Lindon City Council
Staff Report

Prepared by Lindon City
Administration

October 15, 2019

Notice of Meeting of the
Lindon City Council

The Lindon City Council will hold a meeting beginning with at work session at 6:00 p.m. on Tuesday, October 15, 2019 in the Lindon City Center Council Chambers, 100 North State Street, Lindon, Utah. The agenda will consist of the following:

Scan or click here for link to download agenda & staff report materials:

WORK SESSION – 6:00 P.M. - Conducting: Jeff Acerson, Mayor

1. **Discussion Item: Quarterly Department Reports.** *(60 minutes)*
   The Lindon City Department Heads will review and discuss with the council various aspects of their prospective department functions and responsibilities.

REGULAR SESSION – 7:00 P.M. - Conducting: Jeff Acerson, Mayor
Pledge of Allegiance: By Invitation
Invocation: Mike Vanchiere

(Review times are estimates only)

1. **Call to Order / Roll Call** *(2 minutes)*

2. **Presentations and Announcements** *(5 minutes)*
   a) Comments / Announcements from Mayor and Council members.

3. **Approval of minutes:** The regular City Council meeting of October 1, 2019, will be reviewed. *(5 minutes)*

4. **Open Session for Public Comment** *(For items not on the agenda)* *(10 minutes)*

5. **Consent Agenda —** *(Items do not require public comment or discussion and can all be approved by a single motion.)* *(5 minutes)*
   a) Resolution #2019-24-R; Lindon City Court Recertification. The State of Utah Requires that all justice courts must be recertified every four years. Passage of this resolution affirms that the City Council is willing to meet all requirements of the State to continue operation of the Lindon City Municipal Justice Court.

6. **Public Hearing — FY2020 Budget & Fee Schedule Amendment; Resolution #2019-23-R.** The City Council will review and consider various budget and fee schedule amendments. *(20 minutes)*

7. **Presentation & Discussion Item — Mountainland Association of Governments (MAG) Presentation; Regional Transportation Plan.** Mountainland Association of Governments (MAG) will be in attendance to present the updated Regional Transportation Plan and answer any questions. *(30 minutes)*

8. **Review & Action — Transferring 600 South (Orem 1600 North) to UDOT; Resolution #2019-22-R.** The City Council will review and consider whether to approve a jurisdictional transfer of 600 South Lindon (1600 North Orem) to UDOT. *(20 minutes)*

9. **Public Hearing — Amend the Lindon City Zoning Map from R1-20 to CG at approximately 229 W 400 N; Ordinance #2019-16-O.** Colts Neck Investments, LLC requests approval for a Zoning Map Amendment to change the zoning of the property at approximately 229 W. 400 N. from Residential (R1-20) to Commercial General (CG) Parcel #14:068:0163. *(20 minutes)*

10. **Discussion Item — Anderson Farms Development Options with Ivory Homes.** The City Council will review and discuss the Anderson Farms Development Options with Ivory Homes. *(20 minutes)*

Council Reports:

A) MAG, COG, UIA, Utah Lake Commission, ULCT, NUVAS, IHC Outreach, Budget Committee - Jeff Acerson
B) Public Works, Irrigation water/canal company boards, City Buildings - Van Broderick
C) Planning Commission, Board of Adjustments, General Plan, Budget Committee - Matt Bean
D) Public Safety, Emergency Management, Economic Development, Tree Board - Carolyn Lundberg
E) Parks & Recreation, Lindon Days, Transfer Station/Solid Waste, Cemetery - Mike Vanchiere
F) Admin., Historic Commission, PG/Lindon Chamber, Budget Committee - Jake Hoyt

Administrator's Report *(10 minutes)*

Adjourn

All or a portion of this meeting may be held electronically to allow a council member to participate by video conference or teleconference. Staff Reports and application materials for the agenda items above are available for review at the Lindon City Offices, located at 100 N. State Street, Lindon, UT. For specific questions on agenda items our staff may be contacted directly at (801)785-5043. City Codes and ordinances are available on the City web site found at www.lindoncity.org. The City of Lindon, in compliance with the Americans with Disabilities Act, provides accommodations and auxiliary communicative aids and services for all those citizens in need of assistance. Persons requesting these accommodations for city-sponsored public meetings, services programs or events should call Kathy Moosman at 801-785-5043, giving at least 24 hours-notice.

CERTIFICATE OF POSTING:
I certify that the above notice and agenda was posted in three public places within the Lindon City limits and on the State (http://pmn.utah.gov) and City (www.lindoncity.org) websites.
Posted by: /s/ Kathryn A. Moosman, City Recorder
Date: October 11, 2019; Time: 11:30 a.m.; Place: Lindon City Center, Lindon Police Dept., Lindon Community Center

WORK SESSION – 6:00 P.M. - Conducting: Jeff Acerson, Mayor

a) **Discussion Item: Quarterly Department Reports.** *(60 minutes)*
The Lindon City Department Heads will review and discuss with the council various aspects of their prospective department functions and responsibilities.

No motion is necessary.

FINANCE DEPARTMENT

DEPARTMENT PERSONNEL

- Kristen Colson - Finance Director (Has been at Lindon City for 18 years)
- Dona Haacke - Treasurer/HR (Has been at Lindon City for 15 years)
- Kathy Bird - Accounts Payable Clerk (Has been at Lindon City for 18 years)
- Sherrie Laidler - Utilities Clerk (Has been at Lindon City for 15 years)
- Shelly Church - Part-time Receptionist (Has been at Lindon City for 4 years)

DUTIES AND RESPONSIBILITIES

- **CUSTOMER SERVICE**
- City Budget
- City Comprehensive Annual Financial Report (CAFR)
- Track revenues, expenditures, investments
- Monthly financial reports distributed to
  - Department Heads via email
  - City Council via Google Drive
- Assist with annual audit
- Utilities Management
  - Customer sign-ups and terminations
  - Monthly Billing and collections
    - Culinary Water
    - Secondary Water
    - Sewer
    - Storm Drain
    - Garbage
    - Recycling
    - UTOPIA
- Accounts Payable
- Human Resources
- Payroll & Benefits
- Business Licensing
- Process customer payments for
  - Utilities
  - Business licenses
  - Other services offered by the City
- Reconcile all cashier deposits
- Billing & collection for miscellaneous receivables
- Animal licensing
- Water rights
- Fixed asset management

ACHIEVEMENTS

- Employee of the Quarter
  - Dona Haacke - 2nd Quarter 2016
  - Sherrie Laidler - 3rd Quarter 2017
  - Kathy Bird has been nominated numerous times
- Distinguished Budget Presentation Award - 14 times
- Certificate of Achievement for Excellence in Financial Reporting - 10 times

Lindon Police Department
City Council Review
October 2019

Lindon PD Personnel

- 15 sworn police officers
- 2 full-time office staff, one part-time
- 1 part-time emergency manager

Community Engagement Projects

- NOVA in elementary and charter schools
- Social Media on interesting and notable events
- Hats, t-shirts, balls, stickers, etc. for community events
- Increased presence at all Lindon Days events
- Trunk or Treat
- Neighborhood meetings and organization gatherings to issues that affect community stakeholders.

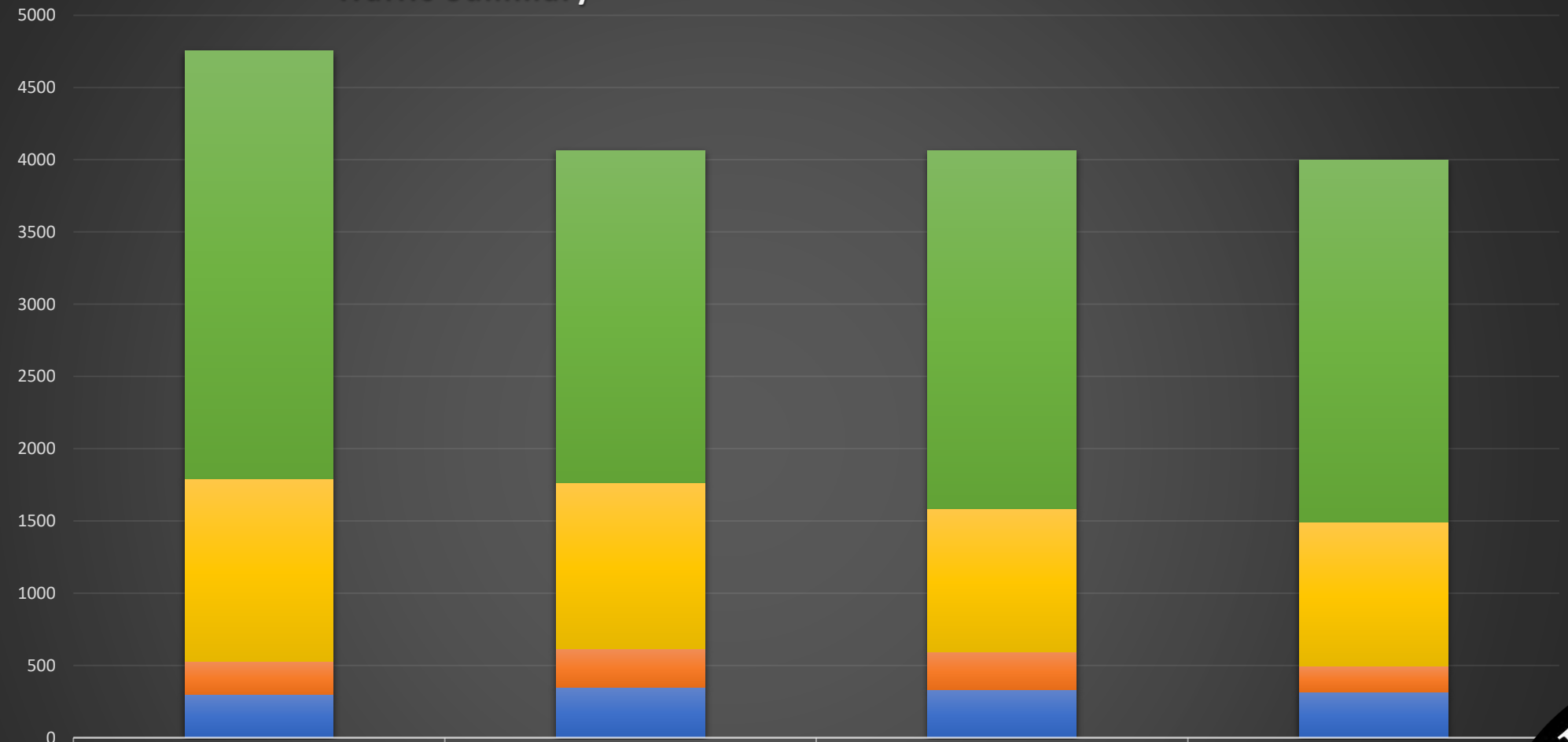
2018-2019 Fiscal Year

- 7,494 cases, 20.5 per day
- 2,417 traffic stops
- 353 traffic accidents
- 634 arrested individuals
- $447,063 gross value of property loss by theft

Targeted Enforcement:

- Data-driven analysis in response to community-based traffic complaints
- Enforcement based on traffic-accident data
- Officers are focused on highest hazard rather than highest yield.

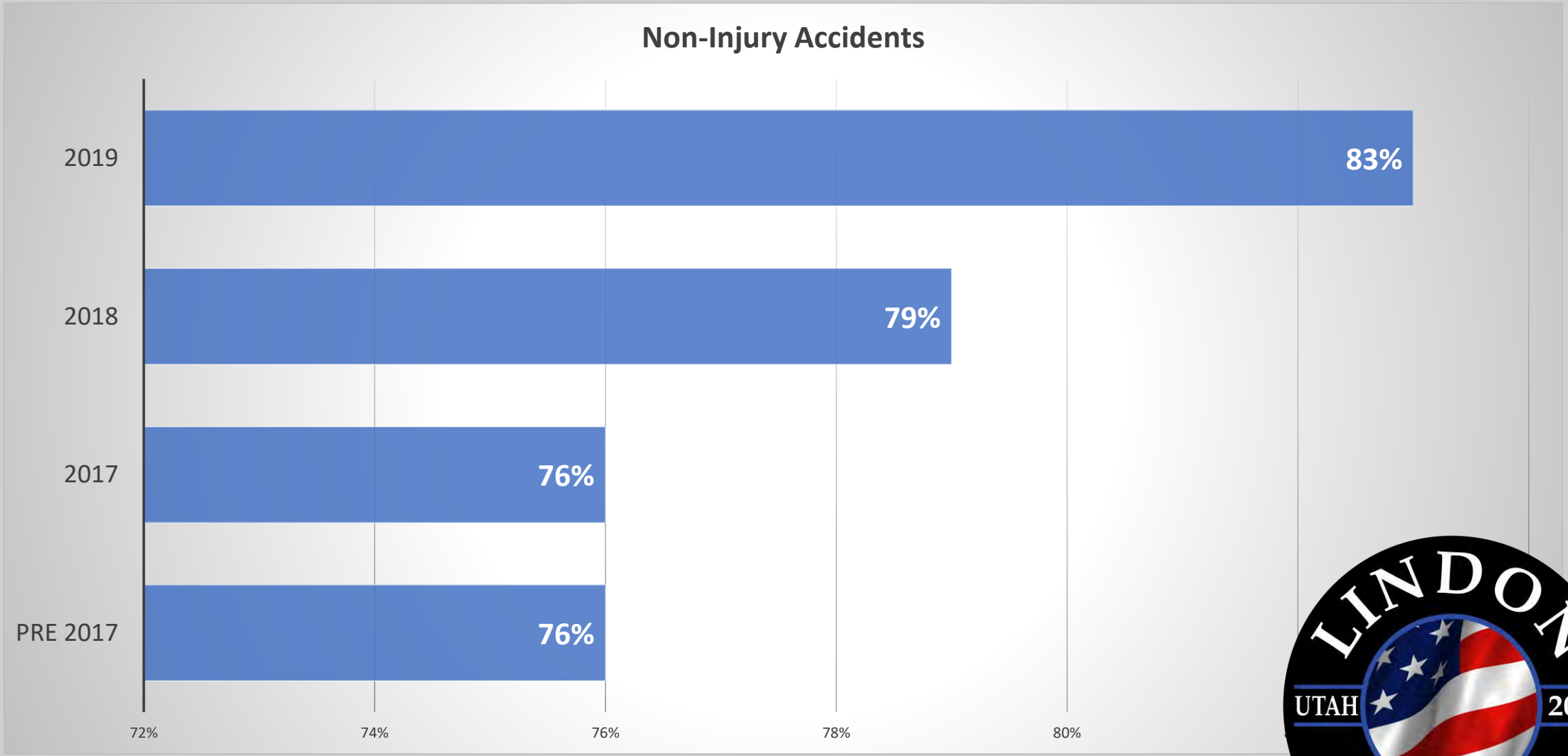
Traffic Summary



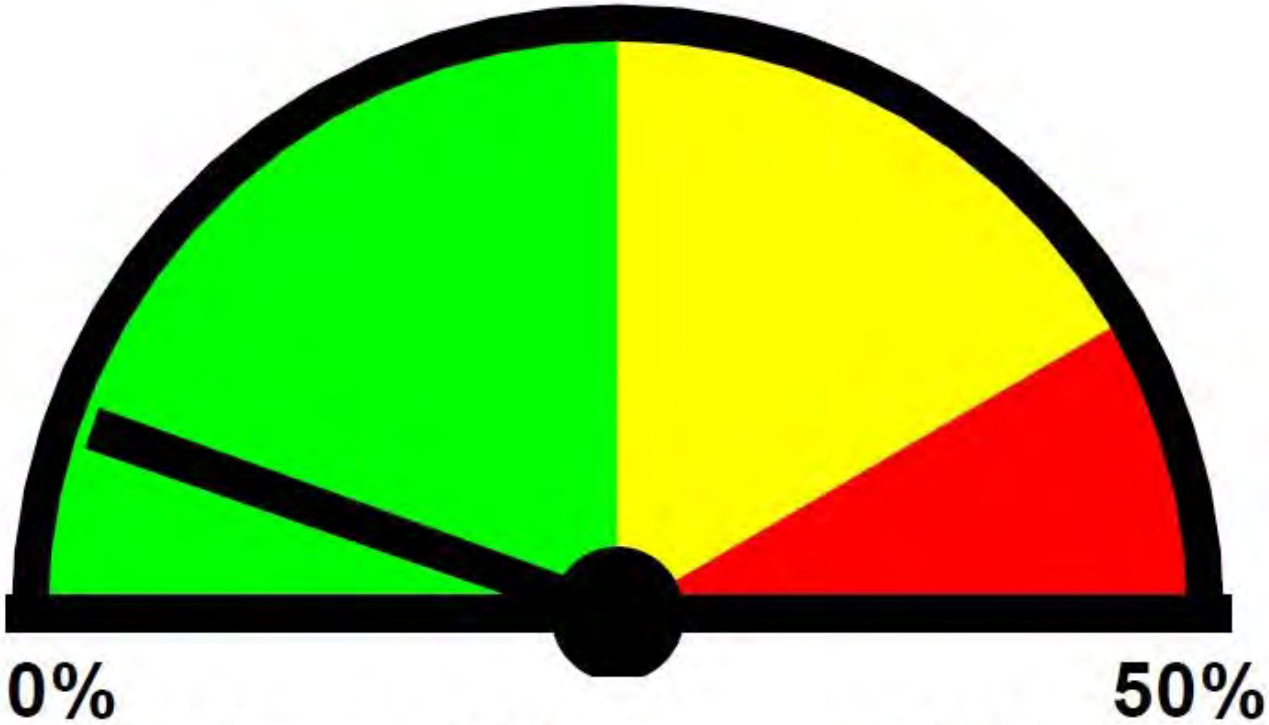
	Pre 2017	2017	2018	2019
Total Traffic Stops	2959	2302	2477	2508
Total Citations	1262	1147	990	996
Property Damage	230	266	263	177
Total Accidents	300	350	331	318

Total Accidents Property Damage Total Citations Total Traffic Stops

LINDON POLICE
UTAH 2008


Non-Injury Accidents
2019
83%
2018
79%
2017
76%
PRE 2017
76%
72%
74%
76%
78%
80%

Total Percentage of Enforceable Violations



Posted Speed Limit: 25 MPH
Percentage Above Limit: 5.5%
Enforcement Rating: LOW

Speeding Complaint – 700 E Center Street

Complaint of vehicles frequently traveling in excess of 50 mph.

Analysis of all traffic passing east and westbound on Center. **17,898** vehicles between August 29 and September 7, 2019. **18** vehicles traveled within 10mph of the complaint.

2019 Completed Commercial Projects

Autumn Grove
64 N. 1550 W.

Ruf Building
1780 W. 700 N.

Storage on Geneva
965 W. 600 N.

Washburn Spec
520 N Geneva

2019 Completed Commercial Projects Cont.

Ram Exteriors
1925 W. 200 N.

BMC West
45 S. Geneva

Cisco Welding
154 S. 1800 W.

Alexander Print Shop Expansion
245 S. 1060 W.

Commercial Projects Under Construction - doTerra

Commercial Projects Under Construction – Mtn Tech South

Commercial Projects Under Construction or Entitled

Lindon Flats
195 N. 1800 W.

Lindon Tech 5
1971 W. 700 N.

7th at Geneva
775 N. Geneva

Lindon Harbor
1266 W. 300 S.

Development Numbers

July 1, 2018 – June 30, 2019

- 306 building permits
- $144,530, 234 – value of building projects
- 48 land use applications
- 13 new commercial/industrial developments

Since July 2019

- 105 building permits
- $14,228,583 value of building projects
- 16 land use permits
- 1 new commercial/industrial development

Upcoming Projects

- General Plan Amendments – land use and transportation
- Development Manual/Ordinance Amendments –
  - Road Cross-section Changes
  - Medical Cannabis
- Ivory Home Subdivision Approval
- Applied for a UDOT grant for additional master planning for 700 N.

Public Works 2018-2019 Accomplishments / Projects

Public Works Staff Changes

- Retired
  - Dennis Kendall – Water Superintendent (30+ years with Lindon)
- Internal promotions / position changes
  - Matt Winward – Public Works Inspector → Water Superintendent
  - Zack Dalley – Water Technician → Public Works Inspector
  - Shelly Church – Secretary moved to City Center Position
- Jennifer Brown – New Secretary
- New position
  - Trent Andrus – staff engineer

Cemetery

- 39 new residents this year
- Updated mapping of cemetery plots for meeting with interested purchasers
- First disinterment (former cemetery resident moved by family to Canada)
- Eagle Scout Project: Installation of metal stakes adjacent to markers to facilitate easier location of markers.

Streets

- Streets maintenance projects
  - 200 South reconstruction
  - Crack sealing throughout City
- 520 Tons of salt used to help clear roads
- 25 Tons of asphalt used to repair potholes
- Anderson Farms – New signs installed
- Sidewalk grinding/ trip hazard removal project
- Operations and maintenance of 55-miles of paved streets and associated street lights and signs

Water

- Completion of Anderson Farms offsite secondary water line (including crossing of Geneva Road) and associated pump station testing of PI portion of Lift Station #7.

- Water Site improvement / beautification projects
    - Wells 1 & 2
    - 835 East Booster Station and tanks
- Geneva Road water line replacement/upsizing project (200 South to Center Street)
- Design of North Union Canal partial enclosure project (bids received 9/24/19)
- Secondary Water - Booster Station #3 upgrades to pump startup controls
- Collection of all water meter GPS coordinates (over 3200 shots collected)
- Operations and maintenance of 87-miles of culinary water lines, water wells, booster station and water storage tanks
- Operations and maintenance of 51-miles of secondary water lines, water reservoirs and booster stations

Wastewater

- Identification of belly in sewer line caused by CUWCD 60-inch water line. (Repair completed by CUWCD at no cost to City.)
- Sewer Lift Station #4 sidewalk/street improvements
- Operations and maintenance of 79-miles of sewer lines
- Operations and maintenance of 5 wastewater lift stations

Storm Water

- Installed curb markers "No Dumping Drains to Lake" on all city inlets.
- Completed a 3-year goal of cleaning remaining city owned curb inlets. All inlet boxes in city right of way have now been cleaned.
- Ditch Maintenance – Main Drain, Lower Drainage Ditch and 2800 West Ditch
- 7,069 leaf bags picked up.
- 51 Sweeper loads of leaves picked up
- 7-17-2018 504 N 500 E removed sewer from storm drain – Illicit Discharge Detection Elimination (IDDE) found.
- Street sweeping all streets minimum of 2 times (Most streets swept more)
- Storm drain connection at Center Street and Geneva Road – redirected down Center Street to State Detention Basin
- Maintenance and operation of 49-miles of storm drain lines

Engineering

- On-going GPS record keeping of new facilities being installed. (Over 1300 points collected for new facilities during this time by City PW Inspector.)
- Additional traffic collection and speed studies performed by City staff.
- Street lighting audit and electrification of multiple lights.
- Numerous subdivision/site plan reviews – protect and responsibly grow infrastructure.
    - On-going coordination and plan review for Anderson Farms project – multiple phases.
    - Significant coordination with multiple entities to provide for storm water infrastructure and Vineyard Connector issues near 2800 W 400 N.
- Hire of new city staff engineer, Trent Andrus, to assist in development reviews and general engineering needs.
- Completion of office expansion for engineering office space.
- Coordination with Parks Dept on design of Creekside Park.

Lindon Parks & Recreation 2019 Summer Report

Prepared by:
Heath G. Bateman-Parks & Recreation Director
Kristen Colson Finance Director

Aquatics Center

- Total Attendance – **66,197**
  - **2018 – 75, 475**
  - 2017 - 69,525
  - 2016 - 63,949
- Total Program Attendance
  - **Swim Lessons 897 (2018 – 1047)**
  - **Flow Lessons 79 (2018 – 86)**
  - **Swim Team 172 (2018 – 238)**
  - **TOTAL 1,179**
- Concessions
  - Total Revenue $91,932.10 (2018 - $86,860.17)
  - Total Expend $50,535.12 (2018 - $48,620.56)

    Difference $41,387.98 (2018 - $38,2393.61)
- Private Pool Rentals
  - **$75,600 – (2018) $78,660**
- Flow Rider
  - Resident 443 (2018 – 381 daily admissions)
  - Non Resident 1913 – (2018 – 2,242 daily admissions)
- Accident Reports
  - 83 (scrapes, bee stings, slip & fall, near drowning, rescues, etc)
  - Ambulance called 2 times
- Upcoming Needs –
  - Shade 4 X $2,500
  - Rescue Equipment $7,500
  - Pool Vacuum Up to 10K
  - Storage Unit 20K

Financial Notes – See Handout

AQUATICS CENTER FINANCIAL REPORT
AS OF 10/15/2019

Items of Note

- The 2019 season was the Aquatic Center's 11th season
- Financial information in this report is presented for the calendar year rather than by fiscal year
- In addition to the 2019 calendar year, 4 historical years are also presented
- Numbers since July 2018 are not audited
- Expenses are still coming as staff works to close the pool for the winter
- Debt service is not represented in this financial report, but some information is noted below.
- Improvements which were funded by PARC Tax:
  - $9,799 for commercial refrigerator/freezer
  - $33,165 for flow rider resurfacing
- Revenue decreased 5.6% before PARC tax contributions:
  - Daily admission revenue decreased 2.7%
  - Pool punch passes increased 3.2%
  - Concession revenue increased 5.8%
  - Pool rental revenue decreased 3.9%
- Expenses decreased 1.7%, but there are still 3 more months of utilities and winterization costs

Debt Service

- Not presented in financial report
- Annual debt service payments are about $636,000
  - funded by General Fund
  - with PARC tax contributions:
    - $50,000/year 2016FY - 2018FY
    - $86,900 in 2019FY
    - $85,000 is budgeted for 2020FY
- 2008 bond for $9.5M was refunded in 2015, but not called until July 2018
- Principal outstanding on the 2015 Refunding Bond as of 7/31/2019 is $6,840,000
- The interest rate on the 2015 Refunding Bond is
  - 3% until July 2023
  - 4% for the remaining term
- The 2015 Refunding Bond will paid off July 2033

Upcoming Maintenance & Improvements

- Ongoing Maintenance
  - Alex, Lindon's Facilities Manager, will seal concrete in sections, completing the entire Aquatics Center in about 4 years and then start over.
  - Replace all grates over 4 years at 12 grates per year. The grates cost about $300 each.
  - Re-caulk all of the large concrete joints at the Aquatics Center. This is the 3rd year of this 3 year process at an estimated cost of $7,500/year.
  - Annual pump maintenance with this year's estimated cost at $25,000. This will be a continuous process.
- 2019-2020 Fiscal Year
  - $10,000 painting
  - $10,000 flow rider grating
  - $25,000 new netting and ropes
  - $25,000 strainer replacement
  - $150,000 for new slide (using RDA funds)
- Looking into the Future
  - The blue and yellow shades are being repaired as needed, but will need to be replaced in the future. There are 6 shades that would cost about $2,500 each.

AQUATICS CENTER FINANCIAL REPORT
AS OF 10/15/2019

Items of Note

- The 2019 season was the Aquatic Center's 11th season
- Financial information in this report is presented for the calendar year rather than by fiscal year
- In addition to the 2019 calendar year, 4 historical years are also presented
- Numbers since July 2018 are not audited
- Expenses are still coming as staff works to close the pool for the winter
- Debt service is not represented in this financial report, but some information is noted below.
- Improvements which were funded by PARC Tax:
  - $9,799 for commercial refrigerator/freezer
  - $33,165 for flow rider resurfacing
- Revenue decreased 5.6% before PARC tax contributions:
  - Daily admission revenue decreased 2.7%
  - Pool punch passes increased 3.2%
  - Concession revenue increased 5.8%
  - Pool rental revenue decreased 3.9%
- Expenses decreased 1.7%, but there are still 3 more months of utilities and winterization costs

Debt Service

- Not presented in financial report
- Annual debt service payments are about $636,000
  - funded by General Fund
  - with PARC tax contributions:
    - $50,000/year 2016FY - 2018FY
    - $86,900 in 2019FY
    - $85,000 is budgeted for 2020FY
- 2008 bond for $9.5M was refunded in 2015, but not called until July 2018
- Principal outstanding on the 2015 Refunding Bond as of 7/31/2019 is $6,840,000
- The interest rate on the 2015 Refunding Bond is
  - 3% until July 2023
  - 4% for the remaining term
- The 2015 Refunding Bond will paid off July 2033

Upcoming Maintenance & Improvements

- Ongoing Maintenance
  - Alex, Lindon's Facilities Manager, will seal concrete in sections, completing the entire Aquatics Center in about 4 years and then start over.
  - Replace all grates over 4 years at 12 grates per year. The grates cost about $300 each.
  - Re-caulk all of the large concrete joints at the Aquatics Center. This is the 3rd year of this 3 year process at an estimated cost of $7,500/year.
  - Annual pump maintenance with this year's estimated cost at $25,000. This will be a continuous process.
- 2019-2020 Fiscal Year
  - $10,000 painting
  - $10,000 flow rider grating
  - $25,000 new netting and ropes
  - $25,000 strainer replacement
  - $150,000 for new slide (using RDA funds)
- Looking into the Future
  - The blue and yellow shades are being repaired as needed, but will need to be replaced in the future. There are 6 shades that would cost about $2,500 each.

Financial Report – See Handout

AQUATICS CENTER FINANCIAL REPORT
AS OF 10/8/2019

Calendar Year Totals

Description	2015	2016	2017	2018*	2019*
Revenue					
Daily Admission	174,515.59	197,651.84	204,159.65	224,270.08	218,260.57
FlowRider Daily Admission	21,322.03	31,920.86	39,156.99	38,554.05	32,578.68
Pool Punch Pass	10,138.15	8,043.62	63,896.11	72,444.32	74,772.04
Water Aerobics	643.75	522.75	81.89	-	1,279.54
Resident Season Pass	20,500.62	22,205.47	8,338.95	8,503.14	6,181.89
Non-Resident Season Pass	13,644.67	11,554.50	-	-	-
Concessions Rev	55,083.62	63,087.40	72,747.52	86,860.17	91,932.10
Merchandise	1,087.28	1,827.04	811.12	1,969.90	570.52
Swim Lessons	41,313.89	49,572.50	47,812.00	53,323.00	41,083.10
Swim Team	17,581.00	17,388.50	20,555.92	27,728.50	18,715.00
Flow Rider Lessons	3,135.00	4,530.00	3,730.00	555.00	5.00
Junior Life Guard	(32.00)	-	-	-	-
Flow Rider Rentals	165.00	1,025.00	-	-	-
Private Pool Rentals	45,065.00	50,432.00	58,980.00	78,660.00	75,600.00
Party Room Rentals	1,940.00	1,791.50	2,135.00	2,788.00	1,207.50
FlowTour Event	2,960.00	2,417.37	-	-	-
Aquatic Pavers	-	-	-	-	-
Grant Proceeds	4,800.00	5,450.00	-	-	-
Use of PARC Tax Funds	188,700.30	120,191.26	191,234.35	295,078.26	212,551.42
Use of RDA Funds	-	-	75,000.00	-	-
Revenue Totals	602,563.90	589,611.61	788,639.50	890,734.42	774,737.36
Expenditures					
Salaries/Wages/Benefits	355,082.63	391,532.68	375,269.79	371,419.89	355,532.62
Uniforms	5,747.07	5,555.87	4,805.71	4,388.96	4,353.92
Travel & Training	1,516.00	2,309.77	1,217.32	506.75	1,279.11
Licenses & Fees	2,241.05	3,190.00	4,991.76	6,098.34	4,576.94
Office Supplies	2,483.00	1,770.33	4,802.65	3,624.54	3,935.99
Operating Supplies/Maint.	57,079.56	41,659.79	54,655.60	64,633.68	59,794.33
Pool Chemicals	39,526.67	32,777.45	38,884.61	32,036.57	35,864.05
Concessions Exp	32,946.49	35,672.74	43,378.74	48,620.56	50,535.12
Services	10,478.67	11,836.28	30,789.81	37,139.76	26,734.16
Miscellaneous	9,643.13	9,090.77	9,697.68	8,621.07	7,897.83
Utilities & Telephone	104,439.64	108,913.02	127,588.16	142,480.91	128,940.91
Insurance	1,140.52	1,100.74	8,563.62	7,980.95	8,384.44
Purchase of Equipment	22,319.12	8,523.20	31,645.97	27,622.08	32,624.67
Capital Improvements	59,024.57	9,200.00	122,972.02	122,585.00	141,974.10
Expenditure Totals	703,668.12	663,132.64	859,263.44	877,759.06	862,428.19
Revenue Over (Under) Expenditures	(101,104.22)	(73,521.03)	(70,623.94)	12,975.36	(87,690.83)

*July 2018-October 2019 amounts are not audited

AQUATICS CENTER FINANCIAL REPORT

AS OF 10/8/2019

Calendar Year Totals

Description	2015	2016	2017	2018*	2019*
Revenue					
Daily Admission	174,515.59	197,651.84	204,159.65	224,270.08	218,260.57
FlowRider Daily Admission	21,322.03	31,920.86	39,156.99	38,554.05	32,578.68
Pool Punch Pass	10,138.15	8,043.62	63,896.11	72,444.32	74,772.04
Water Aerobics	643.75	522.75	81.89	-	1,279.54
Resident Season Pass	20,500.62	22,205.47	8,338.95	8,503.14	6,181.89
Non-Resident Season Pass	13,644.67	11,554.50	-	-	-
Concessions Rev	55,083.62	63,087.40	72,747.52	86,860.17	91,932.10
Merchandise	1,087.28	1,827.04	811.12	1,969.90	570.52
Swim Lessons	41,313.89	49,572.50	47,812.00	53,323.00	41,083.10
Swim Team	17,581.00	17,388.50	20,555.92	27,728.50	18,715.00
Flow Rider Lessons	3,135.00	4,530.00	3,730.00	555.00	5.00
Junior Life Guard	(32.00)	-	-	-	-
Flow Rider Rentals	165.00	1,025.00	-	-	-
Private Pool Rentals	45,065.00	50,432.00	58,980.00	78,660.00	75,600.00
Party Room Rentals	1,940.00	1,791.50	2,135.00	2,788.00	1,207.50
FlowTour Event	2,960.00	2,417.37	-	-	-
Aquatic Pavers	-	-	-	-	-
Grant Proceeds	4,800.00	5,450.00	-	-	-
Use of PARC Tax Funds	188,700.30	120,191.26	191,234.35	295,078.26	212,551.42
Use of RDA Funds	-	-	75,000.00	-	-
Revenue Totals	**602,563.90**	**589,611.61**	**788,639.50**	**890,734.42**	**774,737.36**
Expenditures					
Salaries/Wages/Benefits	355,082.63	391,532.68	375,269.79	371,419.89	355,532.62
Uniforms	5,747.07	5,555.87	4,805.71	4,388.96	4,353.92
Travel & Training	1,516.00	2,309.77	1,217.32	506.75	1,279.11
Licenses & Fees	2,241.05	3,190.00	4,991.76	6,098.34	4,576.94
Office Supplies	2,483.00	1,770.33	4,802.65	3,624.54	3,935.99
Operating Supplies/Maint.	57,079.56	41,659.79	54,655.60	64,633.68	59,794.33
Pool Chemicals	39,526.67	32,777.45	38,884.61	32,036.57	35,864.05
Concessions Exp	32,946.49	35,672.74	43,378.74	48,620.56	50,535.12
Services	10,478.67	11,836.28	30,789.81	37,139.76	26,734.16
Miscellaneous	9,643.13	9,090.77	9,697.68	8,621.07	7,897.83
Utilities & Telephone	104,439.64	108,913.02	127,588.16	142,480.91	128,940.91
Insurance	1,140.52	1,100.74	8,563.62	7,980.95	8,384.44
Purchase of Equipment	22,319.12	8,523.20	31,645.97	27,622.08	32,624.67
Capital Improvements	59,024.57	9,200.00	122,972.02	122,585.00	141,974.10
Expenditure Totals	**703,668.12**	**663,132.64**	**859,263.44**	**877,759.06**	**862,428.19**
Revenue Over (Under) Expenditures	**(101,104.22)**	**(73,521.03)**	**(70,623.94)**	**12,975.36**	**(87,690.83)**

*July 2018-October 2019 amounts are not audited

Summer Temps	Ave. Daily High
May	65 Degrees
June	84 Degrees
July	90 Degrees
August	88.5 Degrees
September	95.5 Degrees

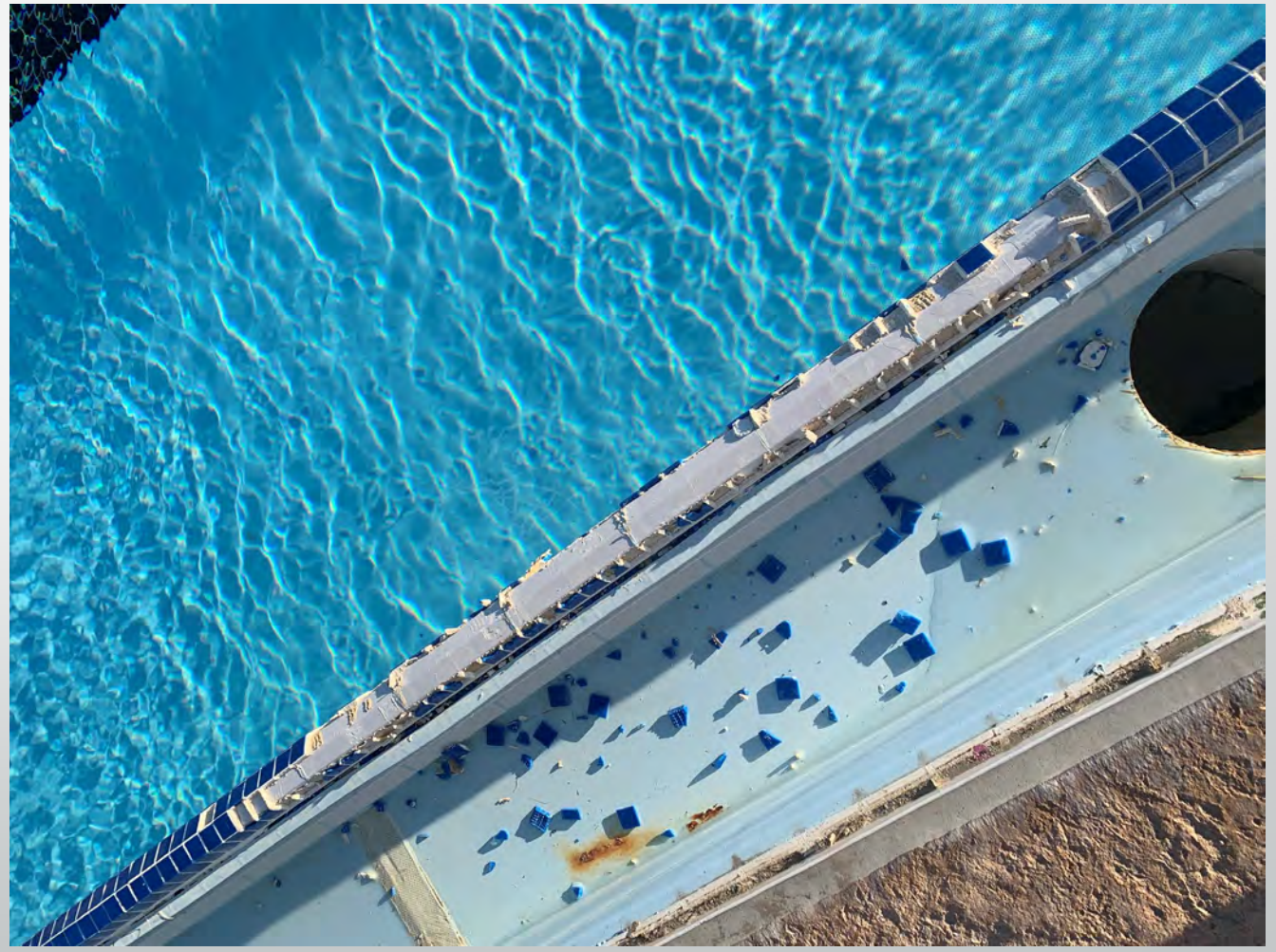
Pool Reservations
Refunds from Tile Breaking and Pool Closures
Refunds FlowRider Heater Down

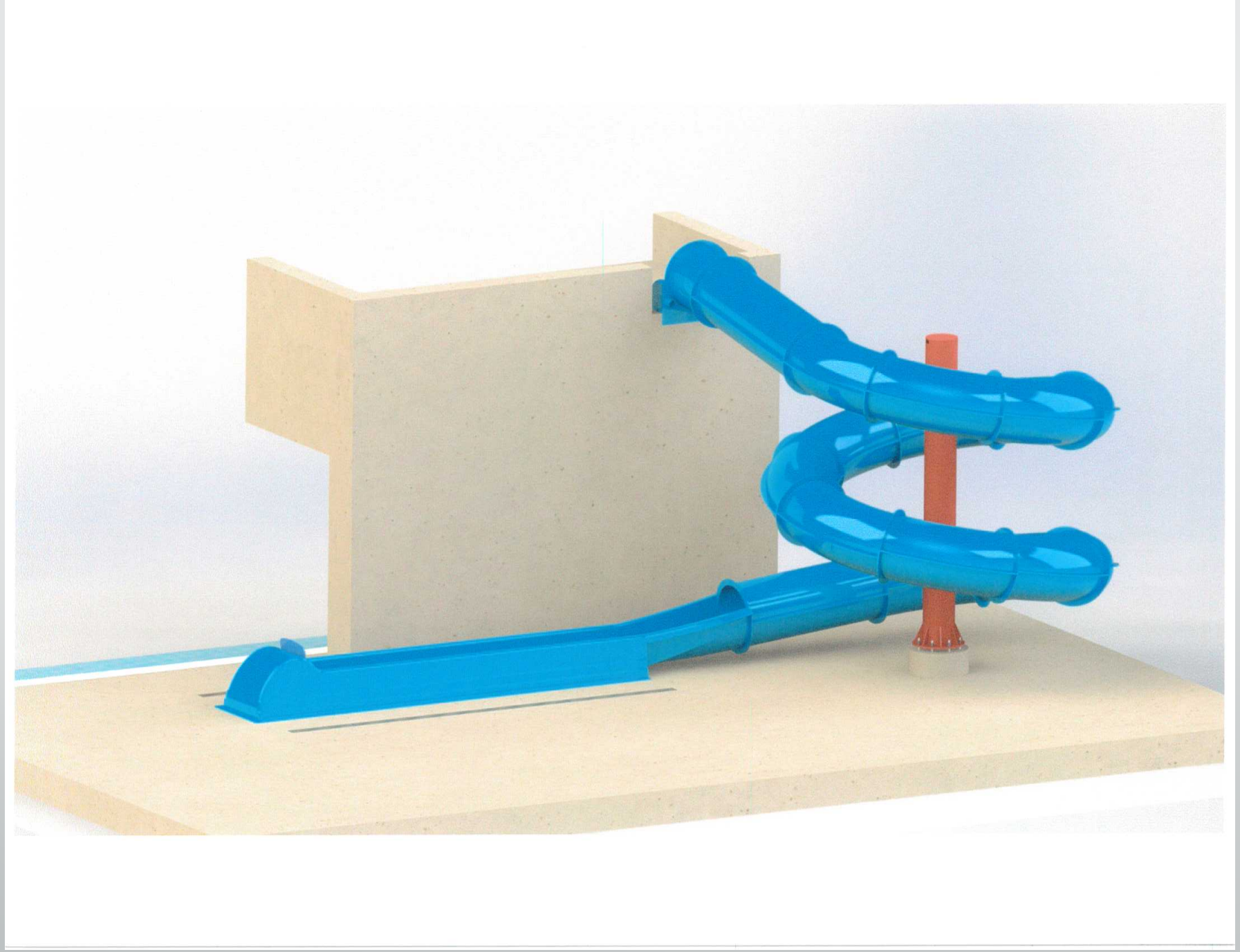
15 Year Old Staff Breakdown

Age	Number
Total Staff	151
Lifeguards	42
Cashiers	10

Pool Tile Update

- Pool Tile Breaking
  - Breaking and falling off this year.
  - Demo Scheduled soon. New Pool tile set either this winter or spring in Lap Pool.





DISCUSSION ITEMS

- New Slide – (budget and excitement)
- Punch Pass Expiration – (Should we continue to expire punch passes)
- Discontinue Family Passes – (Should we discontinue to sell resident family and senior passes)
- Marketing and Ad Sales

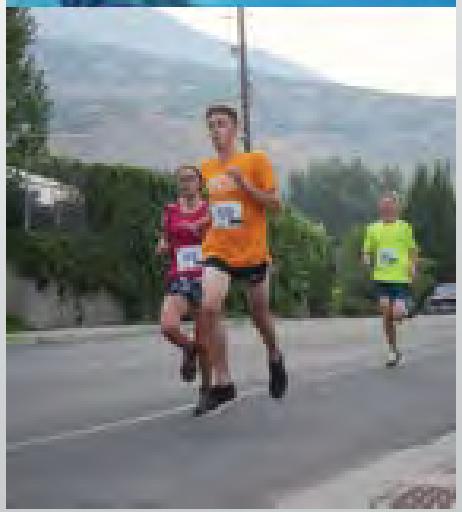
2020 Updates

- Lani's Hawaiian Shave Ice

Lindon Days 2019

August 5-10, 2019

NEW TRADITIONS 2019



Lindon Days 2019 – August 5-10

Revenue $28,610.92

Expense $56,458.73

Difference $(27,847.81)

2018

Revenue $37,737.12

Expense $63,555.11

Difference $(25,757.99)

Lindon Days "New Traditions"

2019 FINANCIAL REPORT

Date	Activity	Sponsor	Revenue	Expense	Net Increase (Decrease)
	Magazine	Advertisers	$13,525.00	$ 7,963.81	$ 5,561.19
Mon, 8/5	Car Show (Not including donation to police)	LHM Lexus	$ 6,125.00	$ 9,624.00	$ (3,499.00)
Tue, 8/6	Pinewood Derby	Total Water	$ 350.00	$ -	$ 350.00
Tue, 8/6	Block Party	Big D Construction, Marco's Pizza, Republic Services	$ 645.00	$ 1,101.87	$ (456.87)
Tue, 8/6	City Council Ice Cream Social		$ -	$ 466.61	$ (466.61)
Tue, 8/6	Movie: "How to Train Your Dragon: Hidden World"	Bank of Utah	$ -	$ 35.51	$ (35.51)
Wed, 8/7	Bingo	Walmart, Fleet Services, Les Olson, Sunroc	$ 300.00	$ 865.37	$ (565.37)
Wed, 8/7	Grandparents Night Out		$ -	$ 646.31	$ (646.31)
Wed, 8/7	Huck Finn Fishing		$ -	$ 894.92	$ (894.92)
Thu, 8/8	Foam Party	Low Book Sales	$ 225.00	$ 1,019.57	$ (794.57)
Thu, 8/8	Family Arena Events	Les Schwab Tires	$ 1,126.00	$ 1,336.65	$ (210.65)
Thu, 8/8	Mayor's Candy Scramble		$ -	$ 1,008.03	$ (1,008.03)
Thu, 8/8	Teen Pool Party	Crumbl, Quick Quack Car Wash, Wicked Audio	$ (300.00)	$ 121.31	$ (421.31)
Fri, 8/9	Video Game Tournament		$ -	$ 108.76	$ (108.76)
Fri, 8/9	Grand Parade	Roofer's Supply	$ 325.00	$ 2,031.68	$ (1,706.68)
Fri, 8/9	Improv Show		$ -	$ 3,097.63	$ (3,097.63)
Sat, 8/10	Lindon Days 5K	American Fork Hospital	$ 1,370.92	$ 1,964.64	$ (593.72)
Sat, 8/10	Mayor's Breakfast	Mountain Point Medical	$ 1,453.00	$ 1,395.46	$ 57.54
Sat, 8/10	Cardboard Boat Regatta		$ -	$ 732.89	$ (732.89)
Sat, 8/10	Free Swim Day, Court of Mermaids		$ -	$ 306.60	$ (306.60)
Sat, 8/10	Dime Dive	Bank of Utah	$ -	$ 231.00	$ (231.00)
Sat, 8/10	Belly Flop Competition	Coconut Cove	$ -	$ 426.12	$ (426.12)
Sat, 8/10	KenDucky Derby		$ -	$ 343.24	$ (343.24)
Sat, 8/10	Food Truck Round Up	doTerra	$ 100.00	$ -	$ 100.00
Sat, 8/10	Face Painting & Balloon Artist	doTerra	$ -	$ 255.00	$ (255.00)
Sat, 8/10	Pre-Show: Scales and Tails		$ -	$ 630.56	$ (630.56)
Sat, 8/10	Concert	Central Bank, Rock Canyon Bank	$ 3,366.00	$ 10,383.22	$ (7,017.22)
Sat, 8/10	Fireworks			$ 7,000.00	$ (7,000.00)
Miscellaneous Revenue (Unassigned contributions)			$ -		$ -
Miscellaneous Exp (staff food, general exps, volunteer appreciation, purch. for next yr)				$ 2,467.97	$ (2,467.97)
	TOTALS		$ 28,610.92	$ 56,458.73	$ (27,847.81)

Monday, August 5th	**Car Show**	**4:00-9:00 p.m.**
Tuesday, August 6th	**Pinewood Derby**	**11:00 a.m.**
	Block Party	**5:30 p.m.**
	City Council Ice Cream Social	**During Block Party**
	Harris Pioneer Home Tour	**During Block Party**
	Movie in the Park	**Dusk**
Wednesday, August 7th	**Bingo**	**12:30 p.m.**
	Grandparents Night Out	**5:00 p.m.**
	Huck Finn Fishing	**6:30 p.m.**
Thursday, August 8th	**Foam Party**	**2:00 p.m.**
	Family Arena Events	**6:30 p.m.**
	Mayor's Candy Scramble	**7:30 p.m.**
	Teen Pool Party	**7:30-10:00 p.m.**
Friday, August 9th	**Video Game Tournament**	**8:45 a.m.**
	Grand Parade	**6:30 p.m.**
	The Johnson Files (Improv Show)	**8:30 p.m.**
Saturday, August 10th	**Lindon Days 5K**	**7:00 a.m.**
	Mayor's Breakfast	**7:30-9:00 a.m.**
	Cardboard Boat Regatta	**9:30 a.m.**
	Free Swim Day	**12:00-6:00 p.m.**
	Court of Mermaids	**All Day**
	Dime Dive	**1:30 p.m.**
	Belly Flop Competition	**2:30 p.m.**
	KenDucky Derby	**3:30 p.m.**
	Food Truck Roundup	**6:00 p.m.**
	Face Painting & Balloon Artist	**6:00 p.m.**
	Scales and Tails	**7:00 p.m.**
	Concert- Party Rock Project	**8:30 p.m.**
	Fireworks	**After Concert**

Comments

REGULAR SESSION – 7:00 P.M. - Conducting: Jeff Acerson, Mayor

Pledge of Allegiance: By Invitation
Invocation: Mike Vanchiere

Item 1 – Call to Order / Roll Call

October 15, 2019 Lindon City Council meeting.

Jeff Acerson
Van Broderick
Jake Hoyt
Carolyn Lundberg
Mike Vanchiere

Staff present: _____

Item 2 – Presentations and Announcements

a) Comments / Announcements from Mayor and Council members.

<u>Item 3</u> – Approval of Minutes

- Review and approval of City Council minutes: **October 1, 2019**

The Lindon City Council held a regularly scheduled meeting on **Tuesday, October 1, 2019, beginning with a work session at 6:00 pm** in the Lindon City Center, City Council Chambers, 100 North State Street, Lindon, Utah.

WORK SESSION – 6:00 P.M. - Conducting: Jeff Acerson, Mayor

1. **Discussion Item: Employee Compensation Programs.**
   The Lindon City Council will review and discuss various aspects of the Lindon City Employee Compensation Programs.

Adam Cowie, City Administrator, reviewed the employee compensation programs and discussed where we are at with the programs and where we have been in the past. The group also discussed how to attract and keep good employees. They also talked about Merit, COLA and pay ranges. Mr. Cowie then reviewed the Lindon City pay ranges from 2012-2013 noting there was not a merit discussion each year but there was a COLA discussion and historically, they have looked at the rolling months from February to February. We as a city use the national CPI index. He noted part of the concerns are as follows:

1. Looking at retention, we are hearing a lot of places that we are comparing to or competing against are at a 10 to 12-year range to get to end of the pay scale.
2. Employees getting to the next step without giving a full effort. As part of this, the prior administrator had implemented a simple scoring method. There was some consideration (from a performance to a score) and from that they did a study and came up with the current pay range. Most cities are doing something similar which is a 5-step program.

Mr. Cowie stated he would like to see a simple chart to say what the next step would be for merit and just approve it or not each year if there is money in the budget. They would still have a performance-criteria to evaluate to ensure we are rewarding good employees; this is just one idea and one option to consider. He noted 95% of employees are getting the merit and these are good employees that are doing well; this is not a financial impact but more of a psychological impact.

Councilmember Hoyt stated he would like to see us come up with a starting point as he feels this may be doing a little disservice with the formula. He also feels wages are such a large part of the budget and it can exponentially grow. The budget committee can come up with a number but he believes it should be a full council issue year after year and fully vetted. Mr. Cowie commented he has found the budget committee to be ineffective in his opinion as a number has to be recommended and presented. He noted the chart would take the merit out of the equation except for the COLA. Mr. Cowie noted whether we are on the new or old system he hasn't seen any significant change in performance. Even with increases we are not leading the market in any position and we are falling behind in averages; we have not come forward for a salary bump very often but this year we will do a market study.

Councilmember Lundberg stated obviously we need to have market corrections at some point. Mr. Cowie pointed out the question is how long it should take for someone to get to the top of their range; it currently takes 10-12 years.

DRAFT

Councilmember Lundberg commented in talking about retention would there be any value of having a more significant bump at a 5- or 10-year anniversary. Mr. Cowie said there could be, but it would have to be fairly substantial to encourage them to stay. What they are looking to do this coming fiscal year, is the intent to have that paid out at the end of the calendar in which they are working towards the merit, otherwise the employees that are receiving a merit increase have to earn it over the entire calendar year and those that were maxed out are getting it in January. We want to tweak the policy to get it at the end of the calendar year. Councilmember Lundberg stated that sounds reasonable.

Mr. Cowie then went over the typical Employee Benefits & Perks for Regular Full-time Employees (FY 2019-20), the Lindon City Pay Ranges FY 2019-2020, Lindon City Position Schedule and the Annual Performance Evaluation Scores and Department and Total City Average Scores followed by discussion.

Councilmember Broderick pointed out that the economy goes up and down and it is an employee market, but it doesn't always stay that way; we want to be careful with what we do. There is a difference in other cities and the public sector like schools and large corporations; Lindon City goes up much more in comparison. He noted he talks to many types of employers and institutions and 1% to 2 % is the base and pretty common; but they typically don't do the merit.

Councilmember Lundberg asked if the council would be more comfortable having something that's predictable that won't need to be reviewed every single year, with some sort of a grid in place with a plan the employees can expect. And create the expectation at a range the council feels comfortable with yet still be open to when it is and have a one-time market adjustment if needed to stay competitive; we have to be sensitive to the entire package of what we are offering.

Councilmember Vanchiere commented he likes the consistency aspect, because if we are basing it on how well we are doing, that is a component of it and we would still have something to move them through the range.

Councilmember Hoyt stated more than anything we need to set expectations and that is where we did poorly last time. The first budget that comes out is a number and is canonized as someone said; we have had this equation in the past.

Councilmember Broderick suggested maybe that discussion comes before that number goes in and that it occurs with a full council (and create something predictable with a chart); to show how much that chart is moving and discuss it in a meeting.

Councilmember Hoyt stated this is hard because say we adopt the 16-step chart the expectation has now become 4.5%. Councilmember Lundberg suggested creating a grid or a step or do something that is reasonable and have the COLA as the flex point each year.

Mr. Cowie suggested an alternative to throw out a dollar amount and let staff split it up between the employees as they determine best, so it puts the burden on department heads to say how it is divided up. Councilmember Lundberg stated that's how some organizations do it so they can give their top performers 4 or 5%.

Councilmember Hoyt said that is a very private thing to do and is what most businesses do. He likes this idea, and the very first time the full council sees the budget, (with a number of 3% that is in that amount for wages) he is comfortable with that and then look at it and adjust it; he just doesn't want to see a starting budget above 3%

DRAFT

(including COLA) so the expectation is set; he's never seen higher than 3% in the public sector as an expectation. He is not okay with a 4% expectation from day one. Mr. Cowie stated at a 1% increase it would take 24 years to get to the top; that is where he will lose employees left and right if that happens; we are competing against other government entities.

Mayor Acerson stated based on what he is hearing we should just do COLA as that is something employees can count on, because it is calculated based on data and calculations we pull in and it is consistent; that's the starting point and then the department heads can approach the council to ask them to allocate funds for the merit, and the council doesn't set what that is.

Councilmember Vanchiere commented we don't do ourselves a favor by spreading it out more than where we are already at where someone can't max out or reach their potential. Councilmember Broderick stated the whole package has to be considered (wages and benefits); this benefit package is second to no one.

Mr. Cowie explained there are better benefit package by comparisons than Lindon City. They also discussed the possibility of employees contributing to health care costs. He added this is a hard and challenging topic and in the grand scheme of things the merit does compound over time. Mr. Cowie stated they will be having further discussion on this issue.

2. **Discussion Item: Development options for Anderson Farms residential area.** Councilmember Vanchiere requested additional discussion with the full Council regarding development options for the Anderson Farms residential area.

The Council briefly discussed development options for the Anderson Farms residential area. Councilmember Vanchiere pointed out the council agreed to make a decision regarding Ivory and he feels we need to decide soon if we agree between us on what the vote will be. Councilmember Lundberg brought up the deed restricted concept. Councilmember Vanchiere stated Robert Vernon, who serves at the Provo City Housing Authority, has stated they can administer the deed restrictions and make sure the deed restrictions are enforced.

Mayor Acerson pointed out that the reality is we have to have rational people to think this through and really try to move the needle in a sustainable way; we do need affordable housing but accessory apartments may be the best way to do that. Councilmember Lundberg made the point that creating a community with the have's and have not's is not good urban planning. Lindon needs to integrate and have it be a strengthening within the community to help and serve and support people out of poverty. If we can utilize accessory apartments or other ideas (twin homes, tri-plex's) and to use the R2 overlay zone to have it mixed in with the upper scale areas as to be part of the community.

Councilmember Vanchiere pointed out whether we do it or not, he feels we just need to decide; pointing out it was the city that asked them to do this. Mr. Cowie explained the biggest material thing on the map is that the city gets 2-acres of additional park space with no homes on that side. Councilmember Hoyt stated he is a no at this point but the commercial part concerns him, if they added 10 years to that he would be willing to have a conversation. Councilmember Lundberg commented we need

DRAFT

confirmation that they don't turn the townhomes into an Ivory rental product but that it will be owner occupied.

Councilmember Vanchiere stated we are 6 weeks away now and he would like to know who is going to follow up with Ivory if or when we are going to negotiate with them; if we are not willing to do that, we need to officially let them know if we are willing to be open to discussion as to be fair to everyone. Mr. Cowie summarized that the park is maybe a plus but less density squeezes on the single family and more apartments may be acceptable if there is a caveat of securing the commercial for a longer period of time. The council agreed under those conditions they may come to the plate. Mr. Cowie stated there will be further discussion on the issue.

REGULAR SESSION – 7:00 P.M.

Conducting:	Jeff Acerson, Mayor
Pledge of Allegiance:	Gary Hoglund
Invocation:	Jeff Acerson

PRESENT	**EXCUSED**
Jeff Acerson, Mayor	
Carolyn Lundberg, Councilmember	
Jacob Hoyt, Councilmember	
Van Broderick, Councilmember	
Mike Vanchiere, Councilmember	
Adam Cowie, City Administrator	
Brian Haws, City Attorney	
Mike Florence, Planning Director	
Kathryn Moosman, City Recorder	

1. **Call to Order/Roll Call** – The meeting was called to order at 7:00 p.m.

2. **Presentations/Announcements** –
   a) **Comments/Announcements from Mayor and Council** – There were no announcements at this time.
   b) **Employee Recognition Award; 2019 3rd Quarter** - Gary Hoglund, Building Inspector and Alex Roylance, Facilities Manager were chosen for the quarterly Employee Recognition Award. Adam Cowie, City Administrator, read comments submitted by employees nominating Mr. Hoglund and Mr. Roylance for this award. He then presented them with a plaque and gift card in appreciation for their service. The Mayor and Council also congratulated and thanked Mr. Hoglund and Mr. Roylance for their exemplary example, service and good works for the city.

3. **Approval of Minutes** – The minutes of the regular meeting of the City Council meeting of September 17, 2019 were reviewed.

DRAFT

COUNCILMEMBER BRODERICK MOVED TO APPROVE THE MINUTES OF THE REGULAR CITY COUNCIL MEETING OF SEPTEMBER 17, 2019 AS PRESENTED. COUNCILMEMBER LUNDBERG SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

COUNCILMEMBER LUNDBERG	AYE
COUNCILMEMBER HOYT	AYE
COUNCILMEMBER BRODERICK	AYE
COUNCILMEMBER VANCHIERE	AYE

THE MOTION CARRIED UNANIMOUSLY.

4. **Open Session for Public Comment** – Mayor Acerson called for any public comment not listed as an agenda item. There were no public comments.

5. **Consent Agenda Items** – There were no consent agenda items presented for approval.

CURRENT BUSINESS

6. **Public Hearing — General Plan Amendment; Ordinance #2019-14-O.** The City Council will review and consider Ordinance #2019-14-O to amend the Lindon City General Plan to include the updated 2019 Moderate-Income Housing Plan.

COUNCILMEMBER BRODERICK MOVED TO OPEN THE PUBLIC HEARING. COUNCILMEMBER VANCHIERE SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Mike Florence, Planning Director, led this discussion by stating they have previously discussed this plan noting it was approved to the city council by the planning commission. He explained the Lindon City Moderate Income Housing Plan provides a snap-shot into current demographic trends and provides estimates into future housing needs. In 2019, the Utah Legislature passed Senate Bill 34 which made changes to Utah Code 10-9a. These changes required municipalities of the first, second, third and fourth classes to develop a "plan for moderate-income housing" to be adopted by December 1, 2019 as part of a general plan amendment and to select 3 recommended strategies to develop moderate-income housing. The State of Utah provided each municipality with affordable housing shortage gaps relative to their municipality. Those shortage gaps are found below and on page 27 of the Moderate-Income Housing Plan.

Mr. Florence went on to say each municipality will have five years to work on closing the identified affordable housing shortage gaps and starting December 1, 2020 each municipality will be required to report yearly progress to the State.

Mr. Florence noted from feedback when the council first reviewed the proposed Moderate-Income Housing Plan on August 20, 2019 and changes discussed at the planning commission meeting, staff has made the following goal changes and updates:

- Evaluate the effectiveness of the R2 zone and if any regulations should be modified. In 2016 at a "kick-off" meeting to update the general plan, the city

council and planning commission held a joint meeting where one of the topics of discussion was putting together a committee to research responsible options for infill development as well as strategic areas and criteria for possible higher density development. Discuss again the opportunities and need for such a committee.

- Evaluate whether the City would allow moderately higher density developments as part of a mixed commercial development that would be located in strategic commercial areas or centers to help with development potential.
- Discuss if impact fees reductions should apply to all affordable housing options, not just accessory apartments, as an incentive to help reduce housing barriers and promote affordable housing.
- Review the Standard Land Use Table to evaluate currently allowed housing options if there are additional opportunities for housing within each land use district.
- Meet with the Housing Authority of Utah County and discuss housing needs and partnership opportunities at an upcoming City Council work meeting. Also discuss with the housing authority future opportunities for new affordable housing units.
- Further evaluate the inclusion of moderate-income housing as part of new developments. Further evaluate the inclusion of moderate-income housing as part of new development for municipal employees or other qualifying individuals.
- Discuss opportunities for mortgage assistance programs available for qualifying individuals. Discuss opportunities in working with developers to provide mortgage assistance programs for city employees and other qualifying individuals.
- Discuss opportunities to work with non-profit housing groups to purchase homes as they become available on the market for re-sale as affordable housing.
- Knowing that Light Rail may still be in the future many years, study whether the City should help preserve property for Transit Oriented Development.
- Discuss how to help homeowners bring unapproved accessory apartments into compliance.
- Evaluate needed re-investment into Lindon's older neighborhoods through infrastructure improvements, neighborhood clean-up, and code enforcement.

Mr. Florence then referenced draft Ordinance No. 2019-14-O followed by some general discussion. The Mayor and Council thanked Mr. Florence for his hard work on the document noting it is very informative and done well.

Mayor Acerson called for any public comments. Hearing none he called for a motion to close the public hearing.

COUNCILMEMBER BRODERICK MOVED TO CLOSE PUBLIC HEARING. COUNCILMEMBER HOYT SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Mayor Acerson called for any further comments or discussion from the Council. Hearing none he called for a motion.

COUNCILMEMBER BRODERICK MOVED TO APPROVE AN AMENDMENT TO THE MODERATE-INCOME HOUSING PLAN CHAPTER OF THE LINDON CITY GENERAL PLAN AS INCLUDED IN ORDINANCE 2019-14-O AS PRESENTED. COUNCILMEMBER LUNDBERG SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

COUNCILMEMBER LUNDBERG	AYE
COUNCILMEMBER HOYT	AYE
COUNCILMEMBER BRODERICK	AYE
COUNCILMEMBER VANCHIERE	AYE

THE MOTION CARRIED UNANIMOUSLY.

7. **Review & Action — Bid Award; North Union Canal Piping**
   The City Council will review and consider whether to award the low bid of $748,924.45 by NeZhoni Construction, LLC for the North Union Canal Piping project. This project is partially grant funded.

Adam Cowie, City Administrator, led this discussion by stating deteriorating concrete-lined canal sections with a 48" reinforced concrete pipe with associated cleanout manholes, transition structures, and other work needed to complete the project. Piping of the canal will help to conserve water lost through seepage and evaporation, increase efficiency of operating and maintaining the canal, increase safety (enclosing an open canal), and decreasing potential for flooding.

Mr. Cowie, Lindon City and the North Union Irrigation Company were awarded a Water Smart Grant through the U.S. Bureau of Reclamation in the amount of $258,922 with the City and North Union Irrigation Company matching the grant with an additional $315,000 ($573,922 total). He noted approximately $472,653 is available for construction after factoring costs for project administration, environmental review, and engineering design/engineering administration.

Mr. Cowie stated the low bid (out of 4 bidders) to complete these projects is $748,924.45 by NeZhoni Construction, LLC. He noted staff recommends using approximately $276,271 from the Water Fund balance to make up the difference in construction cost to complete this specific piping project. He then referenced the slides with more information.

Following some general discussion, the council was in agreement to award the bid to the low bidder NeZhoni Construction, LLC for the North Union Canal Piping project. They also agreed the grant match is very beneficial.

Mayor Acerson called for any further comments or discussion from the Council. Hearing none he called for a motion.

COUNCILMEMBER VANCHIERE MOVED TO APPROVE THE BID AWARD FOR THE NORTH UNION CANAL PIPING PROJECT AS PRESENTED. COUNCILMEMBER BRODERICK SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

COUNCILMEMBER LUNDBERG	AYE
COUNCILMEMBER HOYT	AYE
COUNCILMEMBER BRODERICK	AYE

DRAFT

COUNCILMEMBER VANCHIERE AYE
THE MOTION CARRIED UNANIMOUSLY.

8. **Discussion Item — Fireworks Restrictions.**
The City Council will review and discuss the current firework restrictions and areas within the City where firework discharges are prohibited. No motions will be made.

Adam Cowie, City Administrator, led this discussion by stating Lindon City has imposed a fireworks restriction for certain areas of the city since 2011-12. A resolution was passed each year to consider the restrictions and whether they should continue. In 2013 the area of fireworks restrictions was enlarged with more lots being included in the restricted area. He noted in 2014 the city approved a permanent resolution prohibiting firework in these specific areas without having to renew the resolution each year. During the 2019 fireworks season the City received some concerns regarding areas in the city that may not be included in the fireworks restriction area.

Mr. Cowie then referenced a summary of the city's resolution and state codes as follows:

Lindon City Fireworks Discharge Restrictions: Lindon City has a permanent fireworks restriction in place (Resolution 2014-4-R). Restricted areas include mountain foothills and all land west of Interstate-15, including the Lindon Marina. This also includes all "Undeveloped Land" within the City Limits as well as all City parks. On the east side of town restrictions include all areas within an approximate distance of 500 feet from the U.S. Forest Service or BLM lands. This includes the Dry Canyon Trail head and the 1200 East Horse Transfer Station. In the interest of clarity, these boundary restrictions were set using existing city roads which are at least 500 feet from designated lands. Please reference the maps below for exact boundaries. Fireworks are regulated by the State of Utah in addition to City regulations. Here are the basic rules:

- *Fireworks may be discharged between the hours of 11am and 11pm on the following dates except as noted: July 2-July 5 (July 4 hours extended to midnight), July 22-25 (July 24 hours extended to midnight), December 31 (11am-1am Jan 1), and Chinese New Year (11am-1am the following day).*
- *Fireworks are not allowed in Lindon City Parks.*
- *No fireworks can be discharged over or onto the property of another without consent of the person owning or controlling the property.*
- *If you start a fire, accidentally or intentionally, with legal or illegal fireworks, in any area of Utah, you will be held responsible for the cost to fight the fire and any damages it causes.*

Following some general discussion, the council was in agreement to have Mr. Cowie bring an updated map back to review what the impact is and determine changes and approval at that time.

Mayor Acerson called for any further comments or discussion from the Council. Hearing none he moved on to the next agenda item.

9. **Presentation — Overview of Fire/EMS Services.**
Orem City Fire Chief, Scott Gurney, and Deputy Fire Chief, Jason Earl, will give a general overview of Fire/EMS services provided to Lindon City and answer any questions the Council may have. Lindon is starting its 11th year of a 20-year contract with the City of Orem for Fire/EMS and dispatch services.

Adam Cowie, City Administrator, led this discussion by stating this fiscal year Lindon will pay Orem approximately $1.5 million for Fire and EMS services and fire/ems dispatch services. He then welcomed Orem City Fire Chief, Scott Gurney to give his presentation. Chief Gurney then presented his PowerPoint presentation including information on Lindon total station responses, Lindon response data from 2018-2019 and Lindon response services.

Chief Gurney also mentioned the recent dry canyon fire that they contained it to 10 acres and there were no injuries to the public or firefighters and no property was damaged. He also noted their community relations and participation noting station participates in events all year long. Chief Gurney thanked the Mayor and Council for the opportunity to come and visit and have discussion and expressed his appreciation for the partnerships they share and the opportunity to serve.

Mayor Acerson stated the council appreciates the Orem Fire staff coming to give this overview of the services they provide to Lindon and expressed their appreciation for the partnership and their service to the city.

Mayor Acerson called for any further comments or discussion from the Council. Hearing none he moved on to the next agenda item.

COUNCIL REPORTS:

Councilmember Hoyt – Councilmember Hoyt reported the PG/Lindon Chamber of Commerce held their annual golf tournament yesterday and all proceeds went to the Pleasant Grove High School DECA program. He also reported he will be attending a PG/Lindon Chamber luncheon on Thursday where a state representative from Mike Lees office will be in attendance to address the group.

Councilmember Broderick – Councilmember Broderick expressed that it was a beneficial decision to approve the canal project presented tonight.

Councilmember Lundberg – Councilmember Lundberg mentioned an email on inclusionary housing. She also mentioned that Orem City is now implementing a landlord permit fee. She noted she received the Parc Tax brochure in the mail noting it was done great and shows what has been accomplished with the Parc Tax. She also reported she is planning on attending the upcoming APA conference.

Councilmember Vanchiere – Councilmember Vanchiere reported the landfill and transfer station is implementing the capital improvement plan. He reported that there has been a complaint about Pheasant Brook park with leaking on the 4-inch line and the trail is eroding. He has reached out to Heath Bateman about the situation. He also mentioned he will be attending a meeting about the Ad hoc Committee for parks and trails.

DRAFT

Mayor Acerson – Mayor Acerson reported on the Utah Lake Commission assessment. He also mentioned he will be attending a meeting with Mr. Cowie tomorrow with MAG to discuss the Vineyard Connector. He also gave an update on UTA funding for the double tracking for the Vineyard station and getting resources for that.

Administrator's Report: Mr. Cowie reported on the following items followed by discussion.

Misc. Updates:

- Vote by Mail Ballots will be mailed the week of Oct. 14th
- Sewer back up claim on 200 East
- PG/Lindon Chamber – business recognition
- Misc. Items

Upcoming Meetings & Events:

- October 25th – Halloween Carnival at Community Center
- November 5th – General Election
- November 8-18th – fall clean-up w/dumpsters available to the public

Mayor Acerson called for any further comments or discussion from the Council. Hearing none he called for a motion to adjourn.

Adjourn –

COUNCILMEMBER BRODERICK MOVED TO ADJOURN THE MEETING AT 9:55 PM. COUNCILMEMBER LUNDBERG SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Approved – October 15, 2019

_____
Kathryn Moosman, City Recorder

_____
Jeff Acerson, Mayor

DRAFT

<u>Item 4</u> – Open Session for Public Comment *(For items not on the agenda* - 10 minutes)

_____

_____

_____

<u>Item 5</u> – Consent Agenda – *Consent agenda may contain items which have been discussed beforehand and/or do not require significant discussion, or are administrative in nature, or do not require public comment. The Council may approve all Consent Agenda items in one motion, or may discuss individual items as needed and act on them separately.*

a) Resolution #2019-24-R; Lindon City Court Recertification. The State of Utah Requires that all justice courts must be recertified every four years. Passage of this resolution affirms that the City Council is willing to meet all requirements of the State to continue operation of the Lindon City Municipal Justice Court.

   Sample Motion: *I move to (approve, deny, continue) the consent agenda item as (as presented, or with changes).*

RESOLUTION NO. 2019-24-R

A RESOLUTION REQUESTING THE RECERTIFICATION OF THE LINDON CITY MUNICIPAL JUSTICE COURT

WHEREAS, the provisions of U.C.A. 78A-7-103 require that Justice Courts be recertified at the end of each four-year term; and

WHEREAS, the term of the present Lindon City Municipal Justice Court certification shall expire in January of 2020; and

WHEREAS, the members of the Lindon City Municipal Council have received an opinion letter from Brian Haws, City Attorney, which sets forth the requirements for the operation of a Justice Court and feasibility of continuing to maintain the same; and

WHEREAS, the members of the Lindon City Municipal Council have determined that it is in the best interests of Lindon City to continue to provide for a Justice Court.

THEREFORE, BE IT RESOLVED the Lindon City Municipal Council hereby requests recertification of the Lindon City Municipal Justice Court by the Justice Courts Standards Committee and the Utah Judicial Council.

BE IT FURTHER RESOLVED that the Lindon City Municipal Council of Lindon City hereby affirm their willingness to continue to meet all requirements set forth by the Judicial Council for continued operation of the Lindon City Municipal Justice Court for the next four-year term of the court, except as to any requirements waived by the Judicial Council.

APPROVED and signed this 15th day of October, 2019.

LINDON CITY

By_____
Jeff Acerson, Mayor

ATTEST:

_____
Kathryn A. Moosman, City Recorder

Lindon City Attorney
100 North State Street
Lindon, UT 84042-1808

LINDON

TEL 801-785-5043
FAX 801-785-4510
attorney@lindoncity.org

October 4, 2019

Lindon City
Attn: Adam Cowie and Lindon City Council
100 North State Street
Lindon, UT 84042

Re: Recertification of the Lindon City Justice Court

Dear Mr. Cowie and City Council

As required by statute, I have reviewed the material sent to the City relating to the process and requirements of recertifying the Lindon City Justice Court. In this process I have had discussions with the Clerk of the Court regarding the average number of cases, the level of services provided, and the requirements necessary to recertify the Justice Court with the State Administrative Office of the Courts.

Pursuant to state statutes and regulations I am required to advise you as to all requirements for operating a justice court and to provide you with a legal opinion as to the feasibility of Lindon City maintaining a justice court.

All justice courts throughout the state are required to maintain certain minimum standards. These standards and the City's compliance therewith, are listed below:

1. All official court business must be conducted in a facility with a permanent courtroom, which may be shared with other uses, but must be within the boundaries of Lindon City, and which is conducive and appropriate to the administration of justice, meeting at least the minimum standards set out in U.C.A. § 78A-7-213, including adequate seating and furniture for the judge, clerk, attorneys, jury, and public.

   The Lindon City Council chambers also acts as the court room, with a permanent raised judicial dais for judge and clerks, a jury box, and attorney tables. These facilities meet all of the state's standards. The City's council chambers/courtroom has been noted for its architecture and setting and has been used a model for other justice courts in the state.

2. The Court shall be open and judicial business shall be transacted every day as provided by law as set forth in U.C.A. §78A-7-213, although the judge is not required to be present during all hours is open.

   The clerk's office for Lindon City Justice Court is open Monday through Friday from 8:00 a.m. to 4:30 p.m. The clerk's office is staffed with one full time clerk and one part time clerk.

3. The hours that the Court will be open shall be posted conspicuously at the court and in local public buildings pursuant to U.C.A. § 78A-7-213.

   Lindon Court posts its hours of operations at the entrance of the City offices and on the City's website.

4. The judge and clerk of the court shall attend court at regularly scheduled times pursuant to U.C.A. § 78A-7-213.

   The Honorable Judge Brook Sessions holds every Thursday morning from 9:00 am until the court calendar is completed. Appearances before the Court are by appointment only. In addition, Judge Sessions sets court to conduct trials and hearing on a case by case basis and sets such times to accommodate the schedule of defendants and attorneys when possible.

5. Lindon City shall provide and compensate a judge and clerical personnel to conduct the business of the courts pursuant to U.C.A. § 78A-7-206 and § 78A-7-207.

   Lindon City retains the Honorable Brook Sessions as the justice court judge and compensates Judge Sessions in accordance with the state statute. Lindon City currently employs two judicial clerks to meet the needs of the court.

6. The City must pay the expenses of travel, meals, and lodging for the judge to attend required judicial education and training pursuant to U.C.A. §78A-7-205.

   Lindon City pays for the judge to attend the all required judicial council conferences, including the cost of attendance, travel, lodging, and meals.

7. The City must assume the cost of travel and training expenses of the clerical personnel and training sessions conducted by the Judicial Council pursuant to U.C.A § 78A-78-103.

   Lindon City pays for the court staff to attend the all required training sessions conducted by the Judicial Council including the cost of attendance, travel, lodging, and meals.

8. The City must provide a sufficient staff of public prosecutors to screen cases and attend court and perform the duties of prosecution pursuant to U.C.A 78A-7-103.

   Lindon City employees a full-time attorney who acts as prosecutor for the City and who screens cases filed before the court and who is present for all criminal proceedings.

9. The City must provide adequate funding for attorneys for defendants where persons are indigent as provided by U.C.S 78A-7-103.

   Lindon City contracts with private attorneys to act as defense attorneys for defendants that are indigent and the public defenders are present on an as needed basis. Lindon City Justice Court Clerks also works closely with the state agencies to secure grants and financial aid to ensure its public defenders are adequately compensated for the

representation of indigent clients, but Lindon is committed and able to provide such adequate compensation to its public defenders independent of the award of any grants or aid from outside agencies.

10. The City must provide sufficient law enforcement to attend court and provide security for the court pursuant to U.C.A 78A-7-103.

    Lindon contracts with All-Pro Security to provide bailiffs for the court. All Pro Security retains and uses off duty officers or those who are property trained in court security as bailiffs for the court.

11. The City must pay witness and jury fees for those called to testify or sit on a jury court.

    Court staff verifies that all witnesses that are required to attend a hearing qualify for witness fees and provides compensation consistent with state law for those who qualify.

12. The City must establish a system to accurately report and submit fines, surcharges, or assessments owing to the state. All reports and audits shall be filed pursuant to U.C.A. 78A-7-213.

    Lindon submits to annual audits and utilizes the state required reporting system to comply with this requirement.

13. Pursuant to U.C.A. 78A-7-212, the court must be held within the jurisdiction of the court except as provided by law.

    The Lindon Justice Court is held at the Lindon City Center located at 100 North State Street in Lindon Utah.

14. The City must keep current bail schedules and necessary forms and supplies, including copies of the Utah Code, Justice Court Manual, the Code of Judicial Administration, and all other local ordinances and state laws affecting local governments.

    Lindon City has provided all required materials and provides updated codes and rules on an annual basis.

15. The City shall file all required reports and audits as mandated by law or by rule of the Judicial Counsel pursuant to U.C.A. 78A-7-215.

    Lindon City provides all required reports and audits on an on-going basis.

16. The court must use the state common case management system and disposition reporting system and must provide sufficient computer and internet equipment to effectively comply with the case disposition reporting requirements established by statute or rule.

    The Judge and court clerk's offices are equipped with the necessary computers and internet services and the Court has been trained extensively in implementing and following the state requirements.

==========

In addition to the requirement imposed directly by the state statute, and pursuant to the authority granted to it by that same statute, the Judicial Council has promulgated the minimum requirements for the certification of justice courts. These standards and the City's compliance therewith, are listed below:

1. Court must be open for at least four hours per day the court is required to be open as provided by law.

   As noted above, the Lindon Justice Court is open Monday through Friday from 8:00 a.m. to 4:30 p.m.

2. The judge must be available to attend court and conduct business as needed.

   Judge Sessions attends court on a consistent basis and schedules trial and hearings to accommodate the schedules of attorneys, witnesses and parties appearing before him.

3. The minimum furnishings for the courtroom shall include: a desk and chair for the judge (on a 6 inch riser), a desk and chair for the court clerk, chairs for witnesses, separate tables and chairs for plaintiffs and defendants, Utah State five, United States flag, a separate area and chairs for at least four jurors, separate area with appropriate city public, and appropriate room for jury deliberations, and an appropriate area or room victims and witnesses separate from the public

   Lindon Justice Court provides all of the necessary furnishing listed above.

4. Lindon city must provide a judicial robe, a gavel, current schedules, a copy of judicial discretion, and all necessary forms and supplies.

   Lindon Justice Court provides and maintains the necessary forms and supplies as well as providing the necessary judicial robes and gavel.

5. The City must provide office space for the judge and clerk, including the necessary furniture and equipment and supplies, as listed in Rule 9-105 in the Code of Judicial Administration, to conduct court business, including a desk the judge and a desk for the clerks, secure filing cabinets for the judge and the clerk, telephone for the judge and telephone for the clerk, appropriate office supplies to conduct court business, cash register or secured cash box, a typewriter or word processor, and access to a copy machine.

Lindon provides separate office space for the judge and clerks and provides both offices with the required supplies, including computer and internet equipment to allow the judge to conduct video conferences with defendant from the county jail.

6. A clerk must be present during the time is open each day and during sessions as a required by the judge.

   Lindon City employs two judicial clerks to carry on the work of the court and so as to enable one clerk to be present during court sessions and one clerk to keep the clerk's office open to the public during court.

7. The city must have at least one peace officer.

   Lindon City Police department employs more than the required number of officers.

8. The city must have a security plan consistent with Rule 3-414 of the Code of Judicial Administration.

   Lindon City has adopted a security plan which has been reviewed and updated in 2019. (See Security plan attached as Exhibit A)

9. Each court shall report required case disposition information to the DLD, BCI, and the administrative office of the courts electronically.

   Lindon City complies with this requirement through the state required reporting system.

10. The court must install a digital audio recording system as specified by the Judicial Council and maintain the audio recordings for a minimum of one year.

    The Lindon Justice Court has installed the necessary audio recording system and maintains the recording for the required period of time.

The Judicial Council has also determined that courts with higher case filings require greater support services. To accommodate the great differences in judicial activities between justice courts within the state, courts are divided into classifications based on the average number of monthly filings. Then, based on the classification, the Judicial Council imposes requirements in addition to the general requirements listed above.

Based on the average number of case filings, the Lindon City Justice Court is a Class II Court. There is only one requirement imposed on a Class II Court which is in addition to those listed above. This is that the court be open at least four hours a day. As noted above, to meet the demands of the court's filings Lindon keeps its court open and available to the public far and above this requirement.

In consideration of the above listed information, I am of the opinion, and recommend to you, that the Lindon City Justice Court apply for recertification and continue its operation. It is my opinion that the Justice Court fully complies with the requirements of the Judicial Council and that it has the ability to meet these state guidelines on a continual basis.

Sincerely,

Brian K. Haws
Lindon City Attorney

6. **Public Hearing — FY2020 Budget & Fee Schedule Amendment; Resolution #2019-23-R.**
The City Council will review and consider various budget and fee schedule amendments. (20 minutes)

See attached materials from the Finance Director.

Sample Motion: *I move to (approve, deny, continue) Resolution #2019-23-R approving FY2020 Budget and Fee Schedule amendments (as presented, or with changes).*

RESOLUTION NO. 2019-23-R

A RESOLUTION OF THE CITY COUNCIL OF LINDON CITY, UTAH COUNTY, UTAH, AMENDING VARIOUS SECTIONS OF THE LINDON CITY BUDGET AND FEE SCHEDULE FOR FISCAL YEAR 2019-2020 AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the Municipal Council of Lindon City finds it prudent and in accordance with sound fiscal policy to amend the Lindon City Budget and Fee Schedule for Fiscal Year 2019-2020 (FY2020); and

WHEREAS, the on-going budget reports indicate several items which need to be adjusted to actual costs associated with current projects and revenue/expenditure line items updated based on new information and data obtained since the budget was adopted in June of 2019; and

WHEREAS, adjustments to the Lindon City Fee Schedule are needed to appropriately cover costs of providing services in the community; and

WHEREAS, public notice of the budget amendment has been advertised and public hearing held on Oct. 15, 2019 regarding the proposed budget and fee schedule amendments; and

WHEREAS, the Municipal Council desires to amend the FY2020 Lindon City Budget and Fee Schedule to reflect these needed amendments.

NOW, THEREFORE, BE IT RESOLVED by the City Council of Lindon City, Utah County, State of Utah, as follows:

SECTION I. The FY2020 Lindon City Budget and Fee Schedule is hereby amended as shown on the attached memorandums for specific budgetary line items as listed.

SECTION II. This resolution shall take effect immediately upon passage.

PASSED AND ADOPTED by the Lindon City Council on this the 15th day of October, 2019.

_____
Jeff Acerson, Mayor

ATTEST:

_____
Kathryn A. Moosman, City Recorder

SEAL:

BUDGET AMENDMENT

FISCAL YEAR 2019-2020

October 15, 2019

			REVENUES			EXPENDITURES		
Acct #	Note	Description	Previous Budget	Amended Budget	Variance	Previous Budget	Amended Budget	Variance
GENERAL FUND								
10-36-118	1	LD Car Show Contrib to Police	-	8,150	8,150			
10-38-900	21	Use of Fund Balance	-	127,140	127,140			
10-44-675	2	Purchase of Equipment				3,000	6,300	3,300
10-44-740	3	Purchase of Capital Asset				-	4,575	4,575
10-51-675	4	Purchase of Equipment				12,500	14,250	1,750
10-51-730	4,5	Building Improvements				109,000	64,000	(45,000)
10-54-110	6	Salaries & Wages				1,138,000	1,144,215	6,215
10-54-135	6	Benefits - FICA				96,600	97,075	475
10-54-180	6	Benefits - Retirement				400,000	402,305	2,305
10-54-185	6	Benefits - Workers Comp.				22,000	22,120	120
10-54-630	1	Emergency Preparedness				1,500	9,650	8,150
10-57-640	7	Deer Management				-	5,000	5,000
10-60-480	8	Special Dept Supplies				6,000	36,000	30,000
10-62-110	9	Salaries & Wages				405,500	415,900	10,400
10-62-135	9	Benefits - FICA				31,600	32,400	800
10-62-720	5	Building Improvements				-	75,000	75,000
10-64-110	9	Salaries & Wages				147,000	152,000	5,000
10-64-135	9	Benefits - FICA				12,700	13,085	385
10-64-265	8	Trails Maintenance				8,000	15,500	7,500
10-64-730	10	Improvements Other than Bldgs				314,300	389,300	75,000
10-67-730	11	Improvements Other than Bldgs				-	20,000	20,000
10-75-990	21	Appropriate to Fund Balance				75,685	-	(75,685)
			-	135,290		2,783,385	2,918,675	
	NET GENERAL FUND INCREASE				**135,290**			**135,290**
ROAD FUND								
11-40-430	12	Crack Sealing				27,000	127,000	100,000
11-40-735	12	Class C Capital Improvements				1,300,000	1,200,000	(100,000)
			664,000	664,000		1,327,000	1,327,000	
	NET ROAD FUND INCREASE				**-**			**-**
PARC TAX FUND								
24-30-900	21	Use of Fund Balance	212,290	214,790	2,500			
24-43-250	13	Operating Supplies & Maint				2,500	5,000	2,500
			212,290	214,790		2,500	5,000	
	NET PARC TAX FUND INCREASE				**2,500**			**2,500**

BUDGET AMENDMENT

FISCAL YEAR 2019-2020

October 15, 2019

Acct #	Note	Description	REVENUES Previous Budget	REVENUES Amended Budget	REVENUES Variance	EXPENDITURES Previous Budget	EXPENDITURES Amended Budget	EXPENDITURES Variance
PARKS CIP FUND								
47-30-900	21	Use of Fund Balance	34,200	80,700	46,500			
47-40-710	14	Pioneer Park				1,800	17,300	15,500
47-40-720	14	Hollow Park				1,800	17,300	15,500
47-40-730	14	City Center Park				27,800	43,300	15,500
			34,200	80,700		31,400	77,900	
		NET PARKS CIP FUND INCREASE			**46,500**			**46,500**
WATER FUND								
51-40-110	15	Salaries & Wages				181,700	194,200	12,500
51-40-135	15	Benefits - FICA				14,210	15,170	960
51-40-180	15	Benefits - Retirement				37,750	40,435	2,685
51-40-185	15	Benefits - Workers Comp.				3,550	3,785	235
51-40-752	16	North Union Canal Piping				582,000	857,000	275,000
51-40-990	21	Appropriate to Fund Balance				382,452	91,072	(291,380)
			-	-		1,201,662	1,201,662	
		NET WATER FUND INCREASE			**-**			**-**
SEWER FUND								
52-30-980	21	Use of Fund Balance	21,966	56,966	35,000			
52-40-755	17	Special Projects				-	35,000	35,000
			21,966	56,966		-	35,000	
		NET SEWER FUND INCREASE			**35,000**			**35,000**
STORM WATER DRAINAGE FUND								
54-40-750	18	Special Projects				165,000	183,000	18,000
54-40-990	21	Appropriate to Fund Balance				380,247	362,247	(18,000)
			-	-		545,247	545,247	
		NET STORM WATER DRAINAGE FUND INCREASE			**-**			**-**
RECREATION FUND								
55-30-510	19	Lindon Days Revenue	38,000	28,610	(9,390)			
55-30-900	21	Use of Fund Balance	319,905	344,485	24,580			
55-41-310	20	Aq. Ctr. Professional &Tech Svcs				10,000	14,375	4,375
55-42-310	20	Comm. Ctr. Professional &Tech Svcs				13,500	17,875	4,375
55-42-350	19	Comm. Ctr. Lindon Days				50,000	56,440	6,440
			357,905	373,095		73,500	88,690	
		NET RECREATION FUND INCREASE			**15,190**			**15,190**

BUDGET AMENDMENT

FISCAL YEAR 2019-2020

October 15, 2019

Acct #	Note	Description	REVENUES Previous Budget	REVENUES Amended Budget	REVENUES Variance	EXPENDITURES Previous Budget	EXPENDITURES Amended Budget	EXPENDITURES Variance
CITYWIDE TOTAL								
			1,291,696	**1,526,176**		**5,964,694**	**6,199,174**	
					234,480			**234,480**
		CHANGE IN REVENUES & EXPENDITURES						
		Change in Citywide Rev. & Exp.	38,000	36,760	(1,240)	3,646,410	4,167,705	521,295
		Carryover from Prior Fiscal Year	-	-	-	152,900	251,150	98,250
		Increase (Decrease) by Moving Exp in GL	-	-	-	1,327,000	1,327,000	-
		Increase (Decrease) in Interfund Transfers	-	-	-	-	-	-
		Increase (Decrease) in Use of Fund Bal.	588,361	824,081	235,720			
		Increase (Decrease) in Appr. to Fund Bal.				838,384	453,319	(385,065)
		Citywide Totals	**626,361**	**860,841**		**5,964,694**	**6,199,174**	
		Net Increase (Decrease) in Rev. & Exp.			**234,480**			**234,480**

BUDGET AMENDMENT NOTES
October 15, 2019

1 The Lindon Days Car Show raises money for Lindon Police to use for emergency preparation. We do not budget for it, so when we receive it, we adjust the budget for the revenue received and the increased expenses. This year they raised and donated $8,150.

2 The Administration department is replacing 4 old desk chairs which are about 20 years old for $3,300.

3 Lindon City contracts with Executech for I.T. services. Executech upgraded the City's virtual servers for $4,575.

4 This is a carryover from 2018-2019 fiscal year to finish up the elevator and City Center remodel. $1,750 is for work tables for the work area and a tv for the conference room. $15,000 is to finish construction.

5 The remodel at the Public Works building for the Engineers' office was budgeted for $20,000 for last fiscal year and $30,000 for this fiscal year. $15,000 is being carried forward from last fiscal year and the $45,000 is being moved to PW Administration budget so the cost can be shared with the Water, Sewer, and Storm Water funds. Additionally, $30,000 which was budgeted for carpet, flooring, and paint upgrades for the Public Works building is also being moved to the PW Administration budget.

6 This is the budget amendment for the Police Chief pay increase which was approved in August.

7 This is the budget amendment for the Urban Deer Management costs for Humphries Archery.

8 The Streets division is purchasing 12 solar stop signs with lights and 3 radar speed signs. The Parks division is purchasing 5 solar stop signs with lights for bikers on the Murdock Trail.

9 The expense for weekly on-call pay was not budgeted.

10 There are 3 retaining walls in park areas around the City that need to be excavated and rebuilt. They are located on 835 East, by the Dry Canyon Trailhead, and behind the Veteran's Memorial Hall in City Center Park.

11 This is a carryover from the 2018-2019 budget for a sewer lateral and easement at the cemetery.

12 This budget amendment is moving $100,000 within the Road Fund from Capital Improvements to Crack Sealing.

13 All of the chairs and tables were replaced at the Vet Hall instead of doing half of the tables this year and half next year.

14 This is a carryover from the 2018-2019 budget for dumpster enclosures at Pioneer, Hollow, and City Center parks.

15 The Water Superintendent wages were increased in for retention purposes.

16 This is the budget amendment for the increase cost of the North Union Canal Piping project.

17 A generator will be installed at Sewer Lift Station #4.

18 The City agreed to participate in Storm Water improvements at Ken's Cove with the developer.

19 With Lindon Days complete, the budgeted revenue and expenses need to be aligned with actual amounts.

20 The Recreation Department is working on getting new software to manage programs and facilities. The cost will be split between the Aquatics Center and the Community Center.

21 The changes in revenues and expenses are balanced and offset by changes in the use of, or appropriation to, fund balances.

PROPOSED FEE SCHEDULE CHANGES

October 15, 2019

ADDITIONS

Aquatics Center - Daily Admission Fees

- Same Day Fitness Swim Upgrade to Open Swim — $2.50
  This upgrade is for those who purchase Fitness Admission in the morning and then return later the same day to swim during Open Swim hours.

Aquatics Center - Swim Lessons

- Private (4 half hour lessons) — $60.00
- Semi Private, per student (2-4 Students; 4 half hour lessons) — $35.00

Miscellaneous*

- Promotion of Private Sports/Activities
  - Website, Facebook, Newsletter, and/or email blast — 10% of program revenue, min. $200

**** This is still under discussion at the Staff level.***

Recreation

- After School Programs — $5-$20/class
- Basketball (Pre-K - 2nd) — $40.00
- Gymnastics — $7-$20/class
- Summer Camps — $3-$20/class
- Sports Clinics — $5-$20/day

Rentals - Community Center Rates

- South End (Gym, Classroom 6 & Kitchen) Saturday Only
  - Resident — $75.00/hour
  - Non-resident — $85.00/hour

Rentals - Parks

- Removing tables from pavilions — $50.00

CHANGES

Aquatics Center - Daily Admission Fees

- Fitness/Lap Swim Time (for purpose of exercise only)
  - Regular admission — ~~$3.50~~ $3.00
  - Senior (55+) admission — $1.50

Aquatics Center - Party Packages

- Package #1 — $35.00/hour
  Private room with decorations
  Admission not included
- Package #2 (~~15~~ 10 person ~~maximum~~ minimum) — ~~$165.00~~ $35.00/hr + $10.50/guest
  Private room with decorations ~~for two hours~~
  Admission
  Pizza, chips, soda, and ice cream for each person
- Package #3 (~~15~~ 10 person ~~maximum~~ minimum) — ~~$265.00~~ $35.00/hr + $18.50/guest
  Private room with decorations ~~for two hours~~
  Admission
  Pizza, chips, soda, and ice cream for each person
  All day Flow Rider for each guest (waivers required)

Aquatics Center - Punch Pass

- Fitness Lap Swim, 20 Punches ~~$70.00~~ $50.00

Aquatics Center - Swim Lessons

- Regular Session
  - Residents ~~$37.00~~ $35.00
  - Non-Residents ~~$45.00~~ $40.00

Rentals

- Cancellation Fee (for all rentals except Aquatics Center) ~~$10.00~~
  - More than 5 days notice $10.00
  - 1-5 days notice 50% of Rental Fee
  - Less than 1 day notice 100% of Rental Fee

- Refund policy for rentals:
  Rentals must be cancelled ~~24 hours~~ 5 days prior to reserved ~~time~~ date in order to qualify for a refund less the cancellation fee. (See Cancellation Fee.) No refunds for weather related cancellations. However, the reservation may be moved to an available date within the same calendar year.

Rentals - Community Center

- Exceeding Rental Time ~~$5 for every 5 minutes past the scheduled time~~
  $15 + 1 hour rental rate for every 30 minutes past the scheduled time

Rentals - Parks - Pavilions Only

- Resident
  - Partial Day (M-F 10am-3:30pm,4:30pm-10pm) $25.00
  - Full Day (M-F 10am-10pm) $50.00
  - Saturday, Full Day only $75.00
- Non-Resident
  - Partial Day (M-F 10am-3:30pm,4:30pm-10pm) $40.00
  - Full Day (M-F 10am-10pm) $80.00
  - Saturday, Full Day only $100.00
- Sunday and City-observed Holidays
  Pavilions will not be reserved and are available on a first-come, first served basis

Rentals - Veteran's Memorial Hall

- Exceeding Rental Time ~~$5 for every 5 minutes past the scheduled time~~
  $15 + 1 hour rental rate for every 30 minutes past the scheduled time
- Reservations will not be available on City-observed Holidays

DELETIONS

Aquatics Center - Daily Admission Fees

- Group Rates
  - 25-49 people $4.50 per person (18% discount)
  - 50-99 people $4.25 per person (23% discount)
  - 100+ people $4.00 per person (27% discount)

Aquatics Center - Resident Season Passes – Does NOT include Flow Rider

- Family Pass
  - Up to 5 members of immediate family $285.00 + Tax
  - Each additional immediate family member $20.00 + Tax
- Senior Pass (55+) $82.50 + Tax

Season passes are not available to non-residents

Aquatics Center - Rental Rates

- Leisure and Competition Pool
  - Private Rental (after hours) minimum 1 hour $400.00/hr

Recreation

Other programs may be added with fees set under the direction of the Community Center Advisory Board.

Rentals - Parks

- Water Key Use Fee $20.00

Rentals - Veteran's Memorial Hall

- Partial Day, Monday - Friday, 4:30 pm - 10:00 pm
  - Commercial $175.00
  - Non-Profit $105.00
- Full Day, Saturday - Sunday
  - Commercial $300.00
  - Non-Profit $210.00

Weekly 'on-call' pay: This is compensation paid to individuals in Public Works and Parks that are designated to be available on-call during a full week period. The on-call staff must be skilled in various aspects of the city utilities or parks/rec in order to appropriately respond to multiple scenarios. The employee is required to stay within 30-minutes response time of Lindon City for the entire week, including on holidays, and may not consume alcohol or use performance inhibiting drugs that limit their ability to operate machinery.

Current compensation is **$140.03 per week**. An amount was set many years ago with the rate being increased annually by whatever COLA was approved each year. After concern from some on-call staff that the rate is low and a recent comparison of 19 other cities on-call rates, the Public Works Director and Parks & Recreation Director recommend the rate be increased to $200/week. This is a little above average on-call pay compared to the other cities that provided this data to us.

Recommended change to **$200 per week *with no annual COLA change***. Rate will be periodically evaluated for needed adjustment.

Adjustments to the Policies and Procedures Manual will be made accordingly if this on-call pay change is approved.

7. **Presentation & Discussion Item — Mountainland Association of Governments (MAG) Presentation; Regional Transportation Plan.** Mountainland Association of Governments (MAG) will be in attendance to present the updated Regional Transportation Plan and answer any questions.
(30 minutes)

See attached copy of the 2019-2050 Regional Transportation Plan (TransPlan50). MAG staff will give an overview of the documents and the long-range transportation planning issues that most significantly affect our region and Lindon City.
Note specific references to Lindon:

- pg 18 (Lindon Choke Point);
- pg 22-23 (Additional freeway capacity);
- pg 28-33 (regional transit network – w/specific consideration for BRT along State Street and Light Rail somewhere through Lindon)
- pg 44-48 TransPlan50 project maps

Lindon City Planning Director and City Engineer serve on MAG's technical advisory committee which has significant influence in developing and advising on the projects within the regional plan. The Mayor serves on the Regional Planning Committee which gives final local approval on the plan.

This item is for discussion only with no motion needed.

TransPlan50

2019-2050 REGIONAL TRANSPORTATION PLAN

MAG

Expert Resources. Enriching Lives.

REGIONAL TRANSPORTATION PLAN FOR THE PROVO/OREM URBAN AREA

TransPlan50 is the regional transportation plan for urbanized Utah County. The proposed projects and programs are a coordinated system of capital-intensive roadway projects, transit improvements, and pedestrian/bicycle facilities needed over the next thirty years. The plan attempts to minimize impacts on society and the environment while providing for enough capacity and transportation choices to ensure the region's economy continues to grow.

METROPOLITAN PLANNING

Mountainland Association of Governments (MAG) serves the governments and citizens of Summit, Utah, and Wasatch Counties. As part of this association, Mountainland Metropolitan Planning Organization (MPO) has the task of planning for the urban Utah County regional transportation needs. Located at the southern end of the Wasatch Front region of Utah, the MPO encompasses the rapidly growing Provo/Orem Urbanized Area and includes all 25 Utah County municipalities and contiguous unincorporated areas. Urbanization and the locations of major transportation facilities are constrained by physical boundaries including steep mountain terrain to the east and west and by the large, centrally located Utah Lake. The urban area is roughly bisected by I-15, the only freeway currently within Utah County. The MPO creates the forum bringing together urban leaders with state and federal transportation officials, opening dialogue, and providing a process for all to be involved in planning and funding the transportation needs of the area. MAG has a strong history of working together with stakeholders and accomplishing results.

TransPlan50 follows the guidelines of the last federal transportation bill - Fixing America's Surface Transportation Act (FAST Act) - and embodies them philosophically as well as technically. The Federal Highway Administration (FHWA) requires each MPO to address ten specific planning factors. FAST Act states that the metropolitan planning process shall be continuous, cooperative, and comprehensive. The process will also provide consideration and implementation of projects, strategies, and services to address the following factors:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability f the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

A GROWING REGION

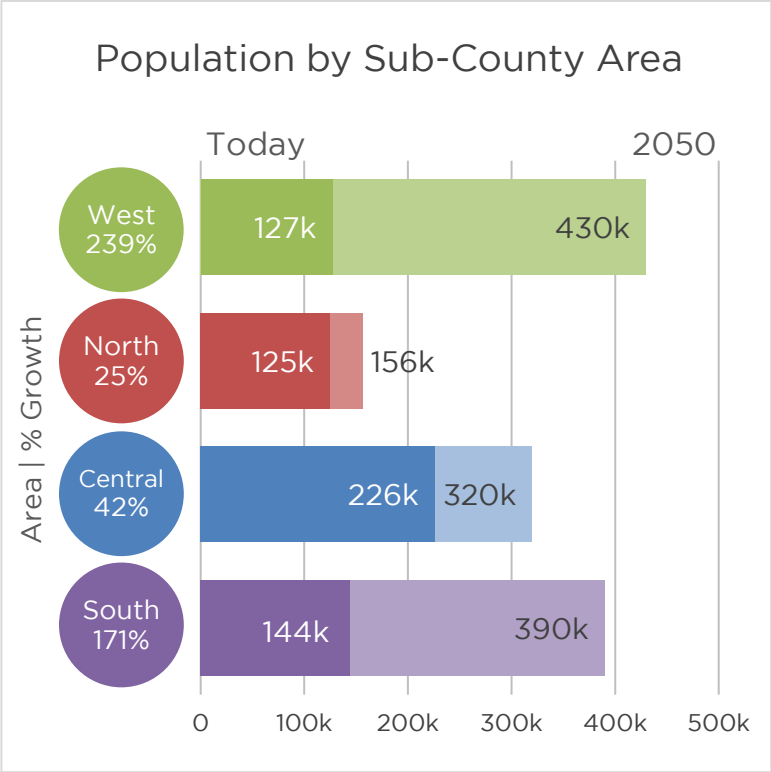
Historically, population growth in Utah County has been robust, rising by 40 percent in each of the last two decades, and surpassing one-half million people in 2009. More recently, the Provo/Orem area was the 4th fastest growing metro area in the country with the population now exceeding 630,000. While the mainly rural transportation system had been over-taxed and unable to sustain such rapid growth, early this decade, the state and county invested nearly $4 billion in highway and rail projects, making a significant impact towards easing congestion and creating better connectivity.

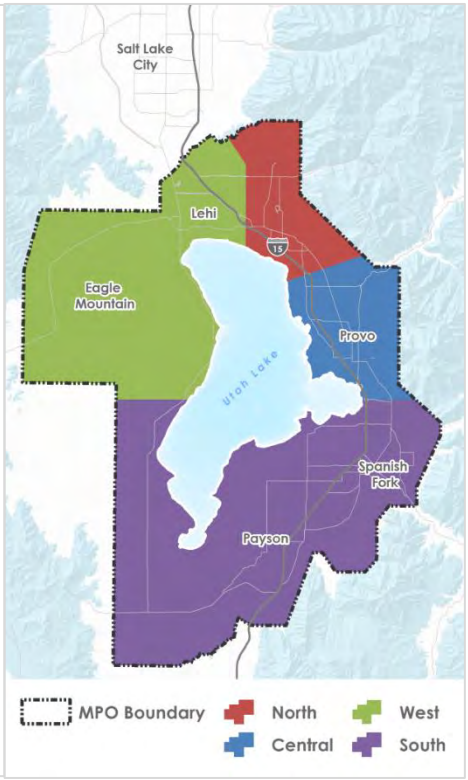
The cities of Provo and Orem have always been the urban core of Utah County, but this is changing. The two largest metropolitan areas in the state, Salt Lake City and Provo/Orem, converge at the Point of the Mountain, creating a natural center for high growth in both jobs and population.

West Area: Since the year 2000, the West Area (including Lehi, Eagle Mountain, and Saratoga Springs) has been the epicenter of statewide population growth, adding more than 102,000 people. Future growth explodes in the West Area. It is forecasted to add 303k more people reaching 430,000 population by 2050. All of Utah County was 430,000 in 2004.

North Area: This area includes American Fork, Highland, and Pleasant Grove. With less developable land and high real estate values, it still added over 49,000 new people since 2000 and is proposed to add another 31,000 by 2050.

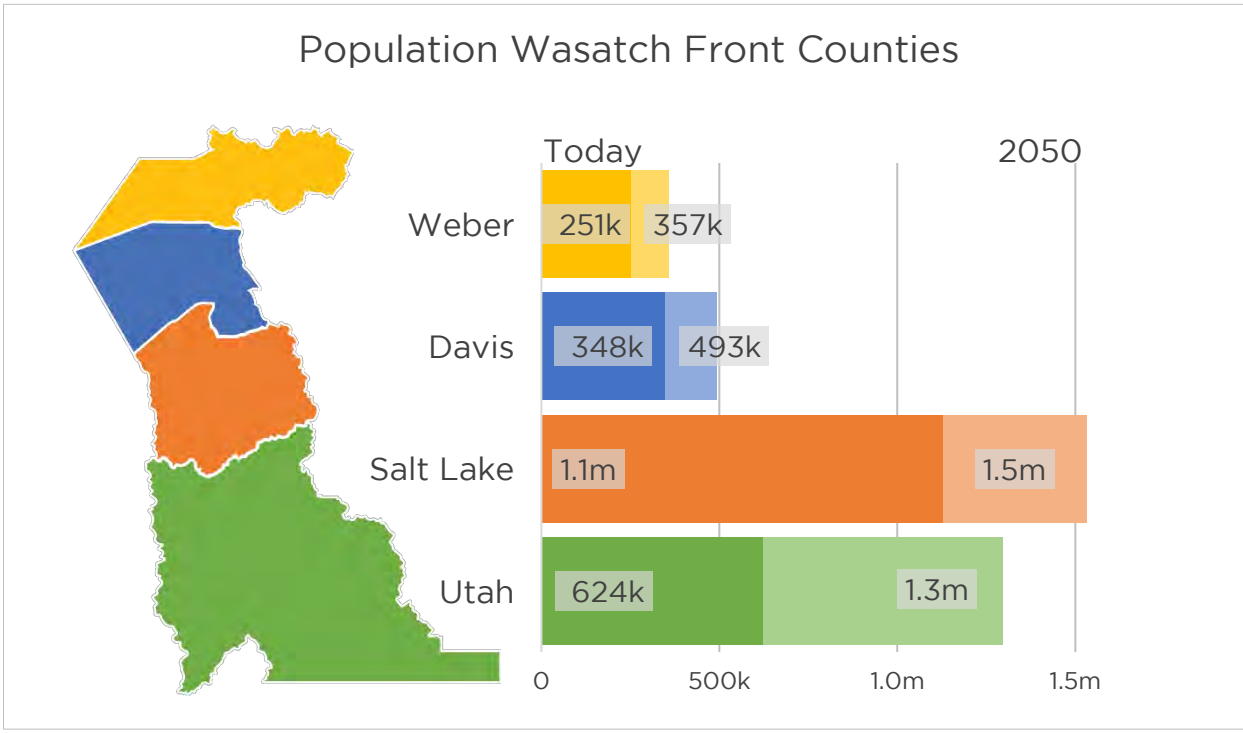
South Area: The largest geographically and with densities mostly at rural values, the South Area is also growing. Most of the 55, 000 new residents since 2000 pushed development outward from the historic city cores. The area is forecasted to add another 246,000 growing to 390,000 by 2050.



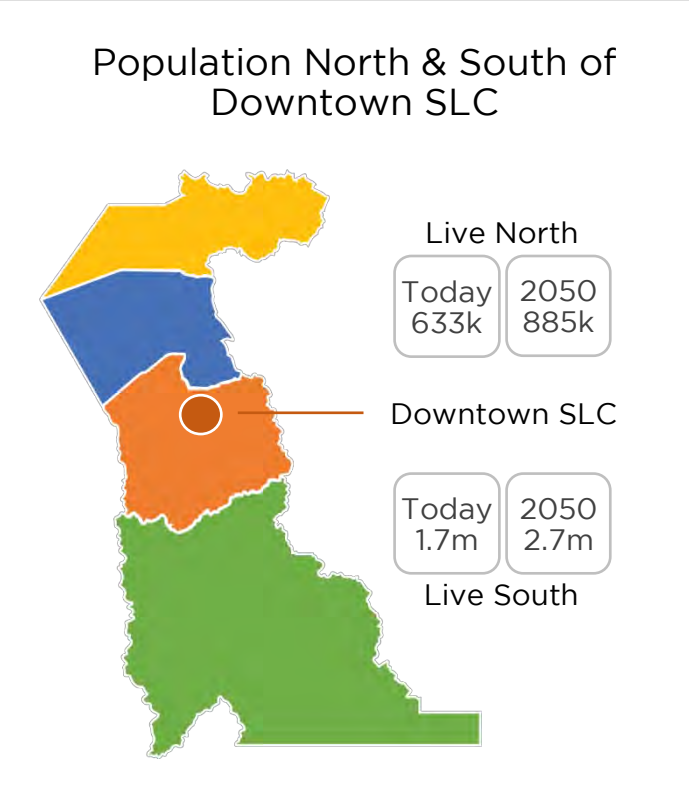


Central Area: Provo, Orem, and the high growth area of Vineyard encompass the Central Area. Most of Provo and Orem are developed established areas that have increased in density since 2000, adding 32,000 new people. Another 96,000 people are forecasted to move to the area, with increased density and Vineyard building up and out.

Regional Growth Trends: By 2050, Utah County will double in population adding over 660,000 more people, surpassing 1.3 million, slightly larger above the current day population of Salt Lake County. This equates to 100 percent growth and is more than double any other Wasatch Front county. During this period, Utah County's growth is larger than the other three Wasatch Front counties combined. By 2065, Utah and Salt Lake counties are near the same size.



Development along the Wasatch Front has historically favored the areas south of downtown Salt Lake City. Today, 633,000 people live north of downtown, 1.7 million live south of it. By 2050, 885,000 people live north of downtown and 2.7 million south of it. Areas north of downtown add the population of current day Weber County through 2050, areas south will add an equivalent of 11 Weber counties.



Employment mimics population trends for all four Wasatch Front counties. Utah County's employment growth is projected to almost double from 300k jobs today to 600k in 2050. However, even with these additional jobs, Salt Lake City will remain the major urban employment center.

Prior growth trends show that Utah County's development had been tied to in-county employment, but over the last ten years, the two metro areas (Provo/Orem and Salt Lake City) have begun to converge, creating the highest employment growth area in the state. A large, highly educated workforce, abundant developable land, and convenient access to highways, rail, airports, and active transportation has drawn and will to continue to focus economic attention on the area. New job growth will reinforce the attraction of new residents, and with such growth, Utah County's importance in the region increases. Utah County's share of the total Wasatch Front population increases from 20 percent today to 26 percent in 2050.

As growth mounts, the population and employment distribution will continue to increase outside the historical center of Provo/Orem. In 2050, Provo/Orem will still be the urban core, but northward along the I-15 corridor and into Salt Lake County,

similar densities begin to develop. Areas west of I-15 densify and become self-sustaining (more jobs, fewer long commutes), and show more urban characteristics. South of Provo, communities fill in with development and spread out from historic city cores, although densities remain low with suburban characteristics.

TRAVEL DEMAND

Predicting where future transportation facilities are needed in high-growth areas is a continuous effort. Changes in political leadership, anticipated funding, land-use patterns, and many other factors change the dynamics of an area and require constant study. TransPlan50 is updated every four years to stay relevant. This frequency of updates allows the MPO to remain current with emerging trends and policy changes. The work is also collaborative, bringing federal, state, county and city agencies together into one deliberative body. The MPO uses a sophisticated travel demand model co-managed with Wasatch Front Regional Council (Salt Lake/ Ogden MPO) that accounts for these adjoining metro areas to best predict where future transportation improvements are needed. Socio-economic data and land-use are two key inputs to the travel demand model. Socioeconomic data includes household and employment level forecasts for each city. The municipalities and the county produce general plans that influence future land-use growth. MPO staff develop models of region-wide development patterns from these local land-use plans.

Many land-use plans only project for the next 10 to 15 years, leaving a gap between local planning horizons and the needs of long-range regional transportation planning. MPO staff meet with each municipality and the county to review their plans and to gain additional insight into where future growth could occur. The local plans are used to gauge future development on vacant land, infill and redevelopment areas. Most local land-use plans continue historic low-density land-use policies leading to many of the core cities running out of buildable land by 2035. To address the long-range needs to 2050, a regional vision process called Wasatch Choice 2050 is on-going. It is a cooperative regional visioning effort, taking input from transportation stakeholders to coordinate key regional transportation, local land-use, and economic development strategies that aim to achieve regional goals of mobility, connectivity, transportation choices, and quality of life. The land-use outputs of Wasatch Choice

2050 augment TransPlan50 by fostering this creative thinking concerning land-use policies going forward. It proposes denser clusters of housing, retail, and employment in key strategic centers along the Wasatch Front.

FUNDING AND COSTS

Funding assumptions for TransPlan50 are based on coordination between Utah MPOs (Cache, Dixie, Mountainland, and Wasatch Front), UDOT, and UTA. Utah follows an advanced practice in the development of a statewide Unified Transportation Plan (summary of all MPO, UDOT and UTA plans). To ensure consistency within the Unified Plan, each individual plan follows a standard set of demographics, financial revenue, cost estimating, and related assumptions. TransPlan50 funding assumptions are developed for planning purposes only. Transportation funds are generated from several sources, including sales tax, tolls, bonds, and state, local, and federal excise taxes on various fuels, and credit assistance sources. The following planning assumptions are used to determine a "reasonable" future revenue assumption as required by federal law.

Statewide Funding Assumptions
All Auto Related Sales Tax to Transportation
Federal Funds Growth Rate of 3.49% & 1.5%
10-cent Motor Fuel Tax in 2030 & 2040
Motor Fuel Growth Rate of 2.4% & 1.48%
Special Fuels Growth Rate of 3.02%
$10 Vehicle Registration Fee in 2021,2031,2041

Regional Funding Assumptions
$5 Vehicle Registration Fee in 2026, 2036, 2046
Vehicle Reg. Fees Funds Growth at 3.03%
New 1/4-Cent Sales Tax in 2023, 2030, 2040
B&C Funds 30% to local governments
Regional Funds Growth at 5.52%

TOTAL REVENUE, CONSTRAINED COSTS, NEED

In summary, revenue expected within the MPO area through 2050 is proposed at $18.8 billion, $13.5 billion toward highway operations, preservation, and projects, and $5.3 billion for transit operations, maintenance, administration, and projects.

All highway capacity projects are placed in the phases when needed, with available funding and bonding used to fund construction. Highway capacity projects are fully funded in the plan when needed, as is state preservation and operation's needs (though there is a deficit for local preservation needs of $177 million.)

New capacity rail and other major projects are generally not funded when warranted leaving $4 billion unfunded. Preservation and operations are underfunded at $2 billion. For air quality conformity compliance, unfunded capacity projects are not considered a part of the fiscally constrained plan.

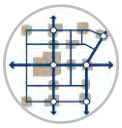
Total Revenue, Constrained Costs, Need

Funds showed in millions in 2019 dollars

Category	Phase 1 2019-2030	Phase 2 2031-2040	Phase 3 2041-2050	Total Funds
Highway				
Revenue	5.2b	4.1b	4.3b	13.5b
Need	5.2b	4.0b	4.1b	13.4b
Revenue Less Need	-57m	57m	106m	106m
Transit				
Revenue	1.7b	1.7b	1.8b	5.3b
Need	2.6b	4.2b	3.5b	10.3b
Revenue Less Need	-902m	-2b	-2b	-5b
Total				0k
Revenue	6.9b	5.8b	6.1b	18.8b
Need	7.9b	8.2b	7.7b	23.8b
Revenue Less Need	-959m	-2b	-2b	-5b

REGIONAL GOALS

TransPlan50 focuses on building a robust, intermodal, urban transportation system. The primary goals within the plan have evolved to keep pace with our rapidly expanding population and travel demands. In developing TransPlan50, transportation summits were held in the north, central, and southern areas of the county. Transportation stakeholders were invited to share their plans and insights into what the future transportation system should become. Stakeholders included mayors, city council members, planning commissioners, city and agency staff, members of the business community, legislators, and citizens. Their ideas were modeled, and similar meetings were held to go over the results. From these efforts, five overarching goals have emerged.



Goal 1
Update the Regional Highway System to a Metropolitan Grid-based Network

Goal 2
Explore Additional Freeways, Add Capacity

Goal 3
Create a Robust Transit System

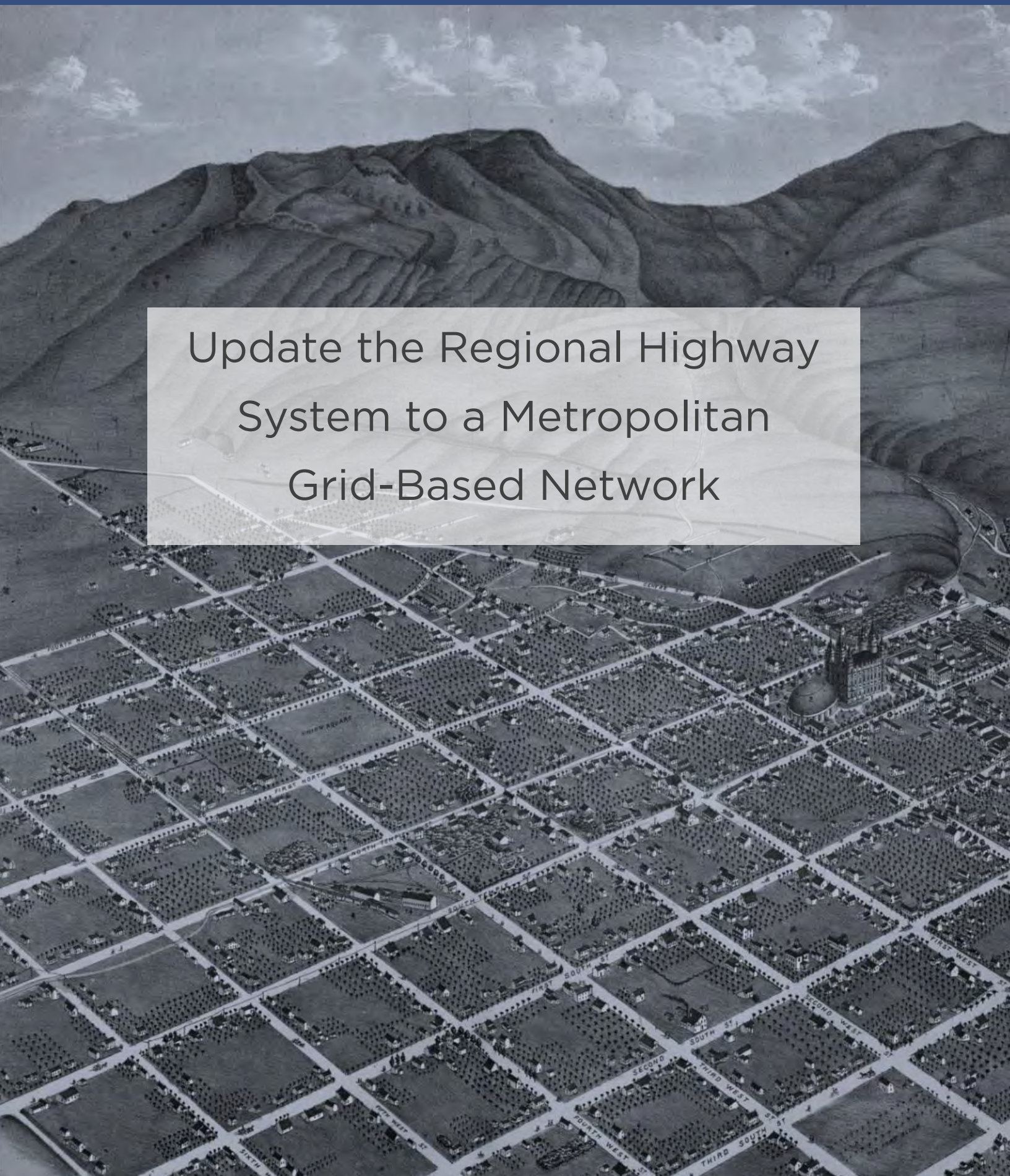
Goal 4
Build a Regionally Connected Active Transportation System

Goal 5
Preserve what we have

MAG
Expert Resources. Enriching Lives.

TransPlan50

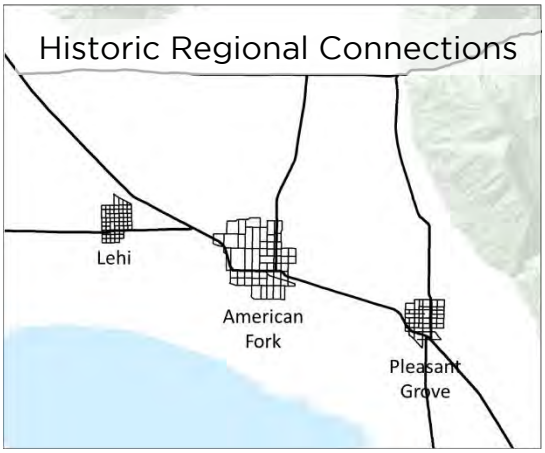
2019-2050 REGIONAL TRANSPORTATION PLAN



Update the Regional Highway System to a Metropolitan Grid-Based Network

GOAL 1 UPDATE THE REGIONAL HIGHWAY SYSTEM TO A METROPOLITAN GRID-BASED NETWORK

Utah County has a rural highway system. The county grew in a nodal, town by town form with each town focusing on its own road systems. The state built the main connecting highway between the cities. As the towns grew and began adjoining each other, the proper sizing and spacing of regional highway connections, in most cases, did not occur – the local street network was not complemented by a regional grid.



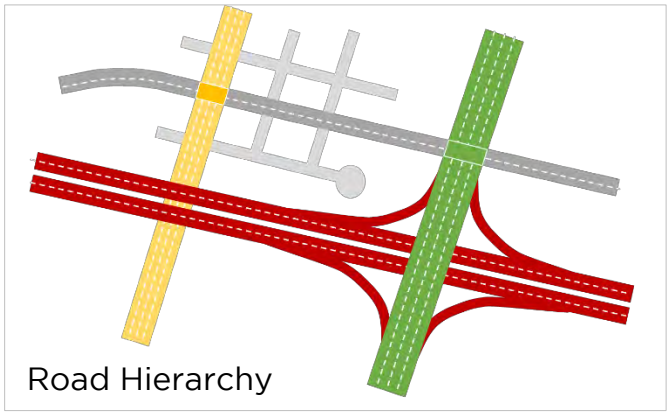
Greenfield Development: Rural, greenfield areas on the fringe urban development usually grow slowly, until seemingly overnight, they explode with new development that does not account for nor contribute to an efficient grid system. Congestion starts overwhelming the few existing through streets and highways. Immobility replaces mobility as congestion worsens. Vast areas end up saddled with the consequences of an uncoordinated transportation system. The North Area, for example, has experienced high growth with limited highway connections. East-west corridors between American Fork Main Street and Timpanogos Highway is non-existent. Main Street has a much higher than normal traffic burden. Timpanogos Highway had to be over-built to almost a freeway-type standard to compensate for the lack of an area grid network. With future growth pushing outward, the western and southern areas of Utah County are now at most risk for impacts on developed areas for not having a connected grid network built with growth.

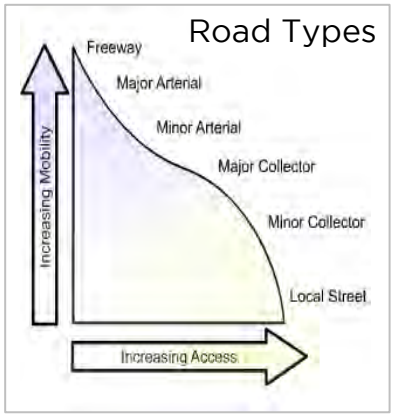
Regional Highway Grid Spacing: Recognizing the challenges greenfield areas face as they urbanize, the Institute of Transportation Engineers (ITE) created a Best Practice recommendation for macro-level network spacing, that if adhered to, would minimize congestion on any given facility. The thought is that having a grid of properly spaced roads that can handle different types of trips (local to sub-regional to regional), that

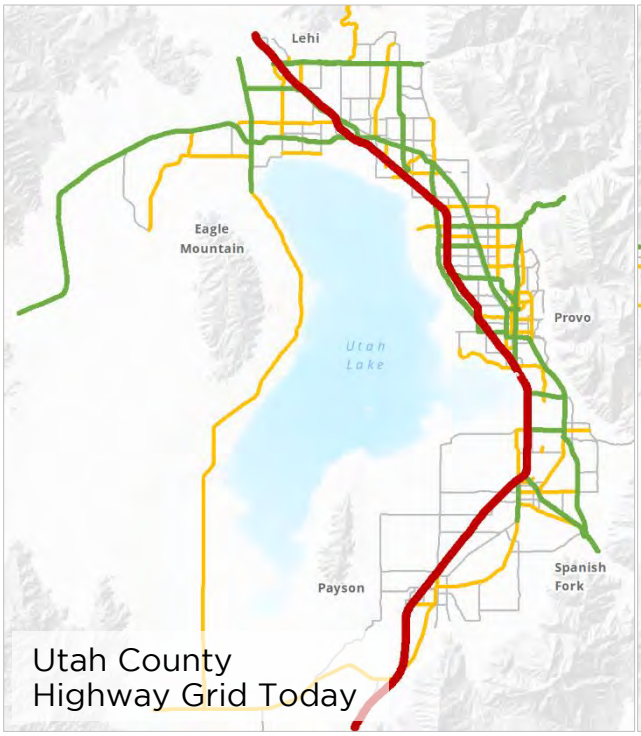
traffic would be spaced out easing congestion and dispersing traffic more evenly throughout the area avoiding placing all traffic on just a few major corridors.

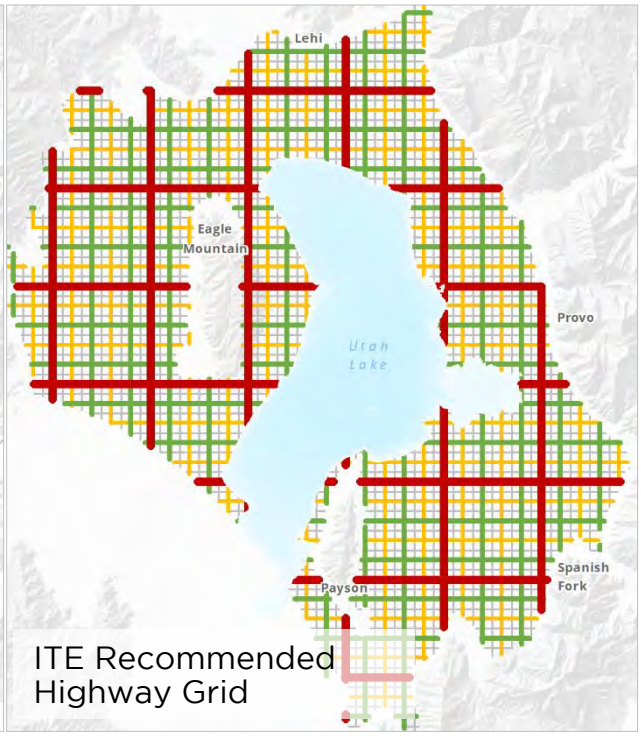
Characteristics of a Freeway, Arterial, Collector?

- **Freeway/Expressway** | Limited Access | 50k+ volumes | 5 mile spacing
- **Principle Arterial** | Large Road | 2 - 6 lanes | 20k - 40k volumes | 2 mile spacing
- **Minor Arterial** | Mid-Size Road | 2 - 4 lanes | 12k - 35k volumes | 1 mile spacing
- **Collector** | Small Road | 2 - 4 lanes | 3k - 12k vol | Half mile spacing



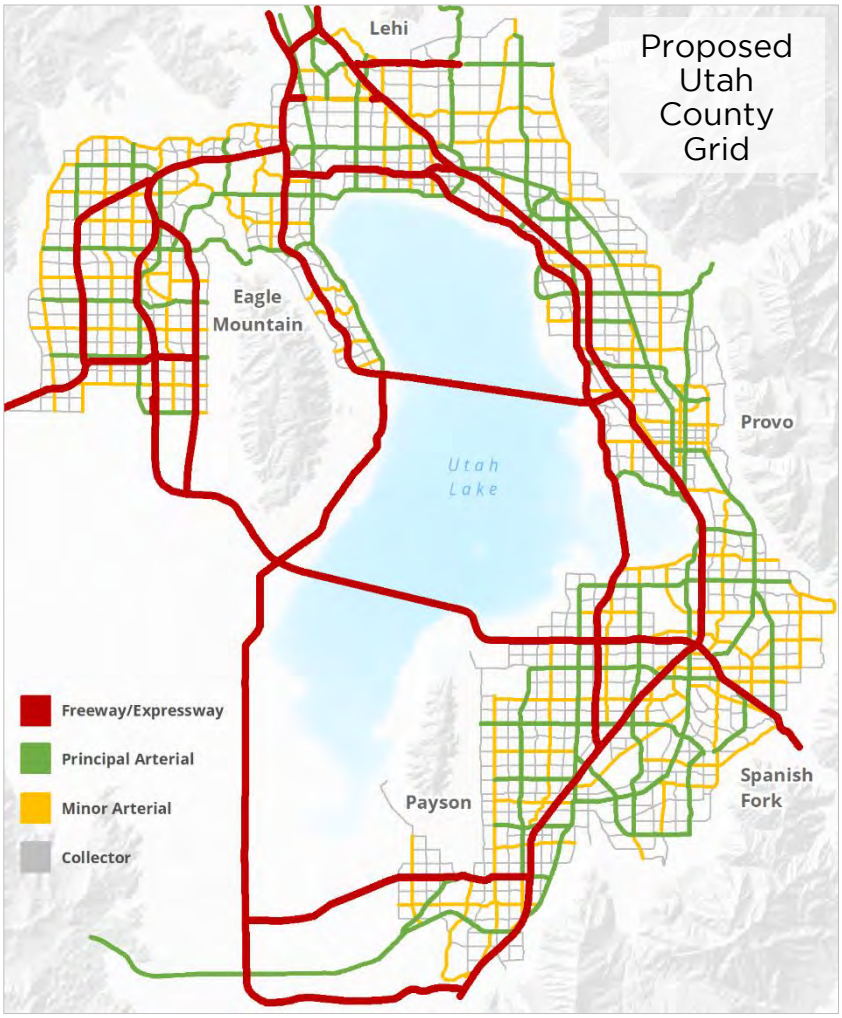






The hierarchy of a regional highway network starts with Freeways and Expressways. These major corridors have characteristics that include grade-separated interchanges (Expressways can have signaled intersections), higher traffic volumes, higher speeds, and are ideally 5 miles apart. Principal Arterials are the major roads carrying regional traffic, high volumes, generally have controlled access (fewer driveways), and higher speeds. Minor arterials have lower speeds and more access points. Collectors lower volumes and more access.

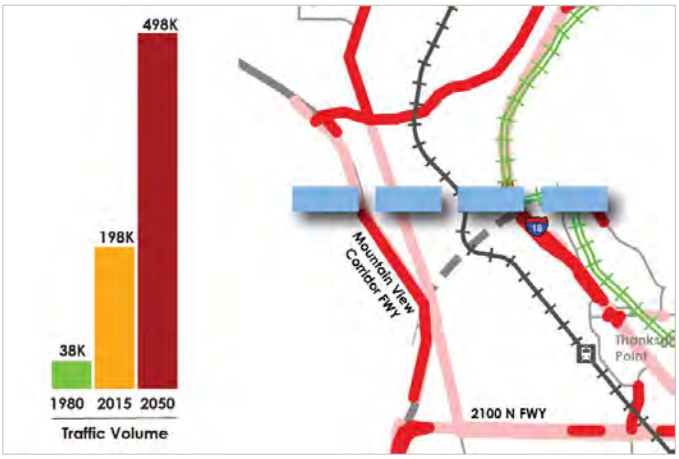
Proposed Utah County Grid: To create a grid network of arterial and collector highways in Utah County, MPO staff worked with municipal staff to draft a plan that allows for properly spaced corridors within greenfield and developed urban areas. In many cases corridors within the developed areas are mostly complete, connections to adjoining roads in neighboring municipalities are only needed. Some proposals would require little to no neighborhood disruption; others could be more complicated. The proposed grid plan is a starting place to begin the discussion. The proposal is to work with each municipality and the county through their planning processes to vet what corridors can work, what corridors would need adjustment, and what will not work.



Utah County Grid Potential Costs and Impacts: It is estimated that completing the county-wide urban grid network as proposed requires an additional 1,000 miles of new lanes. A quarter of these lanes are in current built-up urban areas with the remainder in greenfield areas. The proposed grid also removes about 750 structures, more than half of which are located in rural areas and will most likely be incorporated into future developments. The total cost of the grid network is estimated at upwards of $2 billion dollars, not including projects already proposed and funded in TransPlan50. Of this cost, $500 million is anticipated within the built-up urban areas. Most of the $1.5 billion to build the grid in the rural areas will be funded by private development if properly planned for. Moving forward, MAG will work with our stakeholders to identify which projects can be adopted into municipal and regional plans. More importantly, funding to construct the collectors proposed in the grid network will have to be identified. Currently, only local and regional funds can be used in funding these types of facilities, with these funds already stretched thin. State-wide solutions will most likely need to be sought to these regional non-state-owned roads in the future.

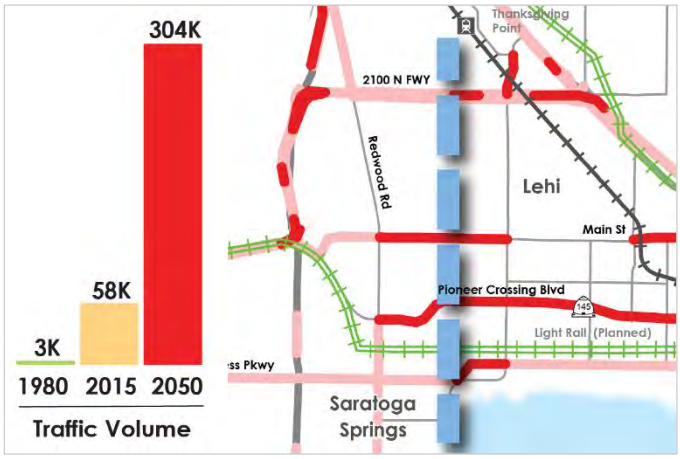
Transportation Choke Points: Utah County has a unique geography with its towering mountains, lakes, and wetlands. These features create a unique geographic environment making transportation connections a challenge. In the county, there are five areas where transportation corridors must traverse within narrow strips of land bordered by these features called transportation choke points.

Lehi Choke Points: The Lehi area has some of the most challenging issues to transportation in the region. There are multiple choke points in Lehi impacting both north/south and east/west regional traffic. This couple with high residential and commercial growth and being the center point of two metropolitan areas converging, only add to the problem. The Point of

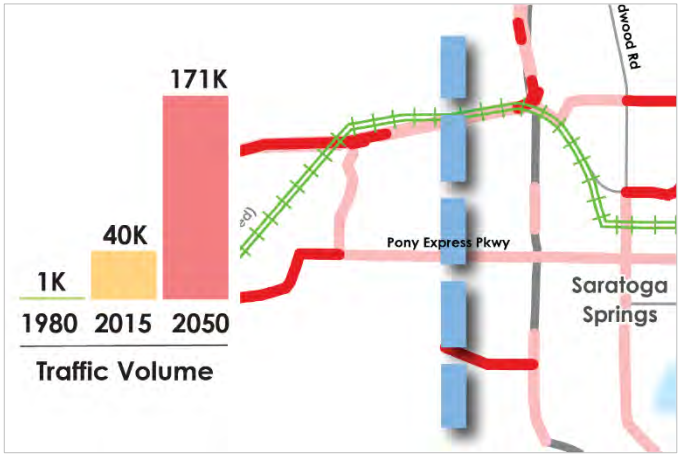


the Mountain Choke Point is the narrow strip of land between Salt Lake and Utah counties. In the future, this area has more traffic, and people traverse it than any other area in the region. Future projects proposed within TransPlan50 include improvements to I-15 and FrontRunner Commuter Rail, constructing the Mountain View Freeway, and light rail.

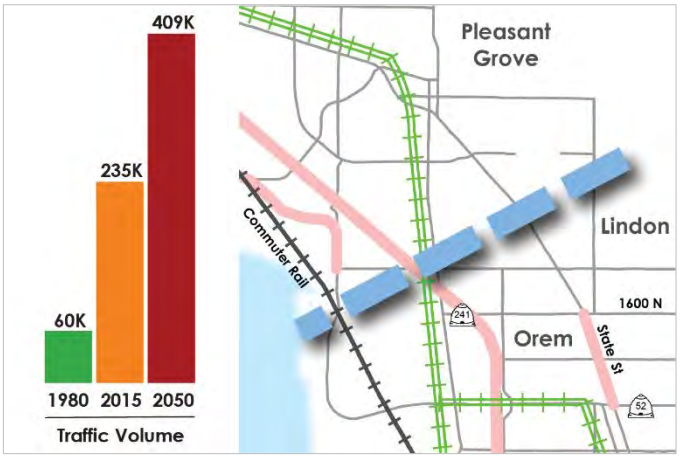
East/west travel through Lehi with its numerous wetlands, the Point of the Mountain to the north and Utah Lake to the south, all limit transportation, creating the Lehi Choke Point. In the future Lehi 2100 North becomes a freeway. South of Lehi Main Street, freeway volumes are projected requiring a future facility proposed in the plan. Future study will identify its location.



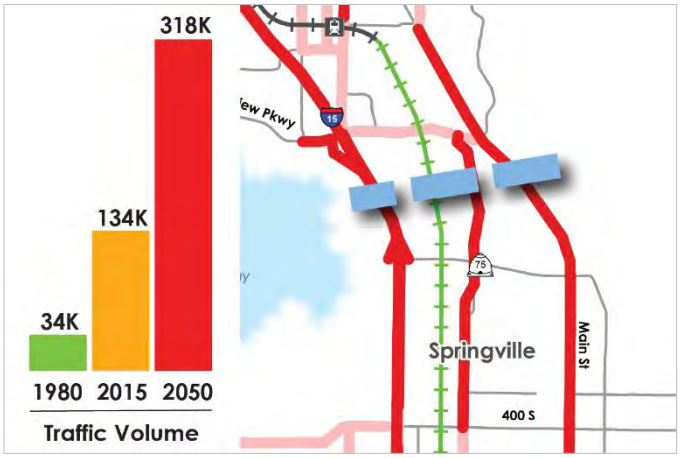
Cedar Pass Choke Point: The narrow connection between Lehi and the Cedar Valley through the mountains create the Cedar Pass Choke Point. The area bordering this choke point is projected to have over 200,000 people by 2050. Because of the limited options for transportation corridors, SR73 is proposed in the plan to be converted into a freeway before 2040.



Lindon Choke Point: The Lindon Choke Point today has the highest traffic volumes in the valley with a significant commuter movement between the central and northern areas of the county. With only three highway corridors, State Street, I-15, and Geneva Road, as well as FrontRunner Commuter Rail, this is an important area to focus on relieving congestion. TransPlan50 proposes improvements to I-15 and commuter rail in this area as well as the addition of light rail and bus rapid transit along State Street.

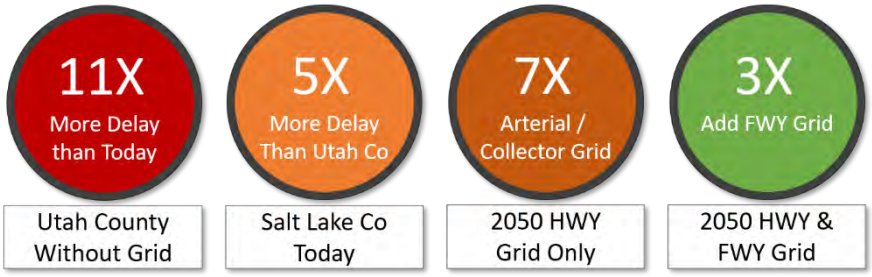


Provo/Springville Choke Point: In the future, the area between Provo and Springville becomes the most congested choke point in the county. It currently only has two regional connections, State Street and I-15. There are very limited transportation solutions due to Provo Bay, wetlands, and the Wasatch Mountains. Future solutions include a parallel freeway over Provo Bay, FrontRunner Commuter Rail, additional lanes on I-15, and light rail.

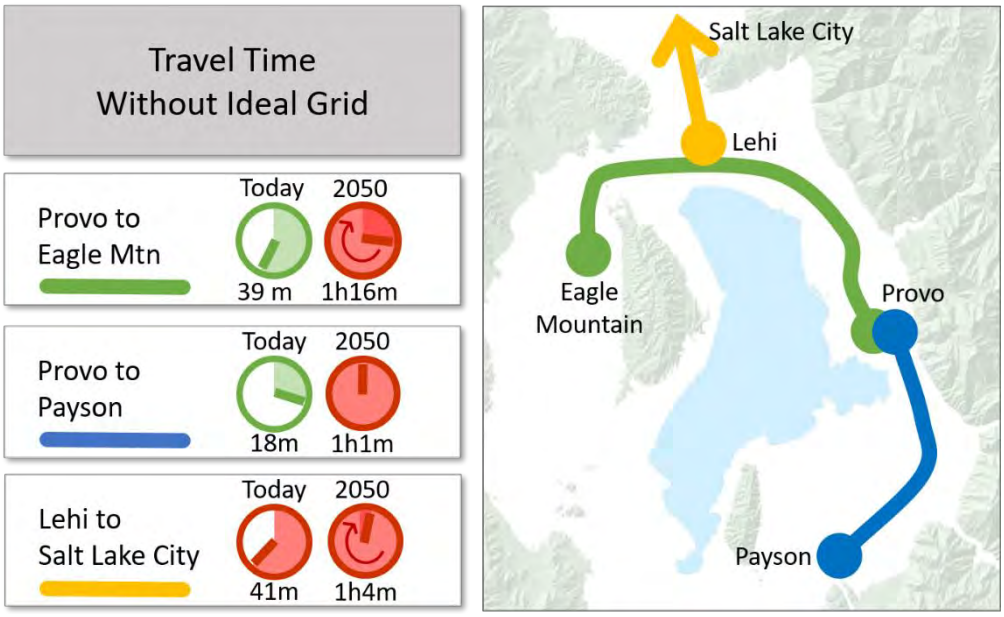


Congestion Relief: The benefits of relieving regional congestion by completing the grid network and the projects listed in TransPlan50 are great. With the proposed growth to 2050, overall travel delay in the region increases elevenfold compared to 2018. To put this in perspective, Salt Lake County in 2018 had five times more congestion related delay than Utah County. Modeling shows that with a connected arterial and collector grid network (no additional freeways) 2050 travel delay would only grow to seven times that of today. With the addition of the proposed freeways

in the plan, congestion rises to only three times the current delay, well within acceptable limits of a metropolitan area of 1.3 million people.



Travel Time: Another way to understand future network conditions is with travel time. In 2018 a trip by automobile between Eagle Mountain and Provo took about 39 minutes. With no improvements, by 2050 the same trip takes 1 hour and 16 minutes; Provo to Payson 18 minutes versus 1 hour, and Lehi to Salt Lake City 41 minutes versus 1 hour.



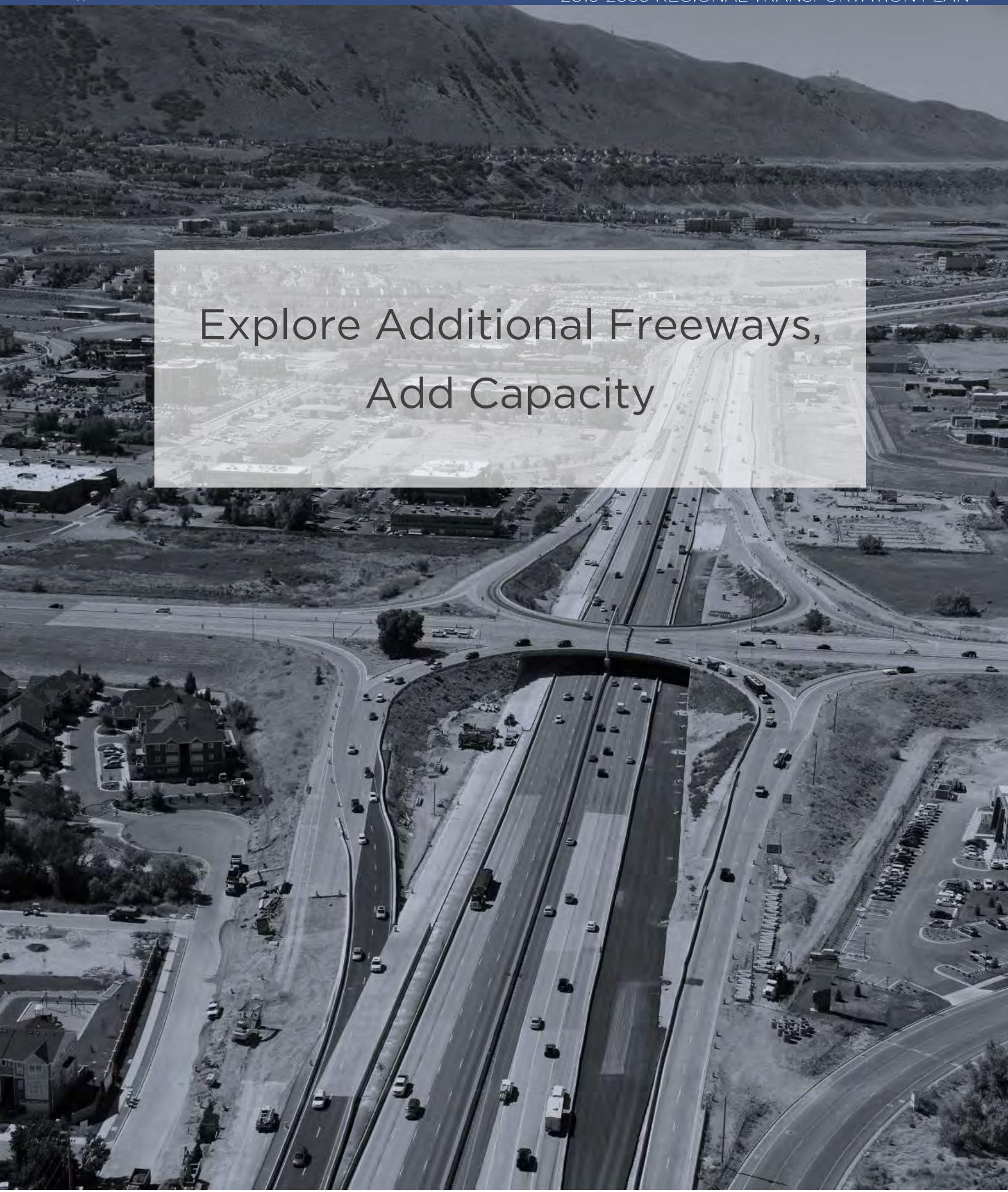
Spreading Traffic Out: The reason a network of arterial and collector roads works is its ability to spread out traffic. Today the North and Central areas are connected by three main corridors, all state routes; I-15, State Street (US 89), and Geneva Road (SR

114). By creating additional connections of smaller roads in this area, localized trips would no longer be required to traverse the major roads, thereby reducing congestion. Connecting collectors and arterials do not necessarily lead to heavy traffic on these roads, rather, by spreading trips out, the total volumes of traffic on a single corridor can be reduced.

MAG
Expert Resources. Enriching Lives.

TransPlan50

2019-2050 REGIONAL TRANSPORTATION PLAN



Explore Additional Freeways, Add Capacity

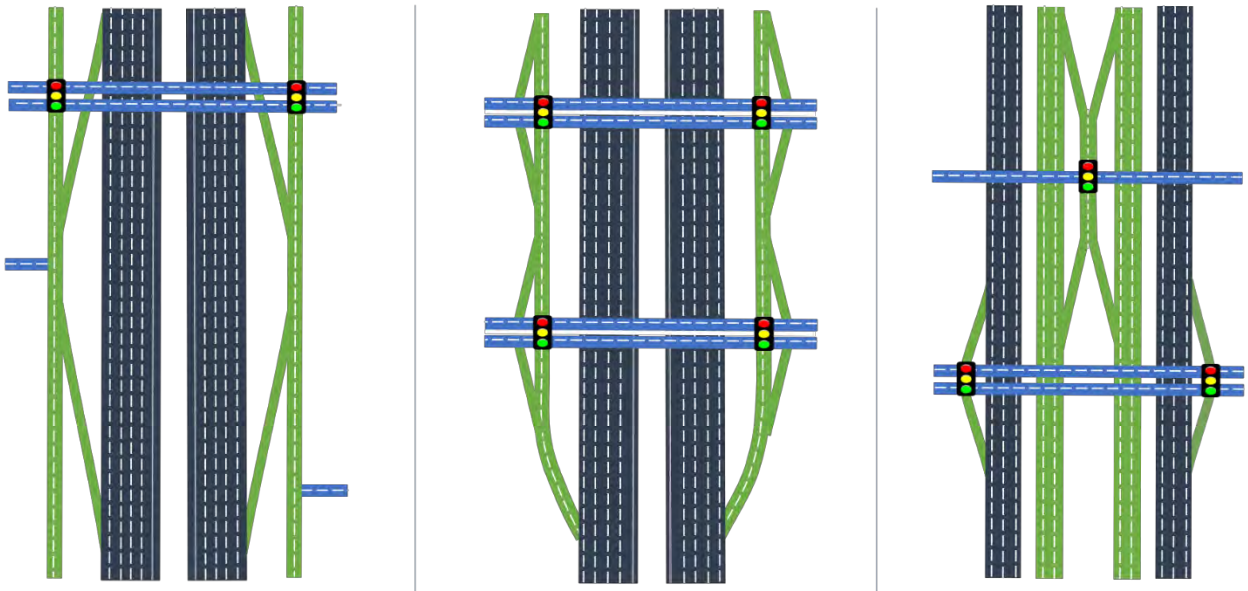
GOAL 2 EXPLORE ADDITIONAL FREEWAYS, ADD CAPACITY

The I-15 freeway is the economic and mobility lifeline of Utah County and most of the Wasatch Front. Running from Canada to Mexico, our regional economy, as well as our quality of life, is directly tied to it. In 2012, the I-15 CORE project began a multi-year and multi-project effort to rebuild and widen the freeway from American Fork to Payson. Lanes vary from six lanes south of Spanish Fork, ten lanes between Spanish Fork and Provo, and twelve lanes between Orem and American Fork. In 2016 the freeway was widened to twelve lanes from north Lehi to Draper. Currently, the I-15 Freeway is being reconstructed through Lehi bringing a total of twelve lanes through this area.

I-15 Freeway: Due to the lack of a regional grid, the current system funnels all regional trips and many local ones onto I-15, increasing congestion. The practical maximum number of lanes of a freeway in each direction is six, or a total of twelve lanes. Beyond six, drivers encounter great difficulties maneuvering to exits and shoulders. By 2050, even at twelve lanes, anticipated growth reduces service levels on the freeway to highly congested during peak hours. The areas between Springville and Provo, Lindon, and the Point of the Mountain form geographic chokepoints in the system. These areas will experience the worst congestion.

Options for the I-15 corridor include widening the freeway south of Orem to twelve lanes; building a frontage road system or collector-distributor system on each side of the freeway or adding divided

express lanes road down the middle of the freeway. Another option would be to construct a parallel facility along the corridor, like Legacy Parkway in Davis County. Each of these different solutions has benefits and impacts. All require additional study and collaboration with the various transportation stakeholders along the corridor.



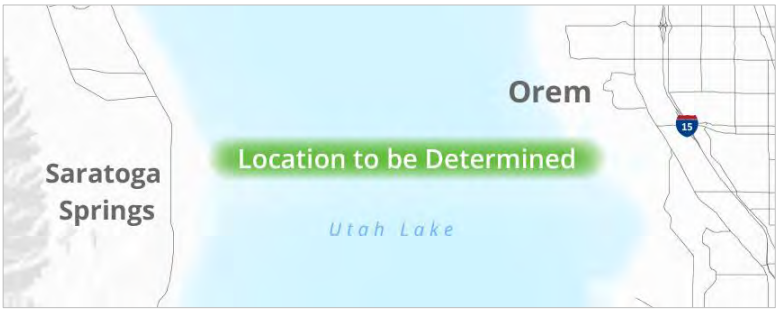
Frontage Road FWY | Collector-Distributor FWY | Express Lanes FWY

TransPlan50 proposes that improvements to I-15 occur sometime between 2031 and 2040, phase two in the plan. It does not identify a specific solution; instead, it recommends that a future study should be conducted to determine preferred solutions. Solutions could be one of the four options mentioned, a combination of them, or something completely different. I-15 is the lifeline and backbone of Utah County traffic and its economy. Improvements to I-15 as creating a grid system of collector and arterial roads as well as adequately spaced new freeways, as discussed in the grid discussion in the previous section of this document, will help better handle future traffic volumes and spread traffic more evenly throughout the valley.

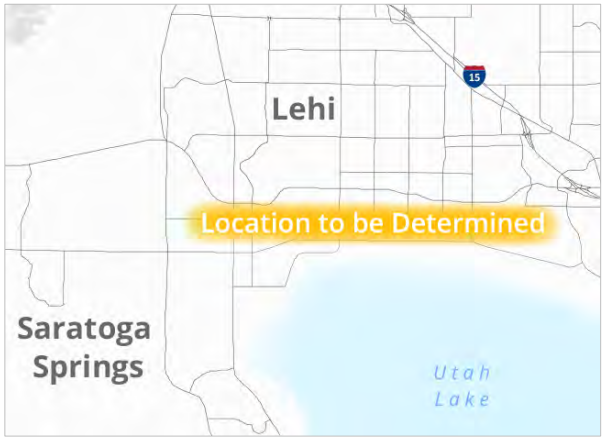
Mountainview, Lehi 2100 North, and SR-73 Freeways: The Mountainview Freeway and Lehi 2100 North Freeway were included in the past regional transportation plan, TransPlan40. They handle traffic and proposed growth in the far north of the county traversing the Point of the Mountain. With Utah County growing to 1.3 million in 2050 and 1.6 million by 2065, a more connected freeway network is required. TransPlan50 proposes multiple new freeways creating the five-mile spacing of a proper grid network.

The extension of the planned Mountainview Freeway south through Saratoga Springs, as well as converting SR-73 through Eagle Mountain into a freeway are included TransPlan50. Narrow strips of land connect these communities, making it difficult for a grid system, requiring larger facilities to take their place. Studies for both corridors have been completed, and the needed corridor preservation is ongoing. Around 2035, many of the I-15 corridor cities between Provo and American Fork are approaching housing capacity, leaving infill and higher density to fuel their growth. Most growth is forecast in the northwest and southern areas of the county.

Utah Lake Bridge: Utah County is home to Utah Lake, a natural lake large in surface area but shallow, with an average depth of 10.5 feet. This body of water complicates creating the freeway grid. For many decades, a highway over the lake has been proposed, but the need had not been demonstrated until now. TransPlan50 proposes that the bridge be built after 2040. The location of the bridge/freeway, as shown in the plan, needs further study



but is warranted based on projected traffic flows. One concern is that the freeway connection to I-15 not exacerbate congestion in already congested areas. The farther south toward Provo the eastern connection can go, the better, as traffic volumes are more easily dispersed. Design and construction of a bridge may prove challenging. Can or should an earthen causeway be built? With the sediment in the lake, can a bridge be constructed? Could a floating bridge work? All these and more will be studied with future work.



South Lehi Freeway: Lehi sits at the confluence of the two metropolitan areas, Provo/Orem and Salt Lake City. It has become an economic powerhouse with the Silicon Slopes employment center and I-15. North/south traffic between the two metro areas, as well as east/west traffic connecting the high growth areas of Cedar Valley to Utah Valley, make creating the right regional transportation network paramount. At Lehi, there are distinct splits in the traffic flow. Today and in the future, traffic from Cedar Valley is split about 50/50, half traveling north into Salt Lake County and half south toward Provo. Lehi 2100 North Freeway and Mountain View Freeway handle the northern movement, but freeway volumes south of Lehi Main ST are projected. The current and planned arterials of Pioneer Crossing and Pony Express Parkway cannot accommodate these volumes. By 2050, Pioneer Crossing has over 50,000 trips a day. To put this in perspective, Bangerter Highway in Salt Lake County currently has 45,000 trips a day and is currently being converted into a grade-separated freeway with interchanges. The growth in the area and potential environmental and social impacts make widening the current corridors or creating a new corridor challenging. TransPlan50 proposes a freeway through this area. Further study is needed with extensive work with the stakeholders and citizens in the area.

US-6 Freeway: US-6 through Spanish Fork is proposed to be grade separated in the future. Today there is more traffic entering and exiting I-15 at US-6, at freeway volumes, than there is continuing south on I-15 toward Payson. Many alternatives have been studied to by-pass this corridor, but with its direct access to Spanish Fork Canyon and on to Denver, as well as the high residential and commercial growth potential along the corridor, necessitate the planned improvements. Preliminary design work has shown a narrow freeway design with frontage roads to minimize disruption to surrounding businesses.

MAG
Expert Resources. Enriching Lives.

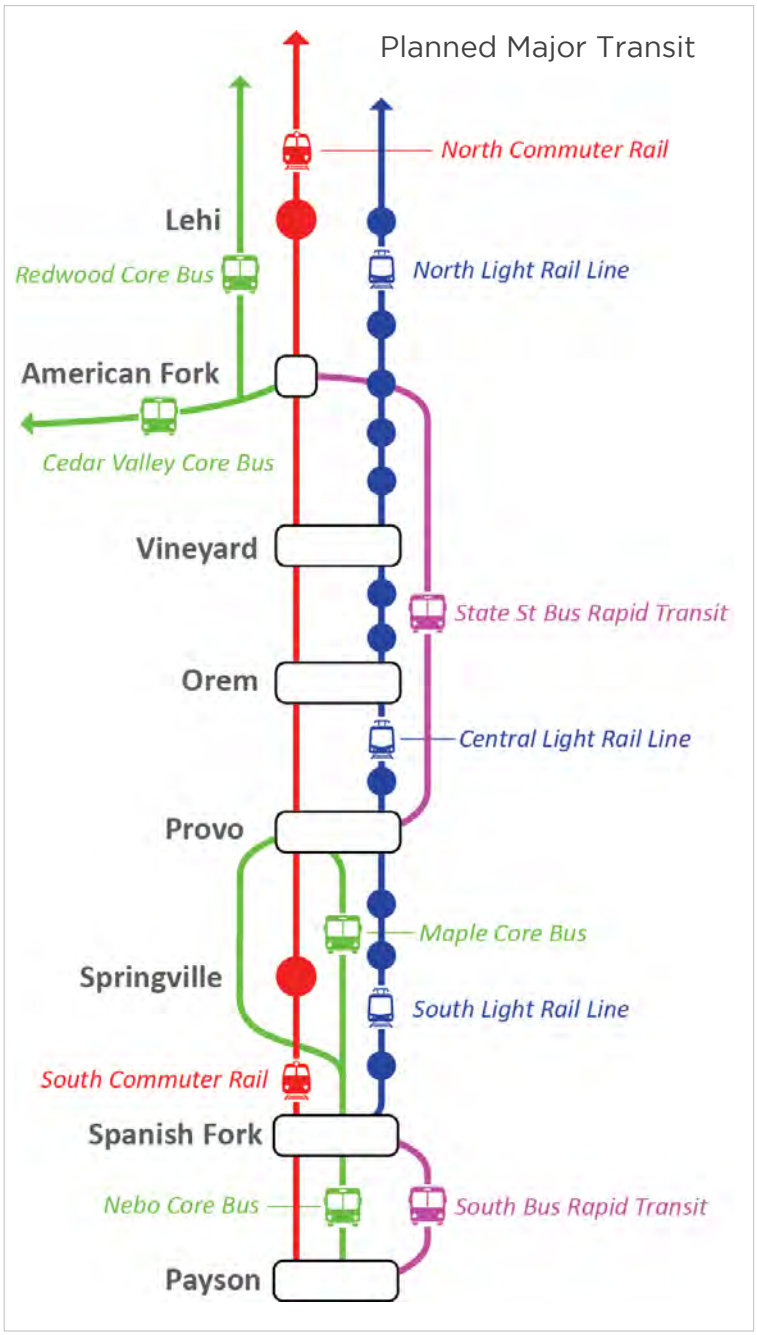
TransPlan50

2019-2050 REGIONAL TRANSPORTATION PLAN

Create A Robust Regional Transit Network

GOAL 3 CREATE A ROBUST REGIONAL TRANSIT NETWORK

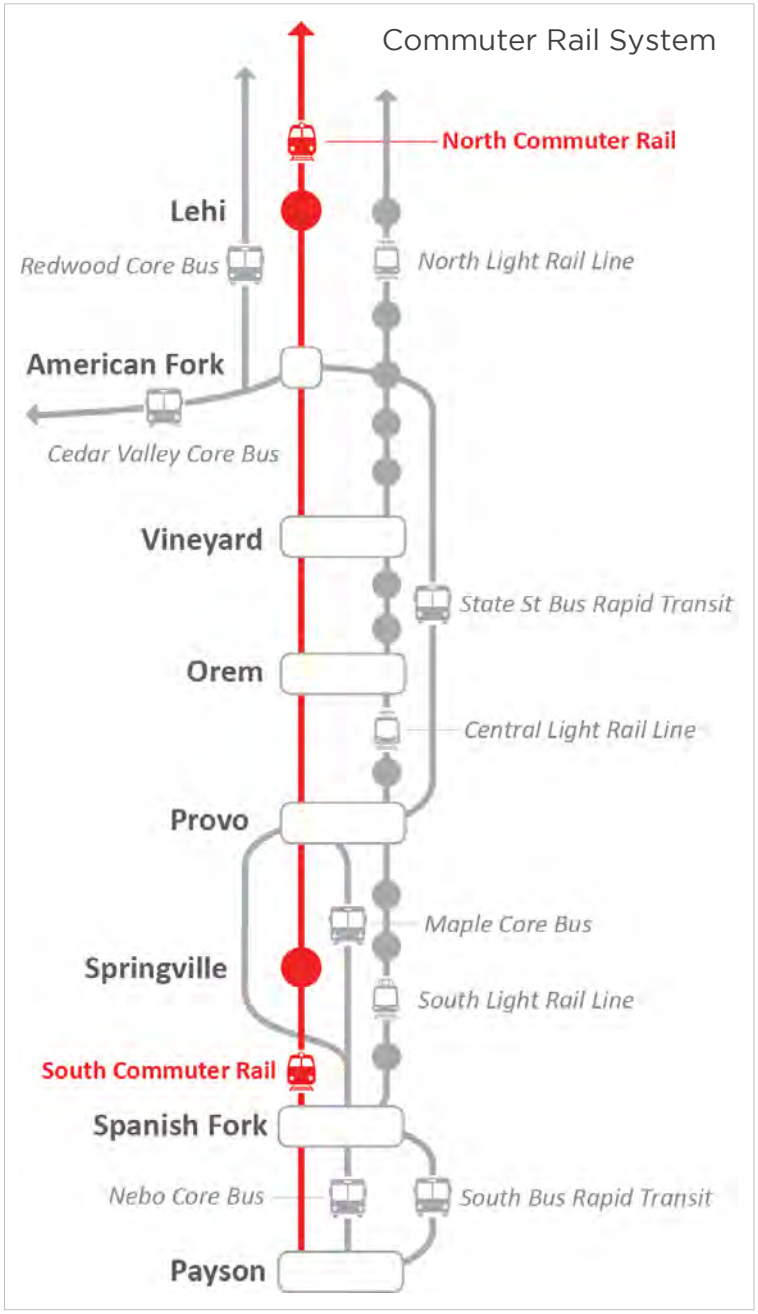
Currently, transit in Utah County is evolving. The bus system currently serves with both coverage and frequency in the Provo and Orem areas with less service in the north and south county. Low-density residential in the north and south areas and a lack of clustered job centers makes transit less efficient and underutilized. Future growth plans, especially in the north and west areas of the county, should provide for better efficiencies.



TransPlan50 shows two scenarios for transit, when service is warranted and when, with current funding projections, can service be added. The Utah State Legislature created a new funding account for transit called the Transit Transportation Investment Fund in 2018. This is the first time in Utah history that the state has allocated funding toward transit (all county and federal funding in the past). The only other funding sources include federal funds, local county funds, and fare collection. Even with this additional funding an assuming for federal and county funds to trend upward, funding for major rail expansion into Utah County is lacking. As the county continues

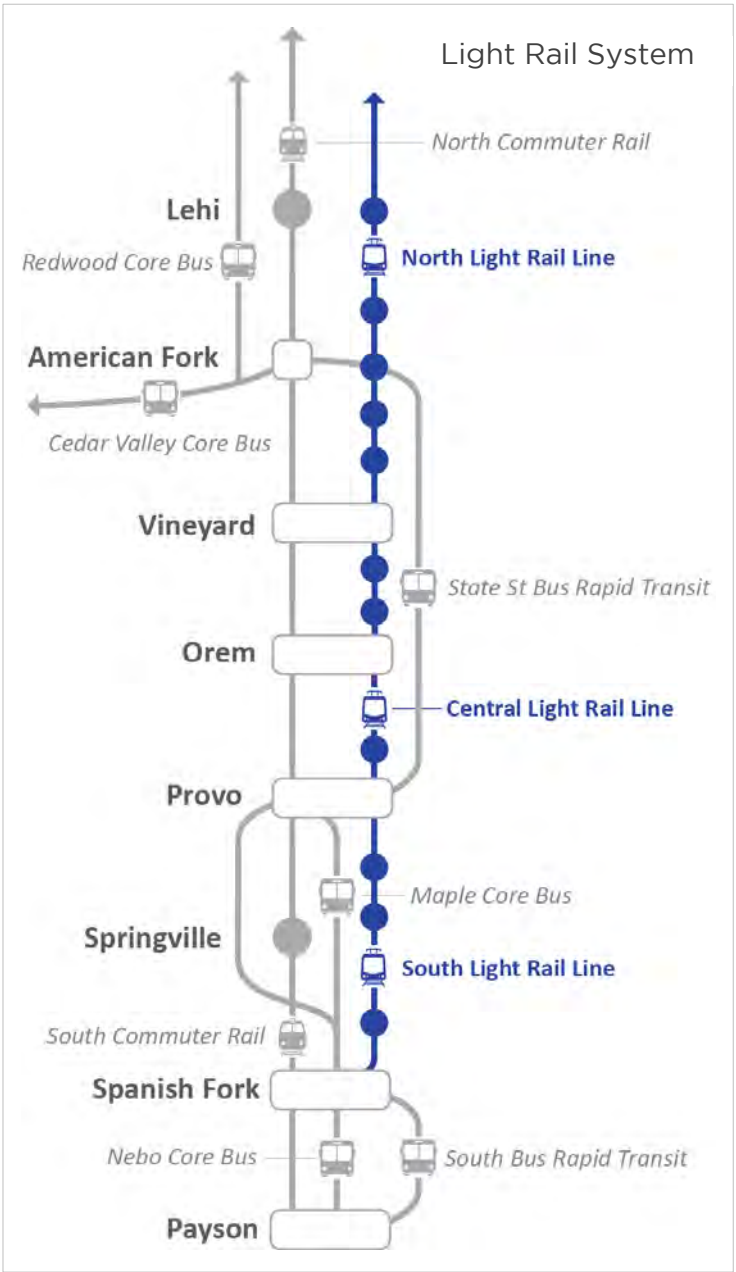
to grow and densify, further discussion of how to fund a regional rail system will need to occur.

Commuter Rail: The FrontRunner Commuter Rail line was constructed initially between Ogden and Salt Lake City and opened for passenger service in 2008. Service between Salt Lake City and Provo later opened 2012. This 40-mile rail extension has added a secure transit backbone to Utah County. It currently carries over 10,000 riders a day and a half hour service most of the day.



TransPlan50 proposes constructing a double track system (currently most sections are single track) to allow for more frequent service. The plan also proposes an expansion of the system to the south county with stops in Springville, Spanish Fork, and Payson. A new station is proposed in Vineyard and is currently funded and planned to be opened in 2020. Another proposal in the future is electrifying the system and retiring the diesel trains. Electrification is cleaner for the environment, and the trains are faster, improving efficiency.

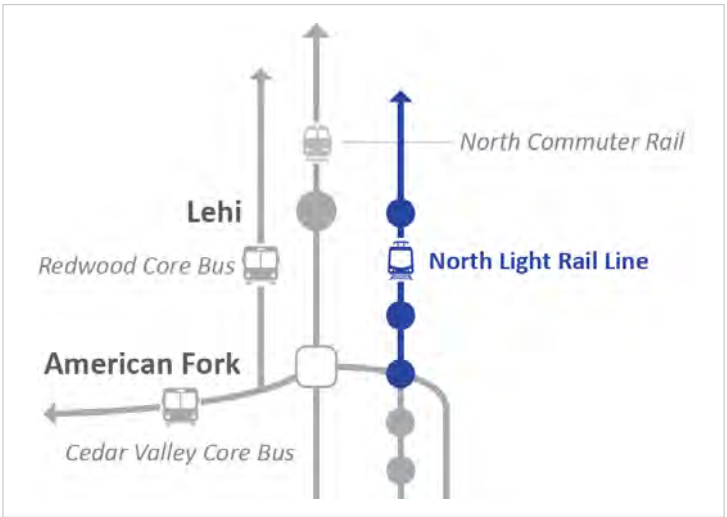
Light Rail: The Trax Light Rail System in Salt Lake County is a success, carrying over 100,000 people per day. Rail service can work well for Utah County with its linear development patterns (the narrow-developed area between lake and mountains) and planned denser population and job centers. In most cases, light rail can evolve from a bus-type service converting over to rail in the future.



Of note is the difference between light rail and commuter rail service. Both would parallel each other in Orem, both services carry different types of trips. Commuter rail is for long-distance trips such as Provo to Salt Lake City. Commuter rail stops every five to 7 miles taking longer to stop and start than light rail. Light rail is for shorter intra-county trips such as Orem to Lehi. It has frequent stops (usually a mile apart) and is quicker at stopping and starting. TransPlan50 proposes three light rail lines.

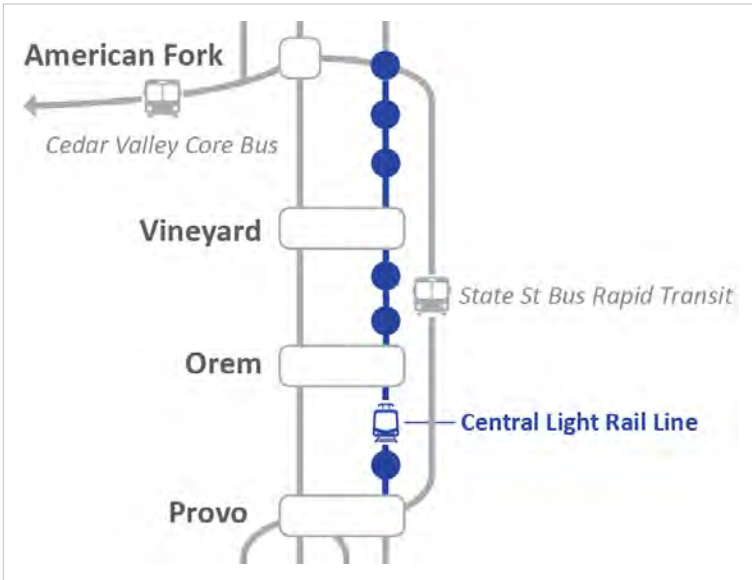
North Light Rail Line - Lehi to American Fork: This line uses a mixture of current rail and new connecting the high growth and high use areas the north and west county

and Thanksgiving Point into Salt Lake County. This route would be an extension of the current Blue Line that ends in Draper.

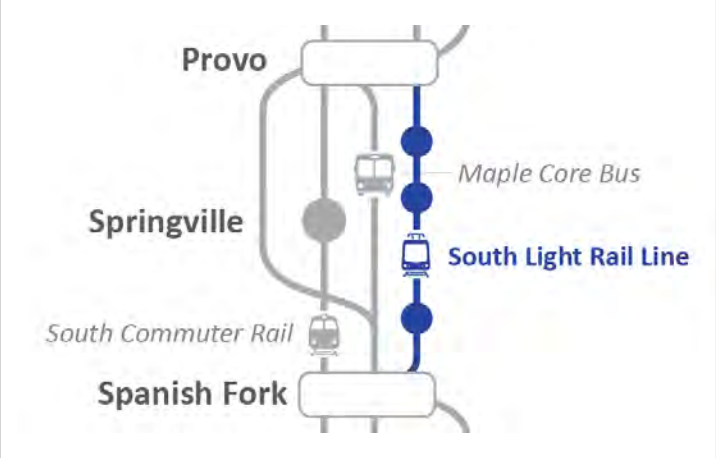


There are proposals in Salt Lake County to realign the Draper portion of the Blue Line from the east side of the city to the west closer to I-15, connecting to the future prison site development, and back across the freeway near the county line. Further study will also be done on its alignment through Orem near UVU. This line is warranted within the next ten years, current funding limitations limit its construction out 20 years, and only from Draper to Lehi.

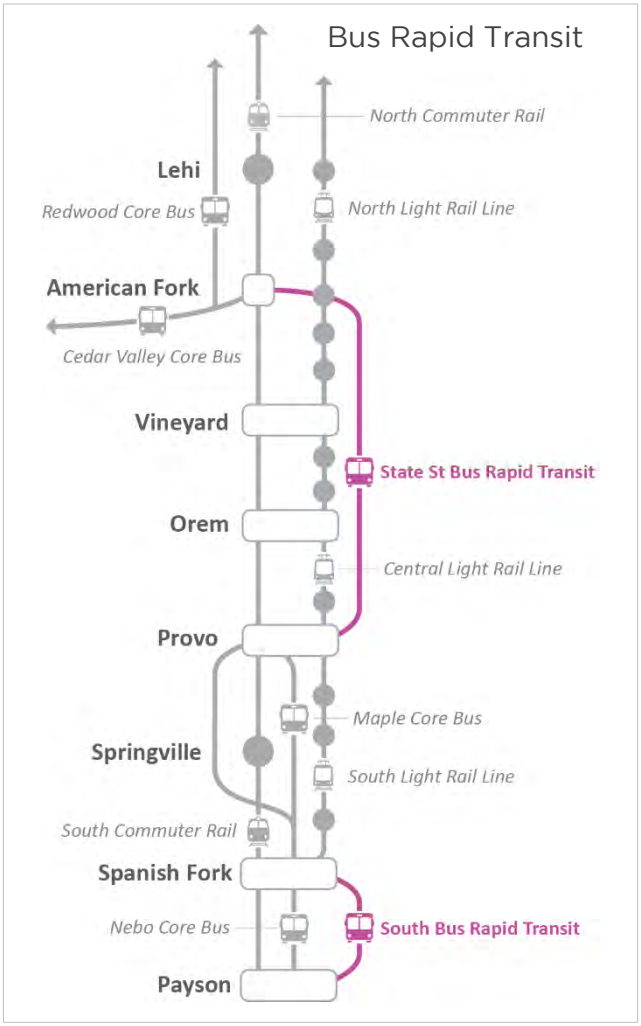
Central Light Rail Line - American Fork to Orem: This line would extent light rail southward to Provo, converting the current Utah Valley Express (UVX) bus rapid transit line into light rail. The only deviation from the current UVX line staying on University Avenue rather than diverting to 900 E. Because BRT buses have lower capacity than a light rail, and future demand requires higher capacity, without light rail as proposed north and south of UVX, there would be a gap in the system. Further study will determine if the Blue Line will extend to Orem or if a break in the line (transfer from the Blue to a new line) will occur. This project is warranted in the next 20 years, although funding beyond today's assumptions would have to be identified.



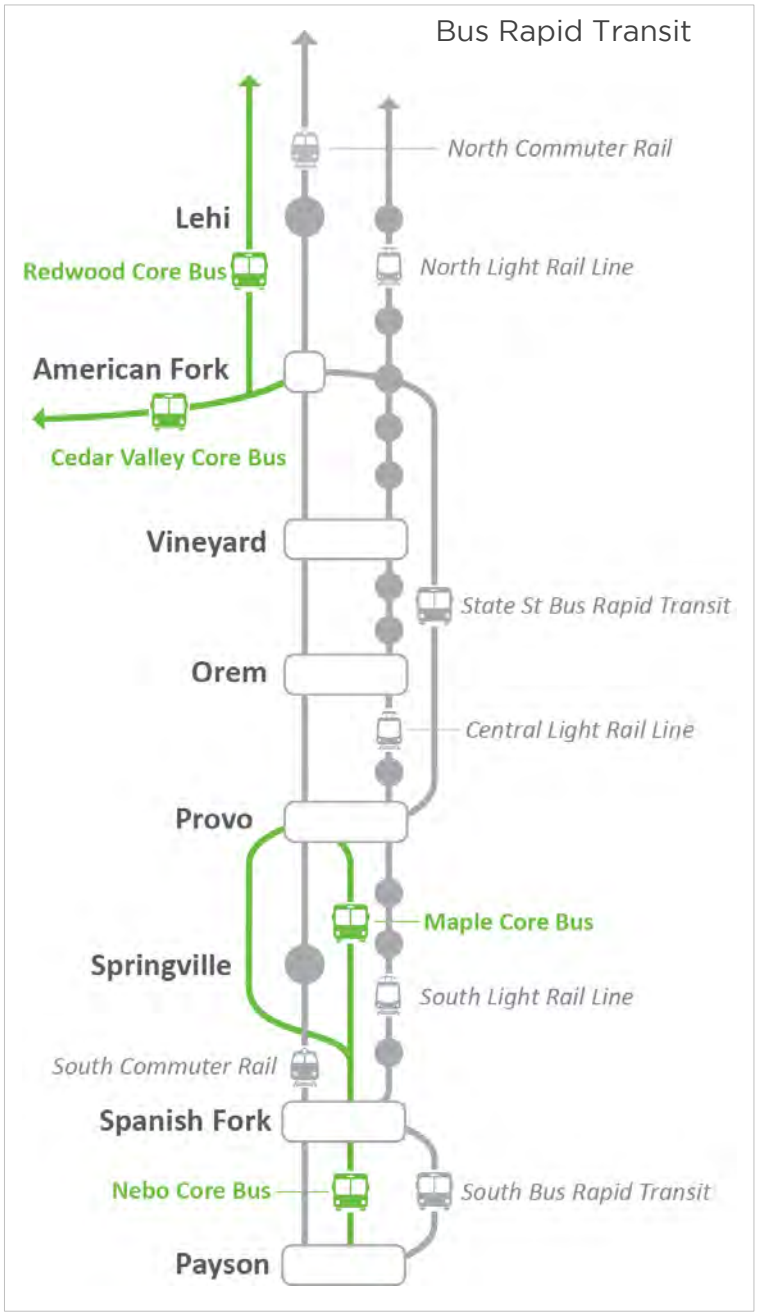
South Light Rail Line - Provo to Spanish Fork: Nearing the end of the plan, light rail is warranted between Provo and Spanish Fork. A specific alignment is not proposed in the plan and will require further study. Though warranted by 2050, current funding assumptions do not account for constructing this line due to lack of funding.



Bus Rapid Transit: The Utah Valley Express or UVX is a bus rapid transit (BRT) system completed in 2018 connecting the most densely populated areas of Provo and Orem. The system opened successfully with average daily ridership near 10,000 surpassing by three times what the previous bus route did. The system has dedicated stations, high frequency of service, dedicated bus lanes, and large accordion-style buses with high capacity. Part of this success is having the density of two universities on the line and offering free transit passes to students and faculty. A grant has allowed for the service to be free to all riders for the first three years, with discussions of extending this.



Two bus rapid transit lines are proposed within TransPlan50. Most likely, the next corridor to have BRT would be the State Street corridor between Provo and the north county. Other planned service includes a line between Payson and Spanish Fork tying into the proposed South Light Rail Line between Orem and Spanish Fork. Most of the light rail lines proposed in the plan could potentially start off as BRT.



Core Bus Routes: Core bus routes act similarly to bus rapid transit in frequency but generally share lanes with vehicle traffic and do not have dedicated stations. Routes are planned between Eagle Mountain and American Fork (Cedar Valley CB), Saratoga Springs into Salt Lake County (Redwood CB), Spanish Fork to Provo (Maple CB), and Payson to Provo (Nebo CB). These types of routes could be the pre-cursor to bus rapid transit or light rail service.

MAG
Expert Resources. Enriching Lives.

TransPlan50

2019-2050 REGIONAL TRANSPORTATION PLAN

Build a Regionally Connected Active Transportation System

Utah County has over 200 miles of paved multi-use trails and 50 miles of regional bike facilities. Utah County leaders have placed a high emphasis on Active Transportation. Many regional facilities have been funded and TransPlan50 plans for many more. Because of our leadership, Utah County is well ahead of Salt Lake County in Active Transportation facilities.

BUILD A REGIONALLY CONNECTED ACTIVE TRANSPORTATION SYSTEM

Utah County leaders have acknowledged non-motorized transportation as an integral part of improving air quality, reducing congestion, and reducing travel costs. While major highway and transit facility construction consumes the vast majority of transportation dollars, bicycle and pedestrian access are low-cost and low-impact improvements to a truly multi-modal transportation system. Initial construction costs are low, especially where facilities are included in the design and construction of highway projects, typically less than 5% of the roadway project costs. The goal of the ped/bike system is to reduce vehicle trips and mitigate traffic congestion. During 2014, the MPO documented 2.2 million user trips on nine regional urban trails.

As Utah County continues to grow and urbanize, the need and demand for multi-use paths, neighborhood connections, on-street bike lanes, sidewalks, and pedestrian-friendly development increases. Walking and biking are viable alternatives to driving for short trips, typically under two miles. For longer trips, connections to transit are vital.

TransPlan50 identifies a network that connects population and employment centers, based on projected densities through 2050. One tool that planners have to help locate where regional trails are needed is the Active Transportation Latent Demand Model. This model uses population and employment densities, land use, demographic indicators, and proximity to schools, parks, transit and existing facilities to show where higher ped/bike uses are anticipated. Active Transportation projects proposed in TransPlan50 are based mainly on adopted municipal bike/ped plans.

Regional Trails: The Murdock Canal Trail spans over 20 miles from Lehi to Orem, it is over 15 feet wide, and has only a slight elevation gain. It is wildly popular with between 3000 and 5000 persons using it per day. Other trails that make up our regional backbone include:

- Provo River Parkway Rail traversing Provo from Utah Lake up into Provo Canyon
- The College Connector Trail along University Parkway
- Mapleton Lateral Canal Trail
- Spanish Fork River Trail
- Utah Lakeshore Trail
- Historic Southern Rail Trail in Lehi
- Jordan River Trail connecting into Salt Lake County
- Pony Express Trail connecting Eagle Mountain and Saratoga Springs
- Lindon Heritage Trail connecting the Bonneville Shoreline Trail in the eastern foothills to Utah Lake
- SR 52 Trail connecting Provo Canyon to Geneva Road
- Provo Westside Connector Trail
- Hobble Creek Trail, Springville

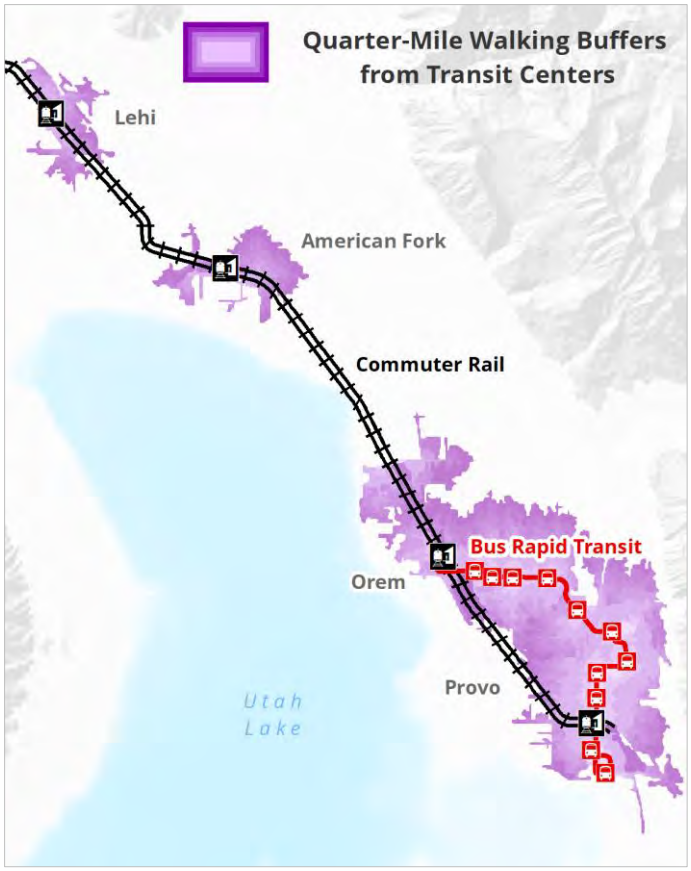
These trails constitute, along with multiple standard and buffered bike lanes, the primary backbone for the valley active transportation system totaling over 80 miles. In 2018 the MPO documented 1.6 million user trips on this backbone system. The MPO has funded pedestrian/ bicycle plans for many jurisdictions. These plans help to

develop an interconnected network of both on-street and off-road facilities to enhance highway and transit.

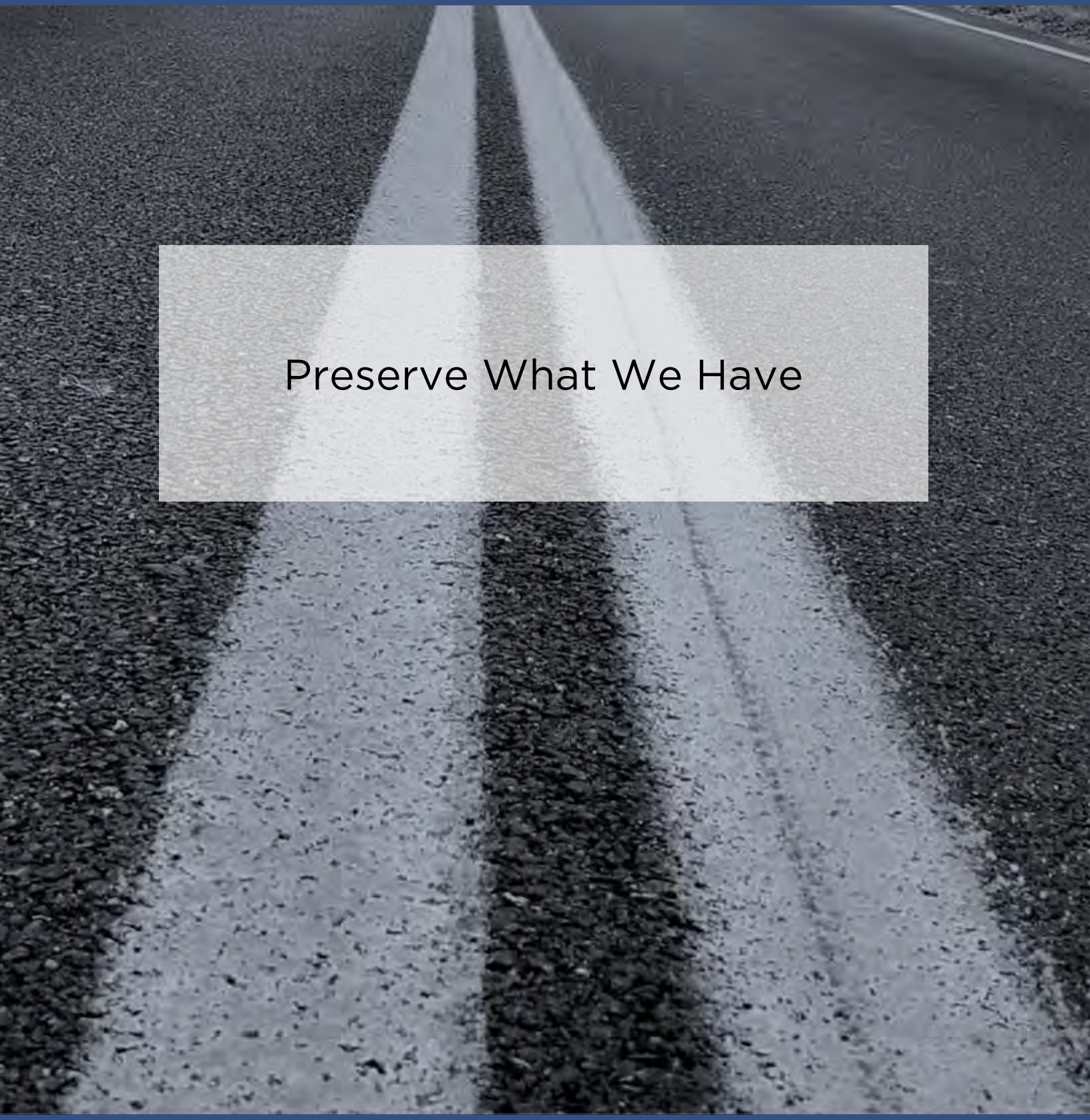
Next Steps: Improvements to the on-street Active Transportation system such as buffered and protected bike lanes are underway and are planned to continue. These attract a wider audience of commuter and casual riders as users feel more protected and comfortable.

Active Transportation and Transit complement and reinforce each other. Safe and inviting bicycle and pedestrian facilities that connect directly to transit increases the geographic range of biking and walking from local, under 1-mile trips, out to the reach of the transit system. Commuting without a car from home in Provo to work in downtown Salt Lake City becomes convenient and doable.

Staff conducted a network analysis of all the stations for FrontRunner and for UVX to understand where connections and gaps between AT facilities and fixed transit centers existed. Filling those gaps has become a significant component of TransPlan50 project selection.



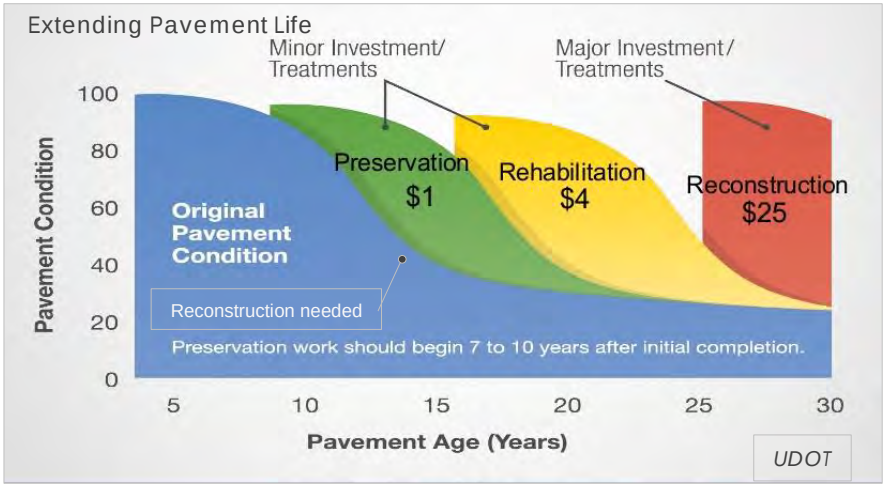
Also, developing technologies and businesses centered on 'Micro-Mobility' such as shared electric scooters and bicycles may significantly increase the market for active transportation, especially when paired with transit. It is vital that both systems design for flexibility in accommodating these and others, not yet understood opportunities.



Preserve What We Have

Good Roads Cost Less

UDOT manages and preserves over 16,000 highway lane miles across the state, from multi-lane urban interstates to rural two-lane roads. State roads comprise most of the major highways and carry about 75 percent of all traffic. UDOT's philosophy, "Good Roads Cost Less," means that lower cost preservation and rehabilitation projects in the near-term delay more costly reconstruction. However, there is a deficit statewide in preservation funding. It is estimated that UDOT will have the adequate funding needed to preserve roads within Utah County, but will require an additional $93 million annually for statewide preservation needs. The local jurisdictions of Utah County require $6 million more annually to keep up on preservation needs, whereas the state needs $112 million more annually.



Highway System Preservation

By the year 2050, the grid network of highways, transit, pedestrian, and bikeways will evolve into an urban transportation network. Proper maintenance and preservation can maximize the useful life and effectiveness of the transportation infrastructure. Employing travel demand techniques like ridesharing, telecommuting, and active transportation limits wear and tear by reducing the number of vehicles using the system.

Upkeep of highway pavement provides public infrastructure that is efficient and long-lasting. One of the best ways to accomplish this is through a Pavement

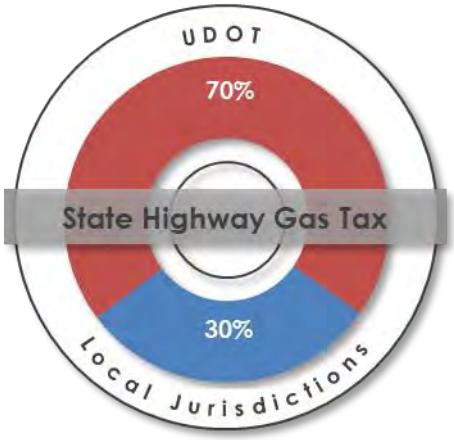
Management program. Maintaining pavement on an extensive regional highway system involves complex decisions about when to schedule resurfacing projects or when to apply other treatments to keep the highway performing, UDOT and most local jurisdictions employ many techniques to maintain their roadways in good condition, and such efforts represent one of the most substantial investments the transportation system.

Local Road Preservation

Preservation needs for local roads are harder to predict due to varying local needs, priorities, and many of the smaller localities not having the staff or means to collect data. The Utah Foundation surveyed Utah's cities and counties to gain a better understanding of local roads, and what these entities would like to see in their transportation network in the future. Many respondents expressed a desire to increase funding to achieve better maintenance and build additional features for pedestrian and bike users. Of the survey's findings, common threads emerged regarding local roads and their contribution to the quality of life. Adequate road capacity to handle traffic demands in urban areas was cited as a critical component of economic development, while better maintenance was a top reason for cost savings among all survey respondents.

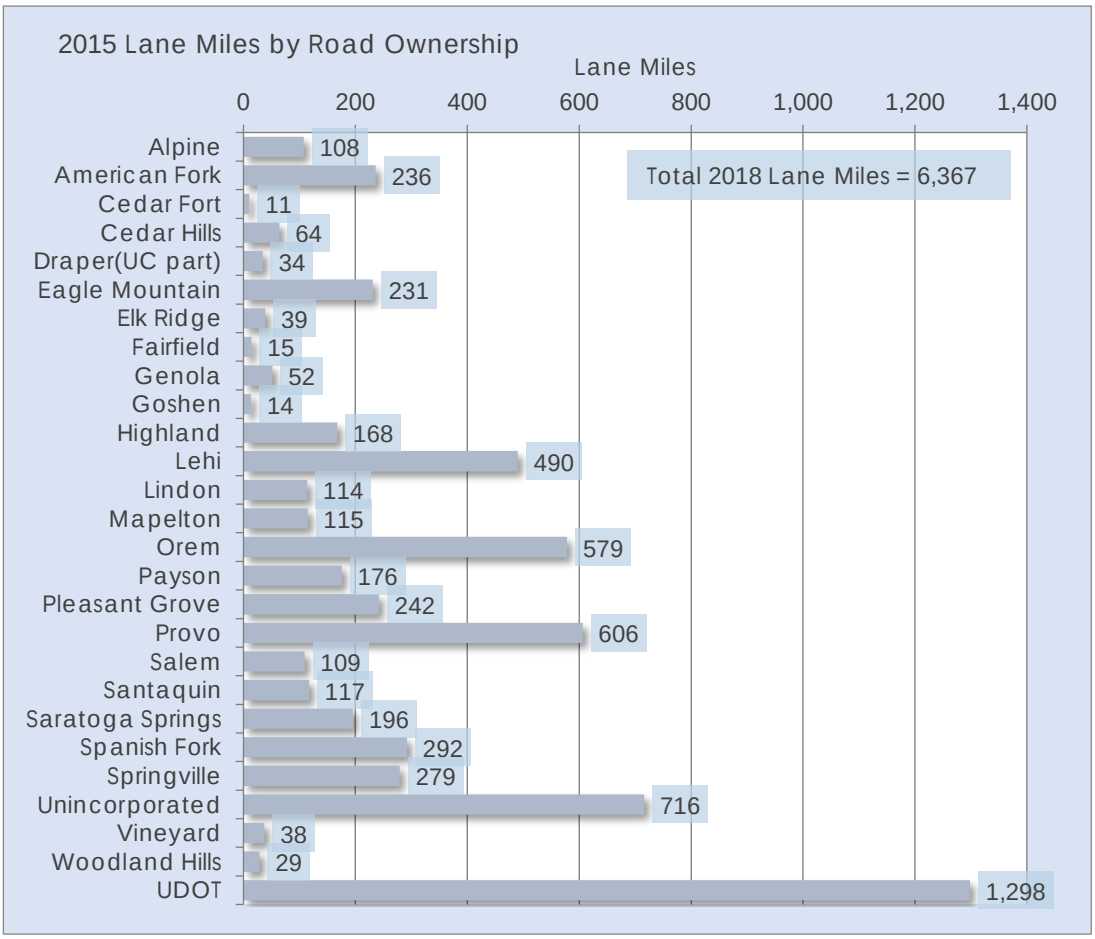
Today 30% of the state gas tax goes to cities and counties for road maintenance. It is estimated that this tax covers only a third of local maintenance needs. This means the remaining funds must be made up through city general funds or other means, or that projects are delayed.

Over 75 percent of Utah roads are under local jurisdiction, and nearly 25 percent of vehicle miles traveled are on local roads, connecting Utahns with their communities, the region, and the interstate highway system. Local connections provide a framework on which cities and counties grow – with roadways being one of the longest lasting pieces of infrastructure that a community will build.



Area Highway Network

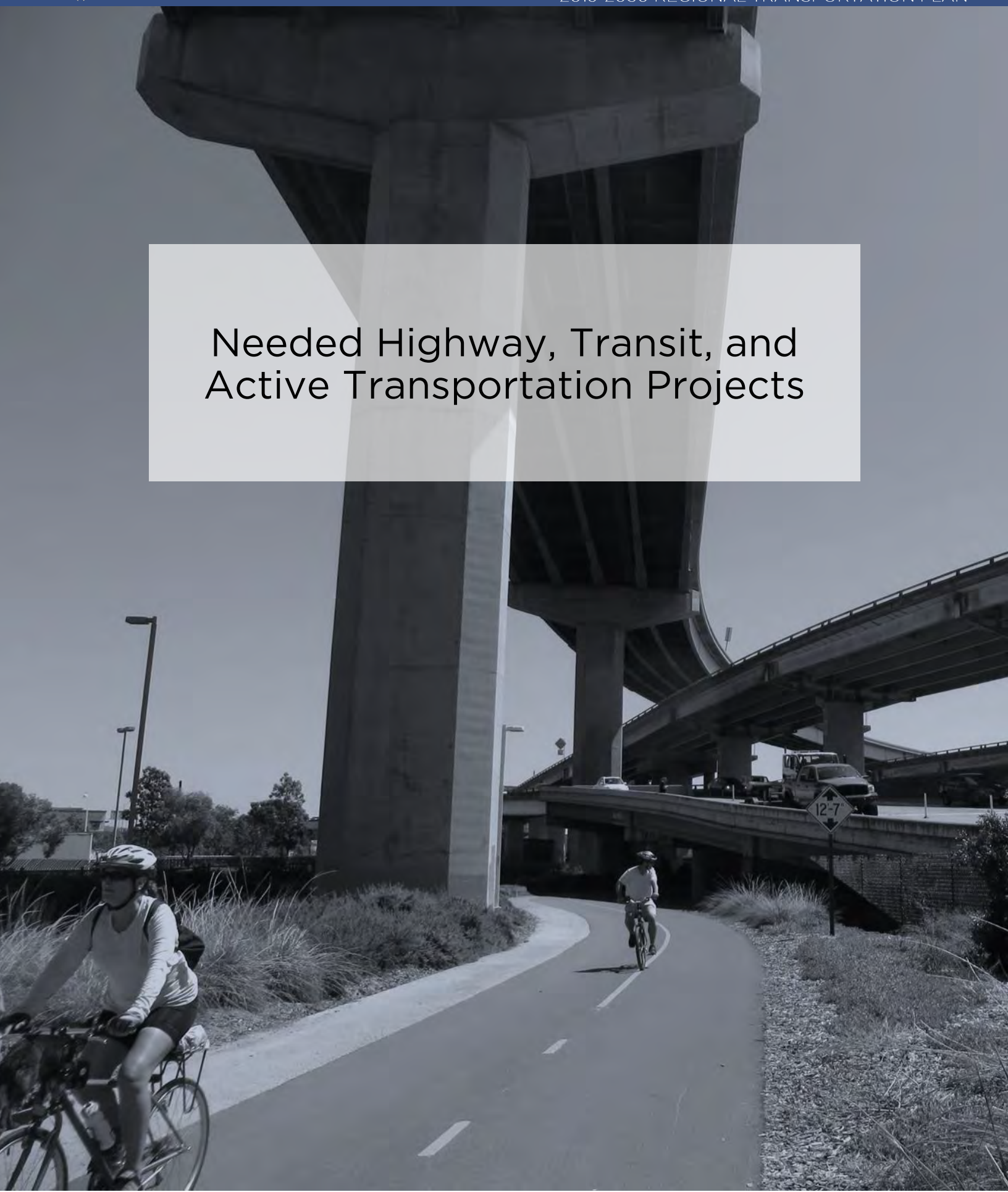
There are over 6,000 miles of roads in Utah County. Different routes serve different functions. Most travelers start a trip on a local street and work up to a collector road, to an arterial highway, on to a freeway. Local roads serve access to property and are usually the slower, less used roads. Freeways and arterials have limited access, which helps preserve higher speeds and traffic flow. Municipalities start with a grid network of local roads; the county and state highways create regional connections. The new projects in the last five years have begun the transformation of the regional transportation system from a rural to an urban network. There is still much to do, especially in the far north and south as they develop. Moreover, it all ties into the I-15 Freeway, like tributaries flowing into a large river. Forecasted population growth will place enormous demands on the transportation system.



MAG
Expert Resources. Enriching Lives.

TransPlan50
2019-2050 REGIONAL TRANSPORTATION PLAN

Needed Highway, Transit, and Active Transportation Projects



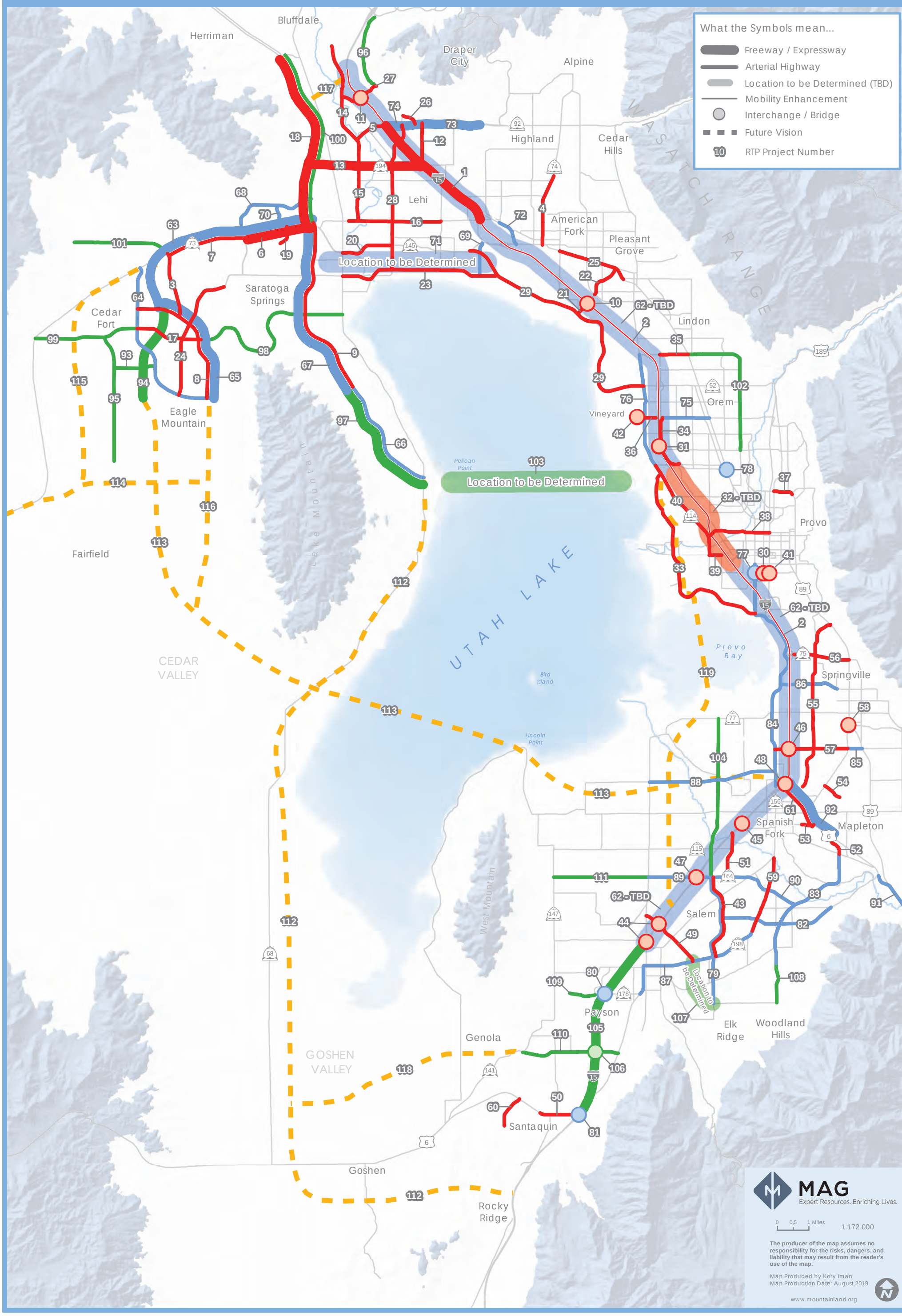
Highways

TransPlan50

Regional Transportation Plan
2019-2050 Plan for the Provo/Orem
Metropolitan Area

2019-30 Phase 1 | 2031-40 Phase 2 | 2041-50 Phase 3 | Future Vision

Modeled Need Phase of Construction



Phase 1: 2019-2030

County-wide Projects

Map ID	Project Name	Cost
1	**I-15 Freeway** Timpanogos HWY to Lehi Main ST Reconstruction and Widen	$415M
2	**I-15 Freeway** US-6 to Salt Lake County Operational Improvments	$84M

North Projects

Map ID	Project Name	Cost
3	**Airport RD** Cory Wride HWY to East Expressway New 5 lane road	$15.3M
4	**American Fork 100 E/Alpine HWY** State ST to Canal BLVD, Highland Widen to 5 lanes	$15.2M
5	**Clubhouse DR** I-15 to Lehi 3600 W New and widen to 5 lanes	$29.6M
6	**Cory Wride FWY** Mountain View Corridor to Ranches PKWY New freeway, frontage roads	$400M
7	**Cory Wride HWY** Ranches PKWY to Airport RD Widen to 5 lanes	$6.4M
8	**East Expressway** Eagle Mountain BLVD to Eagle Mountain BLVD New 3 lane road	$26.6M
9	**Foothill BLVD** Cory Wride FWY to Stillwater DR New 3 lane road	$46M
10	**I-15/PG BLVD Interchange** Interchange improvements	$85M
11	**I-15/Traverse Mtn BLVD Interchange** New Interchange-Frontage Roads	$146.9M
12	**Lehi 1200 W** I-15 to Timpanogos HWY Widen to 5 lanes	$6.6M
13	**Lehi 2100 N FWY SR-194** Mountain View Corridor to I-15 New freeway	$311M
14	**Lehi 3600 W/Point of the Mountain Connector** Lehi 2600 N to Salt Lake County New 5 lane road	$32.8M
15	**Lehi 3600 West** Lehi Main ST to Clubhouse DR New and widen to 5 lanes	$16M
16	**Lehi Main ST** Commerce DR to Lehi 500 W Widen to 5 lanes	$30.5M
17	**Mid Valley RD** Eagle Mountain BLVD to East Expressway New 3 lane road	$4.4M
18	**Mountain View FWY** Cory Wride HWY to Porter Rockwell PKWY New freeway	$250.9M
19	**Mt. Saratoga BLVD** Talus Ridge RD to Cory Wride FWY New 3 lane road	$2.6M
20	**Pioneer Crossing** Redwood RD to Lehi 2300 W Widen to 6 lanes	$5.9M
21	**Pleasant Grove BLVD** Vineyard Connector to I-15 Widen to 5 lanes	$8.6M
22	**Pleasant Grove BLVD** North County BLVD to State ST Widen to 5 lanes	$2.3M
23	**Pony Express PKWY** Redwood RD to Vineyard Connector New and widen to 5 lanes	$107.5M
24	**Pony Express PKWY** Sandpiper RD to Eagle Mountain BLVD Widen to 5 lanes	$10.1M
25	**State ST** American Fork 500 W to Pleasant Grove 200 S Widen to 7 lanes	$19.8M
26	**Traverse Mtn BLVD** Timpanogos HWY to Triumph BLVD New 3 lane road	$4M
27	**Traverse Mtn BLVD** West Point Connector to East Point Connecotr New 5 lane road	$19.8M
28	**Triumph BLDV/Lehi 2300 W** Timpanogos HWY to Lehi 1900 S New and widen to 5 lanes	$24.3M
29	**Vineyard Connector** Geneva RD to Pioneer Crossing New and widen to 5 lanes	$83M

Central Projects

Map ID	Project Name	Cost
30	**Freedom BLVD** Provo 600 S RR Crossing New bridge	$22M
31	**I-15/Orem 800 S Interchange** New Interchange	$130M
32	**I-15 Improvements** Improvements to Freeway (location TBD)	$130M
33	**Lakeview PKWY/Geneva RD** Provo 500 W to University PKWY New and widen to 5 lanes	$42M
34	**Orem 1200 W** Sandhill RD to Orem Center ST Widen to 5 lanes	$8.9M
35	**Orem 1600 N** Orem 1200 W to State ST Widen to 5 lanes	$20.5M
36	**Orem Center ST** I-15 to Geneva RD Widen to 5 lanes	$6.4M
37	**Provo 2230 N** Provo Canyon RD to Stadium AVE Widen to 5 lanes	$6M
38	**Provo 820 N** Geneva RD to University AVE Widen to 5 lanes	$47.8M
39	**Provo Center ST** Geneva RD to Provo 1600 W Widen to 5 lanes	$8.5M
40	**Provo Geneva RD** Provo Center ST to Lakeview PKWY Widen to 5 lanes	$71.2M
41	**University AVE/Provo 600 S** Replace UPRR Bridge	$27.5M
42	**Vineyard Center ST RR Bridge** Vineyard Mill RD to Vineyard RD New bridge	$8M

South Projects

Map ID	Project Name	Cost
43	**Elk Ridge DR** UC 8000 S to SR-198 New 3 lane road	$12.3M
44	**I-15/Payson Main ST/Nebo Belt RD Interchange** New interchange	$96M
45	**I-15/Spanish Fork Center ST Interchange** New interchange	$60M
46	**I-15/Springville 1600 S Interchange** New interchange	$50M
47	**I-15/UC 8000 S Interchange** Reconstruction	$40M
48	**I-15/US6 Interchange** Interchange improvements	$18M
49	**Nebo Belt RD** Payson Main ST to SR-198 New 5 lane road	$62.5M
50	**Santaquin Main ST US-6** I-15 to Santaquin 500 W Widen to 5 lanes	$9.9M
51	**Spanish Fork 1550 W** UC 8000 S to I-15 New and widen to 3 lanes	$18.7M
52	**Spanish Fork 2000 E** US-6 to Canyon RD SR-198 New 5 lane road	$7.1M
53	**Spanish Fork Center ST** Spanish Fork 900 E to US-6 Widen Fork 5 lanes	$4.1M
54	**Spanish Fork PKWY** Mapleton Slant RD to SR-51 New 3 lane road	$0.9M
55	**Springville 1200 W/Canyon Creek PKWY** Market Place DR to US-89 New 5 lane road	$81.7M
56	**Springville 1400 N SR-75** I-15 to Springville Main ST US-89 Widen to 5 lanes	$49.3M
57	**Springville 1600 S/Spanish Fork 2700 N** Spanish Fork Main ST to SR-51 Widen to 5 lanes	$42.9M
58	**Springville Main ST/US-89** Interchange Reconstruction	$18M
59	**SR-198** Arrowhead Trail to Salem 400 N Widen to 5 lanes	$17.8M
60	**Summit Ridge PKWY** US-6 to Stone Hollow DR New 3 lane road	$6.1M
61	**US-6** I-15 to Spanish Fork Center ST Widen to 7 lanes	$5.5M

Phase 2: 2031-2040

County-wide Projects

Map ID	Project Name	Cost
62	**I-15/Alternatives** Payson to Salt Lake County Add capacity (location TBD)	$1.8B

North Projects

Map ID	Project Name	Cost
63	**Cory Wride FWY** Ranches PKWY to East Expressway New freeway	$86.4M
64	**Eagle Mountain BLVD** SR-73 to East Expressway Widen to 5 lanes	$11.6M
65	**East Expressway** Cedar Valley FWY to Eagle Mountain BLVD Widen to 5 lanes	$9.8M
66	**Foothill BLVD** Stillwater DR to Redwood RD New 4 lane road	$48.5M
67	**Foothill FWY** Cory Wride FWY to Stillwater DR New freeway	$240.4M
68	**Harvest Hills BLVD** Sunflower WAY to Spring Run DR New 3 lane road	$7.2M
69	**Mill Pond RD** Pioneer Crossing to Pony Express PKWY New and widen to 3 lanes	$3M
70	**Mt. Saratoga BLVD** Cory Wride FWY to Harvest Hills BLVD New 3 lane road	$2.2M
71	**North Lakeshore FWY** Foothill FWY to I-15 New freeway (location TBD)	$540.6M
72	**State ST** American Fork Main ST to American Fork 900 W Widen to 6 lanes	$3.5M
73	**Timpanogos HWY Express Lanes** Triumph BLVD to Lehi 1200 E Widen to 4 lanes	$32.6M
74	**Timpanogos HWY Express Lanes** I-15 to Triumph BLVD New connection to I-15	$35.4M

Central Projects

Map ID	Project Name	Cost
75	**Orem Center ST** Orem 1200 W to State ST Widen to 7 lanes	$10.8M
76	**Orem Geneva RD** Orem 1600 N to University PKWY Widen to 7 Lanes	$14.7M
77	**Provo 500 W** Provo 600 S RR Crossing New bridge	$22M
78	**State ST/University PKWY Bridge** New bridge	$46.4M

South Projects

Map ID	Project Name	Cost
79	**Elk Ridge DR** UC 11200 S to UC 8000 S Widen to 5 lanes	$8.6M
80	**I-15/Payson 800 S Interchange** Reconstruction	$40M
81	**I-15/Santaquin Main ST Interchange** Reconstruction	$40M
82	**Salem 760 N** Elk Ridge DR to Powerhouse RD New and widen to 3 lanes	$9M
83	**Spanish Fork 2300 E/Nebo Belt RD** Spanish Fork 2550 E to Salem 600 S New 5 lane road	$37.9M
84	**Spanish Fork Main ST/Provo 500 W** Spanish Fork 1400 N to Provo 300 S New and widen to 5 lanes	$56.7M
85	**Springville 1600 S** SR-51 to US-89 New 5 lane road	$39.8M
86	**Springville 500 N** Springville 2250 W to Springville 400 W New and widen to 3 lanes	$25.5M
87	**SR-198** Salem 400 N to Payson 800 S Widen to 5 lanes	$19M
88	**UC 5600 S/Spanish Fork 1900 N** UC 3200 W to Spanish Fork Main ST New and widen to 3 lanes	$20.2M
89	**UC 8000 S** I-15 to UC 3200 W Widen to 5 lanes	$7.5M
90	**UC 8000 S/Woodland Hills DR** I-15 to Nebo Belt RD New and widen to 5 lanes	$21M
91	**US-6** Powerhouse RD up canyon Widen to 5 lanes	$16.9M
92	**US-6 FWY** I-15 to Spanish Fork 2300 E Convert to freeway	$93.6M

Phase 3: 2041-2050

North Projects

Map ID	Project Name	Cost
93	**Aviator AVE** Eagle Mountain BLVD to Cedar Fort RD New 3 lane road	$5.1M
94	**Cedar Valley FWY** East Expressway to UC 4000 N New freeway	$103.2M
95	**Central Valley RD** UC 2400 N to Mid Valley RD New 3 lane road	$10.6M
96	**Draper Gravel Pit RD** Traverse Mtn BLVD to Salt Lake County New 5 lane road	$4.4M
97	**Foothill FWY** Stillwater DR to Redwood RD Convert to freeway	$175.3M
98	**Hidden Valley RD** East Expressway to Redwood RD New 5 lane road	$34.8M
99	**Mid Valley RD** Eagle Mountain BLVD to Cedar Fort RD New 3 lane road	$6.8M
100	**Mountain View FWY** Cory Wride HWY to Porter Rockwell Pkwy Widen to 8 Lanes	$74.4M
101	**UC 8000 N** Cedar Fort RD to UC 17200 W New 3 lane road	$19.5M

Central Projects

Map ID	Project Name	Cost
102	**Orem 800 E/Orem 1600 N** Orem State ST to Orem 800 S Widen to 5 lanes	$42.9M
103	**Utah Lake Bridge** Redwood RD to I-15 New freeway bridge (location TBD)	$844.6M

South Projects

Map ID	Project Name	Cost
104	**Elk Ridge DR/UC 1450 W** UC 8000 S to UC 4000 S New 3 lane road	$50.5M
105	**I-15 Freeway** Payson Main ST to Santaquin Main ST Widen to 6 lanes	$111.2M
106	**I-15/UC 12400 S Interchange** New Interchange	$40M
107	**Nebo Belt RD** SR-198 to Elk Ridge DR New 3 lane road (location TBD)	$10.9M
108	**Nebo Belt RD** Salem 600 S to Woodland Hills DR New 3 lane road	$8.6M
109	**Payson 800 S** Payson 1700 W to UC 5200 W New 3 lane road	$24.4M
110	**UC 12400 S** SR-198 to Mountain RD New and widen to 5 lanes	$29.6M
111	**UC 8000 S** UC 3200 W to UC 5600 W New 3 lane road	$26.5M

Vision Projects

County-wide Projects

Map ID	Project Name	Cost
112	**Saratoga Springs to Santaquin** Proposed Freeway	
113	**US-6 to Cedar Valley** Proposed Freeway	

North Projects

Map ID	Project Name	Cost
114	**Cedar Valley to Tooele County** Proposed Highway	
115	**Cedar Valley West Expressway** Proposed Expressway	
116	**East Expressway** Proposed Expressway	
117	**Point of the Mountain Connector** Proposed Freeway	

South Projects

Map ID	Project Name	Cost
118	**Santaquin to Elberta** Proposed Freeway	
119	**South Wasatch Corridor** Proposed Provo Bay crossing between Provo and Payson	

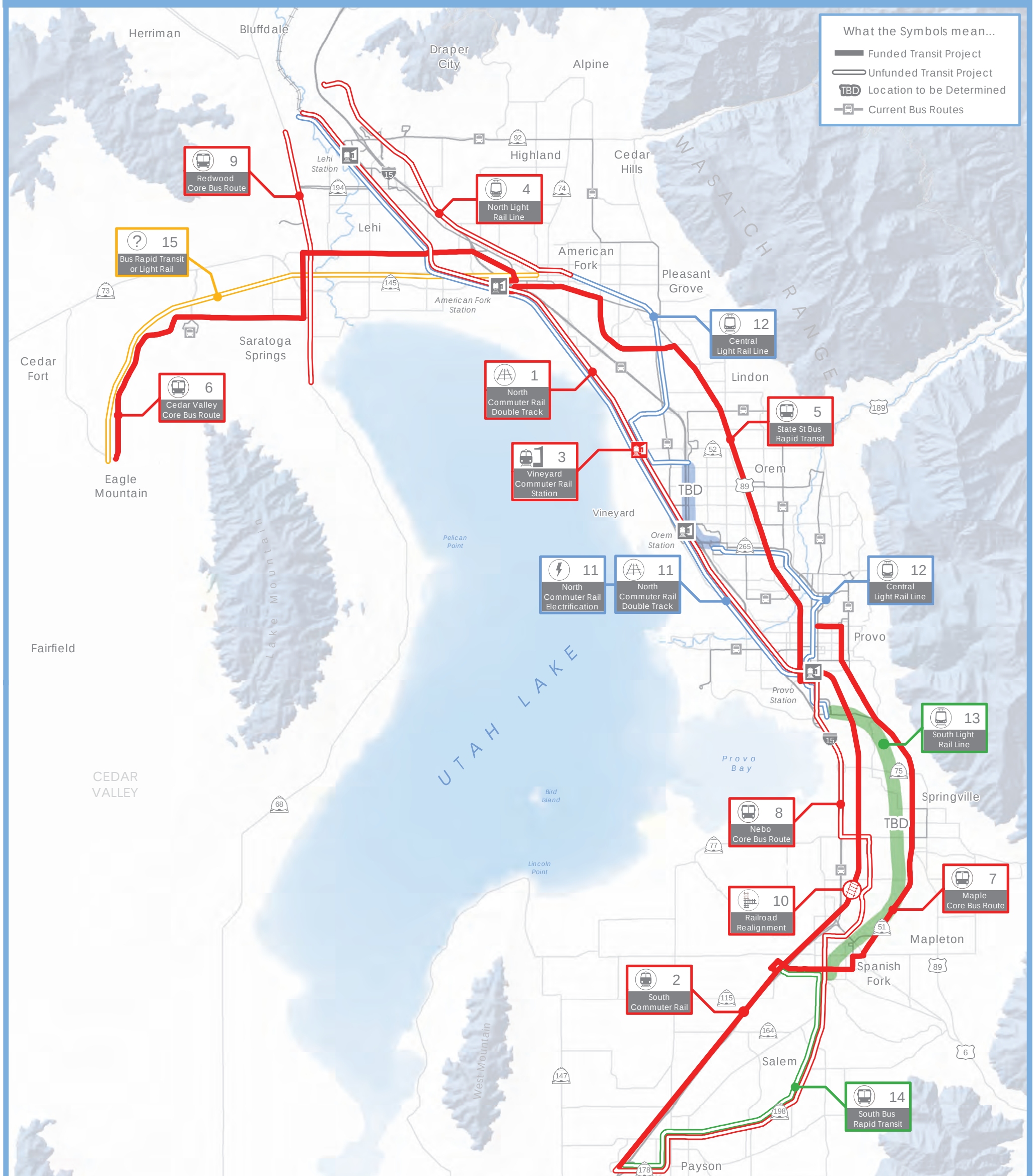
Transit

TransPlan50

Regional Transportation Plan
2019-2050 Plan for the Provo/Orem Metropolitan Area

2019-30 Phase 1 | 2031-40 Phase 2 | 2041-50 Phase 3 | Future Vision

Modeled Need Phase of Construction



MAP ID	Project Name	Phasing* Need	Phasing* Fund	Cost
1	North Commuter Rail Intermittent Double Track	1	2	$113M
2	South Commuter Rail - Payson to Provo	1	1	$252M
3	Vineyard Commuter Rail Station at 800 N	1	1	$16M
4	North Light Rail Line - American Fork to Draper	1	3	$654M
5	State St Bus Rapid Transit - State ST; Provo to Am Fork	1	1	$313M
6	Cedar Valley Core Bus Route - Eagle Mtn to Am Fork	1	1	$31M
7	Maple Core Bus Route - Spanish Fork to Provo	1	1	$39M
8	Nebo Core Bus Route - Payson to Provo	1	2	$69M
9	Redwood Core Bus Route - Saratoga Spgs to SL Co on Redwood RD	1	2	$24M
10	Sharp - Tintic Railroad Realignment	1	1	$7M
11	North Commuter Rail Electrification & Double Track - Provo to SL Co	2	Unfunded	$689M
12	Central Light Rail Line - Provo to American Fork	2	Unfunded	$1.1B
13	South Light Rail Line - Spanish Fork to Provo	3	Unfunded	$834M
14	South Bus Rapid Transit - Payson to Spanish Fork	3	Unfunded	$196M
15	BRT or Light Rail - Eagle Mtn to Am Fork	Vision	Unfunded	

*Phasing Need is the phase the project is warranted, Phasing Fund is when funding is anticipated

MAG
Expert Resources. Enriching Lives.

0 0.5 1 Miles
1:164,000

The producer of the map assumes no responsibility for the risks, dangers, and liability that may result from the reader's use of the map.

Map Produced by Kory Iman
Map Production Date: July 2019

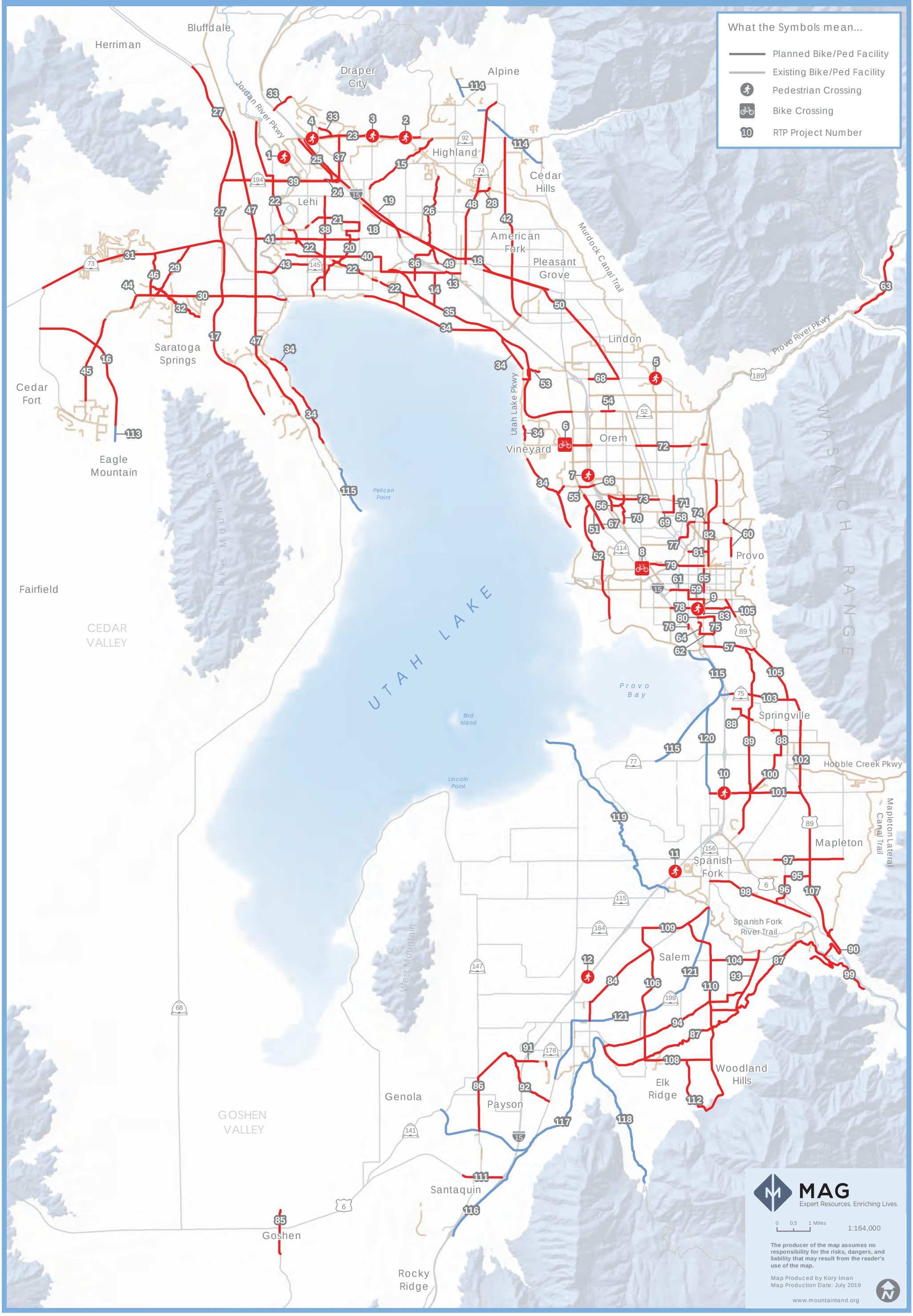
www.mountainland.org

Bike/Ped

TransPlan50

Regional Transportation Plan
2019-2050 Plan for the Provo/Orem
Metropolitan Area

2019-30 Phase 1 | 2031-40 Phase 2 | 2041-50 Phase 3 | Future Vision



Map ID	Project Name	Associated with RTP Road Project	Cost
Phase 1: 2019 - 2030			
	County-Wide Projects		
Bike/Ped Crossing			
1	Jordan River Trail - Pedestrian Bridge Crossing		$640,080
2	Lehi SR-92 / 1200 E - Pedestrian Crossing		
3	Lehi SR-92 / Center St - Pedestrian Crossing		
4	SR-92 Pedestrian Bridge Crossing		$5,300,000
5	Orem 1600 N / 400 E Roundabout & Pedestrian Crossing		$1,350,000
6	Vineyard Center ST RR Bridge - Add Bike Lanes	*	$650,000
7	I-15/Orem 800 S - Add Multi-Use Path & Grade-Separated Crossing	*	
8	I-15/Provo Bike/Ped Crossing - Add Buffered Bike Lanes	*	
9	Freedom BLVD - Possible Bike/Ped Improvements	*	
10	I-15/Springville 1600 S Interchange - Add Grade-Separated Crossing	*	
11	I-15/Sp Fork Center ST Interchange - Add Grade-Separated Crossing	*	
12	I-15/Payson Main ST/Nebo RD Interchange - Add Grade-Separated Crossing	*	
	North Projects		
Multiuse Pathways			
13	American Fork 200 S - Trail		$4,500,000
14	American Fork 570 W - Trail		$985,000
15	Dry Creek Trail - Lehi to Highland		$2,600,000
16	East Expressway Trail	*	
17	Foothill Blvd Trail	*	
18	Historic Utah Southern RR Trail - Lehi to PG		$6,500,000
19	I-15; Improvements at crossing & New Trail	*	
20	Lehi - Dry Creek South Trail		$3,500,000
21	Lehi - Waste Ditch Trail		$1,700,000
22	Lehi / American Fork - Power Line Trail		$7,400,000
23	Lehi / Highland - SR-92 Trail		$3,100,000
24	Lehi 2100 N / SR-194 - Trail	*	
25	Lehi I-15 Frontage Road - Trail	*	
26	Mitchell Hollow Trail		$2,400,000
27	Mountain View Corridor - Trail & Buffered Bike Lanes	*	
28	Murdock Connector Trail - American Fork		$637,000
29	Ranches Corridor Trail - Eagle Mountain		$1,850,000
30	South Pony Express Pkwy Trail - Eagle Mtn / SSprings		$3,725,000
31	SR-73 - Trail	*	
32	Tickville Trail - Eagle Mountain		$2,130,000
33	Traverse Mtn Blvd Trail	*	$1,200,000
34	Utah Lakeshore Trail		$6,678,750
35	Vineyard Connector - Trail & Buffered Bike Lanes	*	
Bike Facilities			
36	American Fork Meadows - Buffered Bike Lanes		$206,550
37	Lehi 1200 W - BIke Lanes	*	
38	Lehi 1700 W - Cycle Track		$1,494,240
39	Lehi 2100 N / SR-194 - Keep existing Bike/Ped Facilities	*	
40	Lehi 700 S - Cycle Track Connecting to 200 S American Fork		$2,059,200
41	Lehi Main St - Buffered Bike Lanes	*	
42	North County Blvd - Buffered Bike Lanes		
43	Pioneer Crossing - Coordinate alternative Bike/Ped improvements with Saratoga Spgs & Lehi	*	$1,700,000
44	Pony Express Pkwy - Bike Lanes / Cycle Track		$656,304
45	Pony Express Pkwy - Buffered Bike Lanes		$382,500
46	Ranches Pkwy - Bike Lanes / Cycle Track		$696,960
47	SR-68 / Redwood Road - Buffered Bike Lanes		
48	SR-74 - Buffered Bike Lanes	*	
49	State St / US-89; Lehi Buffered Bike Lanes	*	
50	US-89 / State St - Buffered Bike Lanes		
	Central Projects		
Multiuse Pathways			
51	Geneva Rd / SR-114 - Trail		$890,000
52	Lakeview Pkwy Trail	*	
53	Lindon Heritage Trail		$440,000
54	Orem 800 N Trail		$395,865
55	Orem FrontRunner Station Trail - Geneva Rd to UVU Ped Bridge		$280,000
56	Orem Sandhill Rd - Trail		$410,000
57	Provo 1860 S - Trail		$1,580,000
58	Provo 2230 N - Trail		$178,000
59	Provo 500 W / 300 S - Trail		$750,000
60	Provo 900 E - Trail		$770,000
61	Provo Center St - Trail		$560,000
62	Provo East Bay Blvd Trail		$425,000
63	Provo River Pkwy Trail		$2,630,000
64	Provo Towne Centre Trail		$420,000
65	Provo University Ave / US-189 - Trail		$705,000
66	UVU Pedestrian Bridge		

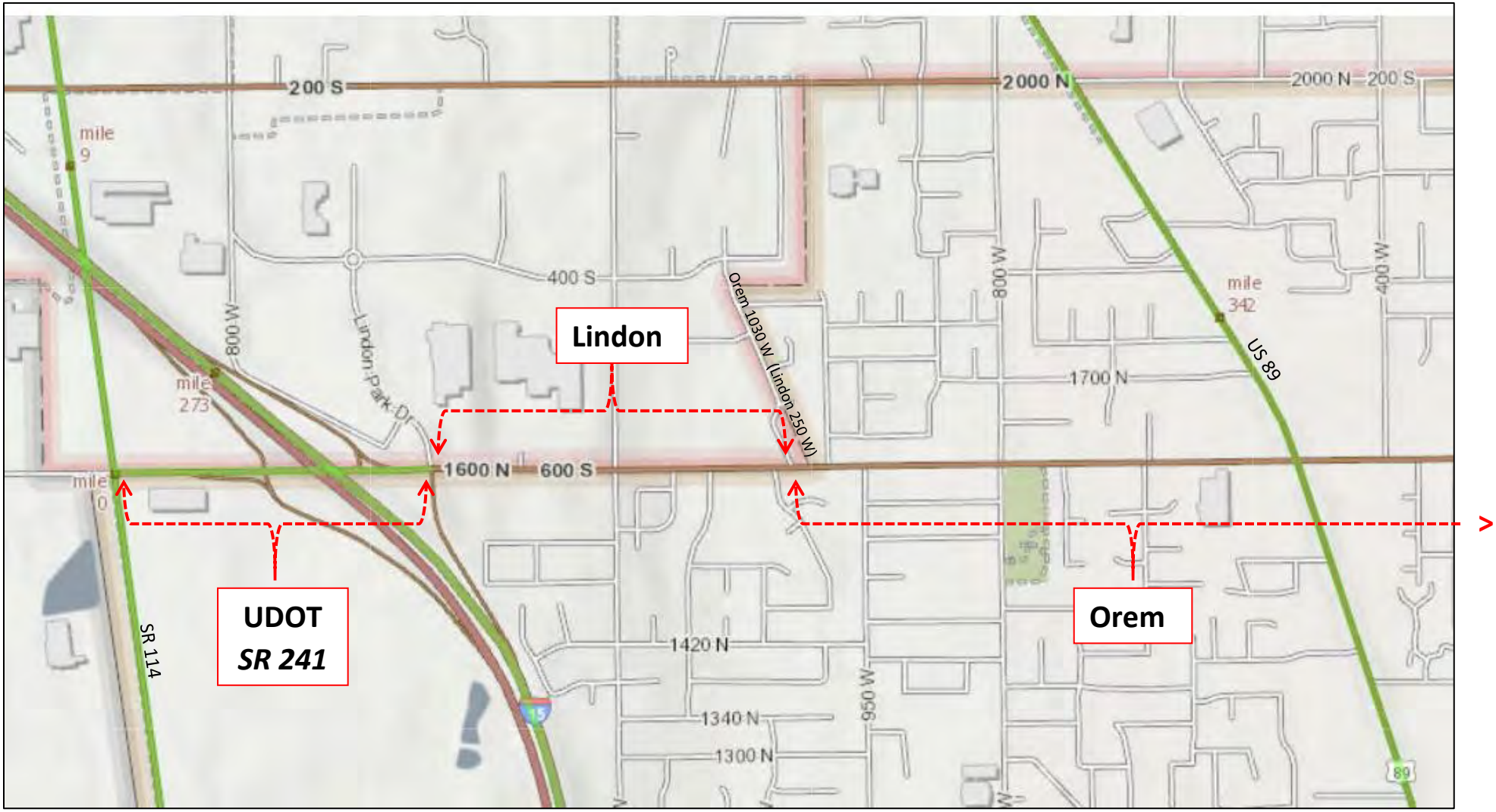
Map ID	Project Name	Associated with RTP Road Project	Cost
	Central Projects		
Bike Facilities			
67	Geneva Rd / SR-114 - Bike Lanes	*	
68	Orem 1600 North - Buffered Bike Lanes	*	
69	Orem 1600 S - Bike Lanes		$33,000
70	Orem 400 W / 1430 S - Bike Lanes		$130,000
71	Orem 800 E - Bike Lanes		$50,000
72	Orem Center St - Bike Lanes		$236,000
73	Orem University Pkwy - Bike Lanes		$154,000
74	Provo 2230 N - Bike Lanes		$14,000
75	Provo 350 E - Bike Lanes		$55,000
76	Provo 500 W - Bike Lanes		$12,700
77	Provo 550 W - Bike Lanes		$84,000
78	Provo 600 S - Bike Lanes and Trail		$1,980,000
79	Provo 820 N - Buffered Bike Lanes	*	
80	Provo 900 S - Bike Lanes		$52,000
81	Provo Bulldog Blvd - Protected Bike Lanes		
82	Provo Canyon Rd - Bike Lanes and Trail		$2,900,000
83	University Ave / US-189 - Bike Lanes	*	
	South Projects		
Multiuse Pathways			
84	Arrowhead Trail Rd		$3,040,000
85	Goshen Center St - Trail		$1,340,000
86	Goshen Valley Rail Trail		$2,750,000
87	Highline Canal Trail		$9,000,000
88	Hobble Creek Trail - Springville		$1,900,000
89	InterCity Connector Trail		$5,860,000
90	Mapleton Lateral Canal Trail - Springville to Sp Fork		$1,460,000
91	Payson South Trail		$1,220,000
92	Payson Trail		$1,840,000
93	Salem Trail		$2,730,000
94	Salem Canal Rd Trail		$4,800,000
95	Spanish Fork / Mapleton Trail		$760,000
96	Spanish Fork 2550 E Trail		$1,000,000
97	Spanish Fork 400 N Trail		$2,080,000
98	Spanish Fork Canyon Rd - Trail		$3,260,000
99	Spanish Fork Canyon Trail		$2,600,000
100	Springville - Tintic Rails Trail		$1,650,000
101	Springville 1600 S / Sp Fork 2700 N - Trail	*	
102	Springville 400 E Trail		$3,100,000
103	SR-75 - Trail & Bridge	*	
104	UC 8800 S Trail		$1,430,000
105	US-89 / State St - Trail		$2,480,000
Bike Facilities			
106	Elk Ridge Dr; Salem - Buffered Bike Lanes	*	
107	Mapleton US-89 / 1600 W - Buffered Bike Lane		$688,500
108	Salem Loop; 11200 S - Bike Lanes		$200,000
109	Salem Loop; SR-164 - Bike Lanes		$220,000
110	Salem Loop; Woodland Hills Dr - Bike Lanes		$453,000
111	Santaquin Main St / US-6 - Extend existing Bike/Ped Facility	*	
112	Woodland Hills Trail		$3,750,000
Phase 2: 2031 - 2040			
	North Projects		
Multiuse Pathways			
113	City Center Corridor Trail - Eagle Mountain		$495,000
114	Powerline Trail		$3,200,000
	Central Projects		
Multiuse Pathways			
115	Utah Lakeshore Trail		$6,678,750
	South Projects		
Multiuse Pathways			
116	Highland Dr Trail - Santaquin		$3,550,000
117	Highline Canal Trail		$9,000,000
118	Payson Canyon Trail - Highline Canal to Four Bay		$4,350,000
119	Spanish Fork River Trail - Spanish Fork		$7,230,000
120	Springville 2600 W Trail		$2,700,000
121	SR-198 Connector Trail		$8,100,000

8. **Review & Action — Transferring 600 South (Orem 1600 North) to UDOT; Resolution #2019-22-R.** The City Council will review and consider whether to approve a jurisdictional transfer of 600 South Lindon (1600 North Orem) to UDOT. *(20 minutes)*

   See attached materials.

   Sample Motion: *I move to (approve, deny, continue) Resolution #2019-22-R approving the transfer of Lindon's 600 South to UDOT (as presented, or with changes).*

Map of maintenance responsibilities for Orem 1600 North (Lindon 600 South; UDOT SR 241)



RESOLUTION 2019-22-R

A RESOLUTION OF THE LINDON CITY COUNCIL APPROVING A COOPERATIVE AGREEMENT BETWEEN THE UTAH DEPARTMENT OF TRANSPORTATION (UDOT), THE CITY OF OREM, AND LINDON CITY TO TRANSFER FULL JURISDICTION OF LINDON CITY'S 600 SOUTH ROADWAY (OREM'S 1600 NORTH) TO UDOT, AND SETTING AN EFFECTIVE DATE.

WHEREAS, Lindon City (Lindon) and the City of Orem (Orem) desire to transfer ownership and full jurisdiction of 1600 North, Orem and 600 South, Lindon beginning at SR-241 mile post 0.416 (I-15 NB off-ramp) and ending at the junction of US-89 (State Street), approximately 1.15 +/- miles to UDOT ("1600 North Corridor"); and

WHEREAS, Lindon and Orem currently share a common boundary along the centerline of the 1600 North Corridor; and

WHEREAS, UDOT maintains a portion of the 1600 North Corridor, identified as State Route 241 (SR-241), between Geneva Road and Lindon Park Drive, and

WHEREAS, east of the SR-241 section of the roadway Lindon and Orem currently share maintenance responsibilities along the 1600 North Corridor length of approximately 1.15 miles, with OREM responsible for 0.65 miles (56.5%) and LINDON responsible for the remaining 0.5 miles (43.5%); and

WHEREAS, the traffic along the 1600 North Corridor between Genvea Road and I-15 and continuing to State Street (US-89), thereby connecting two State roads, is of regional and State significance and not primarily used for local traffic; and

WHEREAS, transfer of the 1600 North Corridor to UDOT will provide for consistent maintenance responsibility of the roadway, instead of relying upon three different jurisdictions to maintain various segments of the road, thus improving the efficient movement of goods and services, enabling coordinated traffic signal efforts along the corridor, and improving safety of the traveling public.

NOW, THEREFORE, be it resolved by the Lindon City Council as follows:

SECTION 1. The Cooperative Agreement between Lindon, Orem, and UDOT transferring jurisdiction of Lindon's 600 South roadway to UDOT is hereby approved by the Lindon City Council and attached to this Resolution as **Exhibit A**.

SECTION 2. This resolution shall take effect immediately upon passage.

Adopted and approved this 15th day of October, 2019.

By _____
Jeff Acerson, Mayor

Attest:

By _____
Kathryn A. Moosman, City Recorder

SEAL:

COOPERATIVE AGREEMENT

THIS COOPERATIVE AGREEMENT ("Agreement"), is made and entered into this _____ day of _____, 2019 by and between the UTAH DEPARTMENT OF TRANSPORTATION, hereinafter referred to as "UDOT", THE CITY OF OREM, a municipal corporation of the State of Utah, hereinafter referred to as "OREM", and LINDON CITY, a municipal corporation of the State of Utah, hereinafter referred to as "LINDON."

RECITALS

WHEREAS OREM AND LINDON desire to transfer ownership and full jurisdiction of 1600 North, OREM and 600 South, LINDON beginning at SR-241 mile post 0.416 (I-15 NB off-ramp) and ending at the junction of US-89 (State Street), approximately 1.15 +/- miles to UDOT ("1600 North Corridor"); and

WHEREAS UDOT will need to invest $1,150,000 along 1600 North from the I-15 northbound off-ramp to State Street, with a 2 inch mill and overlay of the pavement surface, to meet the long term pavement preservation needs of the corridor; and

WHEREAS UDOT will need to invest $30,000 to upgrade the 1200 West signal ($15,000 for replacement of plastic junction boxes with polymer concrete on the north side of the intersection, new pedestrian ramps and a new service pedestal to replace the existing meter) and 800 West signal ($15,000 for new address signs, replacement of plastic junction boxes with polymer concrete, new pedestrian ramps); and

WHEREAS UDOT will need to invest $5,000 to upgrade the traffic control signs along the 1600 North Corridor; and

WHEREAS UDOT acknowledges existing OREM and LINDON utilities, including third-party utilities within the 1600 North Corridor right-of-way; and

WHEREAS OREM and LINDON currently share maintenance responsibilities along the corridor length of approximately 1.15 miles, with OREM responsible for 0.65 miles (56.5%) and LINDON responsible for the remaining 0.5 miles (43.5%); and

WHEREAS THIS COOPERATIVE AGREEMENT is written to set out the terms and conditions under which the jurisdictional transfer shall be performed and maintenance of existing facilities;

NOW THEREFORE, it is agreed by and between the parties hereto as follows:

1. UDOT will assume responsibility of snow removal and roadway maintenance services (sweeping, pavement repair, striping, signing, etc.) for 1600 North Corridor beginning the date the Transportation Commission adopts the resolution to accept jurisdictional transfer of 1600 North Corridor as a state

highway. After that date, OREM and LINDON will no longer provide snow removal and roadway maintenance services. All other operations and maintenance responsibilities, construction projects, access and encroachment authority, services, needs and costs become the sole responsibility of UDOT effective upon the execution date of the jurisdiction transfer. UDOT agrees to assume ownership and all maintenance responsibilities, as determined by UDOT, associated with the above described route.

2. OREM and LINDON acknowledge that UDOT will retain the $4,000,000 funded in the 2019 Utah Legislative Session under Senate Bill 268 for right-of-way acquisition, design, engineering, and constructions costs related to 1600 North Corridor in Orem City.

3. OREM and LINDON will NOT be responsible for costs to upgrade pavement, traffic signals and signing, as identified above.

4. The State Highway Access Category for 1600 North Corridor will be a Category 6: Regional-urban importance as outlined in Utah Administrative Rule R930-6. The parties acknowledge that no new signals will be installed along this corridor and OREM and LINDON will not request any signals.

5. New raised medians may be installed along this corridor as outlined in the Statewide Raised Median Toolkit available at http://www.udot.utah.gov/raisedmedians/ .

6. UDOT will assume maintenance of the existing traffic signals located at 1200 West and 800 West along 1600 North from the date of the adoption of the resolution by the Utah Transportation Commission. UDOT further agrees that upon the adoption of the resolution by the Utah Transportation Commission, UDOT will accept the power service payment responsibilities of the existing signals along this segment of roadway. The street lighting at these locations will continue to be owned and maintained by OREM and LINDON in accordance to Section 72-3-109(1)(f) of the Utah Code, including the street lighting at the top of the signal poles. Any change to street lighting regarding payment for service or maintenance responsibility shall be addressed by OREM and LINDON. OREM and LINDON will contact the power utility provider for each traffic signal and request that the service be placed into UDOT's name. UDOT will need to verify the change in payment responsibility. OREM and LINDON will assist UDOT with this procedure.

7. OREM and LINDON will provide a quit claim deed to UDOT for the existing right-of-way from back of sidewalk to back of sidewalk and include roadway appurtenances associated with 1600 North Corridor within 10 days from the date the Transportation Commission adopts the resolution.

8. OREM and LINDON will comply with Utah Administrative Rule R930-7 for construction, maintenance, repair, and access to their utility facilities.

9. OREM and LINDON will continue to own, operate, maintain their culinary water systems, secondary water systems, sanitary sewer systems and storm water systems including, but not limited to: pipe, valves, manholes, catch basins, diversion boxes, detention ponds and associated concrete collars.

10. OREM and LINDON will allow UDOT to discharge storm water into the storm water drain system serving the 1600 North Corridor. However, if and when the 1600 North Corridor is widened such that the amount of storm water runoff from the 1600 North Corridor is increased and depending upon funding, UDOT shall work with the City to upsize the City's storm water system to handle the additional storm water runoff or shall separate the UDOT storm water from the OREM and LINDON storm water.

11. UDOT, OREM and LINDON will meet the requirements as set forth in the Municipal Separate Storm Sewer System (MS4) permit issued by the Utah Division of Water Quality for storm water discharge.

12. UDOT retains the right to remove any and all landscape improvements from the 1600 North Corridor right-of-way if deemed necessary for safety, roadway widening or other activities. UDOT will not be responsible for replacement costs for damage to plant materials, landscaping facilities or aesthetic features owned by OREM and LINDON.

13. To the extent it may lawfully do so, OREM agrees to indemnify and hold UDOT harmless from any responsibility or liability that may result from the negligence or wrongful acts of OREM related to OREM's installation, operation and/or maintenance activities covered herein. However, OREM shall not be obligated to indemnify UDOT to the extent that such responsibility or liability arises out of the negligence or wrongful acts of UDOT.

14. To the extent it may lawfully do so, LINDON agrees to indemnify and hold UDOT harmless from any responsibility or liability that may result from the negligence or wrongful acts of LINDON related to LINDON's installation, operation and/or maintenance activities covered herein. However, LINDON shall not be obligated to indemnify UDOT to the extent that such responsibility or liability arises out of the negligence or wrongful acts of UDOT.

15. UDOT, OREM and LINDON are all governmental entities as defined in the Utah Governmental Immunity Act (the "Act"). Any obligation to indemnify is limited to the amounts stated in the Act. Nothing in this Agreement shall be deemed as a waiver by any of the parties of any defenses or protections provided by the Act.

16. OREM and LINDON shall retain ownership and shall operate, and maintain their fiber optic conduit bank and cabling placed by or for OREM and LINDON within the 1600 North Corridor.

17. Amendment/ Waiver. No waiver, termination, amendment or other modification of any provision to this Agreement shall be effective unless the same shall be in writing and signed by all Parties, and then such waiver, termination, amendment or modification shall be effective only in the specific instance and for the specific purpose for which it is given.

18. Entire Agreement. This Agreement constitutes the entire Agreement by and between the Parties with respect to the subject matter of this Agreement and supersedes all prior agreements, understandings and negotiations, both written and oral, with respect to the subject matter of this

Agreement. No representation, warranty, inducement, promise, understanding or condition which is not set forth in this Agreement has been made or relied upon by any of the Parties hereto.

19. Severability. In the event that any provision, clause or other part of this Agreement should be held invalid or unenforceable by a court of competent jurisdiction, such invalidity or unenforceability will not affect the validity or enforceability with respect to other clauses, applications or occurrences and this Agreement is expressly declared to be severable.

20. Authority. The individuals executing this Agreement each represent and warrant: (i) that he or she is authorized to do so on behalf of the respective Parties hereto, (ii) that he or she has full legal power and authority to bind the respective Parties hereto, and if necessary, has obtained all required consents or delegations of such power and authority, and (iii) that the execution, delivery and performance by the respective Parties hereto of this document will not constitute a default under any agreement to which it is a Party.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as the day and year first above written.

THE CITY OF OREM

_____
James P. Davidson, City Manager

Date: _____

ATTEST

By: _____

Title: _____

Date: _____

LINDON CITY

_____
Jeff Acerson, Mayor

Date: _____

ATTEST

By: _____

Title: _____

Date: _____

UTAH DEPARTMENT OF TRANSPORTATION

Recommended for Approval:

_____
Rob Clayton, Region Three Director

Date: _____

_____
Ben Huot, Director of Program Development

Date: _____

APPROVED:

_____
Carlos Braceras, Executive Director

Date: _____

9. **Public Hearing — Amend the Lindon City Zoning Map from R1-20 to CG at approximately 229 West 400 North; Ordinance #2019-16-O.** Colts Neck Investments, LLC requests approval for a Zoning Map Amendment to change the zoning of the property at approximately 229 W. 400 N. from Residential (R1-20) to Commercial General (CG). Parcel #14:068:0163. *(20 minutes)*

See attached materials from the planning department.

Sample Motion: *I move to (approve, deny, continue) Ordinance #2019-16-R amending the Lindon City Zoning Map from R1-20 to CG at approximately 229 West 400 North (as presented, or with changes).*

Public Hearing – Zoning Map Amendment ~ 229 W 400 N

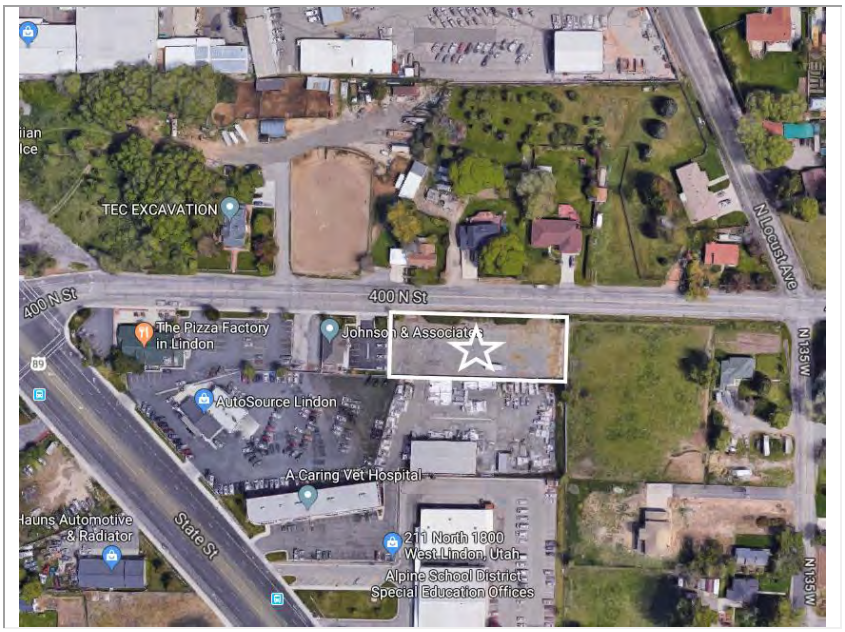
Date: October 15, 2019

Project Address: approximately 229 W. 400 N.
Applicant: Tim Clyde, Colts Neck Investments
Property Owner: Colts Neck Investments LLC

General Plan: Residential Low
Current Zone: R1-20

Parcel ID: 14:068:0163
Size: 0.55 Acres

Type of Decision: Legislative
Presenting Staff: Anders Bake



Summary of Key Issues

1. Whether to approve a request to change the Zoning Map designation of the subject property from R1-20 to General Commercial.

Overview

1. The applicant is requesting to rezone the subject parcel from residential (R1-20) to Commercial (CG). The purpose of the request is to allow vehicle deliveries to travel through the property from State Street to egress to 400 N. The applicant would also like to expand his current business operation onto the subject property. The applicant owns the strip center building on State Street where Fence Specialist operates a retail store and then uses the back building and yard area for manufacturing and inventory storage. Trucks coming in and out of the property have had issues in the past backing onto State Street but the applicant has since started using the subject residential property for truck egress onto 400 N. In order for the applicant to legally use the subject property for egress and business expansion it must be rezoned to commercial.
2. If the City Council votes to approve the rezone request then staff recommends that the approval be conditioned on curb, gutter, and sidewalk and related infrastructure improvements being installed along 400 N. as well as the landscaping meet city code requirements. The applicant would also be required to meet any fencing regulations.
3. If approved by the City Council, the applicant will need to return for site plan approval with the Planning Commission.
4. City staff has recently been working with the applicant to bring the subject property into code compliance with outdoor storage and cutting the weeds on the property.
5. This item was brought before the Planning Commission and City Council in 2007 for a zone change request but was denied at that time. The City felt at that time that the property should remain residential. Attached are the meeting minutes from August and September, 2007.
6. On October 8th 2019 the Planning Commission unanimously voted in favor of recommending approval for the requested zone change. The motion included the condition that the applicant be

required to install curb, gutter and sidewalk along 400 N. and that the property meet all Lindon City landscaping requirements.

Motion

I move to (*approve, deny, continue*) ordinance 2019-16-O to amend the Lindon City zoning map from R1-20 to Commercial General at approximately 229 W. 400 N. parcel number 14:068:0163 with the following condition(s):

1. The applicant be required to install curb, gutter, sidewalk and related public infrastructure improvements along 400 N. and that the property meet all Lindon City landscaping requirements;
2. All items of the staff report

Surrounding Zoning and Land Use

North: R1-20 – residential
East: R1-20 - residential
South: CG – Fence Specialist
West: CG – Commercial building

Zoning

1. The subject parcel at approximately 229 W 400 N is currently designated in Lindon's General Plan as Residential Low. The General Plan states that the purpose of this category is to provide areas of low-density residential neighborhoods of essentially spacious and uncrowded character to promote the benefits of an open, rural atmosphere, and to provide for areas where large animals are permitted. Includes area typically zoned as R1-20.
2. The property is currently zoned R1-20. The Lindon City Code states that the single family residential zones (R1) are established to provide areas for the encouragement and promotion of an environment for family life by providing for the establishment of one (1) family detached dwellings on individual lots that are separate and sheltered from non-residential uses found to be inconsistent with traditional residential lifestyles customarily found within Lindon City's single-family neighborhoods.
3. The proposed zone map amendment would change the zoning of this parcel to General Commercial. The Lindon City code states that the Commercial Ordinance is established to promote commercial and service uses for general community shopping. The objective in establishing commercial zones is to provide areas within the City where commercial and service uses may be located. These zones include the General Commercial Zones (CG, CG-A, CG-A8, CG-S), Lindon Village Commercial Zone and the Planned Commercial (PC-1 and PC-2) Zones. For a full list of permitted uses in these zones, refer to the Standard Land Use Table in Appendix A. https://lindon.municipal.codes/Code/AxA-Table

Lot Requirements (General Commercial)

1. The General Commercial Zone requires a minimum lot size of 20,000 square feet. The subject parcel meets this requirement with 24,180 square feet.

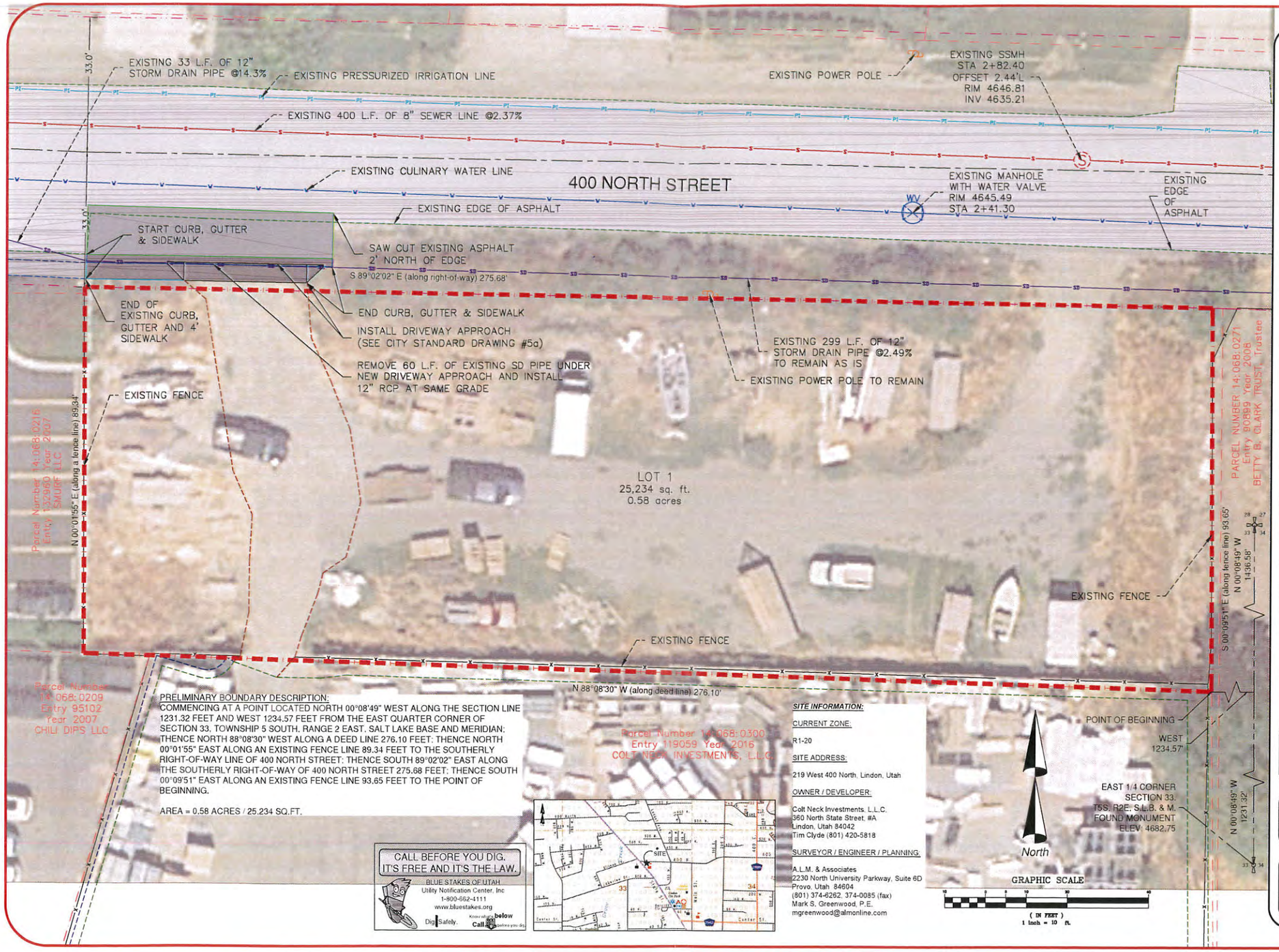
Public Notices/Comments

Public Hearing Notices, required per Lindon City Code section 17.14, were mailed to each affected entity and property owner. They were also published on the City and State Websites and in the Daily Herald on September 26, 2019.

There were a number of public comments at the October 8th Planning Commission meeting. Those comments mainly dealt with increased truck traffic onto 400 N. and safety concerns with those trucks. Other comments had to deal with vehicle speeds on 400 N. and truck delivery routes when vehicles leave the subject property.

Exhibits

1. Concept Site Plan
2. Aerial Photo
3. Surrounding Area Zoning Map
4. Surrounding Area General Plan Land Use Map
5. August 22, 2007 Planning Commission Minutes
6. September 28, 2007 City Council Minutes



PRELIMINARY BOUNDARY DESCRIPTION:

COMMENCING AT A POINT LOCATED NORTH 00°08'49" WEST ALONG THE SECTION LINE 1231.32 FEET AND WEST 1234.57 FEET FROM THE EAST QUARTER CORNER OF SECTION 33, TOWNSHIP 5 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN; THENCE NORTH 88°08'30" WEST ALONG A DEED LINE 276.10 FEET; THENCE NORTH 00°01'55" EAST ALONG AN EXISTING FENCE LINE 89.34 FEET TO THE SOUTHERLY RIGHT-OF-WAY LINE OF 400 NORTH STREET; THENCE SOUTH 89°02'02" EAST ALONG THE SOUTHERLY RIGHT-OF-WAY OF 400 NORTH STREET 275.68 FEET; THENCE SOUTH 00°09'51" EAST ALONG AN EXISTING FENCE LINE 93.65 FEET TO THE POINT OF BEGINNING.

AREA = 0.58 ACRES / 25,234 SQ.FT.

SITE INFORMATION:

CURRENT ZONE:

R1-20

SITE ADDRESS:

219 West 400 North, Lindon, Utah

OWNER / DEVELOPER:

Colt Neck Investments, L.L.C.
360 North State Street, #A
Lindon, Utah 84042
Tim Clyde (801) 420-5818

SURVEYOR / ENGINEER / PLANNING:

A.L.M. & Associates
2230 North University Parkway, Suite 6D
Provo, Utah 84604
(801) 374-6262, 374-0085 (fax)
Mark S. Greenwood, P.E.
mgreenwood@almonline.com

SEAL

A.L.M. & Associates, Inc.
Engineering · Surveying · Development · Planning
2230 North University Parkway, Building 6D, Provo, Utah 84604 ph:(801) 374 - 6262

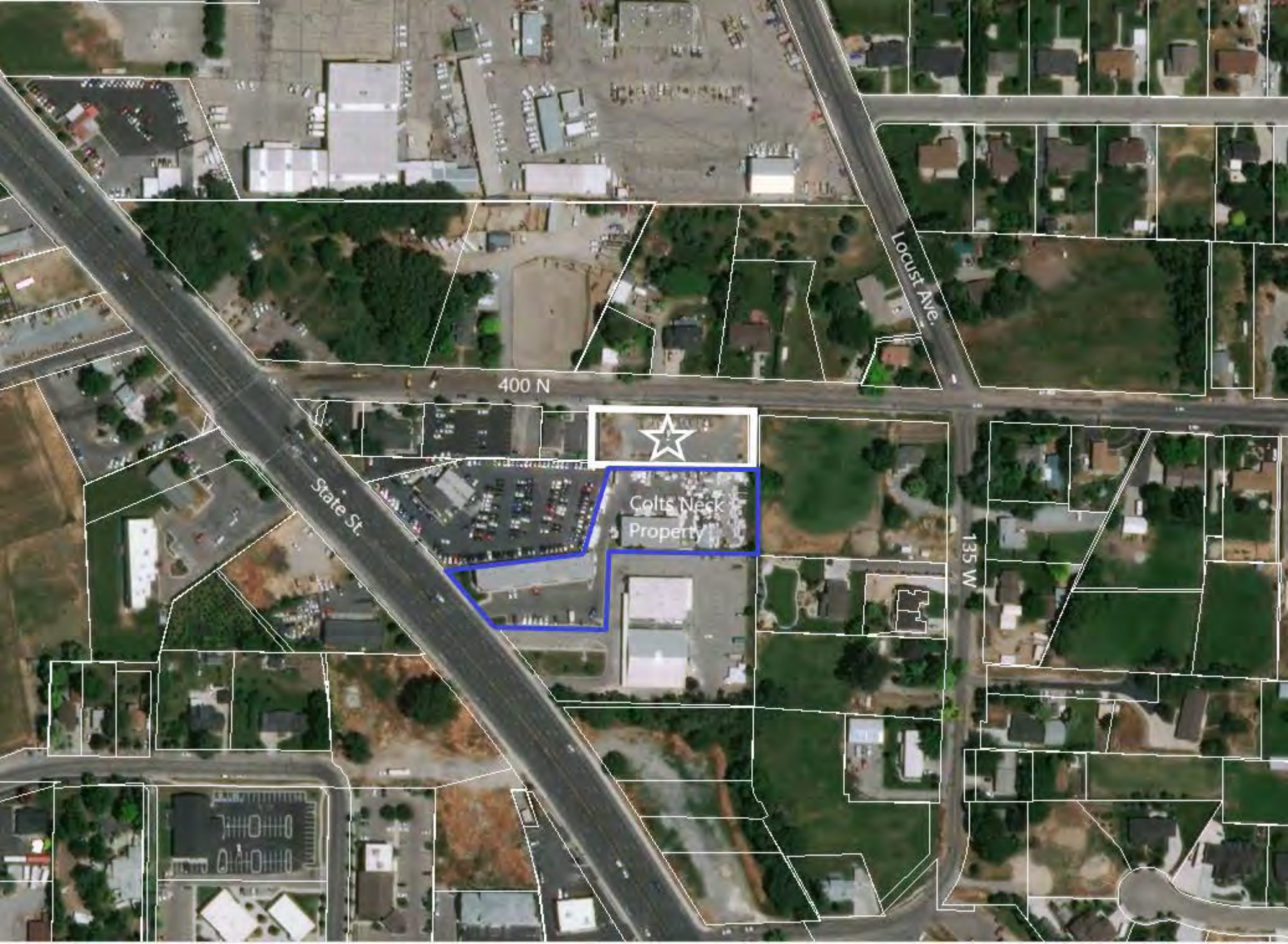
COLT NECK INVESTMENTS LLC
TIM CLYDE
SITE PLAN

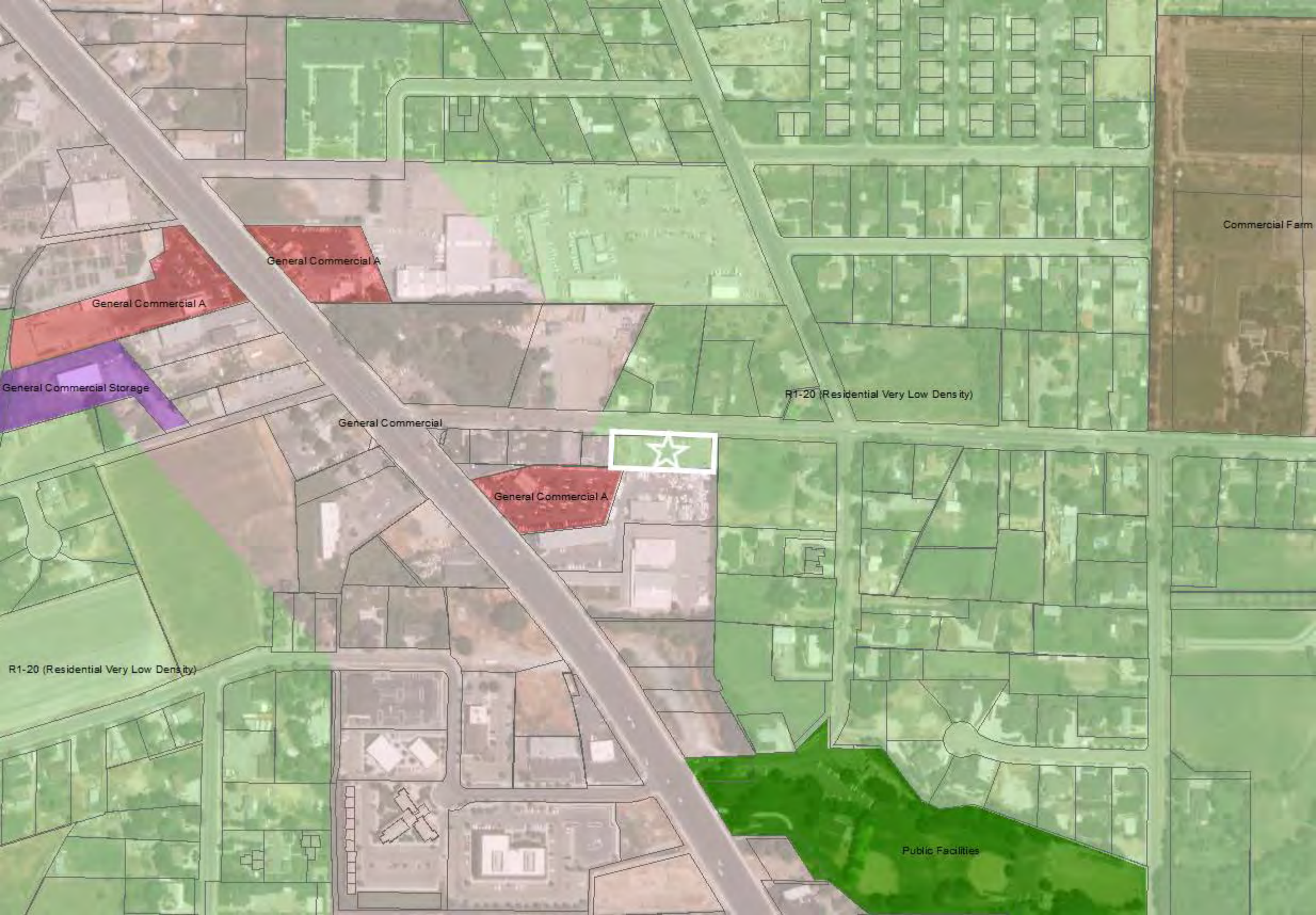
No.	Revision	Date
1	SD	8/22/19

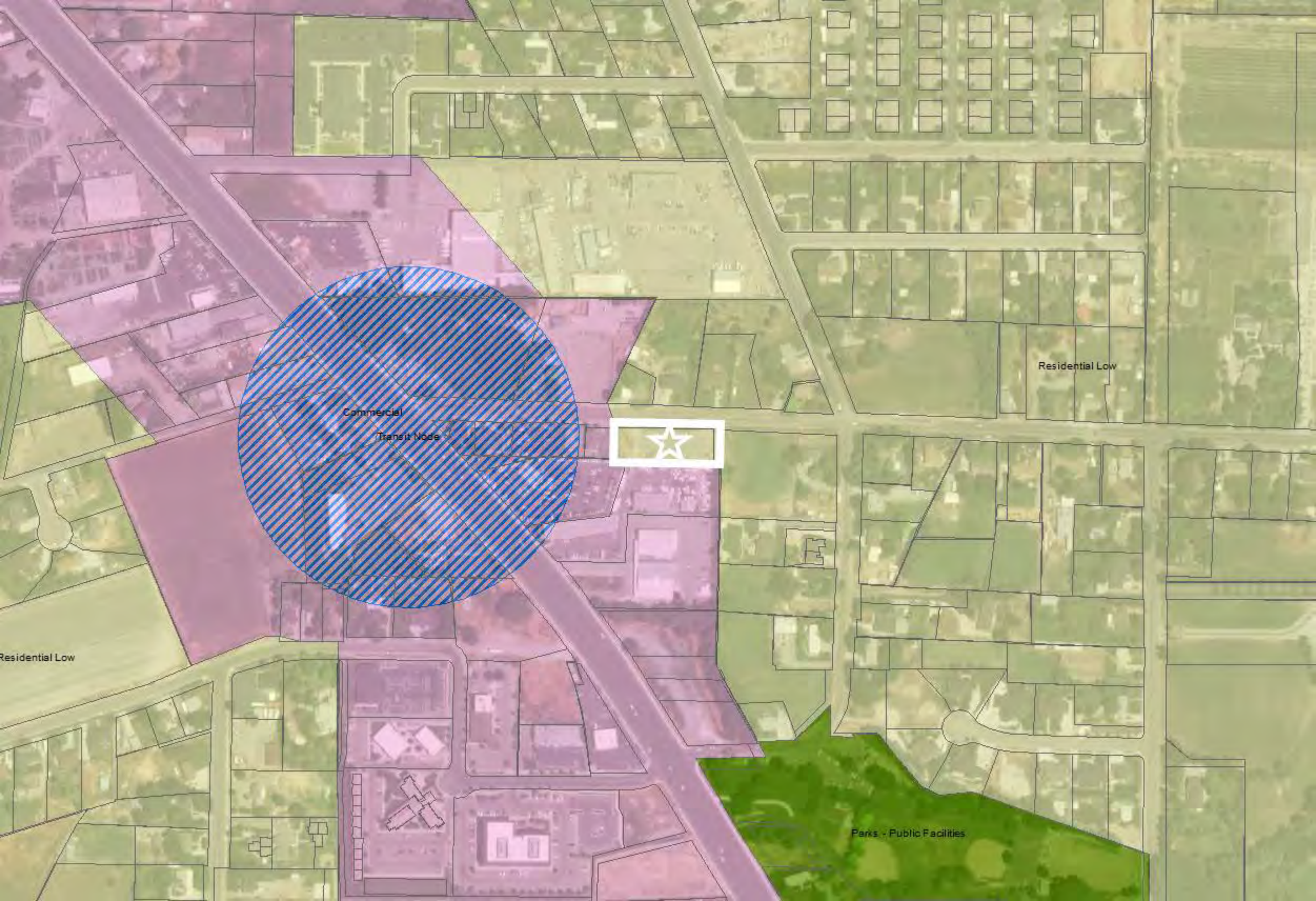
1 OF 2 SHEETS

Proj # 507 - 889

P:\507-889\dwg\507-889.dwg 12-Sep-2019 1:49pm


400 N
State St.
Locust Ave.
135 W
Colts Neck
Property


General Commercial A
General Commercial A
General Commercial Storage
General Commercial
General Commercial A
R1-20 (Residential Very Low Density)
Commercial Farm
R1-20 (Residential Very Low Density)
Public Facilities


Commercial
Transit Node
Residential Low
Residential Low
Parks - Public Facilities

COMMISSIONER GODFREY AYE
COMMISSIONER JOHNSON AYE
COMMISSIONER MILLER AYE
THE MOTION CARRIED UNANIMOUSLY.

2. **Public Hearing** – *Zoning Map Change & General Plan Amendment – Approximately 240 West 400 North.* **This is a request by Tim Clyde for a Zoning** Map change & General Plan amendment of property located at approximately 240 West 400 North from R1-20 (Residential Low) to CG (Commercial). Recommendations made by the Planning Commission will be forwarded to the City Council for a final decision.

COMMISSIONER GODFREY MOVED TO OPEN THE PUBLIC HEARING TO CONSIDER A PROPOSED ZONE CHANGE FROM R1-20 TO CG ON THE PROPERTY LOCATED AT APPROXIMATELY 240 WEST 400 NORTH. COMMISSIONER MILLER SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Tim Clyde was present as the representative for this application. Mr. Cowie explained that this is a request for a zone change, and an associated change in the General Plan Land Use Map from residential to commercial. Mr. Cowie stated that in recent months, Mr. Clyde has installed slag and landscaped berms on the subject property. There is some evidence that area was being used by the neighboring vinyl fence business owned by Mr. Clyde as a turnaround and drop off area for trucks delivering fencing materials. The City has asked that Mr. Clyde discontinue that use of the property until a zone change is approved which will allow that use of the site. Mr. Cowie noted that if a zone change is approved, Mr. Clyde will be required to submit a site plan for review and approval before the use will be permitted.

Mr. Cowie went on to review current and historical zoning of the subject property. He noted that it appears that the property has been partially zoned commercial at times in the past, but that the entire parcel is shown as residential property on the 2000 and 2006 General Plan maps. Chairperson Peters noted that meeting minutes in 2002 show that a zone change to commercial use was recommended for approval by the Planning Commission and forwarded to the City Council. The City Council sent the request back to the Planning Commission for further review. It appears that a final decision was never made regarding zoning of the property. Mr. Clyde explained that there was some confusion regarding zoning of the property at the time, and that he made a decision to not pursue the rezoning request, but completed the purchase of the property under the current residential zoning designation.

Commissioner Bryner inquired as to the reason for pursuing the zone change at this time. Mr. Clyde stated that access to the current commercial site for delivery trucks is challenging, and that there may be safety concerns associated with delivery trucks accessing State Street. He also noted that there was an elevation change between the east and west end of his commercial site. A significant amount of dirt was removed to eliminate the grade change, and the berms were installed using the dirt which was removed to avoid the expense of hauling the dirt to a different location. He felt that the

landscaped berms provided some screening from neighboring property. He stated that the requested zone change will allow easier and safer access by delivery trucks to the commercial site which fronts onto State Street. Mr. Clyde noted that the 400 North access will also provide additional emergency access to the site. He stated that he intends to use the 400 North parcel only to access the current commercial site, and that he has no plans to construct a building on the 400 North parcel. Mr. Clyde stated that he anticipates moving the existing fence to north approximately 50 feet at some time in the future.

Chairperson Peters inquired as to whether the proposed use would be allowed in a commercial zone under the Standard Land Use Table. Mr. Cowie stated that the primary use is retail, and that delivery and manufacturing functions are allowed as an ancillary use if it constitutes 10% or less of the overall business. Commissioner Godfrey asked the applicant to discuss the manufacturing component of the business. Mr. Clyde explained that most materials are prefabricated panels, but that some components, such as gates are assembled on site. He stated that the manufacturing component constitutes 10% or less of the overall operation of the business.

Mr. Cowie clarified that this request is for approval of a zone change, and is not related to the specific use proposed by the applicant. He explained that any permitted commercial use could locate on the site if the zone change is approved.

There were several neighboring residents present in the audience to address this request. Chairperson Peters invited comments from residents. Mike Harper stated that he is life-long resident of Lindon, and that his family has lived in this area of Lindon for over 100 years. Mr. Harper expressed concern regarding the impact of past development on his family. He asserted that past and future commercial development is degrading the quality of life for residents of Lindon. He asserted that Mr. Clyde purchased the commercial site with the knowledge that access for delivery trucks would be difficult. Mr. Harper felt that while the requested zone change may be beneficial for Mr. Clyde, it would have a detrimental effect on neighboring residential properties.

Several other residents were also present at the meeting. Extensive comments were heard in which each of them expressed similar concerns to those expressed by Mr. Harper relative to the impact of commercial development on residents of Lindon. They specifically noted that an increase in traffic as a result of the zone change may create safety issues for residential neighbors. In addition, residents expressed concern regarding noise generated by the business, as well as storage on the commercial site and personal conflicts they have experienced with Mr. Clyde on various occasions. Mr. Clyde stated that he was unaware that noise was affecting neighbors, and that he would take appropriate action to mitigate the problem. Chairperson Peters noted that any violations regarding noise or storage can be addressed, and that if the business is in violation of any code requirements the City has the ability to bring it into compliance. Mr. Cowie commented that the City has not received any noise complaints that he is aware of.

Ben Nolte encouraged the Commission to consider possible options which would meet the needs of all parties. He also commented that Mr. Clyde was his neighbor until recently, and that he was a good neighbor. He noted that requested zone change will not increase current problems relative to storage and noise at the existing commercial business, and that any zoning violations can be dealt with appropriately.

The Commission discussed current zoning on this property and other parcels in immediate area. Several Commissioners noted that the commercial zone may extend to

Locust Avenue at some time in the future. Commissioner Godfrey observed that it would be very unlikely that a single family residence would be built on the subject property due to the size of the parcel. He noted that an R2-Overlay multi family project would e more likely, and may produce an equal amount of traffic to that of the proposed commercial use.

Chairperson Peters called for further public comment or additional information from residents. There was no additional comment. He called for a motion to close the public hearing.

COMMISSIONER BRYNER MOVED TO CLOSE THE PUBLIC HEARING TO CONSIDER A PROPOSED ZONE CHANGE FROM R1-20 TO CG ON THE PROPERTY LOCATED AT APPROXIMATELY 240 WEST 400 NORTH. COMMISSIONER JOHNSON SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

The Commission discussed zoning of properties in the area, and the potential for additional commercial properties which may extend to Locust Avenue at some time in the future. Commissioner Bean noted that appropriate barriers, such as streets or fences, should separate residential and commercial zones. He also clarified that if the zone change is approved, the proposed use would require site plan approval, and would have to meet the requirements of the commercial zone relative to noise, storage, landscaping and traffic patterns.

Commissioner Godfrey asked if the Planning Commission would have the authority to deny the site plan for the parcel if they felt 400 North was not designed to accommodate semi truck traffic. Mr. Cowie stated that a permitted use can not be denied based on opinion, and that if Mr. Clyde could demonstrate that appropriate traffic patterns were established the use would be allowed.

Commissioner Bryner noted that there are valid concerns on both sides of this issue, and that a solution that will be acceptable to all parties is unlikely. Commissioner Godfrey observed that the subject property, as well as other residential properties in the area will most likely be zoned for commercial use at sometime in the future. He felt that the request to rezone the property is a matter of timing, and that rezoning the property for commercial use at this time may be premature. Commissioner Miller noted that neighboring residents had presented valid concerns. He agreed that this would not be the appropriate time to approve the boundary change.

Commissioner Johnson noted that Lindon is "not what it used to be," and that growth in the community is inevitable. He felt that any concerns expressed by residents regarding the proposed use could be addressed during site plan approval.

Chairperson Peters called for further comments or discussion. Hearing none, he called for a motion.

COMMISSIONER GODFREY MOVED TO DENY THE 400 NORTH ZONE CHANGE FROM R1-20 TO CG AND GENERAL PLAN CHANGE TO CG AND RECOMMEND DENIAL TO THE CITY COUNCIL. COMMISSIONER MILLER SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

CHAIRPERSON PETERS AYE

COMMISSIONER ANDERSON	NAY
COMMISSIONER BEAN	NAY
COMMISSIONER BRYNER	NAY
COMMISSIONER GODFREY	AYE
COMMISSIONER JOHNSON	NAY
COMMISSIONER MILLER	AYE

THE MOTION FAILED (3-4).

COMMISSIONER BEAN MOVED TO CONTINUE THE 400 NORTH ZONE CHANGE FROM R1-20 TO CG AND GENERAL PLAN CHANGE TO CG TO ALLOW FURTHER DISCUSSION AND INVESTIGATION BY THE PLANNING COMMISSION OF PROPERTY SURROUNDING THE SUBJECT AREA, AND FURTHER TIME TO DETERMINE LONG RANGE ZONING PLANS FOR THE CITY.

THE MOTION FAILED DUE TO LACK OF A SECOND.

COMMISSIONER GODFREY AGAIN SUBMITTED THE MOTION TO DENY THE 400 NORTH ZONE CHANGE FROM R1-20 TO CG AND GENERAL PLAN CHANGE TO CG AND RECOMMEND DENIAL TO THE CITY COUNCIL. COMMISSIONER MILLER SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

CHAIRPERSON PETERS	AYE
COMMISSIONER ANDERSON	NAY
COMMISSIONER BEAN	AYE
COMMISSIONER BRYNER	NAY
COMMISSIONER GODFREY	AYE
COMMISSIONER JOHNSON	NAY
COMMISSIONER MILLER	AYE

THE MOTION CARRIED (4-3).

This application will be forwarded to the City Council for review and a final decision.

3. **Concept Review** – *Crestview Creek Subdivision – 270 North 200 East.* This is a request by Eric Allen for review of two alternatives for a new subdivision in the R1-20 zone on the old 'Peacock' property near the 'hollow' in Lindon. The applicant desires a flag-lot alternative with 3 lots, but may also be able to remove the existing dwelling and install a standard cul-de-sac subdivision with 4-lots. No official motion will be made on this item.

Eric Allen was present as the representative for this Concept Review. Mr. Cowie explained that this is a request for a concept review of a possible subdivision in the R1-20 zone on the former Peacock property on 200 East. He noted that the proposed subdivision includes one existing home, and a small wetlands area within the ditch boundaries. Mr. Cowie stated that Mr. Allen has submitted three design alternatives for the subdivision. The first alternative includes a full width cul-de-sac street and four total

2. **Public Hearing** – *Zoning Map and General Plan Amendment.* The City Council will hear public comment and will consider approval or denial of a request to amend the zoning map and the General Plan. This request made by Tim Clyde is for consideration of a change for the property located at approximately 240 West 400 North. The requested amendment is to change the zoning map and the General Plan for this property from residential to commercial. The Planning Commission denied the request.

COUNCILMEMBER BATH MOVED TO OPEN THE PUBLIC HEARING TO CONSIDER A ZONING MAP CHANGE AND GENERAL PLAN AMENDMENT. COUNCILMEMBER BAYLESS SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Tim Clyde was present as the representative for this application. Mr. Cowie reviewed this item for the Council. He stated that this is a request for a zoning and General Plan map change from residential to commercial on the subject property. He stated that Mr. Clyde's intent is to use the property as a component of the neighboring vinyl fence business to allow access to the rear of the existing site for semi truck deliveries. Mr. Cowie explained that this review is to consider the rezoning request only, and that any permitted use in the Commercial Zone could locate on the site in the future if the zoning is changed. Site plan approval will be required for use of the site to accommodate delivery trucks.

Mr. Cowie went on to review past General Plan and zoning maps. He noted that it appears that this property has been partially zoned commercial at times in the past, but that the current residential zoning has been in effect since 2000.

During Planning Commission review of this item, the Planning Commission did not reach a consensus to change the zoning or retain the current residential zoning. During discussion, some members of the Planning Commission expressed that they felt it may be reasonable to extend the commercial boundary east to Locust Avenue at some time in the future. The Planning Commission made one motion to continue the item for further review at the Planning Commission level, and one motion to deny the request and forward it to the City Council because of an inability of the Planning Commission to reach a majority vote. The Planning Commission ultimately voted to deny the request and forward it to the City Council with a vote of 4-3.

Mr. Cowie presented photographs of the site. He noted that the property to the west is under separate ownership, and that a small office building recently approved by the Planning Commission is currently under construction on that site. Mr. Cowie stated that staff is taking neutral position on this application. He explained that while rezoning the property for commercial use may be problematic in some respects, there may also be potential concerns if the property maintains residential zoning. He noted that this R2 district is not full, and that a potential R2 project on the site may create a traffic impact to surrounding residential properties. He noted that the property is approximately .59 acres.

Councilmember Anthony asked Mr. Cowie to review possible uses on the site if it is rezoned for commercial use. Mr. Cowie reiterated that any permitted commercial use shown in the Standard Land Use Table could legally locate on the site. Permitted uses

would include virtually any retail facility, many office type uses, medical facilities, or restaurants.

Councilmember Bayless noted that minutes from City Council and Planning Commission meetings from 2002 indicate that a rezoning request was considered at that time, but minutes do not show any action being taken to approve or deny the rezoning request. Mr. Cowie stated that the final disposition of that request is not documented, but that it is assumed that the application was withdrawn.

Mr. Cowie presented an overhead map which reviewed the zoning history of the site from 1968 until the present. He noted that the site was zoned almost entirely commercial on the 1995 General Plan maps. Councilmember Carpenter noted that the property to the south and the west of this site is currently zoned commercial. He inquired as to whether there are any plans for other neighboring residential properties to be zoned for commercial use. Mr. Cowie reviewed neighboring uses, including the Alpine School District property located to the north of this site, a riding arena, and several vacant lots. He stated that adjacent properties to the north and the east are generally residential uses.

Councilmember Hatch invited comments from residents present at the meeting to address the Council regarding this application. Mike Harper commented that he lives across 400 North to the north of this site. Mr. Harper stated that he has lived in that location for 28 years, and that his family has lived in Lindon for 100 years. Mr. Harper observed that when he built his home in that location, the residential zone extended to State Street, but that over time commercial properties have encroached into residential areas. He expressed concern regarding the impact of commercial development on residential properties in Lindon. He asserted that commercial development adjacent to residential properties may negatively impact the value of the residential property.

Mr. Harper stated that Mr. Clyde initially intended to purchase and develop the subject property as part of the vinyl fence business located on State Street, but decided not to include this parcel when it was determined at that time that the property was zoned for residential use. He asserted that Mr. Clyde bought the property for the existing vinyl fence business with the knowledge that access to the site would be difficult, and that Mr. Clyde later purchased the subject property with the knowledge that it was zoned for residential use.

Mr. Harper observed that the existing vinyl fence business was approved by the City with the stipulation that the use would not be a manufacturing use. He asserted that manufacturing is being done on the site. He also expressed concern regarding other apparent code violations, including stacking of stored materials above the fence line. Mr. Harper commented that violations have been reported to the City by neighboring property owners, and that it appears that no action has been taken by the City to bring the site into compliance with code requirements. Mr. Cowie explained that neighbors filed complaints with the City by e-mail on approximately September 5th, but that the e-mails were not received by the City due to a malfunction in the City e-mail service at that time.

Mr. Harper stated that he recognizes that the area will likely be rezoned for commercial use at some time in the future. He commented that ongoing zone changes have made him feel that he is "fighting to keep a place to live," and that he can not replace his home anywhere else in Lindon. He felt that if the requested rezoning is allowed, the value and use of his property will be negatively impacted. Mr. Harper commented on fencing requirements between commercial and residential properties. He

asserted that Mr. Clyde indicated to him during initial development of the vinyl fence business that he would install some type of barrier fence, but that only minimal fencing was installed.

Neighboring property owner, Alejandro Gomez approached the Council. Mr. Gomez presented his comments using a Power Point presentation. He stated that he was present at the meeting to express his views on this request, and to persuade the Council to deny the request or to approve the request with specific conditions to protect neighboring property owners. He stated that it is not his intent to imply that Mr. Clyde is not a good person, nor is it his intent to fight against progress in the community or make the City unfriendly to businesses.

Mr. Gomez stated that he has lived in his current home on 400 North for approximately three months. He presented photographs of his previous home, which was located in a cul-de-sac in Orem. The photographs showed a commercial building which was constructed adjacent to the back yard of the Orem home. Mr. Gomez asserted that he has been unable to sell the property due to the location of the large commercial structure which is visible from the backyard.

Mr. Gomez explained that prior to purchasing his current home in Lindon, he inquired as to the zoning of the property across the street, and was informed that the property was zoned for residential use. He explained that he moved from his home in Orem to escape the situation of living next to commercial development, and that this requested zone change will open the door to other commercial uses.

Mr. Gomez went on to show photographs of views from residential properties in Lindon which are not located adjacent to commercial properties, as well as photographs of the view from his residential property. He suggested that Mr. Clyde should be required to install additional fencing as a barrier between the existing commercial use and neighboring residential properties.

Mr. Gomez observed that during Planning Commission review of this request, Mr. Clyde was made aware of code violations, such as stacking of materials above the fence line and noise related to manufacturing on the site, and that no action has been taken to address those violations or complaints.

Mr. Gomez reviewed his reasoning for requesting that the rezoning application be denied. He stated that Mr. Clyde has shown disregard for City Code requirements relative to storage and landscaping. He asserted that Mr. Clyde has not complied with promises documented in previous minutes regarding storage, noise and manufacturing on the site. He stated that he is concerned about future compliance with zoning requirements and conditions of approval based on Mr. Clyde's past pattern of behavior. Mr. Gomez stated that he respectfully requests that the rezoning application be denied.

Betty Clark, owner of the neighboring residential property to the east, approached the Council. Ms. Clark read a letter which she submitted to the Council which expressed concerns regarding the negative impact of the requested zone change on surrounding residential properties. She requested that if the zone change is approved by the Council, that the approval be contingent upon installation of a sound barrier on the commercial property to protect residential neighbors. Ms. Clark also asserted that Mr. Clyde has not followed through on past promises.

The Council invited Mr. Clyde to address the Council regarding this application. Mr. Clyde observed that neighboring property have made allegations which are not

relevant to this request, but are instead related to the existing vinyl fence company. Mr. Clyde noted that approximately 90% of the subject property was zoned for commercial use at one time, and that when the zoning was changed to residential in 2000 the property owners were not aware that the property was no longer commercially zoned. Mr. Clyde noted that the property does not meet the requirements for a residential property. He explained that current City code requires a 100 foot depth for residential properties, and that the subject property is 87 feet deep.

Councilmember Hatch inquired as to whether manufacturing is being conducted on the site. Mr. Clyde stated that gates are assembled on site, but that the manufacturing component represents 10% or less of the total business. He explained that gates are assembled in the warehouse, and that doors have been left open for ventilation, but that doors can be closed if necessary.

Councilmember Anthony asked Mr. Clyde to explain his intent in rezoning the property for commercial use. Mr. Clyde stated that the purpose would be to allow access to the existing vinyl fence business site for delivery trucks. He noted that some delivery drivers will not drive to the rear of the site, and that access to State Street may cause safety concerns. He explained that there was a grade change at the rear of the site which would not allow access for some types of semi trucks. A portion of the site was excavated to level the grade, and a large amount of dirt was removed during the process. The dirt which was removed during the excavation process was used to construct the existing berms on the 400 North residential property frontage. Mr. Clyde explained that the berms and landscaping were installed in an effort to improve the appearance of the site. He noted that an old barn structure was also removed from the site.

Mr. Cowie clarified that this application does not address the proposed use, and is a request to rezone the property. He explained that any permitted use for the commercial zone could potentially locate on the site if the rezone request is approved. Councilmember Anthony inquired as to whether the proposed access use would be permitted if the zoning remains residential. Mr. Cowie stated that commercial access is not permitted through residential properties.

Councilmember Anthony inquired as to whether residential development would be allowed on this parcel based on current code requirements. Mr. Cowie stated that this lot existed prior to the 100 foot minimum depth requirement, and that residential development would be allowed. Councilmember Bath noted that an R2 project could be allowed on the site. Mr. Cowie explained that this R2 district is not full, and that the site could accommodate an R2 project.

The Council discussed possible reasoning for zoning the property for residential use in 2000. Mr. Dameron thought he could recall that the committee felt that residential zoning would be more appropriate due to the fact that it is located across from a residential zone with residential uses. Mr. Clyde asserted that the zone change was not initiated by the property owner at the time. Councilmember Bayless explained that the change was made based on the consensus of the General Plan Committee, the Planning Commission and the City Council.

Councilmember Carpenter inquired as to standard requirements for buffers between commercial properties and residential uses. Mr. Cowie stated that commercial structures must maintain a 40 foot setback from residential uses, and a seven foot masonry fence is required on the boundary between the two properties to be installed by

the commercial property owner. Mr. Cowie noted that the existing fence bordering the commercial property is a six foot vinyl fence. Mr. Clyde stated that the six foot vinyl fence was approved as part of his site plan.

Mr. Clyde commented that during Planning Commission discussion of this application, two Commissioners felt that the property would likely be rezoned for commercial use at some time in the future, but did not provide an explanation as to why it could not be rezoned at this time. He noted that any use will be required to complete the approval process and meet all zoning requirements. He stated that it is his intention to maintain his existing business on State Street, and that he has no plans to relocate or sell the property.

Councilmember Carpenter commented that interactions he has had with Mr. Clyde have been positive, and that he appears to run a positive and productive business. He asked Mr. Clyde if he had any sense of why neighboring property owners were so negative towards Mr. Clyde. Mr. Clyde stated that it is his impression that the neighbors do not want any type of development on the property. He also explained that initial interactions with Ms. Clark and her daughter occurred as a result of his property being flooded by irrigation water from the Clark property, and that their first contact was not positive.

Mr. Gomez commented that he does not have any animosity toward Mr. Clyde, and that he is unaware of the history of this property or Mr. Clyde's relationship with his neighbors. He stated that his arguments are based on his observations during the past three months.

Councilmember Hatch called for further public comment. There was no additional public comment. He called for a motion to close the Public Hearing.

COUNCILMEMBER BAYLESS MOVED TO CLOSE THE PUBLIC HEARING TO CONSIDER THE PROPOSED ZONE CHANGE AND GENERAL PLAN AMENDMENT. COUNCILMEMBER CARPENTER SECONDED THE MOTION. ALL PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

Councilmember Bayless observed that fencing requirements would only be applicable to the east boundary, and that property owners to the north may be negatively impacted if the subject property is rezoned for commercial use. She felt that although there may be only limited concerns with the present intended use for the property, she is uncomfortable with other types of permitted commercial uses which could locate on the site in the future. She observed that the lot is viable residential property with adjacent residential properties to the north and the east. She felt that the decision should be based on potential impact to the surrounding residential neighborhood.

Councilmember Carpenter noted that other residential properties, such as the neighboring properties to the north, may want to rezone their property for commercial use at some time in the future. He observed that there are concerns about protecting residential properties, and that there may come a time when some but not all of the neighboring property owners are prepared to request rezoning, which may create a more difficult situation for the remaining residential properties. Councilmember Bayless noted that this decision should not be based on possible future changes to zoning in the area.

She felt that a decision should be made on this application based on what would be most beneficial for the community.

Councilmember Anthony observed that future development in the area is an unknown factor. He noted that there may be additional residential development in the pasture area to the east of the subject property. He felt that the Council should establish a philosophy for future commercial development which may encroach into existing residential areas, not only on 400 North but in other areas of the City as well.

Councilmember Bath observed that rezoning some residential property for commercial use is workable. He felt that due to the potential negative impact on neighboring residential properties, this requested zone change may not be viable.

Mr. Cowie noted that there may be an option to enter into a development agreement with Mr. Clyde to rezone the property and allow his intended use for access to the neighboring vinyl fence business, but restrict other less compatible uses. He explained that there are three options before the Council. The Council could choose to leave the existing residential zoning in place, rezone only the subject property for commercial use, or extend the commercial zone from State Street up to Locust Avenue. Councilmember Carpenter noted that there may be a financial benefit to property owners if property is commercially zoned when sold, but that in the mean time there may be some risk to neighboring residents.

Councilmember Bayless noted that major commercial corridors, such as 700 North are currently under development in the City. She felt that commercial development should be encouraged to locate on established commercial corridors in order to minimize the risk to established residential areas.

Councilmember Hatch felt that the City should facility growth of established businesses. Councilmember Anthony agreed that thriving businesses should be allowed to grow. He noted that as State Street becomes busier, access to the existing site will become more difficult. Councilmember Carpenter noted that many businesses outgrow their site. He observed that this is a unique situation due to the fact that Mr. Clyde also owns the adjoining parcel. Councilmember Anthony observed the concern is not for the current proposed use of the subject property, but the long term use and possible impact on the residential neighborhood.

Councilmember Hatch called for further comments or discussion. Hearing none, he called for a motion.

COUNCILMEMBER BAYLESS MOVED TO DENY THE APPLICATION FOR A ZONING MAP AMENDMENT AND GENERAL PLAN AMENDMENT FOR THE PROPERTY LOCATED AT 240 WEST 400 NORTH, FINDING THAT IT IS MORE APPROPRIATE FOR THE FORESEEABLE FUTURE TO MAINTAIN THE CURRENT RESIDENTIAL ZONING. COUNCILMEMBER CARPENTER SECONDED THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

COUNCILMEMBER ANTHONY	AYE
COUNCILMEMBER BATH	NAY
COUNCILMEMBER BAYLESS	AYE
COUNCILMEMBER CARPENTER	AYE
COUNCILMEMBER HATCH	NAY

THE MOTION CARRIED (3-2).

ORDINANCE NO. 2019-16-O

AN ORDINANCE OF THE CITY COUNCIL OF LINDON CITY, UTAH COUNTY, UTAH, AMENDING THE ZONING MAP ON PROPERTY IDENTIFIED BELOW FROM RESIDENTIAL SINGLE FAMILY (R1-20) TO GENERAL COMMERCIAL (GC) AND PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, the City Council is authorized by state law to amend the Lindon City zoning map; and

WHEREAS, on August 7, 2019, Colts Neck Investments submitted an application to rezone approximately .55 acres from Residential R1-20 to General Commercial (CG); and

WHEREAS, Colts Neck Investment owns property in a commercial zone that is adjacent to the subject property and operates a properly licensed and registered business on the commercial property; and

WHERAS, Colts Neck Investments uses the subject property for commercial access to his existing business operations and such use is not allowed under the current residential zoning; and

WHEREAS Colts Neck Investments has agreed to improve the site and submit a site plan application to ensure that the subject property is improved in a manner that will properly facilitate and handle the intended commercial use, including ingress and egress of truck traffic and pedestrian safety; and

WHEREAS, the City Council finds that certain changes are desirous in order to implement the City's general plan goals of providing adequate commercial access and traffic circulation, improving the image and appearance of commercial areas, and carefully limiting any negative impacts of commercial facilities on neighboring residential land use areas, particularly residential development; and

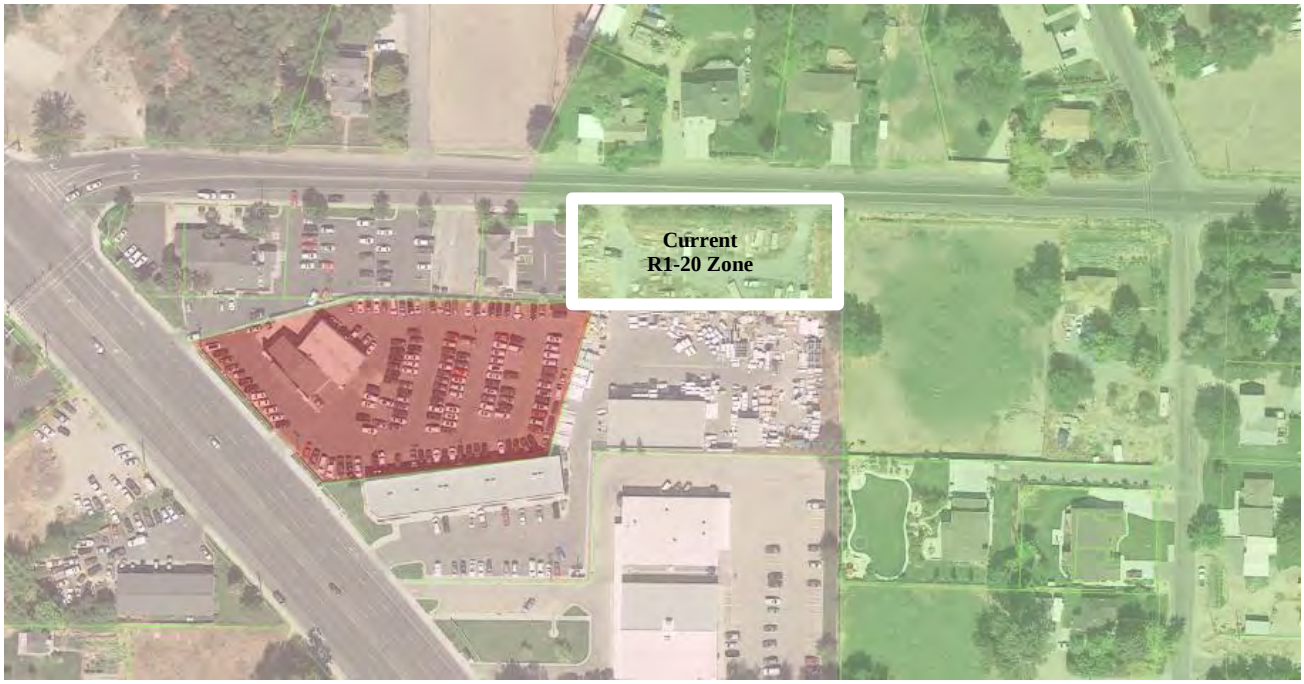
WHEREAS, on October 8, 2019, the Planning Commission held a properly noticed public hearing to hear testimony regarding the ordinance amendment; and

WHEREAS, after the public hearing, the Planning Commission further considered the proposed ordinance and recommended that the Council adopt the attached ordinance;

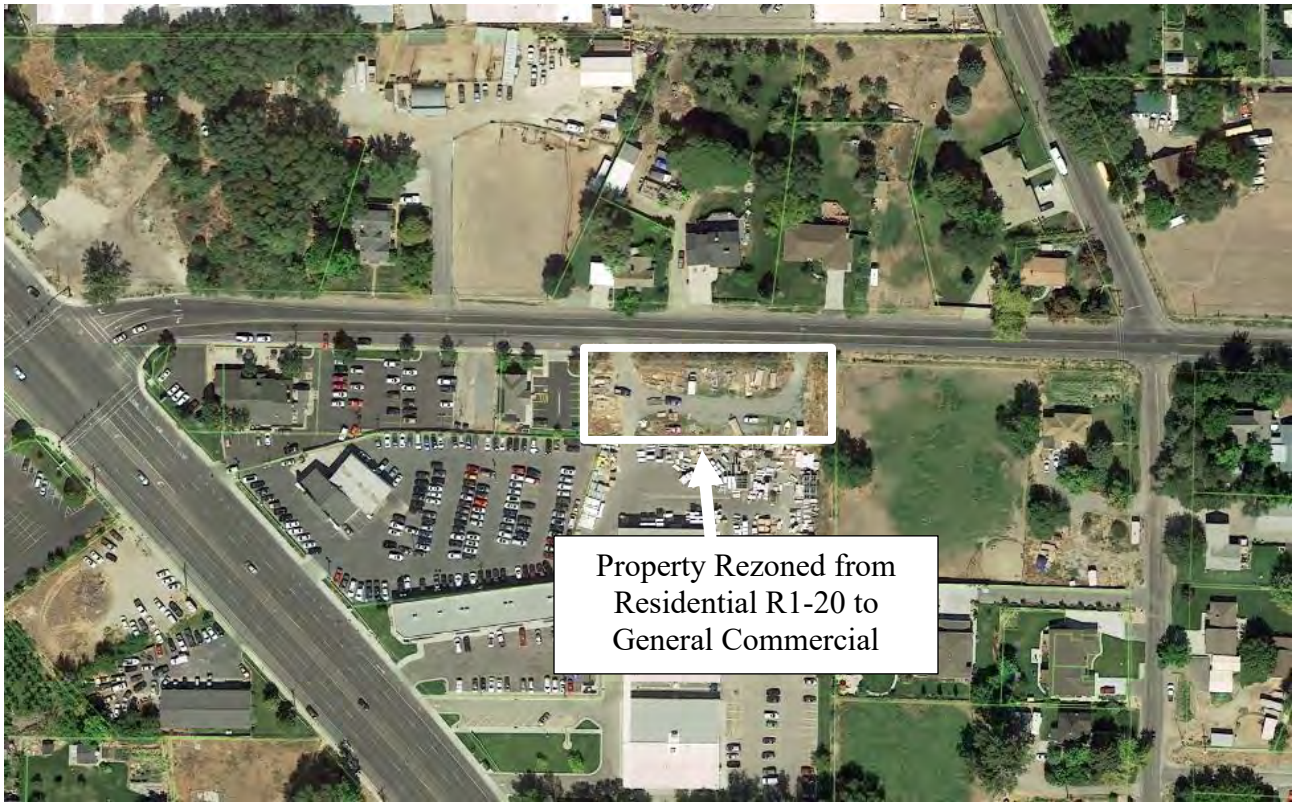
WHEREAS, the Council held a public hearing on October 22, 2019, to consider the recommendation and the Council received and considered all public comments that were made therein.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Lindon, Utah County, State of Utah, as follows:

SECTION I: The Lindon City Zoning Map is hereby amended as follows:



Parcel ID	Property Owner	Address
14:068:0163	Colts Neck Investments, LLC	Approximately 229 W. 400 N.



SECTION II: The provisions of this ordinance and the provisions adopted or incorporated by reference are severable. If any provision of this ordinance is found to be invalid, unlawful, or unconstitutional by a court of competent jurisdiction, the balance of the ordinance shall nevertheless be unaffected and continue in full force and effect.

SECTION III: Provisions of other ordinances in conflict with this ordinance and the provisions adopted or incorporated by reference are hereby repealed or amended as provided herein.

SECTION IV: This ordinance shall take effect immediately upon its passage and posting as provide by law.

PASSED and ADOPTED and made EFFECTIVE by the City Council of Lindon City, Utah, this _____day of _____, 2019.

_____
Jeff Acerson, Mayor

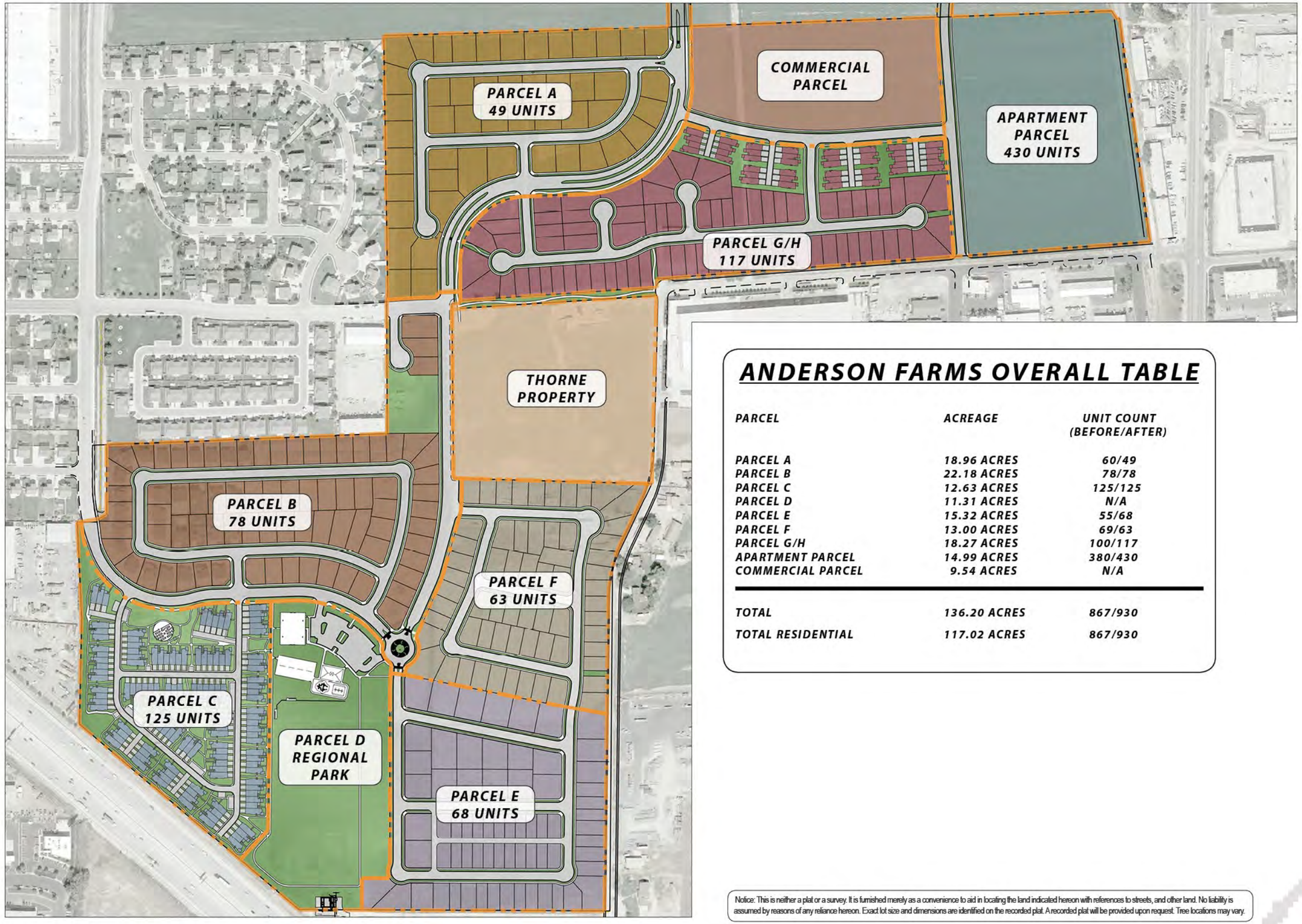
ATTEST:

_____
Kathryn A. Moosman,
Lindon City Recorder

SEAL

10. **Discussion Item — Anderson Farms Development Options with Ivory Homes.** The City Council will review and discuss the Anderson Farms Development Options with Ivory Homes.
(20 minutes)

This item is for discussion only with no motion needed.



ANDERSON FARMS OVERALL TABLE

PARCEL	ACREAGE	UNIT COUNT (BEFORE/AFTER)
PARCEL A	18.96 ACRES	60/49
PARCEL B	22.18 ACRES	78/78
PARCEL C	12.63 ACRES	125/125
PARCEL D	11.31 ACRES	N/A
PARCEL E	15.32 ACRES	55/68
PARCEL F	13.00 ACRES	69/63
PARCEL G/H	18.27 ACRES	100/117
APARTMENT PARCEL	14.99 ACRES	380/430
COMMERCIAL PARCEL	9.54 ACRES	N/A
TOTAL	136.20 ACRES	867/930
TOTAL RESIDENTIAL	117.02 ACRES	867/930

Notice: This is neither a plat or a survey. It is furnished merely as a convenience to aid in locating the land indicated hereon with references to streets, and other land. No liability is assumed by reasons of any reliance hereon. Exact lot size and dimensions are identified on the recorded plat. A recorded plat will be provided upon request. Tree locations may vary.

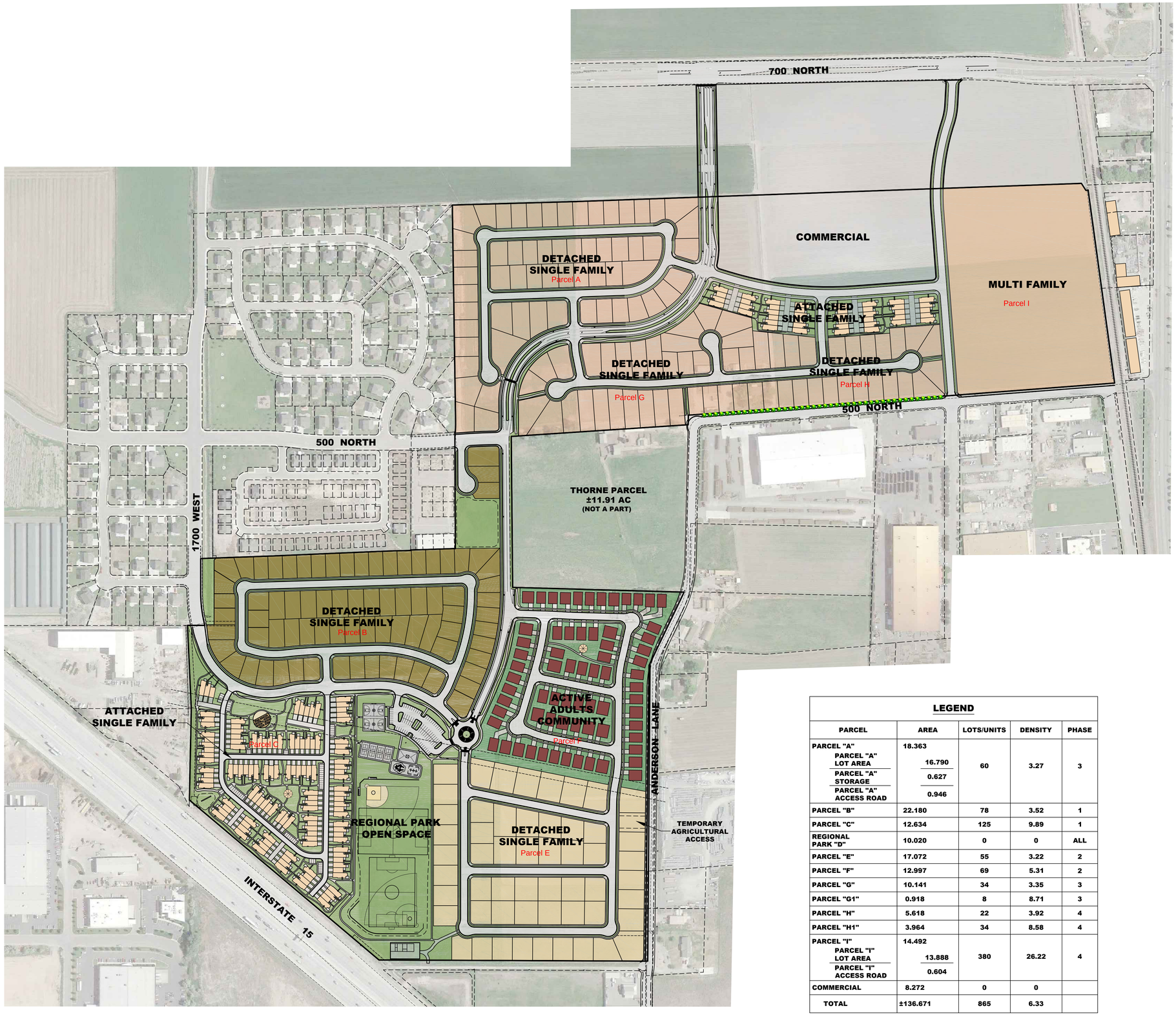
ANDERSON FARMS *overall plan*

LINDON CITY, UTAH COUNTY
07/12/19

19-0231

IVORYHOMES

FOCUS ENGINEERING AND SURVEYING, LLC



NORTH

SCALE: 1" = 200'

200 100 0 200

LEGEND

PARCEL	AREA	LOTS/UNITS	DENSITY	PHASE
PARCEL "A"	18.363	60	3.27	3
PARCEL "A" LOT AREA	16.790			
PARCEL "A" STORAGE	0.627			
PARCEL "A" ACCESS ROAD	0.946			
PARCEL "B"	22.180	78	3.52	1
PARCEL "C"	12.634	125	9.89	1
REGIONAL PARK "D"	10.020	0	0	ALL
PARCEL "E"	17.072	55	3.22	2
PARCEL "F"	12.997	69	5.31	2
PARCEL "G"	10.141	34	3.35	3
PARCEL "G1"	0.918	8	8.71	3
PARCEL "H"	5.618	22	3.92	4
PARCEL "H1"	3.964	34	8.58	4
PARCEL "I"	14.492	380	26.22	4
PARCEL "I" LOT AREA	13.888			
PARCEL "I" ACCESS ROAD	0.604			
COMMERCIAL	8.272	0	0	
TOTAL	±136.671	865	6.33	

IVORY HOMES
3340 NORTH CENTER STREET
LEHI, UT. 84043
(801) 407-8800

LEI
- A Utah Corporation -
ENGINEERS
SURVEYORS
PLANNERS
3302 N. Main Street
Spanish Fork, UT 84660
Phone: 801.798.0555
Fax: 801.798.9393
office@lei-eng.com
www.lei-eng.com

ANDERSON FARMS
LINDON, UTAH

EXHIBIT B - PROPERTY CONCEPT PLAN

REVISIONS
1 -
2 -
3 -
4 -
5 -

LEI PROJECT #: 2013-1845
DRAWN BY: BLS
CHECKED BY: GDM
SCALE: 1" = 200'
DATE: 5/2/2016

EXHIBIT
B

U:\LAND DESKTOP PROJECTS\13-1845 ANDERSON FARMS\DWG\EXHIBITS\13-1845 EXHIBIT B-FOR DEV AGREE.DWG 4/25/2016 12:49 PM

Council Reports:

(20 minutes)

A) MAG, COG, UIA, Utah Lake Commission, ULCT, NUVAS, IHC Outreach, Budget Committee	- Jeff Acerson
B) Public Works, Irrigation water/canal company boards, City Buildings	- Van Broderick
C) Planning Commission, Board of Adjustments, General Plan, Budget Committee	- Matt Bean
D) Public Safety, Emergency Management, Economic Development, Tree Board	- Carolyn Lundberg
E) Parks & Recreation, Lindon Days, Transfer Station/Solid Waste, Cemetery	- Mike Vanchiere
F) Admin., Historic Commission, PG/Lindon Chamber, Budget Committee	- Jake Hoyt

Administrator's Report *(10 minutes)*

Misc. Updates:

- November newsletter article: Heath Bateman - Article due to Kathy Moosman by end of October
- Review Council vacancy process
- Secondary water shut off mid-October
- Virtual Town Hall -rapid response polling app
- Vote by Mail ballots will be mailed the week of October 14th
- Additional roadway crack sealing will be starting this week
- Google Drive shared folders for financial reports, staff reports, agendas, etc. Does anyone use this?
- Misc. Items

Upcoming Meetings & Events:

- October 25th – Halloween Carnival at Community Center
- November 5th – General Election
- November 8-18th – fall clean-up w/dumpsters available to the public
- November 28th – Mayor's Thanksgiving Day Dinner
- November 28th & 29th – Thanksgiving Holiday - City offices closed

ADJOURN