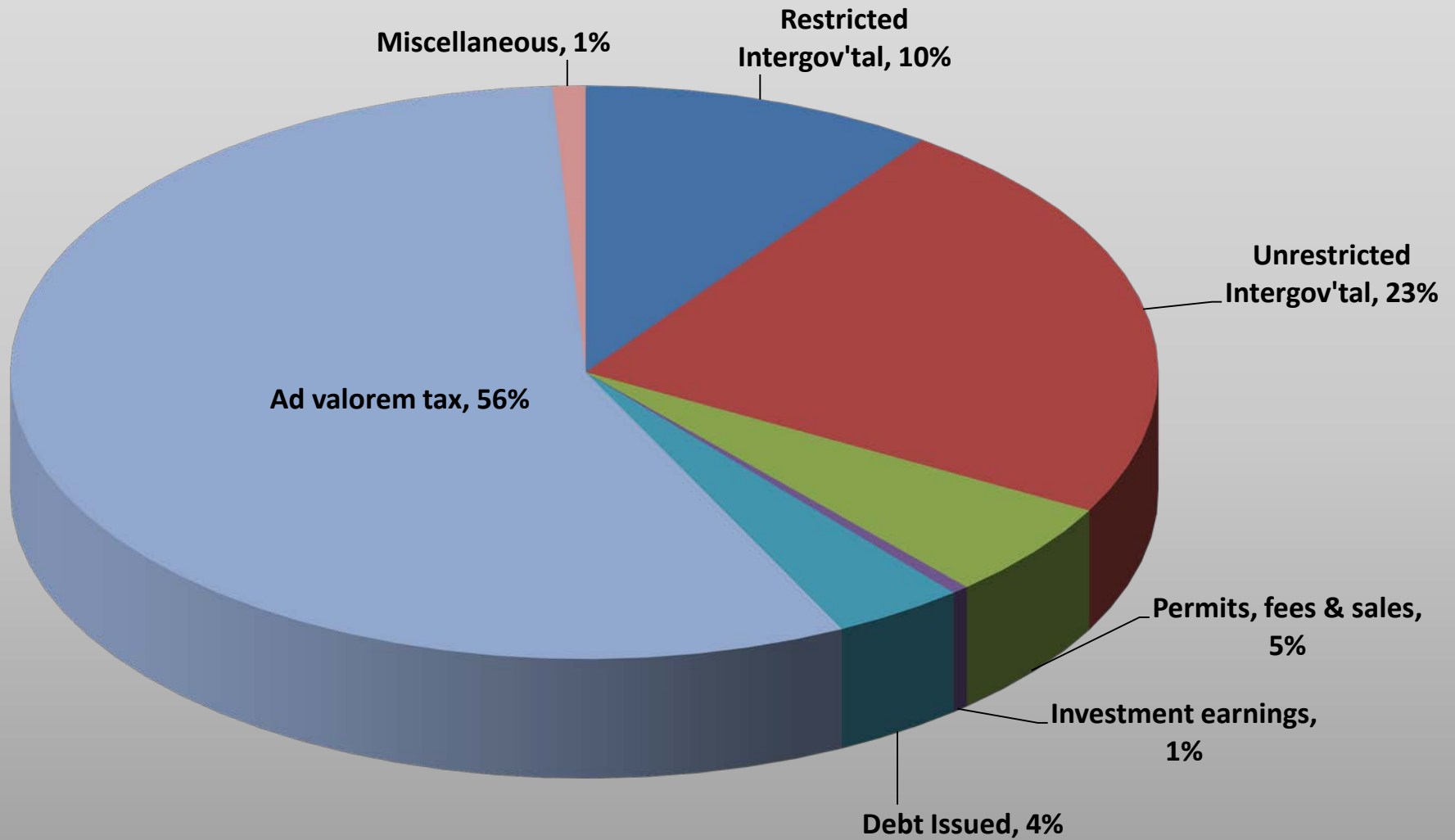
FY 2017 Revenue Bud vs Act



FY 2017 Expenditures Bud vs Act

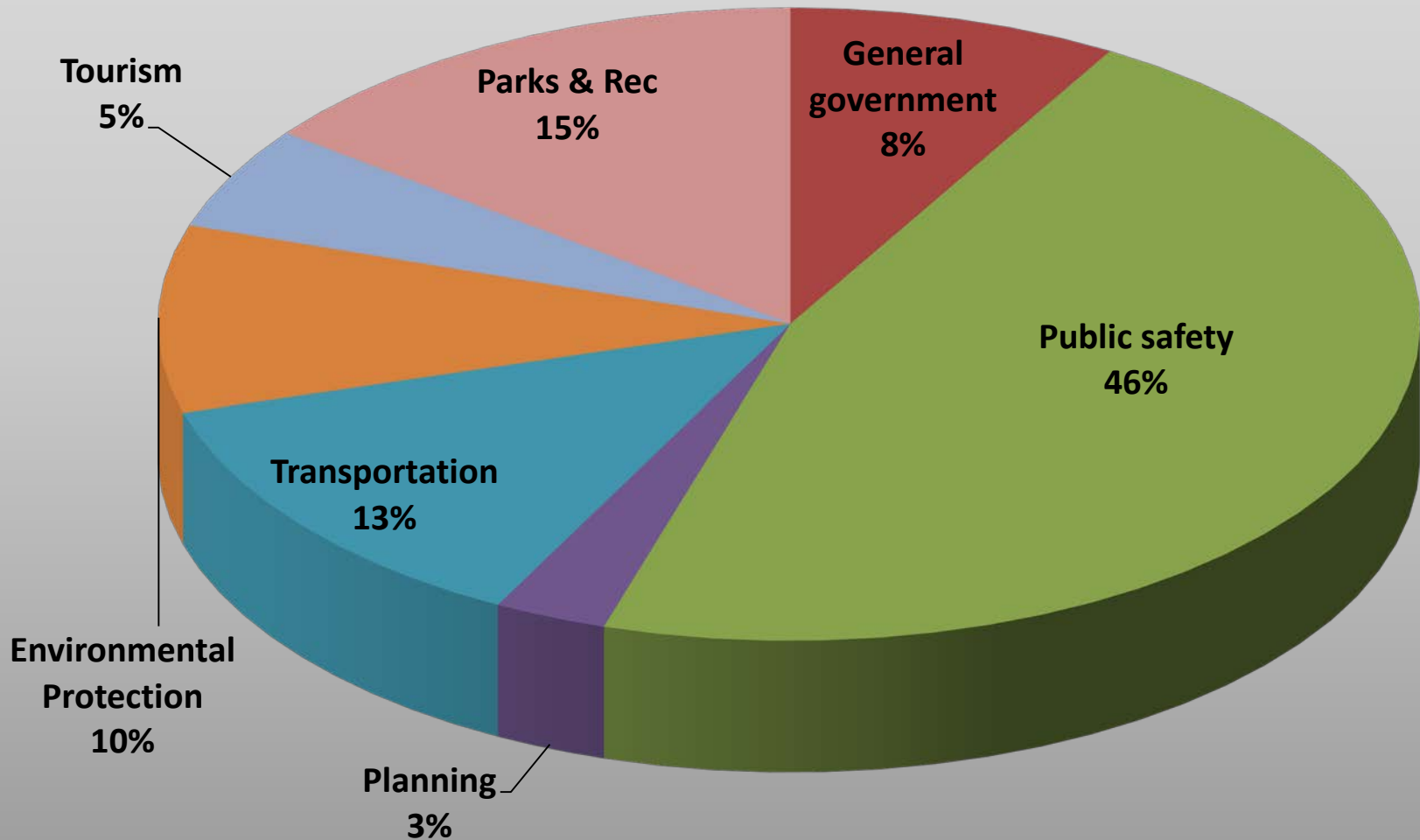


FY 2018 Revenue Estimated Year End



FY 2018 Expenditures

Estimated Year End



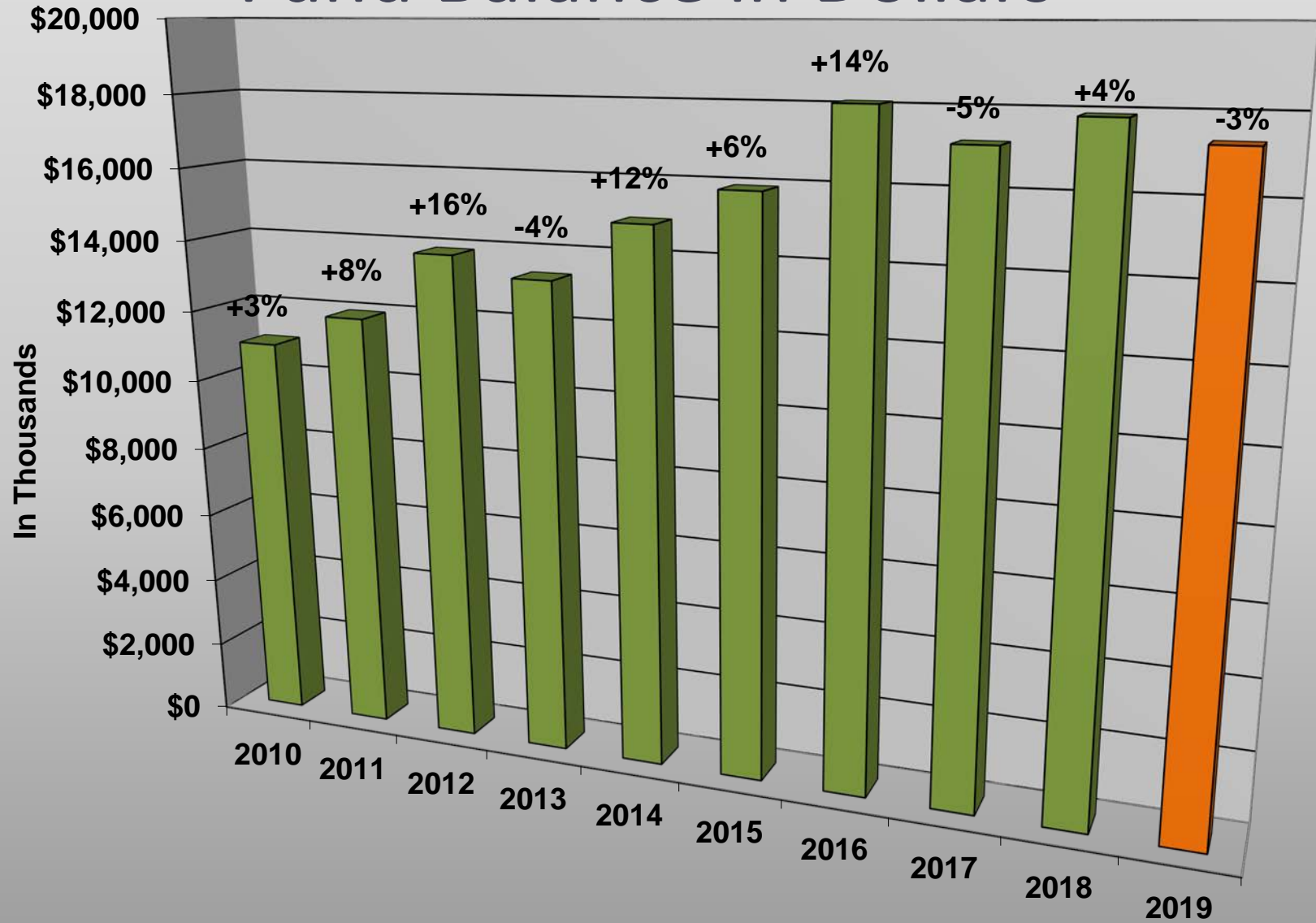
Fund Balance Illustration

| Fund Balance | Budget | Actual |
|-----------------------|--------------------|------------------|
| + Revenues | \$1,000,000 | \$1,200,000 |
| <u>-Expenditures</u> | <u>\$1,000,000</u> | <u>\$750,000</u> |
| <u>= Fund Balance</u> | <u>-0-</u> | <u>\$450,000</u> |

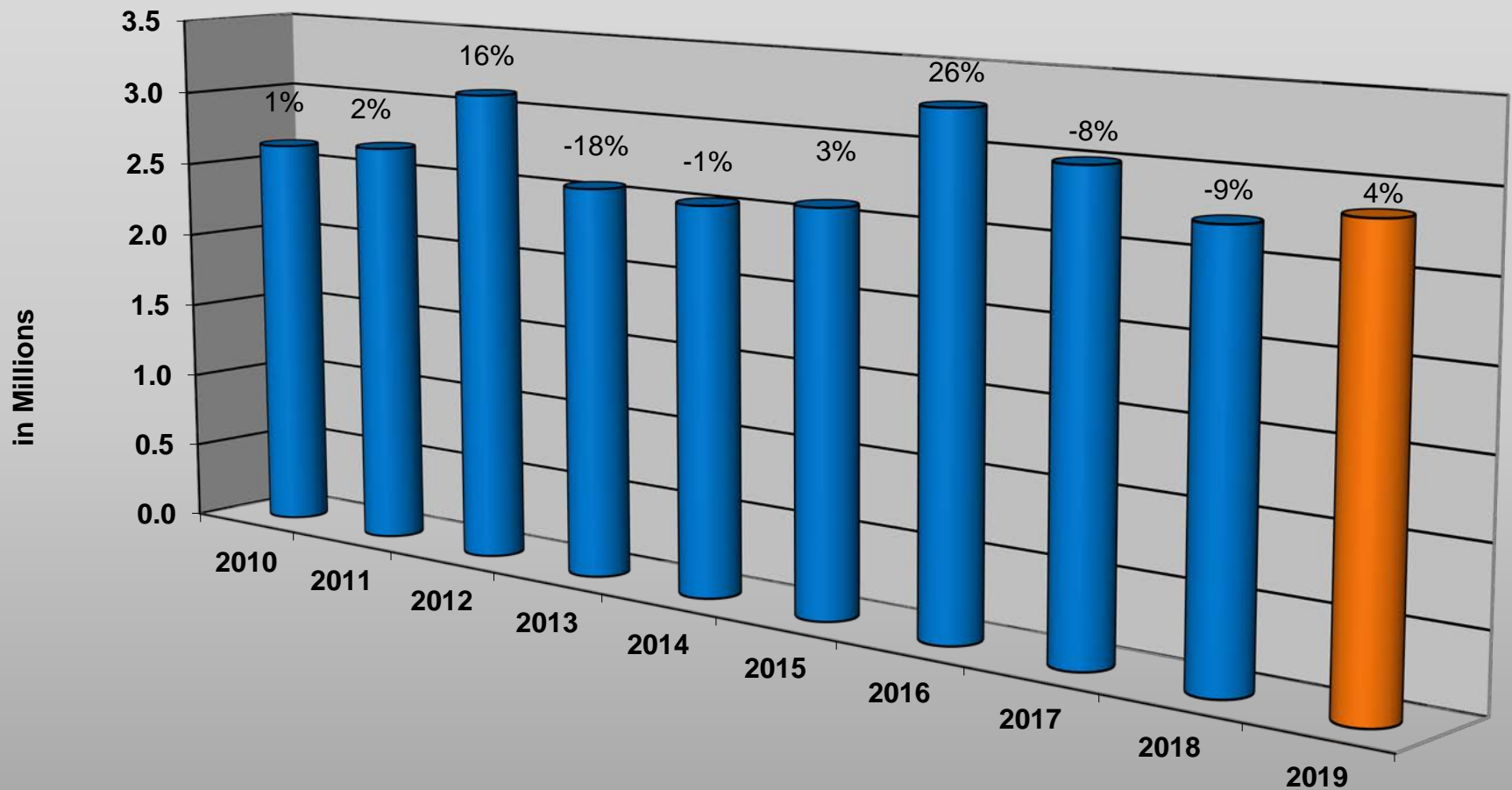
Restrictions to Fund Balance

| Purpose | FY 17 Audit | FY 18 EYE |
|-------------------|----------------------|---------------------|
| State Statute | \$1,179,667 | \$1,000,000 |
| Powell Bill | 502,729 | 852,673 |
| Tourism | 0 | 0 |
| Asset Forfeiture | 358,198 | 98,614 |
| Prepaid items | 217,378 | 300,000 |
| Unassigned | <u>11,968,386</u> | <u>13,527,478</u> |
| General Fund | <u>\$ 14,226,358</u> | <u>\$15,778,765</u> |
| Capital Reserve | <u>\$2,955,034</u> | <u>\$2,215,384</u> |
| Total All Sources | <u>\$ 17,181,392</u> | <u>\$17,994,149</u> |

Fund Balance in Dollars



Debt Expenditures



Current Obligations

| Collateral | FY 2018 Pmt | Maturity | Rate | O/S Bal 6/30/18 |
|---------------------------------|----------------|------------|------------------------|-----------------------|
| Police, Fire, Parks, PW vehs | \$419,000 | Various | 1.99/1.57 1.74/2.00 | \$1,770,000 |
| Park Bonds | \$182,000 | April 2018 | 2.32% | Matures April 2018 |
| Streets | \$325,000 | July 2018 | 2.91% | \$157,000 |
| Air Packs | \$84,000 | June 2019 | 1.417% | \$123,000 |
| Synthetic Turf | \$153,000 | Mar 2021 | 2.02% | \$443,000 |
| Robbins St Phase | \$102,000 | July 2023 | 2.79% | \$477,000 |
| Robbins Ponds | \$83,000 | June 2023 | 2.6% | \$420,000 |
| 2015 Bonds | \$725,000 | June 2032 | 2.23% | \$8,190,000 |
| PW Building | \$164,000 | Oct 2024 | 2.03% | \$1,857,000 |

Debt Outstanding

- No debt outstanding at more than 2.91% (Street debt that matures July 2018)
- Robbins Phase I matures July 2023 with a current interest rate of 2.79%. Staff will investigate with BB&T the possibility of lowering this rate. This loan carries a 1% prepayment penalty.
- FY 2019 budget includes issuing vehicle debt for police cars and a fire SUV. We also anticipate issuing debt to purchase Park land and synthetic turf at the Bailey Middle School football field.

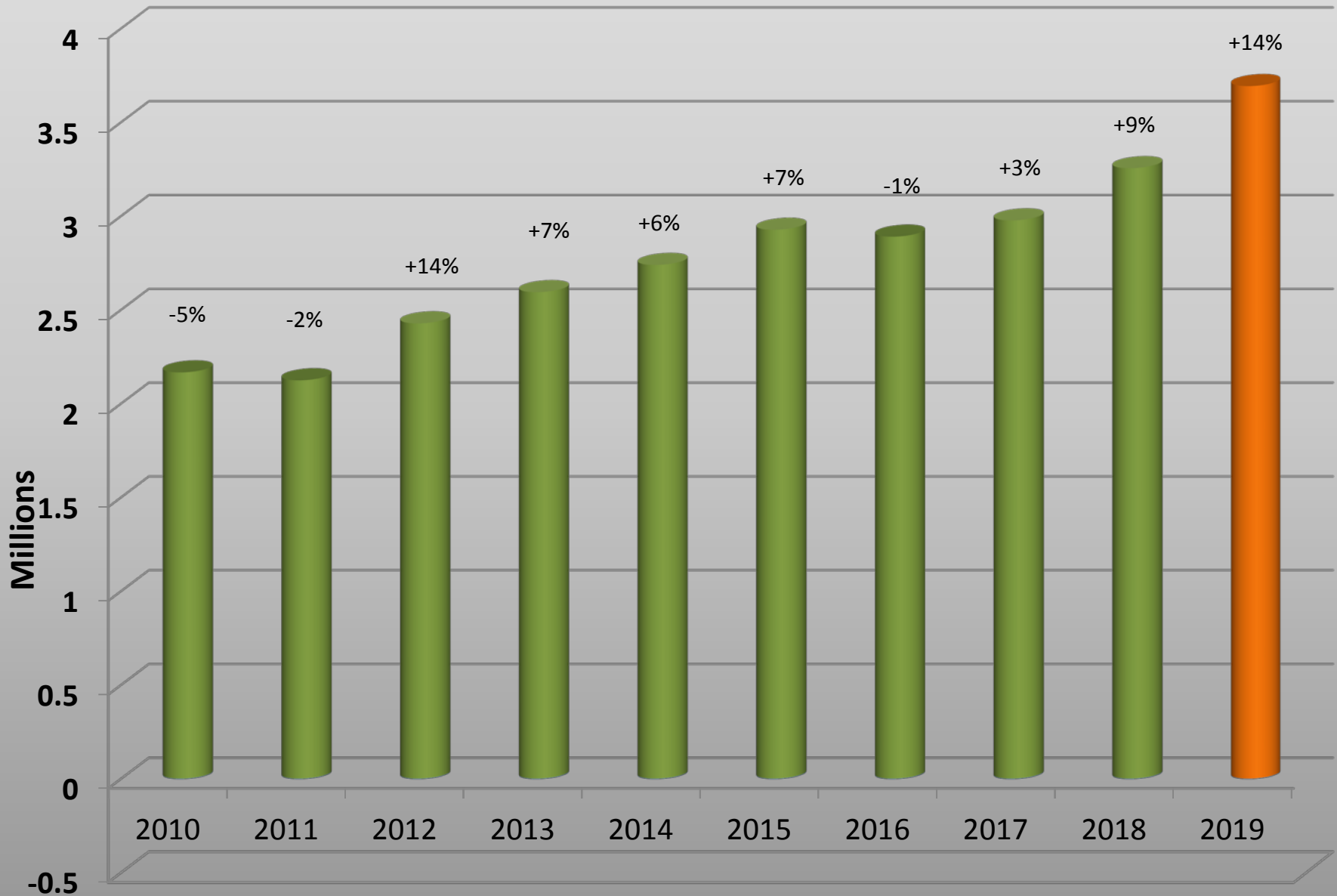
Bonds

- Voters authorized \$20.4 million in November 2013
 - Authority to issue remaining \$10.7 million expires November 2020, however, we have the ability to get an extension from the LGC to issue as late as October 2023.
- Five year forecast assumes Phase II bonds will be issued in FY 2019 with the exception of the Art Center bonds of 4 million.
- We have also discussed a new bond referendum in November 2018 for 24M . In FY 2020, the forecast assumes that we would issue \$13,984,151 for roads and at the same time issue the 4M remaining art center bonds. The other portion of the 24M would be issued in 2022.

FY 18 Budget Revs / Exps

- Interim statements budgeted revenues & expenditures for Jan – March 2018 available in April
- Revenue:
 - Property tax 99.99% budgeted amount already received at the end of February. Total amount received for current year property tax is \$12,549,039.
 - Sales tax up 12% over prior year first six months
 - Utility franchise distributions through the first six months are down slightly by 2% over FY 17 levels.
- Fund Balance for FY 18 could potentially be impacted due to:
 - Possible land purchase for Northcross Drive Ext./Westmoreland intersection.
 - Rhythm Engineering traffic signals

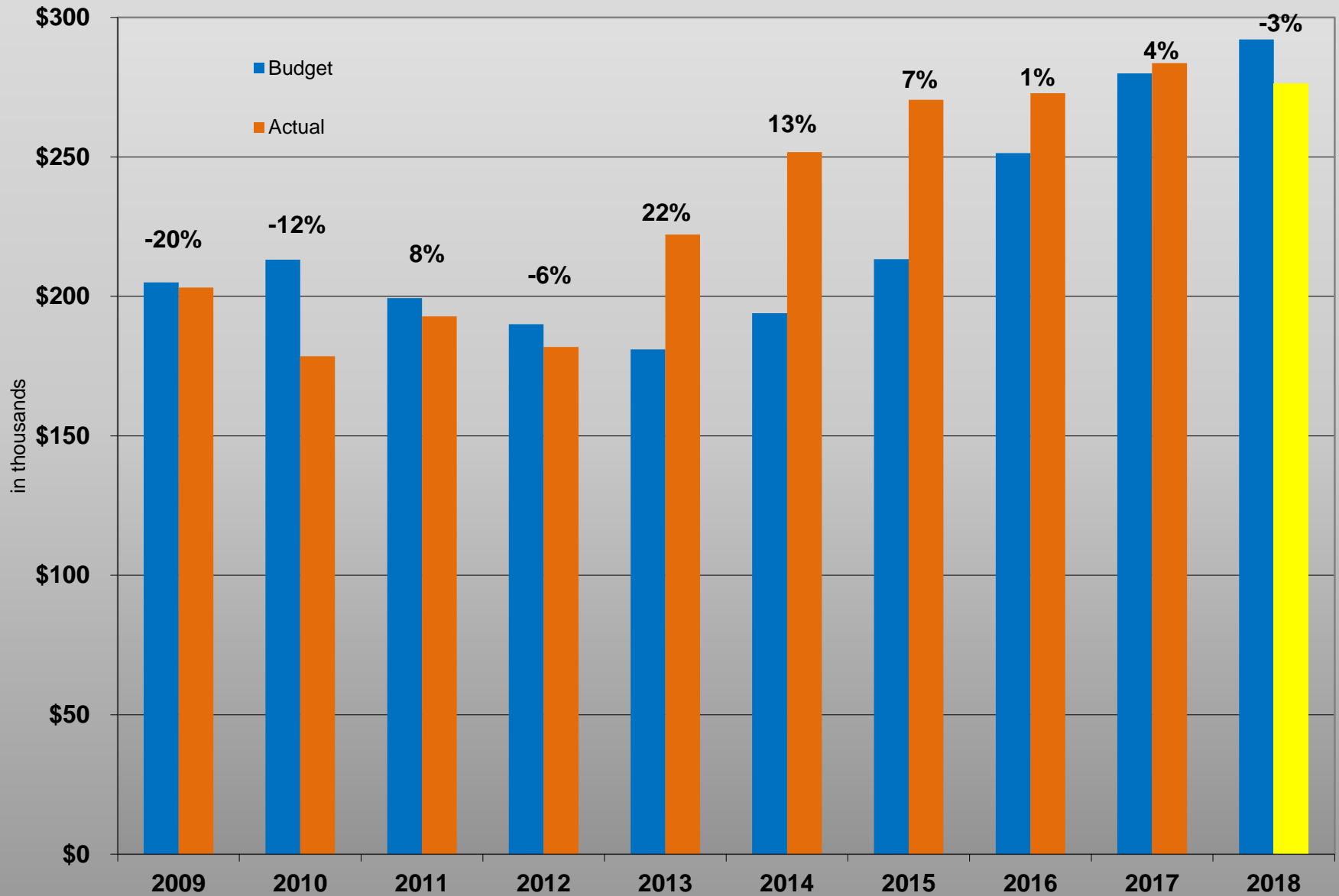
Sales Tax Revenue



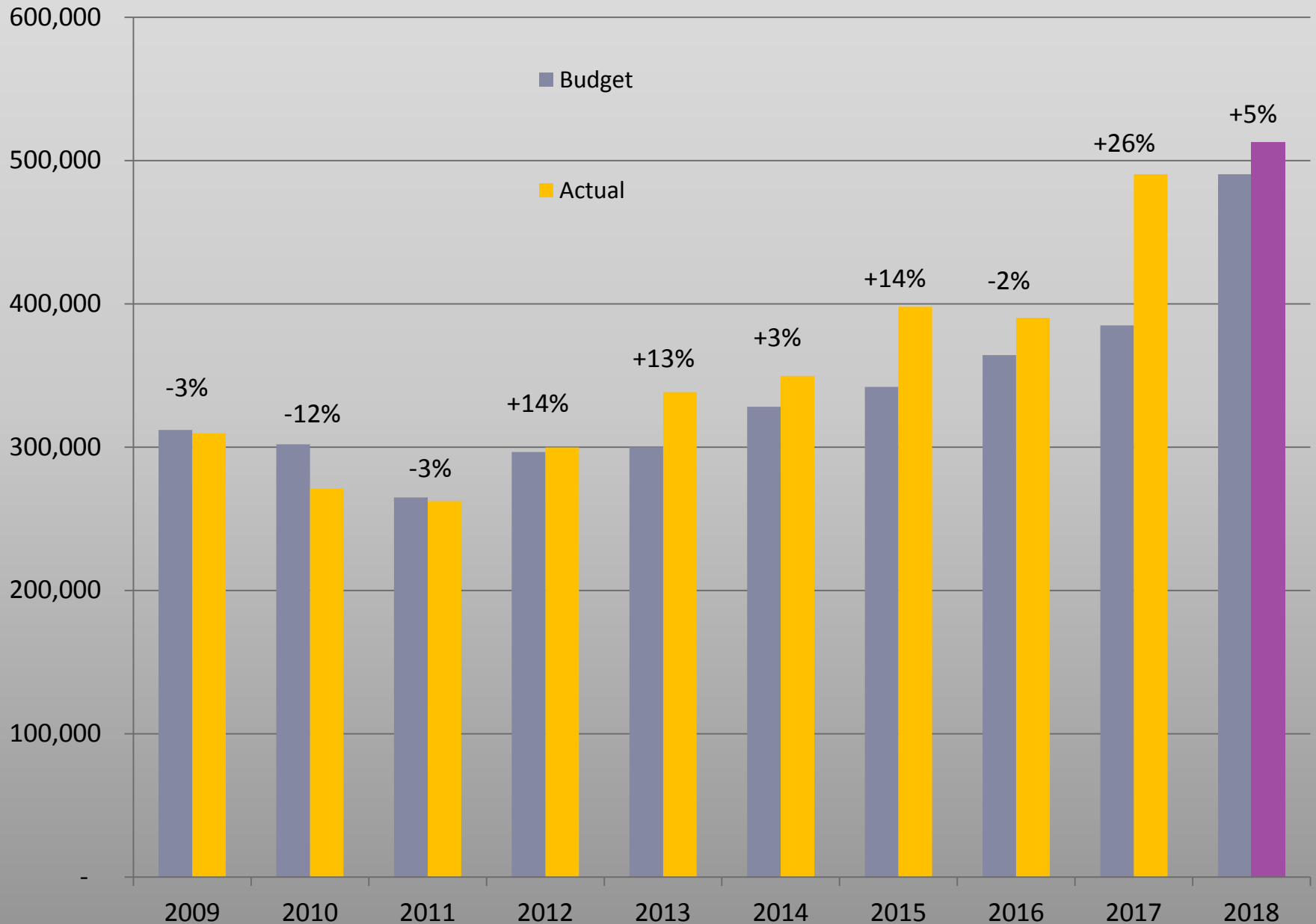
Electric Fund

- Revenues are at 57% of budget as of March 1.
- Expenditures are at 53%, but May and particularly June purchased power invoice have dramatic impact.
- More Electric Fund data info with Tim Kopacz, Electric Systems Director at a future spring pre-meeting. The Rate Committee is actually meeting today to discuss any rate changes for FY 2019.

Occupancy Tax



Prepared Food & Beverage Tax



FY 2018 Future Finance Agenda Items

- Purchasing Policy
- Interim Financial Statements
- Budget Amendment for newly Board approved PARC position and insurance proceeds
- Possible Bond Reimbursement Resolution

FY 2019 Budget Calendar

- **April** - finalize documents
- **May 7** - Manager Recommended Budget released
- **May 21** - Public Hearing
- **June** - Adopt

Questions?

REQUEST FOR BOARD ACTION

 [Print](#)

Date of Meeting: March 7, 2018

To: Mayor and Board of Commissioners

From: Anthony Roberts, Town Manager

Action Requested:

Bence Hoyle - PD presentations:




- Records
- Vehicle Replacement

Manager Roberts - Remaining Goals

Manager's Recommendation:

Hear presentations.

ATTACHMENTS:

| Name: | Description: | Type: |
|---|-----------------------------------|-----------------|
|  records.pptx | Bence Hoyle - Records | Presentation |
|  VehicleReplacement.pptx | Bence Hoyle - Vehicle Replacement | Presentation |
|  Budget_Goal_Request_FY_2019.pdf | Operating Goals | Backup Material |



Records



Staffing Records

- ❖ On several occasions I have attempted to add a records position to our staff
- ❖ Justification:
 - Workload is much higher than one person can do
 - An ever increasing amount of walk-in traffic
 - We are at risk of a knowledge transfer gap if that person leaves
- ❖ The first two still apply
- ❖ The knowledge transfer problem has finally happened and has left us in a bad place with our records system



Workload and Knowledge Transfer

❖ I'm going to illustrate both of these problems at once

- First understand:
 - Every report that is taken in the field by officers MUST be validated and coded by records (almost 10,000 annually)
 - Many reports have to be sent back for revision and touched more than once
 - Most reports will eventually be subpoenaed by the court and must be produced by records
 - Most reports will have a victim, witness, complainant or suspect – or all four – come by the police department to pick up a copy
 - Every report has sub reports that must be validated:
 - Evidence module, property module, master name table, vehicle module, field interview module, etc. etc.
 - Almost every report will have follow-up supplemental reports that have to go through the same validation and revision process



Data Entry Student Handbook

For every module requiring user input, the records manager is responsible for training and supporting 75+ users in how to enter data in the field, how new software features must be used, etc.

Even though the system is designed to be maintained just like CAD as houses are built and changes happen.



Workload and Knowledge Transfer

❖ State and Federal Reporting Requirements

- Every NC General Statute has to be translated to match these reporting guidelines
- B&E, for example, is **not** a listed crime in UCR or NIBRS
 - However, it is a Part 1 Crime in the NC version
- Possession of drugs, for example, have the same statute for both felonies and misdemeanors, but it is not reported Nationally that way.
- General Statutes change every legislative session and translations have to be done on a regular basis
- Each user has to be instructed on how these translations should be recorded in the field as well

Spillman
North Carolina
Incident-Based
Reporting
(NC-IBase) Guide



Impacts

- ❖ This year we lost our records manager of more than 15 years to Huntersville
 - With her went the knowledge as well as the investment in training we have made
 - Succession planning is not possible without a subordinate to train with her
- ❖ We have relied on our receptionist to assist with records in the past, but that position is too busy
 - We average over 50 phone calls per day
 - We have multiple walk-ins asking for reports, fingerprints, meetings, vendors, subpoenas, tour groups, victims, witnesses and sometimes suspects waiting for interviews



Impacts

- ❖ We had no choice this year but to move our 911 Director to records temporarily
 - She was the only person who was familiar enough to keep us from having to stop giving out reports
 - However, she is the CAD system administrator, not RMS. That system has different code tables, administrator manuals, etc.
- ❖ It is not wise or prudent to continue like this
 - We have less office staff than anyone else of similar size and it is creating a big problem for us
 - We cannot continue to skimp by on the hope that we will not have turnover. It has happened and it is impactful.



Recommendation

- ❖ We need to add one records clerk position:
 - This will take the workload off the records manager
 - Will focus on what comes out of the system:
 - Subpoenas, citizen reports, media reports, etc.
 - Will do some data entry, e-citation imports, etc.
 - The records manager will focus on what goes into the system
 - Data integrity, system administration, user training, UCR and NIBRS reporting, etc.
 - This will also give us a succession planning opportunity to prevent data loss and data integrity issues.
 - Cost: **\$41,500 (includes benefits)**



Comparisons

- ❖ Matthews (31K) – 3 Records Clerks
- ❖ Mooresville (39K) – 3 Records Clerks
- ❖ Huntersville (57K) – 2 Records Clerks
 - Huntersville has no system administration responsibilities.
All that is done in Charlotte
- ❖ Cornelius (30K) – 1 Records Clerk



Police Vehicle Replacement

CIP Fleet Requests



History

- ❖ In FY08 a comprehensive fleet replacement study was completed
 - At that time, we had a significant amount of repair costs
 - Engine and transmission replacements annually



Most Notable Issues

CPD

| Car # | Year | Mileage | Issue |
|-------|------|---------|---|
| 95 | 1999 | 105387 | 2 nd Engine, Bad Transmission |
| 81 | 1998 | 84482 | 2 nd Engine |
| 92 | 1999 | 136503 | 2 nd Engine |
| 14 | 2001 | 176,092 | 2 nd Engine |
| 33 | 2003 | 150549 | 2 nd Engine, 2 nd Rear End |
| 82 | 1998 | 114188 | 2 nd Transmission |
| 31 | 2003 | 158007 | Major Engine Repair, 2 nd Transmission |
| 91 | 1999 | 144319 | Major Engine Repair, Rebuilt Transmission |
| 93 | 1999 | 146433 | Major Engine Repair |
| 10 | 2000 | 166,387 | Major Engine Repair, Rebuilt Rear End |



History

- ❖ Our research indicated we were keeping vehicles much too long, for example:
 - We were not aware of the impact on idle time
 - Unlike the past when radios and equipment were simple, today:
 - We have high powered trunked radios
 - We carry much more equipment today as well
 - » Computers, Printers, GPS Mapping Systems, multiple cameras
 - Today cars idle at every call to keep equipment up and communicating with the 911 center
 - Cameras record from start to finish
 - GPS coordinates are transmitted to dispatch
 - Computers lose connectivity to the State if we shut down
 - Manufacturer's engineers published a study that says each hour of idle time has the same impact as driving 33 miles



History



1-6

SECTION 1: GENERAL INFORMATION

Standard Equipment – Functional *Sedan Police Interceptor*

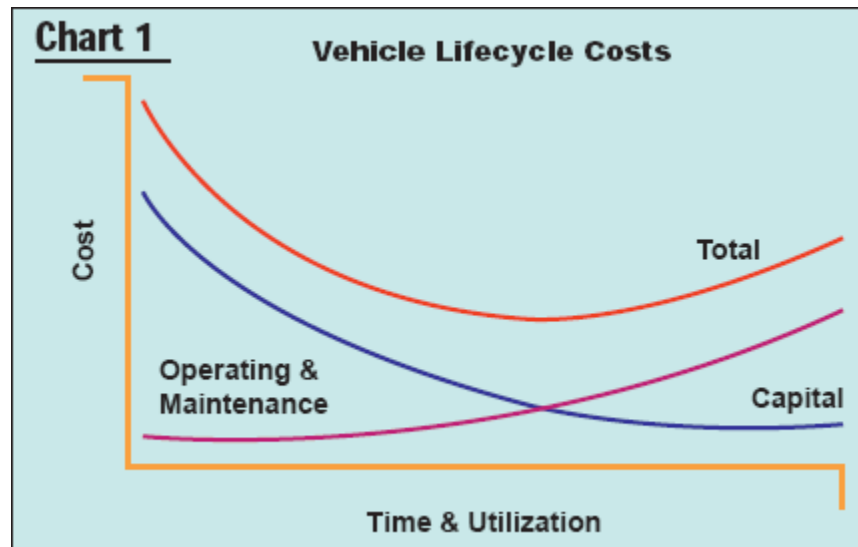
| | |
|------------------------|---|
| Alternator | 220 Amp |
| Battery | Heavy duty maintenance free 78A / 750CCA |
| Brakes | 4-wheel hvy duty disc w/ hvy duty front & rear calipers |
| Defroster, Rear Window | Electric |
| Drive Shaft (AWD) | Aluminum |
| Engine | 3.5L V6 TIVCT |
| Engine Idle Meter | The engine idle meter records how long the vehicle engine runs while in PARK or NEUTRAL. This information can be combined with the vehicle mileage to determine when an engine oil change is required. 1 hour of engine idle time = 33 miles driving distance |
| Engine Oil Cooler | |



Life Cycle Cost Analysis

❖ Once data collection was complete we had to figure out the total cost of ownership:

- Lifecycle Cost is equal to:
 - $(\text{Purchase Price} + \text{Repair Costs}) - (\text{Sale Price})$



“Over time, vehicle capital costs decline, while vehicle operating costs increase. The combination of these two cost functions produces a U-shaped total cost curve. Ideally, vehicles should be replaced around the time annual operating costs begin to outweigh annual capital costs - that is, when the total cost curve begins to turn upward.” - Source: *Fleet Financials*, July, 2002



Life Cycle Cost Analysis

- ❖ In addition, we discovered vehicle down time was impacting our fleet tremendously:
 - One car was down 128 days in a single year
 - When this happens, all those would-be miles are transferred to other cars – driving up their wear and tear
- ❖ Life-cycle analysis determined we should replace vehicles between 80,000 and 100,000 odometer miles
- ❖ At the time we drove approximately 450K per year, or 4.5 cars annually not including idle time
- ❖ Since then, we have bought 4 – 5 cars annually, but we inspect every car to make sure replacement is necessary – we do not just use the formula.



Impact

- ❖ We virtually eliminated expensive engine repairs and vehicle downtime
- ❖ More importantly, budgeting for the fleet has become predictable with no surprises
- ❖ Our cost, when you consider resale value, is stable and reasonable, plus
 - It is a big recruiting tool. To officers it is an office, and they are in it 12 hours a day. They discuss and compare fleet conditions all the time and we fare well there
 - It also allows us to reuse more equipment



Today

- ❖ The previous study was conducted 10 years ago and we have grown
 - Service area is larger and density is higher
 - We drive more and make more trips to Charlotte than ever before
- ❖ In 2017 we drove 792,624 miles
 - Obviously 4-5 vehicles will not keep up with this
 - We should have implemented an adjustment each year to account for our growth and its impact on the fleet, however:
 - We monitored our fleet and felt we did not need more until now
 - This is because those 10 we bought in 2008 lasted longer because our fleet was healthy
 - This allowed other purchases in subsequent years to last longer as well



Today

- ❖ The 'bubble' created when we purchased those 10 cars has burst and we find ourselves needing to adjust our per year purchases again
- ❖ We have budgeted 8 for this year but anticipate we will need to continue at this rate based on mileage and idle time we are seeing
- ❖ This is in line with our current replacement policy and with the actual miles we are driving
- ❖ In the past we have not replaced many below 100K – and most have been above
- ❖ This is because we assess every vehicle every time



Fleet Decision Guidelines

❖ Purchasing:

- We choose vehicles initially based on cost, usability, and resale value. For example:
 - The Ford Taurus interceptor was the cheapest when it came out, but it was difficult to use the backseat because it was so tight
 - The Dodge Charger had some serious design flaws early on and all agencies, including us, were reporting major down time and costs
 - We went with the Ford Explorer for several years, and this had the benefit of a higher resale – offsetting cost differences
- Using the life-cycle cost model literally, the F-150 or equivalent is the best choice if it fit with patrol use:
 - $(\text{purchase price} - \text{resale}) = \text{life cost (examples below)}$
 - F-150 $(\$30,000 - 12,000) @ 100\text{K miles} = \$18,000$ life cost
 - Sedan $(\$24,000 - 2,000 @ 100\text{K miles}) = \$22,000$ life cost



Fleet Decision Guidelines

❖ Replacement:

- As mentioned we start looking at a vehicle for replacement around 80,000:
 - If that vehicle has been giving problems, we will work it out of the fleet shortly after this mileage
 - If we have recently spent money on a repair, say over \$1000 at 75,000 miles, we will keep that one and try to recoup monies spent
 - If a vehicle is close but can be used as a backup car, we may keep it longer if it is not going to be relied on regularly
- The point is every car gets the eyeball.



Thank You!

Town of Cornelius
Operating Budget Goals Request
For the Fiscal Year Ending June 30, 2019

| <u>Dept</u> | <u>Goal Description</u> | <u>Dept Request</u> | <u>Mgr Recommends</u> |
|------------------------|--|---------------------|-----------------------|
| Planning | Arts District Planning | - | - |
| Planning | Evaluate Potential Small Area Plan Updates | - | - |
| Planning | Implementation of UPWP Mobility East | 17,000 | 17,000 |
| Planning | Planning Intern to Develop and Modernize GIS System | 21,000 | 21,000 |
| Planning Total | | 38,000 | 38,000 |
| Pub Works | Continue to Work on Bond Projects | - | - |
| Pub Works | Open New Public Works Facility | - | - |
| Pub Works Total | | - | - |
| Finance | Bid Banking Services | - | - |
| Finance | Review/Investigate Audit Services | - | - |
| Finance Total | | - | - |
| IT | Investigate Employee Solutions to Prevent Cyber and Ransomware Attacks | 2,500 | 2,500 |
| IT Total | | 2,500 | 2,500 |
| Police | Create Full Time Admin. Records Clerk Position | 41,500 | 20,750 |
| Police | Explorers Program | 6,000 | 6,000 |
| PD Total | | 47,500 | 26,750 |
| PARC | Add Maintenance Technician | 44,000 | - |
| PARC | Increase Park Improvements Operational Budget (currently \$125,000) | 175,000 | 25,000 |
| PARC | Update Robbins Park Master Plan | 10,000 | 10,000 |
| PARC Total | | 229,000 | 35,000 |
| Electric | Zero vehicle accidents and personal injuries | - | - |
| Electric | Achieve ASAI of at least 99% | - | - |
| Electric | Continue with Main Street Utility Line Burial | - | - |
| Electric | Implement and realize cost savings measures by reducing use of contractors | - | - |
| Electric | Complete electric system cost of service study | - | - |
| Electric Total | | - | - |
| Fire | Add 4 new FF/EMT's | 438,000 | - |
| Fire | Increase firefighter pay \$2 per hour | 125,000 | - |
| Fire Total | | 563,000 | - |
| Grand Total | | 880,000 | 102,250 |

REQUEST FOR BOARD ACTION

 [Print](#)

Date of Meeting: March 7, 2018

To: Mayor and Board of Commissioners

From:

Action Requested:

Manager's Recommendation:

| <u>ATTACHMENTS:</u> | | |
|----------------------------|--------------|-------|
| Name: | Description: | Type: |
| No Attachments Available | | |

REQUEST FOR BOARD ACTION

 [Print](#)

Date of Meeting: March 7, 2018

To: Mayor and Board of Commissioners

From: Anthony Roberts, Town Manager


Action Requested:

CIP:

- Phase II Bond Sale (FY2019)
- New Transportation Bond Referendum (Nov. 2018)

Manager's Recommendation:

ATTACHMENTS:

| Name: | Description: | Type: |
|--|--------------------|-----------------|
|  CIP_List.pdf | CIP | Backup Material |
|  CIP_Detail.pdf | CIP Summary Sheets | Backup Material |

Town of Cornelius
2019-2023 Capital Improvement Plan Summary
February 26, 2018

| DEPT | DESCRIPTION | Source | debt pmt | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|------|---|------------|----------|-----------|-----------|-----------|-----------|---------|-----------|-----------|
| PW | Bailey Road Extension | Bonds Ph-2 | | 3,664,943 | - | - | - | - | - | 3,664,943 |
| PW | Funding for Phase I, II, and III Road Bond Projects | Bonds Ph-2 | | 2,000,057 | - | - | - | - | - | 2,000,057 |
| PARC | Smithville Park to JV Washam ES Greenway and Westmoreland Road MUP | Bonds Ph-2 | | 1,050,000 | - | - | - | - | - | 1,050,000 |
| PARC | Community/Art Center | Bonds Ph-2 | | - | 4,000,000 | - | - | - | - | 4,000,000 |
| PW | Northcross Drive Extension-Local Match | F Bond | | - | 5,411,577 | - | - | - | - | 5,411,577 |
| PW | Torrence Chapel Rd/West Catawba Ave Intersection-Local Match | F Bond | | - | 3,115,589 | - | - | - | - | 3,115,589 |
| PW | West Catawba Ave, Phase II-Local Match | F Bond | | - | 1,200,000 | - | - | - | - | 1,200,000 |
| PW | Hwy 21 Quadrant- Bike/Ped Accommodations, aesthetics/utility burial | F Bond | | - | 1,100,000 | - | - | - | - | 1,100,000 |
| PW | Hwy 115/Potts St/Davidson St Intersection Improvement | F Bond | | - | 1,000,000 | - | - | - | - | 1,000,000 |
| PW | Northcross Dr. Extension- Bike/Ped Accommodations | F Bond | | - | 750,000 | - | - | - | - | 750,000 |
| PW | Hwy 115/Potts St/Davidson St Intersection Improvement-Aesthetics | F Bond | | - | 525,000 | - | - | - | - | 525,000 |
| PW | Hwy 21 Quadrant-Local Match | F Bond | | - | 452,000 | - | - | - | - | 452,000 |
| PW | Hwy 115/Hickory St. Intersection Improvements | F Bond | | - | 429,985 | - | - | - | - | 429,985 |
| PW | West Catawba Ave, Phase II- Bike/Ped, Aesthetics | F Bond | | - | - | - | 4,630,000 | - | - | 4,630,000 |
| PW | Hwy 21 Widening (A)- Bike/Ped Accommodations, Aesthetics | F Bond | | - | - | - | 3,000,000 | - | - | 3,000,000 |
| PW | Torrence Chapel Rd/West Catawba Ave Intersection-Bike Ped, Aesthetics | F Bond | | - | - | - | 2,400,000 | - | - | 2,400,000 |
| PW | DDI Aesthetics | Fund Bal | | 1,390,000 | - | - | - | - | - | 1,390,000 |
| PARC | Bailey Road Park Track Renovation & Synthetic Turf Field | Debt | | 1,300,000 | - | - | - | - | - | 1,300,000 |
| PARC | Park Land Expansion | Debt | | 1,000,000 | - | - | - | - | - | 1,000,000 |
| PW | Street Resurfacing | FB Powell | | 800,000 | - | 800,000 | - | 800,000 | - | 2,400,000 |
| PD | Vehicle Replacement Program | Both | | 360,000 | 365,000 | 370,000 | 375,000 | 380,000 | - | 1,850,000 |
| PW | Stream Restoration Project- Willow Pond | Fund Bal | | 100,000 | 100,000 | 300,000 | - | - | - | 500,000 |
| Fire | Equip New Engine | Fund Bal | | 90,000 | - | - | - | - | - | 90,000 |
| PD | Video Surveillance Program | Fund Bal | | 50,000 | 50,000 | 50,000 | 50,000 | 50,000 | - | 250,000 |
| IT | Computer Replacement Program | Fund Bal | | 45,000 | 45,000 | 45,000 | 45,000 | 45,000 | - | 225,000 |
| Fire | Fire Chief's Vehicle Replacement | Both | | 40,000 | - | - | - | - | - | 40,000 |
| PW | Jetton Road Extension/Sefton Parkway | Debt | | - | 2,000,057 | - | - | - | - | 2,000,057 |
| PARC | Bailey Road North Neighborhood Park | Debt | | - | 1,500,000 | - | - | - | 2,500,000 | 4,000,000 |
| PARC | Smithville Park to JV Washam ES Greenway and Westmoreland Road MUP (Match) | Fund Bal | | - | 1,350,000 | - | - | - | - | 1,350,000 |
| PARC | Village Center Neighborhood Park | Debt | | - | 1,000,000 | - | - | - | 3,000,000 | 4,000,000 |
| PARC | South Bailey Road Greenway Phase II | Debt | | - | 300,000 | - | - | - | - | 300,000 |
| PW | Sidewalks | FB Powell | | - | 200,000 | - | 200,000 | - | - | 400,000 |
| PARC | Field Grooming Equipment & Utility Vehicle | Fund Bal | | - | 150,000 | - | - | - | - | 150,000 |
| PARC | Facility Renovation & Expansion | Fund Bal | | - | 145,000 | 290,000 | 145,000 | 145,000 | 210,000 | 935,000 |
| PW | Public Works Equipment | Debt | | - | 75,000 | 65,000 | - | - | - | 140,000 |
| Fire | Hose Replacement | Fund Bal | | - | 60,000 | - | - | - | - | 60,000 |
| PW | Festival Street - Catawba Avenue | Debt | | - | - | 2,600,000 | - | - | - | 2,600,000 |
| PARC | Southeast Cornelius Neighborhood Park (BMS land will take care of land cost) | Debt | | - | - | 2,000,000 | - | - | - | 2,000,000 |
| Fire | Replace Engine 4 | Debt | | - | - | 800,000 | - | - | - | 800,000 |
| PARC | Torrence Chapel Park Major Renovations | Debt | | - | - | 650,000 | - | - | - | 650,000 |
| PARC | Robbins Park | Debt | | - | - | - | 1,000,000 | - | 3,800,000 | 4,800,000 |
| Fire | Replace Truck 4 | Debt | | - | - | - | 1,000,000 | - | - | 1,000,000 |
| PARC | Glen Oak Green Park Connector | Fund Bal | | - | - | - | 500,000 | - | - | 500,000 |
| PARC | Bailey Road Park Major Renovations | Fund Bal | | - | - | - | 320,000 | 200,000 | 1,500,000 | 2,020,000 |
| PW | Hwy 73 West- Bike/Ped Accommodations | Fund Bal | | - | - | - | 275,000 | 275,000 | 550,000 | 1,100,000 |
| PARC | Legion Park Major Renovations | Fund Bal | | - | - | - | 200,000 | - | 500,000 | 700,000 |
| PARC | Stratford Forest Greenway | Fund Bal | | - | - | - | 160,000 | 540,000 | - | 700,000 |
| PD | Police Department Roof | Fund Bal | | - | - | - | 60,000 | - | - | 60,000 |
| PW | Hwy 73 East- Bike/Ped Accommodations | Fund Bal | | - | - | - | 45,000 | 45,000 | 90,000 | 180,000 |
| PARC | Smithville Park Major Renovations | Fund Bal | | - | - | - | - | 180,000 | - | 180,000 |
| PW | Westmoreland Interchange-ROW | Fund Bal | | - | - | - | - | - | 7,000,000 | 7,000,000 |
| PARC | Smithville to JV Washam Linear Park | Debt | | - | - | - | - | - | 6,000,000 | 6,000,000 |

| | | | | | | | | | | |
|------|--|----------|---|------------|------------|-----------|------------|-----------|------------|-------------|
| PARC | Westmoreland/McDowell Creek Neighborhood Park | Debt | | - | - | - | - | - | 4,000,000 | 4,000,000 |
| Fire | Fire Station #3 | Debt | | - | - | - | - | - | 4,000,000 | 4,000,000 |
| PW | West Catawba Ave, Phase II- Aesthetic Utility Poles | Fund Bal | | - | - | - | - | - | 4,000,000 | 4,000,000 |
| Fire | Training Center/Land & Tower | Debt | | - | - | - | - | - | 3,000,000 | 3,000,000 |
| PW | Hwy 115- North Corridor- Bike/Ped Accommodations, Aesthetics | Debt | | - | - | - | - | - | 3,000,000 | 3,000,000 |
| PARC | North Bailey Road Greenway | Debt | | - | - | - | - | - | 2,600,000 | 2,600,000 |
| PARC | South Bailey Road Greenway Phase III | Debt | | - | - | - | - | - | 2,500,000 | 2,500,000 |
| PARC | Waterfront Park | Debt | | - | - | - | - | - | 2,500,000 | 2,500,000 |
| PARC | Victoria Bay Greenway | Debt | | - | - | - | - | - | 2,400,000 | 2,400,000 |
| PARC | Old Cornelius to Statesville Road Greenway | Debt | | - | - | - | - | - | 2,100,000 | 2,100,000 |
| PARC | Mini Park Land Acquisitions & Development | Debt | | - | - | - | - | - | 2,000,000 | 2,000,000 |
| PARC | Caldwell Station Creek Greenway (South) Phase II | Debt | | - | - | - | - | - | 1,800,000 | 1,800,000 |
| PARC | Washam Neighborhood Park | Debt | | - | - | - | - | - | 1,400,000 | 1,400,000 |
| PARC | Westmoreland Park Greenway | Debt | | - | - | - | - | - | 1,210,000 | 1,210,000 |
| PW | I-77 Service Road to Westmoreland | Debt | | - | - | - | - | - | 1,036,250 | 1,036,250 |
| PARC | North Bailey Road to Bailey Road Greenway | Debt | | - | - | - | - | - | 1,000,000 | 1,000,000 |
| PW | Caldwell Station to Bailey Extension | Debt | | - | - | - | - | - | 1,000,000 | 1,000,000 |
| PARC | Synthetic Turf Multi-Purpose Field- Smithville Park | Debt | | - | - | - | - | - | 850,000 | 850,000 |
| PARC | Bailey Road Park Tennis/Pickleball Complex | Debt | | - | - | - | - | - | 555,000 | 555,000 |
| PARC | Nantz Road Connector Greenway | Fund Bal | | - | - | - | - | - | 500,000 | 500,000 |
| PARC | Spray Park | Debt | | - | - | - | - | - | 500,000 | 500,000 |
| PARC | Jetton Neighborhood Park Major Renovations | Fund Bal | | - | - | - | - | - | 450,000 | 450,000 |
| PD | Police Substation | Fund Bal | | - | - | - | - | - | 300,000 | 300,000 |
| PW | Stream Restoration Project- Upper McDowell Creek | Debt | | - | - | - | - | - | 284,750 | 284,750 |
| | | | - | 11,890,000 | 25,324,208 | 7,970,000 | 14,405,000 | 2,660,000 | 68,136,000 | 130,385,208 |

Phase III bond projects

Phase II bond projects

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|--|
| Project Title: Bailey Road Extension | Program: Public Works |
| <p>Description:</p> <p>One of the high priority and high cost/benefit ratio projects from the potential Transportation Bond Projects is Bailey Road Extension. Bailey Road Extension also provides an economic development benefit. Bailey Road Extension is a new alignment with termini at the sharp curve in Bailey Road and Highway 21. The length is approximately 1/3 mile, but some realignment of Bailey Road may also be necessary.</p> <p>In FY17 and FY18, Kimley-Horn has been finalizing a conceptual design. The current project estimate is \$7,186,205. The Town has been awarded an FY21 STBG-DA grant that will provide \$3,521,262. The Town will have to match the balance (\$3,664,943).</p> <p>The Town is working with NCDOT and CRTPO to start planning and design in FY19, right of way acquisition in FY20, and construction if FY21. NCDOT has agreed to manage the project.</p> <p>It is projected that the project will be funded with Phase II Road Bonds (2013 approved bonds).</p> | <p>Total Project Cost:</p> <p>\$3,664,943</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal:</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #6</p> <p>Prioritize new roads and widen roads.</p> |
| | <p>Guiding Principle: #6.4</p> <p>Prioritize road improvements based on our development needs.</p> |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$3,664,943 |
| Total Expenditures | \$0 |
| Project Balance | \$3,664,943 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|--------------------|------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | \$255,000 | | | | | | \$255,000 |
| Land | \$1,074,143 | | | | | | \$1,074,143 |
| Construction | \$2,335,800 | | | | | | \$2,335,800 |
| Equipment | | | | | | | |
| TOTAL | \$3,664,943 | | | | | | \$3,664,943 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|--|
| Project Title: Funding for Phase I, II, and III Road Bond Projects | Program: PW |
| Description: This \$2,000,057 will allow the Town to be in a position to fund Phase I, II, and III road bond projects as needed. | Total Project Cost: \$2,000,057 Estimated Impact on Operating Budget: |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| | Guiding Principle: #4 Prioritize Capital Improvements |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$2,000,057 |
| Total Expenditures | \$0 |
| Project Balance | \$2,000,057 |

| Request Type | |
|-------------------------------------|--------------|
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|--------------------|------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | \$2,000,057 | | | | | | \$2,000,057 |
| Construction | | | | | | | |
| Equipment | | | | | | | |
| TOTAL | \$2,000,057 | | | | | | \$2,000,057 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Smithville Park to JV Washam ES Greenway (GW4) and Westmoreland Road MUP | Program: PARC |
|---|-------------------------|

| | |
|---|--|
| <p>Description:</p> <p>This project funds land acquisition, design and development of a \$4,800,000 greenway trail from Westmoreland Road near JV Washam Elementary School to Catawba Avenue at Smithville Park. It also includes a 0.7 mile Multi-Use Path (MUP) along Westmoreland Road from Hwy 21 over I-77 to McDowell Creek Greenway. The greenway trail and MUP are part of the approved Town of Cornelius Parks and Greenways Comprehensive Master Plan (GW4), Bike Plan, Pedestrian Plan and Carolina Thread Trail Master Plan.</p> <p>The new greenway and MUP will consist of a nearly 2.3-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. The project includes funds for signage and site furnishings. The Town currently owns or will own approximately 0.7 miles of the necessary alignment. The remaining 1.6-mile alignment is privately owned and spread across numerous privately-owned parcels depending on final alignment.</p> <p>\$2,400,000 is appropriated for the project through a NCDOT TAP (SU10) matching grant. The grant includes funds for right-of-way acquisition and construction. The remaining \$2,400,000 will come from Town funds (\$1,050,000 – 2013 Park Bonds; \$1,350,000 – Fund Balance).</p> | Total Project Cost: \$1,050,000 (Bonds) \$1,350,000 (Fund Balance) |
| | Estimated Impact on Operating Budget: \$16,000 |
| | Main Goal: Improve Mobility and Increase Transportation Options |
| | Strategy: #16 Improve Bike Lanes and Greenway Trail Connections; #15 Connect Local Sidewalks |
| Guiding Principle: #2 Update Greenway Master Plan; #1 Implement Bike Plan | |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$2,400,000 |
| Total Expenditures | \$0 |
| Project Balance | \$2,400,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|--------------------|--------------------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | \$1,050,000 | \$1,350,000 | | | | | \$2,400,000 |
| Equipment | | | | | | | |
| TOTAL | \$1,050,000 | \$1,350,000 | | | | | \$2,400,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Cornelius Art Center Construction (S1) | Program: PARC |
|---|-------------------------|

| | |
|---|---|
| <p>Description:</p> <p>This project provides a portion of the construction funds for the Community/Art Center in accordance with the Strategic Working Group recommendations from October 2016. The project was also specifically identified as a priority in the Town's adopted Comprehensive Master Plan and identified as project S1 in the 2015-2025 Parks and Greenways Comprehensive Master Plan.</p> <p>The new facility would function as a community and arts center providing programming space for performing arts and a visual arts gallery. The center may also include studio and classroom space, etc.</p> <p>Cornelius voters approved in a 2013 Bond Referendum \$4M for Town Center Redevelopment that is planned to be used on a new Community/Art Center. In FY2016, the Town Board formed a Strategic Working Group which developed a recommendation for the size of the facility and services to be offered. Additional funds would be raised by the 501c3 not for profit organization newly formed through the Strategic Working Group recommendations.</p> <p>Staff proposes to sell these bonds with FY20 Transportation Bonds, if approved.</p> | Total Project Cost: \$4,000,000 |
| | Estimated Impact on Operating Budget: \$550,000 |
| | Main Goal: Develop Key Community Shopping/Activity Centers and Key Development Nodes |
| | Strategy: #10 & #23 Cultural Arts Center & Strengthen Citizen Engagement |
| | Guiding Principles: #1, 2 & 4 #1 Determine the community's opinion for a Cultural Arts Center/Community Center #2 Implement identified local arts goals while acknowledging the Arts & Science Council Cultural Arts #4 Plan Prioritize Capital Improvements |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$4,000,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|--------------------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | \$4,000,000 | | | | | \$4,000,000 |
| Equipment | | | | | | | |
| TOTAL | | \$4,000,000 | | | | | \$4,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|---------------------------------|
| Project Title: Northcross Dr. Extension | Program: Public Works |
|---|---------------------------------|

| | |
|--|---|
| Description: <p>Extends Northcross Dr. from the existing terminus at the Stratford Forest subdivision to Eagle Ridge Way Ln. (at Westmoreland Rd.); creates a key alternative north-south connector and encourages economic development of vacant land adjacent to I-77. NCDOT has been working on the Environmental Document and preliminary design. The most recent NCDOT cost estimates for this project (based upon 25% plans) is \$13,700,000. While the majority of the project will occur in Cornelius, there is a portion of the project that will occur in Huntersville, along the existing Northcross Dr. NCDOT estimates the cost split between jurisdictions to be \$11,400,000 in Cornelius and \$2,300,000 in Huntersville. \$10,231,577 of funds have been committed to date. There are \$2,000,000 of Bonus Allocation Funds for this project. The Town has also received an NCDOT STBG-DA grant award of \$5,720,000; there is a current Town match of the STBG-DA grant funds of \$2,511,577. This leaves a shortfall of \$3,468,423.</p> <p>Preliminary planning work has been done to vet out the 4(f) process; the results indicate that there won't be any issues that will halt the project from a 4(f) standpoint relative to the FHWA and NCDOT. The Town and NCDOT are working on a draft Municipal Agreement determine cost share between municipalities and to develop the Town's reimbursement schedule.----The road alignment goes through property owned by Mecklenburg County, private entities, and NCDOT; currently, the needed right-of-way is not within the Town jurisdiction (although it is in our ETJ). NC General Statutes prevent the Town from constructing a road outside of its municipal boundaries, although it does allow for right-of-way acquisition for the purpose of road construction, and allow it to contribute funds to a public road that will benefit its citizens. Town staff and NCDOT have agreed to the following working terms: NCDOT will manage the project, and the road will be turned over to the Town upon annexation of adjacent property.</p> <p>Based upon current cost estimates, Town Staff estimates that as much as \$2,900,000 of the shortfall will be Cornelius' share. Engineering is underway. Right of way acquisition is anticipated for FY19 and construction commencing in FY20. It is estimated that NCDOT will invoice the Town incrementally for its share of the project costs as phases occur.</p> <p><u>The Town is committed to these funds.</u></p> | Total Project Cost: \$5,411,577 Estimated Impact on Operating Budget: Main Goal: Improve Mobility and Increase Transportation Options Strategy: #12 Prioritize New Roads and Widen Roads Guiding Principle: #4 Prioritize Capital Improvements |
|--|---|

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$5,411,577 |
| Total Expenditures | \$289,000 |
| Project Balance | \$5,122,577 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|--------------------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | \$641,894 | | | | | \$641,894 |
| Land | | \$595,273 | | | | | \$595,273 |
| Construction | | \$4,174,410 | | | | | \$4,174,410 |
| Equipment | | | | | | | |
| TOTAL | | \$5,411,577 | | | | | \$5,411,577 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|---|
| Project Title: Torrence Chapel Rd./West Catawba Ave. Intersection Improvements – Local Match | Program: Public Works |
| <p>Description:</p> <p>The DDI improved the efficiency of the interchange, in addition to marginal improvements to the bookend intersections (West Catawba Ave./Torrence Chapel Rd. and Hwy. 21/Catawba Ave.). Until these intersections are fully improved, congestion will continue to be a major issue for the Catawba corridor and the north-south roads that tie into these two intersections.</p> <p>The Town and NCDOT have developed a preferred alternative design for the Torrence Chapel/West Catawba intersection. The cost estimate is \$10,875,000 (assuming federalization of the project and improvements to the entire length of Knox Rd.). There are currently \$5,000,000 of Bonus Allocation funds designated for this project. \$2,759,411 of STBG-DA funds have been awarded, as well; the Town is currently working with NCDOT and CRTPO to swap these DA funds for an equivalent amount of BA funds (from U-5908). The Town match is the balance, projected to be \$3,115,589.</p> <p>A municipal agreement must be executed. The schedule is projected to be: design (FY18/19), ROW (FY19/20), and construction (FY20/21).</p> | <p>Total Project Cost:</p> <p>\$3,115,589</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #14</p> <p>Innovative Intersection Improvements</p> |
| | <p>Guiding Principle: #1</p> <p>Develop an improvement plan for Torrence Chapel Road and West Catawba Avenue intersection</p> |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$3,115,589 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|--------------------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | \$367,639 | | | | | \$367,639 |
| Land | | \$838,094 | | | | | \$838,094 |
| Construction | | \$1,909,856 | | | | | \$1,909,856 |
| Equipment | | | | | | | |
| TOTAL | | \$3,115,589 | | | | | \$3,115,589 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|--|
| Project Title: West Catawba, Phase II – STI/Local Funding Contribution | Program: Public Works |
| Description: <p>Approximately every 2 years, NCDOT works with CRTPO to rank road projects for the purpose of determining funding and timeframes. The higher a project ranks, the more likely it is that it will be placed on the TIP, and constructed within a 5 to 10 year period. NCDOT's SPOT 3.0 ranking process incorporated the new STI (Strategic Transportation Initiatives) parameters into the rankings. NCDOT requested that if any local entities would like to contribute local funding to projects, that it state this to CRTPO. On January 6, 2014, the Town Board adopted a resolution committing \$1.2 million (which was equivalent to approximately 4% of NCDOT's 2014 estimated \$29.3M cost for West Catawba, Phase II. The local contribution has accelerated the project schedule by approximately 2 years).</p> <p>The STIP lists Right of Way FFY18 and Construction in FFY20. The STIP also lists the Town's local contribution occurring in FFY20, thus the Town should plan on providing those funds in FY20; however, a Municipal Agreement will need to be executed to define this.</p> <p><u>The Town is committed to these funds.</u></p> | Total Project Cost: \$1,200,000 Estimated Impact on Operating Budget: Main Goal: Strengthen Citizens Engagement Strategy : #24 Town Beautification Guiding Principle: #7 Determine when utility burials should occur during street and other right-of-way projects |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$1,200,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|--------------------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | \$1,200,000 | | | | | \$1,200,000 |
| Equipment | | | | | | | |
| TOTAL | | \$1,200,000 | | | | | \$1,200,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|---|
| Project Title: Hwy. 21 Quadrant – Bike/Ped Accommodations, Aesthetics/Utility Burial | Program: Public Works |
| <p>Description:</p> <p>The intersection of Hwy. 21 / Catawba Ave. will be improved with a modified 2-lane roundabout. There is an opportunity to aesthetically enhance the roundabout.</p> <p>The Town has instructed NCDOT and RS&H to design the roundabout with water supply and electricity going to the center of the roundabout, in addition to constructing drains and allowing for a foundation in the center. This will allow for flexibility in designing an aesthetic element. The Town should consider the comprehensive design of the entire vicinity, rather than the stand-alone design. The DDI Landscaping design should influence these aesthetics.</p> <p>The cost will depend on the design. The Town Board has been comfortable with a \$250,000 cost.</p> <p>The Town will also be paying the betterment cost for utility burial. The utility burial will occur in conjunction with the roadway construction commencing in FY20. The Town's preliminary estimate for this project is \$500,000, extrapolated from actual costs for utility burial associated with the DDI. Length of burial is approximately 0.15 miles. [The Town has received a cost estimate of \$33,000 from Electricities for their portion of the burial. The Town is awaiting a cost estimate from AT&T in addition to confirmation from NCDOT of the total cost estimate.]</p> <p>The Town will be responsible for betterment costs associated with bike/ped accommodations. It is estimated that these costs will be \$700,000. NCDOT will provide estimates as design progresses. A Supplemental Municipal Agreement must be executed with NCDOT.</p> | <p>Total Project Cost:</p> <p>\$1,100,000</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal:</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #8</p> <p>Exit 28 Small Area Plan</p> |
| | <p>Guiding Principle:</p> <p>Develop an Improvement Plan for the US 21 & Catawba Intersection</p> |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$1,100,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|--------------------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | \$35,000 | | | | | \$35,000 |
| Land | | | | | | | |
| Construction | | \$1,065,000 | | | | | \$1,065,000 |
| Equipment | | | | | | | |
| TOTAL | | \$1,100,000 | | | | | \$1,100,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|--|
| Project Title: Hwy. 115/Potts St./Davidson St. Intersection Improvement Project | Program: Public Works |
| Description: The Town and NCDOT have cooperated on an intersection improvement project at Hwy. 115/ Potts St./ Davidson St. A preferred alternative has been selected (roundabout). NCDOT has preliminarily estimated the road construction-only cost at \$3M; however, they have not estimated the total project. The TIP lists the project at \$6.9M total. Town staff estimation is \$7M. There are \$6M of Bonus Allocation Funds available. The Town will have to execute a Municipal Agreement with NCDOT to establish funding responsibilities and payment schedule. Portions of the project are in the Town of Davidson (the Municipal Agreement will address this cost responsibility). | Total Project Cost: \$1,000,000 |
| | Estimated Impact on Operating Budget: |
| | Main Goal: Improve Mobility and Increase Transportation Options |
| | Strategy: 12 Prioritize New Roads and Widen Roads |
| | Guiding Principle: #4 Prioritize Capital Improvements |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$1,000,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|--------------------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | \$100,000 | | | | | \$100,000 |
| Land | | \$200,000 | | | | | \$200,000 |
| Construction | | \$700,000 | | | | | \$700,000 |
| Equipment | | | | | | | |
| TOTAL | | \$1,000,000 | | | | | \$1,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|---|
| Project Title: Northcross Dr. Extension – Bike/Ped Accommodations | Program: Public Works |
| <p>Description:</p> <p>This roadway project extends Northcross Dr. from the existing terminus at the Stratford Forest subdivision to Eagle Ridge Way Ln. (at Westmoreland Rd.); creates a north-south connector and encourages economic development of vacant land adjacent to I-77. There are improvements in Huntersville. This CIP item only includes Cornelius' improvements.</p> <p>The Town will be responsible for betterment costs associated with bike/ped accommodations. It is estimated that these costs will be \$750,000.</p> <p>NCDOT will provide estimates as design progresses. The Town will need to execute a Supplemental Municipal Agreement with NCDOT to further define these costs and payment schedule.</p> | <p>Total Project Cost:</p> <p>\$750,000</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal:</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #12</p> <p>Prioritize New Roads and Widen Roads</p> |
| | <p>Guiding Principle: #4</p> <p>Prioritize Capital Improvements</p> |

| Project Status as of December 31, 2017 | |
|--|------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$750,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------------------|------|------|------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | \$750,000 | | | | | \$750,000 |
| Equipment | | | | | | | |
| TOTAL | | \$750,000 | | | | | \$750,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|---|
| Project Title: Hwy. 115/Potts St./Davidson St. Intersection Improvement Project – Bike/Ped Accommodations and Aesthetic Improvements | Program: Public Works |
| Description: <p>There is Bonus Allocation funding in place for the roadway intersection improvement project at Hwy. 115/Potts/Davidson intersections. NCDOT has retained Kimley-Horn to complete the roadway design.</p> <p>The project is likely to begin right of way acquisition in FY18, followed by utilities/construction in FY19.</p> <p>The Town will have the opportunity to aesthetically enhance this project. For example, if a roundabout is constructed, the center of the roundabout could be enhanced with gateway improvements. It is estimated that these costs are approximately \$100,000.</p> <p>Other aesthetic improvements, including elements such as black sign posts, decorative street lights, landscaping, etc. can be included. Extrapolating from costs for similar items along West Catawba, Phase I, this cost is estimated to be \$50,000.</p> <p>The Town will be responsible for betterment costs associated with bike/ped accommodations. It is estimated that these costs will be \$375,000. Included in that unit cost is a multi-purpose path on one side of the roads and a sidewalk along the other sides. [Utility burial along Hwy. 115 is currently being completed by a multi-year Electricities project.]</p> | Total Project Cost: \$525,000 Estimated Impact on Operating Budget: |
| | Main Goal: Improve Mobility and Increase Transportation Options |
| | Strategy: 12 Prioritize New Roads and Widen Roads Strategy: 16 Improve Bike lanes and Greenway Trail Connections Strategy: 24 Town Beautification |
| | Guiding Principle: Prioritize Road Improvements |

| Project Status as of December 31, 2017 | |
|---|------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$525,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------------------|------|------|------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | \$50,000 | | | | | \$50,000 |
| Land | | | | | | | |
| Construction | | \$475,000 | | | | | \$475,000 |
| Equipment | | | | | | | |
| TOTAL | | \$525,000 | | | | | \$525,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|---|
| Project Title: Hwy. 21 Quadrant – Local Match | Program: Public Works |
| <p>Description:</p> <p>The DDI has improved the efficiency of the interchange, in addition to marginal improvements to the bookend intersections (West Catawba Ave./Torrence Chapel Rd. and Hwy. 21/Catawba Ave.). Until these intersections are fully improved, congestion will continue to be a major issue for the Catawba corridor and the north-south roads that tie into these two intersections.</p> <p>The Town worked with Parsons-Brinckerhoff and NCDOT to validate and design the modified 2-lane roundabout design. The total project has been estimated at \$9,208,000. Per the Municipal Agreement with NCDOT, CMAQ grant funds of \$2,006,000 plus \$502,000 of Town Match Funds will be applied to the project in addition to subsequently applying \$6.7 million of Bonus Allocation Funds.</p> <p>NCDOT commenced design in January 2016. Design alternatives are currently being evaluated. Right of way acquisition is likely to begin FFY19, and construction to begin in FFY20.</p> <p>The Town has already paid \$50,000 to NCDOT for its share of engineering costs. NCDOT will invoice the Town for its share of the Right of Way costs prior to commencing acquisition. NCDOT will invoice the Town for its share of the Construction costs prior to commencing construction.</p> <p>NCDOT is to share anticipated ROW and Construction costs with the Town, and the Town is to provide written authorization for moving forward with those phases if the total project costs are projected to exceed \$9,208,000.</p> <p><u>The Town is committed to these funds.</u></p> | <p>Total Project Cost:</p> <p>\$502,000</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy : #14</p> <p>Implement an improvement plan for the US 21 and Catawba Ave. intersection</p> |
| | <p>Guiding Principle: #2</p> <p>Develop an Improvement Plan for the US 21 & Catawba Avenue Intersection</p> |

| Project Status as of December 31, 2017 | |
|--|------------------|
| Total Appropriations | \$502,000 |
| Total Expenditures | \$50,000 |
| Project Balance | \$452,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------------------|------|------|------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | \$452,000 | | | | | \$452,000 |
| Equipment | | | | | | | |
| TOTAL | | \$452,000 | | | | | \$452,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|---------------------------------|
| Project Title: Hwy. 115/ Hickory St. Intersection Improvements | Program: Public Works |
|--|---------------------------------|

| | |
|--|--|
| <p>Description:</p> <p>Key components of creating an alternate to Catawba Ave. is Hickory St. Ext. (Phase I; completed) and improving the intersection of Hwy. 115/ Hickory St. (Phase II). This involves the construction of two Hwy. 115 left-turn lanes (northbound and southbound) plus installation of a traffic signal with associated pre-emption for Fire Station #1.</p> <p>The Town has been awarded a CMAQ grant of \$1,003,265. The Town's match is \$429,985 (for a total project cost of \$1,433,250). Grant Funds are available in FY19. Design, permitting, and right of way acquisition will take 18-24 months.</p> | <p>Total Project Cost:</p> <p>\$429,985</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal:</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #12</p> <p>Prioritize New Roads and Widen Roads</p> |
| | <p>Guiding Principle: 6.4</p> <p>Prioritize Road Improvements based of our development needs</p> |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$429,985 |

| | |
|-------------------------------------|--------------|
| Request Type | |
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------------------|------|------|------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | \$64,498 | | | | | \$64,498 |
| Land | | \$85,997 | | | | | \$85,997 |
| Construction | | \$279,490 | | | | | \$279,490 |
| Equipment | | | | | | | |
| TOTAL | | \$429,985 | | | | | \$429,985 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|---|
| Project Title: West Catawba Ave., Phase II – Bike/Ped Accommodations, Aesthetic Enhancements 13' Multi-Purpose Paths, Decorative Street Lights, Landscaping, Signage, Concrete/Asphalt, Mast Arms, Conduits, Blue Road signs | Program: Public Works |
| Description: For the West Catawba Ave., Phase I widening project (1.0 miles from Torrence Chapel Rd. to Jetton Rd.), the Town invested funds in right of way acquisition, permanent utility easement acquisition, utility burial, decorative street lights, landscaping, signage, concrete/asphalt, and other aesthetic improvements. Phase II is a total of 2.35 miles from Jetton Rd. to Hwy. 73. The Town will be responsible for betterment costs associated with bike/ped accommodations. It is estimated that these costs will be \$3,000,000. Included in that cost are two Multi-purpose paths (13' each) plus right of way costs. NCDOT will provide for the cost of replacing sidewalks where they currently exist plus the cost of two 4' bike lanes and right-of-way associated with these facilities, plus 70% of the cost of new sidewalks. Extrapolating from Phase I costs, the Town's estimates for Phase II (2.35 miles from Jetton Rd. to Hwy. 73) Aesthetic enhancements (Decorative Street Lights, black sign posts, Landscaping, Signage, Concrete/Asphalt, Mast Arms) is \$1,630,000. NCDOT will provide estimates as design progresses. The Town will need to enter into a Supplemental Municipal Agreement to finalize the preceding and payment schedule. | Total Project Cost: \$4,630,000 Estimated Impact on Operating Budget: Main Goal: Strengthen Citizen Engagement Strategy: #24 Town Beautification Guiding Principle: #7 Determine when utility burials should occur during street & other right-of-way projects |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$4,630,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|--------------------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | \$4,630,000 | | | \$4,630,000 |
| Equipment | | | | | | | |
| TOTAL | | | | \$4,630,000 | | | \$4,630,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|---|
| Project Title: Hwy. 21 Widening (A) – Bike/Ped Accommodations and Aesthetics | Program: Public Works |
| <p>Description:</p> <p>In FFY21, construction will commence on widening Hwy. 21 (Section A, Northcross Center Ct. to Westmoreland Rd.). The Town will have an opportunity to aesthetically enhance this corridor in conjunction with the widening, with elements such as black powder-coated mast arms, black sign posts, decorative street lights, landscaping, etc. Extrapolating from costs for similar items along West Catawba, Phase I, this cost is estimated to be \$600,000 for this 1.2-mile project.</p> <p>The Town will be responsible for betterment costs associated with bike/ped accommodations. It is estimated that these costs will be \$2,400,000. This includes (2) 13' multi-use paths' construction and right of way, subtracting out NCDOT's cost for (2) 4' bike lanes and their 70% share for new 5' sidewalks.</p> <p>(It is not anticipated that Utility Burial will be part of this project.)</p> <p>NCDOT will provide estimates as design progresses. The Town will need to enter into a Supplemental Municipal Agreement for these costs and payment schedule.</p> <p>Conceptual design began in late 2016. Right-of-way/utilities are scheduled to commence in FY19. The construction is anticipated to commence in FY21 and will take at least three years (combined with the US21 widening from Gilead Rd. to Sam Furr Rd.).</p> | <p>Total Project Cost:</p> <p>\$3,000,000</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal:</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: 12</p> <p>Prioritize New Roads and Widen Roads</p> <p>Strategy: 16</p> <p>Improve Bike lanes and Greenway Trail Connections</p> <p>Strategy: 24</p> <p>Town Beautification</p> |
| | <p>Guiding Principle:</p> <p>Prioritize Road Improvements</p> |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$3,000,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|--------------------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | \$3,000,000 | | | \$3,000,000 |
| Equipment | | | | | | | |
| TOTAL | | | | \$3,000,000 | | | \$3,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|--|
| Project Title: Torrence Chapel Rd./West Catawba Ave. Intersection Improvements- Bike/Pedestrian Accommodations, Aesthetics | Program: Public Works |
| Description: <p>The DDI improved the efficiency of the interchange, in addition to marginal improvements to the bookend intersections (West Catawba Ave./Torrence Chapel Rd. and Hwy. 21/Catawba Ave.). Until these intersections are fully improved, congestion will continue to be a major issue for the Catawba corridor and the north-south roads that tie into these two intersections.</p> <p>There are funds available for the roadway project to improve this intersection. Should the Town desire, it may aesthetically enhance and improve the bike/ped accommodations for this project. The Town will be responsible for betterment costs associated with bike/ped accommodations in addition to aesthetics.</p> <p>Note that it is undetermined at this time whether new mast arms will be required for the redesigned intersections. If so, the Town will be responsible for the cost of these. A placeholder of \$200,000 is estimated for this cost.</p> <p>Assuming three roundabouts are constructed as part of this project, the Town can elect to aesthetically enhance them. It is estimated that this may cost \$100,000 per roundabout, for a total of \$300,000.</p> <p>It is estimated that the costs for bike/ped accommodations for the remainder of the project will be \$1,900,000 (for 1.5 miles of bike/ped betterments).</p> <p>NCDOT will provide estimates as design progresses. A Supplemental Municipal Agreement will need to be executed.</p> | <p>Total Project Cost: \$2,400,000</p> <p>Estimated Impact on Operating Budget:</p> <hr/> <p>Main Goal Improve Mobility and Increase Transportation Options</p> <hr/> <p>Strategy: #14 Innovative Intersection Improvements</p> <hr/> <p>Guiding Principle: #1 Develop an improvement plan for Torrence Chapel Road and West Catawba Avenue intersection</p> |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,400,000 |

| Request Type | |
|-------------------------------------|--------------|
| | New |
| <input checked="" type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|--------------------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | \$2,400,000 | | | \$2,400,000 |
| Equipment | | | | | | | |
| TOTAL | | | | \$2,400,000 | | | \$2,400,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|---|
| Project Title: Diverging Diamond Aesthetic Improvements | Program: Public Works |
| <p>Description:</p> <p>Phase I of the DDI Aesthetics are complete. This includes all the Catawba Ave. level improvements, such as landscaping, mast and cable, pedestrian elements, and utility burial.</p> <p>The Town Board has determined that Phase II aesthetics will not include the masonry abutments (due to cost and design concerns), and wants to go in the direction of a landscape-intensive design, in addition to making the existing mast & cable elements more visible.</p> <p>The Town has retained Viz, LLC to work on the landscaping design. The contract for these services is \$38,880; however, additional engineering services should be planned for (e.g., significant structural engineering). Viz has worked with NCDOT on preliminary scoping. Viz is currently working with the DDI Landscaping Committee on a design direction, while simultaneously working with NCDOT for design feedback. Upon determining a design, it will take several months to complete construction drawings and obtain NCDOT approval. The earliest construction will begin is Fall 2018, but Spring 2019 may be more likely due to the planting season. Town staff is estimating that construction may cost \$851,120.</p> <p>Upon selection of a landscaping design, the Town should turn its attention to the existing mast & cables to determine if the previous plans of extending the masts' height and increasing the visibility of the masts & cables (by painting them white) will be compatible with the landscaping design and will fit within the overall project budget. If the Town moves forward with improving the mast & cables, it will need to engage a structural engineer and perhaps other professionals to complete the design work and work with NCDOT. The cost to perform this design and work is unknown, however staff is estimating that this will cost \$500,000 (\$100K for design, \$400K for construction), and is projected to occur in FY19.</p> <p>Staff is estimating that \$100,000 of design fees will be spent in FY18.</p> <p>The Town Board has determined that the total project budget for all of the aforementioned improvements is not to exceed \$1.39M. [Note: The Town's DDI Capital Reserve Fund balance (as of January 2016) was \$1,790,000.]</p> | <p>Total Project Cost: \$1,390,000</p> <p>Estimated Impact on Operating Budget:</p> <p>Main Goal: Improve Mobility and Increase Transportation Options</p> <p>Strategy: #17.1 Improve Access to Interstate 77</p> <p>Guiding Principle: #1 Complete Diverging Diamond Interchange Implementation, including Aesthetic Improvements</p> |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$1,290,000 |
| Total Expenditures | \$100,000 |
| Project Balance | \$1,290,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|-------------------|--------------------|------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | \$50,000 | | | | | | \$50,000 |
| Land Construction | \$1,340,000 | | | | | | \$1,340,000 |
| Equipment | | | | | | | |
| TOTAL | \$1,390,000 | | | | | | \$1,390,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Bailey Road Park Track Renovation and Synthetic Turf Football Field | Program: PARC |
|--|-------------------------|

| | |
|--|---|
| Description: <p>This project funds the renovation of the track and the installation of synthetic turf on the football field at Bailey Road Park. The track surface has begun to delaminate and large cracks are forming along the surface. The old running surface needs to be removed and the asphalt replaced.</p> <p>Synthetic turf will accommodate up to three times more traffic than natural grass can tolerate and at minimal operating cost per hour of use. Installation of synthetic turf fields should reduce field maintenance costs by as much as \$8,000 annually because they will no longer require mowing, fertilization, irrigation, field lining, weed control, etc. It will also provide essentially unlimited use as the fields will no longer require extended periods to rest for turf renovation.</p> <p>Synthetic turf has virtually eliminated game delays and cancellations due to inclement weather at Bailey Road Park. This is an important factor tournament providers consider when evaluating locations. This addition will provide a third contiguous synthetic turf field at Bailey Road Park creating greater opportunities for large tournament events and possibly a fourth field if Hough High School is available.</p> <p>Staff will work with athletic partner groups to determine their funding commitment with the addition of an artificial turf surface. The design and infrastructure improvements were funded in FY18 and are underway.</p> | Total Project Cost: \$1,300,000 Estimated Impact on Operating Budget: -\$8,000 annual <u>reduction</u> |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| | Guiding Principle: #4 Prioritize Capital Improvements |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$200,000 |
| Total Expenditures | \$100,000 |
| Project Balance | \$1,300,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|--------------------|------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | \$1,300,000 | | | | | | \$1,300,000 |
| Equipment | | | | | | | |
| TOTAL | \$1,300,000 | | | | | | \$1,300,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|--|
| Project Title: Park Land Expansion | Program: PARC |
| Description: This \$1,000,000 will allow the Town to be in a position to purchase park land to meet the 2015-2025 Parks and Greenways Master Plan. | Total Project Cost: \$1,000,000 Estimated Impact on Operating Budget: |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| | Guiding Principle: #4 Prioritize Capital Improvements |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$1,000,000 |
| Total Expenditures | \$0 |
| Project Balance | \$1,000,000 |

| Request Type | |
|-------------------------------------|--------------|
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|--------------------|------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | \$1,000,000 | | | | | | \$1,000,000 |
| Construction | | | | | | | |
| Equipment | | | | | | | |
| TOTAL | \$1,000,000 | | | | | | \$1,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|--|
| Project Title: Street Resurfacing | Program: Public Works |
| Description: Use Powell Bill funds to resurface approximately 5 miles of Town maintained roads. The Town last repaved roads in FY 17. This ongoing resurfacing program will continue to improve town roads and infrastructure. In FY18, the Town updated the Pavement Management Survey (commonly called the ITRE study) to help prioritize and rank the conditions of all the Town maintained streets. | Total Project Cost: \$2,400,000 Estimated Impact on Operating Budget: |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Prioritize New Roads and Widen Roads |
| | Guiding Principle: #4 Prioritize Capital Improvements |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,400,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------------------|------|------------------|------|------------------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | \$800,000 | | \$800,000 | | \$800,000 | | \$2,400,000 |
| Equipment | | | | | | | |
| TOTAL | \$800,000 | | \$800,000 | | \$800,000 | | \$2,400,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|--|
| Project Title: Vehicle Replacement Program | Program: Police |
| Description: Our goal has been to replace police cars at 100,000 miles on average. Police cars idle excessively due to the equipment on board including cameras, radios, blue lights, etc. Manufacturers have established that each idle hour is equivalent to 33 miles driven. Previous studies have indicated 80K is the most cost effective replacement target, but our maintenance routine has made 100K miles a good target. We extend this number if we have a major repair such as an engine or transmission prior to 100K. This Vehicle Replacement Program began in 2009. Since that time our staffing, due to the creation of a Lake Patrol Unit, Traffic Unit, Surveillance Tech and SRO at Hough High, has increased by 12 officers but we have never increased the number of replacement vehicles purchased annually. Currently we have more vehicles in need of replacement than we are purchasing annually. For FY19, we will have eight (8) cars mileage out. | Total Project Cost: \$1,850,000 Estimated Impact on Operating Budget: |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Service |
| | Guiding Principle: |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,050,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------------------|------------------|------------------|------------------|------------------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | | |
| Equipment | \$360,000 | \$365,000 | \$370,000 | \$375,000 | \$380,000 | | \$1,850,000 |
| TOTAL | \$360,000 | \$365,000 | \$370,000 | \$375,000 | \$380,000 | | \$1,850,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|---|
| Project Title: Stream Restoration Project: Willow Pond + Upstream and Downstream, Coachmans Wood Ln. | Program: Public Works |
| <p>Description:</p> <p>The McDowell Creek watershed is significant in contributing to the drinking water supply for the majority of Mecklenburg County. The headwaters of McDowell Creek exist in Cornelius and are severely impaired. In 2010, the Town partnered with Mecklenburg County in obtaining a 319 Water Quality Grant (Federal Funds) and rehabilitating approx. 1600' of Upper McDowell Creek. The project was successful and residents were excited and pleased with the project. In addition to the water quality benefits, the Town has the ability in the future to construct a greenway along the improved stream.</p> <p>The Willow Pond Stream Restoration Project and the Coachmans Wood Ln. Stream Restoration Project are also in the McDowell Creek watershed. The Town has been awarded two grants (319, DWR) for a total of \$400,000 of grant funds combined with \$500,000 Local Match (for a project total of \$900,000).</p> <p>The Town has a planned greenway that parallels these stream sections (greenway connecting Smithville Park to JV Washam Elementary) and a multi-use path along Westmoreland Rd. and the Westmoreland Rd. bridge. The greenway project will realize an approximate 10% cost savings (grading & mobilization) by constructing the greenway and stream restoration as a joint project. The Town will combine all three projects into one.</p> <ul style="list-style-type: none"> The Willow Pond restoration project removes the Willow Pond dam and restores the stream underneath the pond*, restores portions of the reaches upstream and downstream of the current pond. Total restoration of approx. 6000'. The Coachmans Wood Ln. restoration project restores approximately 900' (included in 6000' total). Meck. Co. will perform major stream restoration of McDowell Creek downstream of this project (included in 6000' total). This CIP item assumes all land (easements, right of way) will be dedicated at no cost (typical for restoration projects). Mitigate flood issues and concerns Removes pond liability issues Water quality improvements Future Greenway enhancements (for areas of restoration that are not receiving a greenway as part of this joint project). <p>FY18/19</p> <ul style="list-style-type: none"> June 2018 – Commence the 18-month process of design/ engineering/ permitting/ acquisition <p>FY20</p> <ul style="list-style-type: none"> Dec. 2019 – Complete design/ engineering/ permitting/ acquisition Jan. – June 2020 - Bid and commence construction (~6-month process to begin construction) <p>FY21</p> <ul style="list-style-type: none"> July 2020 - June 2021 - Construction will then take 9-12 months. <p>FY22</p> <ul style="list-style-type: none"> Post construction maintenance <p>*Grant funding is not available for rebuilding existing ponds. The pond could be rebuilt (dam reconstruction, embankment restoration) for approx. \$250,000; however, there will be ongoing maintenance costs. Also, the Town has a time-sensitive land transfer agreement with Willow Pond HOA with the concept of performing the stream restoration (agreement expires 11/1/20; Town will not accept the pond until it has awarded a restoration construction contract).</p> | <p>Total Project Cost: \$500,000</p> <p>Estimated Impact on Operating Budget:</p> <p>Main Goal: Strengthen Citizen Engagement</p> <p>Strategy: #23 Maintain and Improve Town Services</p> <p>Guiding Principle: #4 Prioritize capital improvements</p> |

| Project Status as of December 31, 2017 | |
|---|------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$500,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|-----------|-----------|-----------|------|------|--------|-----------|
| Expenses | | | | | | | |
| Plan/design | \$100,000 | | | | | | \$100,000 |
| Land | | | | | | | |
| Construction | | \$100,000 | \$300,000 | | | | \$400,000 |
| Equipment | | | | | | | |
| TOTAL | \$100,000 | \$100,000 | \$300,000 | | | | \$500,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|---|
| Project Title: Equipment/Striping New Engine | Program: Fire |
| Description: The Cornelius Town Board approved the purchase of a new fire engine and its respective equipment in the last budget cycle. For FY2017-2018 budget, due to contractual issues, this was pushed into FY2018-2019 budget and the remaining CIP for \$90,000 covers the cost of equipment and lettering and striping—a cost separate from the expense of the engine. This includes striping, hose, clamps, meters, tools, etc. to fully equip the engine company scheduled for arrival in late October 2018. | Total Project Cost: \$90,000 Estimated Impact on Operating Budget: |
| | Main Goal: |
| | Strategy: |
| | Guiding Principle: |

| Project Status as of December 31, 2017 | |
|--|-----------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$90,000 |

| Request Type | |
|-------------------------------------|--------------|
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|-----------------|------|------|------|------|--------|-----------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | | |
| Equipment | \$90,000 | | | | | | \$90,000 |
| TOTAL | \$90,000 | | | | | | \$90,000 |

FY 2019-Future Capital Projects Detail

| | |
|--|--|
| <p>Description:</p> <p>The surveillance camera system has grown substantially since inception. The recording server has reached its capacity to support the storage of video recorded by all the cameras. The bulk of this year's funding will go towards replacement of this server with a larger 10 TB unit. Remaining monies will be utilized to replace cameras along West Catawba Ave that have reached their end life and the relocation of current fiber infrastructure at Catawba Ave. and Burton Ln. due to business development in the area</p> | <p>Total Project Cost:</p> <p>\$250,000</p> <p>Estimated Impact on Operating Budget:</p> <p>\$50,000 per year Maintenance</p> |
| | <p>Main Goal:</p> <p>Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23</p> <p>Maintain and Improve Town Service</p> |
| | <p>Guiding Principle: #4</p> <p>Prioritize Capital Improvements</p> |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

[illegible]

FY 2019-Future Capital Projects Detail

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | | |
| Equipment | \$45,000 | \$45,000 | \$45,000 | \$45,000 | \$45,000 | | \$225,000 |
| TOTAL | \$45,000 | \$45,000 | \$45,000 | \$45,000 | \$45,000 | | \$225,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|---|
| Project Title: Fire Chief's Vehicle Replacement | Program: Fire |
| Description: Replace Chief's Vehicle which is a 2004 Dodge Durango, with 83,000 miles. Currently this vehicle is burning oil and the transmission is slipping. During rain storms all four doors are retaining water. Due to the wear and strain during emergency responses, this vehicle is long overdue for replacement. This apparatus would be placed in reserve for a minimum amount of time as a training vehicle in addition to running routine emergent calls. The price includes the base purchase of the vehicle (Chevrolet Tahoe/ or similar) with an allotment for red paint, light package, siren package, command board, air pack bracket, radio & technology equipment, rear compartment storage, and all graphics. | Total Project Cost: \$40,000 Estimated Impact on Operating Budget: |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| | Guiding Principle: #4 Prioritize capital improvements |

| Project Status as of December 31, 2017 | |
|---|-----------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$40,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|-----------------|------|------|------|------|--------|-----------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | | |
| Equipment | \$40,000 | | | | | | \$40,000 |
| TOTAL | \$40,000 | | | | | | \$40,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|---|
| Project Title: Jetton Road Ext./Sefton Pkwy Improvements | Program: Public Works |
| <p>Description:</p> <p>This project removes on-street parking that causes sight distance issues plus safety issues and improve bike/pedestrian mobility (as per the Bike Plan). The completed cross-section would include 11' travel lanes, 5' buffered bike lanes, a 10' multi-use path, and a 5' sidewalk + 5' planting strip. The work would involve removing the bump outs for parking, restriping, adding flexible bollards to separate bikes and cars, adding the multipurpose path, and reclaiming the whole road. As on-street parking serves existing businesses, this capital item includes the purchase of property for the development of new public parking.</p> <p>Staff anticipates reviewing this proposal with the Town Board (and any committees recommended by the Board) for feedback. Staff also anticipates pursuing grant funds for this project.</p> | <p>Total Project Cost:</p> <p>\$2,000,057</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal: Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #23 & #15 Connect Local Sidewalks & Prioritize new roads.</p> |
| | <p>Guiding Principle: Prioritize Capital Improvements</p> |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,000,057 |

| | |
|--------------|--------------|
| Request Type | |
| X | New |
| | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|--------------------|------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | \$133,000 | | | | | \$133,000 |
| Land | | \$970,870 | | | | | \$970,870 |
| Construction | | \$896,187 | | | | | \$896,187 |
| Equipment | | | | | | | |
| TOTAL | | \$2,000,057 | | | | | \$2,000,057 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|--|
| Project Title: Bailey Road North Neighborhood Park (N4) | Program: PARC |
| Description: Acquire land and construct a neighborhood park east of Hwy 115, north of Bailey Road and south of Antiquity, identified as project N4 in the 2015-2025 Parks and Greenways Master Plan. Land acquisition needs to occur while there are adequately sized land parcels still available. This is one of only two large undeveloped areas left in Cornelius capable of accommodating a large-sized neighborhood park. Future residential growth in this area will generate the need for active recreation features such as athletic fields and sport courts which were high priority needs identified in the 2015 Master Plan. The park would also include traditional park amenities such as a playground, picnic shelter and picnic sites, restroom, parking area, trails, etc. | Total Project Cost: \$4,000,000 Estimated Impact on Operating Budget: \$135,000 |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| | Guiding Principles: #4 Prioritize Capital Improvements |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$4,000,000 |

| Request Type | |
|-------------------------------------|--------------|
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|--------------------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$300,000 | \$300,000 |
| Land | | \$1,500,000 | | | | | \$1,500,000 |
| Construction | | | | | | \$2,200,000 | \$2,200,000 |
| Equipment | | | | | | | |
| TOTAL | | \$1,500,000 | | | | \$2,500,000 | \$4,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Village Center Neighborhood Park (N1) | Program: PARC |
|--|-------------------------|

| | |
|--|--|
| <p>Description:</p> <p>Acquire land and construct an urban neighborhood park south of Catawba Avenue, east of Jetton Road and west of I-77, identified as project N1 in the 2015-2025 Parks and Greenways Comprehensive Master Plan.</p> <p>The Village Center area is predominantly commercial development but is in close proximity to existing and proposed single and multi-family housing. Due to space limitations the park would be designed without active recreation fields but may include sport courts, sand volleyball and fitness activities for all generations.</p> | <p>Total Project Cost:</p> <p>\$4,000,000</p> |
| | <p>Estimated Impact on Operating Budget:</p> <p>\$135,000</p> |
| | <p>Main Goal:</p> <p>Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23</p> <p>Maintain and Improve Town Services</p> |
| | <p>Guiding Principle: #4</p> <p>Prioritize Capital Improvements</p> |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$4,000,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|--------------------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$300,000 | \$300,000 |
| Land | | \$1,000,000 | | | | | \$1,000,000 |
| Construction | | | | | | \$2,700,000 | \$2,700,000 |
| Equipment | | | | | | | |
| TOTAL | | \$1,000,000 | | | | \$3,000,000 | \$4,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: South Bailey Road Greenway Phase II (GW10) | Program: PARC |
|---|-------------------------|

| | |
|--|---|
| <p>Description:</p> <p>This project funds development of the second phase of the South Bailey Road Greenway. It will link the first phase of the South Bailey Road Greenway (South Prong Rocky River Greenway – Hough High/Bailey Road) to the new Beverly subdivision.</p> <p>The trail will consist of nearly a 0.4-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. Land from the Beverly subdivision will be donated to the Town and the developer will clear, grade and gravel the trail. The project includes funds for asphalt, signage and site furnishings.</p> <p>The trail is part of the approved Town of Cornelius Parks and Greenways Comprehensive Master Plan and Pedestrian Plan.</p> | <p>Total Project Cost:</p> <p>\$300,000</p> <p>Estimated Impact on Operating Budget: \$4,000</p> |
| | <p>Main Goal: Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #16 Improve Bike Lanes and Greenway Trail Connections; #15 Connect Local Sidewalks</p> |
| | <p>Guiding Principle: #2 Update Greenway Master Plan; #1 Implement Bike Plan</p> |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$300,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------------------|------|------|------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | \$30,000 | | | | | \$30,000 |
| Land | | | | | | | |
| Construction | | \$270,000 | | | | | \$270,000 |
| Equipment | | | | | | | |
| TOTAL | | \$300,000 | | | | | \$300,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|---|
| Project Title: Sidewalks | Program: Public Works |
| Description: Use Powell Bill funds to install new sidewalks throughout town. The priority for the sidewalks will be connectivity in order to improve the town's walkability. Sidewalks will also be prioritized based upon the Comprehensive Pedestrian Plan that was completed June of 2012. The Town will continue to increase annual sidewalk maintenance. Sidewalk trip hazards are becoming more and more common as street trees mature and sidewalks get older. The Town began using a concrete cutting consultant in FY 14 that removes trip hazards at a better rate than complete demolition and re-pour. The Town will continue to investigate options to mitigate trip hazards on sidewalks. | Total Project Cost: \$400,000 Estimated Impact on Operating Budget: |
| | Main Goal: Improve Mobility and Increase Transportation Options |
| | Strategy: #15 Connect Local Sidewalks |
| | Guiding Principle: #1 Implement approved Pedestrian Plan recommendations that will include a prioritization of sidewalk improvements & connections |

| Project Status as of December 31, 2017 | |
|--|------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$400,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------------------|------|------------------|------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | \$20,000 | | \$20,000 | | | \$40,000 |
| Land | | | | | | | |
| Construction | | \$180,000 | | \$180,000 | | | \$360,000 |
| Equipment | | | | | | | |
| TOTAL | | \$200,000 | | \$200,000 | | | \$400,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Field Maintenance Equipment and Vehicle | Program: PARC |
|--|-------------------------|

| | |
|---|--|
| <p>Description:</p> <p>This project funds the purchase of a medium duty truck, tractor, trailer and attachments to maintain athletic fields and turf areas throughout the park system. The funds would purchase a front end loader, back hoe, spreader, tiller, harley rake, flail mower and top dresser for the tractor and a tow-behind field groomer for a utility vehicle. The equipment is needed to maintain the 13 sites and 23 athletic fields maintained by PARC staff.</p> <p>Recent facility construction increased the number of athletic fields by over 40%, court facilities by over 25%, and restroom facilities by 40%. Additionally general park usage and program participation continue to increase. This has resulted in significantly more work for the maintenance crew to maintain a standard level of service as well as to repair and replace park amenities. This equipment will increase efficiency and improve safety, field quality and playability.</p> | Total Project Cost: \$150,000 |
| | Estimated Impact on Operating Budget: \$1,200 |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Service |
| | Guiding Principle: #4 Prioritize Capital Improvements |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$150,000 |

| | |
|-------------------------------------|--------------|
| Request Type | |
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------------------|------|------|------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | | |
| Equipment | | \$150,000 | | | | | \$150,000 |
| TOTAL | | \$150,000 | | | | | \$150,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Facility Improvements and Expansion | Program: PARC |
|--|-------------------------|

| | |
|--|--|
| <p>Description:</p> <p>This project funds renovation/improvement projects recommended in the 2012 Town Comprehensive Master Plan and the 2015-2025 Comprehensive Parks and Greenways Master Plan for the Town of Cornelius. The plans identify the need to make capital improvements to existing parks with varying scopes that are beyond normal maintenance and renovation. Projects would be designed to address health and safety concerns in parks and to reduce operational costs.</p> <p>Projects include batting cages, a gym divider curtain, spectator seating, a community garden, a fitness trail, playground replacements, trail repair, entrance signs, etc.</p> | Total Project Cost: \$935,000 |
| | Estimated Impact on Operating Budget: Deduct \$1,000 |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Service |
| Guiding Principle: #4 Prioritize Capital Improvements | |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$935,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------------------|------------------|------------------|------------------|------------------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | \$145,000 | \$290,000 | \$145,000 | \$145,000 | \$210,000 | \$935,000 |
| Equipment | | | | | | | |
| TOTAL | | \$145,000 | \$290,000 | \$145,000 | \$145,000 | \$210,000 | \$935,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|--|
| Project Title: Public Works Equipment | Program: Public Works |
| Description: FY20: <ul style="list-style-type: none"> Purchase a new leaf machine to replace the other aging machine - \$75,000 FY21: <ul style="list-style-type: none"> Purchase a Mini-Excavator to replace the aging Backhoe. - \$65,000 | Total Project Cost: \$140,000 Estimated Impact on Operating Budget: |
| | Main Goal: |
| | Strategy: |
| | Guiding Principle: |

| Project Status as of December 31, 2017 | |
|---|------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$140,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|-----------------|-----------------|------|------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | | |
| Equipment | | \$75,000 | \$65,000 | | | | \$140,000 |
| TOTAL | | \$75,000 | \$65,000 | | | | \$140,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|---|
| Project Title: Hose Replacement | Program: Fire |
| Description: The suppression lines on all engine companies needs to be replaced. Our hose lines are worn, old, frequently fail during testing and/or fire suppression, and are not up to date with technology. We are asking for the replacement of suppression lines for the current 4 engines at a cost of \$15,000 per vehicle. By completing this at once, we will have a base line and standard operations for all engine companies during fire incidents. This request brings us up to date with proven technology and puts less stress on the firefighter during suppression operations. Mixing lines is NOT recommended nor seen as a safe practice to comingle due to water flow rates and firefighter safety. | Total Project Cost: \$60,000 Estimated Impact on Operating Budget: |
| | Main Goal: Replace. |
| | Strategy: Replace attack lines only |
| | Guiding Principle: Safety and adequate fire suppression. |

| Project Status as of December 31, 2017 | |
|---|-----------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$60,000 |

| Request Type | |
|-------------------------------------|--------------|
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|-----------------|------|------|------|--------|-----------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | | |
| Equipment | | \$60,000 | | | | | \$60,000 |
| TOTAL | | \$60,000 | | | | | \$60,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|--|
| Project Title: Festival Street-Catawba Avenue | Program: Public Works |
| Description: The Town was awarded \$94,340 from the NC Dept. of Commerce to complete design for the festival street concept. The Town contracted with Alta Planning and Design to do this design work. Alta Planning and Design has completed full construction drawings. The engineer estimate for the project is \$2,600,000. The term "festival street" is used to describe a concept where a streetscape is designed in a manner that it can be utilized as public space for festivals and events. The street and public sidewalk space are designed at one level (no curbing) separated by bollards, whereas the bollards can be removed during festival events to utilize the entire space. The construction of this project may be completed with street bonds or downtown revitalization bonds and likely in conjunction with the development of the Art Center. | Total Project Cost: \$2,600,000 Estimated Impact on Operating Budget: |
| | Main Goal: Improve Mobility and Increase Transportation Options |
| | Strategy: #15 Connect Local Sidewalks |
| | Guiding Principle: #1 Implement approved Pedestrian Plan recommendations that will include a prioritization of sidewalk improvements & connections. |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,600,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|--------------------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | \$2,600,000 | | | | \$2,600,000 |
| Equipment | | | | | | | |
| TOTAL | | | \$2,600,000 | | | | \$2,600,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Southeast Cornelius Neighborhood Park (N5) | Program: PARC |
|---|-------------------------|

| | |
|---|---|
| <p>Description:</p> <p>Acquire land and construct a neighborhood park east of Hwy 115 in the southeastern quadrant of Cornelius. Identified as project N5 in the 2015-2025 Parks and Greenways Comprehensive Master Plan. Land acquisition needs to occur while there are adequately sized land parcels still available.</p> <p>Future residential growth will generate the need for active recreation features such as athletic fields and sport courts which were high priority needs identified in the 2015 Master Plan. The proposed park would also include traditional park amenities such as a playground, picnic shelter and picnic sites, restroom, parking area, trails, etc.</p> <p>There is a potential option to lease the Charlotte Mecklenburg Schools-owned 10-acre tract adjacent to Bailey Middle School and develop recreation facilities as an extension of Bailey Road Park.</p> | <p>Total Project Cost:</p> <p>\$2,000,000</p> <p>Estimated Impact on Operating Budget: \$135,000</p> |
| | <p>Main Goal: Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23 Maintain and Improve Town Services</p> |
| | <p>Guiding Principles: #4 Prioritize Capital Improvements</p> |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,000,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|--------------------|------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | \$300,000 | | | | \$300,000 |
| Land | | | | | | | |
| Construction | | | \$1,700,000 | | | | \$1,700,000 |
| Equipment | | | | | | | |
| TOTAL | | | \$2,000,000 | | | | \$2,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|---|
| Project Title: Replace Engine 4 | Program: Fire |
| <p>Description:</p> <p>Replace Engine 4, a 2001 pumper which has served as a front line apparatus since being placed in service. The company has remained in the front line position due to Engine 5 having a lengthy repair after an accident and emission challenges with Engine 2. This has created more mileage and undue wear on the truck. Normally an engine company is run for 10 years as a front line pumper, 10 years as a backup, and 5 years in reserve.</p> <p>NFPA 1901 states the engine could be used in the reserve status for up to a total life of 25 years depending on the condition and maintenance of the vehicle- this will make the truck 20 years old and should only serve as reserve; however, given the additional wear and usage as a primary engine it is likely to have extremely high repair costs to keep it in service.</p> <p>The amount of \$800,000 includes the apparatus, delivery fees, travel expenses, radio up-fit, graphics, light packages, emergency warning devices, and all new equipment to place it in-service.</p> | <p>Total Project Cost:</p> <p>\$800,000</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal:</p> <p>Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23</p> <p>Maintain and Improve Town Services</p> |
| | <p>Guiding Principle: #4</p> <p>Prioritize capital improvements</p> |

| Project Status as of December 31, 2017 | |
|--|------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$800,000 |

| Request Type | |
|--------------|--------------|
| X | New |
| | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------------------|------|------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | | |
| Equipment | | | \$800,000 | | | | \$800,000 |
| TOTAL | | | \$800,000 | | | | \$800,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Torrence Chapel Park Major Renovations | Program: PARC |
|---|-------------------------|

| | |
|---|---|
| Description: This project provides funding for renovation projects at Torrence Chapel Park. It includes: Adding a third lighted tennis court and fencing \$250,000; updating the playground, installing synthetic safety surfacing and shade \$250,000; repairing trails, parking lot cracks and top coating the asphalt \$150,000. | Total Project Cost: \$650,000 Estimated Impact on Operating Budget: \$500 |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| | Guiding Principle: #4 Prioritize Capital Improvements |

| Project Status as of December 31, 2017 | |
|--|------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$650,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------------------|------|------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | \$50,000 | | | | \$50,000 |
| Land | | | | | | | |
| Construction | | | \$600,000 | | | | \$600,000 |
| Equipment | | | | | | | |
| TOTAL | | | \$650,000 | | | | \$650,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---------------------------------------|-------------------------|
| Project Title: Robbins Park | Program: PARC |
|---------------------------------------|-------------------------|

| | |
|--|---|
| <p>Description:</p> <p>The original elements planned for Robbins Park included a +/- 50-acre nature preserve, six athletic fields, two playgrounds, six picnic shelters, trails, two tennis courts, disc golf, open play meadows, parking and restrooms. The first two phases of the park are complete and include one playground, two tennis courts, one picnic shelter/restroom, landscaping, one multipurpose athletic field, renovation of the two ponds, paved trails, a sand volleyball court, gaga pit and disc golf course.</p> <p>Due to changing sentiment among citizens to protect open space based on input received for the 2015 Parks and Greenways Comprehensive Master Plan and Robbins Park's unique environment, Phases III and IV may have more informal passive space. A new master plan will need to be developed prior to Phase III development.</p> <p>FY 22 - Develop Phase III construction documents \$200,000 FY 23 - Phase III construction \$2,300,000 Future - Phase IV design and construction \$2,300,000</p> | <p>Total Project Cost:</p> <p>\$4,800,000</p> <p>Estimated Impact on Operating Budget:</p> <p>\$150,000</p> |
| | <p>Main Goal:</p> <p>Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23</p> <p>Maintain and Improve Town Services</p> |
| | <p>Guiding Principles: #4</p> <p>Prioritize Capital Improvements</p> |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$4,800,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|--------------------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | \$200,000 | | | \$200,000 |
| Land | | | | | | | |
| Construction | | | | \$800,000 | | \$3,800,000 | \$4,600,000 |
| Equipment | | | | | | | |
| TOTAL | | | | \$1,000,000 | | \$3,800,000 | \$4,800,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|--|
| Project Title: Replace Truck 4 | Program: Fire |
| Description: Replace Truck 4, a 1996 ladder which responds from Station 2. Normally a Ladder company is run 15 years as a front line ladder, 10 years as a reserve. This truck has continued as a front line ladder throughout its tenor at Cornelius. NFPA 1901 states the ladder could be used in the reserve status for up to a total life of 25 years depending on the condition and maintenance of the vehicle—this apparatus will already be 25 years of age when replaced by this CIP. This truck should be liquidated and sold for as much as possible as soon as possible. The amount of \$1,000,000 includes the apparatus, delivery fees, travel expenses, radio up-fit, graphics, light packages, emergency warning devices, and all new equipment to place it in-service. | Total Project Cost: \$1,000,000 Estimated Impact on Operating Budget: |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| | Guiding Principle: #4 Prioritize capital improvements |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$1,000,000 |

| Request Type | |
|-------------------------------------|--------------|
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|--------------------|------|--------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | | |
| Equipment | | | | \$1,000,000 | | | \$1,000,000 |
| TOTAL | | | | \$1,000,000 | | | \$1,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Glen Oak Green Park Connector (GW8) | Program: PARC |
|--|-------------------------|

| | |
|---|---|
| <p>Description:</p> <p>This project funds the extension of the Caldwell Station Creek Greenway from the main trail east of Glennmeade Drive to Glen Oak Green Park along existing Town-owned property.</p> <p>The trail will consist of a nearly 0.3-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. The project includes funds for signage and site furnishings.</p> <p>The trail is part of the approved Town of Cornelius 2015 Parks and Greenways Comprehensive Master Plan (GW8) and Pedestrian Plan.</p> | <p>Total Project Cost:</p> <p>\$500,000</p> <p>Estimated Impact on Operating Budget:</p> <p>\$3,000</p> |
| | <p>Main Goal:</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #16</p> <p>Improve Bike Lanes and Greenway Trail Connections</p> |
| | <p>Guiding Principle: #2</p> <p>Update Greenway Master Plan</p> |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$500,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------------------|------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | \$60,000 | | | \$60,000 |
| Land | | | | | | | |
| Construction | | | | \$440,000 | | | \$440,000 |
| Equipment | | | | | | | |
| TOTAL | | | | \$500,000 | | | \$500,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Bailey Road Park Major Renovations | Program: PARC |
|---|-------------------------|

| | |
|---|---|
| <p>Description:</p> <p>This project provides funding for five large-scale renovation projects at Bailey Road Park. These include:</p> <p>FY 22 - Repairing parking lot cracks, top coat and restripe \$320,000;</p> <p>FY 23 - Updating the soccer field playground, installing synthetic safety surfacing, fencing, shade \$200,000;</p> <p>Future - Construct restrooms and grandstands at football field \$450,000; Replacing soccer, football, baseball and tennis court lights with an energy saving LED system. Add LED lights to the basketball courts. \$1,050,000.</p> | <p>Total Project Cost:</p> <p>\$2,020,000</p> <p>Estimated Impact on Operating Budget:</p> <p>\$6,200</p> |
| | <p>Main Goal:</p> <p>Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23</p> <p>Maintain and Improve Town Services</p> |
| | <p>Guiding Principle: #4</p> <p>Prioritize Capital Improvements</p> |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,020,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------------------|------------------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$100,000 | \$100,000 |
| Land | | | | | | | |
| Construction | | | | \$320,000 | \$200,000 | \$1,400,000 | \$1,920,000 |
| Equipment | | | | | | | |
| TOTAL | | | | \$320,000 | \$200,000 | \$1,500,000 | \$2,020,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|--|
| Project Title: Hwy. 73 West- Bike/Ped Accommodations | Program: Public Works |
| Description: The widening of Hwy. 73 (Hwy. 16 to Northcross Dr.) is scheduled to begin in FY22 and last as long as four years. There is approximately 5900' along the north side of Hwy. 73 that is in Cornelius (between Blythe Landing Park and West Catawba Ave.) A 12' Multi-Use Path, planting strip, and wide outside lanes are planned for this Cornelius section. NCDOT should cover the cost of the wide outside lanes and replacing the existing sidewalk. Cornelius will have to pay for cost of additional 7' width of concrete plus necessary right of way. The Town staff estimate for this cost is \$1,100,000. A Supplemental Municipal Agreement will need to be executed. | Total Project Cost: \$1,100,000 Estimated Impact on Operating Budget: |
| | Main Goal: Improve Mobility and Increase Transportation Options |
| | Strategy: #16 Improve Bike Lanes and Greenway Trail Connections |
| | Guiding Principle: Prioritize Road Improvements |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$1,100,000 |

| | |
|--------------|--------------|
| Request Type | |
| X | New |
| | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------------------|------------------|------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | \$275,000 | \$275,000 | \$550,000 | \$1,100,000 |
| Equipment | | | | | | | |
| TOTAL | | | | \$275,000 | \$275,000 | \$550,000 | \$1,100,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Legion Park Major Renovations | Program: PARC |
|--|-------------------------|

| | |
|---|---|
| <p>Description:</p> <p>This project provides funding for four large-scale renovation projects at Legion Park. The first project will bring the parking lot, sidewalks and portions of the trail network into ADA compliance - \$150,000.</p> <p>The second project will replace the outdated playground equipment, add synthetic safety surfacing and improve shade around the playground - \$200,000.</p> <p>The third project will replace a failing timber headwall and replace large drain pipes under the baseball field. The pipes carry water from Highway 115 through the park. The pipes are clogged and are separating which is causing sinkholes in several locations around the field and park - \$250,000.</p> <p>The final project involves removing the riprap stone armoring the creek banks and restoring the creek to its natural state. The project would include construction of a small water feature in the northwest corner of the park - \$250,000.</p> | <p>Total Project Cost:</p> <p>\$700,000</p> <p>Estimated Impact on Operating Budget: Deduct \$700</p> |
| | <p>Main Goal: Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23 Maintain and Improve Town Services</p> |
| | <p>Guiding Principle: #4 Prioritize Capital Improvements</p> |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$700,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|-----------|------|-----------|-----------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$50,000 | \$50,000 |
| Land | | | | | | | |
| Construction | | | | \$200,000 | | \$450,000 | \$650,000 |
| Equipment | | | | | | | |
| TOTAL | | | | \$200,000 | | \$500,000 | \$700,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Stratford Forest Greenway (GW14) | Program: PARC |
|---|-------------------------|

| | |
|--|---|
| <p>Description:</p> <p>This project funds land acquisition and development of greenway connecting McDowell Creek Greenway Phase I to the Stratford Forest community off Northcross Drive.</p> <p>The trail will consist of a nearly 0.4-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. The project includes funds for signage and site furnishings.</p> <p>The trail is part of the approved 2015-2025 Town of Cornelius Parks and Greenways Comprehensive Master Plan (GW14) and Pedestrian Plan.</p> | <p>Total Project Cost:</p> <p>\$700,000</p> <p>Estimated Impact on Operating Budget: \$4,000</p> |
| | <p>Main Goal: Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #16 Improve Bike Lanes and Greenway Trail Connections</p> |
| | <p>Guiding Principle: #2 Update Greenway Master Plan</p> |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$700,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------------------|------------------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | \$60,000 | | | \$60,000 |
| Land | | | | \$100,000 | | | \$100,000 |
| Construction | | | | | \$540,000 | | \$540,000 |
| Equipment | | | | | | | |
| TOTAL | | | | \$160,000 | \$540,000 | | \$700,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|---|
| Project Title: Police Department Roof | Program: Police |
| Description: The Police Department was built in 2002. The life span of this type of roof system is approximately 20 years. The roof is showing signs of age and wear and tear and there have been some leaks over the past couple years. With the type of roof that is currently on the Police Department, a coating can be applied instead of having to replace the whole roof. The coating material costs about \$5 per square foot and the Police Department roof is approximately 12,000 square feet. | Total Project Cost: \$60,000 Estimated Impact on Operating Budget: |
| | Main Goal: |
| | Strategy: |
| | Guiding Principle: |

| Project Status as of December 31, 2017 | |
|---|-----------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$60,000 |

| Request Type | |
|--------------|--------------|
| X | New |
| | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|----------|------|--------|----------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | | |
| Equipment | | | | \$60,000 | | | \$60,000 |
| TOTAL | | | | \$60,000 | | | \$60,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|---|
| Project Title: Hwy. 73 East- Bike/Ped Accommodations | Program: Public Works |
| <p>Description:</p> <p>The widening of Hwy. 73 (Hwy. 115 to Poplar Tent Rd.) is scheduled to begin in FY22 and last as long as four years. There is approximately 1100' along the north side of Hwy. 73 that is in Cornelius (from the intersection of Hwy. 73/ Mayes Rd. to 1100' southwest of the intersection.)</p> <p>Bike and pedestrian accommodations discussions are pending with NCDOT. It is assumed that a 12' Multi-Use Path, planting strip, and wide outside lanes are planned for this Cornelius section. NCDOT should cover the cost of the wide outside lanes and 70% of a 5' sidewalk. Cornelius will have to pay for betterment costs associated with the multi-purpose path and planting strip.</p> <p>A Supplemental Municipal Agreement will need to be executed.</p> | <p>Total Project Cost:</p> <p>\$180,000</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal: Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #16 Improve Bike Lanes and Greenway Trail Connections</p> |
| | <p>Guiding Principle: Prioritize Road Improvements</p> |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$180,000 |

| | |
|--------------|--------------|
| Request Type | |
| X | New |
| | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|----------|----------|----------|-----------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | \$45,000 | \$45,000 | \$90,000 | \$180,000 |
| Equipment | | | | | | | |
| TOTAL | | | | \$45,000 | \$45,000 | \$90,000 | \$180,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Smithville Park Major Renovations | Program: PARC |
|--|-------------------------|

| | |
|--|--|
| Description: This project provides funding to repair asphalt cracks, top coat and restripe both parking lots \$180,000. | Total Project Cost: \$180,000 Estimated Impact on Operating Budget: Deduct \$750 |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| | Guiding Principles: #4 Prioritize Capital Improvements |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$180,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------------------|--------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | \$180,000 | | \$180,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | \$180,000 | | \$180,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|--|
| Project Title: Westmoreland Interchange- Right of Way | Program: Public Works |
| Description: The Town and ACN are working with Kimley-Horn on an Interchange Access Report for the future Westmoreland Interchange. The interchange will provide improvements to the transportation network and economic development benefits to the area. An IAR is required by NCDOT and FHWA to request and receive approval for the construction of a new interchange. The IAR provides justification to the agencies regarding the transportation benefits. The agencies will review the document and render an opinion approximately Fall 2019. Additionally, to receive interchange approval, right of way funds must be identified/committed. For the purpose of this CIP item, it is assumed that the Town is the sole source of those funds, though partnerships should be pursued. Kimley-Horn has not provided a right of way cost estimate; however, \$7,000,000 is being identified as a placeholder. | Total Project Cost: \$7,000,000 Estimated Impact on Operating Budget: Main Goal: Improve Mobility and Increase Transportation Options Strategy: #12 Prioritize New Roads and Widen Roads Guiding Principle: Prioritize Road Improvements |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$7,000,000 |

| | |
|--------------|--------------|
| Request Type | |
| X | New |
| | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | \$7,000,000 | \$7,000,000 |
| Construction | | | | | | | |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$7,000,000 | \$7,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Smithville to JV Washam Linear Park (part of GW4) | Program: PARC |
|--|-------------------------|

| | |
|--|--|
| Description: (<p>This project funds the land acquisition and construction of a linear park with both active and passive recreation components constructed along the Smithville to JV Washam Greenway. Identified as part of project GW4 in the 2015-2025 Parks and Greenways Comprehensive Master Plan. Future residential growth will generate the need for active recreation features such as athletic fields and sport courts which were high priority needs identified in the Master Plan. The proposed park would also include traditional park amenities such as a playground, picnic shelter and picnic sites, restrooms, parking area, trails, etc.</p> | Total Project Cost: \$6,000,000 |
| | Estimated Impact on Operating Budget: \$135,000 |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| Guiding Principles: #4 Prioritize Capital Improvements | |

| | |
|---|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$6,000,000 |

| | |
|-------------------------------------|--------------|
| Request Type | |
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$300,000 | \$300,000 |
| Land | | | | | | \$3,000,000 | \$3,000,000 |
| Construction | | | | | | \$2,700,000 | \$2,700,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$6,000,000 | 6,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Westmoreland/McDowell Creek Neighborhood Park (N2) | Program: PARC |
|---|-------------------------|

| | |
|--|--|
| <p>Description:</p> <p>Acquire land and construct a neighborhood park adjacent to the undeveloped Westmoreland Neighborhood Park parcel, identified as project N2 in the 2015-2025 Parks and Greenways Comprehensive Master Plan. Land acquisition needs to occur while there is still undeveloped land.</p> <p>The town currently owns 7 acres in this area; however, development will require additional land acquisition for neighborhood park facilities as well as pedestrian and vehicle access. The park facilities would include traditional amenities including courts, multi-use field(s), playground, picnic shelter and picnic sites, restroom, parking area, trails, etc.</p> | <p>Total Project Cost:</p> <p>\$4,000,000</p> |
| | <p>Estimated Impact on Operating Budget:</p> <p>\$135,000</p> |
| | <p>Main Goal: Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23 Maintain and Improve Town Services</p> |
| <p>Guiding Principle: #4 Prioritize Capital Improvements</p> | |

| | |
|---|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$4,000,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$300,000 | \$300,000 |
| Land | | | | | | \$1,000,000 | \$1,000,000 |
| Construction | | | | | | \$2,700,000 | \$2,700,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$4,000,000 | \$4,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|--|
| Project Title: Fire Station #3 | Program: Fire |
| Description: Add a two piece fire station to improve response and satisfy industry response standards to the citizens of Cornelius. A two piece station is anticipated to include three bays with small storage areas, gear locker room, conference room, sleeping quarters for 10 people, 2 small offices, exercise room, kitchen/day room, with a potential to include an attached police satellite office. Square footage would be around 9000 sq. ft. total. The location of the station is determined by population density, call volume, and the ability to assist the existing stations with multiple calls in those respected response areas. Extra emphasis is placed on building on either Westmoreland Rd. or Catawba Ave. for best response to all areas around Cornelius and that area of the town district. | Total Project Cost: \$4,000,000 Estimated Impact on Operating Budget: |
| | Main Goal: |
| | Strategy: |
| | Guiding Principle: |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$4,000,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | \$4,000,000 | \$4,000,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$4,000,000 | \$4,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|---------------------------------|
| Project Title: West Catawba Ave. Phase II- Aesthetic Utility Poles | Program: Public Works |
|--|---------------------------------|

| | |
|---|---|
| <p>Description:</p> <p>In 2017, the Town Board determined it would not pay for Utility burial along any sections of the West Catawba Ave., Phase II widening project. The Board, however, asked staff to investigate what the cost is projected for installing aesthetic utility poles vs. standard wooden poles. The Board is interested in either a steel or concrete pole option.</p> <p>Staff is working with NCDOT and Energy United. Energy United is currently designing the standard wooden pole plan and will subsequently be able to estimate the betterment costs for the steel and concrete pole options. This estimate is not anticipated until Fall 2018 at the earliest. Since the Town could be invoiced for the pole betterment cost as early as FY20, staff is using an estimate of \$4,000,000 as a placeholder until the Energy United estimate is available.</p> | <p>Total Project Cost:</p> <p>\$4,000,000</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal:</p> <p>Strengthen Citizen Engagement</p> |
| | <p>Strategy: #24</p> <p>Town Beautification</p> |
| | <p>Guiding Principle: #7</p> <p>Determine when utility burials should occur during street and other right of way projects</p> |

| | |
|---|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$4,000,000 |

| | |
|-------------------------------------|--------------|
| Request Type | |
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | \$4,000,000 | \$4,000,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$4,000,000 | \$4,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Training Center/Land and Tower | Program: Fire |
|---|-------------------------|

| | |
|---|---|
| <p>Description:</p> <p>With continued growth in calls for service, the Town needs to purchase land for the new Fire Station #3 in the Westmoreland area.</p> <p>The Town should consider training facilities such as a training tower with classroom capability while doing this.</p> <p>This was identified in the recent ICMA Study (performed for Cornelius) as recommendation #11. In the follow up study concerning the feasibility of merging Cornelius and Davidson Fire Departments, the Concluding Recommendation stated the departments should train together. A training facility to be used by both departments would assure this combination training would happen and benefit both Towns.</p> <p>The Training Tower would be a multi-story conex container facility with a small classroom suitable for various types of training, including but not limited to, search and rescue from a structure, high angle rescue, forcible entry, ventilation, pumping standpipe and sprinkler systems and JRPAT (job related physical agility test). See www.trainingtowers.com for additional details and facility options.</p> <p>Upgrade the training tower/ grounds to include a permanent classroom and add training props for special response training, i.e., HazMat, confined space and trench rescue.</p> | <p>Total Project Cost:</p> <p>\$3,000,000</p> <p>Estimated Impact on Operating Budget:</p> |
| | <p>Main Goal:</p> <p>Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23</p> <p>Maintain and Improve Town Services</p> |
| | <p>Guiding Principle: #4</p> <p>Prioritize capital improvements</p> |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$3,000,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | \$3,000,000 | \$3,000,000 |
| Construction | | | | | | | |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$3,000,000 | \$3,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|--|
| Project Title: Hwy. 115 – North Corridor (Washam Potts Rd. to Potts St.) Bike/Ped Accommodations and Aesthetics | Program: Public Works |
| Description: <p>In future years, NCDOT will improve the Hwy. 115 North Corridor (Washam Potts Rd. to Potts St.). The Town will have an opportunity to aesthetically enhance this corridor in conjunction with the NCDOT roadway project, with elements such as black powder-coated mast arms, black sign posts, decorative street lights, landscaping, bike/ped accommodations, etc. Extrapolating from costs for similar items along West Catawba, Phase I, this cost is estimated to be \$1,400,000 for this 1.25 mile project.</p> <p>The Town will be responsible for betterment costs associated with bike/ped accommodations. It is estimated that these costs will be \$1,600,000.</p> <p>The roadway project has historically scored well in STI rankings, and upon completion of the current UPWP corridor study that recommends a preferred design, it may receive funding in a near-future TIP, as early as the 2020-2029 TIP.</p> | Total Project Cost: \$3,000,000 Estimated Impact on Operating Budget: |
| | Main Goal: Improve Mobility and Increase Transportation Options |
| | Strategy: 12 Prioritize New Roads and Widen Roads Strategy: 16 Improve Bike lanes and Greenway Trail Connections Strategy: 24 Town Beautification |
| | Guiding Principle: Prioritize Road Improvements |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$3,000,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|-------------|-------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | \$3,000,000 | \$3,000,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$3,000,000 | \$3,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: North Bailey Road Greenway (GW6) | Program: PARC |
|---|-------------------------|

| | |
|--|--|
| <p>Description:</p> <p>This project funds land acquisition and development of greenway from the Mooresville-Charlotte Trail along Highway 115 just south of Antiquity to the South Prong Rocky River Greenway in Davidson.</p> <p>The trail will consist of a nearly 1.5-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. The project includes funds for signage and site furnishings.</p> <p>The trail is part of the approved Town of Cornelius Parks and Greenways Master Plan (GW6) and Pedestrian Plan.</p> | <p>Total Project Cost:</p> <p>\$2,600,000</p> <p>Estimated Impact on Operating Budget:</p> <p>\$15,000</p> |
| | <p>Main Goal:</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #16</p> <p>Improve Bike Lanes and Greenway Trail Connections</p> |
| | <p>Guiding Principle: #2</p> <p>Update Greenway Master Plan</p> |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,600,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$260,000 | \$260,000 |
| Land | | | | | | \$300,000 | \$300,000 |
| Construction | | | | | | \$2,040,000 | \$2,040,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$2,600,000 | \$2,600,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: South Bailey Road Greenway Phase III (GW10) | Program: PARC |
|--|-------------------------|

| | |
|---|--|
| <p>Description:</p> <p>This project funds land acquisition and construction for the third phase of the South Bailey Road Greenway. It will link the Caldwell Station Creek Greenway and the second phase of the South Bailey Road Greenway in the Beverly subdivision to the Mecklenburg County Regional Recreation Center site located on Old Statesville Road.</p> <p>The trail will consist of a nearly 1.0-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. The project includes funds for signage and site furnishings.</p> <p>The trail is part of the approved Town of Cornelius Parks and Greenways Master Plan (GW10) and Pedestrian Plan.</p> | <p>Total Project Cost:</p> <p>\$2,500,000</p> <p>Estimated Impact on Operating Budget: \$10,000</p> |
| | <p>Main Goal: Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #16 Improve Bike Lanes and Greenway Trail Connections; #15 Connect Local Sidewalks</p> |
| | <p>Guiding Principle: #2 Update Greenway Master Plan; #1 Implement Bike Plan</p> |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,500,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$150,000 | \$150,000 |
| Land | | | | | | \$1,000,000 | \$1,000,000 |
| Construction | | | | | | \$1,350,000 | \$1,350,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$2,500,000 | \$2,500,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Waterfront Park (S3) | Program: PARC |
|---|-------------------------|

| | |
|---|--|
| <p>Description:</p> <p>This project funds both land acquisition and the initial development of a waterfront park and possible swimming access on Lake Norman. Future phases will include additional development funds based upon the land acquired. A waterfront park and swimming access have been identified as high priorities in the Town's Comprehensive Master Plan.</p> <p>Since the 1970s there had been no public swimming access on Lake Norman until Mecklenburg County developed a small but extremely popular swimming beach at Ramsey Creek Park in 2016. The next closest public swimming facility is located over twenty miles from Cornelius at Duke Power State Park west of Troutman, NC. Due to development constraints, the Ramsey Creek Park beach has less than a 1/2-acre swimming area. This small beach and swimming area will not accommodate the growing demand for water access. The Town will need to provide a second location to compliment the Ramsey Creek Park swimming beach.</p> | <p>Total Project Cost:</p> <p>\$2,500,000</p> |
| | <p>Estimated Impact on Operating Budget:</p> <p>\$135,000</p> |
| | <p>Main Goal: Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23 Maintain and Improve Town Services</p> |
| <p>Guiding Principle: #4 Prioritize Capital Improvements</p> | |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,500,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$50,000 | \$50,000 |
| Land | | | | | | \$1,800,000 | \$1,800,000 |
| Construction | | | | | | \$650,000 | \$650,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$2,500,000 | \$2,500,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Victoria Bay Greenway (GW12) | Program: PARC |
|---|-------------------------|

| | |
|---|---|
| <p>Description:</p> <p>This project funds land acquisition and development of greenway connecting Catawba Avenue through the Victoria Bay community, along the shore of Lake Cornelius and to Washam Street.</p> <p>The trail will consist of a nearly 1.4-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. The project includes funds for signage and site furnishings.</p> <p>The trail is part of the approved Town of Cornelius Parks and Greenways Master Plan (GW12) and Pedestrian Plan.</p> | <p>Total Project Cost:</p> <p>\$ 2,400,000</p> |
| | <p>Estimated Impact on Operating Budget:</p> <p>\$14,000</p> |
| | <p>Main Goal: Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23 Maintain and Improve Town Services</p> |
| | <p>Guiding Principle: #4 Prioritize Capital Improvements</p> |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,400,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$200,000 | \$200,000 |
| Land | | | | | | \$300,000 | \$300,000 |
| Construction | | | | | | \$1,900,000 | \$1,900,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$2,400,000 | \$2,400,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Old Cornelius to Statesville Road Greenway (GW5) | Program: PARC |
|---|-------------------------|

| | |
|--|--|
| <p>Description:</p> <p>This project funds land acquisition and development of greenway connecting downtown Cornelius heading southwest to Westmoreland/Statesville Road.</p> <p>The trail will consist of a nearly 1.1-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. The project includes funds for signage and site furnishings.</p> <p>The trail is part of the approved Town of Cornelius Parks and Greenways Master Plan (GW5) and Pedestrian Plan.</p> | <p>Total Project Cost:</p> <p>\$2,100,000</p> <p>Estimated Impact on Operating Budget:</p> <p>\$11,000</p> |
| | <p>Main Goal:</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #16</p> <p>Improve Bike Lanes and Greenway Trail Connections</p> |
| | <p>Guiding Principle: #2</p> <p>Update Greenway Master Plan</p> |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,100,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$165,000 | \$165,000 |
| Land | | | | | | \$220,000 | \$220,000 |
| Construction | | | | | | \$1,715,000 | \$1,715,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$2,100,000 | \$2,100,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Mini Park Land Acquisition and Development (M1, M2, M3) | Program: PARC |
|--|-------------------------|

| | |
|--|--|
| <p>Description:</p> <p>Construct three mini parks as identified in the 2015-2025 Parks and Greenways Comprehensive Master Plan. The Poole Place Park site (M1 a.k.a. Habitat for Humanity site) is located on Town-owned property near the terminus of the Caldwell Station Creek Greenway. This project also funds land acquisition and development for the westernmost portion of the 0.3-mile southern leg of Caldwell Station Creek Greenway (GW9). It will link the original Caldwell Station Creek Greenway near Poole Place to the Caldwell Station community.</p> <p>The project funds the construction of a mini park north of Antiquity (M2). The park will connect to the Antiquity Greenway and the Mooresville to Charlotte Trail.</p> <p>This project also funds land acquisition, design and construction of a series of mini parks along West Catawba Avenue/Jetton Rd. extension/Catawba Ave. These parks can be used as stopping/resting areas along a newly enhanced and reinforced pedestrian/bikeway/greenway system and will be strategically located to coincide with mass transit stops along this corridor. Town staff are actively working with NCDOT regarding land acquisition for West Catawba Road widening between Jetton Road and Highway 73. These parks are part of the approved 2015-2025 Town of Cornelius Parks and Greenways Comprehensive Master Plan (M3).</p> | <p>Total Project Cost:</p> <p>\$2,000,000</p> <p>Estimated Impact on Operating Budget:</p> <p>\$83,000</p> |
| | <p>Main Goal:</p> <p>Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23</p> <p>Maintain and Improve Town Services</p> |
| | <p>Guiding Principles: #4</p> <p>Prioritize Capital Improvements</p> |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$2,000,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$200,000 | \$200,000 |
| Land | | | | | | \$250,000 | \$250,000 |
| Construction | | | | | | \$1,550,000 | \$1,550,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$2,000,000 | \$2,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Caldwell Station Creek Greenway (South) Phase II (GW9) | Program: PARC |
|---|-------------------------|

| | |
|---|---|
| Description: <p>This project funds land acquisition and development of the Phase II southern leg of Caldwell Station Creek Greenway. It will link the Caldwell Station community at Caldwell Depot Road to the Mecklenburg County Regional Recreation Center site located on Old Statesville Road.</p> <p>The trail will consist of a nearly 1.0-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. The project includes funds for signage and site furnishings. Approximately half the property is to be dedicated to the Town.</p> <p>The trail is part of the approved Town of Cornelius Parks and Greenways Master Plan (GW9) and Pedestrian Plan.</p> | Total Project Cost: \$1,800,000 Estimated Impact on Operating Budget: \$10,000 |
| | Main Goal: Improve Mobility and Increase Transportation Options |
| | Strategy: #16 Improve Bike Lanes and Greenway Trail Connections |
| | Guiding Principle: #2 Update Greenway Master Plan |

| Project Status as of December 31, 2017 | |
|---|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$1,800,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$200,000 | \$200,000 |
| Land | | | | | | \$100,000 | \$100,000 |
| Construction | | | | | | \$1,500,000 | \$1,500,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$1,800,000 | \$1,800,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Washam Neighborhood Park (S2) | Program: PARC |
|--|-------------------------|

| | |
|--|--|
| <p>Description:</p> <p>Develop a neighborhood park with an environmental learning component within the Washam property and the adjacent Eco-Park parcel, identified as project S2 in the 2015-2025 Parks and Greenways Comprehensive Master Plan.</p> <p>The Town and County own several properties adjacent to the Caldwell Station Creek Greenway between Highway 21 and Bailey Road. There are unique conservation and education opportunities within the environmentally significant Eco-Park property. Development of the Town-owned site will require great care and sensitivity to ensure the habitat remains intact. The County-owned Washam property offers the opportunity to construct a greenway trail head (parking area and restrooms), community and pollinator gardens, bee and wildlife habitats, group picnic shelter/farmer's market, as well as traditional neighborhood park amenities.</p> | <p>Total Project Cost:</p> <p>\$1,400,000</p> |
| | <p>Estimated Impact on Operating Budget:</p> <p>\$135,000</p> |
| | <p>Main Goal: Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23 Maintain and Improve Town Services</p> |
| <p>Guiding Principle: #4 Prioritize Capital Improvements</p> | |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$1,400,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$200,000 | \$200,000 |
| Land | | | | | | | |
| Construction | | | | | | \$1,200,000 | \$1,200,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$1,400,000 | \$1,400,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Westmoreland Park Greenway (GW13) | Program: PARC |
|--|-------------------------|

| | |
|---|--|
| <p>Description:</p> <p>This project funds land acquisition and development of greenway from the McDowell Creek (North) Greenway in the Westmoreland community to Westmoreland Road near WAC.</p> <p>The trail will consist of a nearly 0.7-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. The project includes funds for signage and site furnishings.</p> <p>The trail is part of the approved 2015-2025 Town of Cornelius Parks and Greenways Master Plan (GW13) and Pedestrian Plan.</p> | <p>Total Project Cost:</p> <p>\$1,210,000</p> |
| | <p>Estimated Impact on Operating Budget:</p> <p>\$7,000</p> |
| | <p>Main Goal: Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #16 Improve Bike Lanes and Greenway Trail Connections</p> |
| <p>Guiding Principle: #2 Update Greenway Master Plan</p> | |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$1,210,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$110,000 | \$110,000 |
| Land | | | | | | \$150,000 | \$150,000 |
| Construction | | | | | | \$950,000 | \$950,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$1,210,000 | \$1,210,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|--|
| Project Title: I-77 Service Rd. to Westmoreland Neighborhood | Program: Public Works |
| Description: Improve North-South mobility by creating a parallel facility to I-77. Create a road connection between I-77 Service Rd. to the existing terminus of Lake Path Rd. (Westmoreland neighborhood). The distance is approximately 450'. Assuming a right of way width of 60' equals 27,000 square feet of needed right of way to acquire. The tax land value is valued at \$7.00 per square foot. Therefore, the estimated right of way cost is \$236,250 assuming a 25% contingency. The design (\$100,000) and construction cost (\$700,000) is estimated at \$800,000. Costs extrapolated from Hickory St. Ext. costs. | Total Project Cost: \$1,036,250 Estimated Impact on Operating Budget: |
| | Main Goal: Improve Mobility and Increase Transportation Options |
| | Strategy: #23 & #15 Connect Local Sidewalks & Prioritize new roads. |
| | Guiding Principle: Prioritize Capital Improvements |

| Project Status as of December 31, 2017 | |
|--|--------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$1,036,250 |

| Request Type | |
|-------------------------------------|--------------|
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$100,000 | \$100,000 |
| Land | | | | | | \$236,250 | \$236,250 |
| Construction | | | | | | \$700,000 | \$700,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$1,036,250 | \$1,036,250 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: North Bailey Road to Bailey Road Greenway (GW7) | Program: PARC |
|--|-------------------------|

| | |
|---|---|
| <p>Description:</p> <p>This project funds land acquisition and development of greenway from the North Bailey Road Greenway south to Bailey Road Park.</p> <p>The trail will consist of a nearly 0.5-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. The project includes funds for signage and site furnishings.</p> <p>The trail is part of the approved Town of Cornelius Parks and Greenways Master Plan (GW7) and Pedestrian Plan.</p> | <p>Total Project Cost:</p> <p>\$1,000,000</p> <p>Estimated Impact on Operating Budget:</p> <p>\$5,000</p> |
| | <p>Main Goal:</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #16</p> <p>Improve Bike Lanes and Greenway Trail Connections</p> |
| | <p>Guiding Principle: #2</p> <p>Update Greenway Master Plan</p> |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$1,000,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$100,000 | \$100,000 |
| Land | | | | | | \$100,000 | \$100,000 |
| Construction | | | | | | \$800,000 | \$800,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$1,000,000 | \$1,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|---------------------------------|
| Project Title: Caldwell Station Connection to Bailey Rd. | Program: Public Works |
|--|---------------------------------|

| | |
|---|--|
| Description: This is to extend Caldwell Depot Road in the Caldwell Station neighborhood to Bailey Road. This connection is on the approved plans for both the Caldwell Station neighborhood and the Hyde Park development. Both developers have paid the Town \$90,000 each for a total of \$180,000 for this project. This will include a bridge or bottomless culvert to cross Caldwell Station Creek. An engineer provided a construction cost estimate in 2015 for \$600,000, not including design and permitting. | Total Project Cost: \$1,000,000 Estimated Impact on Operating Budget: |
| | Main Goal: |
| | Strategy: |
| | Guiding Principle: |

| | |
|--|--------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$1,000,000 |

| | |
|-------------------------------------|--------------|
| Request Type | |
| <input checked="" type="checkbox"/> | New |
| <input type="checkbox"/> | Continuation |

| Project | 2018 | 2019 | 2020 | 2021 | 2022 | Future | Total |
|--------------|------|------|------|------|------|--------------------|--------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$250,000 | \$250,000 |
| Land | | | | | | | |
| Construction | | | | | | \$750,000 | \$750,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$1,000,000 | \$1,000,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Synthetic Turf Multi-Purpose Field – Smithville Park | Program: PARC |
|---|-------------------------|

| | |
|--|---|
| Description: <p>This project funds the installation of synthetic turf on the multi-purpose field at Smithville Park. Synthetic turf will accommodate up to three times more traffic than natural grass can tolerate and at minimal operating cost per hour of use.</p> <p>Installation of synthetic turf fields should reduce field maintenance costs by as much as \$8,000 annually because they will no longer require mowing, fertilization, irrigation, field lining, weed control, etc. It will also provide essentially unlimited use as the fields will no longer require extended periods to rest for turf renovation.</p> <p>Synthetic turf has virtually eliminated game delays and cancellations due to inclement weather at Bailey Road Park. This is an important factor tournament providers consider when evaluating locations.</p> <p>Staff will work with athletic partner groups to determine their funding commitment with the addition of an artificial turf surface.</p> | Total Project Cost: \$850,000 Estimated Impact on Operating Budget: -\$8,000 annual <u>reduction</u> |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| | Guiding Principles: #4 Prioritize Capital Improvements |

| Project Status as of December 31, 2017 | |
|---|------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$850,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|------------------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$30,000 | \$30,000 |
| Land | | | | | | | |
| Construction | | | | | | \$820,000 | \$820,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$850,000 | \$850,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Bailey Road Park Tennis and Pickleball Complex | Program: PARC |
|---|-------------------------|

| | |
|--|--|
| Description: This project provides funding to construct pickleball and tennis courts at Bailey Road Park. The tennis and pickleball complex project will be built in partnership with the developer of Bailey's Glen. The project includes 8+/- pickleball courts and 6 tennis courts as well as lighting, parking and a restroom building. | Total Project Cost: \$555,000 Estimated Impact on Operating Budget: \$29,265 (-\$10,000 revenue) |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| | Guiding Principle: #4 Prioritize Capital Improvements |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$555,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|------------------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | \$555,000 | \$555,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$555,000 | \$555,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Nantz Road Connector Greenway (GW11) | Program: PARC |
|---|-------------------------|

| | |
|--|---|
| <p>Description:</p> <p>This project funds land acquisition and development of greenway connecting McDowell Creek Greenway Phase II to Catawba Ave/Nantz Road. It will link the currently-under-design portion of McDowell Creek Greenway with Nantz Road and Ramsey Creek Park.</p> <p>The trail will consist of a nearly 0.3-mile-long, ten-foot-wide paved trail for pedestrians and bicycles. The project includes funds for signage and site furnishings.</p> <p>The trail is part of the approved Town of Cornelius Parks and Greenways Comprehensive Master Plan (GW11) and Pedestrian Plan.</p> | <p>Total Project Cost:</p> <p>\$500,000</p> <p>Estimated Impact on Operating Budget:</p> <p>\$3,000</p> |
| | <p>Main Goal:</p> <p>Improve Mobility and Increase Transportation Options</p> |
| | <p>Strategy: #16</p> <p>Improve Bike Lanes and Greenway Trail Connections</p> |
| | <p>Guiding Principle: #2</p> <p>Update Greenway Master Plan</p> |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$500,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|------------------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$40,000 | \$40,000 |
| Land | | | | | | \$60,000 | \$60,000 |
| Construction | | | | | | \$400,000 | \$400,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$500,000 | \$500,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|-------------------------|
| Project Title: Spray Park (S1) | Program: PARC |
|--|-------------------------|

| | |
|--|--|
| <p>Description:</p> <p>This project provides funding to design and construct an interactive water feature. The spray park would have specialized water features that contain elements for water play but no standing water. The spray park would be designed to provide both aesthetic appeal and the opportunity for people to get wet, much like Centennial Park (Olympic Park) in Atlanta or Birkdale Village and Smithville Park. The water would be treated and recycled similar to a swimming pool.</p> <p>This project was identified as project S1 in the 2015-2025 Parks and Greenways Comprehensive Master Plan.</p> | <p>Total Project Cost:</p> <p>\$500,000</p> <p>Estimated Impact on Operating Budget: \$90,000</p> |
| | <p>Main Goal: Strengthen Citizen Engagement</p> |
| | <p>Strategy: #23 Maintain and Improve Town Services</p> |
| | <p>Guiding Principles: #4 Prioritize Capital Improvements</p> |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$500,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|------------------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$50,000 | \$50,000 |
| Land | | | | | | | |
| Construction | | | | | | \$450,000 | \$450,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$500,000 | \$500,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|---|-------------------------|
| Project Title: Jetton Neighborhood Park Major Renovations | Program: PARC |
|---|-------------------------|

| | |
|--|--|
| Description: This project provides funding for a large-scale renovation project at Jetton Neighborhood Park. It includes upgrading the trail surface to prevent washing and adding a gazebo and small playground. The Peninsula Property Owners Association is supportive of renovations to the park. | Total Project Cost: \$450,000 Estimated Impact on Operating Budget: (\$700) |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Services |
| | Guiding Principle: #4 Prioritize Capital Improvements |

| | |
|--|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$450,000 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|------------------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | \$20,000 | \$20,000 |
| Land | | | | | | | |
| Construction | | | | | | \$430,000 | \$430,000 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$450,000 | \$450,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|--|
| Project Title: Police Substation | Program: Police |
| Description: Police Substation will improve accessibility of police services to the west end of the town and improve deployment of resources in this area. A substation will help relieve parking and existing office space issues at current PD headquarters. A substation will also support the geographic based policing philosophy where officers become more familiar with specific issues associated with the area they are policing. I request this item stay on the CIP for future years, but recommend we wait for now to see if the Town acquires facilities in the future on the west side that we could cohabitate on. | Total Project Cost: \$300,000 Estimated Impact on Operating Budget: |
| | Main Goal: Strengthen Citizen Engagement |
| | Strategy: #23 Maintain and Improve Town Service |
| | Guiding Principle: |

| Project Status as of December 31, 2017 | |
|---|------------------|
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$300,000 |

| Request Type | |
|--------------|--------------|
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|-----------|-----------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | | |
| Equipment | | | | | | \$300,000 | \$300,000 |
| TOTAL | | | | | | \$300,000 | \$300,000 |

Capital Improvements

FY 2019-Future Capital Projects Detail

| | |
|--|---|
| Project Title: Stream Restoration Project - Upper McDowell Creek | Program: Public Works |
| <p>Description:</p> <p>The McDowell Creek watershed is significant in contributing to the drinking water supply for the majority of Mecklenburg County. The headwaters of McDowell Creek exist in Cornelius and are severely impaired. In 2010, the Town partnered with Mecklenburg County in obtaining a 319 Water Quality Grant (Federal Funds) and rehabilitating approx. 1600' of Upper McDowell Creek. The project was successful and residents were excited and pleased with the project. In addition to the water quality benefits, the completed project provides the Town with the ability to develop a greenway at a reduced cost.</p> <p>The Upper McDowell Creek stream restoration project is also in the McDowell Creek watershed. The longer these projects are delayed, chances of receiving funding decreases.</p> <p>If awarded, it is estimated that the 319 grant funding would provide up to approx. 50% of funding, and the Town would be responsible for the balance.</p> <p>Upper McDowell Creek</p> <ul style="list-style-type: none"> Restoration of 1600' of the creek immediately downstream of the 2010 completed project. (downstream of Animal Shelter and Meck Co. property; upstream of confluence at major system section of McDowell Creek) Total project cost is estimated at \$425,000. Town of Cornelius estimated cost share is 67% or \$284,750. Project includes design/engineering and construction (design would provide for firmer estimates which could affect Town's portion of cost). Water quality improvements Future Greenway enhancements <p>It is recommended that this project occurs after the completion of the Willow Pond and Coachmans Woods restoration project due to the time-sensitive Willow Pond HOA land-exchange agreement, available grant funding, and greenway system priority of these other two project alignments.</p> | <p>Total Project Cost: \$284,750</p> <p>Estimated Impact on Operating Budget:</p> <p>Main Goal: Strengthen Citizen Engagement</p> <p>Strategy: #23 Maintain and Improve Town Services</p> <p>Guiding Principle: #4 Prioritize capital improvements</p> |

| | |
|---|------------------|
| Project Status as of December 31, 2017 | |
| Total Appropriations | \$0 |
| Total Expenditures | \$0 |
| Project Balance | \$284,750 |

| | |
|--------------|--------------|
| Request Type | |
| | New |
| X | Continuation |

| Project | 2019 | 2020 | 2021 | 2022 | 2023 | Future | Total |
|--------------|------|------|------|------|------|------------------|------------------|
| Expenses | | | | | | | |
| Plan/design | | | | | | | |
| Land | | | | | | | |
| Construction | | | | | | \$284,750 | \$284,750 |
| Equipment | | | | | | | |
| TOTAL | | | | | | \$284,750 | \$284,750 |

REQUEST FOR BOARD ACTION

 [Print](#)

Date of Meeting: March 7, 2018

To: Mayor and Board of Commissioners

From: Anthony Roberts, Town Manager


Julie Niswonger, Finance Director

Action Requested:

Fixed vs. Discretionary (80/20)

Manager's Recommendation:

ATTACHMENTS:

| Name: | Description: | Type: |
|---|--------------|--------------|
|  80-20_FY_19.pdf | 80/20 | Presentation |

Town of Cornelius
Budget Changes Prior Year / Estimated Year End / Next Budget Year
March 7th and 8th 2018

| | 2017 Actual | 2018 Est Yr End Changes | % | 2018 Est Yr End | 2019 Budget Changes | % | 2019 Proposed Budget |
|---------------------------------------|------------------|-------------------------------|--------------|---------------------|---------------------------|---------------|----------------------------|
| Personnel | | | | | | | |
| Merit | | 197,349 | 2.74% | | 199,745 | 2.58% | each % costs 66,582 |
| Salary Study (Half) | | 91,266 | 1.27% | | - | 0.00% | |
| PARC Rec. Programs Position | | - | 0.00% | | 40,000 | 0.52% | |
| Planning intern (GIS goal) | | 8,410 | 0.12% | | 12,590 | 0.16% | |
| Increase in health insurance | | 74,979 | 1.04% | | 124,374 | 1.61% | |
| PT Salary | | 9,682 | 0.13% | | - | 0.00% | |
| OT Comm. Center | | - | 0.00% | | 5,204 | 0.07% | |
| PARC Program Assistant | | 49,200 | 0.68% | | - | 0.00% | |
| Town portion Grant officers | | 35,000 | 0.49% | | 15,321 | 0.20% | |
| State raised retirement % | | 7,671 | 0.11% | | 8,251 | 0.11% | |
| Convert IT Helpdesk in house 1/2 Year | | 24,000 | 0.33% | | 24,000 | 0.31% | |
| PD Records Clerk Admin. Assistant | | - | 0.00% | | 20,750 | 0.27% | Half year |
| LEO Separation Allowance | | 38,160 | 0.53% | | 1,431 | 0.02% | |
| Subtotal of recurring items | | 535,716 | 7.45% | | 451,666 | 5.84% | |
| Total Personnel | 7,193,011 | 535,716 | 7.45% | \$ 7,728,727 | 451,666 | 5.84% | \$ 8,180,393 |
| Operating | | | | | | | |
| One Time Items: | | | | | | | |
| Police drug/asset forfeiture | | 223,186 | 2.84% | | (285,400) | -3.33% | |
| Planning 4194 & 4199 | | (137,271) | -1.75% | | (29,278) | -0.34% | |
| Police equipment goals/cloud storage | | - | 0.00% | | 15,000 | 0.18% | |
| JV Washam Gym operations cost | | 14,000 | | | - | 0.00% | |
| VFD aging equip. replacement/maint. | | 10,000 | 0.13% | | - | 0.00% | |
| VFD hydraulic tools replacement | | 50,000 | 0.64% | | - | 0.00% | |
| VFD building maint. | | 3,401 | 0.04% | | - | 0.00% | |
| Employee Time/Payroll | | 5,000 | 0.06% | | 6,281 | 0.07% | |
| PIO | | 10,000 | 0.13% | | - | 0.00% | |
| Robbins Park Master Plan | | - | 0.00% | | 10,000 | 0.12% | |
| Cyber and Ransomware Prevention | | - | 0.00% | | 2,500 | 0.03% | |
| Subtotal of one-time items | | 178,316 | 2.09% | | (280,897) | -3.28% | |
| Recurring: | | | | | | | |
| PD Explorers Program | | - | 0.00% | | 6,000 | 0.07% | |
| VFD Contribution | | - | 0.00% | | (40,000) | -0.47% | |
| Change in garbage collection costs | | - | 0.00% | | 96,867 | 1.13% | |
| IAR, net of partner | | 20,000 | 0.25% | | - | 0.00% | |
| Fluctuating gas prices | | 57,223 | 0.73% | | 15,129 | 0.18% | |
| Maintain new parks assets | | 56,916 | 0.73% | | 25,000 | 0.29% | |
| Gen Svcs Attorney/Prof. Services | | 68,492 | 0.87% | | - | 0.00% | |
| Gen Govt Prof. Serv./Dues/Software | | 45,113 | 0.57% | | - | 0.00% | |
| PD Dept Supplies/Uniforms | | (70,412) | -0.90% | | (6,857) | -0.08% | |
| Public Works 4194 & 4199 | | (75,249) | -0.96% | | - | 0.00% | |
| Public Works/Parks Landscaping | | 34,684 | 0.44% | | 32,416 | 0.38% | |
| Additional sidewalk & st water maint | | 97,035 | 1.24% | | 17,502 | 0.20% | |
| Street light increases | | 2,427 | 0.03% | | 12,396 | 0.14% | |
| Animal Control Dept. Supplies/Bldg | | 6,986 | 0.09% | | - | 0.00% | |
| CACC | | 152,949 | 1.95% | | 143,000 | 1.67% | |
| New Art Center Architect | | 66,000 | 0.84% | | (66,000) | -0.77% | |
| Existing Art Center/Mill | | 3,186 | 0.04% | | 6,510 | 0.08% | |
| Special events/VLN | | 17,874 | 0.23% | | 39,614 | 0.46% | |
| Workers Comp/Property Insurances | | 60,472 | 0.77% | | - | 0.00% | |
| Subtotal of recurring items | | 543,696 | 6.16% | | 281,577 | 3.29% | |
| Total Operating | 7,846,275 | 722,012 | 8.25% | 8,568,287 | 680 | 0.01% | 8,568,966 |

| | 2017 Actual | 2018 Est Yr End Changes | % | 2018 Est Yr End | 2019 Budget Changes | % | 2019 Proposed Budget |
|--|------------------|-------------------------------|---|--------------------|---------------------------|---|----------------------------|
| Capital | | | | | | | |
| Police car equipment & grant cars | | 80,000 | | | 160,000 | | |
| Police cameras / fiber | | 70,330 | | | 50,000 | | |
| St resurfacing / stormwater | | - | | | 800,000 | | |
| Recurring sidewalks | | 200,000 | | | - | | |
| Computer replacement program | | 45,000 | | | 45,000 | | |
| Bailey Road Park ADA Improvements | | 200,000 | | | - | | |
| Smithville Park Playground replacement | | 250,000 | | | - | | |
| Parks field grooming equip and utility veh | | 40,000 | | | - | | |
| PD & Fire Radios | | 311,756 | | | - | | |
| Fire Engine Equip | | - | | | 90,000 | | |
| Fire Vehicle-SUV | | - | | | 6,000 | | |
| Stream Restoration-Willow Pond | | 30,000 | | | 100,000 | | |
| Hwy 21 improvements & aesthetics | | - | | | - | | |
| DDI Aesthetics | | - | | | 1,390,000 | | |
| Public Works tractor / truck | | - | | | - | | |
| Northcross Drive Ext | | 800,000 | | | - | | |
| Bailey Road Track/Turf (plan/design) | | 200,000 | | | - | | |
| Art Center land | | 11,894 | | | - | | |
| Capital Roads Reserve | | 776,475 | | | 784,240 | | |
| Total Capital | 3,039,441 | 3,015,455 | | | 3,425,240 | | |
| Transfers | | | | | | | |
| 911 Fund | - | - | | | - | | |
| DDI Design | 390,000 | - | | | - | | |
| LEO & OPEB | | 400,000 | | | | | |
| Total Transfers | 390,000 | 400,000 | | | - | | |

REQUEST FOR BOARD ACTION

 [Print](#)

Date of Meeting: March 7, 2018

To: Mayor and Board of Commissioners

From: Anthony Roberts, Town Manager


Action Requested:

Five Year Financial Forecast:

- No Art Center Debt (+/-20 Million); only \$4 Million in Bonds
- Must consider revenue neutral in FY20

Manager's Recommendation:

ATTACHMENTS:

| Name: | Description: | Type: |
|--|--------------|--------------|
|  Forecast.pdf | 5yr Forecast | Presentation |
|  Net_FY19.pdf | Net FY19 | Presentation |

**TOWN OF CORNELIUS, NORTH CAROLINA
GENERAL FUND LONG-TERM FINANCIAL PLAN
AS OF MARCH, 2018**

| | <u>FY 2017 ACTUAL</u> | <u>FY 2018 EYE</u> | <u>FY 2019</u> | <u>FY 2020</u> | <u>FY 2021</u> | <u>FY 2022</u> | <u>FY 2023</u> |
|------------------------|-----------------------|--------------------|----------------|----------------|----------------|----------------|----------------|
| Beginning Fund Balance | 18,073,909 | 17,181,392 | 17,994,149 | 17,842,059 | 17,281,132 | 16,185,811 | 14,140,499 |
| Revenues: | | | | | | | |
| Property tax | 13,416,474 | 13,573,958 | 13,772,622 | 15,506,239 | 15,810,895 | 16,121,643 | 16,438,606 |
| Sales tax | 3,237,518 | 3,620,468 | 3,692,877 | 3,803,663 | 3,917,773 | 4,035,306 | 4,156,366 |
| Franchise tax | 1,790,002 | 1,736,306 | 1,736,302 | 1,784,918 | 1,834,896 | 1,886,273 | 1,939,089 |
| Powell Bill allocation | 751,187 | 762,256 | 769,879 | 769,879 | 769,879 | 769,879 | 769,879 |
| All others | 3,434,651 | 3,399,584 | 3,264,733 | 2,758,104 | 2,669,876 | 2,709,924 | 2,750,573 |
| Total Revenues | 22,629,832 | 23,092,572 | 23,236,413 | 24,622,804 | 25,003,318 | 25,523,025 | 26,054,513 |
| Expenditures: | | | | | | | |
| Personnel | 7,193,011 | 7,728,727 | 8,180,393 | 8,507,609 | 8,847,913 | 9,201,830 | 9,569,903 |
| Operating | 8,500,850 | 8,676,376 | 8,569,689 | 8,912,477 | 9,268,976 | 9,639,735 | 10,025,324 |
| Art Center (land, ope | - | 245,000 | 388,000 | 399,640 | 411,629 | 423,978 | 436,697 |
| Debt service | 4,773,616 | 2,239,607 | 2,132,324 | 1,270,803 | 1,205,456 | 1,003,125 | 979,717 |
| Capital (prev & Pub V | - | - | 900,000 | 300,000 | 1,100,000 | 200,000 | 800,000 |
| Capital fund balance | 3,039,441 | 3,015,455 | 2,525,240 | 1,925,000 | 535,000 | 1,945,000 | 1,460,000 |
| New debt svc | - | - | 722,857 | 3,868,202 | 4,729,667 | 5,154,669 | 5,723,445 |
| Transfers | 6,735 | 400,000 | - | - | - | - | - |
| Use of Cap Reserve | 8,696 | (25,350) | (30,000) | - | - | - | - |
| Total Expenditures | 23,522,349 | 22,279,815 | 23,388,503 | 25,183,730 | 26,098,640 | 27,568,336 | 28,995,086 |
| Net | (892,517) | 812,757 | (152,090) | (560,926) | (1,095,322) | (2,045,311) | (2,940,574) |
| Ending Fund Bal | 17,181,392 | 17,994,149 | 17,842,059 | 17,281,132 | 16,185,811 | 14,140,499 | 11,199,926 |
| Capital Reserve | - | - | - | - | - | - | - |
| Total Balances | 17,181,392 | 17,994,149 | 17,842,059 | 17,281,132 | 16,185,811 | 14,140,499 | 11,199,926 |
| End Bal as % of Exps | 73% | 81% | 76% | 69% | 62% | 51% | 39% |

**TOWN OF CORNELIUS, NORTH CAROLINA
GENERAL FUND LONG-TERM FINANCIAL PLAN
AS OF MARCH, 2018**

| | <u>FY 2017 ACTUAL</u> | <u>FY 2018 EYE</u> | <u>FY 2019</u> | <u>FY 2020</u> | <u>FY 2021</u> | <u>FY 2022</u> | <u>FY 2023</u> |
|--------------------------------|-----------------------|--------------------|----------------|----------------|----------------|----------------|----------------|
| Tax Assumptions: | | | | | | | |
| Value | 5,235,561,500 | 5,370,063,074 | 5,477,464,336 | 5,587,013,623 | 6,838,504,674 | 6,975,274,768 | 7,114,780,263 |
| % increase growth | 2.569% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% | 2.0% |
| % Change reval | 0% | 0% | 0% | 20% | 0% | 0% | 0% |
| New Value | 5,370,063,074 | 5,477,464,336 | 5,587,013,623 | 6,838,504,674 | 6,975,274,768 | 7,114,780,263 | 7,257,075,868 |
| Collection rate | 97.8% | 97.8% | 99.0% | 99.0% | 99.0% | 99.0% | 99.0% |
| Rate | 0.255 | 0.255 | 0.255 | 0.225 | 0.225 | 0.225 | 0.225 |
| Tax produced | 13,392,400 | 13,660,248 | 14,104,416 | 15,232,769 | 15,537,425 | 15,848,173 | 16,165,136 |
| Revenue assumptions: | | | | | | | |
| Sales tax | | | | 3.0% | 3.0% | 3.0% | 3.0% |
| Franchise tax | | | | 2.8% | 2.8% | 2.8% | 2.8% |
| Powell Bill | | | | 0.0% | 0.0% | 0.0% | 0.0% |
| Other | | | | 1.5% | 1.5% | 1.5% | 1.5% |
| Expense assumptions: | | | | | | | |
| Personnel | | | | 4.00% | 4.00% | 4.00% | 4.00% |
| Operating | | | | 4.00% | 4.00% | 4.00% | 4.00% |
| Debt issuance variable: | | | | | | | |
| Beginning Debt O/S | 16,370,722 | 12,436,983 | 14,123,658 | 21,709,684 | 41,419,964 | 43,755,047 | 51,993,136 |
| Principal retired | (4,345,739) | (997,240) | (1,266,645) | (1,042,403) | (1,004,105) | (827,767) | (979,717) |
| Principal issued | 412,000 | 2,911,179 | 9,284,000 | 23,099,208 | 6,335,000 | 12,260,000 | 400,000 |
| Princ on new debt | - | (227,264) | (431,329) | (2,346,526) | (2,995,811) | (3,194,145) | (3,672,311) |
| Ending Debt O/S | 12,436,983 | 14,123,658 | 21,709,684 | 41,419,964 | 43,755,047 | 51,993,136 | 47,741,108 |

There will usually be differences between the forecasted and actual results, because events and circumstances frequently do not occur as expected,

Town of Cornelius
Net Actual, Budget and Projected Expenditures and Revenues
For Various Fiscal Years

| | | 2016 | 2017 | 2018 | 2018 | 2019 |
|---------------------------------|--|-------------------|-------------------|-------------------|-------------------|-------------------|
| | | Actual | Actual | Budget | Est Yr End | Budget |
| Expenditures | | | | | | |
| Personnel | | 7,105,350 | 7,193,011 | 7,797,784 | 7,728,727 | 8,180,393 |
| Operating | | 7,328,468 | 7,846,275 | 8,387,288 | 8,568,287 | 8,568,966 |
| Contributions Tourism | | 387,617 | 654,575 | 336,950 | 353,089 | 388,723 |
| Other transfers | | - | 6,735 | 776,475 | 400,000 | - |
| Capital | | 1,121,463 | 3,039,441 | 2,904,000 | 3,015,455 | 3,425,240 |
| Debt | | 3,243,502 | 4,773,616 | 2,262,417 | 2,239,607 | 2,855,181 |
| Total expenditures | | 19,186,400 | 23,513,653 | 22,464,914 | 22,305,165 | 23,418,503 |
| Debt % of total expenditures | | 16.91% | 20.30% | 10.07% | 10.04% | 12.19% |
| Revenues | | | | | | |
| Ad valorem taxes | | 12,395,595 | 13,416,474 | 13,514,178 | 13,573,958 | 13,772,622 |
| Other revenue | | 9,114,237 | 9,213,358 | 9,077,104 | 9,518,614 | 9,463,791 |
| Total revenue | | 21,509,832 | 22,629,832 | 22,591,282 | 23,092,572 | 23,236,413 |
| Reconciling items | | - | - | - | - | - |
| Contrib/(Use) of fund balance * | | 2,323,432 | (883,821) | 126,368 | 787,407 | (182,090) |
| General Fund balance | | 15,875,179 | 14,991,358 | 13,078,462 | 15,778,765 | 15,596,675 |
| Capital Reserve | | 2,198,733 | 2,190,034 | 3,350,208 | 2,215,384 | 2,245,384 |
| Total available funds | | 18,073,912 | 17,181,392 | 16,428,670 | 17,994,149 | 17,842,059 |

| | | |
|--|--------------|-----------|
| | General fund | 285,007 |
| | Tourism | (224,976) |
| | Powell Bill | (242,121) |

REQUEST FOR BOARD ACTION

 [Print](#)

Date of Meeting: March 7, 2018

To: Mayor and Board of Commissioners

From: Anthony Roberts, Town Manager

Action Requested:

Budget Directives:

- FY19 Operating
- FY19 Personnel
- FY19 Capital
- Tax Rate

Manager's Recommendation:

Discuss budget directives.

ATTACHMENTS:

| Name: | Description: | Type: |
|--------------------------|--------------|-------|
| No Attachments Available | | |
