

TOWN OF GARNER



TOWN COUNCIL WORK SESSION

May 30, 2017
6:00 P.M.

Garner Police Department
Training Room
912 7th Avenue, Garner

Town of Garner
Town May 30, 2017

Dinner will be served for town officials in the Conference Room at 5:15 p.m.

The Council will meet in a Work Session at 6:00 p.m. on Tuesday, May 30, 2017 in the Garner Police Department Training Room located at 912 7th Avenue.

A. CALL MEETING TO ORDER/ROLL CALL

B. ADOPTION OF AGENDA

C. REPORTS/DISCUSSION

1. Change to Current Comprehensive Land Use Plan Page 2
Presenter: Joe Stallings, Economic Development Director

The Economic Development Department, in conjunction with the private property owners, is seeking a change to the current Comprehensive Land Use Plan from a residential designation to a designation that would allow properties at 525 and 545 Hwy 70 East to be developed for retail, commercial or industrial uses.

2. Bridge Replacement – Raynor Road – Greenway Access Page 6
Presenter: Jeff Triezenberg, Planning Director

To accommodate sidewalk on the new Raynor Road bridge over White Oak Creek NCDOT has asked the Town for a Letter of Commitment that will trigger Town participation (according to NCDOT policy) in the additional costs which currently stand at an estimated \$256,780.00. Of those costs, NCDOT covers the first \$50,000 with the Town sharing in 30% of the balance.

3. Town Hall Capital Project Budget Update Page 17
Presenter: John Hodges, Assistant Town Manager – Development Services

As the Town Hall project nears completion, staff has several minor modifications to the project budget that need to be formalized.

D. COUNCIL REPORTS

E. MANAGER REPORTS

F. ADJOURNMENT

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: May 30, 2017		
Subject: Change to Current Comprehensive Land Use Plan		
Location on Agenda: Discussion		
Department: Economic Development		
Contact: Joe Stallings, Economic Development Director		
Presenter: Joe Stallings, Economic Development Director		
Brief Summary: Properties at 525 and 545 Hwy 70 East are being considered for development and redevelopment. These properties are currently zoned for community retail, service business and industrial uses. However, under the current Garner Comprehensive Land Use Plan, these properties are designated for residential development. This incongruity between how the property is zoned and what complies with the Garner Comprehensive Land Use Plan, greatly reduces the likelihood of these properties being developed/redeveloped. The Economic Development Department, in conjunction with the private property owners, is seeking a change to the current Comprehensive Land Use Plan that would allow these properties to be developed for retail, commercial or industrial uses.		
Recommended Motion and/or Requested Action: Discussion on proposed change to Current Comprehensive Land Use Plan		
Detailed Notes:		
Funding Source:		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: N/A		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JS	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		



Economic Development Department Memorandum

To: John Hodges Assistant Town Manager for Development Services

From: Joe Stallings Economic Development Director

Subject: Garner Comprehensive Land Use Plan Amendment

Date: May 24, 2017

The Economic Development Department has been working with potential developers to develop/redevelop the properties at 525 Hwy 70 E and 545 Hwy 70 E. for business uses. Currently, the Garner Comprehensive Land Use Plan (comp. plan) designation, 1 mile Neighborhood Secondary Residential, only complies with residential uses. Due to the location, size of parcels, and current zoning, it is unlikely that any residential use would locate on these properties. It is the recommendation of the Economic Development and Planning Departments to amend the current comp. plan, to allow for business uses on these properties, and bring the Garner Comprehensive Land Use Plan and the property's current zoning in to congruity with one another.

Address: 525 Hwy 70 E.

PIN: 1721103109

Acreage: 8.09

Zoning: I-2 (industrial 2) with conditions

Former Use: Pro Build, a construction material supplier

Current Owner: DEH Garner LLC

Notes: Currently under consideration for redevelopment

Address: 545 Hwy 70 E.

PIN: 1720196910

Acreage: 5.73

Zoning: SB (service business) with conditions and CR (community retail)

Former Use: Undeveloped property

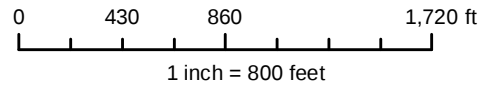
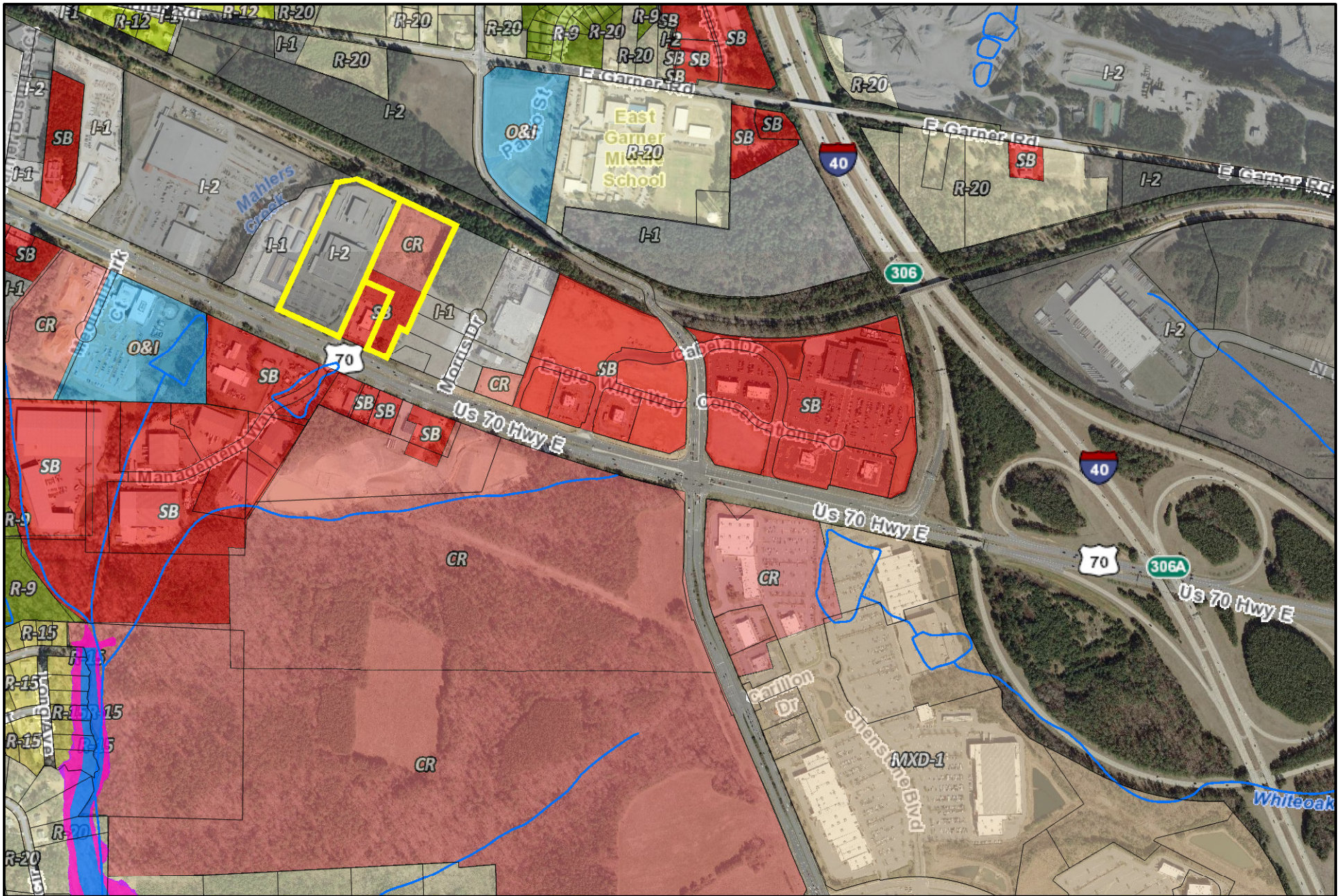
Current Owner: Patricia and Clyde Simmons

Notes: Currently being marketed for development

The property owners and the Garner Planning Department have been consulted in this matter and believe that amending the comp. plan is justified in this instance.

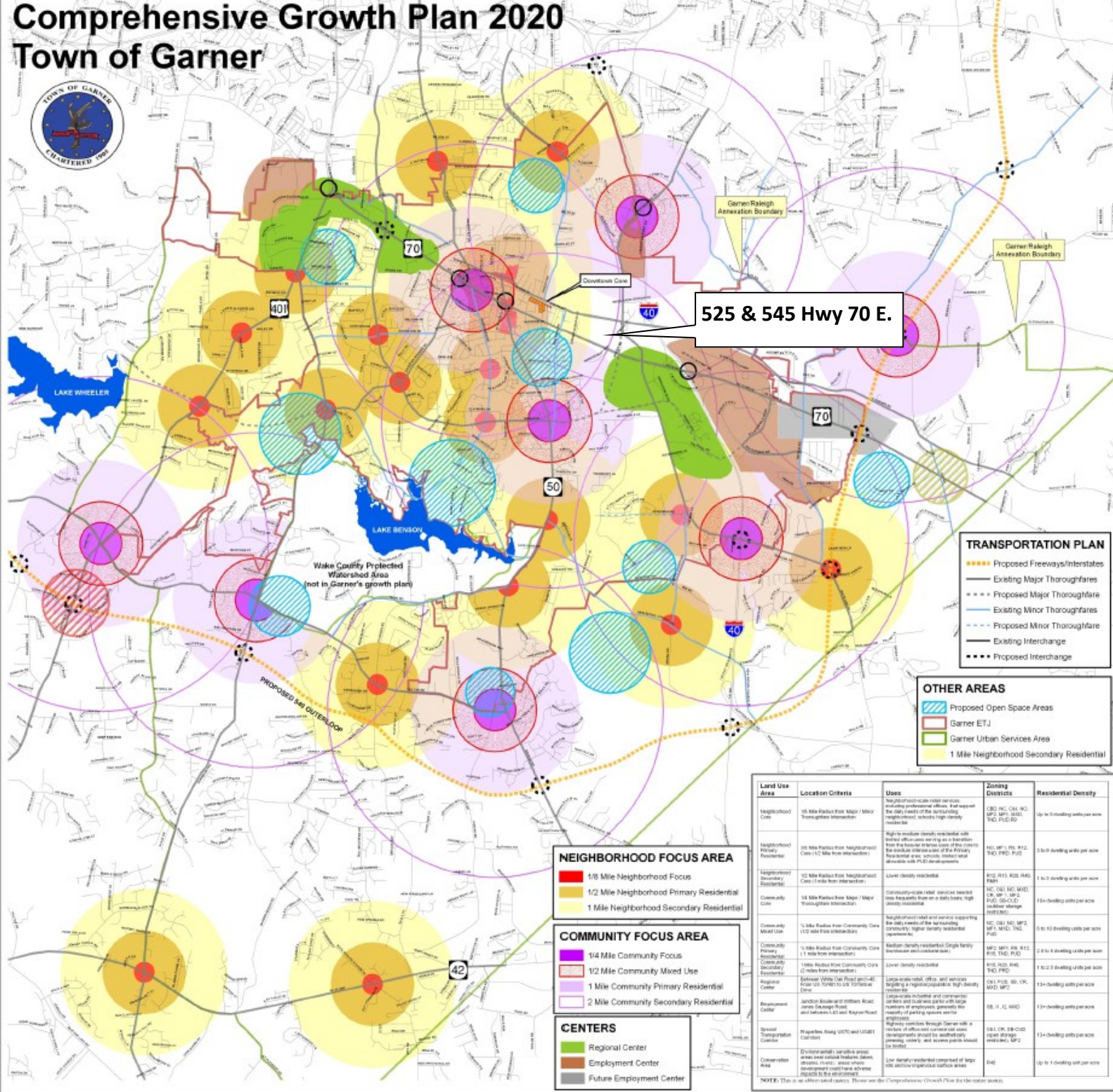
Due to the incongruity of the current comp. plan and the current zoning, neither of the properties can be developed without rezoning the property and/or amending the comp. plan. These properties have great potential for development/ redevelopment for business uses, resulting in an increase in tax base and potential for job creation.

The Economic Development Department is asking the Town Council to consider amending the current comp. plan from 1 mile Neighborhood Secondary Residential to Employment Center to allow for business related development to be designated an allowable use in this area.



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Comprehensive Growth Plan 2020 Town of Garner



525 & 545 Hwy 70 E.

TRANSPORTATION PLAN

- Proposed Freeways/Interstates
- Existing Major Thoroughfares
- Proposed Major Thoroughfare
- Existing Minor Thoroughfares
- Proposed Minor Thoroughfare
- Existing Interchange
- Proposed Interchange

OTHER AREAS

- Proposed Open Space Areas
- Garner ETJ
- Garner Urban Services Area
- 1 Mile Neighborhood Secondary Residential

NEIGHBORHOOD FOCUS AREA

- 1/8 Mile Neighborhood Focus
- 1/2 Mile Neighborhood Primary Residential
- 1 Mile Neighborhood Secondary Residential

COMMUNITY FOCUS AREA

- 1/4 Mile Community Focus
- 1/2 Mile Community Mixed Use
- 1 Mile Community Primary Residential
- 2 Mile Community Secondary Residential

CENTERS

- Regional Center
- Employment Center
- Future Employment Center

Land Use Area	Location Criteria	Uses	Zoning Districts	Residential Density
Neighborhood Core	1/8 Mile Radius from Major / Minor Thoroughfare Intersection	Neighborhood-scale retail services, including professional offices, that support the daily needs of the surrounding neighborhood, serving a high density residential	CB2, NC, CM, NC, NC, MP2, MP3, MP3D, TND, TND-200	Up to 10 dwelling units per acre
Neighborhood Primary Residential	200 Feet Radius from Neighborhood Core (1/2 Mile from intersection)	High to medium density residential with limited offices serving as a transition from the business district to the Primary Residential area, serving medium and affordable with PUD developments	NC, MP1, PD, R12, TND, PUD, PUD2	3 to 6 dwelling units per acre
Neighborhood Secondary Residential	300 Feet Radius from Neighborhood Core (1/2 Mile from intersection)	Lower density residential	R12, R15, R25, R45, R65	1 to 3 dwelling units per acre
Community Core	3/4 Mile Radius from Major / Major Thoroughfare Intersection	Community-scale retail services located near transit from an early transit, high density residential	NC, CB2, NC, MP2, MP3, MP3D, TND, TND-200, TND-300, TND-400, TND-500, TND-600, TND-700, TND-800, TND-900, TND-1000	10+ dwelling units per acre
Community Mixed Use	1/4 Mile Radius from Community Core (1/2 Mile from intersection)	Neighborhood-scale retail services supporting the daily needs of the surrounding community, higher density residential opportunities	NC, CB2, NC, MP2, MP3, MP3D, TND, TND-200, TND-300, TND-400, TND-500, TND-600, TND-700, TND-800, TND-900, TND-1000	5 to 10 dwelling units per acre
Community Primary Residential	1/2 Mile Radius from Community Core (1/2 Mile from intersection)	Medium density residential, single family detached and townhomes	MP2, MP3, MP3D, TND, TND-200, TND-300, TND-400, TND-500, TND-600, TND-700, TND-800, TND-900, TND-1000	2 to 4 dwelling units per acre
Community Secondary Residential	1/4 Mile Radius from Community Core (1/2 Mile from intersection)	Lower density residential	R12, R15, R25, R45, R65	1 to 3 dwelling units per acre
Regional Center	Radius: 1/2 Mile from US 70/US 421/US 421/US 421	Large-scale retail, office and services including a regional-scale, high density residential	CB2, PUD, MP, CR, MP2, MP3	10+ dwelling units per acre
Business Center	Junction Boulevard/Intersect Road/James (Garner Road) and between I-40 and Garner Road	Large-scale industrial and commercial offices and business parks with large numbers of employees, generally the majority of parking spaces are surface	BB, II, I1, M40	10+ dwelling units per acre
Special Transportation Center	Proximity Along US 70/US 421/US 421/US 421	Highly accessible through Garner with a mix of office and commercial uses, development should be multi-story, parking, utility, and access points should be located	CB2, CR, CB-C10, MP2, MP3, MP3D, TND, TND-200, TND-300, TND-400, TND-500, TND-600, TND-700, TND-800, TND-900, TND-1000	10+ dwelling units per acre
Conservation Area	Environmentally sensitive areas, areas with natural features, scenic views, areas where development could have adverse impacts on the environment	Low density residential comprised of large lots and significant natural areas	CR2	Up to 1 dwelling unit per acre

NOTE: This is an illustrative plan. Please refer to the Comprehensive Growth Plan for the actual details.

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: May 30, 2017		
Subject: Bridge Replacement – Raynor Road – Greenway Access		
Location on Agenda: Discussion		
Department: Planning		
Contact: Jeff Triezenberg, Planning Director		
Presenter: Jeff Triezenberg, Planning Director		
Brief Summary: <p>The White Oak Creek basin is the only future stream side greenway link south of US 70 between the neighboring communities of Garner and Clayton. To accommodate sidewalk on the new Raynor Road bridge over White Oak Creek and to construct it at a height that will allow for the future White Oak Creek Greenway to pass underneath it, NCDOT has asked the Town for a Letter of Commitment by the end of June that will trigger Town participation (according to NCDOT policy) in the additional costs which currently stand at an estimated \$256,780.00. Of those costs, NCDOT covers the first \$50,000 with the Town sharing in 30% of the balance.</p>		
Recommended Motion and/or Requested Action: <p>Discuss and add item on regular agenda to authorize Town Manager writing a Letter of Commitment.</p>		
Detailed Notes: <p>See Attached Memo</p>		
Funding Source: <p>TBD - annually for three years, or a one-time payment; \$70,000 estimate used here.</p>		
Cost: \$23,400 (est.)	One Time: <input type="radio"/>	Annual: <input checked="" type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: <p>This is consistent with Town long range plans to connect to a regional greenway system.</p>		
Attachments Yes: <input checked="" type="radio"/> No: <input type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JT	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		

Planning Department Memorandum

TO: Mayor & Town Council

FROM: Jeff Triezenberg, Planning Director

SUBJECT: *Raynor Road Bridge Replacement over White Oak Creek – Future Greenway*

DATE: May 22, 2017

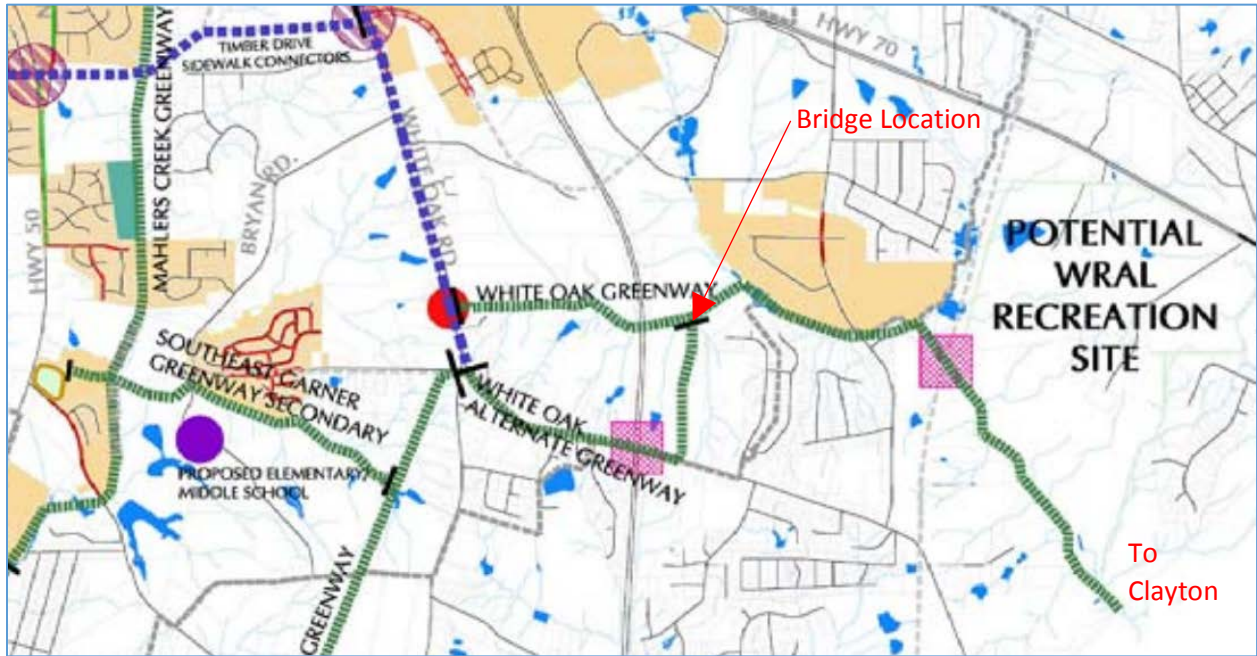
Approximately two (2) years ago, NCDOT contacted the Planning Department concerning pedestrian accommodations associated with an upcoming replacement for the bridge on Raynor Road that crosses White Oak Creek. At that time, staff indicated the following:

- that at least one side should include a sidewalk on the bridge due the presence of sidewalk along Raynor Road in the White Oak East Business Park; and
- the bridge height should accommodate a future greenway that would pass underneath as called for in both the Parks & Recreation, Open Space & Greenways Master Plan and the 2010 Garner Transportation Plan.



This bridge replacement project has been assigned project number B-5326 and is slated for right-of-way to be purchased in FFY 2018 (Oct '17-Sept '18) with construction in FFY 2019. This project was delayed a year to allow for additional time for planning and design.

Parks & Recreation, Open Space & Greenways Master Plan



The White Oak Creek basin is the only drainage basin that is common to both Garner’s and Clayton’s future jurisdiction boundaries; therefore, staff feels it is important to preserve option for a greenway in the future to connect both neighbors. Some preliminary discussions have taken place due to the involvement of both municipalities in the Southeast Area Study, but further discussions will be necessary to formalize a proposed route – particularly through Johnston County. Generally, there also tends to be better funding opportunities since Johnston County and Clayton reside in a different NCDOT Division (Division 4) in which it is easier to compete for bicycle and pedestrian dollars. Despite how much of a project is located in Division 5, as long as a portion of the project lies in Division 4, it can compete for Division 4 funds.

To formally accommodate the pedestrian amenities, NCDOT has a cost share program in place for which they would ask the Town of Garner to participate in. The current construction estimate for adding the sidewalk and raising the bridge to accommodate a greenway is \$256,780. Of that difference, NCDOT covers the first \$50,000 and then splits the remainder with the municipality based on current population figures. At this time, NCDOT is looking for a letter from the Town of Garner stating their willingness to participate in the cost sharing program. A sample letter is included at the end of this memo. Garner’s share is presently 30%. These figures are summarized below:

Base Construction Cost	\$1,643,220
Construction Cost with Pedestrian Accommodations	\$1,900,000
Difference	\$ 256,780
NCDOT Coverage	\$ 50,000
Balance to be Split	\$ 206,780
NCDOT at 70%	\$ 144,746
Town of Garner at 30%	\$ 62,034*

** The final cost to both the Town and NCDOT will be higher once right-of-way and utility costs are factored in.*

The municipal agreement would need to be prepared prior to completion of the environmental document, and the Town would have the choice of paying its share of the cost when the agreement was executed or in three equal annual installments starting when the agreement is executed. Because the environmental document is already in progress, the following timeline applies to the Town’s decision to participate:

- End of June 2017: Letter of Commitment
- End of July 2017: Executed Agreement and first payment

Supporting documents follow:

- Sample Agreement Letter
- NCDOT Cost Sharing Policy
- Bridge Drawing without Greenway
- Bridge Drawing with Greenway

STAFF RECOMMENDATION:

Due to the continued development pressures in southeast Garner and along the County line, Town staff feels that this is a good investment for Garner’s recreational future as well as preserving an inter-town connection corridor.

Sample Agreement Letter:



DEPARTMENT OF ENGINEERING

February 6, 2007

Olivia J. Farr
Project Development and Environmental Analysis
NC Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548

Dear Ms. Farr:

This letter is in response to our recent conversations about the City of Rocky Mount's desire to have a sidewalk included as part of project U-4019, the widening of Winstead Avenue from Sunset Avenue to Hunter Hill Road. The City agrees to share the cost of the sidewalk with the NCDOT (60% NCDOT, 40% City of Rocky Mount).

Please call me at (252) 972-1129 if I may be of any further assistance.

Sincerely,

A handwritten signature in black ink that reads "Bob League".

Bob League
Senior Transportation Planner

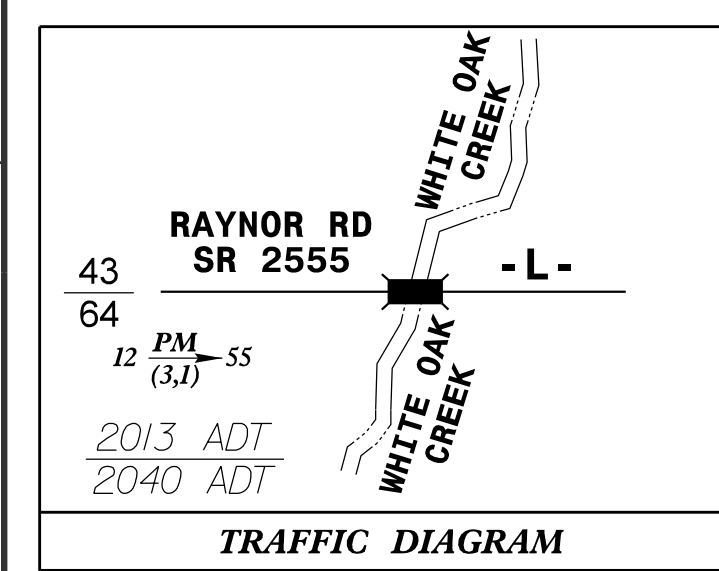
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

WSP | PARSONS BRINCKERHOFF

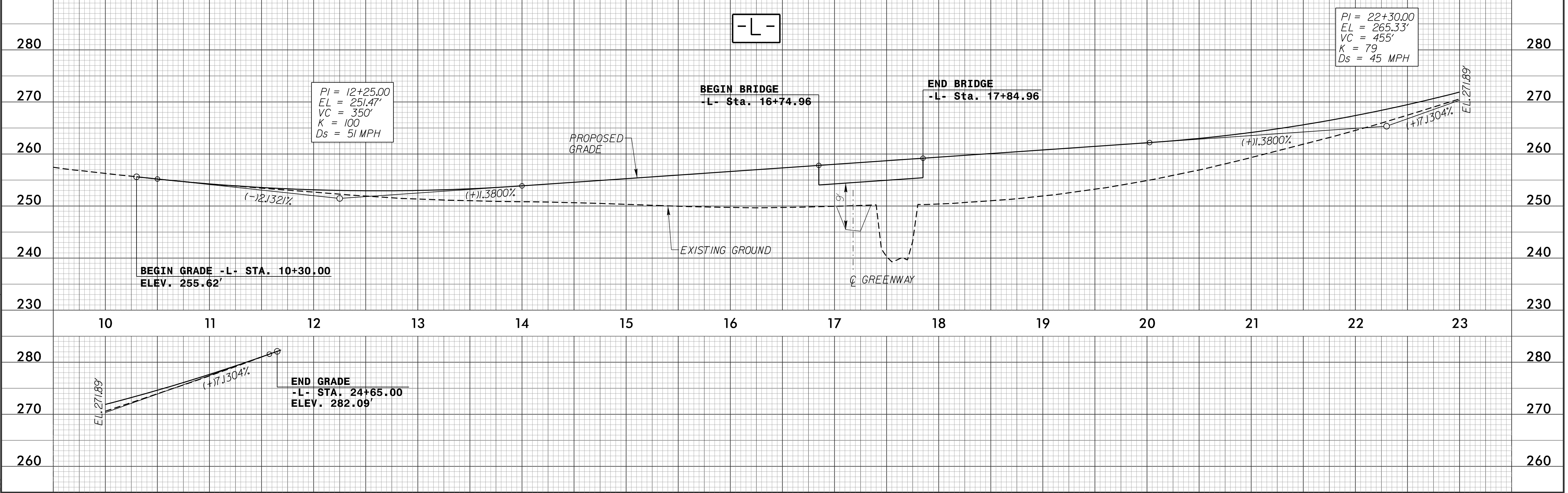
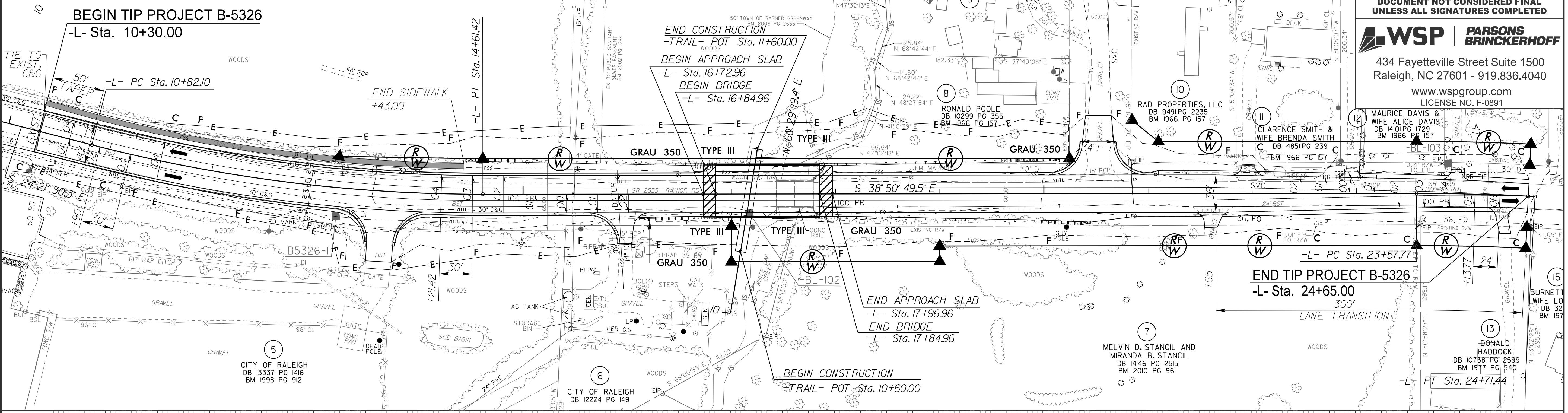
434 Fayetteville Street Suite 1500
Raleigh, NC 27601 - 919.836.4040
www.wspgroup.com
LICENSE NO. F-0891

CURVE DATA -L-EXISTING- (RAYNOR RD.)

PI Sta. 12+72.78	PI Sta. 24+46.62
$\Delta = 14^{\circ} 29' 19.2"$ (LT)	$\Delta = 3^{\circ} 01' 44.7"$ (RT)
D = 3' 49' 11.0"	D = 2' 39' 53.7"
L = 379.31'	L = 113.66'
T = 190.67'	T = 56.85'
DS = 50mph	DS = 2150.00'
SE = 4.0%	SE = 4.0%
RO = 120'	RO = 96'



B-5326 OFFSITE DETOUR WITH GREENWAY



REVISIONS

8/17/99

10/01/08 AM
B-5326-Offsite-Existing-Greenway-ph_4.dgn
3/16/2017

PROJECT REFERENCE NO. B-5326	SHEET NO. 4
ROADWAY DESIGN ENGINEER	HYDRAULICS ENGINEER
INCOMPLETE PLANS DO NOT USE FOR R/W ACQUISITION	

DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED

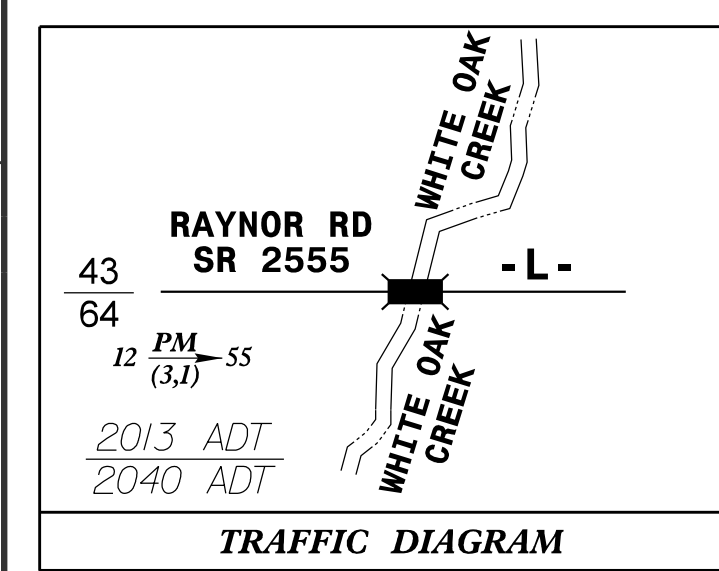
WSP | PARSONS BRINCKERHOFF

434 Fayetteville Street Suite 1500
Raleigh, NC 27601 - 919.836.4040
www.wspgroup.com
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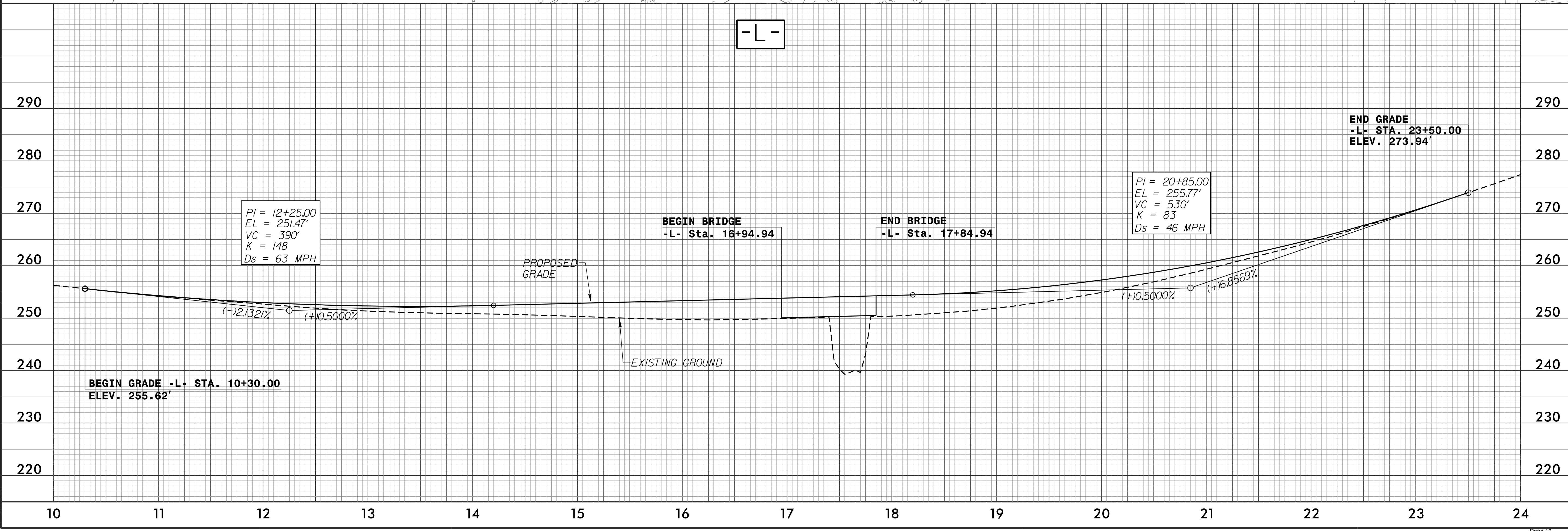
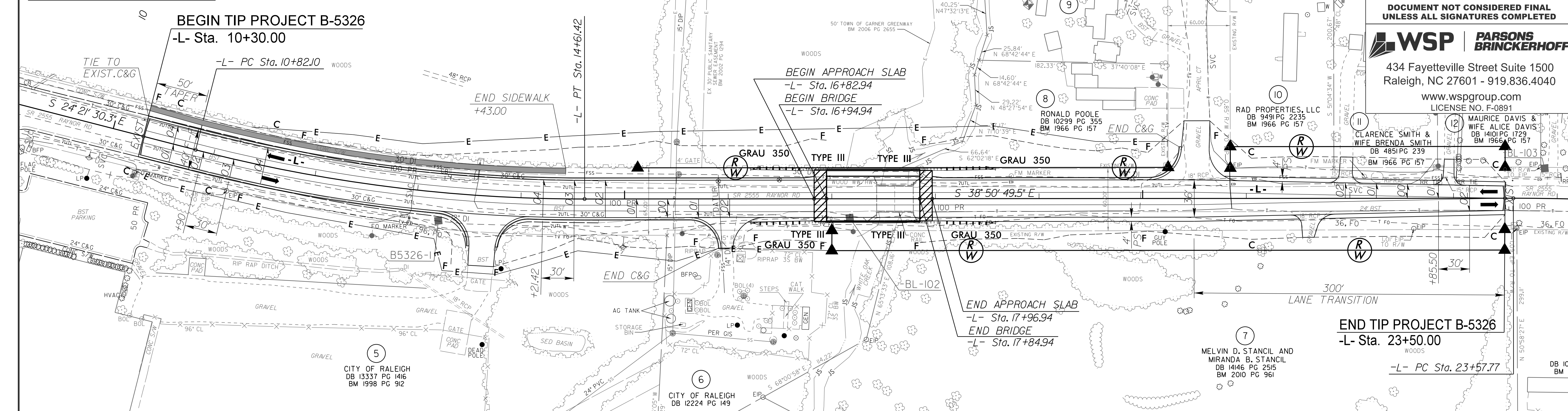
CLARENCE SMITH & WIFE BRENDA SMITH DB 4851 PG 239 BM 1966 PG 157	MAURICE DAVIS & WIFE ALICE DAVIS DB 1410 PG 1729 BM 1966 PG 157
MELVIN D. STANCILO AND MIRANDA B. STANCILO DB 14146 PG 2515 BM 2010 PG 961	

CURVE DATA -L- (RAYNOR RD)

PI Sta 12+72.78	PI Sta 24+14.62
$\Delta = 14^{\circ} 29' 19.2" (LT)$	$\Delta = 3^{\circ} 01' 44.7" (RT)$
D = 3' 49' 11.0"	D = 2' 39' 53.7"
L = 379.31'	L = 113.66'
T = 190.67'	T = 56.85'
R = 1,500.00'	R = 2,150.00'
DS = 50mph	
SE = 4.0%	
RO = 120'	



B-5326
OFFSITE DETOUR WITHOUT GREENWAY



REVISIONS

8/17/99

10:00:06 AM
B-5326-Offsite-Existing-ph_4.dgn
3/16/2017




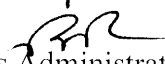
STATE OF NORTH CAROLINA
DEPARTMENT OF TRANSPORTATION

PAT MCCRORY
GOVERNOR

NICHOLAS J. TENNYSON
SECRETARY

August 25, 2015

MEMORANDUM TO: Division Engineers
Deborah Barbour, PE
Greg Perfetti, PE
Richard Hancock, PE
Glenn Mumford, PE
Tom Koch, PE
Teresa Bruton, PE
Virginia Mabry, PE

FROM: Michael L. Holder, PE, Chief Engineer 
-and- 
Rodger Rochelle, PE, Technical Services Administrator

SUBJECT: Guidelines for Inclusion of Greenway Accommodations
Underneath a Bridge as part of a NCDOT Project

The request for proposed greenway accommodations under NCDOT bridges has grown more commonplace in the last twenty years. When the request for greenway accommodations arises during the project development process, there have been varying approaches to deciding if the accommodation should be included, and then determining how the additional expenses would be handled. This has resulted in some project delays and inconsistent decisions.

At the initiative of the Roadway Design Unit, multiple groups across many disciplines within the Department have participated in assembling a set of guidelines aimed at providing the Project Team with information to ensure consistency and more authority to make decisions regarding the incorporation of greenway accommodations underneath bridges. Also, the Guidelines provide cost sharing recommendations that will result in more consistency in the funding aspects of the accommodations.

All STIP and Division Projects are subject to the attached Guidelines. Please share these with your staff and begin using them during the project development process. If you have any questions regarding this information, please contact John Williams, PDEA project development engineer, at 919-707-6178 or jlwilliams@ncdot.gov.

RDR/MLH/jw

Attachment

cc w/attachment: Lauren Blackburn
Jimmy Travis, PE

Calvin W. Leggett, PE
John Williams, PE

Guidelines for Inclusion of Greenway Accommodations Underneath a Bridge as part of a NCDOT Project

The purpose of these guidelines is to provide the Project Team (the staff from Preconstruction and the Division who is developing the project) with authority to approve accommodations for most proposed greenways under a bridge and with the responsibility to send any accommodations beyond their authority or considered unacceptable to the Upper Management Team for final consideration.

A) Establishing Need for Greenway Accommodation

The **Bicycle and Pedestrian Division** in coordination with the appropriate **Highway Division** will determine if the proposed greenway/multi-use trail underneath a bridge is justified and provide documentation to the Project Team. The Bicycle and Pedestrian Division evaluation will include but is not limited to the following:

1. Is it part of a locally or state adopted plan?
2. Does it have transportation benefit?
3. Is a greenway underneath the bridge the preferred/best crossing in context of the situation?
4. Has the local government requested the greenway accommodation?

B) Project Team Considerations

The Project Team will:

1. Evaluate whether the accommodation for the proposed greenway will result in impacts from the Project Team's perspective that are unacceptable (e.g. major difficulties or costs associated with right of way, utilities, obtaining permits, relocations, and other impacts that affect scope, budget and delivery).
2. Evaluate if the requested accommodation is acceptable/feasible from an engineering perspective
3. Have discretion to make accommodations up to:
 - a. Adding 20 feet of bridge length
 - b. Adding up to 3 feet of additional height if Hydraulic requirements can be met.
*Please note that all items (including these) affecting cost will be subject to Section C & D of this document.
4. Ensure all maintenance of the greenway will be the responsibility of the Local Government

If the Project Team recommends that the greenway not be included, the Project Team will provide background and recommendations to the Upper Management Team who will make the final determination. The Upper Management Team is composed of the following members:

- Director of Preconstruction,
- Director of Bicycle & Pedestrian Division
- Division Engineer
- Chief Engineer's Office

C) Cost Responsibility

1. Existing Greenway/Multi-Use Trail

If there is an **existing greenway/multi-use trail**, NCDOT will pay 100% of all costs to replace the facility in kind. Should there be an improvement requested, the cost of the improvement and responsibility for paying will follow Item C3 below.

2. Accommodating Proposed Greenway – “Need Has Not Been Established”

If there is a proposed greenway and need for the accommodation has not been justified, then the local interest must pay the full cost (possibly including Right of Way, Utilities, etc.) of the greenway accommodation assuming no unacceptable impacts. Under these circumstances, 100% of the accommodation is considered betterment and would be the responsibility of the local interest.

3. Accommodating a Proposed Greenway – “Need Has Been Established”

If there is a **proposed greenway and accommodation is justified**, the cost of the greenway accommodation will be established by developing two preliminary designs; one design without the greenway and one design with the greenway.

Accommodation costs will be established by totaling estimates for right of way, utilities and construction based on the cost differences in the preliminary designs for the new bridge and its approaches. NCDOT will participate in the accommodation costs for each bridge. NCDOT’s participation will be the lesser of (1) the sum of the accommodation costs for each bridge up to a maximum of \$ 50,000 per bridge or (2) 5% of the total project cost.

Any remaining accommodation costs that exceed NCDOT’s participation, 5% of total project costs up to \$50,000 per bridge, as included above, will be considered betterment costs, and a sliding scale cost share will be used as applicable in the following tables to determine the LGA’s (Municipality, County or other) and NCDOT’s remaining cost share. The preliminary design cost estimate will be used to establish any cost share with the locally interested party unless there are significant changes to the scope of the accommodation, there was a significant oversight in developing the cost estimate, or the actual bid prices result in a cost that varies significantly from the original estimate. NCDOT will bear any additional costs associated with the engineering of the accommodation.

- a. Municipalities will cost share according to the following chart (similar to existing sidewalk policy):

Municipality Population	DOT Participation	Municipal Participation
>100,000	50%	50%
50,000 to 100,000	60%	40%
10,000 to <50,000	70%	30%
< 10,000	80%	20%

- b. Counties or other interested parties will cost share according to the following chart:

County/Other Population	DOT Participation	County/Other Participation
>60,000	60%	40%
40,000 to 60,000	70%	30%
20,000 to <40,000	80%	20%
< 20,000	90%	10%

D) Cost Share Reimbursement

- 1. Municipalities (Cities, Towns, Villages, etc.) **that receive Powell Bill funds** in accordance with G.S. 136-41.1 and 136-41.3, will be allowed to either provide payment for the cost share of the accommodation of the structure with the execution of the municipal agreement or by payment to the Department in three (3) equal annual installments, beginning with the execution of the municipal agreement for the structure accommodation. The final annual payment may be adjusted for any change in the cost share. Unless otherwise approved by the Upper Management Team, the Municipal Agreement will be executed before the Categorical Exclusion or appropriate NEPA/SEPA document for the project is completed in order for the additional accommodations/betterments to be incorporated within the project design.

2. Municipalities (Cities, Towns, Villages, etc.), Counties, or Others that **do not receive Powell Bill funds** in accordance with G.S. 136-41.3, must provide full payment for the cost share as determined by these Guidelines with the submission of the executed municipal agreement. The final statement will refund any remaining funds or invoice for any increased costs. Unless otherwise approved, by the Upper Management Team, the Municipal Agreement will be executed before the Categorical Exclusion or appropriate NEPA/SEPA document for the project is completed in order for the additional accommodations/betterments to be incorporated within the project design.

Town of Garner
Town Council Meeting
Agenda Form

Meeting Date: May 30, 2017		
Subject: Town Hall Capital Project Budget Update		
Location on Agenda: Discussion		
Department: Town Manager's Office		
Contact: John Hodges, Assistant Town Manager - Development Services		
Presenter: John Hodges, Tony Chalk, Pam Wortham		
Brief Summary: <p>As the Town Hall project nears completion, staff has several minor modifications to the project budget that needs to be formalized in a budget amendment on June 5. Staff will present materials and discuss these items with Council at the Work Session.</p>		
Recommended Motion and/or Requested Action: <p>Provide staff direction to prepare upcoming budget amendment.</p>		
Detailed Notes: 		
Funding Source: Town Hall Capital Project Budget		
Cost:	One Time: <input type="radio"/>	Annual: <input type="radio"/> No Cost: <input checked="" type="radio"/>
Manager's Comments and Recommendations: <p>In an effort to provide accurate and timely closeout of costs, staff needs approval on modifications to the project budget.</p>		
Attachments Yes: <input checked="" type="radio"/> No: <input checked="" type="radio"/>		
Agenda Form Reviewed by:	Initials:	Comments:
Department Head:	JMh	
Finance Director:		
Town Attorney:		
Town Manager:	RD	
Town Clerk:		