CITY OF MOUNT HOLLY
2013 CITY COUNCIL RETREAT
JANUARY 31 and FEBRUARY 1
Location: Old A&E Administration Building
545 Highland Street, Mount Holly, NC 28120

Thursday, January 31, 2013

9:00a.m.	Call to Order
	Ground Rules, Schedule, Parking Lot Items
9:30a.m.	Presentation from CaroMont
10:00a.m.	CIP
10:30a.m.	ABC Revenue/Parks and Recreation
11:00a.m.	Parks and Recreation (ball fields and walking track)
11:30a.m.	Council Updates
	▪ Public Works Site
	▪ Today in America
	▪ Golf Cart Policy
	▪ Police Chief Vacancy
12:30p.m.	Lunch on site
1:30p.m.	North Fire Station
2:15p.m.	Annexation of Duke Energy Dam
3:00p.m.	Break
3:15p.m.	Committees
4:15p.m.	Annex at Old City Hall
5:00p.m.	Adjourn for day

Friday, February 1, 2013

9:00a.m.	Reconvene
	Tree City USA
10:00a.m.	Economic Development
12:00p.m.	Lunch on site
1:00p.m.	Train Depot
1:15p.m.	Sale of Cemetery
1:30p.m.	Waste Water Treatment Options
2:30p.m.	Wrap-up
3:00p.m.	Adjournment

City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

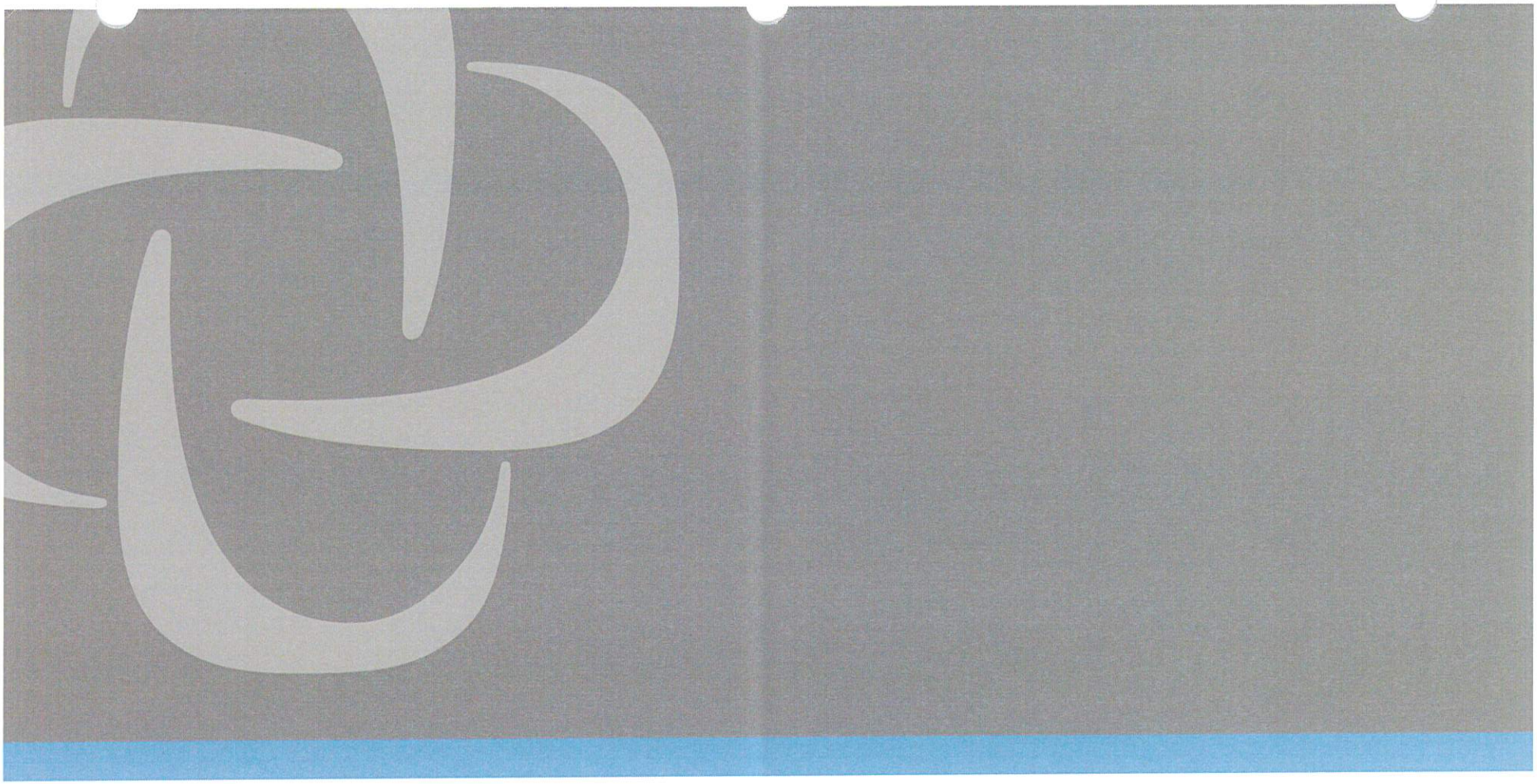
Re: 2013 City Council Retreat

Thursday, January 31, 2013

Subject: Presentation from CaroMont Health

Mr. Richard Blackburn, Vice-President of Support Services, will speak to the City Council regarding the status of the proposed MedPlex. The MedPlex is scheduled to be constructed across the street from the Municipal Complex.

Mr. Blackburn and other representatives with the company, will provide a power point presentation to show the schedule of the construction and drawings of the proposed building.



CaroMont Health
Mount Holly
Free Standing ED

Agenda

I. Introductions

II. Project Overview

III. Property acquisition

IV. Architectural renderings

V. Construction schedule

VI. Communication plan

Project Overview

CaroMont Health
in LOVE with LIFE

- Mount Holly ED is hospital-based facility
- Mount Holly ED is not an urgent care
- All emergency care provided will follow hospital protocols
- A highly integrated continuum of care will exist for high acuity emergency care (example: trauma, heart attack, stroke, admission transfer)
- Providers will have same skill, training, capabilities as hospital providers (Emergency Medicine and Specialist coverage)

Project Overview

CaroMont Health
in LOVE with LIFE

- Arrival/Triage
  - Reception Podium
  - 6 Rapid Medical Evaluation Rooms
  - Results Waiting Lounge
  - Consultation Rooms
- Gaston EMS substation
- Treatment
  - 1 Trauma Room
  - 1 Resuscitation Room
  - 12 General Treatment Rooms
- Diagnostics- ED and OP
  - CT, Ultrasound, Xray
  - Lab

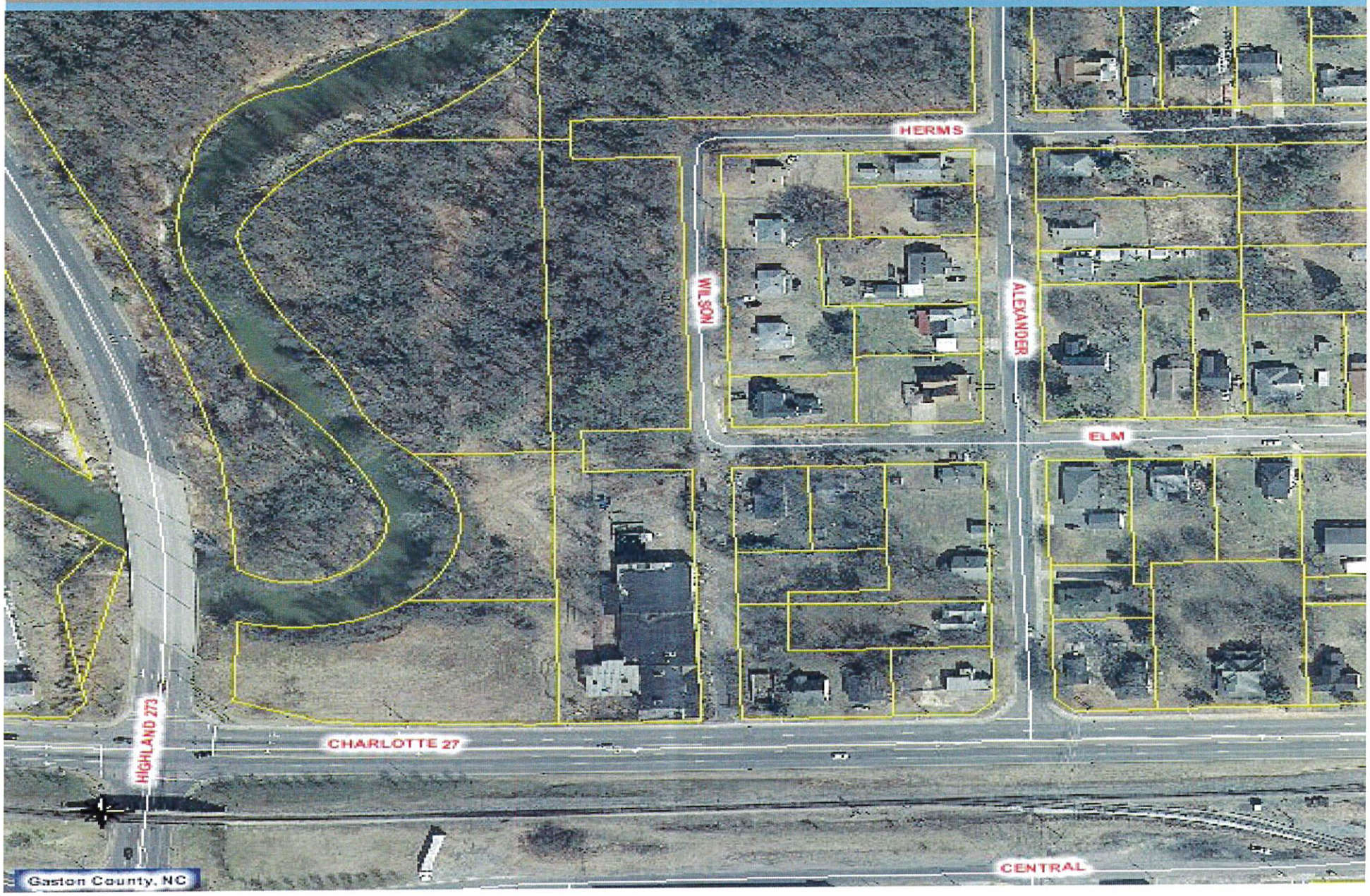
Project Overview

CaroMont Health
in LOVE with LIFE

- Full medical record and provider integration with all CaroMont OP sites and hospital
- Safety of patients/families and providers a priority in both facility design and protocols
- Privacy and efficiency top of mind in design and flow

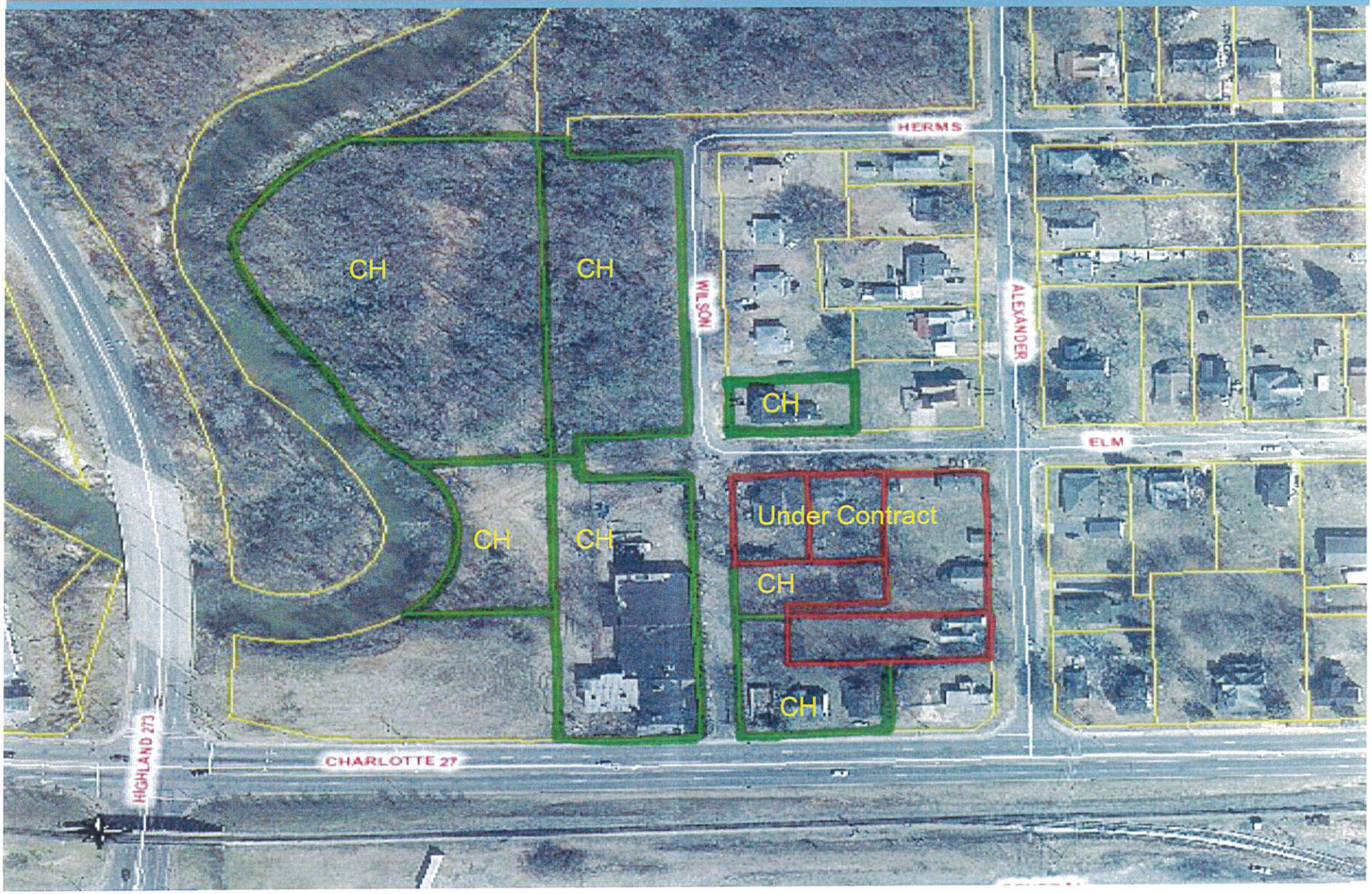
Property Acquisition

CaroMont Health
in LOVE with LIFE



Property Acquisition

CaroMont Health
in LOVE with LIFE



Property Acquisition

CaroMont Health
in LOVE with LIFE

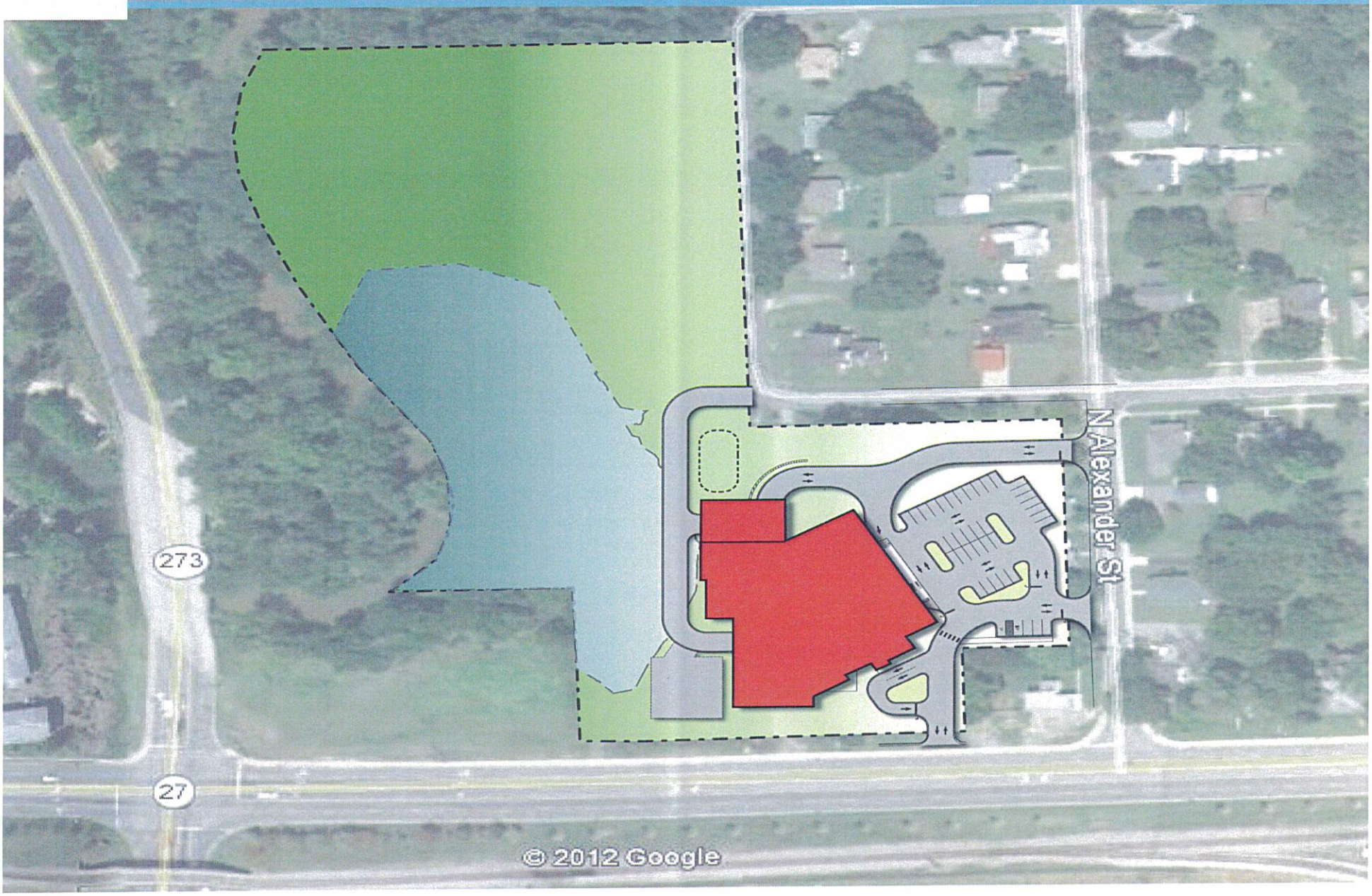
Summary

- CaroMont is paying above FMV for all properties
- Total acquisition costs = $717,400 (4 of 5 parcels)
- Timeline (dates approx.)
  - February 4 - begin survey, title search, environmental & engineering studies, site planning, soil testing
  - April 1 - complete all testing and legal work
  - May 31 - close purchase

S&W
ARCHITECTURE
ENGINEERING
INTERIORS

Architectural Renderings

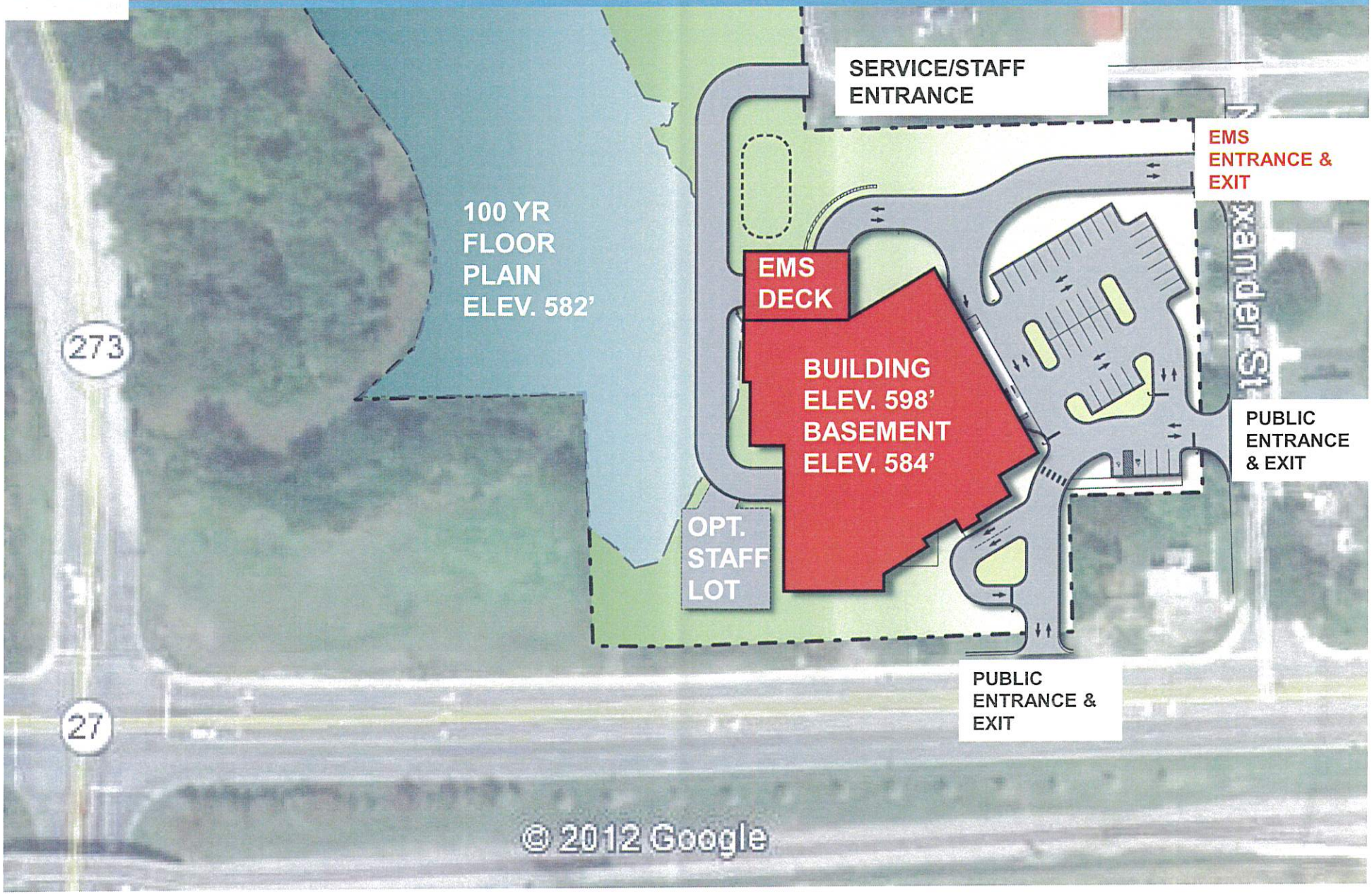
CaroMont Health
in LOVE with LIFE



S&W
ARCHITECTURE
ENGINEERING
INTERIORS

Architectural Renderings

CaroMont Health
in LOVE with LIFE



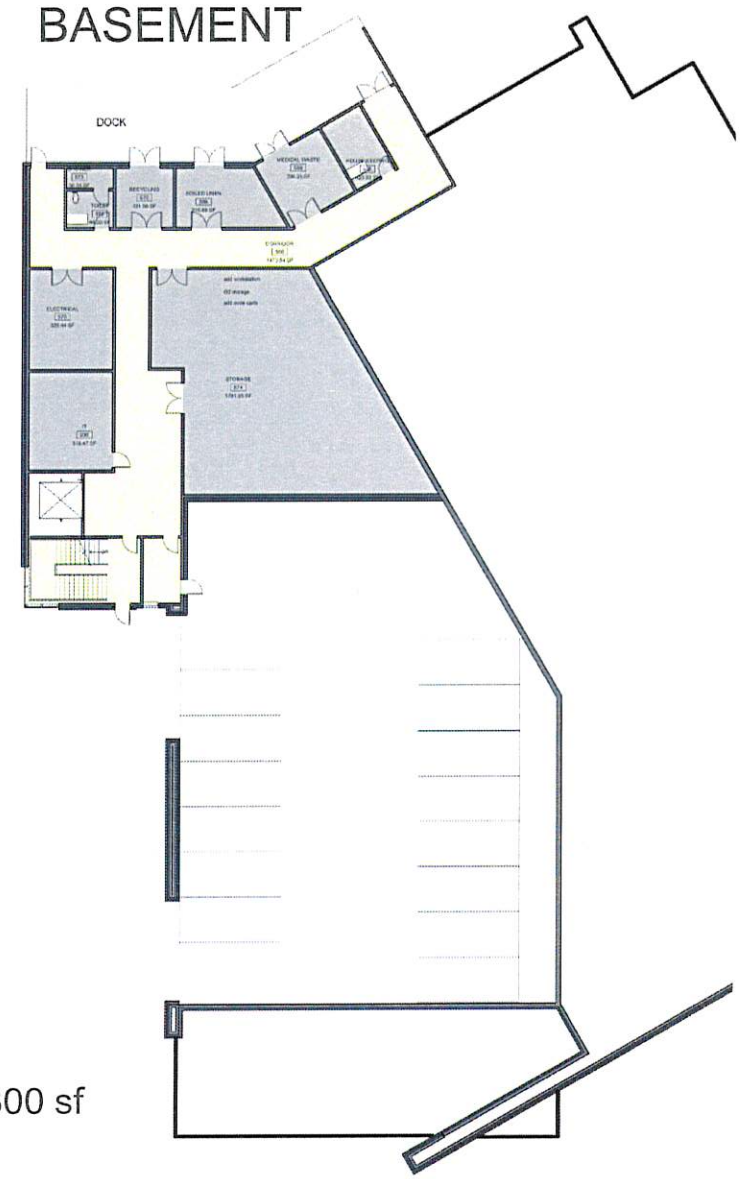
S&W ARCHITECTURE ENGINEERING INTERIORS

Architectural Renderings

CaroMont Health
in LOVE with LIFE

MAIN LEVEL

BASEMENT



Square Footage
Current Design: ~34,800 sf

S&W
ARCHITECTURE
ENGINEERING
INTERIORS

Architectural Renderings

CaroMont Health
in LOVE with LIFE

Construction & Communication

CaroMont Health
in LOVE with LIFE

- Construction Schedule
  - Projected Start – June 2013
  - Projected Completion: Dec 2014 – Feb 2015
- Communication Plan
  - Mount Holly City Council
  - Media
  - Ceremonial Groundbreaking

Memo

To: City Council

From: Jamie Guffey, Assistant City Manager

Date: 1/29/2013

Re: CIP

Attached is the proposed draft Capital Improvement Plan (CIP) for the City of Mount Holly. The current CIP that we have was adopted in 2008 and is set to expire in June of 2013. It will be beneficial for the City to adopt a new CIP at the time we adopt the new budget in June.

A CIP is a plan and nothing more. The City is not bound to the plan and it can be altered or changed at any time. But having a plan gives management and the Council a guide in which to make budgetary decisions in the future and as we go to borrow money for large capital projects such as a north fire station or a waste treatment plant expansion, one of the first things financial institutions will ask is if we have a CIP. So the adoption of a CIP is an important step in the financial future of a city.

As I stated earlier, the attached plan is a draft and has not be reviewed by management nor has there been any discussion on financing of any projects. It is presented as the department heads submitted their respective departments. As part of the retreat Council can give any feedback they wish and that feedback can be used by management to create another draft that will be presented at the first budget meeting in March. From that meeting, staff will create a CIP to be presented for adoption in June with the 2013-2014 budget.

General F		2013-2014	2014-2015	2015-2016	2016-2017	2017-2018
Administration						
Replacement Server	AD 1				$ 25,000	
Landscaping Truck	AD 2	$ 20,000				
Maintenance Vehicle	AD 3			$ 20,000		
HVAC Unit at the Massey Building	AD 4		$ 30,000			
Lawn Mower	AD 5	$ 8,000				
Trailer	AD 6	$ 6,000				
Police						
4 New Patrol Vehicles	PD 1	$ 88,000	$ 88,000	$ 88,000	$ 88,000	$ 88,000
20 New In Car Camera Systems	PD 2	$ 114,000				
29 Sets of Stop Sticks	PD 3	$ 12,400				
21 New Lap Top Computers	PD 4	$ 28,750				
Upgrade RMS/CAD/Field Reporting	PD 5	$ 160,000				
Fire						
North Fire Station	FD 1					
Fire Equip Truck/ Multi-Functional Unit	FD 2	$ 560,000				
Fire Engine	FD 3	$ 500,000				
Rescue Equipment	FD 4	$ 7,000	$ 63,000			
All-Terrain Response Equipment	FD 5	$ 86,500				
Storage/Training/Response Ready Bldg	FD 6	$ 20,000				
SCBA Replacement - Continuation	FD 7				$ 65,000	
Station # 2 - Feasibility Land Study	FD 8			$ 10,000		
Fire & Rescue Boat	FD 9					$ 135,000
Streets and Solid Waste						
Rear Loader Garbage Trucks	SS 1		$ 170,000		$ 170,000	
Knuckle Boom Truck	SS 2					$ 130,000
Pick Up Trucks	SS 3	$ 24,000	$ 30,000			
Ford Explorer	SS 4			$ 30,000		
Chipper Truck with Leaf Body	SS 5		$ 60,000			
Bucket Truck	SS 6	$ 117,000				
Street Sweeper Truck	SS 7				$ 165,000	
Leaf Vacuum	SS 8			$ 24,000		
Wood Chipper	SS 9				$ 45,000	
Garage						
F-350 Pick Up Truck	GR 1			$ 40,000		
Parks						
Park Signage Program	PR 1	$ 13,000	$ 13,000	$ 6,500		
Jack's Place Development	PR 2	$ 25,000		$ 250,000		
West Creek Park Development	PR 3	$ 25,000	$ 150,000			
Sprayground/Splash Pad	PR 4				$ 200,000	
North Neighborhood Park	PR 5				$ 50,000	$ 500,000
Northeast Mini Park	PR 6			$ 25,000	$ 250,000	
Maintenance Truck	PR 7		$ 22,500			
Planning						
Planning Vehicle Replacement	PE 1	$ 30,000				
Downtown Wayfinding Signs	PE 2	$ 25,000				
Gateway Signs	PE 3	$ 12,000	$ 24,000	$ 24,000		
TOTALS		**$ 1,881,650**	**$ 650,500**	**$ 517,500**	**$ 1,058,000**	**$ 853,000**
Total CIP		**$ 4,960,650**				

Summary
Department: Administration

#	Project Title	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Project Total
1	Replacement Server				25,000		25,000
2	Landscape Truck	20,000					20,000
3	Maintenance Truck			20,000			20,000
4	HVAC		30,000				30,000
5	Mower	8,000					8,000
6	Trailer	6,000					6,000

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
R[illegible]ement Server	AD 1	Admini[illegible]on	General/Utility	Replacement: Y Renovation: Expansion: New:

Project Location: M[illegible]ipal Complex

Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	25,000	-	-	-	$ 25,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	-	25,000	-	-	-	$ 25,000
Financing Sources									
General Fund Revenues	-	-	-	-	12,500	-	-	-	$ 12,500
Enterprise Fund Revenues	-	-	-	-	12,500	-	-	-	$ 12,500
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	25,000	-	-	-	$ 25,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	25,000	-	-	-	$ 25,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	25,000	-	-	-	n/a

Project Description/Justification:

The current server for the financial accounting software was purchased in FY 2011-2012 and should be replaced every five years. This will make sure that we can stay up and running and that we are protected from outside hackers. Given that this server si the one that runs our financial accounting software, we will purchase a more robust machine, with built in redundancy and run the most current versions of the operating softwares. This tends to make the purchase a little more expensive, but IT feels given the importance of the *machine, it is worth the extra money.*

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: yes

Project Implementation:

- Feasibility Study: None
- Plans/Design: IT Director/Finance Officer
- Land: N/A
- Construction: N/A
- Equipment: N/A

Relationship to Other Departments:

This will also be used by the utility department and will be paid for 50% Administration, 25% Water and 25% Waste water

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	7/1/2013	Finance Director Approval:	
Start Date:	9/1/2016	Manager Approval:	
Projected Completion Date:	12/31/2016	Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
L[illegible]aping Truck	AD 2	Admini[illegible]tion	General	Replacement: Y Renovation: Expansion: New:

Project Location: M[illegible]enance Dept

Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	20,000	-	-	-	-	-	-	$ 20,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	20,000	-	-	-	-	-	-	$ 20,000
Financing Sources									
General Fund Revenues	-	20,000	-	-	-	-	-	-	$ 20,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	20,000	-	-	-	-	-	-	$ 20,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	20,000	-	-	-	-	-	-	$ 20,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	20,000	-	-	-	-	-	-	n/a

Project Description/Justification:

Administration took on the new Landscaping Tech position in the 2012-2013 budget year. The position received a truck from the street department that was scheduled to be replaced this budget year. It will need to be replaced with an F-150.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective:
- Promotes Development:
- Improves/Maintains Efficiency: yes

Project Implementation:

- Feasibility Study: N/A
- Plans/Design: Landscape Tech
- Land: N/A
- Construction: N/A
- Equipment: Landscape Tech

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	7/1/2013	Finance Director Approval:	
Start Date:	8/1/2013	Manager Approval:	
Projected Completion Date:	10/31/2013	Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
M[illegible]nance Vehicle	AD 3	Admini[illegible]tion	General	Replacement: Y Renovation: Expansion: New:

Project Location: M[illegible]enance Dept Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	[illegible]015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	P[illegible]t Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	20,000	-	-	-	-	$ 20,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	20,000	-	-	-	-	$ 20,000
Financing Sources									
General Fund Revenues	-	-	-	20,000	-	-	-	-	$ 20,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	20,000	-	-	-	-	$ 20,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	20,000	-	-	-	-	$ 20,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	20,000	-	-	-	-	n/a

Project Description/Justification:

One of the two vehicles that the Maintenance Department is a 2002 Ford Explore that was given to them by the Fire Department. It is in need of replacement due to age and to maintenance issues. The plan is to replace it with something of a similar make, one with a covered back to transport items in bad weather.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective:
- Promotes Development:
- Improves/Maintains Efficiency: yes

Project Implementation:

- Feasibility Study:
- Plans/Design: Maintenance Supervisor
- Land:
- Construction:
- Equipment: Maintenance Supervisor

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	7/1/2013	Finance Director Approval:	
Start Date:	8/1/2015	Manager Approval:	
Projected Completion Date:	10/31/2015	Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
HVAC t Massey Building	AD 4	Admini ion	General/Utility	Replacement: Y Renovation: Expansion: New:

Project Location: Massey Building

Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	30,000	-	-	-	-	-	$ 30,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	30,000	-	-	-	-	-	$ 30,000
Financing Sources									
General Fund Revenues	-	-	15,000	-	-	-	-	-	$ 15,000
Enterprise Fund Revenues	-	-	15,000	-	-	-	-	-	$ 15,000
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	30,000	-	-	-	-	-	$ 30,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	30,000	-	-	-	-	-	$ 30,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	30,000	-	-	-	-	-	n/a

Project Description/Justification:

One of the existing units at the recently purchased Massey Building may need to be replaced. This item will replace one of the main units. Because of the utility department also using the building, we will split the cost between the two funds.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective:
- Promotes Development:
- Improves/Maintains Efficiency: yes

Project Implementation:

- Feasibility Study:
- Plans/Design: Maintenance supervisor
- Land:
- Construction:
- Equipment: Maintenance Supervisor

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	7/1/2013	Finance Director Approval:	
Start Date:	1/1/2015	Manager Approval:	
Projected Completion Date:	3/31/2015	Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
vn Mower	AD 5	Admini[illegible]ion	General	Replacement: Renovation: Expansion: New: Y

Project Location: M[illegible]enance Dept

Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	8,000	-	-	-	-	-	-	$ 8,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	8,000	-	-	-	-	-	-	$ 8,000
Financing Sources									
General Fund Revenues	-	8,000	-	-	-	-	-	-	$ 8,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	8,000	-	-	-	-	-	-	$ 8,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	8,000	-	-	-	-	-	-	$ 8,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	8,000	-	-	-	-	-	-	n/a

Project Description/Justification:

This would be a zero turn mower to be used by the landscape tech to mow areas that would not be mowed by the contractor. This would include the municipal complex. It could also be used by other departments to mow areas around their buildings.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective:
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment: Landscape Tech

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	7/1/2013	Finance Director Approval:	
Start Date:	7/1/2013	Manager Approval:	
Projected Completion Date:	8/31/2013	Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Trailer	AD 6	Admini[illegible]on	General	Replacement: Renovation: Expansion: New: Y

Project Location: Maintenance Dept

Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	6,000	-	-	-	-	-	-	$ 6,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	6,000	-	-	-	-	-	-	$ 6,000
Financing Sources									
General Fund Revenues	-	6,000	-	-	-	-	-	-	$ 6,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	6,000	-	-	-	-	-	-	$ 6,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	6,000	-	-	-	-	-	-	$ 6,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	6,000	-	-	-	-	-	-	n/a

Project Description/Justification:

This would be a new trailer to be used by the City maintenance staff and the landscape tech to haul furniture, fixtures and equipment to other locations and job sites throughout the City. It would be able to be pulled by the trucks that are already in use by those departments

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective:
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment: Landscape Tech

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	7/1/2013	Finance Director Approval:	
Start Date:	7/1/2013	Manager Approval:	
Projected Completion Date:	8/31/2013	Town Board Approval:	

Summary
Department: Police

#	Project Title	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Project Total
1	4 - New Patrol Vehcles	88,000	88,000	88,000	88,000	88,000	440,000
2	20 - New In-Car Camera Systems	114,000					114,000
3	29 - Sets of Stop Sticks	12,400					12,400
4	21 New Lap Top Computers	28,750					28,750
5	Upgrade RMS/CAD/Field Reporting	160,000					160,000

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
trol Cars	PD 1	Pol	General	Replacement: Y Renovation: Expansion: New:

Project Location: / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	88,000	88,000	88,000	88,000	88,000	-	-	$ 440,000
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	-	-	-	-	$ -
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	88,000	88,000	88,000	88,000	88,000	-	-	$ 440,000
Financing Sources									
General Fund Revenues	-	88,000	88,000	88,000	88,000	88,000	-	-	$ 440,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	88,000	88,000	88,000	88,000	88,000	-	-	$ 440,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	88,000	88,000	88,000	88,000	88,000	-	-	$ 440,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	88,000	88,000	88,000	88,000	88,000	-	-	n/a

Project Description/Justification:

This is part of our on going replacement program. Every year we plan to replace four (4) patrol cars.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design: Police Chief
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	July-13	Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
20 New ar Camera Systems	PD 2	Poli	General	Replacement: Y Renovation: Expansion: New: Y

Project Location: / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	114,000	-	-	-	-	-	-	$ 114,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	114,000	-	-	-	-	-	-	$ 114,000
Financing Sources									
General Fund Revenues	-	114,000	-	-	-	-	-	-	$ 114,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	114,000	-	-	-	-	-	-	$ 114,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	114,000	-	-	-	-	-	-	$ 114,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	114,000	-	-	-	-	-	-	n/a

Project Description/Justification:

These cameras will be new and improved over the ones that we currently have in our cars.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency:

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	July-13	Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
29 of Stop Sticks	PD 3	Po"	General	Replacement: Renovation: Expansion: New: Y

Project Location: / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	12,400	-	-	-	-	-	-	$ 12,400
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	12,400	-	-	-	-	-	-	$ 12,400
Financing Sources									
General Fund Revenues	-	12,400	-	-	-	-	-	-	$ 12,400
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	12,400	-	-	-	-	-	-	$ 12,400
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

These are used to stop cars that are fleeing from the police. They are placed across the road and they flatten the tires of the vehicle and bring it to a stop. It helps to reduce the need for high speed pursuit since these can be placed well ahead of the fleeing vehicle.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium	Low		
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	July-13	Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
21 Ne[illegible]p Top Computers	PD 4	Po[illegible]	General	Replacement: Y Renovation: Expansion: New:

Project Location: / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	28,750	-	-	-	-	-	-	$ 28,750
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	28,750	-	-	-	-	-	-	$ 28,750
Financing Sources									
General Fund Revenues	-	28,750	-	-	-	-	-	-	$ 28,750
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	28,750	-	-	-	-	-	-	$ 28,750
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

These will replace the laptop computers that are in our patrol cars. The computers were originally placed in the cars 4 years ago and are nearing the end of their useful life. After talking to the IT Director, it was decided that they should all be replaced at the same time to maintain continutity between officers and make updates to software uniform. Therefore we would like to replace all at once.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	July-13	Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Upgrade tr S/CAD/Field Reporting	PD 5	Po'	General	Replacement: Y Renovation: Expansion: New:

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	160,000	-	-	-	-	-	-	$ 160,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	160,000	-	-	-	-	-	-	$ 160,000
Financing Sources									
General Fund Revenues	-	160,000	-	-	-	-	-	-	$ 160,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	160,000	-	-	-	-	-	-	$ 160,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

This will upgrade our records management software (RMS)/computer aided dispatch software (CAD)/ and field reporting software to newer versions. Part of this may be able to be paid for by 911 funds. We will need to seek approval from the 911 board.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	July-13	Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Summary
Department: Fire

#	Project Title	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Project Total
1	North Fire Station (Station #3)						-
2	Fire Equip Truck / Multi-Functional Unit	560,000					560,000
3	Fire Engine	500,000					500,000
4	Rescue Equipment	7,000	63,000				70,000
5	All-Terrain Response Equipment	86,500					86,500
6	Storage/Training/Response Ready Building	20,000					20,000
7	SCBA Replacement - Continuation				65,000		65,000
8	Station #2 - Feasibility Land Study			10,000			10,000
9	Fire & Rescue Boat					135,000	135,000

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
North F 'ation (Station #3)	FD 1	Fire & F 'e		Replacement: Renovation: Expansion: New:

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	-	-	-	-	$ -
Other (i.e. Legal); specify: *Site Assessment Study*	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	-	-	-	-	-	$ -
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovemmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

All information being provided after upcoming retreat or upon direction from Council, Mayor, and City Manager.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency:

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Fire E ent Truck / Multi-Functional Unit	FD 2	Fir Rescue		Replacement: X Renovation: Expansion: New:

Project Location	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	ct Totals
Project Spending by Category									
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	560,000	-	-	-	-	-	-	$ 560,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	560,000	-	-	-	-	-	-	$ 560,000
Financing Sources									
General Fund Revenues	-	60,000	-	-	-	-	-	-	$ 60,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	80,000	80,000	80,000	80,000	80,000	100,000	$ 500,000
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	60,000	80,000	80,000	80,000	80,000	80,000	100,000	$ 560,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

Description: This project would include purchasing a custom Fire Equipment Truck that is multi-functional. Although this would be a replacement for its current equipment/rescue truck, its functions would be expanded to provide services or functions that we need.

Further description, justification and example photos attached.

Project Priority:

- Meets Legal Mandate(s): Meet minimum level of equipment needed.
- Removes/Reduces Hazard: Our exceeded GVW & overloading equip.
- Consistent with Council Objective: Yes, provide safe & effective services
- Promotes Development: Could in way of industry & DOI Rating
- Improves/Maintains Efficiency: Yes, see Justification

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction: Chief Over-site, Deputy Chief to lead spec committee.
- Equipment:

Relationship to Other Departments:
Can be used for command center and lighting source for larger scale incidents for Police Department. Can be used on-scene or away from scenes as needed. Can also be used in other uses for City Officials that need or want to visit important, destructive, or larger events or scenes as needed.

Relation to Other Projects:
This truck plays a vital role in many other purchases, updating of equipment, and consolidating some of our equipment.

Priority Scale:	High	Medium			Low
Dept Head 5	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	Prior to 2002	Finance Director Approval:	
Start Date: spec, bids, build	July-13	Manager Approval:	
Projected Completion Date:	December-14	Town Board Approval:	

Justification / Continued Description:

'his apparatus purchase plays a major role in our operations in several areas of our servi ·livery. This truck will provide us with the ability to carry a vast array of equipment to a ariety of calls. Much equipment has been duplicated and spread out over many years. . nally, we are severely limited with functional space needed on our engines, creating operational issues. This issue as well as others were mainly a result of the mergers, station limitations, and three separate organizations with different philosophies and visions. This purchase holds the "key" to many of our operations. It will allow us to consolidate some of our current equipment and alter the way we order future apparatus, resulting in lowering some costs on each fire engine.

Our current rescue truck, Rescue 34, is a 1999 light/medium type truck that was purchased by the Lifesaving Crew and came over as part of the mergers. Shortly after purchasing the truck it was equipped and already at its maximums on Gross Vehicle Weight (GVW). Other equipment has been spread out over the years to other rescue type trucks, along with some redundant equipment being placed on engines and the ladder. The current truck is way too small for our needs.

A "true" Equipment / heavy rescue truck would provide one that is adequate, usable, organized, and safe to drive and operate. Some of the key points of purchasing a Heavy Rescue Truck are as follows:

1) This will provide a much safer environment for our staff due to the GVW issues.
2) Provides for consolidation to one apparatus instead of many units.
3) Allows us to cut back on responding two apparatus out of Headquarter Station on all accident scenes.
4) Will help with balancing the engine responses out of the Headquarter Station, prolonging the life to a normal engine replacement period.
5) Allows us to surplus/sell Rescue 34 or use as a medical response unit for volunteers.
6) Will save on future costs on most redundant portable equipment being put on other apparatus.
7) Allows us to save on future costs of purchasing and maintaining fixed equipment to our engines. Example: Generators won't have to be spec'd on every engine.
8) Allows us to delete the unsafe cascade air filling unit on Engine 33 and provide safe equipment and environment for filling all SCBA units.
9) Allows us to carry the increased amount of equipment required these days to do our jobs more effectively.
10) Will be able to expand some needed services in the form of technical rescue services, i.e. confined space & trench rescue. It wouldn't be able to carry all the specialized equipment for technical or specialized rescues, but having the basics of that equipment is essential in our service.
11) Will allow us to carry basic Haz-mat operational mitigation materials.
12) If walk-thru style would have a command center for larger scale incidents.
13) If walk-thru style can provide for changing area for water rescue incidents or other time consuming incidents.
14) Will provide for filling SCBA's with a cascade system with containment chamber.
15) Provide as a light rehab station.
16) Will provide lighting, via light tower, on all accident, rescue, and working fire scenes.
17) Will be equipped for larger scale motor vehicle accidents; MCI EMS equipment for up to 4-5 patients.
18) Will function as a Rapid Intervention Team (RIT) apparatus.
19) Will drastically improve our operations and abilities to provide services.
20) Will provide for future expansion of our rescue services that are needed now, and in the future as our community continues to grow.
21) If a good custom truck is purchased, its life expectancy would be approximately 18 years.
22) Second most expensive truck in the fire service, but well worth the investment. This truck is really a key component to our success at delivering our service.

We have delayed this project for many years. This effects our operations on a regular basis in many types of calls. Purchasing multiple smaller apparatus to carry what we need is an alternative, but not a good one. One issue would be that we would have to keep purchasing and stocking more equipment to our existing apparatus. I don't think this would be a safe option due to GVW issues, nor would it be cost effective 5–18 years from now. I am very concerned with our current engines with continually adding needed equipment. We continue to push the limits of our GVW's on many of our apparatus. Overloading apparatus is dangerous and it can result in increased repairs and maintenance costs. Originally this purchase was going to allow us to consolidate trucks as well. That never transpired due to a needed truck being forced to be auctioned prematurely and not as planned. Auctioning that needed truck without purchasing this replacement truck has created challenges, safety issues, increased maintenance costs, and certainly continues to effect our daily operations.

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Fire Engine	FD 3	Fir Rescue		Replacement: X Renovation: Expansion: Ne

Project Location.	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Project Spending by Category									
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	500,000	-	-	-	-	-	-	$ 500,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	500,000	-	-	-	-	-	-	$ 500,000
Financing Sources									
General Fund Revenues	-	50,000	-	-	-	-	-	-	$ 50,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	72,000	72,000	72,000	72,000	72,000	90,000	$ 450,000
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	50,000	72,000	72,000	72,000	72,000	72,000	90,000	$ 500,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

This new engine will replace a 24 year old engine that is currently our reserve engine. This engine is one of the one's that was purchased to fit into its station and has extremely limited space. The truck is not up to today's technologies or safety standards. It drives sluggish due to its smaller motor in relationship more recent models. It does however look very good and should bring somewhat of a decent resale value for a 1989 conventional fire engine. It did serve fairly well for a reserve engine for the past 14 years, but doesn't *function well for our operational needs for a reserve. This engine doesn't have nearly the pumping capacity* for today's standards. Please note that this apparatus couldn't be used for points or a front-line engine as per DOI standards due to its limitations. This purchase will help with getting our Engine 34 to a reserve role and having an adequate unit for replacement for a truck going out of service. This replacement will be instrumental in saving maintenance costs and further wear on Engine 34, our busiest engine by far.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective:
- Promotes Development:
- Improves/Maintains Efficiency: YES

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction: Chief Over-site, Deputy Chief to lead spec committee.
- Equipment:

Relationship to Other Departments:

N/A

Relation to Other Projects:

It plays a vital role in keeping our in-service and maintenance cost manageable. Our front-line primary units (Engine 33 & 34) continue to age and they should be transitioning to a backup or reserve role in place of Engine 331.

Priority Scale:	High	Medium	Low
Dept Head	4	5 4 3 2 1	
Manager		5 4 3 2 1	
Town Council		5 4 3 2 1	

Concept Date:	2001 CIP	Finance Director Approval:	
Start Date: spec, bids, build	August-13	Manager Approval:	
Projected Completion Date:	August-14	Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Rescue E ent - Replacements / Updates	FD 4	Fi Rescue		Replacement: X Renovation Expansion: Ne

Project Location. Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	7,000	63,000	-	-	-	-	-	$ 70,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	7,000	63,000	-	-	-	-	-	$ 70,000
Financing Sources									
General Fund Revenues	-	7,000	63,000	-	-	-	-	-	$ 70,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	7,000	63,000	-	-	-	-	-	$ 70,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

The following equipment is for rescue and disentanglement operations:

1) Air-Bag System 2014
2) Hydraulic Tools ("Jaws of Life") 2014
3) Rescue Misc. Ropes, harnesses, kits for repelling and high-angle 2013

A good portion of the above equipment is past it's life expectancy and need of updating. The air-bag system on the rescue is past due and will need to be disposed of as it can't be re-sold without very significant liabilities. The hydraulic tool update is for units on Engine 34. We started replacing a few of the hydraulic units several years back, but continuing this program is essential to our operations. Our rescue equipment for high-angle and repelling is aging and near its service life. We have done some small purchasing of ladder belts and such, but a majority of all our other equipment as it relates to such will expire soon.

Project Priority:

Meets Legal Mandate(s):	YES for allowed service life on most
Removes/Reduces Hazard:	YES
Consistent with Council Objective:	
Promotes Development:	
Improves/Maintains Efficiency:	YES

Project Implementation:

Feasibility Study:	
Plans/Design:	
Land:	
Construction:	
Equipment:	Deputy Chief

Relationship to Other Departments:

N/A

Relation to Other Projects:

N/A

Priority Scale:	High	Medium			Low
Dept Head	5	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	On-going	Finance Director Approval:	
Start Date:	September-13	Manager Approval:	
Projected Completion Date:	December-15	Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
All- 'n Response Equipment	FD 5	Fir Rescue		Replacement: Renovation: Expansion: Ne X

Project Location.. Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	86,500	-	-	-	-	-	-	$ 86,500
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	86,500	-	-	-	-	-	-	$ 86,500
Financing Sources									
General Fund Revenues	-	86,500	-	-	-	-	-	-	$ 86,500
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	86,500	-	-	-	-	-	-	$ 86,500
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

This project includes purchasing equipment to provide services in off-road (All-Terrain) environments. The major components are a six wheel drive ATV, four wheel drive ATV, enclosed trailer, and a utility pick-up truck. Accessories and equipment are included with each of the units. Services performed with these units will include, but not limited to fire extinguishment, rescue, EMS, and search. These units could be used by police personnel as needed.

Attached is a complete list of the proposed vehicle and equipment with details, justification and example photos:

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard: YES
- Consistent with Council Objective:
- Promotes Development:
- Improves/Maintains Efficiency: YES

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment: Chief over-site, Deputy Chief & Captains

Relationship to Other Departments: Police & see below for additional departments

Resource can be used in conjunction with Police or other departmental uses on temporary basis. I say temporary due to the fact that equipment needs to be available to respond at a moments notice in an emergency. Police emergencies availability 100% of time while other departmental use would be on a planned and scheduled basis. One of the examples that stands out other than emergency use is code enforcement investigations or admin staff seeing issues in person.

Relation to Other Projects:

We have been looking at alternatives with clearing areas or having response paths to one of our most frequent issues at the "swing", City owned property. This is only one area that needs addressing and it isn't cost effective nor possible to provide alternative plan in entire city.

Priority Scale:	High	Medium			Low
Dept Head	5	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:	June-05	Finance Director Approval:	
Start Date:	July-13	Manager Approval:	
Projected Completion Date:	March-14	Town Board Approval:	

ntinued Description / Justification:

1. *Six (6) Wheel Drive ATV* - Unit would be lettered and equipped as an emerge. ehicle. Unit would come with a fast strap cab enclosure accessory, winch, and othe. add-on accessories as needed. Rear of unit would be fitted with ability to transport a patient in full spinal protocol and provide for fire extinguishment. Estimated Cost of $25,000.

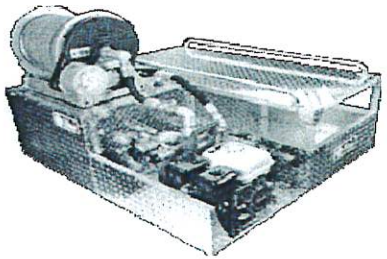
2. *Four (4) Wheel ATV* - This unit would be used in conjunction with the above units to provide additional personnel and equipment needed as the incident dictates. This unit would be the 2nd unit taken into the scene depending on the need. It can also transport other authorities or help, i.e.; Police, Paramedics. Estimated Cost of $8,000.

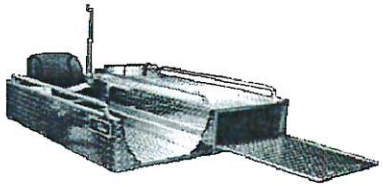
3. *Enclosed Trailer* - This trailer would be used to house the above units and needed equipment for All-Terrain and like responses. Units could have to be stored outside and having the enclosed trailer can provide weather protection as well as security from theft. Other uses may be able to be incorporated into this trailer as well. Estimated Cost of $13,500.

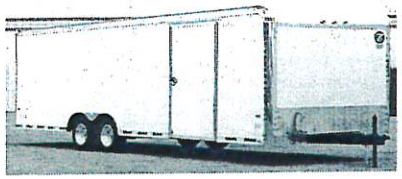
4. *Pick-up Truck* - Unit would be lettered, outfitted, and equipped as an emergency vehicle. This would be used as a Support/Utility to tow the enclosed trailer for ATV's and any future trailers that may be requested in the future. I recommend that we not use the water rescue truck for both. Switching trucks over requires a lot of time and there is also a big safety issue while trying to perform this activity during an emergency. This also keeps our water rescue in service during a potential off-road incident. It is possible that both units could be needed at the same call. Estimated Cost of $40,000.

At the present time we do not have any departmental equipment for All-Terrain type environments. Examples of these areas would include walking trails, river banks, areas in or surrounding many parks, fields, and possibly Green Ways in the near future. Typical emergency calls where we have the need include brush fires, rescues situations from people wondering off trails, fires near river banks, searches for lost individuals, and medical calls. We have had numerous emergency calls that have required these type of resources and haven't had them available. Situations where we have had to get units from our staff personal units with significant delays. There has also been many times throughout the past few years where significant life threatening calls have resulted in services not being provided and delays of over an hour for serious patients to be treated by a hospital or trauma center. The delays are being caused by initial contact access to the patients and means of getting them out of the terrain environment. Please note that these units are not just in response to providing emergency services to the Green Ways. However they will be needed for those as well when these are constructed. The purchase of the utility pick-up truck is significantly needed regardless of this project. Although the pick-up will serve as the primary for trailering this equipment, it will be used for hydrant program, fire prevention programs and many other uses day to day. Currently we do not have a unit to use that is not dedicated to other assigned resources.

Examples of Equipment







Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Storage / ' ng / Response Ready Building	FD 6	Fir ' Rescue		Replacement: X Renovation: Expansion: Nev

Project Location.. Project Spending by Category	Prior Years	Current Year FY 13-14	2014-201ɔ	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	roject Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation: prep, concrete and misc.	10,000	-	-	-	-	-	-	-	$ 10,000
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	20,000	-	-	-	-	-	-	$ 20,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures									
Financing Sources	10,000	20,000	-	-	-	-	-	-	$ 30,000
General Fund Revenues	10,000	20,000	-	-	-	-	-	-	$ 30,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources									
Impact on Operating Budget	10,000	20,000	-	-	-	-	-	-	$ 30,000
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

Storage / Training / Response Ready Building: This project is a continuation project that is starting at this time. A portion of the needed funds were allotted this budget year. The site work, concrete pad, and some utility work will be accomplished this spring when the weather breaks. We were allotted 10k, but will like only use between 6-8k. Building to be purchased and/or built will be 24' x 48'. I have attached copy of justification from budget form from current year.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard: YES, dilapidated large shed
- Consistent with Council Objective:
- Promotes Development:
- Improves/Maintains Efficiency: YES

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

N/A

Relation to Other Projects:

Priority Scale:	High	Medium	Low
Dept Head 3	5 4	3 2	1
Manager	5 4	3 2	1
Town Council	5 4	3 2	1

Concept Date:	Spring 2009	Finance Director Approval:	
Start Date:	July-13	Manager Approval:	
Projected Completion Date:	November-13	Town Board Approval:	

Continued Description / Justification:

storage shed/building replacement was approved two budget years ago. While pre) the budget request I didn't budget enough funds to properly build. We didn't spen the money on any other project and it went into fund balance. At the time we made the d...sion to not go ahead with the unit we had spec'd out, it was too late to budget for the 2011-2012 budget year.

The storage shed (building) at the Headquarters Station is located near the back of the parking lot. It was purchased approximately 18 years ago and used by the old Lifesaving Crew at the old station. When the new station was built this storage building was moved for use at the new station. It is used to store "response ready" equipment; i.e.: portable generator and barricades. It houses many spare equipment parts, flammables not allowed in the station, lawn mower, weed eater, blower, awaiting surplus equipment, and many other types of landscaping supplies and miscellaneous equipment.

The building is dilapidated and falling apart; sidewalls are separating, doors are getting bad and require constant repairs, and the building is just past the point of trying to keep repairing. It served its use well, but is beyond what we should be trying to fix up for continued use.

We would like to replace this building with a more appropriate style garage and add needed space for our training props and equipment. We would like to have it as a set-up to use the props year round. They would be set-up for use at all times and require approximately 640 sq feet. Moving and set-up of the props is a difficult task to keep doing between our temporary Station 3 to the Headquarters Station for training sessions. Using them at Station 3 would not be appropriate due to coverage and response times to real incidents, putting us "out of area". Having them in this garage would allow us to fog smoke (using fake smoke) the building and provide simulated heat via a portable heater. This building would have a concrete floor and serve as a Storage/Training Building. Please note that we would not be using real smoke or doing any burning in this building.

Our new training props play a major role in training and keeping our staff proficient in firefighter survival skills. These units are used quite often in many different ways during training sessions. Having a centrally located, ready for use building, would be a great asset to our training program and our firefighters. This type and size of the proposed building would serve a dual function and provide the needed space.

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
SCB lacement - Continuation	FD 7	Fir Rescue		Replacement: X Renovation: Expansion: Ne

Project Location:	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Project Spending by Category									
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	65,000	-	-	-	$ 65,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	-	65,000	-	-	-	$ 65,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify): If funding still available	-	-	-	-	65,000	-	-	-	$ 65,000
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	65,000	-	-	-	$ 65,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

This is a continuation of the replacement program accomplished last year. We have 10 more SCBA Air-Pak units needed to complete. Due to the units with old packs and upcoming plans with the north station and updating our reserve engine these units will be needed. As explained in prior reports, I couldn't see spending the funds last year for units not being used on primary apparatus. We may need to incorporate this request into two different years depending on the status of other projects with North Station and Fire Engine purchases. *As time gets closer a determination would be made based up before mentioned and what NFPA is updating on current SCBA at that time.*

Project Priority:

- Meets Legal Mandate(s): YES, NFPA Standard & DOI
- Removes/Reduces Hazard:
- Consistent with Council Objective:
- Promotes Development:
- Improves/Maintains Efficiency: YES

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment: Chief to monitored and provide over-site

Relationship to Other Departments:

N/A

Relation to Other Projects:

Move up if a north engine becomes a primary response unit.

Priority Scale:	High	Medium	Low
Dept Head 4	5 4 3	2 1	
Manager	5 4 3	2 1	
Town Council	5 4 3	2 1	

Concept Date:	January-05	Finance Director Approval:	
Start Date:	June-12	Manager Approval:	
Projected Completion Date:	December-16	Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Station #2 (C a Heights) - Feasibility Land Study	FD 8	Fir Rescue		Replacement: X Renovation: Expansion: Ne

Project Location.. / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	-	-	-	-	$ -
Other (i.e. Legal); specify: Site & Land Feasibility Study	-	-	-	10,000	-	-	-	-	$ 10,000
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	10,000	-	-	-	-	$ 10,000
Financing Sources									
General Fund Revenues	-	-	-	10,000	-	-	-	-	$ 10,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	10,000	-	-	-	-	$ 10,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

Requesting an outside firm to provide feasibility and/or alternatives on land for Fire Station #2 (Catawba Heights). This would be to provide needed direction for possible use of current land or need for acquiring land. Would like to request conceptual drawings as part of this study. I believe moving ahead with this project is imperative to at least secure our options and land if necessary. We may even want to move this project up to within a year or so.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: YES
- Promotes Development:
- Improves/Maintains Efficiency:

Project Implementation:

- Feasibility Study: Outside firm or Council direction
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

N/A

Relation to Other Projects:

N/A

Priority Scale:	High	Medium	Low
Dept Head 4	5 4 3	2 1	
Manager	5 4 3	2 1	
Town Council	5 4 3	2 1	

Concept Date:	Year 2004	Finance Director Approval:	
Start Date:	as directed	Manager Approval:	
Projected Completion Date:	as directed	Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
're & Rescue Boat	FD 9	Fir[illegible] Rescue		Replacement: X Renovation: Expansion: Ne[illegible]

Project Location.. / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-201[illegible]	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	[illegible]roject Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	-	135,000	-	-	$ 135,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	-	-	135,000	-	-	$ 135,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	135,000	-	-	$ 135,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	135,000	-	-	$ 135,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

This project includes purchasing of a replacement fire & Rescue boat. Purchasing a boat that is meant for this function will improve operations and provide a much safer unit than the one we currently use.

Attached find the justification and examples of some units to get a better visual conception of what the units look like.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard: YES
- Consistent with Council Objective:
- Promotes Development:
- Improves/Maintains Efficiency: YES

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment: Chief, Deputy Chief & Captain Stevens

Relationship to Other Departments: Police & see below for additional departments

Resource can be used in conjunction with Police or other departmental uses on temporary basis. I say temporary due to the fact that equipment needs to be available to respond at a moments notice in an emergency. Police emergencies availability 100% of time while other departmental use would be on a planned and scheduled basis. One of the examples that stands out other than emergency use is code enforcement investigations or admin staff seeing issues in person.

Relation to Other Projects:

N/A

Priority Scale:	High				Medium	Low
Dept Head 4	5	4	3	2	1	
Manager	5	4	3	2	1	
Town Council	5	4	3	2	1	

Concept Date:	June-05	Finance Director Approval:	
Start Date:	July-13	Manager Approval:	
Projected Completion Date:	March-14	Town Board Approval:	

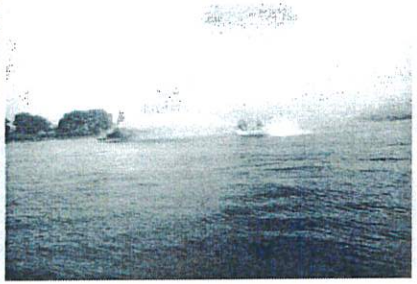
ntinued Description / Justification:

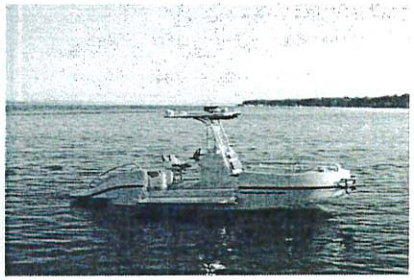
Our current boat is over 19 years old and is not adequate for fire and rescue operations. [illegible] boat isn't meant for the purpose of fire and rescue activities. The boat is a flat bottom boat and is unstable with any small to medium water movements. It is very difficult and unsafe to remove victims in the water. The sides of the boat are very high for this purpose and boat requires weight to be off setting, requiring more personnel and eventually overload the capacity of the craft. In order to perform firefighting operations it requires that a portable pump and hard suction hose to be moved to the unit. This equipment is heavy and hard to assemble. This boat requires this be assembled while in the boat.

Our current boat presents many safety risks for our personnel and its operational performance is very poor. I recommend that we purchase a boat that is built and meant for fire and rescue activities.

I realize that the water is outside of the City of Mount Holly, however our citizens expect us to provide them with this service if something arises. Along the river below the dam we are the only agency within many miles that has a usable boat. We have saved lives with our watercraft in the river and I think that our equipment and skill levels are very good. It is my recommendation that we stay with providing this service because we have so many residence occupying along our banks. If we have a call on lower part of dam we will wait quite some time for a response for fire and rescue services.

Examples of Equipment





Summary
Department: Streets

#	Project Title	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Project Total
1	Rear Loader Garbage Truck		170,000		170,000		340,000
2	Knuckle Boom Truck					130,000	130,000
3	Pick Up Trucks	24,000	30,000				54,000
4	Ford Explorer			30,000			30,000
5	Chipper Truck with Leaf Body		60,000				60,000
6	Bucket Truck	117,000					117,000
7	Street Sweeper Truck				165,000		165,000
8	Leaf Vacuum			24,000			24,000
9	Wood Chipper				45,000		45,000

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Rear ' er Garbage Truck	SS 1	Streets & S ' ' Waste	General	Replacement: Y Renovation: Expansion: New:

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	170,000	-	170,000	-	-	-	$ 340,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	170,000	-	170,000	-	-	-	$ 340,000
Financing Sources									
General Fund Revenues	-	-	170,000	-	170,000	-	-	-	$ 340,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	170,000	-	170,000	-	-	-	$ 340,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	170,000	-	170,000	-	-	-	$ 340,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	170,000	-	170,000	-	-	-	n/a

Project Description/Justification:

This will replace a 2004 International Rear Loader and then replace a 2008 International Rear Loader. This keeps both within our replacement plan

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design: Streets Director
- Land:
- Construction:
- Equipment: Streets Director

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
K Boom Truck	SS 2	Streets & S Waste	General	Replacement: Y Renovation: Expansion: New:

Project Location:	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Project Spending by Category									
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	-	130,000	-	-	$ 130,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	-	-	130,000	-	-	$ 130,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	130,000	-	-	$ 130,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	130,000	-	-	$ 130,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	130,000	-	-	$ 130,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	130,000	-	-	n/a

Project Description/Justification:

This will replace the Knuckle Boom Truck that was bought in 2010. It will be at the end of its useful life at this time and will be in need of replacing.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design: Streets Director
- Land:
- Construction:
- Equipment: Streets Director

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Up Trucks	SS 3	Streets & S Waste	General	Replacement: Y Renovation: Expansion: New:

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	24,000	30,000	-	-	-	-	-	$ 54,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	24,000	30,000	-	-	-	-	-	$ 54,000
Financing Sources									
General Fund Revenues	-	24,000	30,000	-	-	-	-	-	$ 54,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	24,000	30,000	-	-	-	-	-	$ 54,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	24,000	30,000	-	-	-	-	-	$ 54,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	24,000	30,000	-	-	-	-	-	n/a

Project Description/Justification:

This will first replace a 2001 F 150 pick up truck and then the next year replace a 2001 F 250 pick up. These vehicles have reached their useful lives and are starting to become maintenance problems.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design: Streets Director
- Land:
- Construction:
- Equipment: Streets Director

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
1 Explorer	SS 4	Streets & S" ' Waste	General	Replacement: Y Renovation: Expansion: New:

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	30,000	-	-	-	-	$ 30,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	30,000	-	-	-	-	$ 30,000
Financing Sources									
General Fund Revenues	-	-	-	30,000	-	-	-	-	$ 30,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	30,000	-	-	-	-	$ 30,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	30,000	-	-	-	-	$ 30,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	30,000	-	-	-	-	n/a

Project Description/Justification:

This will replace the 1997 Ford Explorer that the Department Director drives.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design: Streets Director
- Land:
- Construction:
- Equipment: Streets Director

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Chipp[illegible]k with Leaf Body	SS 5	Streets & S[illegible] Waste	General	Replacement: Y Renovation: Expansion: New:

Project Location: / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	60,000	-	-	-	-	-	$ 60,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	60,000	-	-	-	-	-	$ 60,000
Financing Sources									
General Fund Revenues	-	-	60,000	-	-	-	-	-	$ 60,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	60,000	-	-	-	-	-	$ 60,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	60,000	-	-	-	-	-	$ 60,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	60,000	-	-	-	-	-	n/a

Project Description/Justification:

This will Replace a 2001 International Chipper Leaf Truck that has reached the end of its useful life.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design: Streets Director
- Land:
- Construction:
- Equipment: Streets Director

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
ket Truck	SS 6	Streets & S... Waste	General	Replacement: Y Renovation: Expansion: New:

Project Location: / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	117,000	-	-	-	-	-	-	$ 117,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	117,000	-	-	-	-	-	-	$ 117,000
Financing Sources									
General Fund Revenues	-	117,000	-	-	-	-	-	-	$ 117,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	117,000	-	-	-	-	-	-	$ 117,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	117,000	-	-	-	-	-	-	$ 117,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	117,000	-	-	-	-	-	-	n/a

Project Description/Justification:

This will replace a 1995 bucket truck that is used by the department to put up banners, hang Christmas lights, change street lights, as well as is used by many other departments within the city.

Project Priority:

Meets Legal Mandate(s):
Removes/Reduces Hazard:
Consistent with Council Objective: yes
Promotes Development:
Improves/Maintains Efficiency: Yes

Project Implementation:

Feasibility Study:
Plans/Design: Streets Director
Land:
Construction:
Equipment: Streets Director

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
St weeper Truck	SS 7	Streets & S Waste	General	Replacement: Y Renovation: Expansion: New:

Project Location: / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	165,000	-	-	-	$ 165,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	-	165,000	-	-	-	$ 165,000
Financing Sources									
General Fund Revenues	-	-	-	-	165,000	-	-	-	$ 165,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	165,000	-	-	-	$ 165,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	165,000	-	-	-	$ 165,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	165,000	-	-	-	n/a

Project Description/Justification:

This will replace the 2004 Isuzu Street Sweeper that that is used to sweep debris off of the City streets. This is also a valuable part of our Stormwater program.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design: Streets Director
- Land:
- Construction:
- Equipment: Streets Director

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Vacuum	SS 8	Streets & Waste	General	Replacement: Y Renovation: Expansion: New:

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	24,000	-	-	-	-	$ 24,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	24,000	-	-	-	-	$ 24,000
Financing Sources									
General Fund Revenues	-	-	-	24,000	-	-	-	-	$ 24,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	24,000	-	-	-	-	$ 24,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	24,000	-	-	-	-	$ 24,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	24,000	-	-	-	-	n/a

Project Description/Justification:

This will replace the one of the two ODB Leaf Vacs that the City has. It was purchased in 1998 and is nearing the end of its useful life. The other was replaced in 2008

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design: Streets Director
- Land:
- Construction:
- Equipment: Streets Director

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
d Chipper	SS 9	Streets & S Waste	General	Replacement: Y Renovation: Expansion: New:

Project Location:	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Project Spending by Category									
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	45,000	-	-	-	$ 45,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	-	45,000	-	-	-	$ 45,000
Financing Sources									
General Fund Revenues	-	-	-	-	45,000	-	-	-	$ 45,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovemmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	45,000	-	-	-	$ 45,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	45,000	-	-	-	$ 45,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	45,000	-	-	-	n/a

Project Description/Justification:

This will replace the 1999 Woodchuck Chipper the City has. It piece of equipment is used for chipping yard waste into mulch.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes

Project Implementation:

- Feasibility Study:
- Plans/Design: Streets Director
- Land:
- Construction:
- Equipment: Streets Director

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Summary
Department: Garage

#	Project Title	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Project Total
1	F 350 Pick Up			40,000			40,000

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Ford) Pick Up Truck	GR 1	Gar	General	Replacement: Y Renovation: Expansion: New:

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	40,000	-	-	-	-	$ 40,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	-	40,000	-	-	-	-	$ 40,000
Financing Sources									
General Fund Revenues	-	-	-	40,000	-	-	-	-	$ 40,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	40,000	-	-	-	-	$ 40,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	40,000	-	-	-	-	$ 40,000
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	40,000	-	-	-	-	n/a

Project Description/Justification:

This would replace the vehicle that is currently in use in the City Garage. It would need to be a large truck so all the tools and equipment needed to work on cars could be transported to locations of break downs if need be.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency:

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Summary
Department: Parks and Recreation

#	Project Title	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Project Total
1	Park signage program	13,000	13,000	6,500			32,500
2	Jack's Place development	25,000		250,000			275,000
3	West Creek Park Development	25,000	150,000				175,000
4	Sprayground/Splash Pad				200,000		200,000
5	North Neighborhood Park				50,000	500,000	550,000
6	Northeast Mini Park			25,000	250,000		275,000
7	Maintenance Truck		22,500				22,500

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Pa nage Program	PR 1	Parks & P ation		Replacement: Renovation: Expansion: New: X

Project Location: Entrance signs at City Parks

Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-				-	-	-	-	$ -
Land and Land Preparation	-		-	-	-	-	-	-	$ -
Construction: Contracted	-	13,000	13,000	6,500	-	-	-	-	$ 32,500
Construction: Local Unit Workforce	-		-	-	-	-	-	-	$ -
Equipment/Furnishings	-		-	-	-	-	-	-	$ -
Other (i.e. Legal); specify:	-		-	-	-	-	-	-	$ -
Contingency	-		-	-	-	-	-	-	$ -
Total Project Expenditures	-	13,000	13,000	6,500	-	-	-	-	$ 32,500
Financing Sources									
General Fund Revenues	-		-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-		-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-		-	-	-	-	-	-	$ -
Lease/Installments Purchases	-		-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-		-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-		-	-	-	-	-	-	$ -
Special Assessments	-		-	-	-	-	-	-	$ -
Development Fees/Contributions	-		-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-		-	-	-	-	-	-	$ -
Other (please specify):	-		-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-		-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-		-	-	-	-	-	-	$ -
Capital Outlay	-		-	-	-	-	-	-	$ -
Increased Operating Costs	-		-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-		-	-	-	-	-	-	$ -
Additional Revenues (negative)	-		-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-		-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

This project would phase in new entrance signage at the following parks:Tuckaseege, Woodlawn, Veterans, Catawba Heights Neighborhood Park, and Mountain Island Park. River Street Park has new signage as a result of the CDBG. We would like to have signage that resembles the one at River Street. We would like to do Tuckaseege and Woodlawn the first year, Veterans and Catawba Heights the second year, and Mountain Island Park the third year.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency: yes

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Jack' ce development	PR 2	Parks & Recreation		Replacement: Renovation: X Expansion: New:

Project Locatio Jack ace	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Project Spending by Category									
Planning & Design	-	25,000	-	-	-	-	-	-	$ 25,000
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	200,000	-	-	-	-	$ 200,000
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	50,000	-	-	-	-	$ 50,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	25,000	-	250,000	-	-	-	-	$ 275,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

The development of Jack's Place was identified in the Parks & Recreation Master Plan that was Council-approved in June 2010. Jack's Place is already city owned property and the development of this location into a nature center/passive recreation area on the water would be a tremoundous asset to the City. FY 13-14 could see us have a plan developed and then possibly applying for some grant money to be used in the construction phase in FY15-16. These price estimates were from the 2010 Master Plan.

Project Priority:

Meets Legal Mandate(s):
Removes/Reduces Hazard:
Consistent with Council Objective: yes
Promotes Development: yes
Improves/Maintains Efficiency:

Project Implementation:

Feasibility Study:
Plans/Design:
Land:
Construction:
Equipment:

Relationship to Other Departments:

Relation to Other Projects:

This relates directly to the Clean Water Trust Fund land, and could possibly be a trailhead on the greenway.

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
West C Park Development	PR 3	Parks & R ation		Replacement: Renovation: Expansion: New: X

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	P t Totals
Planning & Design	-	15,000	-	-	-	-	-	-	$ 15,000
Land and Land Preparation	-	10,000	-	-	-	-	-	-	$ 10,000
Construction: Contracted	-	-	70,000	-	-	-	-	-	$ 70,000
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	65,000	-	-	-	-	-	$ 65,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	15,000	-	-	-	-	-	$ 15,000
Total Project Expenditures	-	25,000	150,000	-	-	-	-	-	$ 175,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact				-					n/a

Project Description/Justification:

The West Creek Park group has approached the City about the possibilty of developing the land as a city park. This piece of property could be developed as a sports field, walking track, playground, and picnic areas. This was identifies as part of the Parks & Recreation Master Plan (2010) in that it called for a northwest neighborhood park. The West Creek group has stated that if we develop and maintain the property, that they would donate or sell for a small price. These price estimates were from the 2010 Master Plan.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development: yes
- Improves/Maintains Efficiency:

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Spra[illegible]nd/Splash Pad	PR 4	Parks & Re[illegible]ation		Replacement: Renovation: Expansion: New: X

Project Locatio Site [illegible]e determined Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	[illegible]015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	P[illegible]t Totals
Planning & Design	-	-	-	-	10,000	-	-	-	$ 10,000
Land and Land Preparation	-	-	-	-	40,000	-	-	-	$ 40,000
Construction: Contracted	-	-	-	-	35,000	-	-	-	$ 35,000
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	100,000	-	-	-	$ 100,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	15,000	-	-	-	$ 15,000
Total Project Expenditures	-	-	-	-	200,000	-	-	-	$ 200,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact									n/a

Project Description/Justification:

The issue of a sprayground/splash pad was identified in the Parks & Recreation Master Plan (2010). If in the right location the splashpad can draw residents and visitors to the area during the summer months. These cost estimates here are lower than the ones in the master plan in that staff has looked into this issue recently and if we wanted to do something on a small-meduium scale this cost estimate would cover it.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development: yes
- Improves/Maintains Efficiency:

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Nort[illegible]hborhood Park	PR 5	Parks & R[illegible]ation		Replacement: Renovation: Expansion: New: X

Project Locati[illegible] Site t[illegible] determined Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	15,000	-	-	-	$ 15,000
Land and Land Preparation	-	-	-	-	35,000	-	-	-	$ 35,000
Construction: Contracted	-	-	-	-	-	125,000	-	-	$ 125,000
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	-	350,000	-	-	$ 350,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	25,000	-	-	$ 25,000
Total Project Expenditures	-	-	-	-	50,000	500,000	-	-	$ 550,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

A neighborhood park in the North side of town is identified in the Parks & Recreation Master Plan (2010). Neighborhhod Parks are typically 10-15 acres and may include amenities such as; playgrounds, sport fields, picnic areas, walking trails, and other amenities. At this time there is no current site for this plan.

Project Priority:	Project Implementation:
Meets Legal Mandate(s):	Feasibility Study:
Removes/Reduces Hazard:	Plans/Design:
Consistent with Council Objective: yes	Land:
Promotes Development:	Construction:
Improves/Maintains Efficiency:	Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
N[illegible]ast mini-park	PR 6	Parks & Re[illegible]ation		Replacement: Renovation: Expansion: New:

Project Location: site [illegible] determined	Prior Years	Current Year FY 13-14	2014-2015	[illegible]015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	P[illegible]t Totals
Project Spending by Category									
Planning & Design	-	-	-	25,000	-	-	-	-	$ 25,000
Land and Land Preparation	-	-	-	-	50,000	-	-	-	$ 50,000
Construction: Contracted	-	-	-	-	50,000	-	-	-	$ 50,000
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	130,000	-	-	-	$ 130,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	20,000	-	-	-	$ 20,000
Total Project Expenditures	-	-	-	25,000	250,000	-	-	-	$ 275,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

A northeast mini-park was identified in the Parks & Recreation Master Plan (2010). As of now there is no set location for the park. Mini-parks are typically around an acre, comparable to the Catawba Heights neighborhood park, and they include a playground, and some smaller amenities. If possible we may be able to go after some smaller grants to help us with this project.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency:

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
M nance Truck	PR 7	Parks & R ation		Replacement: Renovation: Expansion: New: X

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	22,500	-	-	-	-	-	$ 22,500
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	22,500	-	-	-	-	-	$ 22,500
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

As Park properties and projects increase, the need for a second maintenance truck is needed. Currently we have one truck that has to go around to all six city parks and two gyms.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective:
- Promotes Development:
- Improves/Maintains Efficiency: yes

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Summary
Department: Planning and Economic Development

#	Project Title	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Project Total
1	Vehicle Replacement	30,000					30,000
2	Downtown Wayfinding Signs	25,000					25,000
3	Gateway Signs	12,000	24,000	24,000			60,000

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Plannir hicle Replacement	PE 1	Planning & D lopment	General	Replacement: X Renovation: Expansion: New:

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Pr t Totals
Planning & Design	-	-	-	-	-	-	-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	$30,000	-	-	-	-	-	-	$ 30,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	30,000	-	-	-	-	-	-	$ 30,000
Financing Sources									
General Fund Revenues	-	30,000	-	-	-	-	-	-	$ 30,000
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	30,000	-	-	-	-	-	-	$ 30,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

The Planning Department purchased a 2011 Subarua Outback in September 2011 as a replacement vehicle for the 1997 Code Enforcement Ford Explorer, which was declared surplus. The Department retained the 2002 Ford Explorer, which was purchased in 2001. Previously, Planning CIP worksheets called for a replacement of the Explorer with a more fuel-efficient vehicle in a couple of years. However, this past year, staff has had to replace an axle seal, ball-joints and the vehcile needs an air-conditioning control arm as the vents do not work correctly; new tires were purchased as well. Recently, the Explorer has issues of stalling when the vehicle is placed in drive. We have taken it to Keith Hawthorne Ford for a diagnostic check, but the service center cannot identify the problem. The issue has occurred in the witness of the City Manager, while he was out with Planning staff, and it could be related to the transmission as there is a pause after it is placed into drive and stalls. It seems that this could be a costly replacement. Safety is also a priority.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard: Yes; potnetial safety hazard
- Consistent with Council Objective: Yes
- Promotes Development:
- Improves/Maintains Efficiency: Yes; fuel-efficiency

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

The 2011 Subaru Outback has been used by several departments for trips because of its fuel efficiency and reliability.

Relation to Other Projects:

This is related to the City's overall goal of reducing gas consumption by purchasing more fuel-efficient vehicles. The 2002 Ford Explorer gets 13 mpg city and 17 mpg highway. A 2013 Subaru Outback gets 24 mpg city and 30 mpg highway. The Explorer uses almost double the gas as an Outback would.

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Downt Vayfinding Signs	PE 2	Planning & D[illegible]opment	General	Replacement: Renovation: Expansion: New: X

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Pr[illegible] Totals
Planning & Design	$33,000	-	-	-	-	-	-	-	$ 33,000
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	$25,000	-	-	-	-	-	-	$ 25,000
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	-	-	-	-	$ -
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	33,000	25,000	-	-	-	-	-	-	$ 58,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

In August 2012, City Council approved the fabrication of 15 wayfinding signs and their installation throughout the city limits. These large signs are intended to guide traffic to destination points throughout Mount Holly. The costs for the 15 signs were $40,830 ($29,580 fabrication and $11,250 installation). The City began a Branding and Wayfinding Design project in 2011, investing $33,000 in this five-phase endeavor. A component of the project was a Master Sign Plan. Since all of Phase 1 signs have been fabricated and are beginning installation in the 2012-2013 fiscal year, the next step is to install the pedestrian-oriented signs to guide people around downtown. There are 10 wayfinding signs identified in Phase 2 of the Master Sign Plan for the downtown area. Optimally, we would like to begin fabrication and installation in the 2013-2014 fiscal year, as the signs have already been designed. However, it may be possible to defer the action to the 2014-2015 fiscal year to help offset costs. Estimate is $1,700 per sign, plus $750 installation per sign.

Project Priority:

Meets Legal Mandate(s):	
Removes/Reduces Hazard:	
Consistent with Council Objective: Yes	
Promotes Development: Yes	
Improves/Maintains Efficiency:	

Project Implementation:

Feasibility Study:	
Plans/Design:	
Land:	
Construction:	
Equipment:	

Relationship to Other Departments:

These signs will guide people to other departments, such as Police and Fire, for info and safety purposes.

Relation to Other Projects:

This project is in-line with the City's overall goal of economic development by guiding traffic around town, especially to the Central Business District. The Council has adopted the Master Sign Plan in support of the project.

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
way Signs	PE 3	Planning & D opment	General	Replacement: Renovation: Expansion: New: X

Project Location: / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Pr t Totals
Planning & Design	$33,000	-	-	-	-	-	-	-	$ 33,000
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	$12,000	$24,000	$24,000	-	-	-	-	$ 60,000
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	-	-	-	-	-	-	-	$ -
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	33,000	12,000	24,000	24,000	-	-	-	-	$ 93,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

There are 5 Gateway Signs identified in the Master Sign Plan, adopted by Council in August 2012, upon a unanimous recommendation by the EDC. There are two different design styles for the signs that are to be located on the entry points into town. Gateway Signs mimic the new River Street Park sign in that they use a river rock component. I have gotten a quote from the design based on the Master Sign Plan of $12,000 per sign for a large design and $6,000 per sign for a smaller sign. While the priority for these signs is not as pressing as the wayfinding signs, there is one priority found in the sign coming into town along Highway 27 from Charlotte, as it is located within the railroad right-of-way, just to the right of the underpass after crossing the Catawba River bridge. We have until June 30, 2013 to close the Linear Park project out with the railroad, and to avoid additional review fees from CSX, it is suggested that we extend the project until December 31, 2013 and include this one gateway sign in the 2013-2014 fiscal year with others to follow down the road.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: Yes
- Promotes Development: Yes; Consistent with Plans
- Improves/Maintains Efficiency:

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

This project follows the Council objective of investing in our gateway areas, with the priorities being the South Gateway at I-85 and the Downtown Gateway along Highway 27.

Priority Scale:	High	Medium			Low
Dept Head	~~5~~	~~4~~	3	~~2~~	~~1~~
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Utility F		2013-2014	014-2015	2015-2016	2016-2017	7-2018
Water						
Water Plant Improvements	WA 1					
Chlorine Analyzers		$ 60,000				
Automatic Valve Actuators		$ 20,000				
Finger Troughs			$ 100,000			
TrackVac System				$ 250,000		
System Tampering Monitoring					$ 200,000	
Water Plant Expansion Engineering						$ 1,200,000
Waste Water						
Waste Water Plant Improvement	WW 1					
Replace Fence Along Back of Property		$ 21,000				
Pipe and Pump Station to CMU						$ 14,000,000
Collection/Distribution						
Sewer I&I Study	CD 1	$ 100,000				
New Line Install and Water Line Replacement	CD 2					
Hoover Line Replacement		$ 100,000				
Pressure Reducing Valve on Lane Road		$ 65,000				
New McGinnis, 2nd, 3rd, Abernathy, Stroup			$ 200,000			
Lee and Wilson Line Replacement				$ 130,000		
Meller Line Replacement					$ 150,000	
Bonnie, Valley, Goodson Line Replacement						$ 200,000
Vehicle Replacement	CD 3					
Chevy Malibu, 1988 Dumptruck		$ 65,000				
2007 F150, New Vehicle for Director			$ 50,000			
2008 F250 4x4, 2008 F350				$ 90,000		
2009 F250 4x4, 2010 Ranger					$ 70,000	
2011 Ranger, 2011 F150						$ 60,000
Equipment Replacement	CD 4					
1999 JetVac, 1994 Air Compressor		$ 80,000				
2006 Jet Vac, 1970 4" Water Pump			$ 80,000			
2008 Boring Machine, 2008 Tamp				$ 80,000		
2008 Sewer Camera					$ 90,000	
Backhoe						$ 90,000
Stormwater						
Central Ave Stormwater Project	SW 1		$ 100,000	$ 200,000	$ 200,000	$ 200,000
Totals		**$ 511,000**	**$ 530,000**	**$ 750,000**	**$ 710,000**	**$ 15,750,000**
Total CIP		**$ 18,251,000**				

Utility Fund		2013-2014	2014-2015	2015-2016	2016-2017	2017-2018
Water						
Water Plant Improvements	WA 1					
Chlorine Analyzers		$ 60,000				
Automatic Valve Actuators		$ 20,000				
Finger Troughs			$ 100,000			
TrackVac System				$ 250,000		
System Tampering Monitoring					$ 200,000	
Water Plant Expansion Engineering						$ 1,200,000
Waste Water						
Waste Water Plant Improvement	WW 1					
Replace Fence Along Back of Property		$ 21,000				
Pipe and Pump Station to CMU						$ 14,000,000
Collection/Distribution						
Sewer I&I Study	CD 1	$ 100,000				
New Line Install and Water Line Replacement	CD 2					
Hoover Line Replacement		$ 100,000				
Pressure Reducing Valve on Lane Road		$ 65,000				
New McGinnis, 2nd, 3rd, Abernathy, Stroup			$ 200,000			
Lee and Wilson Line Replacement				$ 130,000		
Meller Line Replacement					$ 150,000	
Bonnie, Valley, Goodson Line Replacement						$ 200,000
Vehicle Replacement	CD 3					
Chevy Malibu, 1988 Dumptruck		$ 65,000				
2007 F150, New Vehicle for Director			$ 50,000			
2008 F250 4x4, 2008 F350				$ 90,000		
2009 F250 4x4, 2010 Ranger					$ 70,000	
2011 Ranger, 2011 F150						$ 60,000
Equipment Replacement	CD 4					
1999 JetVac, 1994 Air Compressor		$ 80,000				
2006 Jet Vac, 1970 4" Water Pump			$ 80,000			
2008 Boring Machine, 2008 Tamp				$ 80,000		
2008 Sewer Camera					$ 90,000	
Backhoe						$ 90,000
Stormwater						
Central Ave Stormwater Project	SW 1		$ 100,000	$ 200,000	$ 200,000	$ 200,000
Totals		**$ 511,000**	**$ 530,000**	**$ 750,000**	**$ 710,000**	**$ 15,750,000**
Total Funded		**$ 18,251,000**				
Total CIP		**$ 18,251,000**				

Summary
Department: Water

#	Project Title	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Project Total
1	Water Plant Improvements	80,000	100,000	250,000	200,000	1,200,000	1,830,000

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Wate t Improvements	WA 1	Wa'	Utility	Replacement: Renovation: Expansion: New:

Project Location: / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-	$1,200,000	-	-	$ 1,200,000
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	$80,000	$100,000	$250,000	$200,000		$8,000,000	-	$ 8,630,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	80,000	100,000	250,000	200,000	1,200,000	8,000,000	-	$ 9,830,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

2013-2014> Chorine analyzers for each water tower for high age water monitoring $60,000
2013-2014> Automatic Valve Actuators for the high service pumps$ 20,000
2014-2015> Finger Troughs to be installed in the Basin to basins to attain a higher quality Settled Water $100,000
2015-2016> TrackVac System installed in the Basins. This will remove sludge from the basins to attain a higher quality Settled Water $250,000
2016-2017> System Tampering monitoring $200,000
2017-2018> Water Plant Explanation, Engineering $1,200,000
2018-2019> Water Plant Explanation, Build $8,000,000

Project Priority:

Meets Legal Mandate(s):
Removes/Reduces Hazard:
Consistent with Council Objective: yes
Promotes Development:
Improves/Maintains Efficiency:

Project Implementation:

Feasibility Study:
Plans/Design:
Land:
Construction:
Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Summary
Department: Waste Water

#	Project Title	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Project Total
1	Waste Water Plant Improvements	21,000				14,000,000	14,021,000

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Wastew Plant Improvements	WW 1			Replacement: Renovation: Expansion: New:

Project Location: Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-		-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	14,000,000	-	-	$ 14,000,000
Construction: Local Unit Workforce	-	21,000	-	-	-	-	-	-	$ 21,000
Equipment/Furnishings	-							-	$ -
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	21,000	-	-	-	14,000,000	-	-	$ 14,021,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	21,000	-	-	-	-	-	-	$ 21,000
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	21,000	-	-	-	-	-	-	$ 21,000
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

13-14 Replace the fince along the back (river side) of the plant. This will also replace barb wire where needed.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency:

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Summary
Department: Collection and Distribution

#	Project Title	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Project Total
1	Sewer I&I Study	100,000					100,000
2	New Line Install and Replacement	165,000	200,000	130,000	150,000	200,000	845,000
3	Vehicle Replacement	65,000	50,000	90,000	70,000	60,000	335,000
4	Equipment Replacement	80,000		80,000	90,000	90,000	340,000

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
I & I Study	CD 1	Collection/ bution	Utility	Replacement: Renovation: Expansion: New:

Project Location: / Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-		-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	$100,000						-	$ 100,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	100,000	-	-	-	-	-	-	$ 100,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

A sewer main I & I study will help decide which sewer line replacements let us know where the worst lines are. After the Study the main should then be picked for replacement.

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency:

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
New Line Inste Water Line Replacement	CD 2	Collection/D ibution	Utility	Replacement: Renovation: Expansion: New:

Project Location:

Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Pr Totals
Planning & Design	-	-	-	-	-		-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	165,000	200,000	130,000	150,000	200,000	-	-	$ 845,000
Equipment/Furnishings	-							-	$ -
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	165,000	200,000	130,000	150,000	200,000	-	-	$ 845,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

2013-2014> Hoover Water Line Replaced $100,000, Pressure Reducing Valve on Lane Road $65,000
2014-2015> New water lines McGinnis, 2nd , 3RD Abernathy, Stroup $200,000
2015-2016> Lee and Wilson Water Line replaced $130,000
2016-2017> Meller Water Line Replaced $150,000
2017-2018> Bonnie, Valley and Goodson Water Line Replaced $200,000

Project Priority:

- Meets Legal Mandate(s):
- Removes/Reduces Hazard:
- Consistent with Council Objective: yes
- Promotes Development:
- Improves/Maintains Efficiency:

Project Implementation:

- Feasibility Study:
- Plans/Design:
- Land:
- Construction:
- Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Ve Replacement	CD 3	Collection/ bution	Utility	Replacement: Renovation: Expansion: New:

Project Location:	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Project Spending by Category									
Planning & Design	-	-	-	-	-		-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	$65,000	50,000	$90,000	$70,000	$60,000	$60,000	-	$ 395,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	65,000	50,000	90,000	70,000	60,000	60,000	-	$ 395,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

Vehicle replacement keeps the cost of maintenance lower. Service vehicles are replaced ever 6 years, Admin. Vehicles are replaced every 10 years. The replacement schedule is as follows;
2013-2014> 2001 Chev Malibu; 1988 Dumptruck
2014-2015> 2007 F150, New Vehicle for Director
2015-2016> 2008 F250 4X4; 2008 F350
2016-2017> 2009 F 250 4X4; 2010 Ranger
2017-2018> 2011 Ranger; 2011 F150
2018-2019> 2008 Ranger 4X4; 2012 Van

Project Priority:

Meets Legal Mandate(s):	
Removes/Reduces Hazard:	
Consistent with Council Objective: yes	
Promotes Development:	
Improves/Maintains Efficiency:	

Project Implementation:

Feasibility Study:	
Plans/Design:	
Land:	
Construction:	
Equipment:	

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Equi t Replacement	CD 4	Collection/D bution	Utility	Replacement: Renovation: Expansion: New:

Project Location:	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Project Spending by Category									
Planning & Design	-	-	-	-	-		-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	-	-	-	-	-	-	$ -
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-	$80,000	80,000	$80,000	$90,000	$90,000	$100,000	-	$ 520,000
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	80,000	80,000	80,000	90,000	90,000	100,000	-	$ 520,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

Equipment replacement prevents down time from equipment failure and safety issues. The following schedule will be followed;
2013-2014> 1999 Jetvac; 1994 air compressor
2014-2015> 2006 jetvac,;1970 4 " water pump
2015-2016> 2008 Boring Machine; 2008 Tamp
2016-2017> 2008 Sewer Camera
2017-2018> Backhoe
2018-2019> 2011 Trackhoe; 2012Trailer

Project Priority:

Meets Legal Mandate(s):
Removes/Reduces Hazard:
Consistent with Council Objective: yes
Promotes Development:
Improves/Maintains Efficiency:

Project Implementation:

Feasibility Study:
Plans/Design:
Land:
Construction:
Equipment:

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

Summary
Department: Stormwater

#	Project Title	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Project Total
1	Central Ave Stormwater Project		100,000	200,000	200,000	200,000	700,000

Project Title:	Project Number#:	Requesting Department:	Fund:	Type of Project Acquisition:
Central A Stormwater Project	SW 1	Utility/Str ater	62-91-4730	Replacement: Renovation: Expansion: New:

Project Location: Central Ave & Woodlawn Avenue

Project Spending by Category	Prior Years	Current Year FY 13-14	2014-2015	2015-2016	2016-2017	2017-2018	2018-2019	Beyond 2018-2019	Project Totals
Planning & Design	-	-	-	-	-		-	-	$ -
Land and Land Preparation	-	-	-	-	-	-	-	-	$ -
Construction: Contracted	-	-	100,000	200,000	200,000	200,000	200,000	-	$ 900,000
Construction: Local Unit Workforce	-	-	-	-	-	-	-	-	$ -
Equipment/Furnishings	-							-	$ -
Other (i.e. Legal); specify:	-	-	-	-	-	-	-	-	$ -
Contingency	-	-	-	-	-	-	-	-	$ -
Total Project Expenditures	-	-	100,000	200,000	200,000	200,000	200,000	-	$ 900,000
Financing Sources									
General Fund Revenues	-	-	-	-	-	-	-	-	$ -
Enterprise Fund Revenues	-	-	-	-	-	-	-	-	$ -
Capital Reserves (please specify):	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchases	-	-	-	-	-	-	-	-	$ -
General Obligation Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Revenue Bond Proceeds	-	-	-	-	-	-	-	-	$ -
Special Assessments	-	-	-	-	-	-	-	-	$ -
Development Fees/Contributions	-	-	-	-	-	-	-	-	$ -
Grants/Intergovernmental Revenue	-	-	-	-	-	-	-	-	$ -
Other (please specify):	-	-	-	-	-	-	-	-	$ -
Total Financing Sources	-	-	-	-	-	-	-	-	$ -
Impact on Operating Budget									
Debt Service: (i.e. Bonds, etc.)	-	-	-	-	-	-	-	-	$ -
Lease/Installments Purchase Payments	-	-	-	-	-	-	-	-	$ -
Capital Outlay	-	-	-	-	-	-	-	-	$ -
Increased Operating Costs	-	-	-	-	-	-	-	-	$ -
Decreased Operating Costs (negative)	-	-	-	-	-	-	-	-	$ -
Additional Revenues (negative)	-	-	-	-	-	-	-	-	$ -
Other; (i.e. Reduced Annual Revenues) specify:	-	-	-	-	-	-	-	-	$ -
Total Operating Impact	-	-	-	-	-	-	-	-	n/a

Project Description/Justification:

Central Avenue drainage was studied in 2011/2012 and the system needs major improvements to mitigate future flooding. The study was complicated and identified three general areas needing improvement (Downtown area, School/Central area and Woodlawn Ave area). The three project areas are independent of one another in the relation to the relief of building and roadway flooding and the order of construction is important. Project proposal:

Woodlawn Avenue area $100,000 FY 2014
FY 2015 School/Central area $200,000
FY 2016 Downtown area, Ph 1 $200,000
FY 2017 Downtown area, Ph 2 $200,000
FY 2018 Downtown area, Ph 3 $200,000

Project Priority:

Meets Legal Mandate(s):	
Removes/Reduces Hazard:	
Consistent with Council Objective: yes	
Promotes Development:	
Improves/Maintains Efficiency:	

Project Implementation:

Feasibility Study:	
Plans/Design:	
Land:	
Construction:	
Equipment:	

Relationship to Other Departments:

Relation to Other Projects:

Priority Scale:	High	Medium			Low
Dept Head	5	4	3	2	1
Manager	5	4	3	2	1
Town Council	5	4	3	2	1

Concept Date:		Finance Director Approval:	
Start Date:		Manager Approval:	
Projected Completion Date:		Town Board Approval:	

City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Thursday, January 31, 2013

Subject: ABC Revenue/Parks and Recreation

This matter was brought to the attention of staff by Councilman Moore. Councilman Moore is proposing to have the City Council consider appropriating revenue funds from the ABC Store to the Parks and Recreation Department.

In regard to the legalities of doing such, the City Attorney has reviewed the matter and has provided input for the City Council to consider.

In addition to the attorney's input, Mark Jusko of the Parks and Recreation Department has provided input as well.

MEMO

TO: Mayor and Council

SUBJECT: ABC Revenue Distributions

DATE: January 29, 2013

FROM: Kemp A. Michael, City Attorney

The Mt. Holly voters approved the ABC referendum on June 3, 2003. Mt. Holly ABC Board has been in business since the year 2005 and has performed well compared to other similar ABC boards across the state. The Mt. Holly ABC Board has shared the administrative expense of executive director, Larry Beck, who serves both the Mt. Holly Board and the City of Gastonia ABC Board. In addition, the Mt. Holly Board continues to use Cherry Bekaert & Holland as auditors. The purpose of this memo is to outline the required distribution of revenues required by the state from the sale of alcoholic beverages by the Mt. Holly ABC Board. In summary, total revenues from the sale of alcoholic beverages were $1,798,226 and were distributed as follows:

- Payment to the state for the cost of products sold ($965,715)
- Payment of state excise tax ($396,871)
- Payment of salaries and other operating expenses ($241,000)
- Payment of interest expense ($15,987)
- Law enforcement expense ($4,362)
- Alcohol education expense ($6,106)

As you are aware, the ABC board purchased the building which they presently occupy. After the above deductions, the board still was able to pay the required mortgage payment on the ABC building in the amount of $61,567 and the additional sum of $83,761, leaving a balance on the mortgage as of June 30, 2012 in the amount of $349,471. It appears that this mortgage should be fully paid off during the fiscal year ending June 30, 2015.

When the mortgage is fully paid, if revenues continue relatively unchanged, the ABC Board would likely be able to generate payments to the City in the approximate amount of $100,000 per year beginning in fiscal year 2016 (and some partial amount in 2015). In addition, the ABC Board will be able to maintain working capital in the approximate sum of $250,000 to cover routine maintenance, repairs, and replacement of equipment.

In summary, it appears that the ABC Board has effectively run the ABC operations as a component unit of City of Mt. Holly. If operations continue as they have over the past several years, all debt will be fully paid and a likely revenue stream will flow to Mt. Holly on an annual basis. According to Trent J. Wilson, the ABC Auditor, operations have been performed in accordance with law and the ABC Board has net assets as of June 30, 2012, in the amount of $608,780. According to Chairman Carlton Broome, ABC operations are functioning well and he confirmed the estimate of cash flowing to the City in the approximate amount of $100,000 per year after the mortgage is paid off as stated above. Of course, this amount is only an estimate based upon steady revenues and no unforeseen interruption of operations.

Mount Holly Parks & Recreation

ABC Revenue and Parks & Recreation

The issue has been raised by Councilman Moore about the possibility, of once the ABC store is paid off, then taking the revenue from the store and using it in Parks & Recreation. I have attached information from the Town of Mooresville website; that says of the Mooresville ABC store revenue; at least 25% goes to the town for Parks & Recreation facilities.

I have also attached financial information regarding their revenue over the past three years, and when the ABC store could be paid off.

ABC Board

Agendas | Minutes

In 1965, the North Carolina General Assembly ratified a bill allowing the Town of Mooresville to vote to establish its first ABC store. As a result of that election, an ABC Board was created under state regulations to provide independent oversight and distribution of the proceeds of alcohol sales.

Distribution of ABC Store profits are split according to requirements outlined in the Town Charter:

- twelve and one-half percent (12.5%) to Iredell County for school purposes;
- a minimum of 25% to the Town for public parks and recreation centers;
- a minimum of 27.5% to the Town for the Mooresville Graded School District; and
- the remaining net profits to the Town for Alcoholic Beverage Control law enforcement, any town governmental purpose, public parks and recreation, additional funds for the Mooresville Graded School District, acquisition of sites and construction, maintenance and operation of public hospitals, or acquisition, maintenance, operation, enlargement and improvement of public libraries, public art museums and armories.

The ABC Board has three members who serve three-year terms and are appointed by the Mayor and Town Board of Commissioners. The ABC Board meets the third Thursday of each month at 1 p.m. in the Board Room at ABC Store #1, 436 East Plaza Drive. Meetings are open to the public.

ABC Board Members:
Mitchell Mack, Chair
Bob Amon
Ben Goins

30-Jun	2012	2011	2010
	$ 130,324	$ 111,003	$ 93,019

at June 30 2012 there was $349,461 left on the debt with $51,163 due during 2012-2013. If things stay the same and profits are as good, debt could be paid off sometime in late 2013-2014.

City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Thursday, January 31, 2013

Subject: Parks and Recreation (ball fields and walking track)

This matter is being brought forth by Mark Jusko of the Parks and Recreation Department but is intended to be discussed by the City Council to give staff direction. There may be more specific information submitted by various council members.

Please see the documentation provided by Mr. Jusko.

Mount Holly Parks & Recreation

Parks & Recreation (ball fields and walking track)

Ballfield

According to Table 3-4 on page 3-17 of the 2010 Parks & Recreation Master Plan; which states that our standard should be 1 youth baseball field/5,000, we currently have enough fields, but will be in need of one soon. We are currently using both the Tee-ball and Little league field at Tuckaseege Park, for our youth baseball programs (ages 5-6 & 7-8). The Optimist Club services youth baseball for ages 9 and up and they mainly use the Middle School field for games.

The issue has been raised about using the newly purchased land adjacent to River Street Park and turning that into a ball field. As you can see with the attached map the topography is not the best place for a new field.

Another location that is more suitable is the West Creek Recreation Area. The West Creek Recreation Area is 4.75 acres that is outside the city limits. The site already contains a non-lighted baseball field.

Walking Track

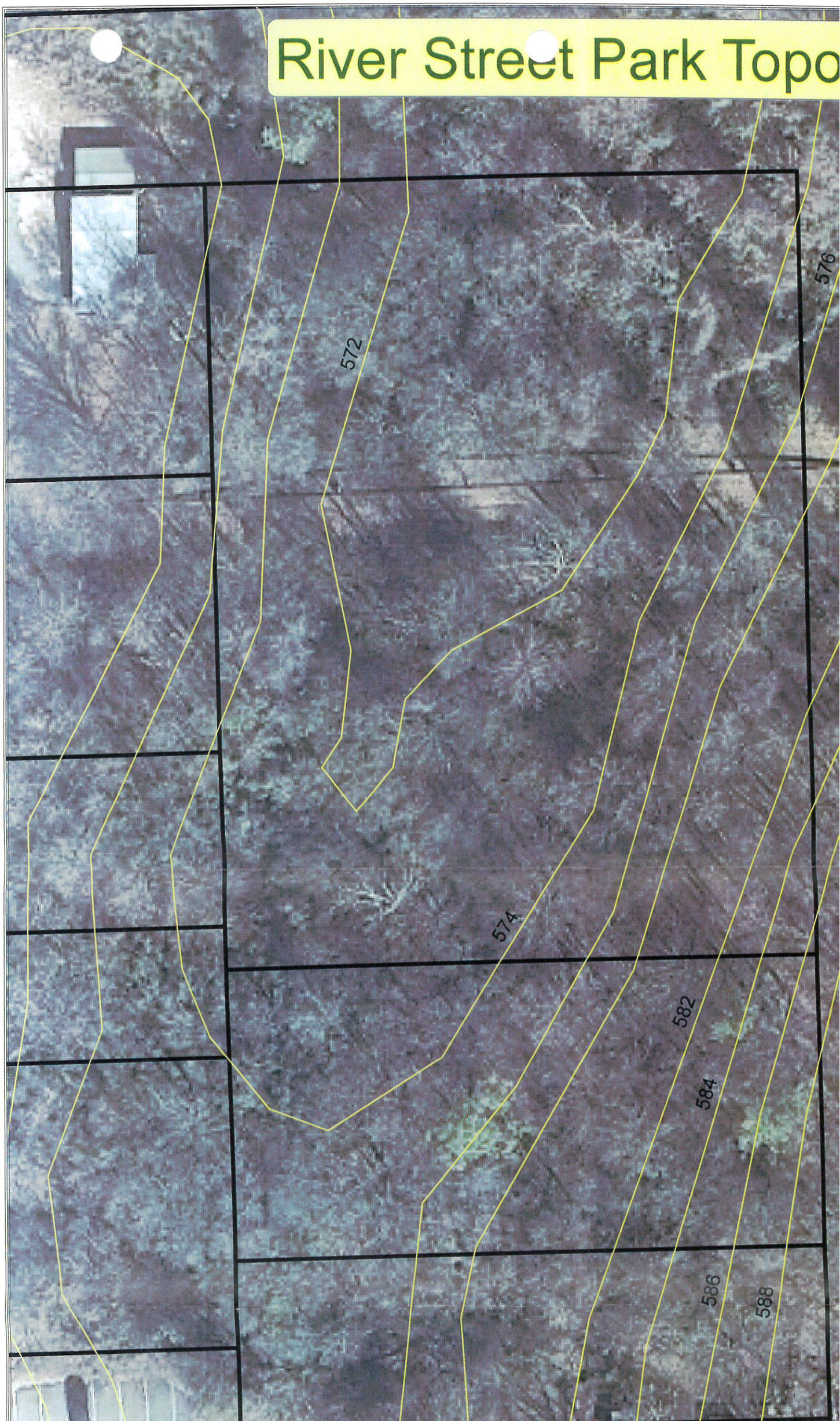
Councilman Moore has mentioned the possibility of leasing the area adjacent to the parking lot at Crossroads Wesleyan Church at 101 Beatty Road. The idea would be to establish a walking trail around the unused field space. The track would approximately measure 725 feet. The area is highlighted on the map in red. As you can see the land is fairly flat and could add to the Catawba Heights area. We could possibly add some trees and benches to this potential walking track.

Again if you look at Table 3-4 on page 3-17 of the 2010 Parks & Recreation Master Plan, we are currently in need of 6.1 miles of walking trail. This project would only add about 1/8 mile, it could still help out.

Table 3-4
City of Mount Holly
Current and Projected Facility Needs

Facilities	Mount Holly 2010 Standards	Existing Facilities	Current Demand 11,000	Current Need	2020 Demand 15,000	2020 Projected Need
Fields						
Adult Baseball	1/15,000	-	-	-		
Youth Baseball	1/5,000	2	2	-	3	1
Softball	1/5,000	1	2	1	3	2
Football	1/10,000	-	1	1	1	-
Soccer	1/7,500	1	1	-	2	1
Courts						
Basketball	1/5,000	2	2	-	3	1
Tennis	1/2,500	-	4	4	6	6
Volleyball	1/5,000	-	2	2	3	3
Shuffleboard	1/5,000	2	2	-	3	3
Horseshoe	1/5,000	-	2	2	3	3
Outdoor Areas						
Picnic Shelter	1/2,500	6	5	-	6	-
Playground	1/2,000	6	6	-	8	2
Trails						
Walking/Jogging	.8 mile/1,000	2.7 miles	8.8	6.1	12	9.3
Specialized						
Community Center/ Gymnasium	1/15,000	1	1	-	1	-
Swimming Pool	1/20,000	-	1	-	1	-
Sprayground	1/15,000	-	1	1	1	1
Amphitheatre	1/10,000	0	1	1	1	1
Stream/Lake Access	2/system	2	2	-	2	-
Disc Golf	1/15,000	-	1	1	1	1
Skateboard Park	1/15,000	1	1	-	1	-
Dog Park	1/15,000	1	1	-	1	-

River Street Park Topo



West Creek Recreati

Potential Park Location

City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Thursday, January 31, 2013

Subject: Council Updates

1. **Public Works Site** – Councilman Hope, as the Chairman of the Construction Committee, will seek direction from the City Council as it relates to pursuing a site for the proposed Public Works Facility. Staff will provide any additional information as necessary.

2. **Today in America** – as provided in the agreement between the City of Mount Holly and the Today in America Company, the video of the Mount Holly has been shown in various states and cities. The most recent report was sent to the City Council in a weekly update. In that report the video is set be aired on each Saturday during the month of February.

3. **Golf Cart Policy** – as you all are aware, this subject has been discussed with the City Council in various meetings. To date the City Council has not taken any action to move forward with the matter. Staff has provided some documentation for the City Council to consider.

4. **Police Chief Vacancy** – staff will provide a brief report regarding the process for filling the position of Police Chief.

1. No head protection on units. On all other Motorcycles of two or more wheel type it is still required. I am not for making people wear on a golf cart in a residential development, but if it went to a City wide thing it is something to think about.
2. Golf carts don't have the take off speed a motorcycle or other type bikes have, thus I highly recommend they only be used in our subdivisions and never be allowed go out of those developments even if it is to cross a street to get to a path.
3. These carts are not safety or mechanically inspected by the state or any other to ensure operational safety or condition, thus that is why I caution on developments, no other areas, and definitely no crossing or use on other roadways. I don't know how that would be defined without listing the exact subdivisions.
4. Due to several reasons I believe we should have a permitting process, a charge for such, and a sticker with an ID number.
    a. Allows city to track number of carts users.
    b. Fee to offset admin cost, stickers, plate or other. Police will definitely have related service issues and offset cost. Sure not a lot but makes it look like we are just adding cost related without a fee.
    c. Helps police when they see a cart that may not be permitted.
    d. If under age usage, I think this permit has option of being pulled and way to track back to permitted person or owner. I think this is going to be hard to police and no one will take responsibility of kids actions. This way they know it will affect their ride and less likely to let happen.
    e. Can easily communicate with groups of users when needed and good way to give do's, do not's, and regulations.
    f. I think each unit should be stickered by city to verify unit is actually a real golf cart. I think you are going to see make-shift units as some will have competitions. Maybe some pretend unit with golf cart bodies that are racers. You know, it's a guy thing.
    g. Permit stickers need to be one's that get ruined when pulled off and prevent any transfers to other units.
5. I think the whole program should be policed by code enforcement as well as police. Immediate issues with police, but other and follow-up should be code enforcement. Certainly shouldn't be a complaint base system like some of other enforcement issues. If they see it, it needs to be addressed to make it successful.
6. Little concerned that during some community parties people will start borrowing carts from friends and not get permitted. These events are usually ones where the issues would be too.
7. Must have and carry valid NC Drivers License. Age verification issue and to help police.
8. Obviously age of 21 and up.

AN ORDINANCE PERMITTING AND REGULATING
THE OPERATION OF GOLF CARTS ON PUBLIC STREETS
WITHIN THE CITY OF MOUNT HOLLY, NORTH CAROLINA

WHEREAS, there is public interest in having a means of local travel that is cost effective and energy efficient as an alternative to the use of motor vehicles; and

WHEREAS, N.C.G.S. 160A-300.6 now authorizes a city, by ordinance, to regulate the operation of golf carts on any public street, road or highway where the speed limit is 35 mph or less within its municipal limits or on property owned or leased by the City; and

WHEREAS, the City Council, has determined that the safe, proper operation of golf carts on streets, roads and highways within the City is in the public interest and, if properly regulated, will promote the public health, safety and welfare;

NOW, THEREFORE, BE IT ENACTED AND ORDAINED by the Council of the City of Mount Holly, North Carolina, as follows:

Chapter 13 entitled "Motor Vehicles and Traffic" of the Charter and Code Laws is amended by adding a new article to be titled and to read:

Article VII. Golf Cart Usage

Sec. 13-72. Purpose

The purpose of this article is to provide a means of travel that is not only convenient and safe, but conserves resources and protects the environment. Golf carts, if properly used, are an effective way to travel for short distances within the City. However, to insure the public safety and welfare, the operation of golf carts must not only comply with normal regulations regarding vehicles, but should comply with special safety regulations intended to protect the operator and passengers in a vehicle that is primarily designed for operation on a golf course or recreational purposes. This article establishes the basic, minimum standards of care to be used by the operators of golf carts on public roads, streets and highways. Likewise, the public safety requires that golf carts, used as a means of transportation, must also meet certain minimum safety standards that can only be assured through a system of registration and inspection. The registration and inspection of golf carts is required in order to protect the public health, safety and welfare.

Sec. 13-73. Definitions.

Golf cart - means "golf cart" as defined by N.C.G.S. Section 20-4.01(12a), or any successor statutory definition. As of the date of this Ordinance's initial adoption, such definition reads as follows: "A vehicle designed and manufactured for operation on a

golf course for sporting or recreational purposes and that is not capable of exceeding speeds of 20 miles per hour."

Operate - means to drive, or be in physical control of a golf cart that is moving or has its key inserted and in the on position.

Public streets and roads – means those streets, roads and highways owned and/or maintained by the City or the State of North Carolina, including any associated right-of-way.

City– means the City of Mount Holly.

Sec. 13-74.. Operation of Golf Carts Allowed; Exceptions.

Allowed. The operation of golf carts on the public streets, roads and highways within the City and on property owned or leased by the City in compliance with the provisions of this article shall be permitted; however, it shall be unlawful to operate any golf cart that is not properly registered with the City or to operate any golf cart at any place or in any manner not authorized herein.

Exceptions. The operation of golf carts is not subject to the provisions of this article under the following circumstances:

(1) The operation of golf carts at golf courses, private clubs or on private property, with the consent of the owner, or

(2) The operation of golf carts within gated or limited access communities unless the streets of the community are dedicated for public use and maintained by the City; or

(3) The use of a golf cart in connection with a parade, a festival or other special event provided the consent of the sponsor is obtained and provided such vehicle is only used during such event.

(4) The use of golf carts by the Mount Holly Police Department on official police business or the use of golf carts by City personnel for official business on City owned property and City leased property, including cemeteries, parks and greenways.

Sec. 13-75. Driver's License Required.

No person who is less than 16 years of age or who does not have a valid driver's license issued under or granted by the laws of North Carolina or some other state, may operate a golf cart on any public street, road or highway within the City or on any property owned or leased by the City. For purposes of this section, a learner's permit shall not be

considered as a valid driver's license nor shall any license that has been revoked, temporary or otherwise, or suspended for any reason, be considered as a valid driver's license, during the period of suspension or revocation.

Sec. 13-76. Registration.

Required. No golf cart may be operated on any public street, road or highway within the City or on property owned or leased by the City unless the golf cart has first been registered with the Mount Holly Police Department as required herein. The registration shall be renewed thereafter in accordance with the provisions of this section. To evidence the registration, the owner shall be issued an annual permit which shall be displayed in a prominent, visible place on the right rear-most portion of the golf cart and on the front-left side of cart ahead of drivers position at all times. The permit may contain a registration number assigned for the particular golf cart and may contain an expiration date.

Registration Fee. A registration fee in the amount of $25.00, or such other amount as may be established, shall be paid to the City at the time the application for registration is filed with the Mount Holly Police Department or for any renewal of the application.

Registration fees may change without notice.

Application. The application for registration shall be made to the Police Chief, or to some other person designated by him, on forms provided by the City. The application may, among other things, require the owner's name, street address, mailing address, a phone number, the make, model and identification or serial number of the golf cart, proof of insurance and such other information as may be reasonably required as well as a release or disclaimer of liability by the City for accidents involving the registered golf cart.

Procedures. The Police Chief may establish written procedures, consistent with this article, setting out the process and the procedure, including the form of the application, the check list for items to be inspected and the type of form evidencing the issuance of the registration permit.

Permit. The permit sticker shall be valid for no more than one (1) year, except for those issued in the first year which will expire December 31, 2010. Permit stickers may be issued at any time during the calendar year, but all permit stickers will expire on December 31 of the year issued. Starting on November 1 of each year, the City can begin inspecting and re-issuing permit stickers for the following registration year, such stickers will take effect on January 1.

Inspection. Prior to issuing the initial registration permit or any renewal thereof, the golf cart shall either be inspected or in place of inspection, to determine that:

(1) The golf cart is equipped with a rear vision mirror and at least two (2) red rear reflectors at least 3 inches in height and width; and

(2) The golf cart is equipped with a reflective "slow moving sign" or "flag" on the rear of the cart; and

(3) The brakes provided by the manufacturer of the golf cart are in proper working order; and

(4) The golf cart has all of the standard safety features provided by the manufacturer and has not been modified to exceed a speed of 20 miles per hour nor otherwise modified in any way that creates a hazard; and

(5) The golf cart is equipped with all mechanical systems and safety equipment required by this article; and

(6) The golf cart is equipped with at least one operating headlight, having at least a 55 watt halogen, or equal, bulb on the front of the golf cart, and two (2) operating tail lights on either side of the rear of the golf cart, all of which are visible for a distance of not less than 250 feet in order to be approved for night operation.

Denial and Revocation. The initial registration of a golf cart may be denied or subsequently revoked by the Police Chief if it is determined that:

(1) The application contains any material misrepresentation; or

(2) Financial responsibility requirements of the State of North Carolina (liability insurance) has not been met; or

(3) The golf cart is not in compliance with the requirements set out above; or

(4) The golf cart has been altered or customized and no longer meets the definition of a golf cart; or

(5) Equipment supplied by the manufacturer, especially safety equipment, has been removed from the golf cart or the vehicle identification or serial number removed; or

(6) Other good cause shown including repeated violations of this article.

Financial Responsibility. The owner of a golf cart required to be registered with the City for use on the public streets and highways of the City shall maintain in full force and

effect and continuously throughout any period of registration, the financial responsibility in the amount of $150,000 and in the manner defined and described in Article 9A, Chapter 20 of the General Statutes of North Carolina, as amended, or any other law of the State of North Carolina requiring financial responsibility for the registration and/or operation of a motor vehicle.

Disqualified Vehicles. ATV's, 4-wheel utility vehicles and other similar utility vehicles which are not manufactured for operation on a golf course and golf carts which have been modified so that it no longer meets the definition of a golf cart, may not be registered as a golf cart nor shall such vehicles be operated on the public roads, streets and highways within the City unless such vehicles are otherwise registered with and allowed under the motor vehicle laws of the State of North Carolina.

Sec. 13-77. Manner of Operation.

(1) Golf carts shall not be operated on the public streets, roads and highways of the City, except in full compliance with the provisions of this section.

(2) Riders may not be transported in a negligent manner.

(3) No golf cart may be operated in a careless or reckless manner.

(4) Golf carts must be operated in accordance with all applicable state and local laws and ordinances, including all laws, regulations and ordinances pertaining to the possession and use of alcoholic beverages. In addition, no golf cart containing any open container of alcohol shall be operated on public streets, roads or highways.

(5) Golf carts must be operated to the extreme right of the paved portion of the roadway, must adhere to all traffic flow patterns, and must yield to all vehicular, bicycle and pedestrian traffic.

Hours of Operation. Golf carts may be driven on approved public roads, streets and highways from on half hour after sunrise until on half hour before sunset, except that golf carts equipped with at least one operating headlight, having at least a 55 watt halogen, or equal, bulb on the front of the golf cart, and two (2) operating tail lights on either side of the rear of the golf cart, all of which are visible for a distance of not less than 250 feet. Golf carts may not be operated when fog, smog, smoke or other conditions reduce visibility so that the golf cart is not visible for a distance of 250 feet.

Streets. Golf carts may not be operated on any of the following streets or sections of any street except for the sole purpose of crossing such street either at a signalized intersection or at a perpendicular crossing at a through intersection:

(1) Any street where the posted speed limit is more than 35 miles per hour, or

(2) HWY 27, or

(4) Belmont-Mount Holly Road, or

(5) Hawthorne Street ,or

(6) HWY 273

Motor Vehicle Laws. All laws regarding the use of motor vehicles in the State of North Carolina and all ordinances regarding the use of motor vehicles in the City, not inconsistent therewith shall be observed, except that no golf cart may be operated at a speed in excess of 20 miles per hour.

Right-of-Way. The operator of a golf cart shall yield the right-of-way to overtaking motor vehicles.

Town Property and Sidewalks. Golf carts shall not be operated on any sidewalk, pedestrian walkway, jogging path, greenway, park, and trail except for official police business or by City personnel while on City business. Notwithstanding anything herein to the contrary, golf carts shall not be operated on property owned or leased by the City except with the express written consent of the City Manager and/or the Police Chief and upon the terms and conditions as may be set forth in such written permission.

Golf Cart Capacity. The seating capacity (normally no more than four (4) passengers) shall not be exceeded nor shall the operator or any passenger be permitted to stand while the golf cart is in operation. Passengers shall not be carried on the part of a golf cart designed to carry golf bags.

Commercial Purposes. Golf carts may not be used as a taxicab or bus or for the commercial carrying of passengers or the hauling of freight.

Parking. Golf carts may only be parked in the same manner and at the same places designated for the parking of motor vehicles. The stopping, standing or parking of golf carts in an area where parking is not allowed or in any place that impedes the flow of traffic, pedestrian walkways or a passageway is prohibited.

Towing. Golf carts may not be used for the purpose of towing another cart, trailer or vehicle of any kind including a person on roller skates, skateboard or bicycle.

Sec. 13-78. Disclaimer and Liability.

Disclaimer. Golf carts are not designed for nor manufactured to be used on public

105–6. Impoundment of Golf Carts.

When a law enforcement officer issues a summons for a violation under this ordinance, the officer may impound the golf cart operated by the person who received the summons if, in the judgment of the officer, based on actual previous offenses by the operator or other considerations, the operator will continue to operate the vehicle in violation and such operation may be a hazard to the safety of persons or property.

The operator or owner may reclaim his vehicle at any time subsequent to 24 hours after the issuance of the summons upon payment of the costs of impoundment to the enforcement agency impounding the vehicle.

INSPECTION CHECKLIST

( ) Locking Brakes

( ) Reverse Warning Device

( ) Main Power Switch

( ) Horn

( ) Either Hip Restraints or Hand Holds

( ) Lighting Devices as Stated in the Ordinance (for night use)

( ) Manufacturer Serial Number Plate

( ) Rear Vision Mirrors

( ) Proof of Insurance

( ) $25.00 Registration Fee Paid

Chief/Officer signature: _____

Date: _____

Instructions
For GOLF CART Permit

1. The **application fee is $25.00**. The fee is an application service fee which pays for the inspection of your machine and is **NON REFUNDABLE**. Read the attached sheets before you complete an application to avoid any potential misunderstanding later on.

2. Complete the application (False information on the application is a crime and will be handled as such)

3. Make appointment with the Mount Holly Police Department for an inspection of your Golf Cart. Inspections will be conducted at the availability of an officer to conduct it.

4. Upon successful completion of your inspection, you will be issued a set of trail use stickers. The stickers must be attached to your machine before operation on City streets.

PLACEMENT OF STICKERS

Place the one sticker on the SIDE of the golf cart ahead of the DRIVER'S position in a visible location and one sticker on the RIGHT rear of the golf cart behind the passenger's position in a visible location.

Clean the area before attaching stickers.

There is a $5.00 charge for replacement stickers

Unsuccessful inspection will cause your issuance of Golf Cart use stickers to be denied. You **MAY NOT** operate the Golf Cart which failed inspection upon City streets.

NOTE: The abuse of the privilege to operate a GOLF CART in the City of Mount Holly can be revoked. If your privilege to operate a GOLF CART is revoked, you will not be issued another permit for that registration period. Attached is a set of rules reminders and safety tips for operating a GOLF CART in the City. We suggest that you read them and be aware of all laws pertaining to the operation of GOLF CART's in the City of Mount Holly as you will be held responsible for knowing all related laws. GOLF CART's that are operated on pavement can be dangerous. Horseplay on a GOLF CART will not be allowed.

You must use hand signals when turning or stopping on any city street. We require that when you intend to make a turn or stop, use your hand signal and then place both hands back onto the handle bars or Steering wheel of the machine before making any maneuvers. If you try to turn or stop with only one hand on the controls you could be thrown off and serious injury could occur.

GOLF CART REGISTRATION
CITY OF MOUNT HOLLY, NORTH CAROLINA

(Please Print in Blue or Black Ink)

Golf cart owner's name(s):_____

Owner's Physical Address:_____

City/Town:_____ State:_____ Zip:_____

Owner's Mailing Address: _____

City/Town:_____ State:_____ Zip:_____

Owner's Telephone No. Daytime: (_____) _____ Night time: (_____) _____

Owner's Driver License Number: _____ State: _____

Make of golf cart (Mfg): _____

Color of golf cart: _____ Model (Year):_____

Serial Number of golf cart: _____

Assigned number of golf cart:_____

I have received, read and understand the "Golf Cart Ordinance." I have paid the registration fee for the above cart and agree to additional assessments as may be required in support of this ordinance. I acknowledge that I will assume all liability, and am fully responsible for the operation of the above cart on the streets and roads in the City of Mount Holly. I also acknowledge that the City of Mount Holly, in providing this privilege, is in no way endorsing the operation of this cart on the streets and roads, and does not and will not assume any liability in the operation of the cart. I agree to indemnify and hold harmless the City of Mount Holly for any and all liability arising from the use of this golf car/cart. **I also understand that the Mount Holly Police Department's interpretation of all the rules and regulations are final.** I will insure that the assigned proof of compliance will remain attached to the driver's side and right rear of the cart at all times. I furthermore insure that I will obey all the rule and regulations set forth by the City of Mount Holly concerning the operation of a cart within the town limits.

_____ _____
Owner's Signature Date

.....

For City's Use Only

Approved by: □ Chief of Police □ City Manager □ Other:_____

_____ _____
Signature Date

Approved for Day and Night Operation _____

[redacted]

City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Thursday, January 31, 2013

Subject: North Fire Station

In regard to the proposed North Area Fire Station the City Council requested that a site assessment be conducted by Bob Cooke, US Infrastructure. The sites involved were the vacant property owned by the City of Mount Holly, a 5 acre site located across from the Duke Energy Steam Plant; the other site is owned by Tom Waters and is located at the intersection of Highway 273 and Lucia Riverbend Highway.

Please see the enclosed copy of the site assessment prepared by Mr. Cooke. Fire Chief Oplinger has also prepared some information for your review as well.

City of Mount Holly
Action Agenda Item

To: City Council	**Date:** January 28, 2013
From: Dale D. Oplinger, Fire Chief	**Meeting Date:** January 31, 2013 - Retreat

Agenda Item to be considered: Review USI's Site Assessment Report, Fire Chief's updated review & recommendation, and submitted information from the past. Provide direction on choosing a site for a North Fire & Rescue Station to provide adequate fire, rescue, and 1st response emergency medical services.

Will this require a public hearing? ☐ **YES** ☒ **NO**

Background/Purpose of Request: Several months ago Council directed the City Manager and the City Attorney to have USI provide a site assessment on two particular properties. One of the properties is owned by our City and located on Horseshoe Bend Beach Road. The other property in the assessment is located on Lucia Riverbend Highway, closest to and across the roadway from Henderson Street.

Attached you will find the USI Site Assessment Report, Fire Chief's updated review & recommendations, and past information that was submitted for the June 25, 2012 Council Meeting, as this data and information is still valid. The past information from June will include portions relative to station location or other related information that was submitted.

At the retreat I will have new maps outlining response times from each location and review my recommendations. Bob Cooke will be available to answer any questions you may have from his report.

Fiscal Impact:

Will Item affect current budget	☒ YES (upcoming)	☒ NO (current)	☐ N/A
Reviewed by Finance Director	☐ YES	☒ NO	☐ N/A
Preaudit Certification required	☐ YES	☒ NO	☐ N/A
Capital Project Ordinance required	☐ YES	☒ NO	☐ N/A
Budget Transfer required	☐ YES	☒ NO	☐ N/A
Total City Dollars:	***$*** Depending on option		
Budget Code	Depending on option		
Reviewed by City Attorney	☒ YES	☐ NO	☐ N/A

Manager/Staff Recommendation: See Attached.

Result of City Council Decision:

Attachments:

1. USI's Site Assessment Report
2. Fire Chief's Updated Review & Recommendations
3. Related portions of the June 25, 2012 Council Meeting's Action Agenda Item & Information

Fire Chief's Review & Recommendations:

Although USI did a site assessment on two different locations, it was not to my direct knowledge if the Council was considering the Horseshoe Bend site for the North Station or if the intent of the assessment was more for comparison for site preparation to the Lucia Riverbend Hwy site. I wasn't present during the executive session where the particulars where discussed. Based upon the data requested and the outline of services requested from the City to USI, I assume the purpose was for full comparison and that Council would consider placing the North Station at the Horseshoe Bend site.

I fully and appreciatively understand the City's concern over the cost of choosing a non-City owned site versus one that is already owned and is more financially feasible. I would however like to bring many factors and concerns to the attention of the Council as it relates to the Horseshoe Bend site. These concerns aren't typically referenced in a site assessment, but are usually addressed in a Fire Station Location Study. I would highly recommend not choosing the City owned property on Horseshoe Bend Beach Road for locating the North Fire Station due to the following:

1. The Horseshoe Bend location is closer to the outer most section of City limits, thus limiting its overall potential now and in the future.

2. Operationally, the primary fire truck that would be stationed at the Horseshoe Bend location would currently only be advantageous to the Stonewater Bay Community.

3. The Horseshoe Bend location doesn't provide any degree of improvement in service level to the City with the exception of the Stonewater Bay Subdivision.

4. Dutchman's Meadow and Kendrick Farm subdivisions are in District 35's response area and are in need of improved service level via improved response times.

5. The primary fire truck located at the Headquarter Station would provide a quicker response to Dutchman's Meadow and Kendrick Farm subdivisions than one could at the Horseshoe Bend location.

6. Future growth is more likely in the areas south or southwest of both proposed locations in the foreseeable future.

7. To put it in perspective, locating the station at Horseshoe Bend and servicing Dutchman's & Kendrick would be the same as if we provided services to Pinewood Elementary, Freightliner, and National Gypsum via the fire engine from Catawba Heights only.

Every effort was exhausted in choosing an appropriate site for locating the North Fire Station. Many more methods where used last year in choosing the most advantageous station location site than was used in the response data for the USI report. Due to the travel distances and the need for improved response times, there are few options for these areas without adding two fire stations instead of one. Conceptually this may be difficult to visualize, but even moving the proposed location on Lucia Riverbend Hwy in either direction more than a quarter mile could have a significant impact on service delivery. In our service a delay in response times of 30 seconds is considered to be moderate and one minutes delay is significant. In either case it is relation to the type of call for a particular delay, and any delay can result in an unknown or known significant outcome.

Response time (travel time) plays such a vital role in our service delivery because it saves lives and property. Certainly there are many other factors to saving lives and property, but strategically locating a station for service delivery starts the process and is paramount to achieving response time objectives.

Based upon the requested information and subsequently the USI Site Assessment Report, I want to bring your attention to an issue that can be easily misinterpreted and that is the NC Department of Insurances 5 mile requirement. The 5 mile requirement is not used as a standard or requirement for response. Although a correlation could be interpreted, it isn't the intent of the requirement. The 5 mile requirement is a maximum distance used to certify us to minimal bases for being able to be a certified fire department as part of a 9S rating requirement. The 5 mile requirement is based upon rating for basic fire flow and ensuring water supply distribution. Neither DOI nor the State regulates response times as this is accomplished through national standard recommendations. It then is either adopted by local government or practiced through an individual department. Although local government can adopt the National Fire Protection Association (NFPA) Standard, it can also adopt portions or change it completely. The Standard that would be applicable to our City in referencing response times would be NFPA 1710, Sections 5.2.4.1.1 for fire and 5.3.3.3.2 First Response EMS. References to this Standard will be made at the retreat.

Recommendations:

After reviewing the entire USI Site Assessment Report and taking all the issues into consideration, including the financial impact, I believe it is in the City's best interest to move forward to purchase the proposed site located on Lucia Riverbend Highway.

I would like to review the details of the comparison costs in exhibit #5 of the Site Assessment Report in person versus in this document.

City of Mount Holly
Action Agenda Item

To:	City Council	**Date:**	June 22, 2012
From:	Dale D. Oplinger, Fire Chief	**Meeting Date:**	June 25, 2012

Agenda Item to be considered: Provide a brief update on the status for desired land acquisition for a future north fire & rescue station.

Will this require a public hearing? ☐ **YES** ☒ **NO**

Background/Purpose of Request:

To provide an update, receive feedback, and to have dialog for moving forward with the possible acquisition of land for the station in the northern area of our city. Much consideration was given to the most advantageous location for a station. Although many factors were considered, response times to entire northern areas were evaluated and serve as the most important factor in providing adequate service levels. Unfortunately with our City being spread out more on the northern sections there is not much flexibility when determining a proper location. I also think it is important to note that although future growth was thoroughly considered while evaluating a location; the location remained the same prior to these factors being considered. The proposed location was reviewed with a Senior Inspector with NC Department of Insurance and validated in person.

(Continued on the next page)

Fiscal Impact:

Will Item affect current budget	☒ YES (upcoming)	☒ NO (current)	☐ N/A
Reviewed by Finance Director	☐ YES	☒ NO	☐ N/A
Preaudit Certification required	☐ YES	☒ NO	☐ N/A
Capital Project Ordinance required	☐ YES	☒ NO	☐ N/A
Budget Transfer required	☐ YES	☒ NO	☐ N/A
Total City Dollars:	***$***		
Budget Code			
Reviewed by City Attorney	☐ YES	☒ NO	☐ N/A

Manager/Staff Recommendation:

Result of City Council Decision:

Attachments:

4. Sections from retreat document for review

Continued from previous page (Agenda Action Form)...

The proposed location is located on Lucia Riverbend Highway, directly across from Henderson Street. I will have a map of this location and the proposed layout of the desired property for your review at the workshop Monday evening. The property is owned by Tom Waters and currently "For Sale" via SouthEast Commercial RE Group. I have contacted the agent and scheduled preliminary meeting to discuss options for this property. This meeting is scheduled for this coming Wednesday, June 27th @ 9:00 AM. This meeting will take place if Council is ok with it. The meeting will only be to share information on the site and us with possible feedback on the property owner's initial thoughts on our interest.

I think it may help to include some of the document sections for your review prior to Monday's meeting. I will attach appropriate sections from the retreat document with this Agenda Action Form. I would respectfully request that we have some dialog as to the annual operational financial commitment that it will take to providing a bare minimum level of service. Although the station location is paramount and securing land should be addressed as soon as feasibly possible, moving forward past the land purchase will required a great deal of work and financial commitment.

Information - Council Retreat in February 2012

Although many of the recent public concerns and complaints have been about service levels to the Stonewater Bay Subdivision, the service levels for the entire north areas and possible future development need to be considered. Please note that our north area is considered District 35 to our department as depicted in your monthly and annual incident reports. Our fire district lines dividing our city are established to provide a primary area for adequate response times, distribution, and alarm assignments. A map will be present at retreat. So that you can visualize while reading this document, District 35 is all properties north of 1728 N. Main Street. This is everything north, including Freightliner and all Freightliner properties.

In reviewing all our options to providing adequate service levels to the northern areas of the city many things had to be considered. Information contained within will hopefully help the Council with providing direction to move forward. I have divided information into seven separate categories and list of options for your review.

DISTRICT 35's AREA

District 35 has many high hazard and/or high occupancy facilities within its primary response zone. The most notable ones are Freightliner, National Gypsum, Pinewood Elementary, our Water Plant, and likely soon to be Duke's Hydro Plant.

District 35 has four subdivisions with 3 of the 4 being fairly well populated. These subdivisions include Dutchman's Ridge, Dutchman's Meadows, Kendrick Farm, and Stonewater Bay.

- **Dutchman's Ridge** – Over the past 3 years they have constructed approximately 24 homes. This past year construction has basically come to a stand-still.
- **Dutchman's Meadows** – This subdivision was completed in the year 2007 and has over 175 homes.
- **Kendrick Farm** – This subdivision only appears to be nearly half completed based upon open areas. They seem to have built more homes this past year in 2011 than they built in 2009 and 2010. There are approximately 204 homes currently occupied at this time.
- **Stonewater Bay** – This subdivision has seen the largest growth within our northern area over the past several years. They are up to nearly 300 homes in the subdivision.

Considerable growth has taken part over the past 5-7 years. We now have over 700 homes in our District 35 with more land for growth in 3 of the 4 subdivisions.

INCIDENT DATA

Over this past year and a half a lot of data reports and analysis have been done on our District 35, particularly the Stonewater Bay Subdivision. The main reasons for the reports and analysis was due to our NCDOI Rating deficiency and many inquiries from residence in the Stonewater Bay Subdivision.

Our emergency calls in District 35 have somewhat fluctuated over the past 3 years. This fluctuation and unusual trend was mainly due to slight increases of residential growth and National Gypsum. At the same time we experienced larger decreases in calls as a result of the Freightliner layoffs. Throughout 2011 we experienced greater increases in calls in District 35 and I would expect that to trend to continue.

Although our incident call volume to these areas have increased 36%, please note that this only resulted in 120 incident calls during the year 2011. "On the other hand", try not to conclude that only call volume numbers dictate service level needs. We had our most serious incidents in District 35 this past year, causing fire damages estimated at 1.5 – 2 million dollars in 2011.

RESPONSE TIMES

In our service adequate response times are what save lives and property. Training, prevention programs, public awareness, fire & life safety inspection, preplanning, and having the right equipment all play roles; however when a call goes out, adequate response times and staffing are #1 factor in saving lives and property.

One of our most important objectives in our department is to provide our citizens with a response time of less than 4 minutes 90% of the time. This is set as an acceptable National Standard for both fire & 1st response medical calls. It is well documented nation wide and the result is evident nearly every day in our service delivery to our citizens.

The following are our response times for specific areas in District 35:

- **Freightliner, National Gypsum & Dutchman's Ridge** – All range in the 5.25 minute range with Dutchman's Ridge being slightly lower. The manufacturing plants take extra time due to the complex size and the parking areas within.
- **Dutchman's Meadows** – 6.5 minutes
- **Kendrick Farm** – 6.5 minutes on lower side, 7.25 minutes to upper side.
- **Stonewater Bay** – Due to the layout and roads within the development response times vary drastically. They are typically 8.25 – 10.25 minutes based upon location.

As you can see we are unable to achieve our departmental objectives and goals with response times.

STATION & LOCATIONS

Location is paramount when preparing to build a permanent fire station. While providing an analysis several things were taken into consideration with keeping response times as the highest priority. Providing services to all areas, not just one or two subdivisions, were studied thoroughly. Additionally, services to assist in other areas of our city where taken into account.

Due more to the financial reasoning the City owned property on Horseshoe Bend Beach Road, next to Eddie Nichols Drive, was examined thoroughly. This site doesn't lend itself well to providing services to many needed areas in District 35. The Horseshoe Bend Beach Road site lays more on the boarder of our city and would serve great for the Stonewater Bay Subdivision, but not for other areas needing improved response times.

During many different scenarios and mileage tests one area stood out for all reasoning to be the best for the entire northern area. This area was at the northern end of Mountain Island Highway. Attached is a map of the proposed fire station locations. These locations are set in preferred order for a permanent station and possibly for temporary if you so choose.

SITE ASSESSMENT REPORT FOR POTENTIAL FIRE STATION LOCATIONS

CITY OF MOUNT HOLLY
Mount Holly, North Carolina

January 2013

Prepared by:

US Infrastructure of Carolina, Inc.
Consulting Engineers
1043 E. Morehead Street, Suite 203
Charlotte, NC 28204
704-342-3007
NC License # C-1950

Background

The City of Mount Holly (City) is evaluating potential sites for the location of a fire station on the northern side of the City. Two locations are currently under consideration. The first location is on Horseshoe Bend Beach Road approximately 1,500 feet northeast of NC 16. This 5.51 acre tract is currently owned by the City. The second location is on Lucia Riverbend Highway approximately 800 feet southeast of Mountain Island Highway. The parcel on Lucia Riverbend is a portion of a larger 35.67 acre tract currently owned by Provident Development Group. Location maps for each site are shown on Exhibit 1. US Infrastructure (USI) was requested by the City to complete a brief land development analysis of the sites to better inform City Staff and Council of the advantages and disadvantages of each proposed location.

Service Areas

North Carolina statutory requirements for certification of municipal fire stations require a maximum service area of 5 miles measured along existing roadways. All areas of the City currently meet this requirement. Service area maps are posted and may be viewed at the City fire station locations.

Future growth in the northern areas of the City would need to comply with the 5-mile service requirements. Each of the proposed fire station location would meet service area requirements for any future proposed development along Lucia Riverbend Highway. Development that may occur on Sandy Ford Road to the west of the Kendrick Farms subdivision would meet the service area requirements from the Lucia Riverbend location only. It should be noted that the 5-mile service area is a minimum statutory requirement, and is typically not a standard used for selection of new fire station locations.

Response Times (Travel Times): (Information as provided by the City Fire Department)

Response time in emergency service agencies typically references the amount of time measured from when the responding unit rolls a wheel enroute to an emergency until it arrives on scene of that emergency. In fire management this time doesn't refer to response time, but refers to this as travel time. Travel time is one of five components of response time. In fire management, response time includes ring time, call answering time, call processing time, fire department turnout time, and travel time. For use in this document response time will be used to reference actual travel time.

In preparing response times for this assessment, many different alternate methods where used to confirm that the data was as accurate as it could be. The method most widely used in these studies or assessments is the empirical model called the piece-wise linear travel time function. The formula had to be adjusted for our suburban settings versus all urban, thus adjusting the constant speed variable.

The City of Mount Holly areas that would be initially served by the proposed station are in the northern section of the city and are referenced by the fire department as District 35. District 35 includes Freightliner and all areas north of this location. The most notable areas in need of improved response time are the three subdivisions in this primary response district. These subdivisions include Stonewater Bay, Dutchman Meadows, and Kendrick Farm.

Although the two proposed sites may not seem too far apart, by standards of response in emergency service choosing the best location is critical. The two sites are 1.2 miles apart and the inference is that response time is effected by over 2 minutes in either direction. This time is very significant. The subdivisions that will be served by this station are difficult geographically due to the road miles between them. It is 6.8 miles from the furthest distance in Stonewater Bay to the furthest distance away in Kendrick Farm. Unfortunately this doesn't lend many alternatives to site selections without compromising critical response times.

In determining response times from the two proposed station sites it was best to choose an area centrally located within the subdivisions and to combine the locations for Dutchman Meadows and Kendrick Farm subdivisions into one location. The response data point for Stonewater Bay is at the intersection of Beach Bluff Drive & Waterford Drive. The response data point for Dutchman's Meadows and Kendrick Farm is at the Kendrick Farm Community Club/Pool. The following are the distance and response data from both of the proposed sites and the current level from Headquarters Station:

Proposed Horseshoe Bend Beach Road Location

To:	Distance	Response Time
Stonewater Bay	1.3	2:36
Dutchman's / Kendrick Farm	4.4	7:15

Distance = miles to nearest 1/10
Response Time = minutes:seconds

Proposed Lucia Riverbend Highway Location

To:	Distance	Response Time
Stonewater Bay	2.5	4:39
Dutchman's / Kendrick Farm	3.2	5:12

Distance = miles to nearest 1/10
Response Time = minutes:seconds

Headquarters Station – Current Service Level (all formulas being equal)

To:	Distance	Response Time
Stonewater Bay	7.1	8:45
Dutchman's / Kendrick Farm	4.1	6:50

Distance = miles to nearest 1/10
Response Time = minutes:seconds

Site Layout

Potential layouts for each site are shown on Exhibit 2. The layouts shown are approximate and intended to show only that the fire station could fit on the particular parcel and how much space would be necessary. The site and building layouts were taken from similar size facilities in other local municipalities. Although only two (2) bays are initially proposed for the fire station, the site layouts depict a 3-bay layout to assure that sufficient space exists to allow for future expansion.

The site grading shown is approximate and intended to show that the sites could be developed without significant additional costs for earthwork or drainage. Detailed field surveys will be required to determine the exact grading requirements (topography shown is taken from Gaston County aerial photography). Due to the heavy tree cover more clearing would be necessary on the Lucia Riverbend site as compared to the Horseshoe Bend Beach Road site. Due to the topography more earthwork would be necessary on the Lucia Riverbend site as the site falls off at approximately 10% slope on the eastern side of the property (more leveling required). Shifting the layout to the west if possible would result in less grading as the topography is more level. The grading costs comparing the two sites would not be significantly different since these are both relatively small sites.

Water and Sewer Service

Water service is currently available to the Horseshoe Bend Beach Road location from an existing 12" water main located in the street right-of-way. Gravity sanitary sewer service is not available at this location, but it will be possible for the site to be served by installing a small pump station and force main to connect into the existing 8" sewer force main in the street right-of-way. Traditional septic systems are also an option but would require the clearing and use of more property. Proposed and existing utility services are noted on the site maps on Exhibit 3.

Water and sewer service is not immediately available to the Lucia Riverbend site. To provide water service to the site, it would be necessary to extend 1,600 linear feet of water main along Lucia Riverbend Highway to connect into the existing 12" water main at the CSX railroad crossing. Sanitary sewer service would be obtained by installation of a small on-site pump station and approximately 1,600 linear feet of force main to connect into the existing City force main on Lucia Riverbend Highway at the CSX railroad crossing. Traditional septic systems are also an option but would require the clearing and use of more property. Should the Mountain Island Charter School be developed near Lucia Riverbend Highway in the location currently proposed, the distance required to connect into the existing water and sewer services will be reduced to 700 linear feet for both water and sanitary sewer. A third option for providing sanitary sewer service to the site would be to install approximately 1,600 linear feet of gravity sewer along Mountain Island Highway, and then continuing into the property 500 linear feet with a private service line. The gravity sewer option could also provide sewer service to other properties fronting NC 273. Proposed methods for providing sanitary sewer service are noted on the site maps on Exhibit 3.

Duke Energy Transmission Right-of-Way Restrictions

Each of the proposed fire station locations abuts existing transmission right-of-ways. A copy of the published Duke Energy restrictions for development on the transmission right-of-way is shown on Exhibit 4. According to Duke Energy (Ed Williams, 704-382-2664), no part of the driveways or access roads may encroach into the transmission right-of-way.

The proposed site on Lucia Riverbend Highway may possibly encroach into the existing transmission right-of-way depending on the final location of the property that is purchased. Property that encroaches into the transmission right-of-way would be affected by limiting grading to 4:1 slopes, but otherwise would not appear to be affected by the other various restrictions.

The transmission right-of-way restrictions would not seem to apply to the proposed site on Horseshoe Bend Beach Road since there is no proposed encroachment.

CSX Rail Traffic

Each proposed fire station location will require crossing the CSX railway line in order to access the service areas. According to CSX Rail Operations (Justin Music, 615-945-9879), currently there are 4 northbound and 4 southbound crossings per day. The number and time of day of the crossings may vary based on the demands of the customers. The predominant cargo of the trains is coal. Lengths of the trains are typically 110 cars. The number of rail crossings in the future will be based on freight demands and cannot be pinpointed definitely at this time.

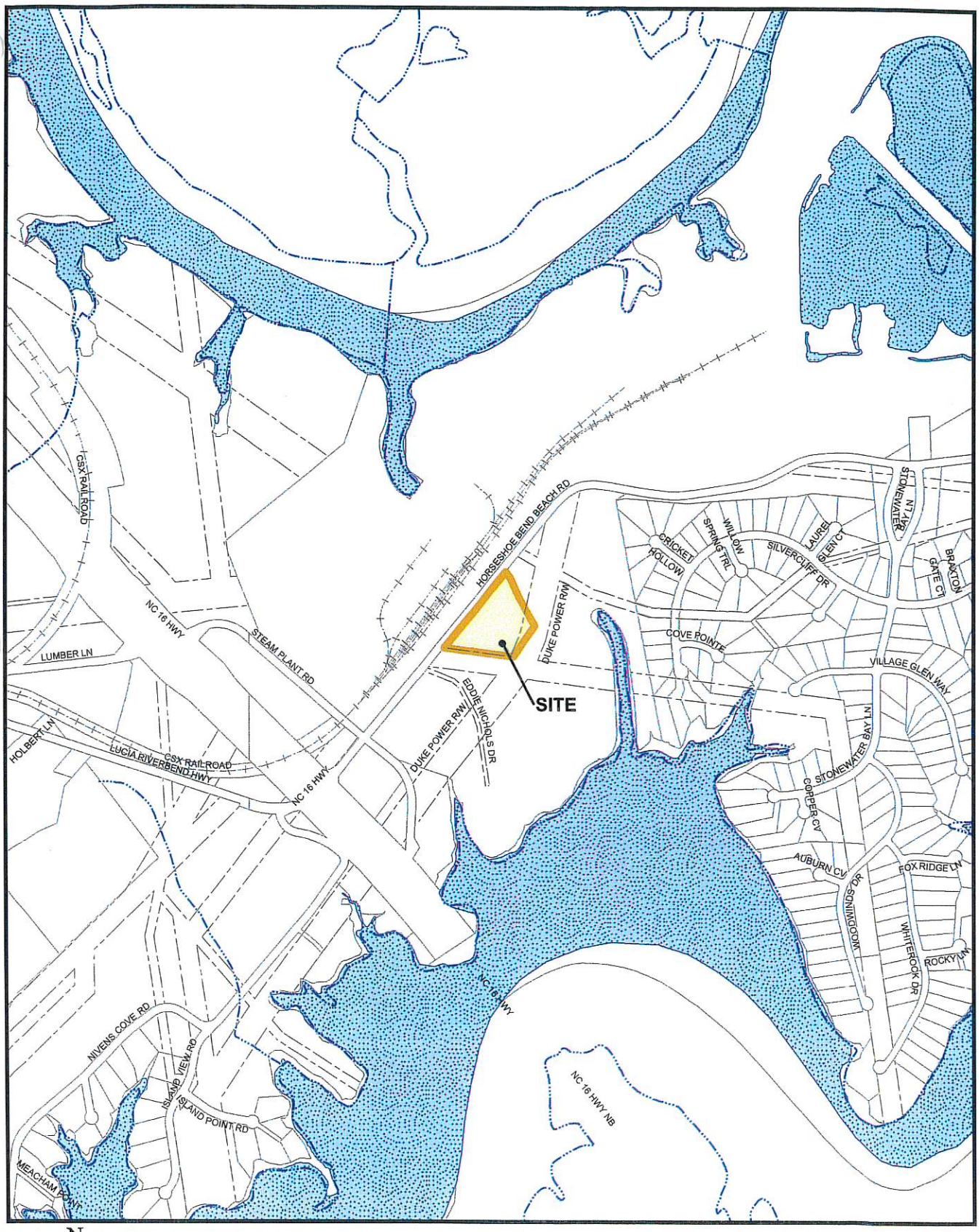
Watershed Water Quality Requirements

Each of the proposed fire station locations lies within the Mountain Island Watershed. The Horseshoe Bend Beach Road site is within the Watershed Critical Area, which limits impervious area to 24% of the total parcel area. The impervious area for the potential fire station site layout shown on Exhibit 2 is approximately 0.75 acres. If limited to 24% impervious coverage, the total parcel acreage would need to exceed 3 acres. The parcel of land on Horseshoe Bend Beach Road has sufficient acreage (5.51 acres) such that the proposed development would meet the watershed requirements.

The Lucia Riverbend Highway site is within the Watershed Protected Area, which limits impervious area to 36% of the total parcel if curb and gutter is not used for drainage conveyance; otherwise, impervious area is limited to 24%. Using the layout shown on Exhibit 2 with 0.75 acres of impervious area, a minimum of 2.1 acres would be required for development if curb and gutter drainage systems are not used. Any future improvements that increase impervious area, such as the rear access drive shown on Exhibit 2, training pads, or additional storage buildings, should be considered when decisions are made on the amount of property to acquire for the fire station site. In addition to the watershed water quality requirements, additional site area may also be required in order to complete the site grading.

Estimated Development Costs

A comparison of land development costs for the two sites is shown on Exhibit 5. As shown on the estimates, the greatest difference in the development of the two sites is the cost to extend utilities to the Lucia Riverbend site. The costs shown are for comparative purposes and do not include development costs that would be common to each site such as erosion control, survey, design, etc.



N
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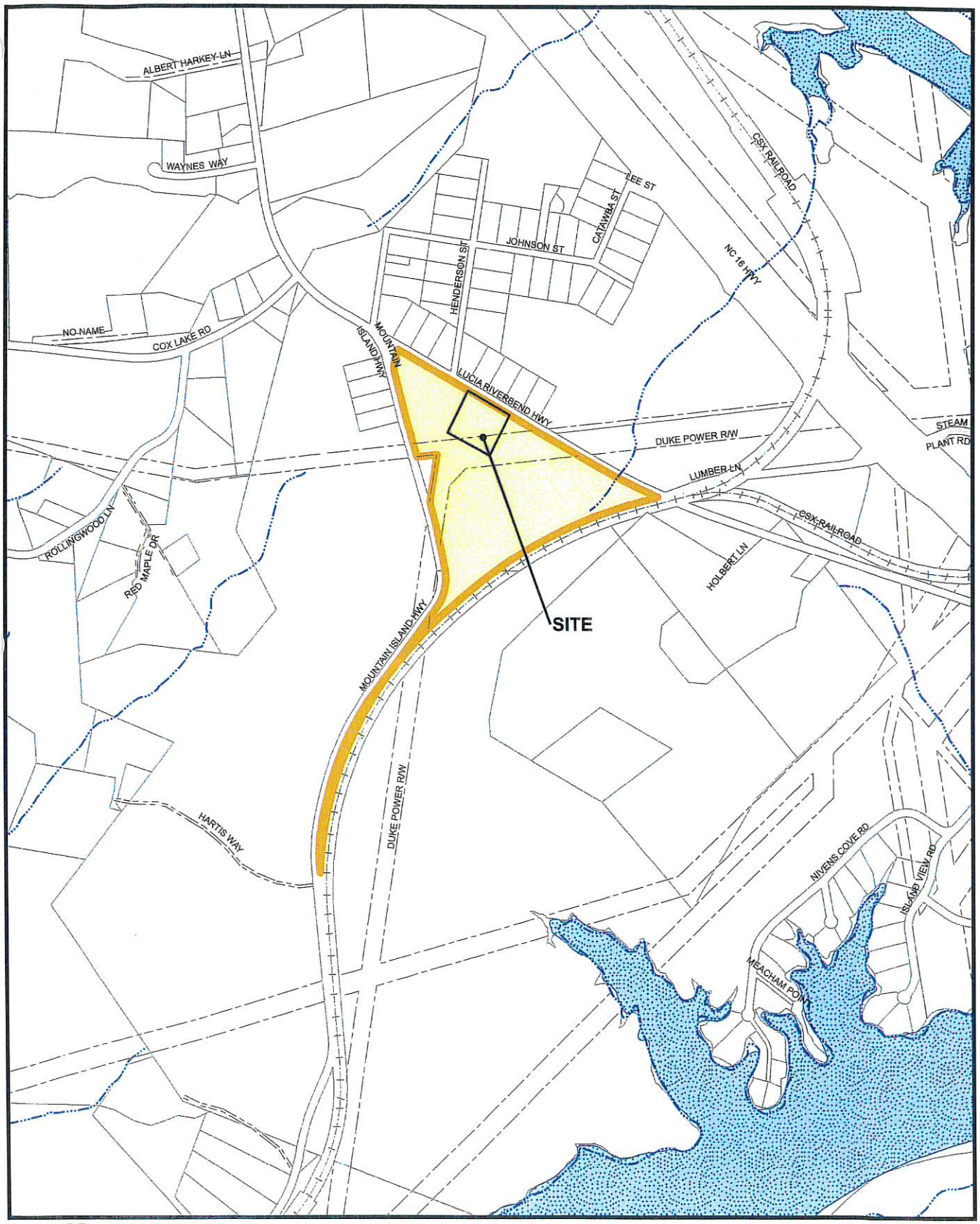
Potential Fire Station Location
Horseshoe Bend Beach Road

Exhibit 1
1 of 2

1 " = 1,000 '
0 500 1,000



N
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Exhibit 1
2 of 2

Potential Fire Station Location
Lucia Riverbend Highway

1 " = 1,000 '

0 500 1,000

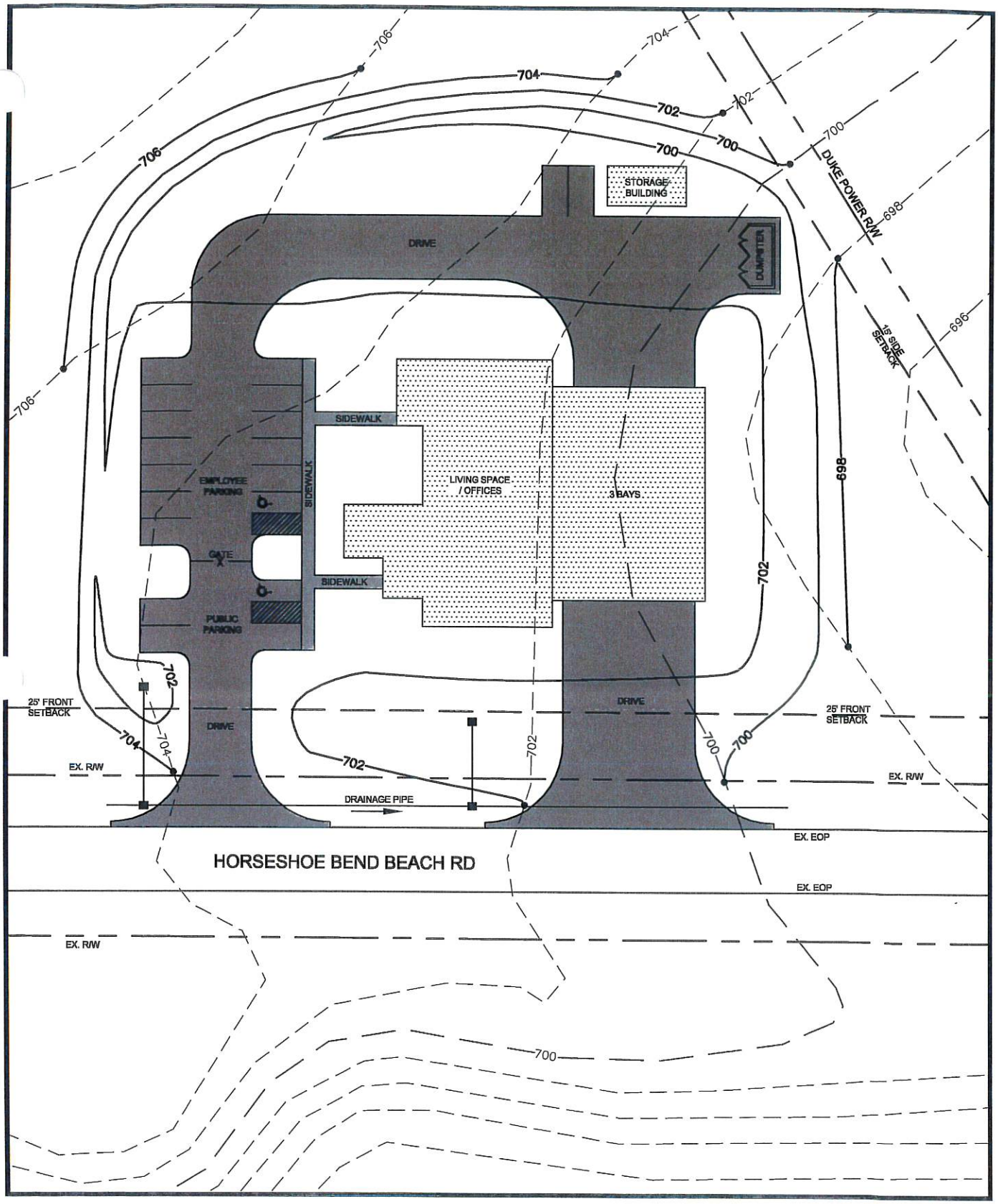


Exhibit 2
1 of 2

Horseshoe Bend Beach Road
Site Layout & Rough Grading Plan

1" = 50'

0 25 50

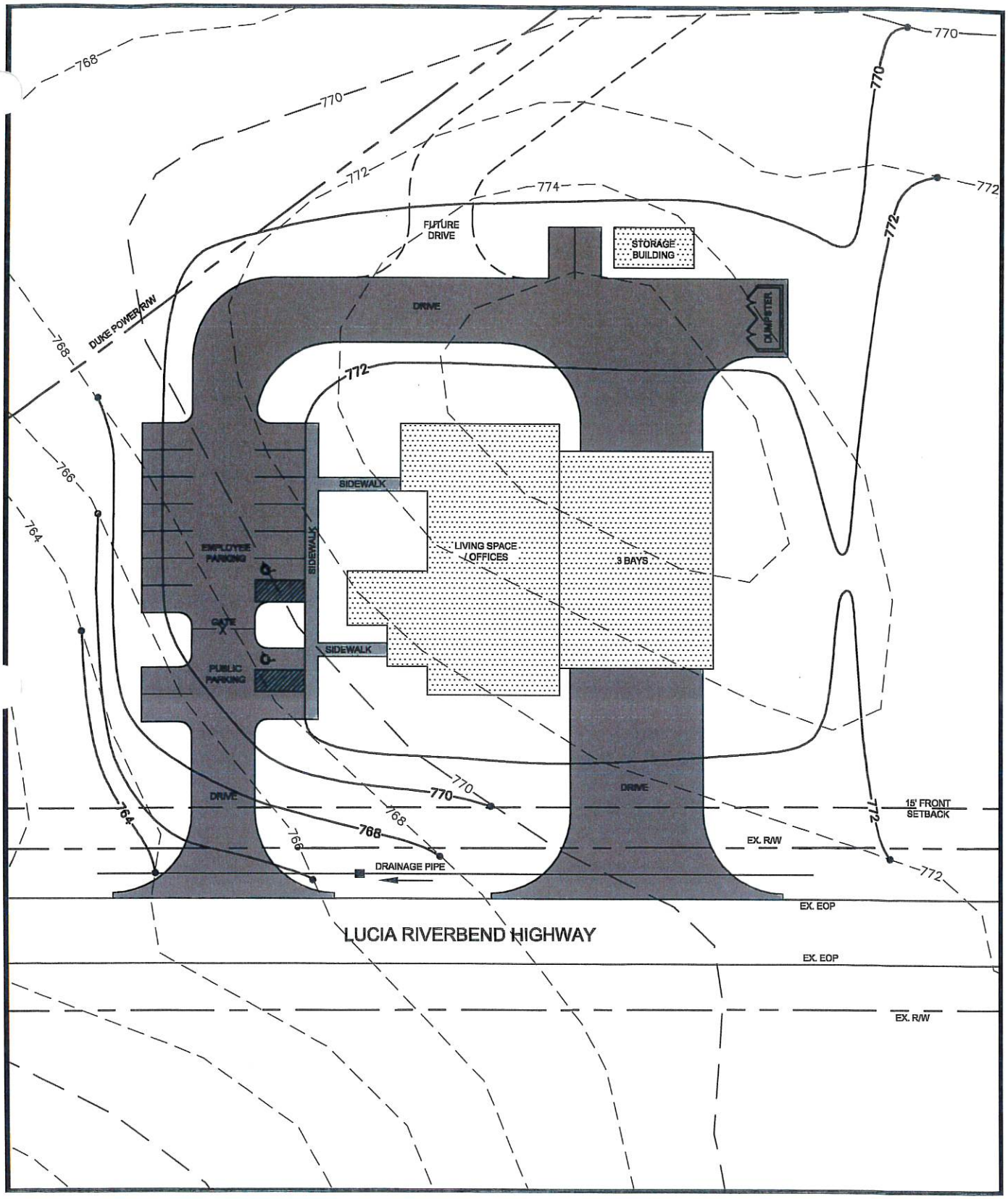
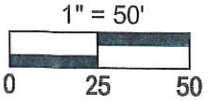


Exhibit 2
2 of 2

Lucia Riverbend Highway
Site Layout & Rough Grading Plan



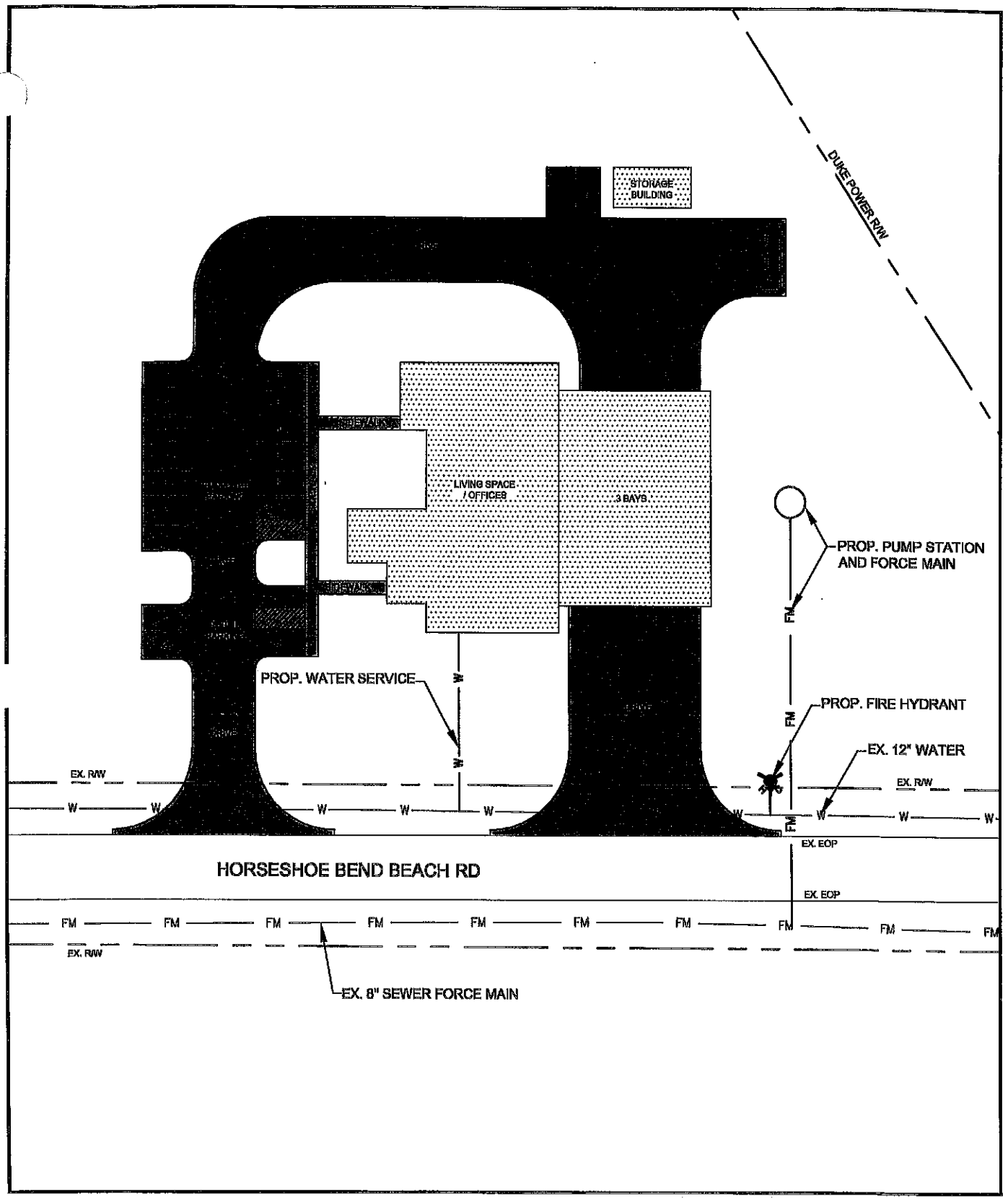
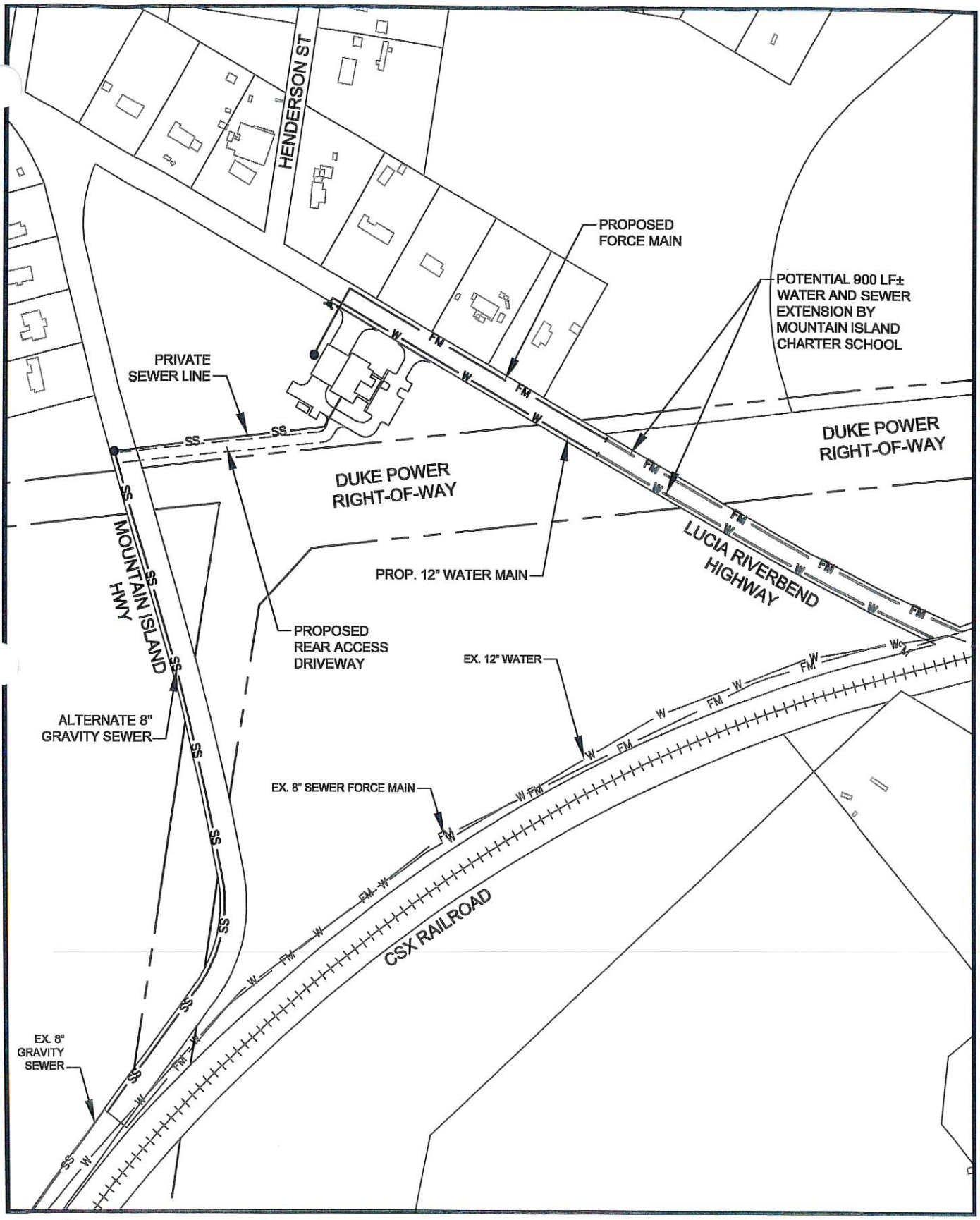


Exhibit 3
1 of 2

Proposed Water and Sewer Service Horseshoe Bend Beach Road

1" = 50'

0 25 50



N
W E
S

Proposed Water and Sewer Service Lucia Riverbend Highway

Exhibit 3
2 of 2

1" = 300'

0 150 300

Transmission Rights of Way Restrictions

This list of rights-of-way restrictions has been developed to answer the most frequently asked questions about property owner use of Duke Energy's electric transmission rights of way. This list does not cover all restrictions or all possible situations. You should contact the Asset Protection Right-of-Way Specialist if you have additional concerns about the rights of way. This list of restrictions is subject to change at any time and without notice. Duke Energy reserves all rights conveyed to it by the right-of-way agreement applicable to the subject property. All activity within the rights of way shall be reviewed by an Asset Protection Right-of-Way Specialist. It is strongly suggested that you contact Duke Energy and submit plans for approval prior to construction of any improvements within the rights of way.

1. Structures, buildings, manfactured homes, mobile homes and trailers, satellite signal receiver systems, swimming pools (and any associated equipment and decking), graves, billboards, dumpsters, signs, wells, septic systems or storage tanks and systems (whether above or below ground), refuse of any type, flammable material, building material, wrecked or disabled vehicles and all objects (whether above or below ground) which may, in Duke Energy's opinion, interfere with the electric transmission right of way, in any way, are not allowed within the rights-of-way limits. Transformers, telephone/cable pedestals (and associated equipment), and fire hydrants are not allowed. Manholes, water valves, water meters and backflow preventors are not permitted.
2. Fences shall not be attached to poles or towers. Fences shall not exceed 10 feet in height and shall be installed greater than 25 feet from poles, towers and guy anchors. Fences shall not parallel the centerline within the rights of way but may cross from one side to the other at any angle not less than 30 degrees with the centerline. If a fence crosses the rights of way, a gate (16 foot wide gate at each crossing) shall be installed by the property owner, per Duke Energy's specifications, to allow free access required by Duke Energy equipment.
3. Contact Duke Energy and obtain written approval before grading or filling on the rights of way. Grading (cuts or fill) shall be no closer than 25 feet from a pole or tower leg, and the slope shall not exceed 4:1 on the rights of way. Grading or filling within the rights of way or near a structure, which will prevent free equipment/vehicle access, or creates ground to conductor clearance violations, will not be permitted. Sedimentation control, including re-vegetation, is required per state regulations.
4. Streets, roads, driveways, sewer lines, water lines, and other utility lines, or any underground facilities shall not parallel the centerline within the rights of way, but may cross, from one side to the other, at any angle not less than 30 degrees with the centerline. No portion of such facility shall be located within 25 feet of Duke Energy's supporting structures. Intersections of roads, driveways, or alleyways are not permitted within the rights of way.
5. Any drainage feature that allows water to pond, causes erosion, directs storm water towards the rights of way, or limits access to or around a structure is prohibited.
6. Contact Duke Energy prior to the construction of lakes, ponds or retention facilities, etc. within the rights-of way limit.
7. Duke Energy does not object to parking within the rights of way, provided that:
    1. A barrier, sufficient to withstand a 15 mph vehicular impact, shall be erected by the party constructing the parking area to protect the pole, tower or guy anchor. The barrier shall be located in such a manner as to restrict parking to at least 5 feet from the structure.
    2. Any access areas, entrances, or exits shall cross (from one side to the other) the rights of way at or near right angles to the centerline, and shall not pass within 25 feet of any structure. Parking lot entrances/exits cannot create an intersection within the righ of way.
    3. Lighting structures within the rights-of-way must be approved by Duke Energy before installing. Total height may not exceed 15 feet.

4. Signs and other attachments to Duke Energy structures are prohibited.

8. Duke Energy Carolinas will not object to certain vegetation plantings as long as:
   1. It does not interfere with the access of existing structures or the safe and reliable operation and maintenance of the line.
   2. With prior written approval, Duke Energy Carolinas does not object to plants, shrubs and trees that are of a species that will not exceed, at maturity, fifteen (15) feet in height.
   3. Duke Enegy Carolinas reserves the right to object to the planting of all plants, shrubs and trees withn the ight of way easement that may interfere with the proper operation and maintenance of the line.
   4. Duke Energy Carolinas may exercise the right to cut "danger trees" outside the rights of way limits as authorized by the right of way agreement applicable to the subject property and as required to properly maintain and operate the transmission line.

Comparison of Rough Site Development Costs*

	Horseshoe Bend Beach Road	Lucia Riverbend Hwy
Clearing & Grading	$20,000	$32,000
Drainage (pipe, structures)	$15,000	$10,000
On-Site Sewer Pump Station	$5,000	$5,000
Force Main to Existing Sewer	$4,000	$45,000**
Alternate Gravity Sewer Extension on NC 273		$146,000
Off-site Water Extension	$0	$130,000***
Total	$44,000	$222,000 $323,000 (alternate gravity sewer option)
Optional Rear Access Driveway		$128,000

Notes

*Costs shown are preliminary and are for site comparisons. Costs shown are not the full site development costs.

**Sewer Force Main Cost would lower to $24,000 if Mountain Island Charter School extends sewer along Lucia Riverbend Hwy to their site.

***Water Extension Cost would lower to $56,000 if Mountain Island Charter School extends water along Lucia Riverbend Hwy to their site.

Exhibit 5

Mount Holly Fire & Rescue

Fire Department Presentation

for

City Council and Mayor

North Fire Station

(Fire Station #3)

I. Review & Current Status
II. USI's Site Assessment Report
III. Service Delivery Concerns
IV. Recommendations

Review & Current Status

- February 2012 – Last Year's Retreat
- March – June: Further Analysis, NCDOI Senior Inspector, Mileage
- June – Submitted Update, Recommendations, Set Meeting
- August – Decided on Site Assessment on 2 Locations
- September – October: Agreement with USI for Assessment
- Today - USI's Site Assessment Report & Presentation

USI's Site Assessment
Sectional Review

- Background
- Service Area
- Response Times (Travel Times)
- Site Layout
- Water and Sewer Service
- Duke Energy Transmission Right-of-Way Restrictions
- CSX Rail Traffic
- Watershed Water Quality Requirements
- Estimated Development Costs

Service Delivery Concerns

- Operational Goal

  Provide expedient and aggressive emergency services to the citizens of Mount Holly.

  Complying with applicable National Standards with Initial Arriving Company in NFPA 1710.

  - Our Performance Measure
  - *Arrive on the scene within 4 minutes of dispatch, 90% of the time.*

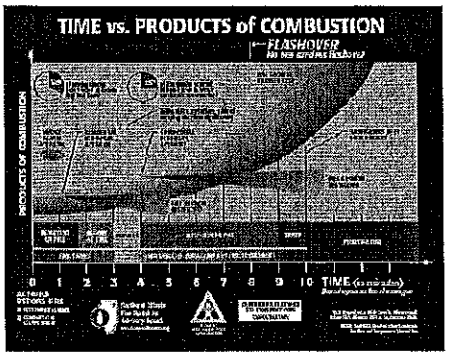
Service Delivery Concerns

Why is this so important?

TIME HAS A DIRECT RELATIONSHIP TO SAVING LIVES & PROPERTY

FIRES – Makes or Breaks Searching for Victims

FIRES - Flashover



Service Delivery Concerns

Why is this so important?

TIME HAS A DIRECT RELATIONSHIP TO SAVING LIVES & PROPERTY

1st RESPONSE EMS MEDICAL CALLS

Cardiac Arrests

Anaphylactic reaction

Diabetic Emergencies

Preventing Basic Level to Advanced Level

Service Delivery Concerns

- Response Times
  - Location is a critical factor and 1st Step
  - ***Conclusion*** – The Horseshoe Bend location is unable to provide an adequate service to the Dutchman's Meadow and Kendrick Farm Subdivisions.

Recommendations

- Proceed with the land purchase of 2 acres on Lucia Riverbend Highway.
- Review USI's Exhibit 5 on last page of report.

Mount Holly Fire & Rescue

Questions ???

Thank you for your time and consideration.

City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Thursday, January 31, 2013

Subject: Annexation of Duke Energy Dam

This matter was discussed by our City Attorney at the last City Council Retreat. Please see the enclosed documentation relating to this subject.

MEMO

To: City Council & Mayor

From: Kemp Michael

Subject: Annexation of "Mountain Island Power House" and "Riverbend Steam Station"

Date: January 24, 2013

At your upcoming retreat you will be discussing the proposed annexation of the Mountain Island Power House which contains 22.77 acres. I have attached the memo that I sent to City Council January 31, 2012, which may be helpful for you to re-read and note attachment #5 which is a map of the Hydro Plant area. I am also enclosing the Annexation Agreement between Duke Power and the City of Mt. Holly dated August 1st, 2000 and direct your attention to paragraph #4(c) which provides that the council should notify Duke Power without delay if it wishes to exercise its option to annex this parcel and begin the process of rezoning and annexing the parcel both of which actions must be effective June 30, 2014. In addition, the council should also pursue the rezoning of the Riverbend Steam Station property so that this rezoning would be effective June 30, 2014, which date is the effective date of annexation of the Steam Station property.

Also attached is Jamie's memo concerning an estimate of payments to the city "in lieu of taxes" in the amount of $21,000.00 per year. Jamie will offer any further explanation that council may require at the retreat.

I find the prospect of having these parcels annexed into the city very exciting considering that Eddie Nichols and myself began the negations which led to this agreement over 13 years ago. This is a continuing legacy of the efforts of my good friend who so impressed Duke Power Company during these negations that they posthumously, that they named the road to the Boat landing property *Eddie Nichols Drive*. As part of this Annexation Agreement, Duke Power has already paid to the city approximately $2 Million as payment in lieu of taxes pertaining to the Steam Station property.

Memo

To: City Council

From: Jamie Guffey, Assistant City Manager

Date: 1/28/2013

Re: Duke Hydro Station Value

The hydro power generating facility owned by Duke Power at the Mountain Island Dam is not valued by normal means but is instead valued by a formula involving that stations power output versus Duke's total power output. The value is assigned by the North Carolina Department of Revenue and not Gaston County like our other properties are. Last year I spoke with Greg Wood of NCDOR and he told me that the dam had a value of approximately $4,000,000. That would bring to the City a little over $21,000 in taxes. He did say that the value does change from time to time and when Duke's new nuclear station goes on line we might see a significant difference in that number, but they would not know until the new station was operational.

copy of original
Res no. 08-01-00A

NORTH CAROLINA

GASTON COUNTY

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT (this "Agreement") is made and entered into this 1st day of August, 2000, by and between City OF MOUNT HOLLY, a North Carolina municipal corporation ("City"), and DUKE ENERGY CORPORATION, a North Carolina corporation ("Company");

WITNESSETH:

WHEREAS, the Parties desire to avoid potential litigation concerning the annexation of the properties described on Exhibit A attached hereto and incorporated herein by reference (the "Riverbend Parcel" or the "Riverbend Steam Station Property") and on Exhibit B attached hereto and incorporated herein by reference (the "Hydro Parcel" or the "Mountain Island Power House and Dam") (the Riverbend Parcel and the Hydro Parcel being sometimes collectively referred to herein as the "Legislative Parcels");

WHEREAS, City desires to connect its primary corporate limits with the StoneWater Bay development in order to reduce the area currently contained within satellite corporate limits of City;

WHEREAS, Company desires to continue to be a responsible and constructive corporate citizen of the extended community around City and to make reasonable and appropriate contributions to the enhancement and growth of City and the surrounding areas;

WHEREAS, in consideration of the terms and conditions set forth herein (including, without limitation, the postponement of the effective date of annexation of the Legislative Parcels until June 30, 2014), Company shall (i) file a voluntary annexation petition requesting City to annex approximately 96.4 acres of land lying between the primary corporate limits of City and City's StoneWater Bay satellite, said land being located between Horseshoe Bend Beach Road and the shore of the Catawba River (*i.e.*, Mountain Island Lake) and being more particularly described on Exhibit C attached hereto and incorporated herein by reference (the "Boat Ramp Parcel"), (ii) convey to City that certain tract of land containing approximately five (5) acres of land as more particularly described hereinafter (the "Municipal Services Parcel") for development and use as a municipal services parcel for the benefit of City, (iii) make to City the annual payments more particularly described in Paragraph 3 herein, (iv) submit the Riverbend Petition (as defined below) in accordance with the terms of this Agreement and (v) submit the Hydro Petition (as defined below) if City exercises its option under Paragraph 4; and

WHEREAS, the North Carolina General Assembly has introduced, ratified and passed Chapter 2000-24 of the 2000 Session Laws as amended by Senate Bill 1335 (Section 96) (as amended, the "Act"), which authorizes and approves certain provisions of this Agreement between City and Company;

NOW, THEREFORE, based upon the terms and conditions set forth herein and in consideration of the mutual promises and assurances provided herein, the parties do hereby agree as follows:

1. Consensual Annexation of Boat Ramp Parcel.

(a) Company, as owner of the Boat Ramp Parcel, will submit upon the execution of this Agreement a voluntary annexation petition (the "Boat Ramp Petition") to City requesting consensual annexation of the Boat Ramp Parcel into the corporate limits of City.

(b) City shall not hold a public hearing on the petition or otherwise take action upon the petition until and unless the Boat Ramp Parcel is rezoned by City to an industrial classification permitting all

uses for which the said parcel is presently utilized. Such classification must be to the reasonable satisfaction of Company. If such zoning does not take place as set forth herein, then Company may, at its option, withdraw its petition and terminate this Agreement, whereupon neither party will have any further obligation hereunder.

(c) In the event that the Boat Ramp Petition is denied by City Council, this Agreement will at either party's election be terminated and become null and void.

2. Conveyance of Municipal Services Parcel. Company agrees to convey the Municipal Services Parcel containing approximately five (5) acres of land to City on or before thirty (30) days after the effective date of the annexation of the Boat Ramp Parcel. The Municipal Services Parcel shall be located within the boundaries of the Boat Ramp Parcel at such location as City may select subject to approval by Company, which approval shall not be unreasonably withheld. The conveyance of the Municipal Services Parcel shall be by special warranty deed (the "Deed"), which Deed shall be delivered subject to the following exceptions: the lien of the local ad valorem real property taxes for the year in which the conveyance occurs (which taxes shall be prorated at closing between Company and City on a calendar year basis); easements, covenants, conditions, restrictions and other encumbrances of record; matters which would be revealed by a current, accurate physical survey and/or inspection of the Municipal Services Parcel; and applicable local, state or federal governmental laws, ordinances or regulations relative to zoning, subdivision, occupancy, use or development of the Municipal Services Parcel. The Municipal Services Parcel shall be conveyed subject to the following restrictions that shall appear on the deed: "This property is hereby restricted to municipal and county governmental purposes only, and such restriction shall run with title to the land and be binding on Grantee's successors and assigns in perpetuity."

3. Agreement to Make Payments in Lieu of Taxes. Company hereby agrees that it shall make to City annual payments which shall be computed annually as more particularly set forth in Exhibit D attached hereto (the "Payment Schedule"). Such payments shall be made at the times specified in the Payment Schedule. Such payments shall be in lieu of the taxes that would be due to City in the event that the Riverbend Parcel had been sooner annexed by City.

4. Status of Legislative Parcels.

(a) As authorized in the Act, no portion of the Legislative Parcels shall be effectively annexed into City or otherwise become subject to the power of City's municipal taxing authority before June 30, 2014, and City shall not seek to make any such annexation or taxing authority effective before such time.

(b) Company shall submit a petition for the voluntary annexation the Riverbend Parcel (the "Riverbend Petition") promptly after the effective date of the annexation of the Boat Ramp Parcel. Company will take all reasonable and appropriate steps to assist City in the voluntary annexation of the Riverbend Parcel to become effective on June 30, 2014.

(c) City shall, at its option, be entitled to require Company to submit a petition containing all the necessary elements and attachments contemplated under the then existing North Carolina statutory requirements for voluntary annexation of the Hydro Parcel (the "Hydro Petition"). City must exercise such option, if at all, by providing written notice of such exercise to Company on or before June 30, 2013. In the event City timely requests the submission of the Hydro Petition, then Company shall promptly submit such petition and the effective date of the annexation of the Hydro Parcel shall be June 30, 2014. It is specifically agreed between the parties, however, that City shall not annex the Hydro Parcel unless and until the same shall be zoned by City for

industrial uses compatible with power generating and related activities. Time is of the essence with respect to City's exercise of its rights under this Paragraph.

5. Conditions Precedent. All of the following shall be conditions precedent to each respective party's obligations under this Agreement:

(a) On the date of this Agreement, the attorney for each party shall deliver to the other party an opinion acceptable to the other party to the effect that (i) such party has the power and authority to execute and perform this Agreement, (ii) such party has authorized the execution and performance of this Agreement by all actions necessary, (iii) such party has duly executed the Agreement pursuant to such authority and (iv) this Agreement constitutes a legal, valid and binding obligation on such party enforceable against such party in accordance with its terms.

(b) On or before the date of this Agreement, the North Carolina Attorney General or his deputy or assistant shall have issued to City and Company a favorable opinion to the effect that: (i) the Act does not contravene any provision of the North Carolina Constitution and (ii) the Act is a valid enactment of the North Carolina General Assembly.

By the execution of this Agreement, Company and City each acknowledge that the conditions precedent in this Paragraph 5 have been met to each party's satisfaction.

6. Representations and Warranties. City hereby represents and warrants to Company and Company hereby represents and warrants to City on behalf of each respective party that:

(a) Such party has the power, authority and right to enter into and perform this Agreement.

(b) Such party has the full power and authority to authorize the execution and performance of this Agreement on behalf of such party and that such party has obtained the appropriate resolution of its governing board authorizing the execution and performance of this Agreement.

(c) Such party intends for this Agreement to be in full compliance with the Act.

(d) This Agreement is binding upon each party.

(e) Each party's execution and performance of this Agreement does not conflict with or violate the terms of the corporate charter of either party, any statute of law applicable to any law, or any contract or other instrument binding upon either party or any of its properties.

7. City Services. It is agreed that prior to the effective date of annexation, City will provide, if requested by Company, water and sewer services to the Riverbend Parcel. Company shall be solely responsible for all costs required for such service including the regularly established tap fee then being charged by City to industrial users outside of City. The rates for water and sewer charged to Company shall be the same rates being charged to industrial users outside of City.

8. Attempts by Third Parties to Abrogate Agreement or the Act. If at any time after the execution hereof, any person or entity attempts through any means (including, without limitation, judicial or legislative action) to annul, abrogate, rescind or modify this Agreement or the Act, either in whole or in part (herein referred to as a "Challenge"), then City shall diligently and in good faith resist and defend against all such Challenges. Provided, however, if the reasonable costs and expenses (including without limitation City's attorneys' fees) incurred by City in connection with defending any one Challenge exceed, or are reasonably projected to exceed, $25,000 then City will not be required to resist and defend to the extent of such excess over $25,000 unless Company commits to pay one-half of all such costs over

$25,000. Company shall cooperate and support City diligently and in good faith in connection with City's resistance and defense against such Challenges, and City will allow Company reasonable input and consultation with respect to the conduct of any such defense. If any such Challenge is successful, in whole or in part, then the parties shall be entitled to such reformation or other relief as shall be equitable and legally appropriate as a remedy or remedies under the circumstances, up to and including termination of this Agreement.

9. No Express or Implied Agreement With Respect to Operation of Facilities. City acknowledges and agrees that Company has not represented or agreed in any way that Company will continue to operate its facilities on the Legislative Parcels or that Company will continue to provide employment at such facilities at any level. Company expressly reserves the right in its sole discretion to determine whether it will continue to utilize its facilities on the Legislative Parcels and if so, at what level of production it will utilize the facilities and the level of employment, if any, it will provide at the facilities.

10. Default. In the event that either party shall fail to perform any of its obligations hereunder and such failure continues unremedied for a period of thirty (30) days following written notice of such failure from the other party, then the non-performing party shall be in default hereunder and the other party shall have all rights and remedies in law and equity available as a result of such breach.

11. Notices. All notices and other communications hereunder shall be in writing and shall be deemed to have been properly given and received on the date delivered in person, by private courier or by telecopy or on the date deposited in the United States mail, registered or certified mail, return receipt requested, postage prepaid, to the following respective addresses:

City: City Manager
131 South Main Street
Mount Holly, North Carolina 28120
Telephone: (704) 827-3931
Facsimile: (704) 822-2933

Company: 422 S. Church Street
P.O. Box 1244
Charlotte, NC 28201-1244

Attention: Ronnie R. Campbell
Mail Code: Allen Steam Plant
253 Plant Allen Road
Belmont, North Carolina 28012
Telephone: (704) 829-2400
Facsimile: (704) 829-2370

with a copy to: Maynard E. Tipps, Esquire
Kennedy Covington Lobdell & Hickman, L.L.P.
100 North Tryon Street, Suite 4200
Charlotte, North Carolina 28202-4006

Telephone: (704) 331-7473
Facsimile: (704) 331-7598

The addresses of City and Company, and the party, if any, to whose attention a notice or copy of the same shall be directed, may be changed or added to from time to time by either party addressing a notice of such change to the other party in the manner provided in this Paragraph 11.

12. Entire Agreement; Amendment. The entire agreement, intent and understanding between Company and City is contained in the provisions of this Agreement and the exhibits attached hereto; and any stipulations, representations, proposals, promises or agreements, written or oral, made prior to or contemporaneously with this Agreement shall have no legal or equitable effect or consequence unless reduced to writing herein or in the exhibits attached hereto. This Agreement may not be modified except by a written instrument executed and delivered by and between the parties hereto.

13. Additional Actions. Each party hereto agrees to take (or cause others to take) such action and to execute and deliver (or cause others to execute and deliver) such other agreements, certificates or documents as may be reasonably necessary or desirable to carry out the provisions of this Agreement.

14. Joint Negotiations. City and Company hereby acknowledge that this Agreement has been fully negotiated and drafted as a cooperative and joint effort between the parties and their attorneys. Therefore, the terms and provisions of this Agreement may not be interpreted or construed more strongly against City or Company.

15. Authority. Each of the signatories hereto represents that he/she has been duly authorized to execute and deliver this Agreement and has full power and authority to execute, deliver and perform under this Agreement and to bind the entity on behalf of which such signatory has executed and delivered this Agreement. This Agreement is enforceable against the parties hereto in accordance with its terms.

16. Successors and Assigns: This Agreement shall be binding upon and shall inure to the benefit of the successors and assigns of City and Company. Specifically, City and Company agree that this Agreement shall run with title to the Legislative Parcels and all portions thereof and that it shall inure to the benefit of and be binding upon all subsequent owners of the Legislative Parcels or any portion(s) thereof.

17. Governing Law: This Agreement shall be governed in all respects by the laws of the State of North Carolina.

IN WITNESS WHEREOF, the parties hereto have caused the due execution under seal of the foregoing Agreement by authority duly given, the day and year first above written.

Attest:

City Clerk

CITY OF MOUNT HOLLY

By: Frank E. McLean

Mayor

[CITY SEAL]

Approved as to Form:

, City Attorney

[Signatures Continue on Following Page]

ATTEST:

Assistant Secretary

[CORPORATE SEAL]

DUKE ENERGY CORPORATION

By:

Name: William A. Coley

Title: Group President, Duke Power Division of Duke Energy Corporation

Memo

To: City Council

From: Jamie Guffey, Assistant City Manager

Date: 1/24/2013

Re: Duke Hydro Station Value

The hydro power generating facility owned by Duke Power at the Mountain Island Dam is not valued by normal means but is instead valued by a formula involving that stations power output versus Duke's total power output. The value is assigned by the North Carolina Department of Revenue and not Gaston County like our other properties are. Last year I spoke with Greg Wood of NCDOR and he told me that the dam had a value of approximately $4,000,000. That would bring to the City a little over $21,000 in taxes. He did say that the value does change from time to time and when Duke's new nuclear station goes on line we might see a significant difference in that number, but they would not know until the new station was operational.

For information, the dam is 1,481 feet long and 1096 feet is in Gaston County and 385 feet is in Mecklenburg.

MEMO

To: City Council & Mayor

From: Kemp Michael

Subject: Annexation of "Mountain Island Power House" and "Riverbend Steam Station"

Date: January 31, 2012

In the 38 years that I have been the City Attorney, this Memo describes what I personally consider to be the third most important legal matter I have undertaken for the City. This transaction involves (1) the potential annexation of approximately 455 acres of land; (2) the acquisition of 5 acres along Horseshoe Bend Beach Rd. for future use by the City; (3) the payment to the City by Duke of approximately $2 million from 2002 through 2014; and (4) the continued payment of property tax thereafter following the effective date of annexation which is June 30, 2014.

Beginning in May 1999 and continuing into August of 2000, at the direction of Mayor Frank McLean and the City Council, former Public Works Director Eddie Nichols and myself negotiated with Ronnie Campbell and David Hart of Duke Power Company, for the annexation of the Riverbend Steam Station and other Duke properties. This annexation was facilitated by the extension of city water and sewer first to a 540 acre tract owned by Tom Waters (which was to be Water's Edge Subdivision but was thwarted instead by a purchase by the City of Gastonia for a conservation easement) and further facilitated by the extension of water and sewer to a 350 acre tract owned by Crescent Resources on Mountain Island Lake now known as Stonewater Bay. The entire extension of water and sewer lines were paid for by Waters and Crescent as part of their annexation agreements. With these utilities in place, the City was able to move to annex the Steam Station.

On August 1, 2000, the City of Mount Holly entered into a comprehensive Annexation Agreement (which by the way was only 5 pages long not counting exhibits) with Duke Power Company, the essential elements of which are as follows:

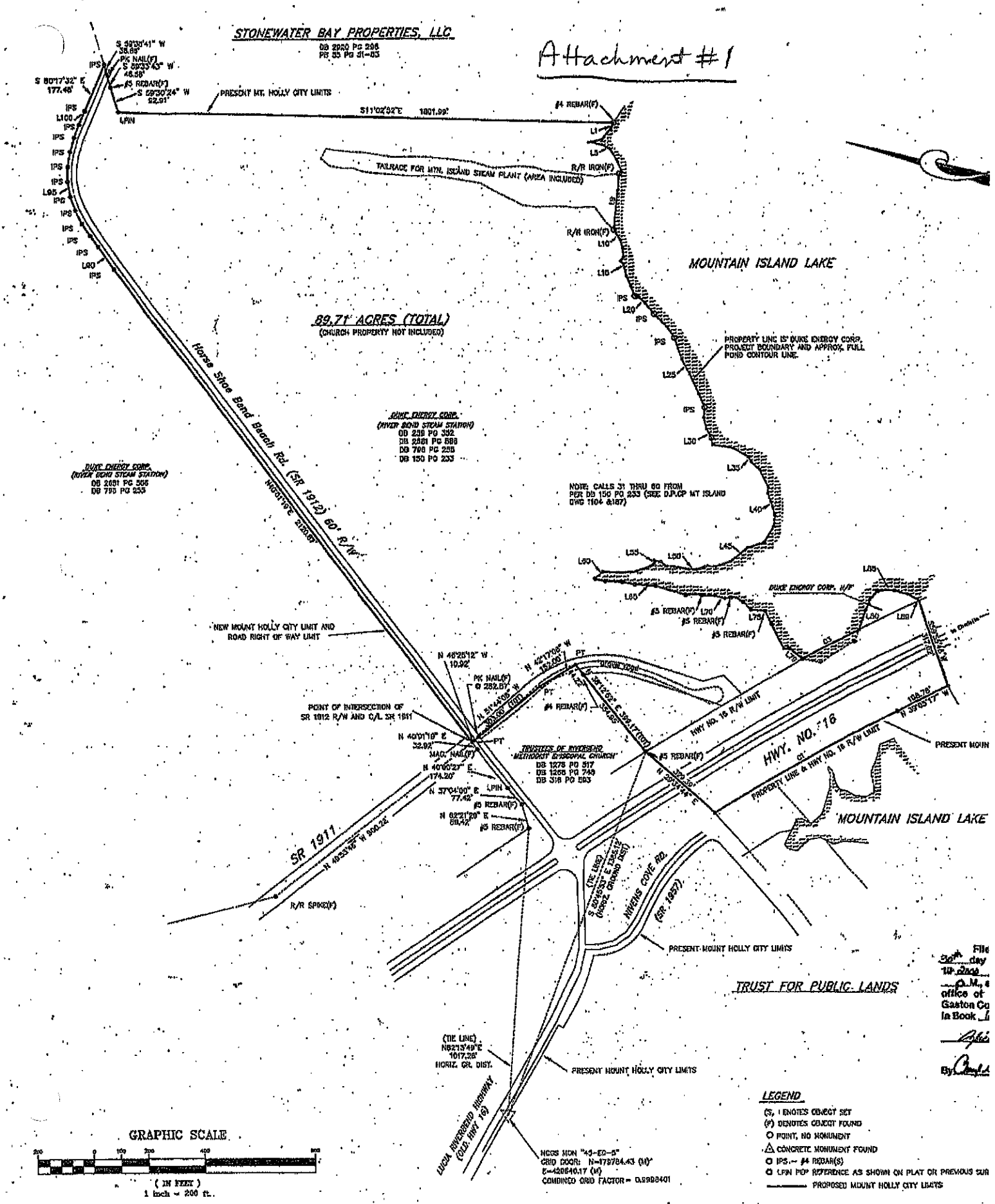
1. A voluntary annexation of 89.71 acres of land lying between the south side of Highway 16 and Stonewater Bay Subdivision, which property includes the public boat landing that is accessed by a street named "Eddie Nichols Drive" by Duke Power. *(see attachment #1 for a plat)*
2. The conveyance to the City of five (5) acres of land on Horseshoe Bend Beach Road, restricted only as follows: "This property is hereby restricted to municipal and governmental purposes only, and such restriction shall run with title to the land and be binding on Grantee's successors and assigns in perpetuity." Keep in mind that this land

was not a gift but was part of the consideration for the overall agreement. *(see attachment #2 for a plat)*

3. The voluntary annexation of the Riverbend Steam Station containing approximately 340 acres to become effective June 30, 2014. Because effective dates for voluntary annexations must be within six (6) months of the date of the passage of the annexation resolution, the City sought and obtained special legislation to extend the effective date in this matter. *(see attached #3 for a plat)*
4. The payment to the City of annual payments leading up to the effective date of annexation of the Riverbend Steam Station. Payments directly to the City would be made in lieu of property taxes until such date. *(see attachment #4 for a partial listing of payments received).*
5. The option, upon the City's election, to require that Duke Power submit the Mountain Island Hydro Plant and Dam containing 22.77 acres (the portion of which is located in Gaston County). This option must be exercised, if at all, in writing and delivered to Duke Power on or before June 30, 2013, to be effective on June 30, 2014. *(see attachment #5 for a plat of the Hydro property).*

By entering into this annexation agreement, the City was assured of the eventual annexations and also assured of an income stream leading up to the annexations. By entering into this annexation agreement, the City also saved the expense involved in several years of litigation which would almost surely have gone through the Court of Appeals. No property taxes can be collected from real estate which the City is attempting to annex until all appeals have been exhausted; and after completion of the appeal process, even if the City was successful, it cannot collect back property taxes prior to the end of the appeal.

I would suppose that the City Council will decide soon whether or not to exercise its option to annex the Hydro property. Jamie is working on determining the amount of tax revenue such an annexation would derive. The City would have the responsibility to provide water and sewer service to the Hydro property in the same way that it has historically provided water and sewer service to other industries within the City limits.



30th day ... File ... office of Gaston Co In Book ...

Attachment # 2

DUKE ENERGY CORP. 200' R/W

DUKE ENERGY CORP. 150' R/W

NC GRID (NAD 83)

GROSS AREA = 5.51 ACRES
(0.49 ACRE IN TRANSMISSION LINE R/W; 0.51 ACRE IN ROAD R/W)

Horse Shoe Bend Beach Rd. (SR 1912) 60' R/W

DUKE ENERGY CORP.
(RIVER BEND STEAM STATION)
DB 259 PG 352
DB 2681 PG 585
DB 798 PG 255

DUKE ENERGY CORP.
(RIVER BEND STEAM STATION)
DB 259 PG 352
DB 2681 PG 585
DB 798 PG 255

NEW MOUNT HOLLY CITY LIMIT AND ROAD RIGHT OF WAY LIMIT

MAG NAIL(S)

MAG NAIL(F)

PK NAIL(F)

PS

PT

P/L IS CENTER

This is to certify that this map meets all zoning and subdivision requirements for recording.

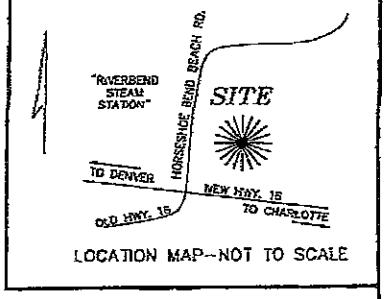
12-20-01 Danny J. Jackson
Planning Director
City of Mount Holly

GRAPHIC SCALE

(IN FEET)
1 inch = 100 ft.

NCGS MON "45-EO-5"
GRID COORD: N=129784.43 (U)
E=422640.17 (U)
COMBINED GRID FACTOR = 0.9998401

CONTROL POINT



LOCATION MAP--NOT TO SCALE

NOTES:
(S) DENOTES OBJECT SET
(F) DENOTES OBJECT FOUND

PROPERTY SUBJECT TO ANY VALID AND ENFORCEABLE EASEMENTS, RESTRICTIONS AND RIGHTS OF WAY OF RECORD.

NAMES AND DEED REFERENCES SHOWN ARE FOR DESCRIPTIVE PURPOSES ONLY, NOT TO BE USED FOR DETERMINING TITLE.

* PT, NO MONUMENT
O IPS – ¾ REBAR(S)
R/W – RIGHT OF WAY
P/L – PROPERTY LINE
C/L – CENTERLINE

I, [illegible], REVIEW OFFICER OF GASTON COUNTY, CERTIFY THAT THE MAP OR PLAT TO WHICH THIS CERTIFICATION IS AFFIXED MEETS ALL STATUTORY REQUIREMENTS FOR RECORDING.

REVIEW OFFICER — DATE 1/10/02

THIS SURVEY CREATES A SUBDIVISION OF PROPERTY IN AN AREA OF THE COUNTY HAVING AN ORDINANCE REGULATING PARCELS OF LAND. NO NEW ROADS CREATED.

NORTH CAROLINA
GASTON COUNTY

I, ALICE B. BROWN, REGISTER OF DEEDS IN AND FOR THE AFORESAID COUNTY AND STATE, HEREBY CERTIFY THIS TO BE A TRUE COPY OF DOCUMENT WHICH IS RECORDED IN BOOK ____ PAGE ____
WITNESS MY HAND AND SEAL OF OFFICE THIS ____ DAY OF ____, 2001.

BY: _____ ALICE B. BROWN
REGISTER OF DEEDS
ASSISTANT/DEPUTY

FILED FOR REGISTRATION ON 10th DAY OF JAN., 2002, AD, 2002 AT 2:17 O'CLOCK P.M., AND REGISTERED IN THE OFFICE OF REGISTER OF DEEDS, GASTON COUNTY, NC IN BOOK 64 PAGE 91

Alice B. Brown
REGISTER OF DEEDS
BY: [illegible] Deputy

STATE OF NORTH CAROLINA

I certify that this map was drawn from an actual survey made under my supervision and was prepared in accordance with G.S. 47-30 as amended. The unadjusted error of closure as calculated is 1:10,000+. Boundaries not surveyed, if any, are noted. Deed descriptions are recorded in Book ____, Page ____.

Witness my hand and seal this 5th day of October, 2001

* AS SHOWN

Registered Land Surveyor
L-2626
License No.

NORTH CAROLINA PROFESSIONAL SEAL L-2626 LAND SURVEYOR JAMES M. BEVERLY

BOUNDARY SURVEY FOR:

CITY OF MOUNT HOLLY
(owner) 131 S. Main St., Mt. Holly, N.C. 28120

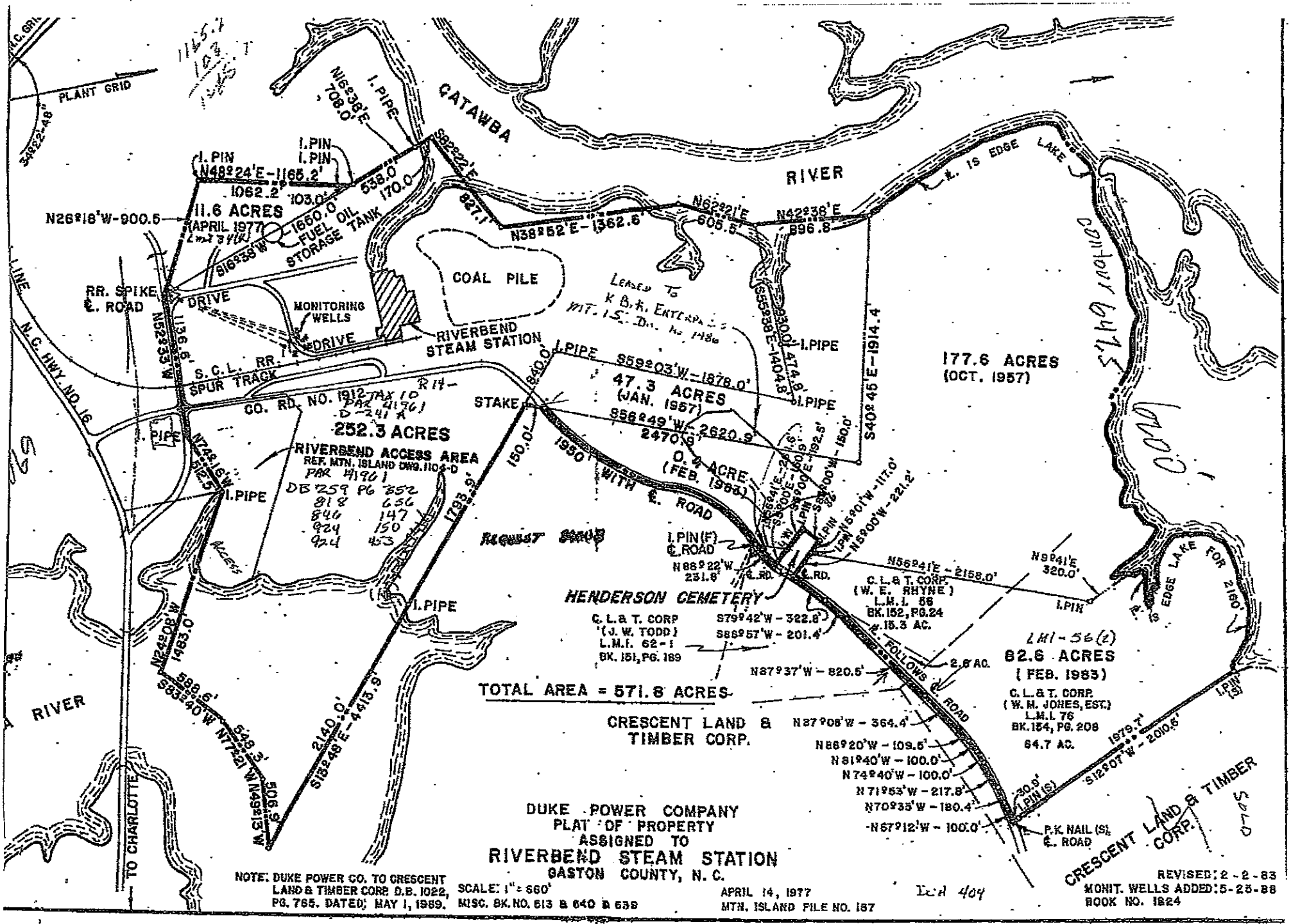
TOWNSHIP: RIVERBEND — TAX ID.: 14 47-2
COUNTY: GASTON — STATE: NORTH CAROLINA
DATE: MAY 14, 2001 — JOB NO.: 1001100

REVISIONS

DATE	DESCRIPTION

CBS Surveying & Mapping, Inc.
114 E. ROBINSON STREET – P. O. BOX 190
GASTONIA, NC 28342-0190 (704) 488-5068

(2)



PROJ 3122

Attachment H

"PRELIMINARY PLAT"

NOT FOR RECORDATION, CONVEYANCES, OR SALES

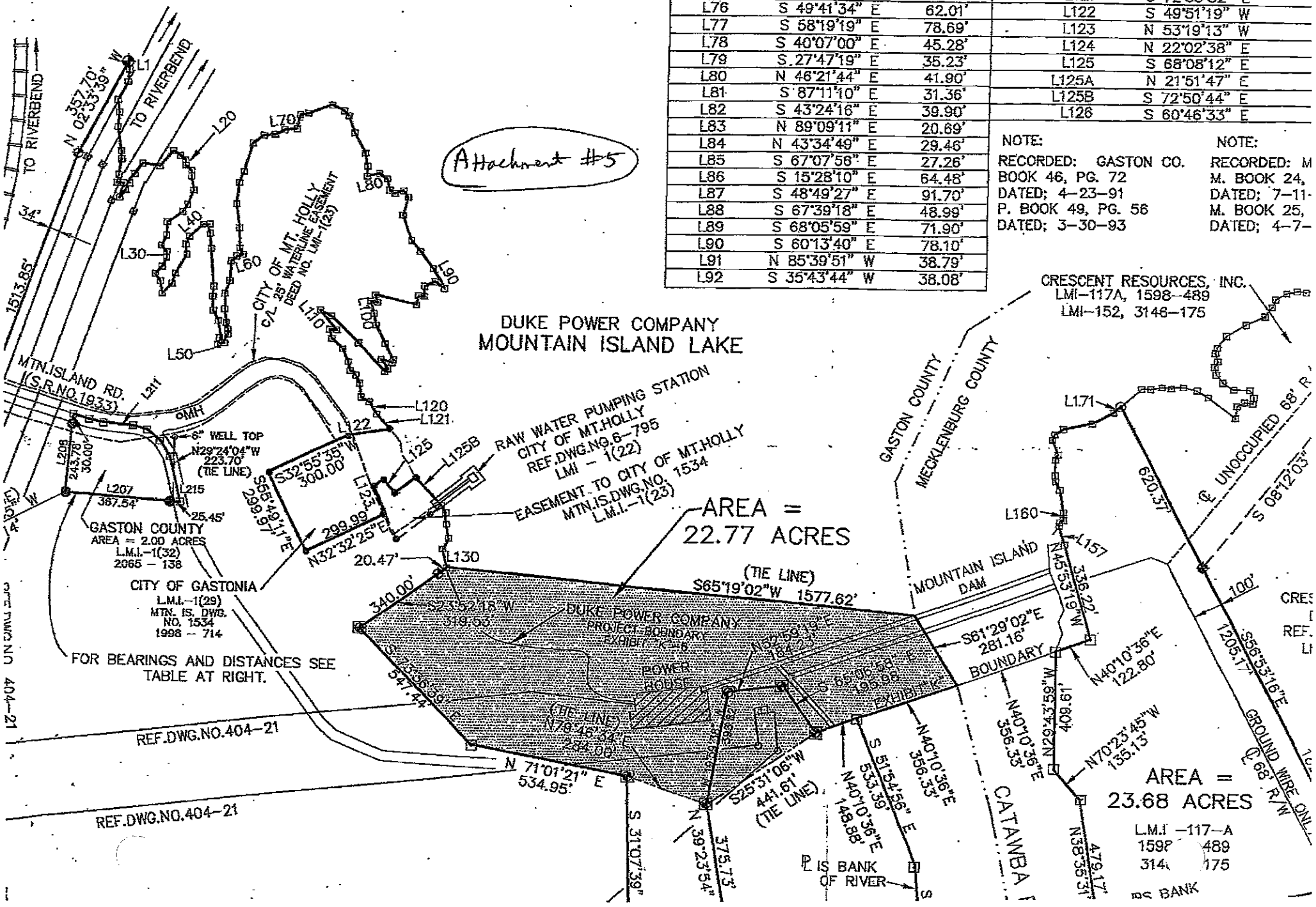
Attachment #5

L71	N 16°55'19" W	49.92'
L72	N 50°17'57" E	28.07'
L73	N 39°43'08" E	86.01'
L74	N 84°41'45" E	44.44'
L75	S 75°12'57" E	22.78'
L76	S 49°41'34" E	62.01'
L77	S 58°19'19" E	78.69'
L78	S 40°07'00" E	45.28'
L79	S 27°47'19" E	35.23'
L80	N 46°21'44" E	41.90'
L81	S 87°11'10" E	31.36'
L82	S 43°24'16" E	39.90'
L83	N 89°09'11" E	20.69'
L84	N 43°34'49" E	29.46'
L85	S 67°07'56" E	27.26'
L86	S 15°28'10" E	64.48'
L87	S 48°49'27" E	91.70'
L88	S 67°39'18" E	48.99'
L89	S 68°05'59" E	71.90'
L90	S 60°13'40" E	78.10'
L91	N 85°39'51" W	38.79'
L92	S 35°43'44" W	38.08'

L117	S 59°37'55" E
L118	S 36°24'29" E
L119	S 88°24'06" E
L120	S 61°43'52" E
L121	S 72°33'32" E
L122	S 49°51'19" W
L123	N 53°19'13" W
L124	N 22°02'38" E
L125	S 68°08'12" E
L125A	N 21°51'47" E
L125B	S 72°50'44" E
L126	S 60°46'33" E

NOTE:
RECORDED: GASTON CO.
BOOK 46, PG. 72
DATED; 4-23-91
P. BOOK 49, PG. 56
DATED; 3-30-93

NOTE:
RECORDED: M
M. BOOK 24,
DATED; 7-11-
M. BOOK 25,
DATED; 4-7-



City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Thursday, January 31, 2013

Subject: Committees

Mayor Hough is proposing to address the subject of committees with the City Council. In the past he has mentioned the possible need to disband some of his appointed committees.

City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Thursday, January 31, 2013

Subject: Annex Building at the Old City Hall

This matter involving the use of the Annex Building located next to the former City Hall Building in our downtown will be up for discussion. As you all are aware, the CRO is current using a portion the building for their services.

The Catawba River Artisans has also recent made mention of the subject building being a possible site for their business.

Staff will be looking for direction from the City Council, regarding the use of the structure.

City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Thursday, February 1, 2013

Subject: Tree City USA

The Planning Staff is proposing to have the City Council consider adopting a new Tree Ordinance and to direct the planning staff to pursue a Tree City USA designation for the City of Mount Holly.

Please see the enclosed documentation submitted by the Planning Department.

City of Mount Holly
Action Agenda Item

To:	City Council	**Date:**	January 25, 2013
From:	Greg Beal, Planning Director	**Meeting Date:**	February 1, 2013

Agenda Item to be considered: **Tree City USA Discussion**

Will this require a public hearing? ☐ **YES** ☒ **NO**

Background/Purpose of Request: The purpose of this discussion on becoming a Tree City USA is to analyze the benefits of a Community Forestry Program. Jonathan Wilson has done an excellent job preparing a memo that discusses the benefits of being a Tree City and its requirements, which can be found in attachment. He worked closely with Finance and other departments in reviewing the budget numbers as well.

Fiscal Impact:

Will Item affect current budget	☐ YES	☐ NO	☒ N/A
Reviewed by Finance Director	☒ YES	☐ NO	☒ N/A
Preaudit Certification required	☐ YES	☐ NO	☒ N/A
Capital Project Ordinance required	☐ YES	☐ NO	☒ N/A
Budget Transfer required	☐ YES	☐ NO	☒ N/A
Total City Dollars:	***$***		
Budget Code			
Reviewed by City Attorney	☒ YES	☐ NO	☐ N/A

Manager/Staff Recommendation: Mount Holly is meeting all the requirements of becoming a Tree City USA, with the minor task of appointing the Planning Commission to serve as the Tree Advisory Board and updating our three-paragraph "Tree Ordinance." We almost double the requirement of spending $2 per capita on tree maintenance as staff salaries, insurance, and many other things count toward this requirement. This would be an excellent marketing tool for the City.

Result of City Council Decision:

___

Attachments: **1) Memo on Tree City USA**
2) Community Forestry Budget

City of Mount Holly: Council Retreat 2013

Report: Tree City USA

To: Mayor & City Council

From: Jonathan Wilson, Planner

Date: January 25, 2013

The Planning and Development Department has recently begun gathering information regarding Tree City USA Standards and Procedures. To become a designated Tree City a City must develop a Tree Board or Department; adopt a Tree Care Ordinance; develop a Community Forestry Program with an annual budget of at least $2.00 per capita; and hold an Arbor Day Observance and Proclamation.

Benefits of Becoming a Tree City

The Arbor Day Foundation has summarized six general categories for benefits of becoming a Tree City. Those benefits are summarized below:

Framework for Action-Meeting the four standards for becoming a Tree City USA provides initial direction for an urban or community forestry program. Like the first rungs on a ladder, the standards help get a community started toward annual, systematic management of its tree resources.

Education-Education begins with discussion of the standards and getting organized to apply for Tree City USA status. It continues as the desire for Tree City USA recognition leads to contacts with the state forester's staff. In turn, this can set in motion aid from a variety of professionals in the form of technical advice, literature, films, and other assistance.

Public Image-A community's public image is a very real phenomenon and important in many ways. Being a Tree City USA helps present the kind of image that most citizens want to have for the place they live or conduct business. The Tree City USA signs at community entrances tell visitors that here is a community that cares about its environment. It is also an indication to prospective businesses that the quality of life may be better here. It has even been known to be a factor in where meetings or conferences have been held. This reason along caused a motel owner to start action for his community to join the network.

Citizen Pride-Pride is sometimes a less tangible benefit. Gaining and retaining Tree City USA recognition is an award to the tree workers, managers, volunteers, tree board members and others who work on behalf of better care of a community's trees. Non-involved citizens, too, often share a sense of pride that theirs is a Tree City USA. This may translate to better care of trees on private property or a willingness to volunteer in the future.

Financial Assistance-Preference is sometimes given to Tree City USA communities over other communities when allocations of grant money are made for trees or forestry

Tree Board or Department

Requirement

The Tree Board or Department will be legally responsible for the care and management of the community's trees. This may be a professional forester or arborist, an entire forestry department, or a volunteer tree board. Often, both professional staff and advisory tree board are present, which is a good goal for most communities.

A tree board, or commission, is a group of concerned volunteer citizens charged by ordinance with developing and administering a comprehensive tree management program. Balanced, board-based community involvement is encouraged. Boards function best if not composed entirely of tree-related professionals such as forestry professors, nursery operators, arborists, etc. Fresh ideas and different perspectives are added by citizens with an interest in trees that is entirely avocational. Limited, staggered terms of service will prevent stagnation or burnout, while at the same time assuring continuity.

Mount Holly Proposal

The Planning and Development Department is proposing that the Tree Board be comprised of members serving on the Planning Commission with the addition City Staff and any other individuals City Council and/or the Mayor may deem appropriate.

Tree Care Ordinance

Requirement

The tree ordinance must designate the establishment of a tree board or forestry department and give this body the responsibility for writing and implementing an annual community forestry work plan. Beyond that, the ordinance should be flexible enough to fit the needs and circumstances of the particular community.

A tree ordinance provides an opportunity to set good policy and back it with the force of law when necessary. Ideally, it will provide clear guidance for planting, maintaining and removing trees from streets, parks and other public places.

Mount Holly Proposal

A proposed Tree Care Ordinance has been developed by City staff, who are well-versed in Ordinance language and urban forestry practices. If adopted, the Tree Care Ordinance will be held in the Zoning Ordinance under Article X Landscaping & Tree Protection and be cross referenced in the Subdivision Ordinance, since it largely applies to subdivision of 5 or more lots. This will be a whole change from the current Article X Landscaping and will involve a text amendment and public hearing.

Arbor Day may be their only exposure to the green world or a springboard to discussions about the complex issue of environmental quality.

The benefits of Arbor Day go far beyond the shade and beauty of new trees for the next generation. Arbor Day is a golden opportunity for publicity and to educate homeowners about proper tree care. Utility companies can join in to promote planting small trees beneath power lines or being careful when digging. Smokey Bear's fire prevention messages can be working in the event, as can conservation education about soil erosion or the need to protect wildlife habitat.

Still another way to develop Arbor Day is to link it with a tree-related festival. Come that are currently celebrated include dogwood festivals and locust blossom festivals. The urban and community forestry coordinator in the state forester's office will be happy to work with communities in taking these first steps toward better community forestry.

Mount Holly Proposal

Mount Holly can hold a tree planting at one of our parks to celebrate Arbor Day or any other activity that City Council along with the Tree Advisory Commission may wish. (Attached you will find an example of an Arbor Day Proclamation-Appendix 2)

Community Forestry Program Budget		
Street & Solid Waste Department Expenditures		2012
Description		Estimated Cost
Replacing Damaged Trees		$1,915.00
Pruning of Trees		$690.00
Fertilization and Pest Management		$714.00
Tree Removal		$124.00
	Total:	$3,443.00
Parks and Recreation Expenditures		
Description		Estimated Cost
Planting of Trees		$2,423.00
Tree Maintenance		$2,200.00
Tree Trimming/Pruning		$15,800.00
	Total:	$20,423.00
Total monies spent on tree maintenance in 2012		$23,866.00

Salary of Landscape Technician		$27,355.29
2012 Tree Expenditures (Not including Parks & Rec Tree Trimming		$8,066
2012 Tree Expenditures (Including Parks & Rec Tree Trimming		$23,866
Estimate of 2013 Tree Related Expenses		$35,000
Tree City USA Community Forestry Program Budget		$27,312.00

City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Thursday, February 1, 2013

Subject: Economic Development

Greg Beal will present a report to the City Council, detailing the past, present and future where economic development is concerned.

This topic will be one of the key elements of the City Council Retreat, simply because of the impact on our city as a whole. I suspect that this topic will promote a very in-depth discussion with staff and the City Council.

Please see the enclosed information provided by Mr. Beal and other staff members.

City of Mount Holly
Action Agenda Item

To: City Council	**Date:** January 25, 2013
From: Greg Beal, Planning Director	**Meeting Date:** February 1, 2013

Agenda Item to be considered: **Economic Development Discussion**

Will this require a public hearing? ☐ **YES** ☒ **NO**

Background/Purpose of Request: The purpose of this discussion on Economic Development is to focus on recent business initiatives undertaken by the City and upcoming endeavors, the impacts of growth and planning for the future. The supporting documentation was based on meetings between City Manager and the Planning Director. I am certain that some of the issues raised had been discussed by the Mayor and Council members as well, while others were based on recent conversations at community meetings and topics presented before Council. This is a lot of information, but it is limited to specific themes related to economic development and planning.

Fiscal Impact:

Will Item affect current budget	☐ YES	☐ NO	☒ N/A
Reviewed by Finance Director	☐ YES	☐ NO	☒ N/A
Preaudit Certification required	☐ YES	☐ NO	☒ N/A
Capital Project Ordinance required	☐ YES	☐ NO	☒ N/A
Budget Transfer required	☐ YES	☐ NO	☒ N/A
Total City Dollars:	**$**		
Budget Code			
Reviewed by City Attorney	☐ YES	☐ NO	☒ N/A

Manager/Staff Recommendation: This discussion will drive the economic development goals for this year and the years to come. The direction form Council is important as staff would prepare action plans to recommendation bodies such as the EDC and Planning Commission in the following months. The topics do not have to revolve around the information in the following attachments; however, they offer some of the biggest questions as we continue to "grow our local economy."

Result of City Council Decision:

___

Attachments:
1) **Economic Development Memo**
2) **Appendix with Photos of Downtown Revitalization**
3) **Examples of the Planned Signs from the Wayfinding Program**
4) **Example of Marketing Advertisement for Mount Holly**

Economic Development: Mount Holly Business Initiatives, the Impacts of Growth & Planning for the Future

City Council Retreat 2013

I. **Action Steps Taken**
   a. Downtown Revitalization
   b. Business Incentive Grant
   c. Branding & Marketing
   d. Linear Park

II. **Business Retention**
   a. Retaining Business
   b. Creating Better Partnerships with Corporate Citizens
   c. Working with Business Owners

III. **The Importance of Growth**
   a. Residential Growth
   b. Commercial Growth

IV. **The Focus on Downtown**
   a. The Role of Arts
   b. Anchor Business
   c. Inventory of Available Space

V. **Working with the Community Organizations**
   a. Mount Holly Chamber
   b. Community Development Foundation
   c. Merchants Association
   d. TDA
   e. Special Events

VI. **Updating Our Vision**
   a. Role of Master Plans
   b. Future Projects
   c. Next Steps

Economic Development: Mount Holly Business Initiatives, the Impacts of Growth & Planning for the Future

City Council Retreat 2013

Greg Beal, Planning & Development Director

I would like to take this opportunity to introduce the steps that the City of Mount Holly has taken over the past year to "grow the economy," which has resulted in ten (10) new businesses in our downtown, increased property values, a Business Incentive Grant Program, which is unlike any grant program in the State, a Branding Identity project, which so far, has resulted in a new "brand," complete with a logo and tagline that has already been used for marketing purposes, and a finished downtown connector trail, the Linear Park that will help extend downtown to the Catawba River and connect to future greenways. As staff went through our budgetary process last year it was noted that towns commonly budget for a 1% growth in sales tax revenue from the previous year. Last year, in Gaston County, we were 14% above sales tax growth in 2010. We were 11% above sales tax revenue projections when compared to this time last year. This is encouraging, and a far-better story than the gloom and doom news that we have been hearing and reading over the past few years on the state of the economy. I would like to offer a little more detail on each of the aforementioned business initiatives and others that the City is undertaking to illustrate several reasons why the Mayor and City Council can applaud your economic development efforts over the past couple of years. But to quote City Manager, Danny Jackson, "Now is not the time to rest on our laurels." We must continue to push initiatives to attract new businesses and build-on existing ones, expand our tax base, invest in new planning documents and update others, and understand the importance of growth.

Transforming Downtown as "A Place to Do Business"

First off, the City realizes the importance of a plan, and the focus on Downtown began in 2005, with the adoption of a Downtown Development Manual that dictates new construction and renovation in our downtown to prevent incompatible development. This was strengthened by extending our downtown corridor along NC 27 to the Catawba River by establishing a Downtown Gateway Overlay District in 2010 through rezonings. Engineered studies have been approved by NCDOT that will take this 5-lane entryway into one that mimics downtown through a "road diet" and planted medians. Once we had the plan in place, the City invested $3 million into a downtown streetscape project, which was dedicated in 2007, transforming a downtown dotted with cumbersome, wooden utility poles and broken concrete sidewalks to one with brick sidewalks, granite curbing, decorative light poles, underground utilities, park benches and ornate street trees, setting Downtown Mount Holly as a "place to do business." In 2011, we saw an immense improvement of downtown buildings, which began on North Main Street, an area that was rarely visited, and the finished renovations had a domino-effect on the rest of our Central Business District. City Officials worked with developers on pitching the idea of purchasing buildings along North Main Street for renovation purposes. Much of these buildings had a façade placed over the original storefronts, covering them, and making retail options difficult. The City was able to partner with the Mount Holly Community Development Foundation, a 501(c)(3), to award over $50,000 in façade grants for renovations over the past year alone. Once everyone saw the drastic improvement on North Main Street, which can be seen in the attached photos, other property owners began improving their buildings by following the Downtown Development Manual and consulting with folks from the State Historic Preservation Office.

Developing a Program For Small Business Expansion/Attraction

The momentum began to build, but downtown property owners, who had taken action on recent building renovations, met with Planning & Development staff, the Mayor, City Manager and Council to request that the City take an active role in business recruitment. We had a Mayor-appointed, Economic Development Committee, comprised of representatives from several community organizations and local business people. Our past focus of working on our "toolbox" as a resource for economic development began to shift to an action plan. In the summer of 2011, the City Council, upon recommendation by the EDC, began looking into a Business Incentive Grant program by setting aside tax dollars in the general fund, not to serve as a loan, but to serve as a cash grant for small businesses. This is unlike any program in the State because no Municipal Tax District was established and no development corporation heads the funding. Our extensive research shows that only bigger cities, like Charlotte and Winston Salem, are doing programs involving cash grants, and most require a loan payback. City Council adopted the Business Incentive Grant program for Mount Holly in June 2011, developed with the intent to evoke the vision formed by the citizens of the City as described in the Strategic Vision Plan. As a result, Mount Holly has earmarked $100,000, and awarded four cash grants, totaling $47,570, that are directly responsible for bringing three businesses to our downtown area, Jolie Boutique, Caravan Coffee and Backwoods. Even though Backwoods closed for business, within a few short months, the grant-funded hood system helped attract the Farmer's Fork restaurant, which has been a unique, farm-to-table dining experience. The fourth grant, which recently received their building permit through the County, will enable an unusable second floor space at William Henry Signature Salon to expand by funding construction of a stairwell in the alleyway. The balance in the grant funding is $52,430, and the City just received an application for an expansion/relocation of Time Flies Christmas Store at 111 North Main Street, which the Incentive Review Committee is currently evaluating.

The Business Incentive Grant has been applauded by the Gaston County Economic Development Commission, and the Board recently adopted a Strategic Plan, which stated that the EDC should model a grant program for small businesses in the County, similar to the one in Mount Holly. I have met with more property owners that are interested in the Business Incentive Grant program, especially in the downtown area, as of late.

Retaining International Businesses

It is said that 80% of economic development is business retention, and the City has a close relationship with our corporate citizens as well, including American & Efird, the second-largest thread manufacturer in the world, their International Headquarters being located in Mount Holly, Clariant Corporation, a world-wide leader in chemical production, National Gypsum, a large, "green-based" wallboard plant that takes an unusable by-product from coal-fired power plants and converts it into a necessity for the building industry, and Freightliner, a producer of medium-style trucks, which was listed as the top job-creator last year for all of North Carolina with the over 1,000 jobs created during the callback of workers and hiring of new employees in Mount Holly and Gastonia. The relationship with our corporate citizens has helped secure greenway easements, which will result in a $6 return out of every $1 spent on greenway construction over the next few years (source: American Trails). Most importantly, the City should continue to build on these relationships to keep these industries in Mount Holly. The City also rezoned a 129-acre tract of land in 2011, owned by Crescent Resources, for a proposed Business Industrial Park, so that more jobs can be created in the future on the eastern side of Gaston County. This proposed development, adjacent to the Catawba River, was supported by the Catawba Riverkeepers' Association based on sound environmental conditions and restrictions placed on it through the Conditional Rezoning process. However, Crescent Resources has been hesitant in pursuing this development, and the City never approved annexation of this track. Developing business parks is the key to job expansion and industrial growth in Mount Holly. Almost all of our industrial-zoned tracks are owned by the aforementioned companies, with Duke Energy also owning a couple of large tracks of land in Mount Holly. The County EDC has identified Mount Holly as the key to attracting industries that do not want to be located in other business parks in the County, such as the Tech Park in Gastonia.

Having access to I-85, I-485, Charlotte Douglas International Airport and the Charlotte Metro area are the wants of many international businesses that are considering this area, according to a recent Economic Development Summit held by the County EDC and Economic Development Division of the Chamber.

Marketing the City for Business & Growth

During the fall of 2011, the Planning & Development Department, through the EDC, began to focus on marketing the City and making Mount Holly recognizable to businesses, visitors and folks looking for a place to live. This project started out simply as a wayfinding plan, to help guide traffic in and around town. However, through months of hard work, we saw the opportunity to include a 5-Phase approach that started as a Brand Identity Initiative, meaning developing a logo and tagline, which would invoke positive feelings about Mount Holly, when one saw it. Through marketing, we could take our brand, make it well-known, and then use our logo as a recognizable icon. The new brand and tagline, "Connecting Community and Nature," was adopted by Council in January 2012. The City has never placed ads in magazines or newspapers for marketing purposes, but as you can see from the attachment in the appendix, Mount Holly is seeking to market itself in new ways. The City has also placed decorative banners in our downtown with the new logo to make them more appealing. Mount Holly staff and officials are not doing this alone, as we are partnering with our Tourism Development Authority, so as to not duplicate efforts. Last year, the City hosted *Today in America*, a nationally-syndicated news and events program airing on CNN, headed by former All-Pro, Steelers Quarterback, Terry Bradshaw, which will spotlight Mount Holly as a place for business and community. This will be a tremendous publicity and marketing tool in the months and years to come. Charlotte Magazine just listed Mount Holly as the 5th-Best, in *Eight Great Suburbs in the Charlotte Area*, recently, which also helps us to grow the economy by reaching out to business owners looking to locate here. There was also a spotlight on Mount Holly as well in Gaston Magazine. Joe DePriest wrote an excellent piece two weeks ago on Mount Holly's "Renaissance" in the Charlotte Observer, which according to Allison Cookman of the Gaston Regional Chamber, "has done more for Mount Holly and Gaston County recently than some [of their] marketing efforts." There is nothing quite like free, positive publicity from a widely-circulated magazine or newspaper. Finally, *Life in the Carolinas*, a television show airing on WJZY, is doing a three-part series on Mount Holly, with the first segment airing a three weekends ago.

The City's wayfinding signs have been fabricated and powder-coated and the next step is to install these 15 signs that will feature the new logo. The City Economic Development Committee is looking at ways to market the City with the approval of Council in areas such as developing business-friendly brochures, such as "How to Start a Business in Mount Holly." It is important that the City consider promoting our great accomplishments, especially in the downtown area, through brochures and mailings to potential businesses that may consider locating to Mount Holly. Our new website, which is in its redesign phase, will be the face of readily-accessible information to our citizens as well as to current and future businesses. At a recent Business Attraction and Marketing course that I took through the International Economic Development Council, it was stated that 10 years ago only 10% of potential businesses looked at a city's or county's website when considering relocation or expansion. In those days, they would much rather talk to municipal or county staff. However, in today's age, 98% of businesses look at a local government's website before they even pick up the phone. Having an up-to-date, interactive website is something we are striving to attain as one of the most important marketing tools that a city can possess.

Working with Business Owners

Mount Holly has also been receptive to the business community. City Planning & Development staff have worked with the Mount Holly Chamber in setting up an annual Business Resource Forum, which over 50 people attended in January 2012, letting small business know what organizations offer assistance, grants and resources, such as the Small Business Center at Gaston College. We anticipate the Forum being bigger this year but are considering ways of including this event as part of a business

appreciation dinner, hosted by the Mount Holly Chamber. Last year, our downtown businesses came together to discuss parking, and noted that every business had their own spaces on North Main, making it difficult to find parking even when it appeared it was available. The City was able to purchase a large parking lot for public parking to insure that every business had an equal opportunity to attract customers. Long term, the City may want to consider upfitting the public parking areas in downtown, including the one at the Old City Hall.

The summer of 2012 saw the creation of a Merchants Association, largely comprised of downtown business owners. While the Mount Holly Chamber offered to create a similar group under its wing, the merchants wanted their own voice. However, Jennifer Jordan, owner of Sweet Peas Unique Gifts and Chair of the Merchants Association, has been appointed to the Mount Holly Chamber Board of Directors. In this case, the Chamber and its Board, comprised of a variety of representatives of different Mount Holly community organizations, can discuss happenings monthly, being mindful of everyone's schedule through one convenient meeting. Recent updates have stated that several merchants are interested in doing two-day events that will help bring people to town. As you know, the City has two annual festivals, *Springfest* and *Autumn on Main*, which serve as conduits to attract people to Mount Holly and support our local shops. We have an established Farmers Market that just completed its 7th-year of operation, has supported local famers, and received a $2,500 ($5,000 total) matching grant through the NC Cooperative Extension Service recently for advertising, which will help bring shoppers to our downtown and City. Also, the Mount Holly Farmers Market was named one of the Top 5 Favorite Farmers Markets in North Carolina by American Farmland Trust through a National contest.

Putting Our Best Foot Forward

Mount Holly also has other initiatives that are in the final stages of construction. The City purchased a former textile mill, which as of June 2008, has served as the Municipal Complex with City offices, the Police Department, meeting space, Council Chambers, and is complete with a "Grand Hall" that is now booked for weddings and events on a routine basis. The finalization of the lease agreement for the downstairs retail space with CaroMont Heath in November 2011, saw the completion of the "Discover You" Healthy Living Center and in the future, a Catawba River Market, a new, co-op grocery store. The East Central Avenue Streetscape and Linear Park were recently completed in front of the Municipal Complex. This $1.5 million project, paid through taxpayer-supported bonds and a Carolina Thread Trail grant, will link the Central Business District to an expanding River Gateway and greenway system. Phase 2 of the Linear Park will beautify Central and Catawba Avenues and serve as a catalyst for business expansion in these areas. The recent decision of approval for the CaroMont Emergency Department, located across the street from the Municipal Complex, will insure that this $20 million or more investment will begin soon; we have already looked at preliminary sketch plans. These are exciting steps that are currently underway as we grow our local economy.

Growth Statistics: What the Numbers Tell Us

In analyzing the next steps in the economic development and planning process, it is important to look at how Mount Holly grew over the past decade. In 2000, the US Census listed Mount Holly as having a population of 9,618 persons. In the 2010 Census, Mount Holly grew a whopping 42% to 13,656 citizens. I have created a comparison of the 2000 and 2010 Census numbers in a table on the following page that analyzes the growth data in a more detailed approach for information purposes only. The bottom line is that the US Census Bureau states that America grows at a 1.3% annual rate. Meaning Mount Holly would have increased its population by 125 persons each year, resulting in a population of 10,868 in the 2010 Census. Mount Holly nearly quadrupled those growth numbers over the past decade.

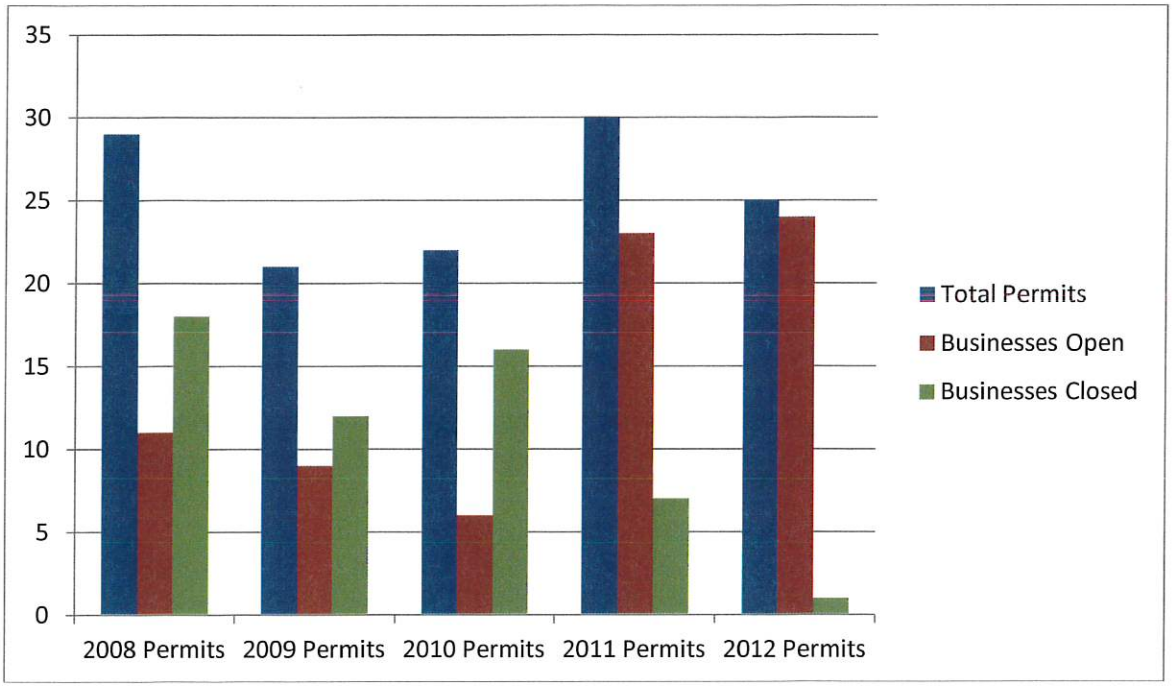
Mount Holly, North Carolina –US Census Overview

Overview	2010 Census		2000 Census		2000-2010 Change	
	Counts	Percentages	Counts	Percentages	Change	Percentage
Total Population	13,656	100%	9,618	100%	4,038	41.98%
Population by Gender						
Male	6,666	48.81%	4,623	48.07%	2,043	44.19%
Female	6,990	51.19%	4,995	51.93%	1,995	39.94%
Population by Age						
Persons 0 to 4 years	991	7.26%	678	7.05%	313	46.17%
Persons 5 to 17 years	2,427	17.77%	1,571	16.33%	856	54.49%
Persons 18 to 64 years	8,873	64.98%	6,087	63.29%	2,786	45.77%
Persons 65 years and over	1,365	10.00%	1,282	13.33%	83	6.47%
Population by Race						
American Indian and Alaska native alone	53	0.39%	34	0.35%	19	55.88%
Asian alone	332	2.43%	240	2.50%	92	38.33%
Black or African American alone	1,735	12.71%	894	9.30%	841	94.07%
Native Hawaiian and Other Pacific native alone	7	0.05%	0	0%	7	0%
Some other race alone	331	2.42%	72	0.75%	259	359.72%
Two or more races	219	1.60%	102	1.06%	117	114.71%
White alone	10,979	80.40%	8,276	86.05%	2,703	32.66%

Business Data: Analyzing the Past Five Years

By researching Zoning Compliance Permit data from January 1, 2008 to December 31, 2012, a five-year period, the Department issued a total of 120 permits for new businesses over that time frame. Fifty-four (54) of these businesses have closed, accounting for a failure rate of 45%. Sixty-five (65) of these commercial enterprises in the study period have remained open for business, accounting for a 54% success rate. One business relocated, accounting for less than one percent in that area. Table 1 below illustrates the breakdown by year, and Figure 1 illustrates the total permits for new businesses from the beginning of 2008 to the end of 2012. As one can see, businesses closures have decreased recently, while the number of permits has increased significantly. Forty-six percent (46%) of new business permits, fifty-five (55) total, were issued over the past two years with a much lower closure rate of fifteen percent (15%), 8 businesses, during 2011-12.

Table 1: New Business Permits by Year 2008-2012



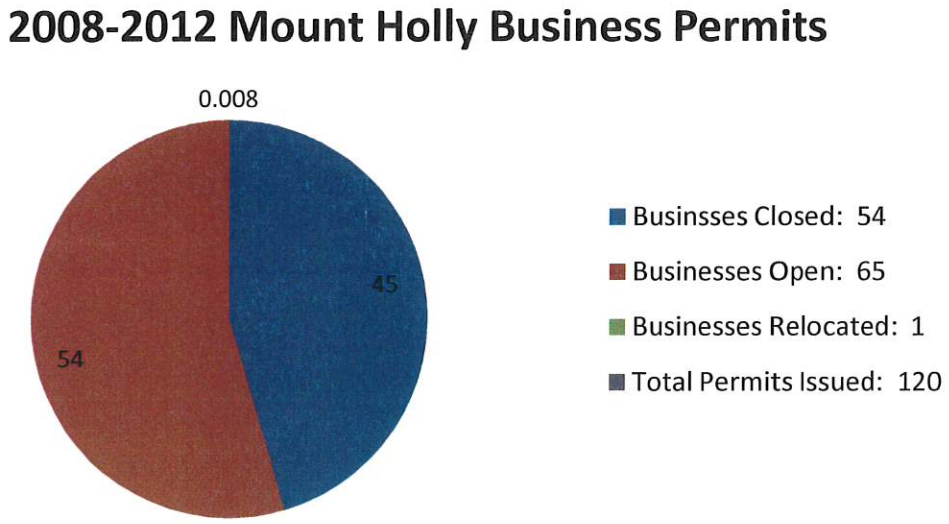


Figure 1

The Importance of Growth

The next logical step after researching how Mount Holly grew over the past decade is to study the importance of growth, both from a population standpoint and a commercial standpoint. First off, urban sprawl has more recently been categorized as the "Grow as You Go" approach, extending the city limits outward along major thoroughfares, one development after another. This viewpoint has been discussed among planning experts in recent years as cities and towns across America have been met by increases in taxes as a result of expanding their service limits beyond their capabilities. Is this scenario, towns are met by a need for new fire stations, police substations, water tanks and treatment facilities, etc., which result in higher taxes and/or service fees in most cases. In Mount Holly, we require the developer to install all of the infrastructure through voluntary residential annexations and therefore, are not limited to fronting the costs of growth through involuntary or city-initiated annexations.

The Strategic Vision Plan, which plays an important role in how Mount Holly should grow, offers ways to avoid limiting our service capabilities such as doing a cost-benefit analysis before approval of any annexation to see if the cost of service will be greater than the tax return. This approach was used recently when analyzing the annexation of the proposed Mountain Island Charter School near Stonewater Bay, where the cost of service would increase with police and fire protection without a tangible return through taxes paid. The Plan also states that the City should encourage infill development within downtown and our current boundaries. The City Council adopted several text amendments that focus on increasing infill development through initiatives such as decreasing the lot size in the downtown area from 60-feet minimum lot with to 40-foot minimums and allowing multi-family development (i.e. townhomes) in the central part of town. Also, our Design Standards for Voluntary Residential Annexation, adopted in 2006, insure that developers put planning, design and quality at the forefront of the development instead of simply looking at how many number of homes will fit on a certain tract of land. These design standards are not simply in "policy form" but have been codified through architectural standards throughout town as part of the Zoning Ordinance. As evident by our number of permits for new homes remaining steady at 100 each year over the past five years, accounting for the 37% of the total number of permits issued County-wide in 2011, Mount Holly will continue to grow without new annexations to a point where our estimated-1000 vacant lots are filled. However, it is how we handle the growth with future annexations by mandating quality development and increasing infill development, which will make the biggest difference.

Commercial growth is tied directly to how a city increases in population. Generally, the more the population increases, the more interest a town will attract from potential investors. It is important to note that according to the US Census Bureau, Mount Holly had a median household income of $46,295 in 2000. This number has increased to $53,470 per household as of 2011. Home ownership went from 60% in 2000 to 68.1% in 2011; both home ownership and median household income are above the State average of 67.8% and $46,291, respectively. Those are good signs for commercial growth in Mount Holly. When talking with grocery stores, chain restaurants, etc. a several years ago, Mount Holly was not in a place to attract these types of businesses because of our below-average figures, but today, discussions with larger retailers should be encouraged. Also, in order to continue commercial growth in downtown, having infill development and embracing redevelopment in the Downtown Gateway and center-part of town, is important.

What Makes a Vibrant Downtown?

This question can invoke a variety of responses from different people. First off, you have to have good infrastructure; a town's sidewalks and roads in their Central Business District cannot be broken and unattractive. In other words, create a great sense of place, which we have accomplished in Mount Holly. Next, you must have a supportive community; people have to buy-in to the idea of shopping local and

community organizations have to promote downtown. We are fortunate to have several organizations such as the Foundation, Mount Holly Chamber, Mount Hollydays and the Merchants Association that do just that. Another step is to create an incentive for business owners to locate downtown, which Mount Holly has done through the Business Incentive Grant that is not only restricted to the Central Business District.

I have attended close to ten North Carolina Main Street Conferences across the State since being employed by the City of Mount Holly in 2001. These workshops are important in analyzing success stories, not only in North Carolina, but across the country through featured speakers, such as noted authors, experts on economic development and mayors from hosting towns. The common theme recently has been, "How to Deal with the Economy." The economy is always going to play a role in business attraction, but hopefully we have turned that corner in Mount Holly, as noted above by increased commercial activity. Another important theme at the Conference that has been expanded upon over the past several years is, "How to Create a Vibrant Arts Community in Your Downtown." We can look to Brevard, NC, a town of 7,609 (2010 US Census) as an example.

Brevard is located near the entrance to Pisgah National Forest and has become a noted tourism, retirement and cultural center in western North Carolina. Brevard has been featured at the Main Street Conference because the arts have played an important role in the town's success. Brevard invited local artists to display sculptures depicting local wildlife in prominent spots around their downtown. As the brochure and website on the Sculpture Trail states, "Come to Downtown Brevard and discover our beautiful sculpture trail! All sculptures are by local artists and include the following native wildlife: bobcat, monarch butterflies, black bear, deer, elk, eagle, horses, panther, ravens, redwolf, white squirrels, wild turkey, swimming trout, and chipmunks. Enjoy these beautiful sculptures sprinkled around our historic town!" This success story ties directly into the questions of, "What role does the arts community play in Downtown Mount Holly? And, "What role will the arts play in Mount Holly in the years to come?"

These questions have been posed to the Mayor and Council recently through the Catawba River Artisans, as the lease on their space is running out at the end of February. There may be questions as to how a group can manage a 3,000 square foot space, when currently only having a little over 200 square feet. I am not aware of that much available space in our downtown, at 95% occupancy, without some serious renovations of second floor space found in only a couple of buildings. The second question is, "Is the City Hall Annex even suitable for gallery space for the Catawba River Artisans?" As you know, the upstairs portion of the Annex is divided into five offices with a foyer entryway. While the courtyard in front of the Annex could offer an excellent venue to display public art, the building itself may have issues with occupancy from a State Fire and Building Code standpoint. This would need to be analyzed further by the Fire Inspector and County Building Inspector. The next question is, "Are there smaller storefronts that could be renovated to house the Catawba River Artisans?" JC Lewis has 700 square feet in his Document Printing storefront at 104 South Main Street that he said he would be interested in sharing with the Catawba River Artisans. Could the Business Incentive Grant play a role in keeping the Catawba River Artisans in Downtown Mount Holly?

In asking these questions, the Mayor and Council can look to the Mount Holly Strategic Vision Plan, adopted in 2008. In Phase 1, entitled, *Our Community Vision*, there are five goals for Mount Holly. One of these goals is to create a, "**Thriving Downtown**, Re-establish downtown as the center of the community's social and economic life." One can argue that arts play an important social and economic role. In Phase 2.2, entitled, *Small Are Plan for Downtown and Riverfront*, a long-term goal is to look at Arts and Crafts Studios with possible locations being some of the historic mills around downtown. Finally, Phase 5, the *Implementation Plan*, which lays out the entire Strategic Vision Goals by priority states the number one Immediate Priority for Downtown and Riverfront Initiatives is to "Begin discussions regarding the Current City Hall [Old City Hall] as an adaptive reuse project for grass roots arts organization." The last goal was supplemented by the Intermediate Priority goal of, "Open a Downtown Visitor's Center possibly with a History Museum," with the Mount Holly Historical Society's continued hard work at the Old City Hall. As you can see from our Strategic Vision Plan, cultural activities and art catalyst projects are found throughout the document.

How to Establish an Anchor Business Downtown?

This question has been pondered among towns across the country over the past twenty years. Before anchor stores, such as Belk's, Sears, and others moved to more accessible locations along major thoroughfares and in malls, many were located in downtowns. One went to shop for everything in downtown, and I can recall the days that Lincolnton had three shoe stores, a Belk's, Sears, BC Moores Department Store, and several eateries, where my childhood, weekend-outings were spent. The Mast General Store has long been looked upon as a source of the perfect anchor store for downtowns, with John and Faye Cooper having first set up shop in June of 1980, in Valle Crucis. The store has since expanded to seven locations, 4 more in NC, two in SC and one in Knoxville, Tennessee. John Cooper spoke at a luncheon hosted by the Foundation a couple of years ago. He applauded Mount Holly's efforts when talking of downtown, but when asked if he would consider relocating to Mount Holly, he politely gave a smile and said, "Maybe one day." In talking with Mr. Cooper further in private, he stated that when deciding on opening up a new store, he and his wife did not want the Mast General Store to be the only destination point. They simply needed other attractions in town to draw visitors to their store.

Certainly Mast General Store is not the only anchor business a town can attract, but it has done wonders for the towns of Boone, Hendersonville, Waynesville and Valle Crucis. Although, these towns historically had old general stores tied to Mast and his family members. Mount Holly's Business Incentive Grant places restaurants and antique stores at the forefront of the rating system in the evaluation process because there is a need for those types of businesses that increase foot traffic. Belmont had one antique store open several years ago in *Piccolo*. Another antique store, *Second Fiddle*, soon followed suit. *Blythe Gallery*, operated by Gastonia Mayor Bridgeman and his wife, opened in the old Allen Tate offices and Stowe house on Main last year and finally, *Piccolo* opened its sister store, *Belmont Station Antiques* recently. Belmont is now becoming a destination point for antique shoppers and can draw visitors from throughout the region looking for an all-day, antique-shopping adventure.

Other towns in the region have also explored the concept of creating an antique destination. Concord has The Depot at Gibson Mill, the South's largest antique mall, which opened its 88,000 square feet complex, complete with restaurant, in a former Canon Mills textile mill.

One of the most talked-about dilemmas that towns have been faced with is how to create foot traffic in a sleepy downtown. Anchor stores have been replaced by cultural centers, art galleries, concert halls and in many cases, libraries. The concept of placing your local library on Main Street has been a hot conference topic in recent years. Our library in Mount Holly is close to downtown, but probably far enough away that in does not create a lot of foot traffic. In a recent Pedestrian Master Plan Steering Committee meeting, one topic of discussion involved having the Plan address the connectivity, or lack thereof, from Mount Holly Middle, Ida Rankin Elementary and the library to downtown. The Town of Clayton, with a population of 6,973 people in 2000, saw their population explode to 16,116 in 2010. With a 131% growth rate and expanded downtown, Clayton hosted the 2012 NC Main Street Conference, which I attended. The Mayor of Clayton pointed to the following 2010 facts that only 60% of school children have access to a computer with internet access and credited the town with having a resource in the municipal library as being a major draw to downtown.

Rev. Scott Anderson, the former Chair of the EDC, commonly stated before and during the downtown revitalization efforts that Mount Holly had "too many churches in downtown." We all thought this was quite comical coming from a pastor, but other towns in NC have been faced with all of their storefronts being occupied by churches, so much so that some towns have placed churches as nonconforming uses in downtown, disallowing any future churches in downtown for economic development purposes. I am certainly not advocating this for Mount Holly. But, there are instances when a city can take a more active role in inventorying vacant downtown space, working with the property owner to find a tenant and not serving as his/her realtor in the process.

Working with the Mount Holly Chamber

For the past two years, the City has been an active member in the Mount Holly Chamber, and I serve on their Board of Directors with fourteen other people from community organizations and different backgrounds. This is important in that the Board can discuss steps to increase the Chamber's presence in Mount Holly. Some of the goals that I have relayed to Chamber staff are:

1) There must be correspondence from the MH Chamber and the City as a continued goal. This has been an important topic with the City's elected officials, in that the Mayor and Council are provided with updates on what the Chamber is doing in Mount Holly (current projects, new members, etc). Communication plays a vital role in this endeavor, and James Allen and I serve on a Local Issues Committee to carry this forward.

2) Additionally, it may be good to relay the business community's role in the overall process as it relates to the Merchants Association. Since the group chose not to be under the wing of the Mount Holly Chamber, an important step was to appoint Jennifer Jordan to the Chamber Board. This will be a way of communicating what the Merchants Association is doing at regular MH Chamber Board meetings. It is positive having multiple community organizations, which are eager to promote Mount Holly. However, we must find a way to delegate projects and responsibilities so that everyone is not duplicating work. For instance, we had three groups at one time trying to publish a Downtown Mount Holly map. Coordination and consolidation of some of these endeavors would serve the community well.

3) Also, the Chamber must continue to promote the Mount Holly Morning breakfasts. The momentum is there, as evident from the December MHM, which was standing-room only. Some

business folk are attending from outside the area, and are impressed at the enthusiasm found in Mount Holly. This is a marketing tool for the City. If the growth continues at the Mount Holly Mornings, what is the Chamber's role in making sure the lack of seating does not deter folks from attending these events?

4) We must find a way to reach out our corporate citizens, who are not active in the Mount Holly Chamber. I cannot get any participation or return calls from National Gypsum, Freightliner or Clariant. I have even approached this from an Economic Development Committee standpoint, hoping that an employee from these industries would be willing to serve with no such luck.

In working with the Chamber, it is important we look at business needs. While the Chamber regularly surveys businesses from the standpoint of joining the Chamber, it would be valuable looking at this from an overall standpoint of surveying businesses, especially in downtown, on topics such as their critical needs, their view on infrastructure and revitalization efforts, and their overall satisfaction level with the economic development efforts to name a few. The new website will be able to easily accommodate online surveys, which will be useful in a variety of instances.

Master Planning Documents and Updates

The last topic of discussion involves the role of master planning documents as it relates to Mount Holly's overall growth and success. We can point to these plans as having been the foundation for over $5 million in grant money coming to Mount Holly in recent years. The first question that many, if not all, agencies ask on a grant application, "Does your community have a Master Plan?" If the answer is no, your town's application gets placed at the bottom of the consideration pile. As in the case with NCDOT, if your answer is no, it automatically disqualifies you from consideration. We were denied approval for the Safe Routes to Schools grant that staff compiled in 2009 for lacking a Pedestrian Master Plan. A quick evaluation of Master Holly Master Plans is needed to discuss future strategies.

2001 Land Development Plan and Parks and Open Space Master Plan

While the Parks and Recreation Master Plan was updated two years ago, the Land Use Plan, that drives the basis for growth and zoning, has not been updated in over a decade. The 2006 legislative session mandated through Statutes that cities and counties refer to a comprehensive land use plan as the basis for land use decisions. Typically, these plans are good for 10-12 years before they become outdated. Our Land Use Plan was adopted before I-485 was more than a concept, before the 2003 Vision Process was undertaken, before downtown would experience a true revitalization, before the Carolina Thread Trail and its proposed 15-county greenway system would be chartered in 2007, and before many relevant supporting documents would be drafted and adopted by Council.

2005 Manual for Development in Downtown Mount Holly (Amended in 2010)

We can thank the foresight of Council in adopting a moratorium on downtown demolition in 2004, and the creation of this Manual, in preventing the razing of the buildings along North Main Street for a proposed CVS Pharmacy. The Downtown Development Manual is an excellent resource in laying out the basis for building construction and renovation in our Central Business District. The City followed the recommendation of the author, Sotille & Sotille out of Savannah, in extending these guidelines to other areas of town in 2010, including the Downtown Gateway. It is important that the City look at ways that this plan has been impacted by the CaroMont ED, the CDBG project on River Street and the Strategic Vision Plan, all of which came after the Manual was originally adopted.

2008 Strategic Vision Plan

The award-winning, 5-Phase Plan is not a comprehensive land use plan per say. However, it has a few components in small-area plans that could be incorporated into an updated land use plan. Phase 1 of the Plan involves the Community Vision, which has served us well, and I do not feel needs to be supplemented. The Phase 2 Market Study is relying on numbers that are several years old, almost 6 years old, and a relevant study with new statistics would be invaluable. The Design Standards in Phase 3 are a solid contribution and have served staff well in having a plan, in which to refer, when updating the Zoning Ordinance. The small area plan for the Downtown Gateway was completed before the Municipal Complex was completed, before the CaroMont expansion of the lease space, and before the proposed CaroMont Emergency Department was approved. The small area plan for the South Gateway has some incompatible components that were excluded from the Zoning Ordinance amendments, such as large setbacks. Finally, the Implementation Phase, needs updating as we have accomplished many of the goals, while other goals need to be moved to long-range needs as they are not current priorities as noted by Council. Other goals for Mount Holly's economic vitality could also be incorporated.

2007 Catawba River Corridor Plan

This Plan was paid for by the Community Development Foundation, along with the Green Print Plan, a guide for conservation, at a cost of $80,000. It was presented to Council and subsequently adopted in September 2007. The MOA with the Foundation places the responsibility of updating the documents on the Foundation, but this will need to be addressed as easements are secured for the greenway and alignments change. That is the reason it was not mass-produced because those changes were anticipated.

2010 Hwy 27 Corridor Study & 2008 Linear Park Plan

These two studies, the Hwy 27 study by Kubilins, Inc., and the Linear Park Plan, largely done by staff, tie directly to one another in that they focus on enhancements along the NC 27 from Hwy 273 to the Catawba River. There are projects where we place the enhancements, such as new, safer and more accessible sidewalks, on developers. Staff is currently working with CaroMont on incorporating these changes into their site plan for the Emergency Department. Other endeavors, such as landscaped medians and bridge enhancements can be addressed through the continuation of the Linear Park Plan at Council's choosing. It is important that staff look at the Linear Park Plan to incorporate updates on streetscape projects that have been completed and are in the process of construction.

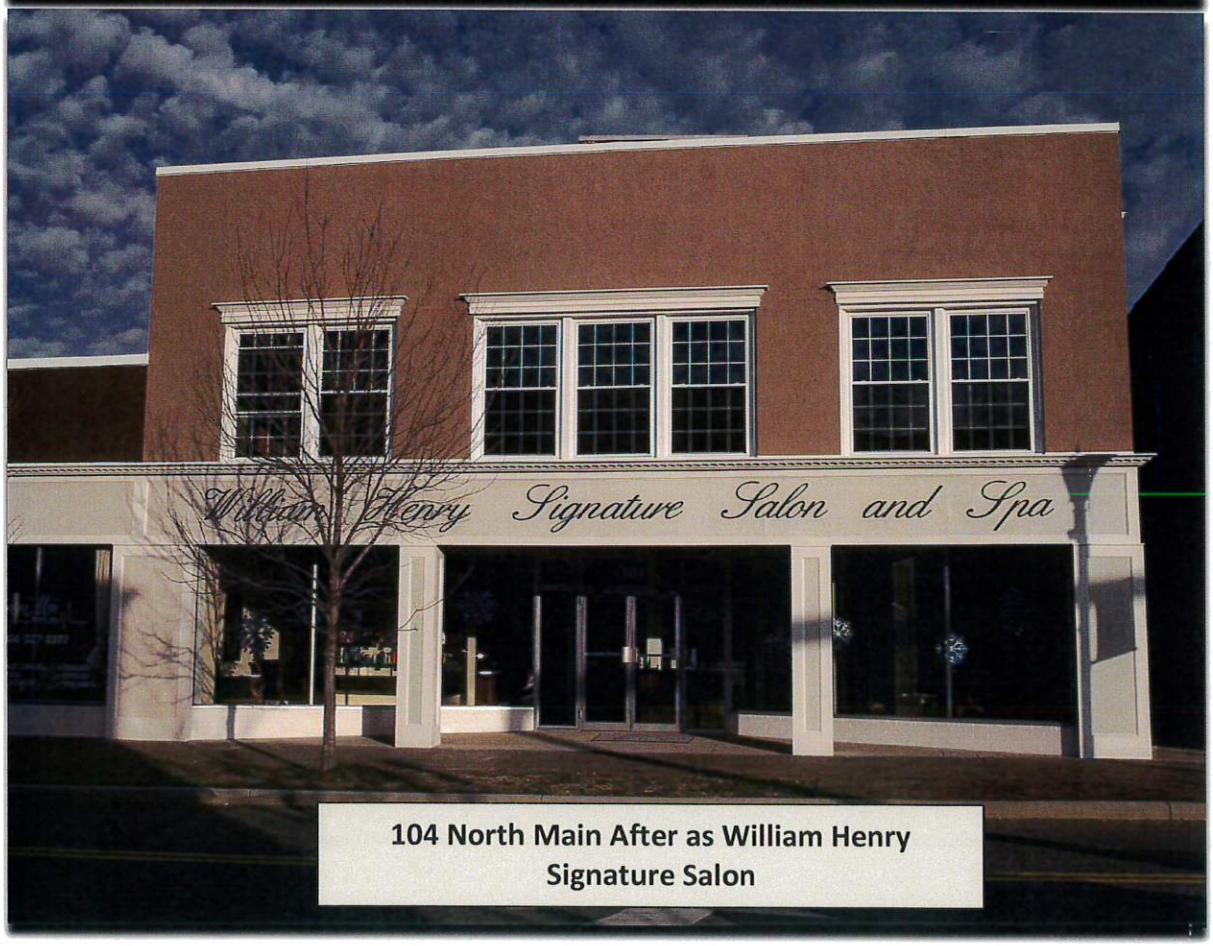
2013 Pedestrian Master Plan

The drafting of the Ped Plan is currently underway. It will be an important tool in deciding how the town connects various points throughout the City. Staff has asked that the contractor, Alta/Greenways, analyze other planning documents to find common points and references so that this plan can serve as an update on other plans, such as the Catawba River Corridor Plan.

In summary, the above-referenced Mount Holly Master Plans have played an important role in the City's success in carrying out various goals referenced in each. However, updates will need to be considered. Having comprehensive updates that involve more than one plan can serve as cost savings to the City. At times our staff capabilities will be limited, and that is why we budget for contract services annually. While the Planning Department has always strived to reduce costs to the City, it would be impossible for us to conduct a market study and evaluation, and offer a comprehensive architectural study on the Downtown Gateway without enlisting the assistance of an expert.

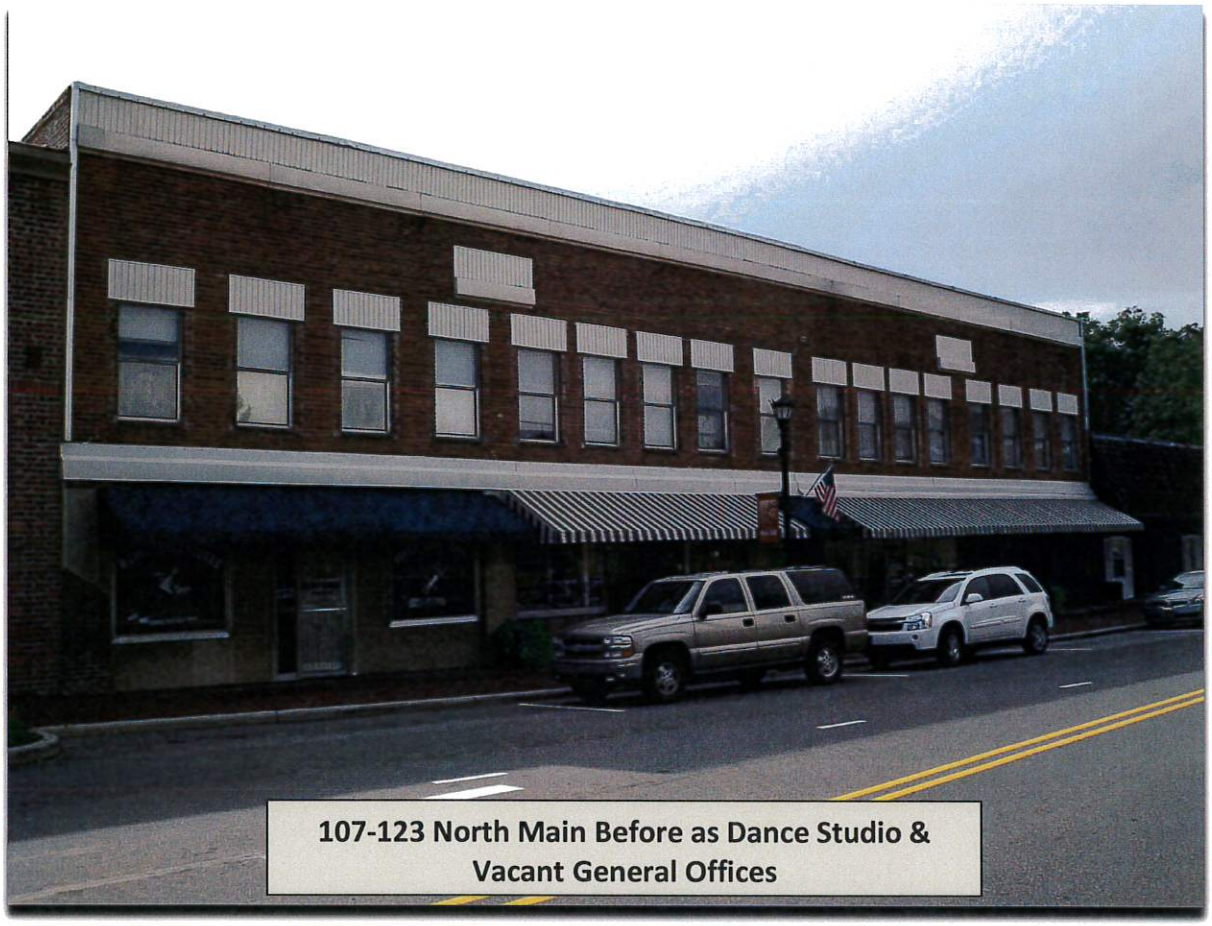
Pictures of Downtown Revitalization for Economic Development

104 North Main Before as Former Mount Holly Furniture Store

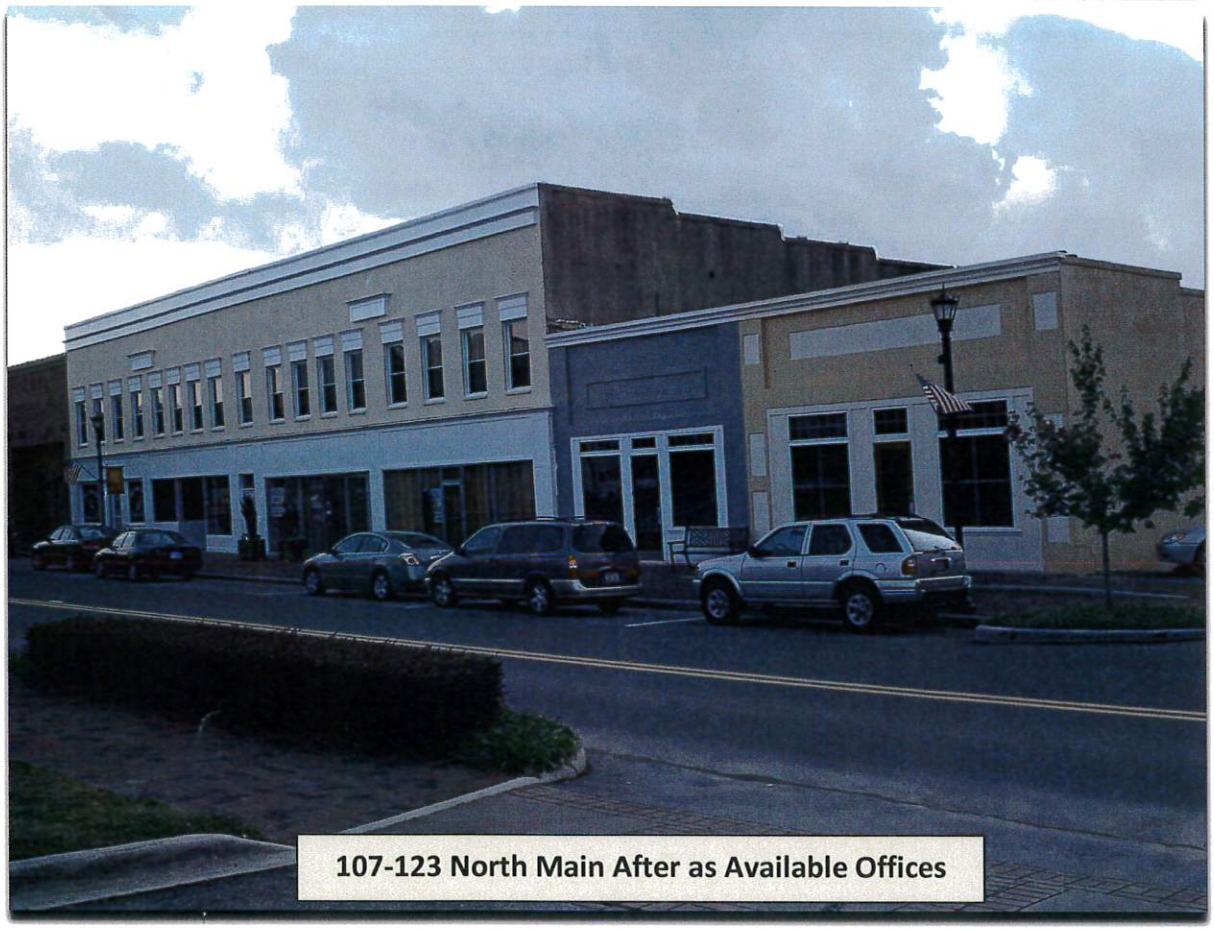


104 North Main After as William Henry Signature Salon

Pictures of Downtown Revitalization for Economic Development



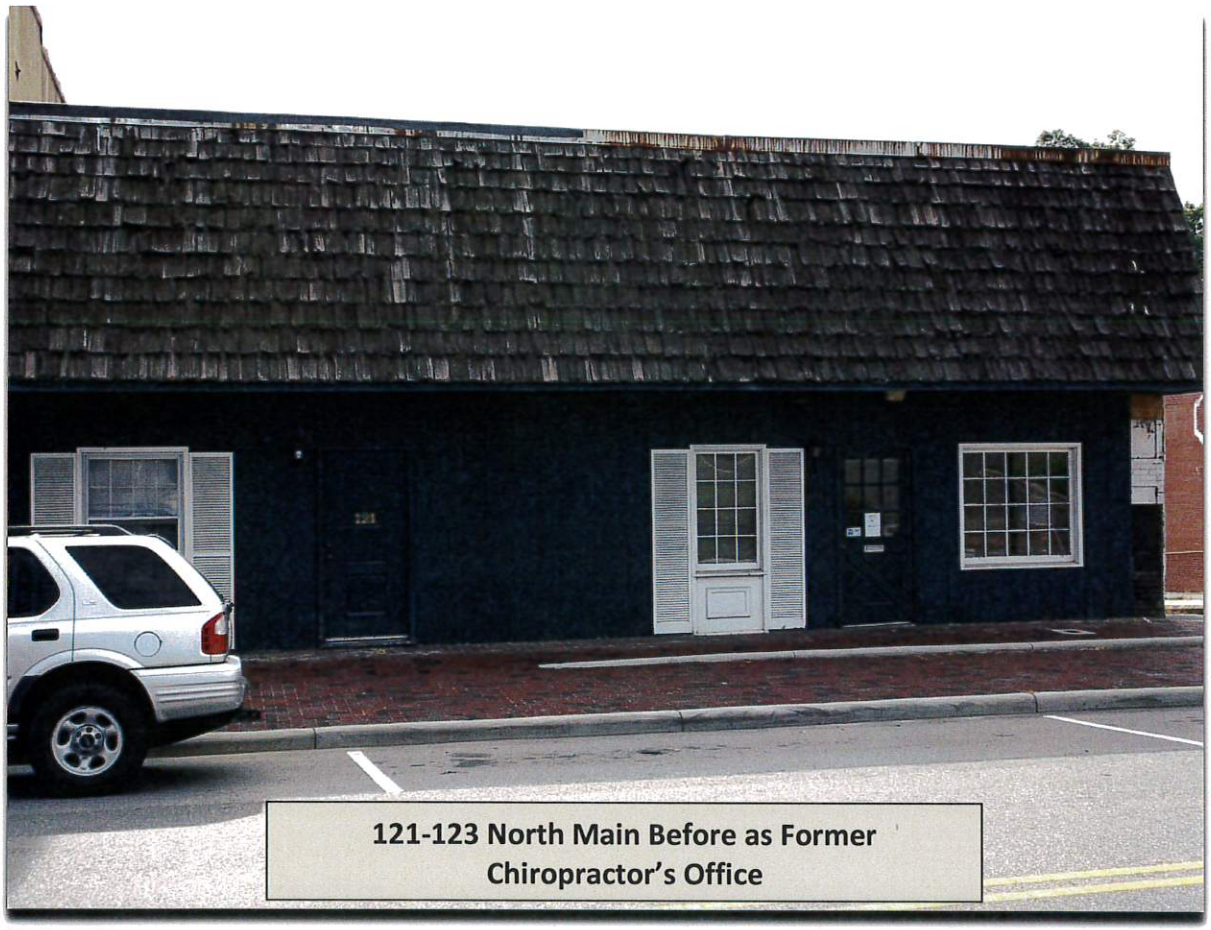
107-123 North Main Before as Dance Studio & Vacant General Offices



107-123 North Main After as Available Offices

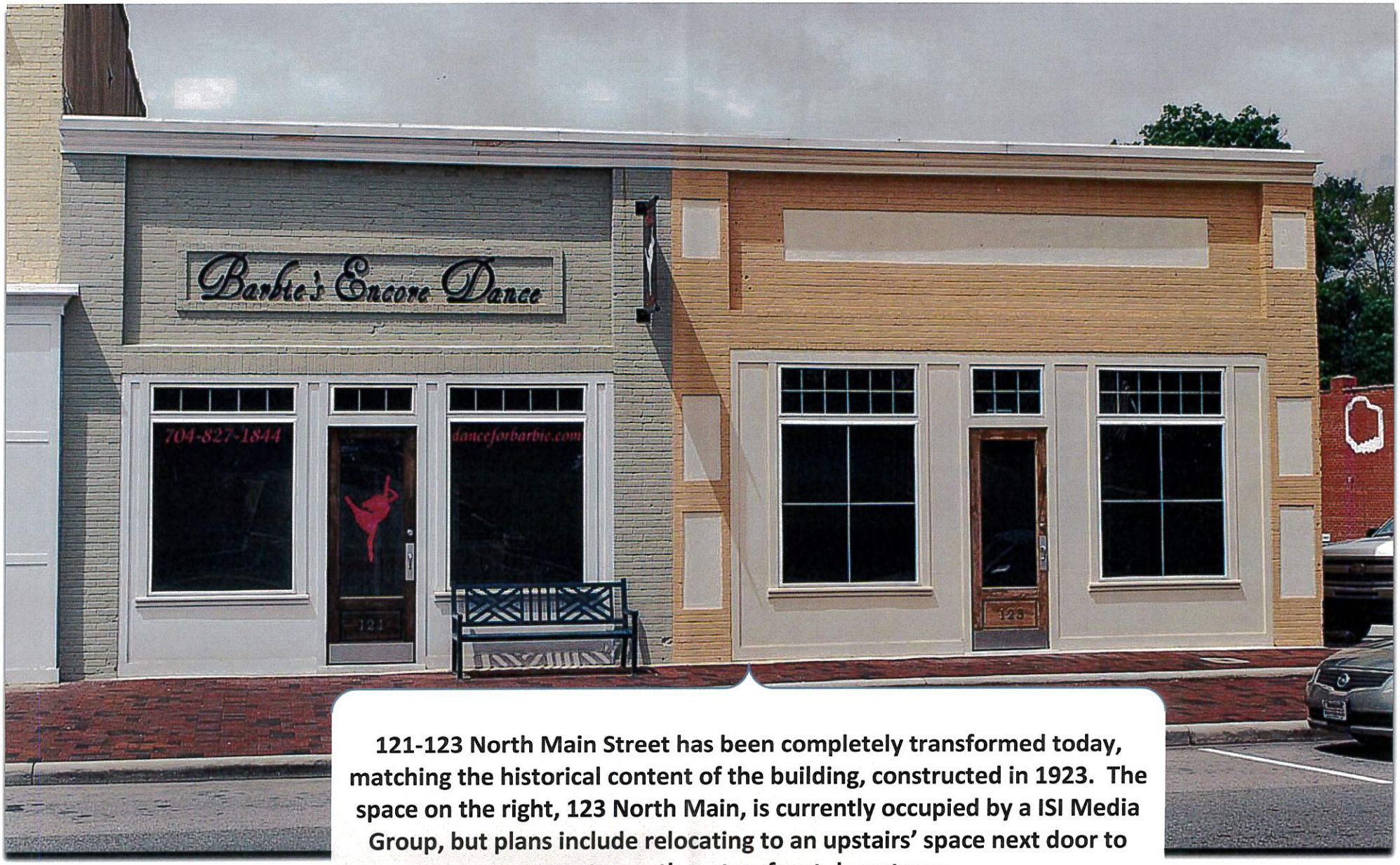
107-123 North Main Street today is filled with new businesses, such as Hair Sculptures, Time Flies Country Store, Caravan Coffee, Farmer's Fork [post Backwoods], Barbie's Dance Studio, General Offices, and a ISI Media Group, with perspective clients lining up for future occupancy. The Eden Group worked closely with the City during renovations and attracting new businesses to Downtown.

Pictures of Downtown Revitalization for Economic Development



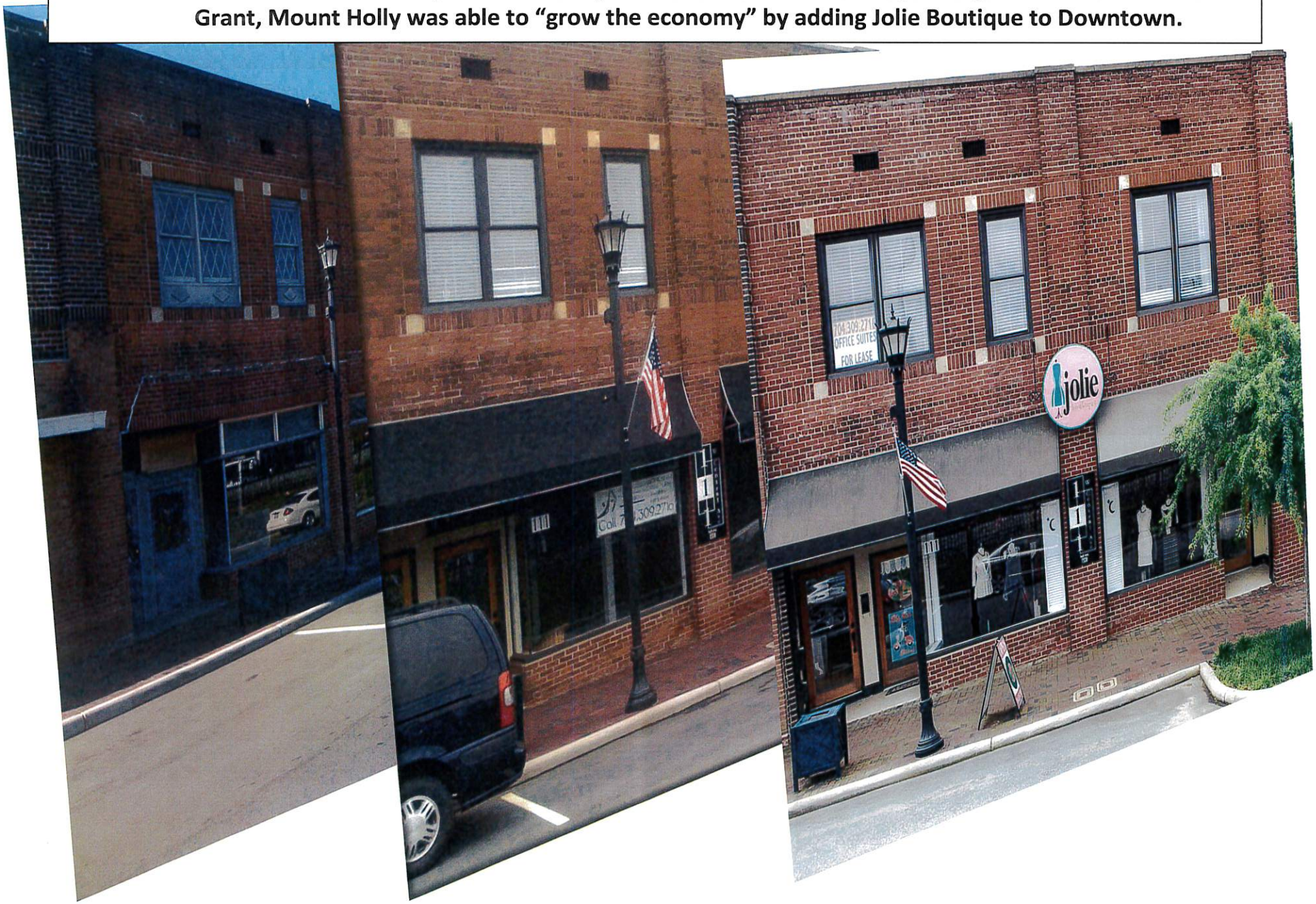
121-123 North Main Before as Former Chiropractor's Office

121-123 North Main During Construction, Revealing Grocery Store from 1950's.

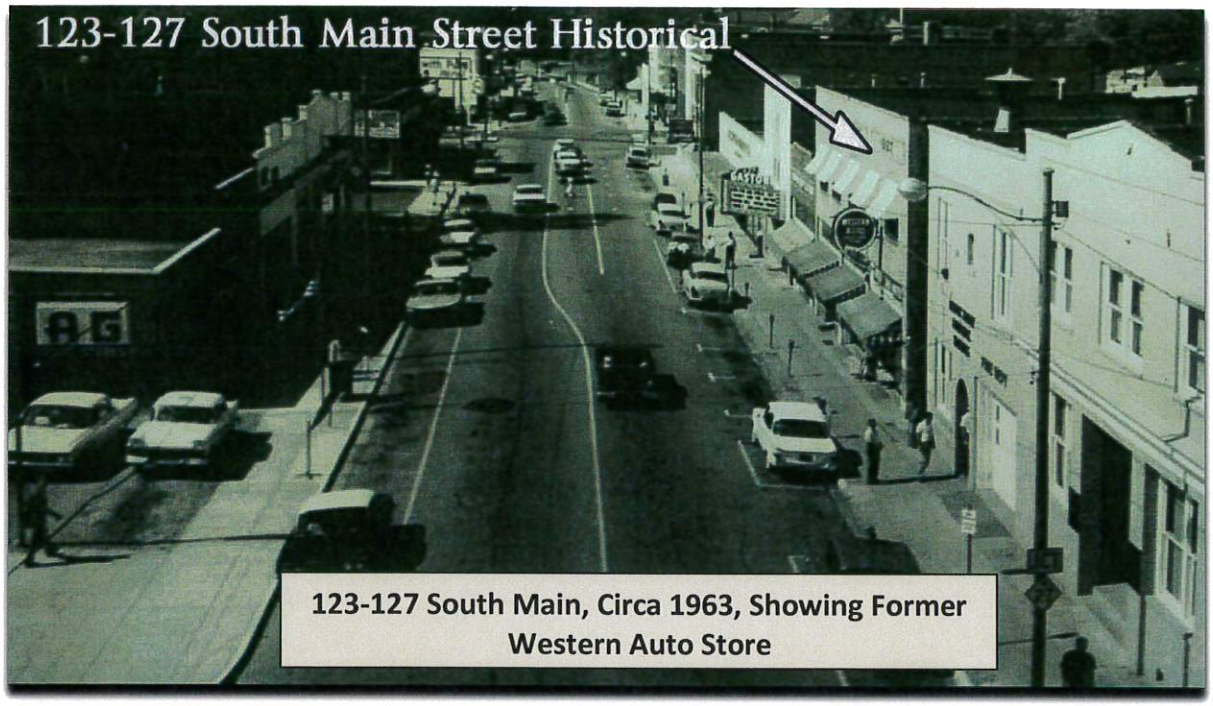


121-123 North Main Street has been completely transformed today, matching the historical content of the building, constructed in 1923. The space on the right, 123 North Main, is currently occupied by a ISI Media Group, but plans include relocating to an upstairs' space next door to create another storefront downtown.

The above sequence of pictures illustrate the recent transformation of 111 West Central Avenue. The picture to the far left shows the vacant building before renovations. The center pic was taken after renovations were complete. And the photo on the left shows that, through the Business Incentive Grant, Mount Holly was able to "grow the economy" by adding Jolie Boutique to Downtown.



Pictures of Downtown Revitalization for Economic Development



123-127 South Main, Circa 1963, Showing Former Western Auto Store

123-127 South Main, the Summey Building, Before Renovations Took Place in 2011

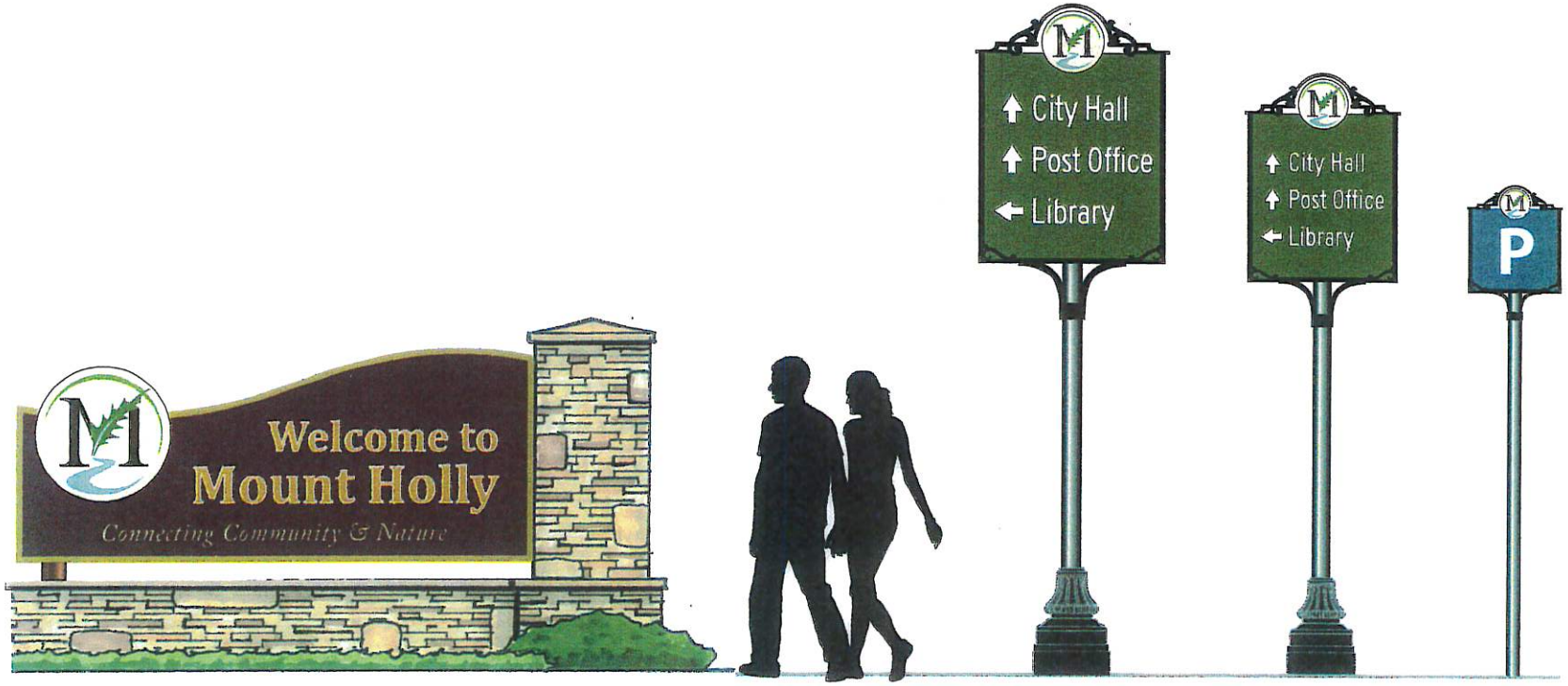
This picture shows the transformation of the Summey Building, 123-127 South Main Street. Renovations, including opening-up the brick-covered store fronts, were completed in 2011, in time for the Holiday Season-opening of two new businesses, one being Time Flies Christmas and Sweet Shop, and the other being, Sweet Peas Unique Gifts. The building owner and operator of The Salon and Spa on Main, Billy Rick, serves on the Mount Holly EDC and has completely refurbished the upstairs lease space for seven tenants.

This photo depicts the Municipal Complex prior to the November 2011 start of construction on the Linear Park. The project can only be envisioned on the left-side of the picture, noting the lease space downstairs on the building, facing the street.

The Linear Park today illustrates an important connection to Downtown Mount Holly and our Central Business District, encouraging future business investment. The Project also allows convenient parking and passive recreational opportunities to those visiting the Municipal Complex and CaroMont Health's "Discover You" Heaving Living Center. A future Catawba River Market Co-Op Grocery Store is planned for the downstairs lease space as well.

City of Mount Holly

MASTER SIGN PROGRAM



Trailblazing Wayfinding Parking

ACSM
10 St. Charles Ave
Concord, NC 28025
704.782.2228

CONTACT
glen nocik
704.617.1044

City of Mount Holly
400 E. Central Ave.
Mount Holly, NC 28120

April 2, 2012

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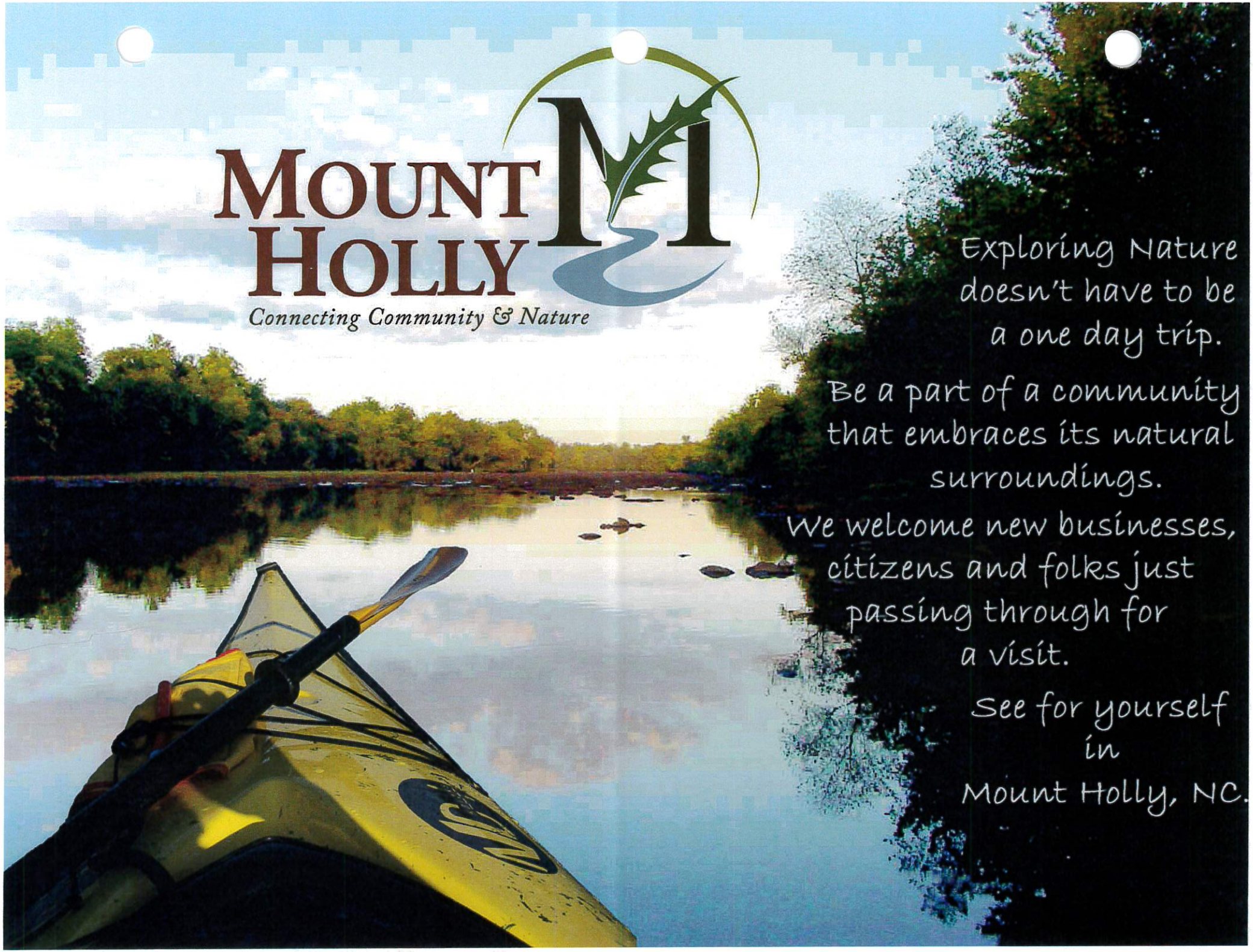

MOUNT HOLLY
Connecting Community & Nature
Exploring Nature doesn't have to be a one day trip.
Be a part of a community that embraces its natural surroundings.
We welcome new businesses, citizens and folks just passing through for a visit.
See for yourself in Mount Holly, NC.

City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Friday, February 1, 2013

Subject: Train Depot

Please see the enclosed information submitted by Mr. Charles Guignard, owner of the Train Depot and the vacant lot located adjacent to it.

Mount Holly Train Depot LLC
Post Office Box 1766
Huntersville, North Carolina 28070

Mr. Danny Jackson, Manager
City of Mount Holly
400 East Central Ave.
Mount Holly, NC 28120

Dear Mr. Jackson:

Thank you for allowing me the time to meet with you several weeks ago regarding the Mount Holly Train Depot and the adjoining lot. Your professionalism and assistance through the years concerning the depot has been of great value to me.

As we discussed, the owners of this building are willing to consider selling either the empty lot west of the train depot or the empty lot and the train depot. If we were to sell just the empty lot that adjoins your recently purchased Massey Building, we would need to move that lot line so that it coincides with the paved portion of the depot building north to south.

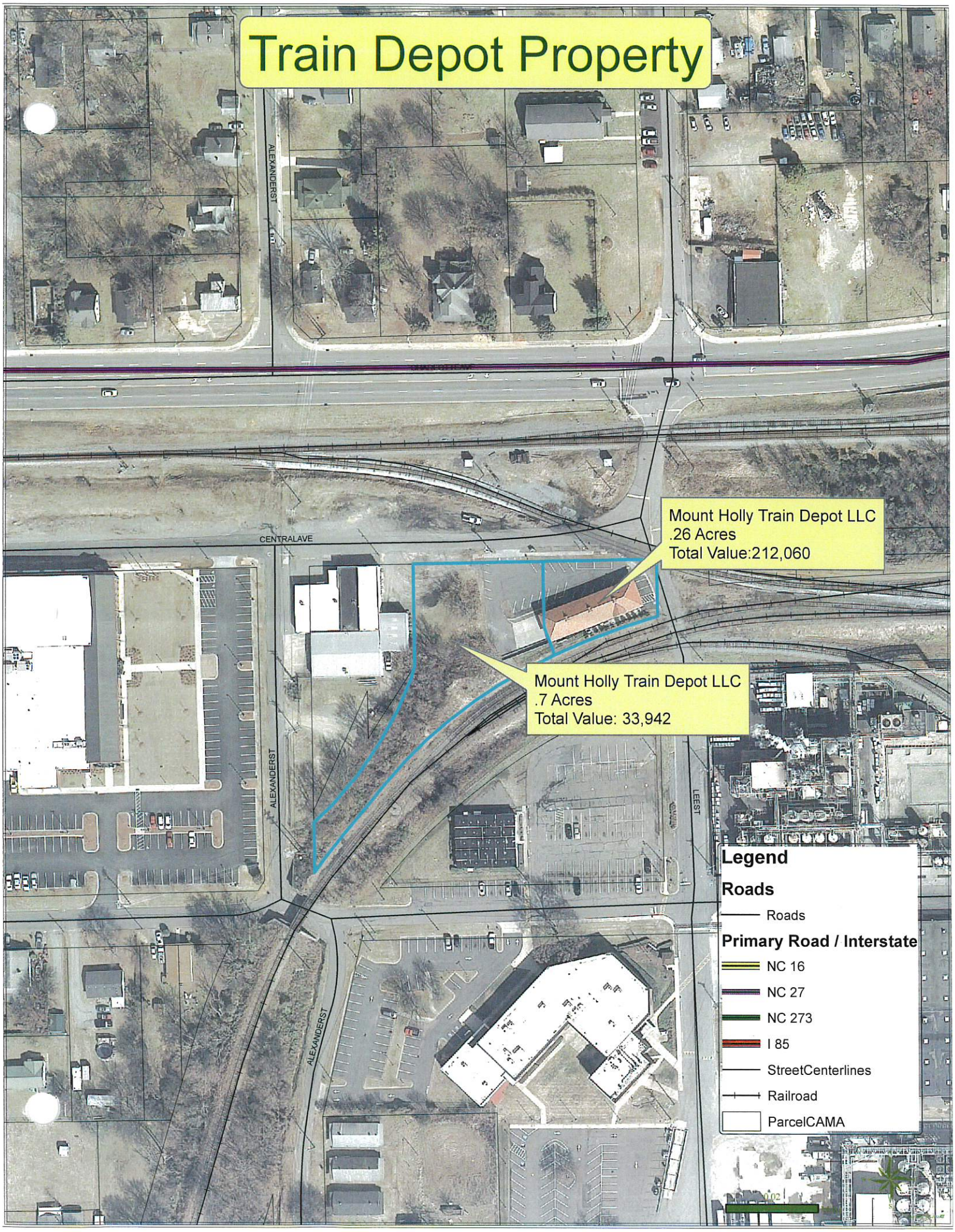
The Massey Building, as you are probably aware, does not join the railroad tracks to the south. With the newly running freight train in Gaston County our assumption would be that you might eventually need to have access to those tracks from the Massey Building which purchasing the lot would give you access to. We are open to discussions concerning this and of course will be glad to show you or your elected officials the building in the near future.

Thank you for your time.

Sincerely,

Charles S. Guignard
Managing Partner

Train Depot Property



City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Friday, February 1, 2013

Subject: Sale of Cemetery

Please see the information submitted by me three years ago, regarding the possibility of selling the city owned cemetery and adjacent property. This property is located off of Legion Road.

Memorandum

From: Danny J. Jackson, Assistant City Manager, Community Development

Date: 1/29/2013

Re: Cemetery Study

This matter involves the 20.17 acre tract of land owned by the City of Mount Holly, located adjacent to West Catawba Avenue and Legion Road. A portion of the property is currently being used as a cemetery.

Staff has conducted a study to see if the property can be expanded to a much larger cemetery. Of the 20.17 acres 9.68 acres have been used for the existing gravesites. The number of gravesites equals 2,479. There is approximately 10.49 acres not being used as a part of the cemetery.

Approximately 39,642 square feet of the remaining 10.49 acres are being used as a storage yard for the Gaston Iron Works Company located across the street. Gaston Iron Works is currently leasing the property from the City of Mount Holly.

According to information obtained from a funeral home company, the largest burial plot size is 12.5 x 5, which equals 62.5 square feet. Also, according to the company the average cost for a burial plot is $1,400.00.

Considering the figures above, 700 graves per acre equal 7,679 total plots. The total number of plots at a cost of $1,400.00 per plot equals $10,750,600.00.

In the interest of generating revenue the City of Mount Holly could consider expanding the subject site by selling gravesites. Another option would be to sell the subject site to a funeral home company.

Please note that the actual number of burial plots could vary due to topographical and environmental constraints found on the property.

Please let me know if you require any other information. Thanks for your consideration in this matter.

City of Mount Holly Cemetary Property

City of Mount Holly

Memo

To: Mayor and City Council

From: Danny J. Jackson, City Manager

Date: 1/29/2013

Re: 2013 City Council Retreat

Friday, February 1, 2013

Subject: Wastewater Treatment Options

Staff, along with the City Attorney, will provide the City Council with an update regarding the city's wastewater treatment options.