



**CAPITAL INVESTMENT PLAN
ADVANCED PLANNING
AND DESIGN PROGRAM**

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Planning and Design Program

Program Description

Funding for advanced planning and design is used to evaluate high-priority projects for potential future funding. Advanced feasibility and planning work help define project scopes, which results in more precise cost estimates and more informed project selections.

The feasibility of a project is continually assessed as it moves through the planning phase. If the project remains feasible after completing initial planning evaluation, the project will enter the design phase, where it will continue to be assessed for feasibility. After planning and design phases have produced a cost estimate, which may take 12 to 18 months, total project funding will be considered for inclusion in a future budget. This work creates a “project pipeline” and a pool of potential projects for future funding.

Program Funding

In FY 2020, \$20,000,000 of funding was made available for advanced planning and design from the Municipal Debt Service Fund. The initial funding amount was determined based on analysis of actual planning and design costs from recently completed facility and transportation projects. The program was designed to be reimbursed as projects are permanently financed; however, funds may need to be added to the program to reimburse a project explored that is later determined not to be feasible. Funding may also need to be added to the program if reimbursements from GO Bonds, which only occur every other year, do not align with current-year project needs. Any additional funding appropriations will require City Council approval. The need for additional program funding will be assessed annually; however, FY 2022 expenditures are anticipated to be supported by the initial allocation provided in FY 2020.

Project Selection Process

Projects are proposed for inclusion in the Advanced Planning and Design Program based on a staff prioritization and selection process. No Advanced Planning and Design Program funding is spent on any project until the project is included in the Budget Book as part of the Annual Budget Process.

The staff project prioritization and selection process is unique to the type of project (transportation, economic development, facility, etc.) but in general, each project proposed for inclusion in the Advanced Planning and Design Program is one of the highest priority projects identified by staff. Specific projects, or the need for a solution to an existing problem in an area, have often been identified in master planning documents. Most planning documents go through a long development process, involve community engagement, and ultimately are approved by City Council. Examples of prioritization criteria by type of project are provided below.

Transportation Projects

- Based on foundational mobility policies, such as building complete streets and a more connected mobility network for all users, and City Council-adopted master plans including: The Transportation Action Plan, Charlotte WALKS, Charlotte BIKES, the Vision Zero Action Plan, and the 2030 Transit Corridor System Plan.
- Potential projects are evaluated and scored on four prioritization criteria: safety, congestion, connectivity, and leverage opportunities.

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Project Selection Process (continued)

Facility Projects

- Based on master plans, which are often specific to departments, such as the Fire Facilities Master Plan and the Police Strategic Facilities Plan.
- Potential new facility projects are often prioritized in master plans by operational needs such as analysis of call load and response times, population growth, or geographic efficiency to reduce drive time.
- Potential facility replacement, relocation, or renovation projects are evaluated based on condition of the facility and building systems, anticipated maintenance and repairs, space limitations, highest and best use of land, and/or functional efficiency.

Economic Development Projects

- Based on existing city plans and anticipated future private investment.
- Potential projects are evaluated based on timing and opportunity to leverage public/private partnerships.

Status of Existing Projects

The status of projects previously added to the Advanced Planning and Design Program are outlined in the table below.

Project Name	Council District	Year Added	Status
Cross Charlotte Trail (Segments 10 and 11)	District 4	FY 2020	<ul style="list-style-type: none"> • 30% Design complete on Segment 10 • 30% Design estimated to be complete for Segment 11 in September 2021 • Funding proposed in Other Sources schedule
Ashley Road/Tuckaseegee Road/Freedom Drive Intersection	District 3	FY 2020	<ul style="list-style-type: none"> • 30% Design estimated to be complete in December 2021 • Placeholder funding available in 2026 and 2028 Bonds
Eastway Drive/Shamrock Drive Intersection	District 1	FY 2020	<ul style="list-style-type: none"> • 30% Design complete • Funding proposed in 2022 and 2024 Bonds
Bryant Farms Road Extension (Rea Road to Ardrey Kell Road)	District 7	FY 2020	<ul style="list-style-type: none"> • 30% Design estimated to be complete in September 2021 • Placeholder funding available in 2024/2026 Bonds or 2026/2028 Bonds
Robinson Church Road (Harris Boulevard to Hood Road)	District 5	FY 2020	<ul style="list-style-type: none"> • 30% Design estimated to be complete in September 2021 • Placeholder funding available in 2024/2026 Bonds or 2026/2028 Bonds

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Status of Existing Projects (continued)

Project Name	Council District	Year Added	Status
Construct and Renovate Fire Stations	District 4	FY 2020	<ul style="list-style-type: none"> • Originally included to explore two things: <ol style="list-style-type: none"> 1. Fire’s highest priority infill Fire Station 2. Renovations to existing Fire Stations including female locker rooms, weight rooms, and/or dormitory expansions • Fire’s highest priority infill Fire Station is the Hidden Valley Neighborhood Station <ol style="list-style-type: none"> 1. Property acquired 2. Funding proposed in Other Sources schedule • Planning for possible fire station renovations is underway
Upgrade Existing Animal Care and Control Facility	District 3	FY 2020	<ul style="list-style-type: none"> • Planning and design work complete • Funding proposed in Other Sources schedule
Complete Police Division Stations	District 6	FY 2020	<ul style="list-style-type: none"> • Originally included to explore the construction of two new Police Stations, which would create two entirely new divisions: Park South and Northeast • No land has been acquired • Projects on hold due to other facility priorities
Providence Road/Wendover Road Intersection	District 6	FY 2021	<ul style="list-style-type: none"> • Project on hold due to timing and funding limitations
West W.T. Harris Boulevard (Reames Road to Mt. Holly-Huntersville Road)	District 2	FY 2021	<ul style="list-style-type: none"> • Project on hold due to timing and funding limitations
South Charlotte Congestion Mitigation Projects in Partnership with the North Carolina Department of Transportation (NCDOT)	District 7	FY 2021	<ul style="list-style-type: none"> • Initial feasibility work led to the submission and approval of the Rea Road (I-485 to Williams Pond Lane) widening project to NCDOT for Bonus Allocation funding • 30% Design estimated to be complete in December 2021 • Placeholder funding available in 2022 Bond

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FY 2022 Adopted Additions

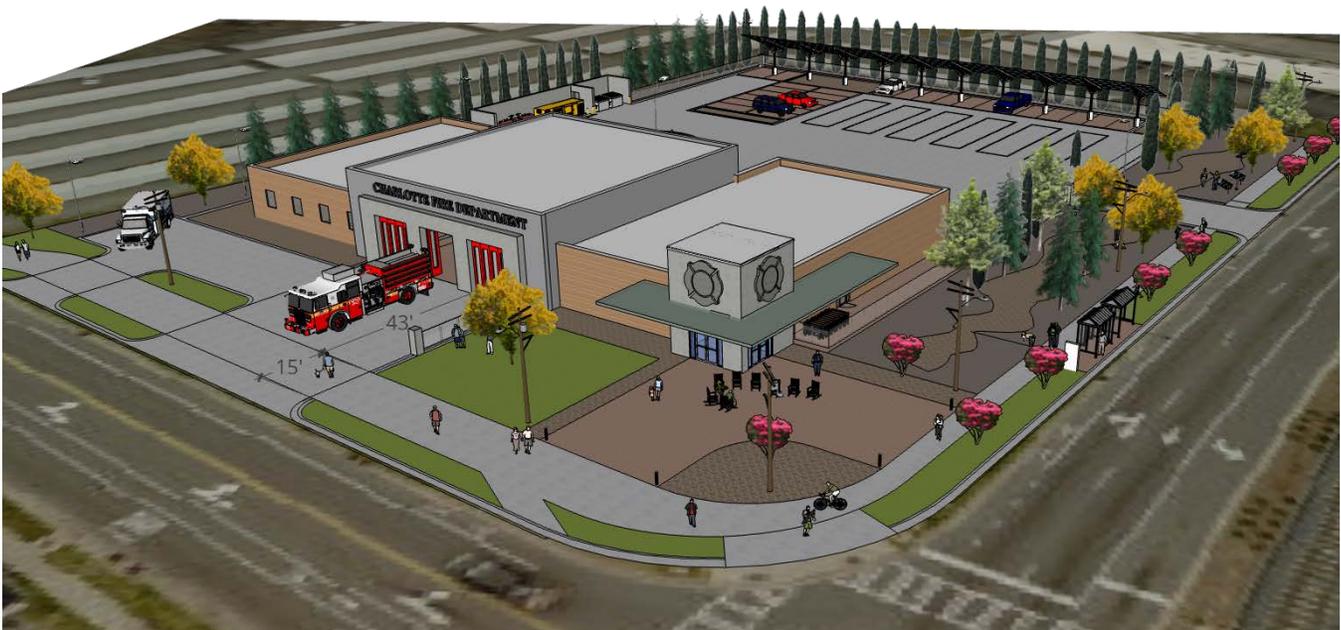
In FY 2022, five new projects were proposed for inclusion in the Advanced Planning and Design Program. Each project is outlined below and contains a description and justification. During planning and design, the scopes will be finalized prior to appropriating funding.

Construct Fire Facilities

The FY 2022 CIP includes a new three-year program to construct new Fire facilities and replace existing Fire facilities that no longer function properly for Charlotte Fire. The recently completed Fire Facilities Master Plan prioritized all Fire facility construction requests and this funding is intended to complete Fire's highest-priority needs. Based on Fire's current priorities, the program will fund a new infill fire station in the Hidden Valley neighborhood, a replacement of Fire Station 11, and a replacement of Fire Station 30.

The Advanced Planning and Design Program will continue to plan and design the Hidden Valley Neighborhood Infill Fire Station (which was added to the program in FY 2020, but land was only recently acquired) and will now also plan and design Fire Stations 11 and 30. Costs for construction of each facility are anticipated to be finalized once the appropriate planning and design have occurred. Based on final cost estimates of the three stations, program funding may remain available to construct training infrastructure such as a commercial or residential burn building.

Council District: 1 and 3



Planning and Design Program

FY 2022 Adopted Additions (continued)

Relocate the Asset Recovery and Disposal/Commissioning and Decommissioning Facility

The Asset Recovery and Disposal/Commissioning and Decommissioning facility is a co-location of two separate but related operations: the Asset Recovery and Disposal (ARD) function facilitates the storage and ultimate disposal of surplus property and rolling stock for the city, Mecklenburg County, Emergency Management, and INLIVIAN; and the Commissioning and Decommissioning (CDC) function prepares recently-acquired vehicles for service and also strips vehicles of specialized technology and decals prior to disposal. The current property, located at 5550 Wilkinson Boulevard, has been purchased by Aviation and is a critical property in the Airport Area Strategic Development Plan, which aims to embrace target economic sectors and facilitate development connected to CLT Airport.

The city is currently looking to acquire land to construct a new ARD/CDC facility or to purchase property with existing facilities that can be repurposed for the ARD/CDC operations. The addition of this facility to the Advanced Planning and Design Program allows for planning and design work to begin as soon as an appropriate property is identified.

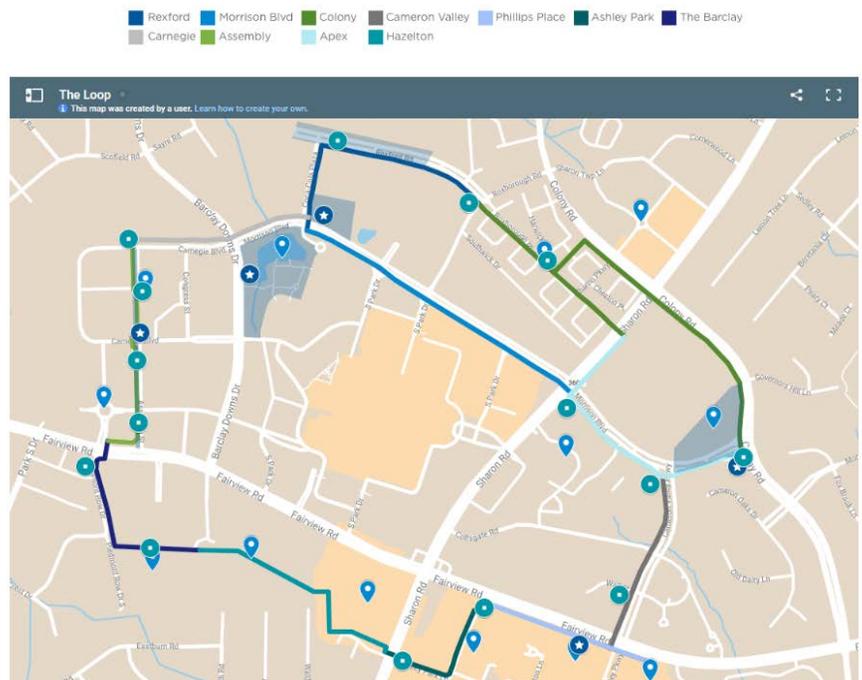
Council District: 3

The Loop

The Loop is a three-mile urban trail that is intended to create and connect great places in the SouthPark area. The Loop will accommodate bicycles and pedestrians, creating a healthy, vibrant, and convenient activity center. Construction of The Loop is intended to be completed primarily by private developers with the city completing any in-between connector sections. In July 2020, City Council authorized the City Manager to negotiate and execute infrastructure reimbursement agreements with developers for up to \$1.5 million for public infrastructure improvements related to The Loop. Negotiations are ongoing with several developers.

Funding from the SouthPark Comprehensive Neighborhood Improvement Program allowed for the completion of a Framework Plan and cost estimate. No additional planning work is required at this time; however, adding this project to the Advanced Planning and Design Program allows for design to immediately begin, if necessary, on any in-between connector sections of The Loop that the city will need to construct.

Council District: 6



Planning and Design Program

FY 2022 Adopted Additions (continued)

Gateway Station Development

The Gateway Station project, which is a critical element of Charlotte’s 2030 Transit Corridor System Plan, is a multi-modal station that will consolidate public transit and intercity transportation modes at Trade Street and Graham Street in Uptown Charlotte. The signature multimodal station will anchor the larger Charlotte Gateway District development. The Gateway Station is being implemented through a partnership between the City of Charlotte, the North Carolina Department of Transportation, regional stakeholders, and a private developer.

The Gateway Station project is broken into two phases: Phase One includes construction of the bridges, tracks, signals, and platform infrastructure; and Phase Two includes the Amtrak Station, CATS’ Bus Facility, and the Primary Development. The Primary Development, in which the city will partner with a private developer, is being coordinated by the Economic Development department and is still in the early planning phase. By adding the Primary Development to the Advanced Planning and Design Program, funding is available to explore early-stage development needs that could include utility relocation, contracted work for financial analysis or legal consultation, or similar activities.



Council District: 2

Enhanced Sidewalk and Pedestrian Safety Funding

The planned 2022 Bond (occurring in November of FY 2023) includes \$50,000,000 for the Sidewalk and Pedestrian Safety Program, which is more than triple the 2020 Bond total of \$15,000,000. Twenty percent of the funding will be reserved to construct sidewalks in suburban areas.

Adding the Sidewalk and Pedestrian Safety Program to the Advanced Planning and Design Program allows the city to explore potential projects in anticipation of the 2022 Bond funding. By exploring projects more than a year in advance of the funding, the city will be well positioned to act quickly and begin constructing projects as soon as the 2022 Bond funding becomes available.



Council District: To be determined