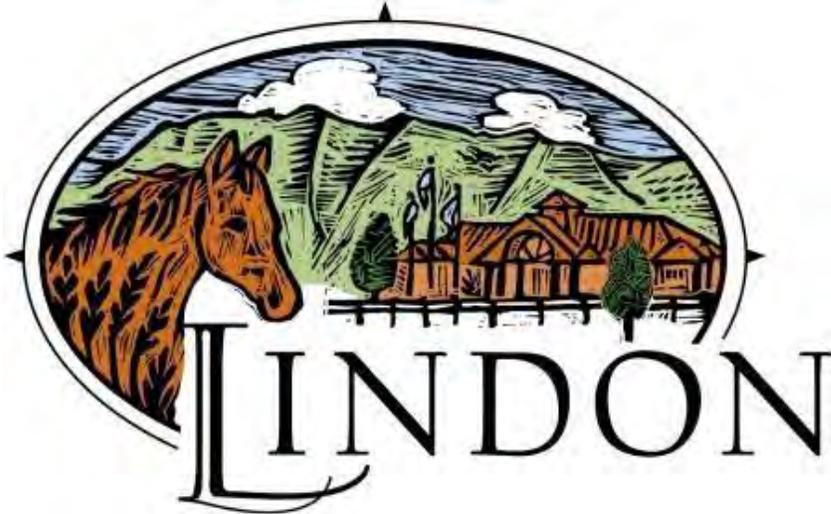


# Lindon City Council Staff Report



Prepared by Lindon City  
Administration

December 18, 2018



# Notice of Meeting of the Lindon City Council

The Lindon City Council will hold a meeting at 7:00 p.m. on Tuesday, December 18, 2018 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:



(Review times are estimates only)

- REGULAR SESSION – 7:00 P.M.** - Conducting: Jeff Acerson, Mayor  
Pledge of Allegiance: By Invitation  
Invocation: Carolyn Lundberg
- 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:** December 4, 2018 (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. No Items.
- 6. Public Hearing — FY2018-19 Fee Schedule Amendment; Res. # 2018-25-R** (45 minutes)  
This item was continued from the December 4, 2018 City Council meeting. The Lindon City Council will review and consider Resolution #2018-25-R amending sections of the FY2018-19 fee schedule for utility services billed to multi-tenant residential facilities, with review of updated utility billing policies.
- 7. Concept Review — Lindon Marina RV Park** (20 minutes)  
Ron Madsen, operator of the Lindon Marina, requests feedback before applying for a conditional use permit and ordinance amendment for an RV Park and nightly RV rental at the marina.
- 8. Discussion Item — Funding Options for Traffic Signal Improvement Projects** (20 minutes)  
Lindon City Engineer, Noah Gordon, will review possible funding options that may accelerate traffic signal and intersection improvements at 200 S. Geneva Road. This location has been identified as a high priority by MAG & UDOT but dedicated funding is still a couple years away. Other locations where traffic signals and road improvements are needed within Lindon may also be discussed. Feedback will be given but no motions made.
- 9. Discussion Item — Insurance Coverage** (20 minutes)  
Staff will update the City Council on insurance coverages that the City has in place and will discuss issues associated with various claims made against the City that may arise from time to time. Feedback will be given but no motions made.
- 10. Public Hearing — Ordinance Change; Lindon City Code 13.12; Ord. #2018-18-O** (5 minutes)  
*This item was advertised for the Dec. 4, 2018 meeting and was continued to this meeting but is not ready for discussion and will be continued to a future City Council meeting.*  
The Lindon City Council will review and consider Ordinance #2018-18-O amending sections of LCC 13.12 ‘Administration of Water and Sewer Service’.
- 11. Council Reports:** (20 minutes)
  - A) MAG, COG, UIA, Utah Lake Commission, ULCT, NUVAS, IHC Outreach, Budget Committee - Jeff Acerson
  - B) Public Works, Irrigation/water, City Buildings - Van Broderick
  - C) Planning, BD of Adjustments, General Plan, Budget Committee - Matt Bean
  - D) Parks & Recreation, Trails, Tree Board, Cemetery - Carolyn Lundberg
  - E) Public Safety, Court, Lindon Days, Transfer Station/Solid Waste - Daril Magleby
  - F) Admin., Community Center, Historic Comm., PG/Lindon Chamber, Budget Committee - Jacob Hoyt
- 12. 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](http://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](http://www.lindoncity.org)) websites.

Posted by: /s/ **Kathryn A. Moosman, City Recorder**

**Date:** December 14, 2018; **Time:** 11:30 p.m.; **Place:** Lindon City Center, Lindon Police Dept., Lindon Community Center

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

Pledge of Allegiance: By Invitation

Invocation: Carolyn Lundberg

### **Item 1 – Call to Order / Roll Call**

December 18, 2018 Lindon City Council meeting.

Jeff Acerson  
Matt Bean  
Van Broderick  
Jake Hoyt  
Carolyn Lundberg

Staff present: \_\_\_\_\_

### **Item 2 – Presentations and Announcements**

- a) Comments / Announcements from Mayor and Council members.

### **Item 3 – Approval of Minutes**

- Review and approval of City Council minutes: **December 4, 2018**

2 The Lindon City Council held a regularly scheduled meeting on **Tuesday, December 4,**  
4 **2018, beginning at 7:00 p.m.** in the Lindon City Center, City Council Chambers, 100  
North State Street, Lindon, Utah.

6 **REGULAR SESSION** – 7:00 P.M.

8 Conducting: Jeff Acerson, Mayor  
Pledge of Allegiance: Anders Bake  
10 Invocation: Jake Hoyt, Councilmember

12 **PRESENT**

Jeff Acerson, Mayor  
14 Jacob Hoyt, Councilmember  
Carolyn Lundberg, Councilmember  
16 Van Broderick, Councilmember  
Daril Magleby, Councilmember  
18 Adam Cowie, City Administrator  
Michael Florence, Planning Director  
20 Brian Haws, City Attorney  
Kathryn Moosman, City Recorder

**EXCUSED**

Matt Bean, Councilmember

- 22 1. **Call to Order/Roll Call** – The meeting was called to order at 7:00 p.m.
- 24 2. **Presentations/Announcements** –
  - 26 a) **Comments/Announcements from Mayor and Council** – There were no  
announcements at this time.
  - 28 b) **Presentation** – The Mayor and Council recognized Councilmember Daril  
Magleby for his service on the Council and his contributions to the city.  
30 Councilmember Magleby and his wife have accepted a calling for an LDS  
mission. Councilmember Magleby thanked the Mayor and Council for the  
32 opportunity to serve.
- 34 3. **Approval of Minutes** – The minutes of the regular meeting of the City Council  
meeting of November 20, 2018 were reviewed.

36 COUNCILMEMBER MAGLEBY MOVED TO APPROVE THE MINUTES OF  
38 THE REGULAR CITY COUNCIL MEETING OF NOVEMBER 20, 2018 AS  
PRESENTED. COUNCILMEMBER HOYT SECONDED THE MOTION. THE VOTE  
40 WAS RECORDED AS FOLLOWS:

42 COUNCILMEMBER LUNDBERG	AYE
COUNCILMEMBER BRODERICK	AYE
COUNCILMEMBER HOYT	AYE
44 COUNCILMEMBER MAGLEBY	AYE

46 THE MOTION CARRIED UNANIMOUSLY.

- 4. **Open Session for Public Comment** – Mayor Acerson called for any public

2 comment not listed as an agenda item. There were no public comments.

4 5. **Consent Agenda Items** –

- 6 a. 2019 Mayor and Council Liaison Assignments, Mayor pro tem and RDA
- 7 Board appointments, and other staff appointments; Resolution #2018-23-R.
- 8 This will be updated once the upcoming Council vacancy is filled.

10 COUNCILMEMBER BRODERICK MOVED TO APPROVE THE CONSENT  
11 AGENDA ITEM AS PRESENTED. COUNCILMEMBER LUNDBERG SECONDED  
12 THE MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

13	COUNCILMEMBER LUNDBERG	AYE
14	COUNCILMEMBER BRODERICK	AYE
15	COUNCILMEMBER HOYT	AYE
16	COUNCILMEMBER MAGLEBY	AYE

17 THE MOTION CARRIED UNANIMOUSLY.

18 **CURRENT BUSINESS**

20 **6. Action Item — Financial Audit Report for Fiscal Year 2017-18.**

21 Representatives from Keddington & Christensen, LLP and Lindon City Finance  
22 Director, Kristen Colson, will present, for the City Council’s acceptance, the  
23 city’s annual financial audit report, included as part of the Comprehensive Annual  
24 Financial Report (CAFR), for fiscal year ended June 30, 2018.

25 Adam Cowie, City Administrator, led this discussion by stating in accordance  
26 with State Law the City is required to annually have a complete financial audit performed  
27 by an independent auditing firm. Keddington & Christensen, LLP (K&C) has performed  
28 the audit for the 2017-18 (FY2018) fiscal year ending June 30, 2018. He noted over the  
29 last several months their firm has been reviewing the City’s financial records, policies,  
30 and procedures and will discuss the audit and any associated findings with the Council.  
31 Staff recommends that the City Council accept the FY2018 audit as presented.

32 Mr. Cowie then referenced the FY2018 Annual Financial Statements included as  
33 part of the CAFR and the Auditor’s Supplementary Report. He noted representatives  
34 from K&C and the Lindon City Finance Director are in attendance to present the report  
35 and answer any questions the council may have. Mr. Cowie then turned the time over to  
36 the representatives to present the audit.

37 Phyl Warnock, representing Keddington & Christensen, was in attendance along  
38 with Kristen Colson, Lindon City Finance Director to present the audit and any  
39 associated findings with the Council. Mr. Warnock stated the Council is over the  
40 financial governance of the city and is responsible for overseeing the financial audit and  
41 the fact they have an audit does not relieve them of the responsibility.

42 Mr. Warnock stated their responsibility is to express opinions on these financial  
43 statements based on their audit. They conducted the audit in accordance with auditing  
44 standards generally accepted in the United States of America. Those standards require  
45

2 that they plan and perform the audit to obtain reasonable assurance about whether the  
financial statements are free from material misstatement.

4 Mr. Warnock explained an audit involves performing procedures to obtain audit  
evidence about the amounts and disclosures in the financial statements. The procedures  
6 selected depend on the auditor's judgment, including the assessment of the risks of  
material misstatement of the financial statements, whether due to fraud or error. In  
8 making those risk assessments, the auditor considers internal control relevant to the  
City's preparation and fair presentation of the financial statements in order to design  
10 audit procedures that are appropriate in the circumstances, but not for the purpose of  
expressing an opinion on the effectiveness of the City's internal control so, accordingly,  
12 they express no such opinion. An audit also includes evaluating the appropriateness of  
accounting policies used and the reasonableness of significant accounting estimates made  
14 by management, as well as evaluating the overall presentation of the financial statements.  
They believe that the audit evidence we have obtained is sufficient and appropriate to  
16 provide a basis for our audit opinions.

18 Mr. Warnock explained they do not express an opinion or provide any assurance  
on the information because the limited procedures do not provide them with sufficient  
evidence to express an opinion or provide any assurance. Their audit was conducted for  
20 the purpose of forming opinions on the financial statements that collectively comprise  
Lindon City Corporation's basic financial statements. He noted the introductory section,  
22 combining and individual nonmajor fund financial statements, budgetary comparison  
schedules, and statistical section are presented for purposes of additional analysis and are  
24 not a required part of the basic financial statements.

26 Mr. Warnock stated in their opinion, the combining and individual nonmajor fund  
statements and budgetary comparison schedules are fairly stated in all material respects in  
relation to the financial statements as a whole. The introductory and statistical sections  
28 have not been subjected to the auditing procedures applied in the audit of the basic  
financial statements, and accordingly, they do not express an opinion or provide any  
30 assurance on them.

32 Mr. Warnock stated in accordance with Government Auditing Standards, they  
have also issued a report dated November 30, 2018, on their consideration of Lindon City  
Corporation's internal control over financial reporting and their tests of its compliance  
34 with certain provisions of laws, regulations, contracts and grant agreements and other  
matters. The purpose of that report is to describe the scope of their testing of internal  
36 control over financial reporting and compliance and the results of that testing and not to  
provide an opinion on the effectiveness Lindon City Corporation's internal control over  
38 financial reporting or on compliance. That report is an integral part of an audit performed  
in accordance with Government Auditing Standards and should be considered in  
40 conjunction with this report in considering the results of our audit.

42 Mr. Warnock then went over the supplemental report on internal controls noting  
management of the City is responsible for establishing and maintaining effective internal  
control over compliance with the state compliance requirements. In planning and  
44 performing their audit of compliance, they considered the City's internal control over  
compliance with the state compliance requirements to determine the audit procedures that  
46 are appropriate in the circumstances for the purpose of expressing an opinion on  
compliance with those state compliance requirements and to test and report on internal

2 control over compliance in accordance with the State Compliance Audit Guide, but not  
4 for the purpose of expressing an opinion on the effectiveness of internal control over  
6 compliance. Accordingly, we do not express an opinion on the effectiveness of the City’s  
8 internal control over compliance.

6 Mr. Warnock stated there were two findings this year as follows:

- 8 1. According to Utah State Code approved minutes must be posted to the  
10 public notice website within three days business days after approval in a  
12 public meeting. During the audit, it was noted that the minutes for  
14 April 17, 2018 were approved by the Council on May 1, 2018, but the  
16 minutes were not uploaded to the Utah Public Notice website until  
18 May 8, 2018. The cause of this was not determined. Mr. Warnock  
20 pointed out they are required to disclose this information, but in terms of  
22 the financial statement this finding is inconsequential.
- 24 2. According to Utah Code Annotated (UCA) 10-6-123, “City officers  
26 may not make or incur expenditures or encumbrances in excess of total  
appropriations for any department in the budget as adopted or as  
subsequently amended.” During the audit, it was noted that four funds  
had actual expenses materially over the final budgeted amounts. As a  
result, the City is not in compliance with Utah Code as referenced  
above. The cause of this was not determined. The fund which  
exceeded the budget and the amounts over budget were as follows:
  - Road Capital Projects Fund exceeded the budget by \$92,649
  - General Capital Projects Fund exceeded the budget by \$1,785
  - Water Collection Fund exceeded the budget by \$22,009
  - Storm Water Fund exceeded the budget by \$207,824

28 Ms. Colson stated the City has complied with uploading agendas, public notices,  
30 and pending minutes, but missed uploading approved minutes within the 3-day  
32 requirement on a few occasions. The City will comply with Open and Public Meetings  
34 Act requirements and upload city council minutes to the Utah Public Notice website  
within three (3) days of approval. She noted the City will also comply with budgetary  
compliance requirements and only incur expenditures for which the City has legally  
budgeted.

36 At this time, Mr. Warnock asked if there were any questions. There was some  
38 general discussion with the council on the findings presented. Mr. Warnock stated city staff  
is doing a great job and they enjoyed working with Ms. Colson and staff on the audit.

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

42 COUNCILMEMBER HOYT MOVED TO ACCEPT THE AUDIT REPORT AS  
44 PRESENTED FOR FISCAL YEAR ENDED JUNE 30, 2018 WITH COMMENTS  
ADDED IN BY MS. COLSON. COUNCILMEMBER MAGLEBY SECONDED THE  
MOTION. THE VOTE WAS RECORDED AS FOLLOWS:

46 COUNCILMEMBER LUNDBERG	AYE
COUNCILMEMBER BRODERICK	AYE
COUNCILMEMBER HOYT	AYE

2 COUNCILMEMBER MAGLEBY AYE  
THE MOTION CARRIED UNANIMOUSLY.

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7. **Presentation Item — Mountainland Association of Governments**

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**TransPlan50.** Shawn Eliot, with Mountainland Association of Governments (MAG) will give an overview of MAG’s TransPlan50, which is the draft regional transportation plan for urbanized Utah County through 2050. The projects and programs proposed within the plan are a coordinated system of capital-intensive roadway projects, transit improvements, and pedestrian/bicycle facilities needed over the next thirty years. A public comment period is planned for the spring of 2019 with final adoption anticipated in June 2019. No motions will be made.

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Adam Cowie, City Administrator, gave some background of this item explaining TransPlan50 is the draft regional transportation plan for urbanized Utah County. The projects and programs proposed within the plan area coordinated system of capital-intensive roadway projects, transit improvements, and pedestrian/bicycle facilities needed over the next thirty years. Mr. Cowie noted the plan attempts to minimize impacts to society and environment while providing for enough capacity and transportation choices to ensure the region’s economy continues to grow. Work with the municipalities and county and various agencies is being conducted to finalize this new plan. He noted a public comment period is planned for the spring of 2019 with final adoption anticipated in June 2019. He then turned the time over to Shawn Eliot to present and overview of MAG’s TransPlan50 plan to the Council.

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Mr. Eliot gave a brief history of the transportation system and projected growth in Utah County; he also presented a video. He noted as Salt Lake County grew it did it outside from the city center and in Utah County, we grew village to village to village, so the connections didn’t always occur which is a challenge because as we double our population traffic is focused on a select few roads. He pointed out that State Street carries double the traffic of anywhere in Salt Lake County and is more of a regional highway as a compared part of the main grid system in the county.

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Mr. Eliot then presented a map showing the institute of transportation. He indicated there are places with gaps in the road system pointing out that adding in a million more people will be very impactful. He pointed out on the map showing by 2050 what type of growth will happen numerically by county. He noted Utah County has the most growth occurring as we are adding just under a million people; the growth is coming our way and the direction of growth on the Wasatch Front is going southward. He also presented a chart showing population growth and density by region in Utah County (2017 to 2050); Lindon is nearing buildout. He also spoke on the main things they can do to improve the transportation system are connecting the transportation grid and updating the plan (every 4 years) and to study the future of I-15, parallel facilities, a bridge over Utah lake, commuter/light rail and other viable options to help move traffic and keep congestion down.

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Mr. Eliot stated they are proposing to work with City Councils and Planning Commissions to achieve more connections to spread out traffic and they are always working for more funding to help build these roads and connections (grids). He also presented examples and spoke on the three proposed phases.

46

2 There was then some general discussion regarding the presented draft regional  
transportation plan and funding options.

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

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8 **8. Action Item — 2018 Lindon City Moderate Income Housing Report;**  
8 **Resolution #2018-24-R.** Lindon City Planning & Economic Development  
10 Director, Mike Florence, will present for the Council’s consideration the 2018  
Moderate Income Housing Report that is required to be submitted to the State of  
12 Utah biennially (every two years).

14 Mike Florence, Planning Director led this discussion by referencing the 2018  
Lindon City Moderate Income Housing Report, resolution, reporting forms, and city  
16 General Plan and moderate-income housing support documents. He noted State Code 10-  
9a-408 requires each municipality to submit a biennial housing report to the Utah  
18 Department of Workforce Services describing efforts made by the municipality to  
support affordable housing and to mitigate regulatory barriers for housing development in  
the community.

20 Mr. Florence then referenced the report that will be submitted to the State of Utah  
after the Council has had a chance to adopt a resolution approving the information  
22 presented tonight. He noted the report has to be submitted to the State no later than  
December 31, 2018. In addition, every five years cities are required to update their  
24 Moderate-Income Housing Plan (MIHP) Element of their general plan. Mr. Florence  
stated in 2019, Lindon City will be required to update its MIHP and file a revised plan  
26 with the Department of Workforce Services.

28 Mr. Florence indicated Lindon has made significant efforts over the last two years  
to provide for moderate income housing opportunities within the City, mainly through  
approval of the Anderson Farms master planned residential development. He noted they  
30 will continue with their efforts to provide opportunities for moderate income housing that  
will be necessary as the city continues to grow and affordable housing becomes more  
32 scarce. Mr. Florence stated the MIHP has goals and guidelines that the City will review  
and reevaluate as it updates the plan in 2019. There was then some general discussion  
34 regarding the Moderate-Income Housing Report.

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

38 COUNCILMEMBER HOYT MOVED TO APPROVE RESOLUTION #2018-  
24-R ADOPTING THE 2018 LINDON CITY MODERATE INCOME HOUSING  
40 REPORT AND ASSOCIATED SUPPORT DOCUMENTS FROM THE LINDON CITY  
GENERAL PLAN AND R-2 OVERLAY ORDINANCE. COUNCILMEMBER  
42 LUNDBERG SECONDED THE MOTION. THE VOTE WAS RECORDED AS  
FOLLOWS:

- 44 COUNCILMEMBER LUNDBERG AYE
- COUNCILMEMBER BRODERICK AYE
- 46 COUNCILMEMBER HOYT AYE
- COUNCILMEMBER MAGLEBY AYE

2 THE MOTION CARRIED UNANIMOUSLY.

4 9. **Action Item — Employee Merit Increases.** In the FY2019 budget the City  
 6 Council previously approved a 0.9% merit increase and a 1.0% one-time lump  
 8 sum payment for employees (based upon year-end employee performance  
 10 evaluation scores). The merit increase and one-time payment will be effective  
 12 January 1, 2019. Per past practice, the City evaluates mid-fiscal year budget  
 constraints and economic indicators to determine if recommended merit increases  
 are still financially prudent. Given a healthy economic outlook, strong revenues,  
 and healthy General Fund reserves the City Administration recommends the  
 payments be applied as approved in the FY2019 budget.

14 Mr. Cowie led this discussion item by stating staff recommends that the Council  
 16 authorize employee merit pay per the previously approved FY2019 budget. He then  
 18 referenced the memo from Kristen Colson, Finance Director. He noted the practice  
 (since the recession) has been to give it six months to make sure the city is in a healthy  
 position. Mr. Cowie indicated sales tax revenue is good and there are good business  
 opportunities in Lindon for building permits and for residential growth. Therefore, staff  
 20 would recommend approving the merit increase as there is a healthy position in the  
 general fund balance in the reserve account which is a good savings.

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

24 COUNCILMEMBER MAGLEBY MOVED TO AUTHORIZE THE  
 26 EMPLOYEE MERIT PAY PER THE APPROVED FY2019 BUDGET.  
 COUNCILMEMBER BRODERICK SECONDED THE MOTION. THE VOTE WAS  
 28 RECORDED AS FOLLOWS:

COUNCILMEMBER LUNDBERG AYE  
 30 COUNCILMEMBER BRODERICK AYE  
 COUNCILMEMBER HOYT AYE  
 32 COUNCILMEMBER MAGLEBY AYE  
 THE MOTION CARRIED UNANIMOUSLY.

34 10. **Public Hearing — Ordinance Change; Lindon City Code 13.12; Ord. #2018-**  
 36 **18-O.** *This item was advertised for this meeting but is not ready for discussion*  
*and will be continued to the December 18, 2018 Council meeting.* The Lindon  
 38 City Council will review and consider Ordinance #2018-18-O amending sections  
 of LCC 13.12 ‘Administration of Water and Sewer Service’ regarding utility  
 40 service agreements and billing policies.

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

46 Mr. Cowie stated this item was advertised for this meeting but is not ready for  
 discussion and will be continued to the December 18, 2018 Council meeting.

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

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

8  
10 COUNCILMEMBER LUNDBERG MOVED TO CONTINUE THIS PUBLIC  
HEARING TO THE DECEMBER 18, 2018 COUNCIL MEETING.

12 COUNCILMEMBER MAGLEBY SECONDED THE MOTION. THE VOTE WAS  
RECORDED AS FOLLOWS:

- 14 COUNCILMEMBER LUNDBERG AYE
- 14 COUNCILMEMBER BRODERICK AYE
- 16 COUNCILMEMBER HOYT AYE
- 16 COUNCILMEMBER MAGLEBY AYE

18 THE MOTION CARRIED UNANIMOUSLY.

11. **Public Hearing — FY2018-19 Fee Schedule Amendment; Res. # 2018-25-R.**

20 *This item was advertised for this meeting but is not ready for discussion and will*  
22 *be continued to the December 18, 2018 Council meeting.* The Lindon City  
Council will review and consider Resolution #2018-25-R amending sections of  
24 the FY2018-19 fee schedule for utility services billed to accessory apartments and  
multi-tenant residential facilities, with review of updated utility billing policies.

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

30 Mr. Cowie stated this item was advertised for this meeting but is not ready for  
discussion and will be continued to the December 18, 2018 Council meeting.

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

34  
36 COUNCILMEMBER BRODERICK MOVED TO CLOSE THE PUBLIC  
HEARING. COUNCILMEMBER MAGLEBY SECONDED THE MOTION. ALL  
PRESENT VOTED IN FAVOR. THE MOTION CARRIED.

38  
40 COUNCILMEMBER LUNDBERG MOVED TO CONTINUE THIS PUBLIC  
HEARING TO THE DECEMBER 18, 2018 COUNCIL MEETING.

42 COUNCILMEMBER MAGLEBY SECONDED THE MOTION. THE VOTE WAS  
RECORDED AS FOLLOWS:

- 44 COUNCILMEMBER LUNDBERG AYE
- 44 COUNCILMEMBER BRODERICK AYE
- 46 COUNCILMEMBER HOYT AYE
- 46 COUNCILMEMBER MAGLEBY AYE

THE MOTION CARRIED UNANIMOUSLY.

2 **COUNCIL REPORTS:**

4 **Councilmember Hoyt** – Councilmember Hoyt reported the Historic Preservation  
 Commission held the annual tree lighting ceremony and it was a great event and well  
 6 attended. He also reported the PG/Lindon Chamber of Commerce is having a combined  
 Chamber Christmas luncheon this Thursday.

8

10 **Councilmember Broderick** – Councilmember Broderick expressed his appreciation to  
 the Public Works road department noting they do a fantastic job with snow removal etc.

12 **Councilmember Bean** – Councilmember Bean was absent.

14 **Councilmember Lundberg** – Councilmember Lundberg reported Mark Brandt is the  
 newest member on the Tree Board noting he is looking forward to begin serving on the  
 16 Board.

18 **Councilmember Magleby**– Councilmember Magleby reported Monday will be his last  
 meeting with the North Pointe Solid Waste District. He would also encourage his  
 20 replacement on the Council to get engaged with the police and try to engage businesses  
 with the PG/Lindon Chamber of Commerce and the Drill Down for Safety.

22

24 **Mayor Acerson** – Mayor Acerson reported he will be attending a meeting with the Utah  
 County Health Department next week. He also reported the North Utah Valley Animal  
 Shelter is doing well and doing a great job. He noted they are in need of more employees  
 26 and their relationships with outreach groups are good and reliable.

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

30

**Misc. Updates:**

32

- December City newsletter
- January newsletter article: Carolyn Lundberg - Article due to Kathy Moosman  
 34 before the Christmas holiday.
- FYI – sewer back-up occurred on night of Nov 29th along Gillman Lane. Sewage  
 36 backed up into basement of Kevin & Lisa Gillman's home. They're working with  
 a disaster restoration company and our insurance. Blockage was cleared that  
 38 night. Main lines still being investigated / TV'd, but assumed at this point to have  
 been large paper/grease clog in main line on Gillman Ln.
- Possible RDA tax increment incentives for pending development
- Thank you to Mayor and Storm Water employees at Public Works for picking up  
 42 thousands of leaf bags from residential properties
- Misc. Items

44

**Upcoming Meetings & Events:**

46

- Dec. 3<sup>rd</sup> at 6:30pm – Tree Lighting Ceremony at the Community Center
- Dec 10<sup>th</sup> through January 7<sup>th</sup>: advertise Councilmember vacancy. Applications



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

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**Item 5 – 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. No items.

**Sample Motion:** *I move to approve the Consent Agenda items.*

**6. Public Hearing — FY2018-19 Fee Schedule Amendment; Res. # 2018-25-R** (45 minutes)

This item was continued from the December 4, 2018 City Council meeting. The Lindon City Council will review and consider Resolution #2018-25-R amending sections of the FY2018-19 fee schedule for utility services billed to multi-tenant residential facilities, with review of updated utility billing policies.

The City charges a water and sewer base rate for each residential unit (includes each unit in multi-family housing complexes). After reviewing utility billing policies it is recommended that the base rates for water and sewer be decreased on multiple unit facilities (after the first unit). The change is shown on the attached Fee Schedule and Utility Agreement/policy with the primary proposed change in fees for multi-unit residential facilities summarized as follows:

*Water base rate:* First unit is charged full base rate. Each additional unit receives a \$3.00 discount off water base rate.

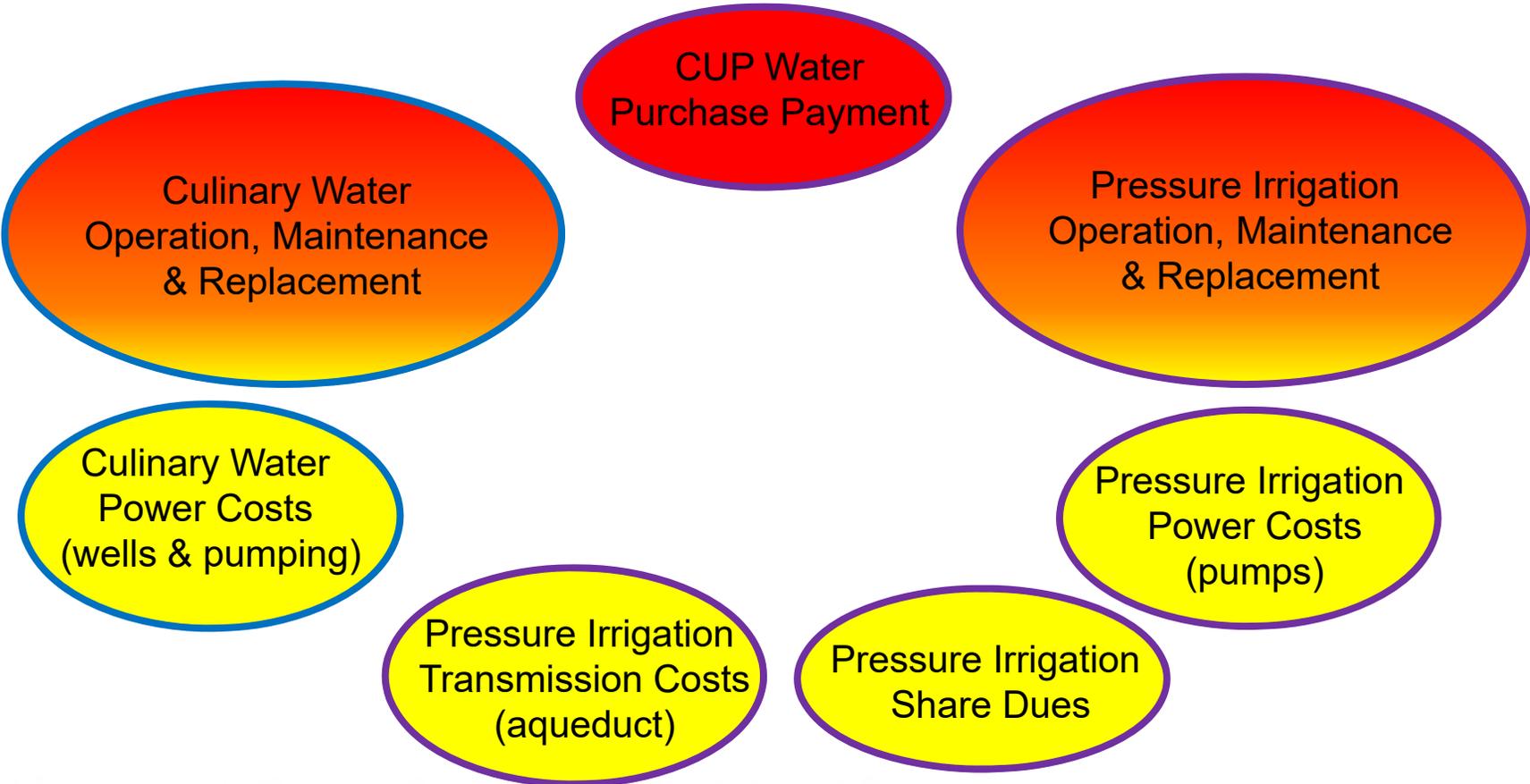
*Sewer base rate:* First unit is charged full base rate. Each additional unit receives a \$1.00 discount off sewer base rate.

Other changes to the general utility agreement/billing policies are included for the Council's review and consideration.

**Sample Motion:** I move to (approve, deny, continue) Resolution #2018-25-R amending the FY2018-19 Lindon City Fee Schedule and Utility Agreement policies.

# Base Rates vs. Usage Rates

## Fixed Costs: Pressure Irrigation Rates & Culinary Water Base Rates



## Variable Costs: Culinary Water Usage Rates

**RESOLUTION NO. 2018-25-R**

**A RESOLUTION OF THE CITY COUNCIL OF LINDON CITY, UTAH COUNTY, UTAH, AMENDING VARIOUS SECTIONS OF THE LINDON CITY FEE SCHEDULE FOR FISCAL YEAR 2018-19 AND AMENDING THE CITY UTILITY AGREEMENT POLICIES AND PROVIDING FOR AN EFFECTIVE DATE.**

WHEREAS, the Municipal Council of Lindon City (City) has adopted an annual Fee Schedule to define and identify all fees that may be imposed by Lindon City for various public services and utilities; and

WHEREAS, the City has reviewed its utility billing policies and recommends specific changes to utility base rate fees charged for multi-unit residential facilities and also recommends updates to its general utility billing agreement and policies; and

WHEREAS, the City finds it prudent and in accordance with sound fiscal policy to amend the Lindon City Fee Schedule for Fiscal Year 2018-2019 (FY2019) and update Utility Agreement policies according to the recommended changes; and

WHEREAS, the fees charged by the City have been carefully studied and found reasonable and will ensure adequate recovery of costs to allow continued effective services within the City; and

WHEREAS, on December 18, 2018 the Lindon City Council held a duly noticed public hearing to consider the fee schedule changes and, after receiving public comment, has reviewed and approves the updated fees and utility rates as shown on the attached memorandums finding that said fee changes are reasonable and of benefit to the general public in that the city can adequately cover costs to operate and maintain its utility infrastructure.

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

SECTION I. The FY2019 Lindon City Fee Schedule and Utility Agreement policy is hereby amended and adopted as shown on the attached memorandums.

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

PASSED AND ADOPTED AND MADE EFFECTIVE by the Lindon City Council on this the 18th day of December 2018.

\_\_\_\_\_  
Jeff Acerson, Mayor

ATTEST:

\_\_\_\_\_  
Kathryn A. Moosman, City Recorder

SEAL:

# PROPOSED FEE SCHEDULE CHANGES

December 14, 2018

## CHANGES

Utilities

Culinary Water

- Base Rate

ZONES	METER SIZE						
	1"	1 ½"	2"	3"	4"	6"	8"
Below North Union Canal	\$22.84	\$29.25	\$46.51	\$174.62	\$221.97	\$332.59	\$458.93
Above North Union Canal	\$26.68	\$33.09	\$50.35	\$178.46	\$225.81	\$336.43	\$462.77
Upper Foothills	\$42.73	\$49.14	\$66.40	\$194.51	\$241.86	\$352.48	\$478.82

Accessory apartments are charged additional base rates.

- **Base charge for each additional residential unit on the same water meter**
  - Below North Union Canal \$19.84
  - Above North Union Canal \$23.68
  - Upper Foothills \$39.73

Sewer - per Residential Unit

- Base charge \$19.44
  - Accessory apartments are charged an additional base rate.
- **Base charge for each additional residential unit on the same water meter** \$18.44

## Lindon City Utility Agreement

The Applicant applying for utility services for the premises given above confirms that the above information is true and correct, and hereby agrees as follows:

1. To pay charges for utility services at the rates established by the Lindon City Council **as found in the Lindon City Fee Schedule**. It is the responsibility of the Applicant to notify the City when Applicant desires to terminate services.
2. In the event of a failure to pay utility charges or in the event of a failure of the Owner or Occupant to conform to Lindon City ordinances and regulations established by the City Council regulating the use of the utilities, that Lindon City will have the right to enter upon the said property and discontinue the water and **sewer other utility services** at its election, pursuant to ten days written notice of the City's intention until all delinquencies and any reconnecting fees and deposits imposed are paid in full or until any failure to conform to this agreement **is rectified**.
3. To be bound by the rules, regulations, resolutions and ordinances heretofore or hereafter enacted or adopted by Lindon City applicable to the City's utilities.
4. Should the Applicant breach this Agreement, the Applicant will pay all costs of collections and enforcement, including a reasonable attorney fee. The Applicant also agrees that if any utility service charge is not paid when due, Applicant will pay a monthly late fee in the sum of ten dollars (\$10.00) each and every month thereafter until the account is paid in full.
5. All notices to Applicant will be sufficient if mailed by first class mail, postage prepaid to the address of Applicant as set forth above.
6. By executing this Application, Applicant also agrees to permit Lindon City to install a water meter and service on the premises near the front property line, and consents to Lindon City, through its agents, to enter upon the property serviced by said system for the purpose of installing meters and reading and maintaining said system and meters.
7. Lindon City may alter, refuse, or discontinue utility services if a debtor in a bankruptcy or bankruptcy trustee, within twenty days after the date of the bankruptcy petition was filed, does not provide Lindon City an adequate assurance of payment of post-petition utility services in the form of a deposit or other security.
8. The remedies provided herein will be deemed and construed as cumulative, so the exercise by Lindon City of any one remedy will not deprive it of the exercise of any other remedies so provided and said remedies of the City provided for herein are not exclusive of any other remedy to the City at law.

9. The owner of any rental unit is responsible for utility charges at the rates established in the Lindon City Fee Schedule and pursuant to this agreement, regardless of whether a renter or tenant fails to pay the City or owner for said utility charges.

10. If a multiple unit dwelling, ~~including accessory apartments,~~ is serviced by only one water meter, the utility bill will include a water base rate and a sewer base rate for each unit at the rates established in the Lindon City Fee Schedule. In addition, **if solid waste disposal (garbage collection) is provided to the multiple unit dwellings by the City,** each unit shall be billed for a garbage can at the “first garbage can” rate. Discounts for additional garbage cans will only be allowed if an individual dwelling unit needs more than one garbage can.

~~11. Upon notice in advance by an owner, the City may waive the additional base rate fees for multiple unit dwellings when a unit is vacant for an extended amount of time (one month minimum). The waiver may be issued for the length of the vacancy, prorated for partial months from the date of vacancy, if the owner provides sufficient documentation that the unit was vacant by completing a Utility Billing Waiver form.~~

~~12.~~**11.** Residential accounts (including rental units) will automatically be signed up for a recycling can at the ~~current~~ rate **established in the Lindon City Fee Schedule.** You may choose to opt out of having a recycling can. Recycling is picked up every other week. To opt out of the recycling program, check the appropriate box on the application form.

**12. When a new water meter has been set for new construction, billing will start for water and sewer usage. All utilities will commence monthly billing upon occupancy or beginning 3 months after the meter is set, regardless of occupancy.**

Applicant must notify Lindon City in writing of any errors on a billing statement within 90 days after issuance of the statement on which the error or problem appeared or failed to appear. If no notice of error is received within the 90 day period, the account will be deemed correct, and the customer will have no recourse for errors. Failure to receive a bill does not relieve applicant and /or owner of liability.

PLEASE READ THE FOLLOWING NOTICE REGARDING THE CARE AND MAINTENANCE OF STREETS AND SIDEWALKS.

Please be sure that you understand the following code sections. During the length of ownership and construction process if you are found in violation of any of the mentioned code sections, you will be given ~~one~~**24-hour** notice, either in person, telephone, or door hanger, to correct the violation or contact the City with your intentions within 24 hours. Lindon City is working with the EPA in regard to Phase II Storm Water Operations to keep water ways clean.

#### 12.04.010 Obstructions.

It is unlawful for any person ~~owning, occupying or having control of any premises,~~ to place, or permit to be placed, upon **or across** the sidewalk, **trail, or other public pedestrian way** ~~or the half of the street next to such premises:~~

1. Any broken ware, glass, filth, rubbish, refuse matters, **snow**, ice, water, mud, garbage, ashes, **dirt** ~~tin cans~~ or other like substances;
2. Any vehicles, lumber, wood, boxes, fencing, building materials, **landscaping materials, tree limbs, shrubbery or other vegetation**, dead trees, tree stumps, merchandise or other thing which shall obstruct such public street or sidewalk or any part thereof, or the free use and enjoyment thereof, or the free passage over and upon the same, or any part thereof, without the permission of the city ~~council~~.

#### 12.08.010 Depositing material prohibited.

It is unlawful for any person intentionally or carelessly to throw, cast, put into, drop or leave in any street, **street shoulder**, gutter, sidewalk, **trail, pedestrian way, public right-of-way** or public place any **snow, ice**, stones, gravel, sand, coal, dirt, manure, garbage, leaves, lawn or hedge clippings, **construction materials**, or **rubbish or similar items** of any kind or any other substance which shall render such ~~highway~~ **street, sidewalk, trail, or right-of-way** unsafe or unsightly or shall interfere with travel thereon, or to direct or instruct another person to do the same.

The two most common violations of these code sections are dirt bridges over sidewalks and street and the dumping and storage of building and landscaping materials on public streets. These two practices are expressly prohibited by Lindon City Code.

Please certify that you understand the information contained on this notice and agree to the terms as they are presented.

**7. Concept Review — Lindon Marina RV Park***(20 minutes)*

Ron Madsen, operator of the Lindon Marina, requests feedback before applying for a conditional use permit and ordinance amendment for an RV Park and nightly RV rental at the marina.

See attached materials provided by the Planning Department.

## Concept Review — Lindon Marina

Ron Madsen, Lindon Marina, requests feedback regarding proposed RV park upgrades, nightly RV rentals and ordinance code update. The subject property is located in the Recreation Mixed Use-West (RMU-W) zone.

<p>Date: December 18, 2018          Applicant: Ron Madsen, Lindon Marina          Presenting Staff: Michael Florence</p> <p>Type of Decision: None          Planning Commission Action          Required: No</p>	<p><u>SUMMARY OF KEY ITEMS</u></p> <p>1. This is a concept review to receive feedback from the City regarding the <b>applicant's proposal.</b></p> <p><u>MOTION</u>          No motion necessary.</p>
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### OVERVIEW

A Concept Review allows applicants to receive Planning Commission and/or City Council feedback and comments on proposed projects. No formal approvals or motions are given, but general suggestions or recommendations are typically provided. Although not mandatory, a Concept Review is recommended for all large development projects.

The applicant requests feedback on a proposed RV park and nightly RV rental. The applicant currently leases the property from the State of Utah. While there are a few designated RV spots at the marina, for the most part, campers are able to camp anywhere on the property. This was one of the concerns identified by the State of Utah when contacted by staff. If approved, the applicant will also be looking to install permanent water, sewer and electric utilities. The utilities would be brought from Vineyard and would require an agreement between Lindon City and Vineyard City. Part of the application would be to also adopt an ordinance establishing design criteria and property development standards for an RV park. Provo City has a similar ordinance that is used for travel trailer parks.

The General Plan Land Use Map identifies this area as Open Space.

The Planning Commission reviewed the information at their December 11, 2108 meeting. The commission seemed favorable of the concept plan and adopting an RV Park ordinance. They also asked staff to reach out to other jurisdictions to discuss best practices and potential issues that may arise. One of the main concerns is the long-term maintenance and management of the rental trailers.

### MOTION

No motion necessary.

### ATTACHMENTS

- Zoning map
- Current photos of the site
- Applicant concept proposal

Exhibit 1: Zoning Map:



Exhibit 2 – Current photos of the site







Concept Review

# Lindon Marina

RV Upgrades  
and  
Nightly Rentals

# Table of Contents

1. History of Lindon Marina
2. Current Ownership and Improvements
3. Vision Going Forward
4. Summary of Proposal
5. State and County Approval
6. Overcoming Challenges
7. References
8. Legal Examples of Nightly Rentals
9. Provo City RV Codes
10. Slides

# Lindon Marina Now



# Lindon Marina Proposed Additions



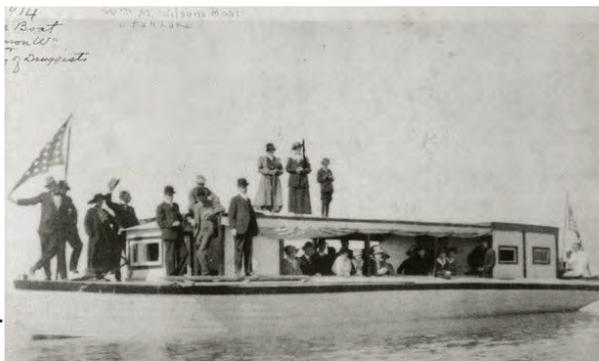
# LINDON MARINA

## PAST, PRESENT AND FUTURE

### Geneva Resort

Geneva Resort, now known as Lindon Marina, was built in 1888 and was a recreational mecca for Utah residents. It included a boat harbor, hotel, dance pavilion, a large ferry boat, two swimming pools (one heated), rental cabins, ball fields and even a large toboggan slide into the water. Every Saturday night people would gather for dances with orchestral music accompanying the breathtaking sunsets reflecting over the water and illuminating the mountains---a natural recreational refuge for all to enjoy. <sup>1</sup>

A number of very negative factors related to the management or rather mismanagement of the lake combined with Geneva Steel Plant caused the Geneva Resort to no longer be economically feasible, leading to its disintegration and ultimate closure.



### Lindon Marina Takes Form

We are not aware of the details of the resurrection of Geneva Resort which would then become known as the “Lindon Marina.” What we do know from oral history is that the first step in restoring the marina was to have someone oversee a functional boat launch area for a period of time. The marina was considered a rough, crime ridden area until about the mid-nineties when Mark Cook took over the management. Mr. Cook was granted a lease with the Utah Department of Forestry, Fire and State Lands in 1996 and then a new lease was renegotiated giving Mr. Cook a forty-year lease with the State running from 2006 through 2046. With the confidence of a long-term lease, Mr. Cook was willing and able to secure necessary funds to vastly improve the marina: extensive asphalt parking; two cement boat ramps; courtesy dock and bathroom facilities. Mr. Cook also added a small general store, 25 boat slips and reshaped/shored up the peninsulas that protect the marina.

### Current Ownership and Improvements

In 2013, Madson Havn, LLC purchased the lease from Mark Cook. Madson Havn is a family run business consisting of Ron & Pam Madson (my wife and I), our three children, their spouses and our grandchildren. It has been a very enjoyable and meaningful experience running the Lindon Marina these past six years. We have a vision and plan to continue to improve the marina restoring it to its old glory.

## Improvement and Investment since 2013:

- Removed from the marina all abandoned trash/RVs/boats, etc. and general clean up.
- Created 260 yard long sand beach. (Note: A commissioned survey had shown that the number one requested need at Utah Lake was having a sand beach access to the lake).
- Purchased beach rental equipment that includes paddle boards, kayaks, canoes, pedal boats, small sailboats and day sailors (enough rentals to put 100 people on water at same time)
- Created a large storage area for boats, RVs, campers, etc.—capacity 150 units.
- Added 50 more slips for a total of 75. We now have more slips than any harbor on Utah Lake creating a vibrant sailing community which now has up to 60 sailboats.



- Host to the Timpanogos Yacht Club, with seven licensed captains that offer Sunset Dinner cruises, sailing lessons, and this year we added sailing races.

- Hosted two major events this past summer: “Movie on the Water” mid-July and “Lantern Festival” in late September. Next year we will host four events.
- Engaged in extensive social media advertising for the past two years.
- Invested in commercial grade natural mosquito and midge abatement measures.



See lots of photos, videos etc. of the marina at our Facebook pages “Lindon Marina” and “Timpanogos Yacht Club and check out our webpage at [lindonmarina.com](http://lindonmarina.com)

## Vision Going Forward

It is our ambition to have Lindon Marina not only be the busy local retreat that it once was, but also a national attraction. With the kind of personal financial investment we are willing to make, we feel there is a great potential for the Marina to grow and evolve.

Lindon Marina already offers fishing, boat launching, boat slips, storage, a beach, day rentals of non-motorized watercrafts, picnicking, sailing excursions/lessons and *only primitive camping*.

Our goal is to upgrade the facilities so as to attract usage for family reunions, group events, special attractions, and to create a destination recreational spot drawing visitors from far and wide.

To do so requires the following general upgrades:

- Bring in water and sewer connection to the marina
- Upgrade the general store
- Provide jet ski and power boat rentals
- Provide RVs/Fifth Wheel campers with power, sewer disposal and potable water
- Create an RV tiny house village that will be clean, new and very attractive
- Purchase a commercial grade “chiller” for our outdoor ice skating rink (we attempted to start one last year, but it was too warm to do it without a chiller).
- Comprehensive landscape improvements.
- Refinish all slips/docks and upgrade with electricity.
- Sand volleyball court

As the above improvements are made we intend to market aggressively the changes.

## Summary of Proposal to Lindon City:

We want to add and upgrade camping/RV sites and expand our accommodations to include nightly rental units for those visiting that do not have their own RV or don't want to camp . We currently provide “dry camping”, i.e. no utility hook-ups, for campers, and we do not have any designated campsites so camping is relatively random throughout the marina.

If our proposal is approved we will create designated camping and RV sites that offer full hookups. In conjunction with the upgrades, we plan to bring in our own RV rentals which would include RV licensed Tiny Houses. These will be designed to create a visually beautiful theme setting to match the natural beauty of the marina.

We have many examples of RV or tiny house units being used as nightly rentals. See our attached list of nearly 30 examples from Utah and around the country.

## Proposed Concept:

Here are the proposed RV and campsites that we want to create:



Water and sewer would be accessed through Vineyard City connections and laterals would run to each RV tiny house as they are added. The electricity would run to all campsites and a sewer disposal for RVs would be provided. The existing pitch toilet closest to the campsite would be converted to a flush toilet.

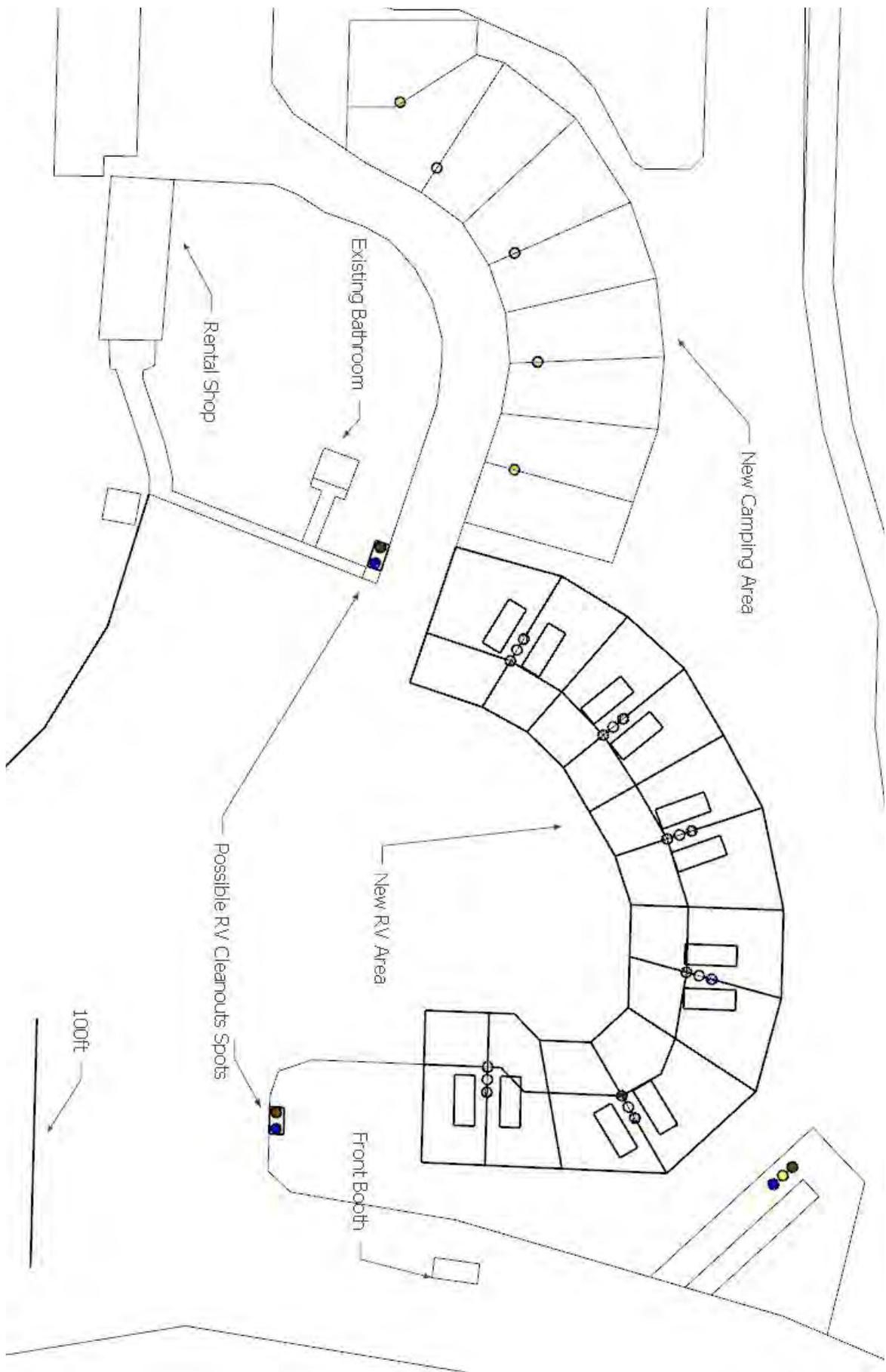
Since Lindon does not yet have any RV park code, the above design is patterned after the existing Provo City "Travel Trailer" ordinance for spacing and areas (attached for reference.)

RV Tiny Houses will all have showers and nearly all regular RVs are self-contained and have showers. We are providing electrical hookup with potable water and personal sewage disposal for each RV Tiny House Unit. We will also provide individual electrical hook ups to all RVs/Fifth wheel campers with a common disposal area for their sewage.

## State and County Approval.

We have received permission from our lessor, Forestry, Fire and State Lands, to bring in water/sewer connections, create the above proposed campsites and include in the campsites RV Tiny house rentals as long as 1) these campsites comply with all county and city ordinances and 2) RV rentals will be short term, i.e., recommended stay no longer than 14 days.

In speaking with the County health department, they only require that if we have RV Tiny Houses that they be hooked up to Vineyard water/sewer rather than use the existing septic tank on our premises.



## **Overcoming Challenges associated with Lindon Marina**

The perception by the public is that Utah Lake is a dirty, sewage fed, killer toxic algae-bloom mess. Lindon Marina has, since its closure at the time of the rise of the Geneva Steel Plant, a reputation of being a low budget, relatively run down marina which is only decent for fishing and functional for launching.

Since taking over the marina we have begun the process of changing the negative perceptions. We spent a considerable amount of time and money the first few years cleaning up the premises, creating a sand beach and advertising through social media. We had all calls forwarded to us personally year round so we really do not miss many, if any, calls from the public. From 2013 through 2015 (three seasons) we had a huge increase in usage especially our beach rentals. However, with the very low water and the new reporting standards for algae blooms on the lake, we have seen a sharp drop off of season passes and general boat launching for the seasons of 2016, 2017 and this past summer (2018).

We countered the drop off by spending more on social media and hosting major events such as “Movie on the Water” (700 tickets sold) and then “Lanterns on the Water” (1,500 tickets sold) as well as increasing our sailing excursions. As to the “toxic algae blooms” the lake has not changed but the reporting to the public is drastically overblown. The good news is that the State is aggressively looking to solve the algae bloom problem, but the bad news is that the public still thinks the lake is toxic, long after whatever danger actually existed is gone. We get calls all day asking if we are even open and if it is safe to be at the marina. The stigma is real and growing.

Another challenge as it relates to our proposed changes has to do with the current camping. We are a public access facility and do not turn down people looking for a place to camp. Lots of run down campers show up bringing with them certain social problems we have to constantly address/monitor causing other patrons to be reluctant to be at the marina.

A final challenge consists of the relatively limited funds that can be generated by the Lindon Marina thereby limiting what we as small business owner can spend on improvements. Changes we made increased revenue enough that we have been able to annually invest in improving the marina as outlined above. However, unless major changes are made, as we are proposing, we will be limited from making any major improvements as outlined in this submission.

### **How our proposed “Tiny House” nightly rentals along with fundamental improvements would allow a major leap forward:**

Our marina will typically have anywhere from 5 to 10 campers per evening during the off season and 10 to 20 during peak season from Memorial Day to Labor Day. Middle to higher end campers do not see this as a destination in that we have no utility hookups.

Once we bring in potable water, sewer disposal and electrical hookups we can significantly increase our nightly charges AND, more importantly, we would increase dramatically the number of visitors and the *quality* of campers.

The RV tiny houses would provide nightly rentals (similar to cabins that were there at the original Geneva Resort). Our research shows they would be in high demand by those locally and visiting Utah that do not have their own RVs/Fifth wheels. There would even be demand in the winter, typically a slow time for us. Our target would be to have a beautiful RV Tiny house village with sailing/beach theme. Groups like family reunions could reserve the facilities; parents coming to visit children at UVU and BYU; those at our special events, and patrons coming to learn sailing, use rentals and see Utah.

These improved campsites and RV Tiny Houses would provide necessary revenue to justify the upgrades to bring in water/sewer/flush toilets, etc. Without approval of such, it makes zero sense for us to bring in these permanent improvements at our own expense. But with these improvements we believe a remarkable transformation of the marina will occur. We will advertise locally and nationally, showing our RV Tiny house village, our special events, our sailing excursions to Bird Island and back, Dinner Cruises, our sand beach with rentals, bicycle rentals for the bike path, our winter outdoor skating rink---and much more, as this will be just the beginning.

We are open to reasonable, affordable suggestions and look forward to working with Lindon City and restoring Lindon Marina to the jewel it once was and can be again. Finally, we appreciate Lindon City's support for the marina such as allowing us to advertise in the newsletter and also for having done a great job with police enforcement when needed.

November 29, 2018

Ron Madson  
Member/Manager Madson Havn, LLC  
dba Lindon Marina  
Cell: 801-358-5074

## References:

1. Deseret News  
<https://www.deseretnews.com/top/459/9/The-Geneva-Resort-1926-An-historical-glimpse-of-Utah-Lake.html>
2. Utah Lake Commission  
[http://utahlakecommission.org/wp-content/uploads/2011/04/Utah\\_Lake\\_Resorts-Additional\\_Materials.A.pdf](http://utahlakecommission.org/wp-content/uploads/2011/04/Utah_Lake_Resorts-Additional_Materials.A.pdf)
3. Utah Lake Commission  
<http://utahlakecommission.org/10-historic-utah-lake-photographs/>
4. KSL News <https://www.ksl.com/?nid=960&sid=19440585>
5. Rafting Info (for RV image) <https://raftinginfo.com/lodging/rv-park/>
6. Lindon Marina Homepage <http://www.lindonmarina.com/>
7. Lindon Marina Facebook Page <https://www.facebook.com/LindonMarina/>
8. Timpanogos Yacht Club Facebook Page  
<https://www.facebook.com/Timpanogos-Yacht-Club-391731614267411/>
9. Provo Municipal Codes <https://provo.municipal.codes/Code/14.39>

# Legal Examples of Tiny House Rentals



Shooting Star RV Resort



Mt Hood Tiny House Village



Tiny Digs Hotel



Tuxbury Tiny House Village

## UNIQUE RV'S FOR RENT IN RV PARKS, ETC.:

[Shooting Star RV Resort](#) - Escalante, UT

[Mystic Hot Springs Resort](#) - Monroe, UT

[The Vintages](#) - Dayton, OR

[Lakedale Resort's Vintage Airstream Trailer](#)

[Hotel](#) - Friday Harbor, WA

[The Sou'Wester](#) - Seaview, WA

[Dolores River Campground](#) - Dolores, CO

[Kate's Lazy Desert Airstream Mtl.](#) - Landers, CA

[AutoCamp Santa Barbara](#) - Santa Barbara, CA

[AutoCamp Russian River](#) - Guerneville, CA

[Hicksville Trailer Palace](#) - Joshua Tree, CA

[Metro Hotel & Cafe](#) - Petaluma, CA

[The Shady Dell](#) - Bisbee, AZ

[El Cosmico](#) - Marfa, TX

## ONE-OFF TINY HOUSE VACATION RENTALS:

[AirBNB Tiny Home](#) - Draper, UT

[AirBNB Modern Blue Tiny House](#) - Draper, UT

[Zion's Tiny Getaway](#) - La Verkin, UT

[HomeAway, Garden Caravan](#) - Sand Point, ID

[AirBNB Seattle Tiny House](#) - Seattle, WA

[VRBO Lewis/Clark's Tiny House](#) - Hamilton, MT

## TINY HOUSE HOTELS

[Tiny House Hotel](#) - Portland, OR

[Tiny Digs Hotel](#) - Portland, OR

[Leavenworth Tiny House Village](#) - Leavenworth, WA

[Mt. Hood Tiny House Village](#) - Welches, OR

[WeeCasa Tiny House Resort](#) - Lyons, CO

[Verde Valley RV Resort](#) - Sedona, AZ

[Austin's Original Tiny Home Hotel](#) - Austin, TX

[Tuxbury Tiny House Village](#) -

South Hampton, NH

[Getaway Tiny Homes](#) - New York and Boston

## Chapter 14.39

### TRAVEL TRAILER PARKS

Sections:

- 14.39.010 Conditional Use Permit.**
- 14.39.020 Property Development Standards.**
- 14.39.030 Minimum Park Area.**
- 14.39.040 Length of Occupancy.**
- 14.39.050 Eating and Cooking Facilities.**
- 14.39.060 Disposal and Water Stations.**

#### **14.39.010. Conditional Use Permit.**

A Conditional Use Permit for a travel trailer park must be issued in accordance with the provisions of Section [14.02.040](#), Provo City Code before such a facility may be constructed in any zone which permits said construction and location as a conditional use. In addition to such terms and conditions as may be required upon the issuance of a Conditional Use Permit for a travel trailer park, all travel trailer parks shall be built to the standards set forth in this Chapter.

#### **14.39.020. Property Development Standards.**

The following development standards shall apply to the individual travel trailer sites. Plans and elevations for the travel trailer park and any buildings or structures proposed for location therein shall be submitted with the application for a Conditional Use Permit for a travel trailer park in conformance with the provisions of Section [14.02.040](#), Provo City Code. Said plans shall be in conformance with the following general development standards.

- (1) *Travel Trailer Site Requirements.* Each travel trailer site shall be plainly marked and numbered for identification and shall meet all requirements of this Chapter.
- (2) *Travel Trailer Site Area.* Each travel trailer site in a travel trailer park shall have an area of not less than one thousand five hundred (1,500) square feet.
- (3) *Travel Trailer Site Width.* Each travel trailer site shall have an average width of at least twenty-five (25) feet. Trailers shall be separated from each other and from other structures by at least ten (10) feet. Any accessory uses such as attached awnings or steps, shall, for the purposes of this separation requirement, be considered to be part of the trailer.
- (4) *Travel Trailer Site Frontage.* Each travel trailer site shall abut directly upon a travel trailer park street for a minimum distance of twenty (20) feet. Alignment and gradient shall be properly adapted to topography.

- (5) *Trailer Density.* Not more than one (1) travel trailer shall be placed on a travel trailer site.
- (6) *Site Coverage.* The travel trailer and accessory structures shall not cover more than seventy-five percent (75%) of a travel trailer site.
- (7) *Off-street Parking.*
- (a) Each travel trailer site shall have thereon a paved space suitable for providing automobile parking which may be a part of or a continuation of a pad upon which the trailer will rest. Said parking space shall have unencumbered dimensions of not less than nine (9) feet in width and twenty (20) feet in length.
  - (b) Each travel trailer site shall provide sufficient parking and maneuvering space so that the parking, loading, or maneuvering of trailers incidental to parking shall not necessitate the use of any public street, sidewalk, right-of-way, or any private grounds not part of the travel trailer parking area.
  - (c) There shall be provided guest parking in each travel trailer park at the ratio of one (1) parking space for each ten (10) travel trailer sites within said park. These spaces shall be in addition to those on-site spaces required by (a) above.
- (8) *Landscaping.* The following landscaping provisions shall apply to all travel trailer parks:
- (a) All open areas except driveways, parking areas, walking ways, utility areas, or patios shall be maintained with landscaping in accordance with a detailed landscaping plan to be approved in conjunction with issuance of a Conditional Use Permit.
  - (b) Trees shall be planted along the street frontages as may be required as a condition of a Conditional Use Permit upon recommendation of the Director of Parks and Recreation. There shall also be at least one (1) tree upon each travel trailer site.
- (9) *Walls and Fences.* Walls and fences on individual travel trailer sites shall not exceed two (2) feet in height. In addition, a decorative wall or fence at least six (6) feet in height shall be erected around the perimeter of each travel trailer park. Said wall or fence shall be of masonry construction, or of wood construction with masonry pilasters at an interval of no less than twenty (20) feet on center.
- (10) *Travel Trailer Park Streets.* Travel trailer park streets shall be provided in such a pattern as to provide convenient traffic circulation within the travel trailer park. They shall be built to the following standards:
- (a) Streets shall be at least twenty-five (25) feet wide. Parking shall not be allowed on travel trailer park streets.
  - (b) The travel trailer park streets shall be paved in accordance with City standards and shall be provided with concrete curb and gutter. Said curb and gutter may be of a "roll" type to provide convenient access to trailer sites.
  - (c) Travel trailer park streets shall be lighted in accordance with the requirements of the City Engineer.

(11) *Recreation Areas.* A central recreation area shall be established in all travel trailer parks, which shall be easily accessible from all trailer sites. The size of such recreation areas shall be not less than ten percent (10%) of the gross site area of all travel trailer spaces, or three thousand (3,000) square feet, whichever is greater.

(12) *Travel Trailer Park Office.* Every travel trailer park shall include a permanent building for office use. Such building may include a one-family dwelling for the exclusive use of the owner or manager, provided there is an area of not less than five thousand (5,000) square feet devoted exclusively to the use of said one-family dwelling and the occupants thereof.

(13) *Laundry Rooms.* Every travel trailer park shall have one (1) or more laundry rooms. Laundry drying lines shall not be permitted on any travel trailer sites.

(14) *Restrooms and Shower Facilities.* Restrooms, including toilet, showers, and lavatories, shall be provided within a travel trailer park to conveniently and adequately serve the trailer sites within said park.

(15) *Telephone.* The travel trailer park shall contain at least one (1) public telephone for the use of park renters.

(16) *Utilities.* All utility distribution facilities, including television antenna service lines serving individual travel trailer sites, shall be placed underground. The owner is responsible for complying with the requirements of this Subsection (16), and he shall make the necessary arrangements with each of the serving utilities for installation of said facilities. Transformers, terminal boxes, meter cabinets, pedestals, concealed ducts, and other necessary appurtenances to such underground facilities may be placed above ground. All travel trailer sites must be served with water and electricity. Natural gas hookups shall not be provided upon individual travel trailer sites.

(17) *Storage.* There shall be no open storage of personal belongings within a travel trailer site, nor shall there be an accessory building, shed, or cabinet placed upon or erected upon an individual travel trailer site for the storage of materials or personal belongings.

(18) *Fuel Tanks.* All fuel tanks maintained within a travel trailer site must be mounted securely upon or attached to the travel trailer or recreation vehicle which they serve. No such tanks shall be larger than fifty (50) gallon capacity. No accessory, freestanding fuel tanks shall be permitted in individual travel trailer sites, except that one (1) such tank no larger than fifty (50) gallons may be approved by the Zoning Administrator for use only during the period of November 1 to February 29 in locations specifically approved.

(19) *Skirting.* Any skirting surrounding the open space beneath a travel trailer or other recreation vehicle shall be of the same basic material as the exterior skin of the vehicle and shall have the same color(s) as that of the skin of the vehicle, or complimentary color(s) thereto.

(20) *Extra Vehicles.* In addition to a self propelled recreational vehicle or travel trailer and necessary tow vehicle, the occupants of a travel trailer site may have only one (1) other vehicle, which is owned by said occupants or otherwise associated therewith, located within the travel trailer park.

(21) *Removal of Wheels.* There shall be no removal of axles, wheels or tires from a travel trailer or other recreational vehicle located within a travel trailer park, except for emergency, temporary removal to accomplish repairs.

(22) *Mail Boxes*. There shall be no separate mail boxes, separate street address designations, or other similar accessories which would give the appearance of “permanence” to occupants of a travel trailer site.

(23) *Disclosure*. The owner(s) of any travel trailer park in Provo City built and/or regulated by these provisions shall provide a copy of the standards set forth in this Section to all occupants who are tenants of the park for more than thirty (30) days. (Am 1986-10, Am 1987-45, Am 1991-53, Am 1998-06)

### **14.39.030. Minimum Park Area.**

No travel trailer park facility shall be constructed on a parcel of property which has an area of less than two (2) acres.

### **14.39.040. Length of Occupancy.**

No travel trailer site located within a travel trailer park established under the provisions of this Chapter shall be occupied by any individual, family, or group of individuals within a trailer, camper, motor home, or other facility for a period exceeding thirty (30) days.

### **14.39.050. Eating and Cooking Facilities.**

Each travel trailer site shall be equipped with a picnic table and benches or equivalent, and an outdoor cooking facility which meets the approval of the Fire Chief.

### **14.39.060. Disposal and Water Stations.**

Each travel trailer park shall have facilities for disposal from the holding tanks of trailers and similar vehicles which shall be hooked to the City sewer system, and also a source of potable water for filling trailer water tanks.

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**The Provo City Code is current through Ordinance 2018-28, passed September 25, 2018.**

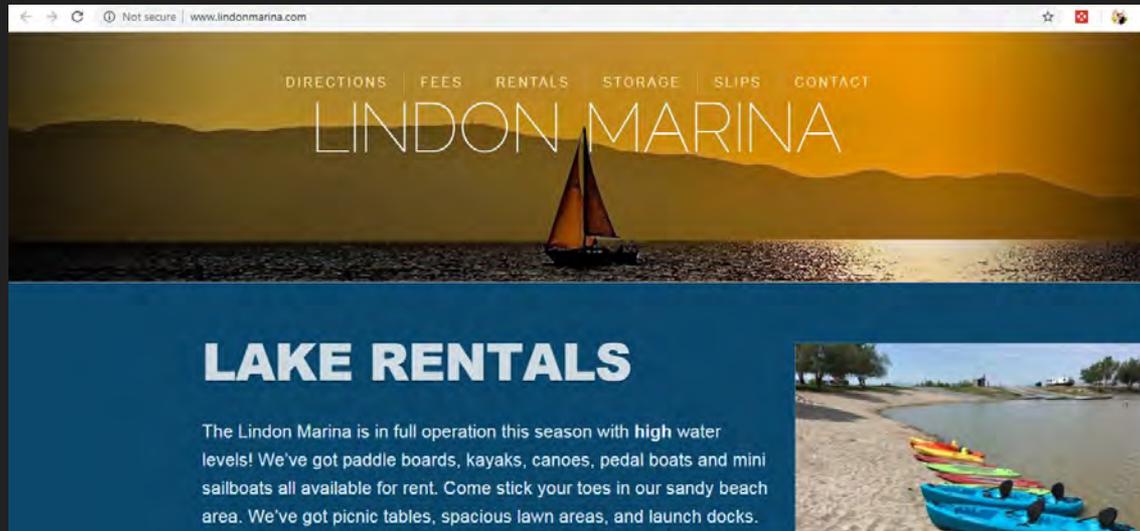
Disclaimer: The city recorder has the official version of the Provo City Code. Users should contact the city recorder for ordinances passed subsequent to the ordinance cited above.

[City Website: www.provo.org](http://www.provo.org)

City Telephone: (801) 852-6000

[Code Publishing Company](#)

# Lindon Marina RV Upgrades and Nightly Rentals



The screenshot shows a web browser window with the URL [www.lindonmarina.com](http://www.lindonmarina.com). The page features a navigation menu with links for [DIRECTIONS](#), [FEES](#), [RENTALS](#), [STORAGE](#), [SLIPS](#), and [CONTACT](#). The main heading is "LINDON MARINA" in large, white, sans-serif capital letters, set against a background image of a sailboat on a lake at sunset. Below this, a blue banner contains the text "LAKE RENTALS" in white, bold, sans-serif capital letters. Underneath the banner, a paragraph of text reads: "The Lindon Marina is in full operation this season with **high** water levels! We've got paddle boards, kayaks, canoes, pedal boats and mini sailboats all available for rent. Come stick your toes in our sandy beach area. We've got picnic tables, spacious lawn areas, and launch docks." To the right of this text is a small inset image showing a sandy beach with several colorful kayaks (blue, green, yellow, red) lined up on the shore.

← → ↻ ⓘ Not secure | www.lindonmarina.com ☆ 📧 🏠

[DIRECTIONS](#) | [FEES](#) | [RENTALS](#) | [STORAGE](#) | [SLIPS](#) | [CONTACT](#)

## LINDON MARINA

### LAKE RENTALS

The Lindon Marina is in full operation this season with **high** water levels! We've got paddle boards, kayaks, canoes, pedal boats and mini sailboats all available for rent. Come stick your toes in our sandy beach area. We've got picnic tables, spacious lawn areas, and launch docks.

# Big Things are Happening





Movie on The Water



Lantern Festival



Vibrant Sailing Community

# Proposed RV Upgrades







Image from RaftingInfo.com

# Nightly Rentals



na, Utah Lake



Image from [TuxburyTinyHouse.com](http://TuxburyTinyHouse.com)



Image from MtHoodTinyHouse.com

Portland, Oregon



A row of colorful tiny houses on a green lawn with trees and Adirondack chairs. The houses are in various colors including grey, blue, and wood-grain. The scene is set in a lush, green environment with tall trees and a clear sky. The text 'Wee CASA' is overlaid in the center, with 'Wee' in a cursive font and 'CASA' in a bold, sans-serif font. A small white outline of a house roof is positioned above the 'Wee' text.

# Wee CASA

The World's **Largest** Tiny House Resort.



**8. Discussion Item — Funding Options for Traffic Signal Improvement Projects** (20 minutes)

Lindon City Engineer, Noah Gordon, will review possible funding options that may accelerate traffic signal and intersection improvements at 200 S. Geneva Road. This location has been identified as a high priority by MAG & UDOT but dedicated funding is still a couple years away. Other locations where traffic signals and road improvements are needed within Lindon may also be discussed. Feedback will be given but no motions made.

Staff will review some possible funding options that the City may want to pursue in order to speed up the potential construction time frame on the 200 South Geneva Road intersection improvements. An update and discussion on the future traffic signal planned at the 2800 West 600 North intersection west of the PG Blvd interchange will also be discussed.

A copy of the concept report for the 200 S Geneva intersection project is attached. Noah Gordon submitted the project for consideration against other regional transportation enhancement projects during the 2018 MAG TIP selection process. The project scored very well (#4) and was approved for \$706,000 in Utah County TransTax funding in 2021-2022 with a \$100,000 match from UDOT. Some additional funding from rail-crossing improvement funds may also be available, with remaining amounts matched by Lindon City. Total estimated 2022 project cost is \$906,000.

There's opportunity for the City to front the funding and get reimbursed in 2021-22 or to secure a low interest loan through a State Infrastructure Bank (SIB) loan. The SIB loan fund is created to provide loans and assistance to improve transportation infrastructure in the State of Utah and would need to be approved by the Transportation Commission.

Feedback will be given, but no motion required at this time.

2018 TIP Project Selection - Final Priority List

Mountainland MPO - 04/23/2018

Listed by Final Priority Score Rank.

Created by MPO TAC, recommended to MPO RPC.

<b>Final Priority Score</b> is the recommended score assigned by MPO TAC
<b>MPO Tech Score</b> completed by MPO staff based off technical data
<b>TAC Project Idea Score</b> given by TAC at the Project Idea meeting
<b>TAC PI Score, Low Tier Project 55 and under</b>

Rank	Project	Concept	Costs   Funding Request					Scores			
			Past MPO \$	Req. Project Cost	Add'l Pledged Funds	MPO \$ Request	Draft Fund	TAC PI - 100	MPO Tech - 100	Final Priority - 90	
1	UTA Lehi SR 92 Ped Crossing (Tiger Match)	New Pedestrian Overpass		\$5.3M	\$4.4M		\$889K	Ex/Co	79	78	80
2	Springville 1200 W - 1600 S to Canyon Creek PKWY Phase 3	New 3 Lane Road	\$2.3M	\$2.4M		\$2.4M	Ex/Co	79	58	77	
3	UTA Provo Rail Ped Bridge (Tiger Match)	New Pedestrian Overpass		\$4.3M	\$3.1M		\$1.3M	Ex/Co	75	64	74
4	Lindon Geneva Rd / 200 S Intersection Improvements	Add EB Right Turn Lane		\$906K	\$200K		\$706K	CMAQ	69	56	72.1
5	Pleasant Grove 1800 N / 100 E Intersection Improvements	New Signal		\$380K			\$380K	Ex/Co	71	56	72.2
6	Spanish Fork Provo Sub RR Consolidation	PE for RR Consolodation		\$670K			\$670K	Ex/Co	82	56	71
7	Orem 1600 N ROW Phase 2	ROW Purchase	\$5.1M	\$3.0M		\$3.0M	Ex/Co	62	55	64.1	
8	Saratoga Springs Pony Express PKWY Phase 2	New 3 Lane Road	\$3.6M	\$4.5M		\$4.5M	Ex/Co	63	51	64.2	
9	Spanish Fork US 6 / Center ST Undercrossing	New Pedestrian Undercrossing	\$3.2M	\$3.1M	\$1.0M	\$2.1M	Ex/Co	49	66	62	
10	Provo Lakeview PKWY Phase 4	New 5 Lane Road/Trail	\$29.2M	\$23.7M	\$18.8M	\$4.9M	Ex/Co	50	58	60.1	
11	UTA ADA Bus Stop Improvements	Transit Safety		\$675K		\$675K	CMAQ	60	69	60.2	
12	Spanish Fork 800 N / 800 E Intersection Improvements	Relocate Intersection		\$2.8M		\$2.8M	CMAQ	79	39	61.1	
13	MAG Zero Fare BRT	Transit Fare Program	\$0K	\$7.8M	\$5.9M	\$1.9M	CMAQ	64	79	61.2	
14	Orem 1600 N / 400 E Roundabout	New Roundabout with Trail	\$55K	\$1.6M	\$55K	\$1.5M	CMAQ	69	56	57	
15	Lehi Clubhouse DR	New 3 Lane Road		\$11.9M	\$2.9M	\$9.1M	Ex/Co	64	64	56	
16	UC 8000 South	Intersection Improvement/ROW		\$1.9M		\$1.9M	Ex/Co	59	34	54.1	
17	Lindon Heritage Trail Phase 5	New Trail	\$3.8M	\$1.5M	\$215K	\$1.3M	Trail	64	50	54.2	
Anticipated funding of \$40m. Projects above this line total \$39.9m											
18	Eagle Mountain Pony Express PKWY Phase 3	Widen to 5 Lanes	\$17.0M	\$2.9M	\$1.3M	\$1.7M	Ex/Co	50	63	53	
Additional \$1.8m STP funds received. Projects above this line total \$41.7m											
19	Springville 1200 W - 400 S to 550 N Phase 2	New 3 Lane Road	\$2.3M	\$2.7M		\$2.7M	Ex/Co	69	57	51	
20	Mapleton Lateral Canal Trail Phase 3	New Trail	\$3.9M	\$4.0M		\$4.0M	CMAQ	71	51	50	
21	Saratoga Springs Redwood RD Trail Phase 2	New Trail	\$293K	\$314K		\$314K	CMAQ	60	61	49	
22	UTA Front Runner Locomotives Diesel Retrofit	Air Emission Retrofit		\$1.0M		\$1.0M	CMAQ	52	44	48	
23	Springville 2900 E / Canyon RD Trailhead	New Trailhead		\$731K	\$124K	\$607K	CMAQ	61	59	47.1	
24	American Fork Art Dye Trail	New Trail		\$637K		\$637K	CMAQ	63	64	47.2	
25	Pleasant Grove 2600 N Improvements Phase 1	Widen Shoulders, Trail		\$2.9M	\$242K	\$2.7M	Ex/Co	56	47	45	
26	UTA Rideshare Program	Travel Demand Program	\$1.6M	\$406K		\$406K	CMAQ	51	55	44	
27	Orem 1150 S / State ST Intersection Relocation	Relocate Intersection		\$2.7M	\$1.0M	\$1.7M	CMAQ	55	39	43	
28	Santaquin Main ST Improvements Phase 4	Widen to 5 Lanes	\$1.3M	\$4.5M		\$4.5M	Ex/Co	59	42	42.1	
29	Vineyard Utah Lakeshore Trail	New Trail		\$6.6M		\$6.6M	CMAQ	60	63	42.2	
30	Spanish Fork PKWY RR Crossing	New RR Crossing		\$875K		\$875K	Ex/Co	59	46	42.3	
31	UC South Fork RD Improvements and Trail	Soulder Improvements/Trail		\$3.9M		\$3.9M	Ex/Co	57	32	42.4	
32	Saratoga Springs Utah Lakeshore Trail Phase 3	New Trail	\$1.6M	\$581K		\$581K	CMAQ	53	54	41	
33	UC 9600 South	Intersection Improvement/ROW		\$1.5M		\$1.5M	Ex/Co	61	37	40	
<b>Totals</b>			\$75.2M	\$112.5M	\$39.1M	\$73.4M					

*Utah Department of Transportation  
Programming Division*



**STATE INFRASTRUCTURE BANK FUND**

**PROGRAM DESCRIPTION**

**(Revised July 2013)**

*Utah Department of Transportation  
4501 South 2700 West  
Salt Lake City, Utah 84119-3600  
(801) 964-4468*

## State Infrastructure Bank Loan Fund Guidelines

The purpose of the State Infrastructure Bank (SIB) Loan Fund is to provide loans and assistance to improve transportation infrastructure in the State of Utah. The program is intended to be an innovative financing tool that will offer financing options not previously available in meeting infrastructure needs.

The Transportation Commission will receive and review requests for loans from the SIB. The following are guidelines that the Commission may use in evaluating the requests for these loans:

- No one entity can borrow more than 25% of the total fund.
  - This would allow a minimum of four loans. (If after a year, and not enough requests are made, this rule may be relaxed to allow a higher percentage of the total fund).
  - Projects having a direct benefit to the State Highway System are exempt of the 25% limitation.
  
- Interest rate tied to of the State of Utah bonding rate and loan duration
  - Loan term 0-3 years: + 0.5%
  - Loan term 4-7 years: + 0.75%
  - Loan term 8-10 years: +1.0%
  - Interest rate applied may be the current rate on the date of Commission approval.
  
- For acceptable applications, the project review and prioritization may include but not be limited to consideration of the criteria outlined below:
  - Requests of shorter terms. (Creates an increased opportunity to apply for these revolving funds).
  - Projects using the SIB loan as a smaller percent of the total project.
  - Projects designed and ready to be advertised.
  - Projects that will encourage enhance and/or create economic benefits.
  - Projects that improve safety, reduce congestion, etc...
  - Projects with high public support
  - Projects having the most secure sources of funding to repay the SIB loan.



- 1.0 | Project Summary Information
- 2.0 | Project Scope
- 3.0 | Project Ranking
- 4.0 | Air Quality Report
- 5.0 | Project Cost Estimate
- 6.0 | Supplemental Information

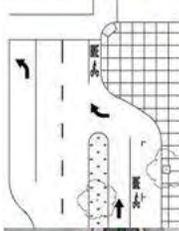
Always enter "NA" rather than leave an answer blank...



### 1.0 | Project Summary Information

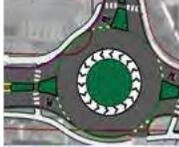
**1.1 Project Name** (35 letters max) Geneva Road 200 South Intersection

**1.2 Project Type** Intersection Work



**1.3 Limits** (descriptions should be identifiable. i.e: intersections, place names, landmarks, 35 characters max) Southwest corner of the Geneva Road, 200 South intersection in Lindon.

**1.4 Project Description** (summary of project) Construction of a dedicated right-turn lane on the west leg of the intersection, separate from the through lane. This work is motivated by the need of a right-turn lane to mitigate traffic congestion into the intersection from the west leg of 200 South during peak hours.



**1.5 Sponsor** (jurisdiction, agency name) Lindon City

**1.6 Contact Information**

**Project Manager** Noah Gordon  
**Office Phone** 801-796-7954  
**Cell Phone** 801-471-8583  
**Fax** [Click here to enter text.](#)  
**Email** [ngordon@lindoncity.org](mailto:ngordon@lindoncity.org)



**1.7 Cost Estimate**

**Total Project Cost** (include matches, pledged funds, etc.) \$906,000  
**MPO funding request** (include any match) \$706,000  
**PE Cost** \$93,000  
**ROW Cost** \$19,000  
**Construction Cost** \$616,000  
**Soft Match proposed for project** Section 130 Funds: \$100,000  
 UDOT Region 3 Contingency Funds: \$100,000



**1.8 Project Rank** (rank this project compared to your other submittals)

2



**1.9 Air Quality Benefit** (summarize CM/AQ Report, NA for non-CM/AQ eligible projects)

This project will create a dedicated right-turn lane on the west leg of the intersection (eastbound 200 South to southbound Geneva Road); through vehicles and right turning vehicles currently share a lane. Modeling suggests that there are currently 42.8 hours/day of delay in that lane, and that the combined delay in the through and combines lanes will be 25.4 hours/day of delay, with a savings of about 17.4 hours/day.

At a NOX rate of 3.325 gr/hour, this corresponds to a reduction of 58 gr/day.

At a VOC rate of 0.71 gr/hour, this corresponds to a reduction of 17 gr/day.

At a PM2.5 Exhaust rate of 0.14 gr/hour, this corresponds to a reduction of 3 gr/day.

## 2.0 | Project Scope

Always enter “NA” rather than leave an answer blank...

### 2.1 Describe purpose and need of project.

Lindon 200 South is one of only two overpasses over I-15 between the Pleasant Grove Interchange and Orem 1600 North Interchange. Additionally, 200 South is the principle route from the south and east to the industrial area west of I-15 and the regional North Pointe Solid Waste District facility. The current lack of a dedicated right-turn lane results in significant delays, especially during peak hour, and associated air quality issues.

This project has a high accident rate and an even higher rate of severe accidents. Separating right turning movements from through movements, and getting right-turning movements out of the intersection will enhance safety. We expect that restricting right-turns on red will also enhance safety at the intersection.

UDOT has been planning to address a separate safety concern at the intersection. Large vehicles from the industrial area are not able to make the westbound to southbound turn without swinging wide into opposing left turn lane on Geneva Road. This results in them being stuck over the railroad tracks when there is traffic in the opposing left turn lane. This project will eliminate that problem.

### 2.2 Describe existing service/conditions

Union Pacific Railroad tracks exist immediately adjacent to the west side of Geneva Road. The railroad gate equipment does not allow space for a dedicated right-turn lane. During peak hours, queuing on 200 South up to the intersection can exceed a quarter mile to the west, well beyond the overpass over I-15. The intersection has a high accident rate and an even higher rate of severe accidents. The current configuration can result in vehicles being stuck on the railroad tracks.

### 2.3 Highway Project Information (for non-highway projects go to 2.4)

#### 2.3.1 State Route # or Federal Aid Route #

SR-114 (Geneva Road), 2966 (200 South)

#### 2.3.2 Beginning Mile Post

MP 9.1 (SR-114)

#### 2.3.3 End Mile Post

MP 9.1 (SR-114)

#### 2.3.4 Length of project

NA, intersection improvement project.

#### 2.3.5 Existing and proposed number of Travel Lanes

Three existing (WB, LT, shared EB/RT), four proposed (WB, LT, EB, RT).

**2.3.6 Current and proposed width of facility** (detail ROW, lanes, shoulders, ped/planter).

The existing 200 South west of Geneva Road has 50 feet of asphalt, though at the intersection it narrows to about 38 feet because of the existing railroad gate and lights. There is curb and gutter on both sides approaching the intersection.

Continuing the 50' asphalt width across the railroad tracks would have required moving the gate structure to the south, resulting in a gate that is 36 feet long. This exceeds the maximum gate length, so a center median in 200 South (about 10' wide) would have been required to accommodate another gate to extend back to the south. This additional median would have required widening 200 South west of Geneva Road, and a corresponding widening on the east side of Geneva Road so left-turn lanes align, and a lot of right-of-way acquisition to match. It would have required relocation of a traffic signal pole, and since there are power poles on both the north and south sides of 200 South it would also have resulted in power line relocations.

The proposed project would provide a separate 14-foot right turn lane that is south of the railroad gate, allowing the railroad gate and traffic signal to remain where they are, require only localized right-of-way acquisition, with a small railroad gate and two pedestrian signal poles/heads.

**2.3.7 Facility surface type.**

Asphalt

**2.3.8 Describe how project is consistent with local or agency plans.**

The addition of the right-turn lane is the local agency plan.

**2.3.9 Describe how project incorporates ITS needs.**

The current UDOT project will provide for any ITS needs.

**2.3.10 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.**

No phasing

**2.3.11 Is project being coordinated with or constructed with a larger project?**

The project is being coordinated with a UDOT project to enhance safety at the intersection. Our project will resolve the main concern that prompted their project, while also creating a right-turn lane. We are working to coordinate with UDOT to leverage the funding from both projects.

**2.3.12 Describe how project will alleviate congestion on this or other facilities.**

It will reduce congestion by separating the right-turning vehicles from the through vehicles on the west leg of the intersection.

**2.3.13 Describe any traffic improvements.** (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts,

etc.)

A right-turn lane will be added to the west leg of the intersection.

**2.3.14 Describe any safety improvements for vehicular and pedestrian traffic.** (i.e. raised median, channelization of turn movements, barriers, parkway strips, etc.)

The separation of the right turning vehicles will reduce congestion and likely reduce frequency of crashes at the intersection.

**2.3.15 How are complete streets addressed with this project?** (plan for pedestrians, bikes, transit, trails, ITS)

The change accomodates the Lindon Heritage Trail and will bring the railroad crossing up to current standards.

**2.3.16 Describe traffic control changes at intersections.** (include info to warrant changes)

Eastbound to southbound right-turning vehicles will have their own lane, and right turns will be allowed only during green time.

**2.3.17 What right-of-way is already secured?**

Right-of-way for the trail, and for the right-turn lane away from the intersection is already secured.

**2.3.18 What additional right-of-way is needed?**

Approximately 850 square feet of additional right-of-way will be required to accommodate the right-turn lane.

**2.3.19 Describe utility work to be performed and indicate who will do the work.**

Union Pacific Railroad will perform the work assocaited with the additional railroad gate and lights. The project contractor will perform storm drainage work and work needed for two additional pedestrian signals.

**2.3.20 What type of environmental work will most likely be needed?**

Categorical Exclusion

**2.4 Non-Highway Projects** (Transit / ITS / Active Transportation, Park and Ride, etc.)

**2.4.1 Transit Route #**

N/A

**2.4.2 Length of project**

N/A

**2.4.3 What is the expected use of the facility or program?**

N/A

- 2.4.4 What services are provided in the operating of this project?**  
N/A
- 2.4.5 Describe any equipment to be purchased (buses, ITS, etc.).**  
N/A
- 2.4.6 Describe how project is consistent with local or agency plans.**  
N/A
- 2.4.7 Describe how project incorporates ITS needs.**  
N/A
- 2.4.8 If phased or segmented, describe how the phase has logical termini and what will future phases consist of.**  
N/A
- 2.4.9 Is project being coordinated with or constructed with a larger project?**  
N/A
- 2.4.10 Describe how project will alleviate congestion on this or other facilities.**  
N/A
- 2.4.11 Describe any traffic improvements. (i.e lanes, signal coordination, ITS, turn lanes, bus pullouts, etc.)**  
N/A
- 2.4.12 Describe any safety improvements for transit and pedestrian traffic. (i.e. raised median, channelization of turn movements, barriers, parkway strips, bridges, etc.)**  
N/A
- 2.4.13 How are complete streets addressed with this project? (plan for pedestrians, bikes, transit, trails, ITS)**  
N/A
- 2.4.14 What right-of-way is already secured?**  
N/A
- 2.4.15 What additional right-of-way is needed?**  
N/A
- 2.4.16 Describe utility work to be performed and indicate who will do the work.**  
N/A
- 2.4.17 What type of environmental work will most likely be needed?**  
Choose an item.

## 2.5 Facility Design

	Current Conditions	Design Year 2040	Design Year w/o Improvements
Average Daily Traffic	9,600	16,000	16,000
Level of Service	LOS B - Intersection LOS C - EB Right	Unkown	Unknown
Functional Class	Major Collector	Major Collector	Major Collector
Design Speed	35 mph	40 mph	35 mph
*Accident Rate	Accident Rate = 2.79, Severe Accident Rate = 3.67	Unknown	Unknown
Transit Ridership	NA	TBD	TBD
Ped/Trail Usage	Yes	Yes	Yes
Park and Ride Usage	None	TBD	TBD

### 3.0 | Project Ranking

The following categories will be used by MPO staff to score each project. The points associated with each category show what total points MPO staff can give. MPO staff's recommendations will be made available to the MPO TAC Committee for their use in making final project selection recommendations. MPO staff ranking is a tool to aid the MPO TAC Committee in their final selection. The committee is not required to pick projects solely on MPO staff ranks. **Please note, if questions pertinent to the project are not answered, zero points will be given.**

#### 3.1 Congestion Relief (25 Points)

Explain if the project...

- a) Provides an alternate transportation facility that corrects an identified congested problem?  
The project will provide a dedicated right-turn lane on 200 South, which will relieve congestion on the west leg of the 200 South, Geneva Road intersection.
- b) Reduces congestion by reducing the number of vehicles.  
Congestion will be reduced by reducing the time of vehicles queued at 200 South, but not the total number of vehicles on the road.
- c) Reduces the need for additional highway lanes for peak hour capacity.  
The project makes better use of existing lanes by eliminating a pinch point (the railroad tracks).
- d) Increases the efficiency of transportation system through traffic management measures.  
The project improves efficiency of traffic flow through the 200 South Geneva Road intersection by widening at the railroad crossing to accommodate a dedicated right-turn lane.
- e) Adds turning movements to relieve a congested intersection.  
The project will provide a dedicated right-turn lane on the west leg the 200 South Geneva Road intersection, thereby relieving traffic congestion observed as a quarter mile of vehicles queuing on the east bound lane of 200 South. We anticipate an immediate delay reduction of 76 seconds per vehicle, or 4516 hours per year, when the project is complete.

When the Vineyard Connector is constructed, Lindon 200 South will become a key connection from the Vineyard Connector to get to Geneva Road, the Orem 1600 North interchange, and points east. After the Vineyard Connector is constructed, the delay savings will be much larger than it is now.

#### 3.2 Mode Choice (25 points)

Explain if the project...

- a) Benefits multiple transportation systems (transit and highway, pedestrian and transit). The project will increase the radius of the path of right-turning vehicles and eliminate the potential of a hazard between eastbound to southbound turning trucks and train traffic.

- b) Promotes alternative transportation solution to SOV use.  
The project includes modification of a nonmotorized trail.
- c) Creates or improves linkages between transportation modes.  
The project improves a conflict between the railroad and vehicular traffic.
- d) Reduces physical, psychological, or economic barriers to carpool, bike, walk, or transit use.  
The project moves the trail away from the railroad crossing arm structure; it's counterweight presently would be a psychological barrier to trail users when the arm is down.
- e) Provides incentives to carpool, bike, walk, or transit use.  
Proposed improvements to the trail crossing at the rail road tracks will improve safety for pedestrians and cyclist to utilize this facility.

### 3.3 Environmental Quality (15 points)

Explain if the project...

- a) Provides cost effective emission reductions (air quality score).  
Of course! As a result of reducing congestion, which reduces idling, which reduces emissions 3 mg at a time.
- b) Minimizes environmental impacts or reduces existing impacts (e.g. air/water/noise pollution).  
By reducing the queuing of vehicles along 200 South, the localized air quality will be improved and noise pollution from vehicles reduced.
- c) Enhances the natural, cultural, or historic environment.  
The project will enhance the environment by reducing existing congestion and the associated effects of noise and idling on the environment.
- d) Mitigates invasive impacts to existing neighborhoods/commercial areas (minimal relocations).  
There will be no relocations required.

### 3.4 Safety (20 points)

Explain if the project...

- a) Corrects/improves a verified or potential safety or accident problem.  
There is a verified problem of large vehicles making the eastbound to southbound turn getting trapped on the railroad tracks when there are vehicles in the northbound left turn lane (they have to swing into the northbound left turn lane to make the turn). This project will eliminate that problem.
- b) Improves information/communications for traffic operations and emergency responders.

The project would have only have effect on this if in the process of upgrades to the railroad crossing, bringing it up to current standards provides this benefit.

- c) Reduces severity of crashes.  
Elimination of the problem of large vehicles being trapped on the railroad tracks would reduce the potential of very severe crashes between trains and large vehicles.
- d) Enhances safe movement of pedestrian, bicycle traffic.  
Improvements to the trail will increase safety at the rail road crossing.
- e) Provides an intermodal safety improvement (e.g. separation of vehicles-trains, vehicles-pedestrian).  
There is a verified problem of large vehicles making the eastbound to southbound turn getting trapped on the railroad tracks when there are vehicles in the northbound left turn lane (they have to swing into the northbound left turn lane to make the turn). This project will eliminate that problem.

### **3.5 Other Considerations (15 points)**

Explain if the project...

- a) Effectively distributes funding throughout the MPO area.  
Lindon City has not applied for MAG Funding for 4 years.
- b) Phases project in a manner that the MPO can use limited funds efficiently.  
No phasing needed - it is a relatively small project.
- c) Additional funding above required match is pledged toward project (including any soft match).  
Both UDOT and UPRR have reviewed this project plan and are supportive of it.

Funding for the current UDOT project planned for this intersection will be combined with the MAG funding. It is funded by Section 130 funds; we expect that around \$100,000 of that funding will be available for the improvements shown in this concept report (the remainder of the Section 130 funds will be used for remaining elements of the project previously planned by UDOT).

UDOT Region 3 has also committed \$100,000 of region contingency funds to the project.

- d) Project sponsor ranking of project.  
2
- e) Project is numbered project within the current RTP.  
N/A



## 4.0 | Air Quality Report

All projects that are eligible for CM/AQ and CM/AQ-PM2.5 funds must complete this report. These funds are eligible for projects and programs countywide. Contact Susan Hardy at Mountainland AOG if you need help completing 4.4 Quantitative Analysis below, 801/229-3842 or [shardy@mountainland.org](mailto:shardy@mountainland.org).

### 4.1 Eligibility

CM/AQ funds can only be used for projects and programs that a direct benefit to air quality can be demonstrated. Highway expansion, such as new single occupancy vehicle lanes, is not eligible. Turn lanes at congested intersections, transit programs, pedestrian and trail projects, signal modernization, ITS, and IM programs are typical eligible CM/AQ projects.

### 4.2 CM/AQ Program

The purpose of the CM/AQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) in Ozone (O<sub>3</sub>), Carbon monoxide (CO), Particulate Matter – 10 microns (PM<sub>10</sub>), and PM<sub>2.5</sub> non-attainment and maintenance areas. The city of Provo is a maintenance area for CO and Utah County is a non-attainment area for PM<sub>10</sub> and PM<sub>2.5</sub>.

### 4.3 Completing this Report

All projects eligible for CM/AQ funds must complete this report. Completing this report can be quite technical, Susan Hardy, Air Quality Coordinator at Mountainland, can help with filling out this report. Contact her at 801/229-3842 or [shardy@mountainland.org](mailto:shardy@mountainland.org)

### 4.4 Quantitative Analyses

A quantitative assessment of how a proposed project or program is expected to reduce emissions is important to assist in selecting the most effective use of this fund. List below all travel benefits directly related to this project. Air quality benefit calculations must utilize Mobile 6. The air quality analysis should include assessing emission reductions of transit, traffic flow improvements, ITS projects and programs, ridesharing, bicycle and pedestrian improvements. Complete at least one of the sections below. If quantitative analyses cannot be done, do a qualitative assessment in 4.3.

#### a) Vehicle Miles Traveled

Number of Vehicle Miles Traveled reduced (VMT): [Click here to enter text.](#)

Average distance of trips reduced: [Click here to enter text.](#)

Emission reduction per average weekday: [Click here to enter text.](#)

#### b) Idling Time

Average idling time per vehicle reduced: PM Peak Hour: 76 seconds/vehicle

Number of vehicles with reduced idling time: PM Peak Hour: 550 vehicles

Emission reduction per average weekday:

NOX: 58 gr/day

VOC: 17 gr/day

PM2.5: 3 gr/day

**C) Vehicle Speed**

Average change in vehicle speed (speed before and after): [Click here to enter text.](#)

Number of vehicles affected: [Click here to enter text.](#)

Emission reduction per average workday: [Click here to enter text.](#)

**4.5 Qualitative Assessment**

Although a quantitative analyses of air quality impacts is required whenever possible, some improvements may not lend themselves to rigorous quantitative analysis, because of the projects characteristics or because practical experience is lacking to adequately analyze the project. In these cases, a qualitative assessment based on a reason and logical examination of how the project or program will decrease emissions and contribute to attainment or maintenance of a NAAQS is appropriate.

See the quantitative assessment.

## 5.0 | Project Cost Estimate

To develop a project cost estimate, please supply a detailed cost breakdown of your unit costs, inflation, equipment, right-of-way, contingency, etc. To do so, use the Concept Costs Estimate Excel form provided by UDOT (available on Mountainland.org website). Non-construction projects such as equipment purchases, operations, administration programs, studies, etc. can use other methods to show their estimated costs. All sheets or methods used should be submitted as part of the Supplemental Information accompanying the Concept Report.

### 5.1 Cost Summary

Summarize the information from the Costs Estimate Excel form or other method. Enter NA for items that do not apply to the project.

- a) Preliminary Engineering \$83,000
- b) Environmental Work \$8,300
- c) Construction \$589,260
- d) UDOT Review (project cost <\$500k = \$5k, >500K = \$10k) \$10,000
- e) Construction Engineering \$83,000
- f) Subtotal (in today's dollars) 773,560
- g) Inflated Cost Factor (inflate to 2022) 1.19
- h) Total 2022 Cost \$906,000
- i) Non-MPO Funds Available to Project \$200,000
- j) MPO Funding Request (includes 6.77% local match) \$706,000

## 6.0 | Supplemental Information

Please submit any supporting documentation including maps, diagrams, charts, cost estimates, etc. that will allow MPO and UDOT staff and any Technical Advisory Committee to make an informed decision regarding the proposed project. **Keep Supplemental Information submittals to 8 pages total.**

### 6.1 Concept Report Submittal

In order to facilitate the distribution of the Concept Reports and any supplemental information, **all Concept Reports shall be combined with any supplemental information and saved in PDF format as one document.** Please note that this might create a large data file that might be too large to emailed. Plan accordingly to submit your report in electronic format (CD, DVD, Flash Drive) by the required due date. **Concept Reports are due by March 8, 2018 at 6pm.**

### 6.2 Contacts, Questions

For help with the Concept Report or questions, please contact:

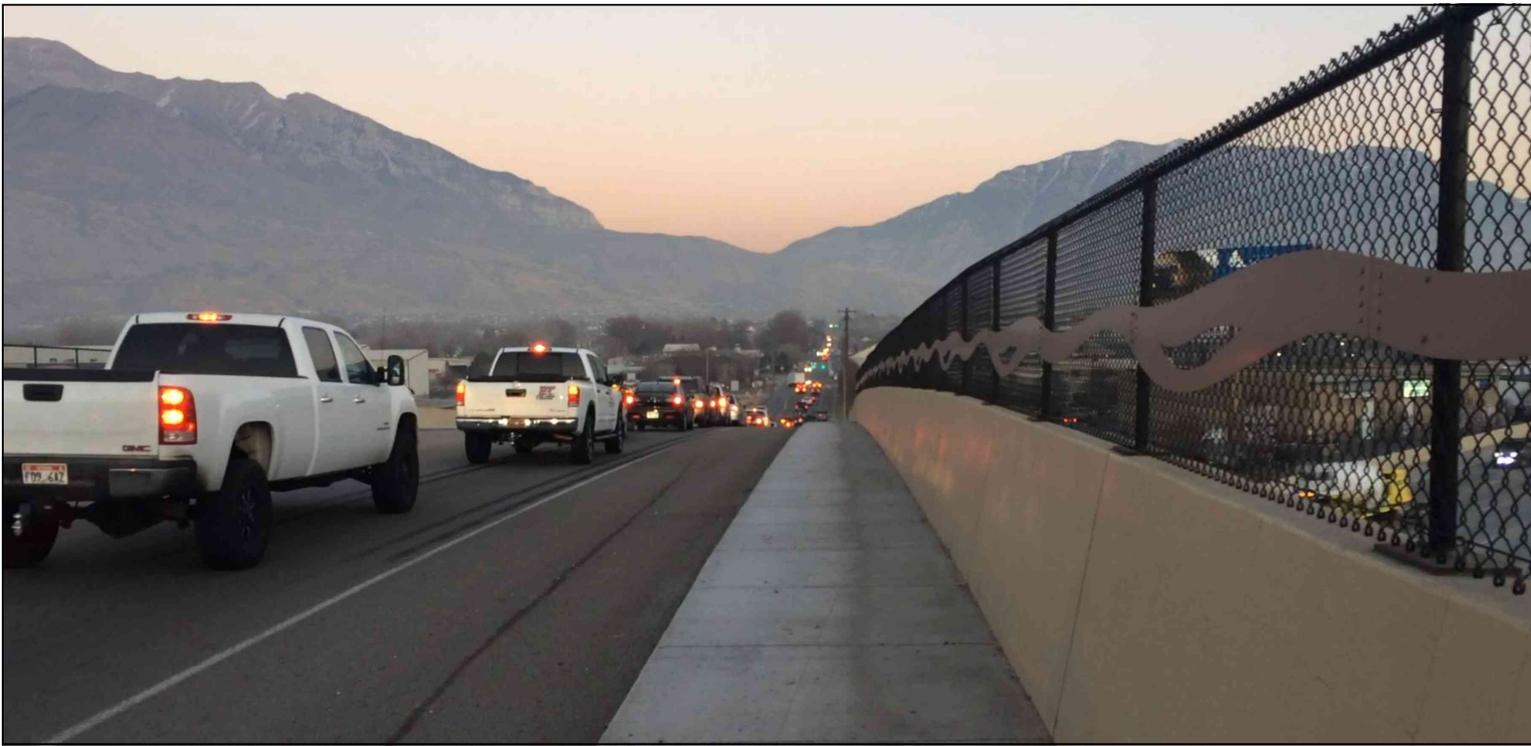
Bob Allen  
801/229-3813  
rallen@mountainland.org

Shawn Eliot, AICP  
801/229-3841

seliot@mountainland.org









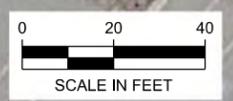
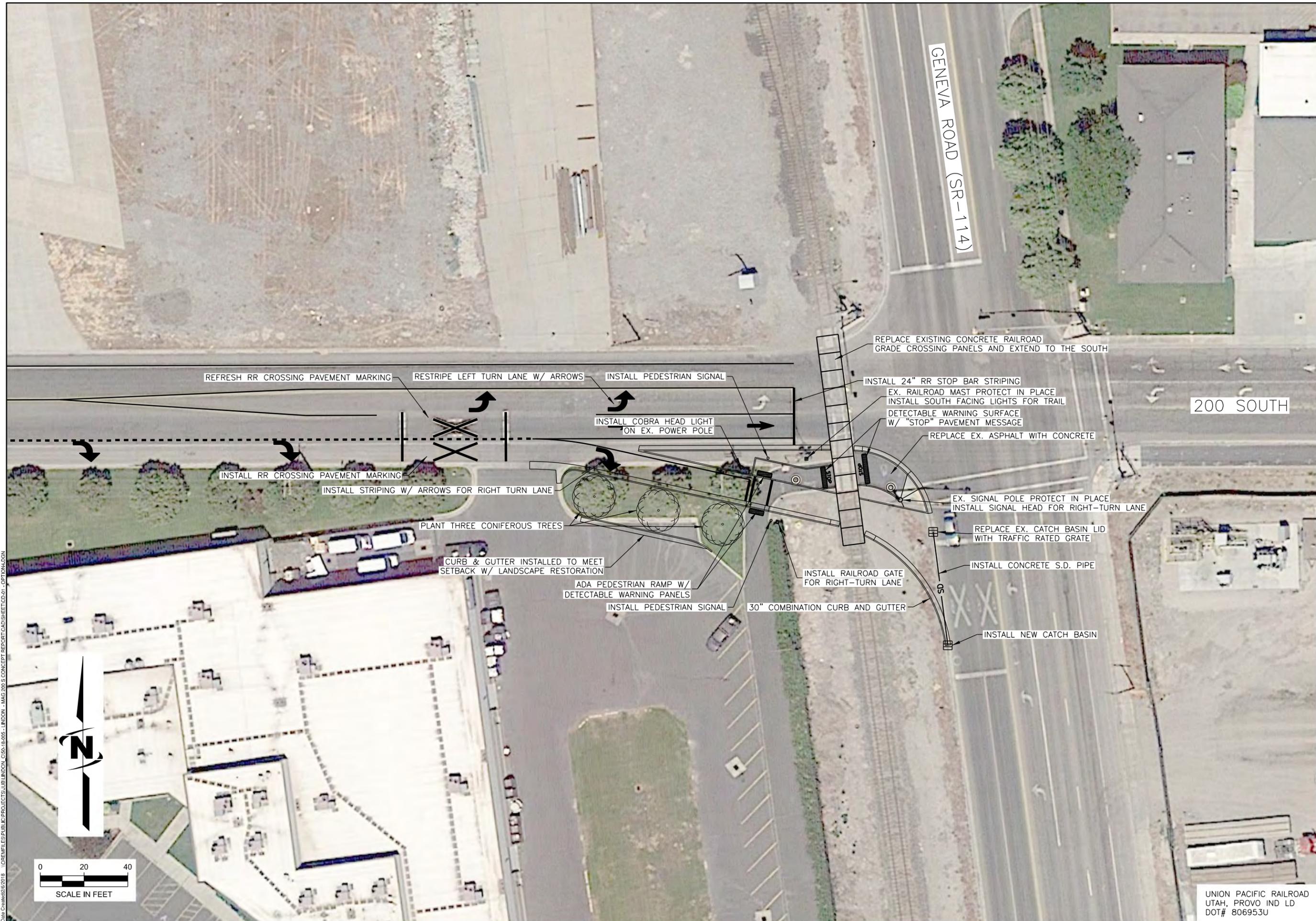
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NO.	REVISION	DESCRIPTION	BY	DATE

**MAG CONCEPT REPORT**  
**LINDON CITY CORPORATION**  
200 S GENEVA ROAD INTERSECTION

FILE: CD-01 - OPTION4  
JUB PROJ. #: 50-18-005  
DRAWN BY: KNC  
DESIGN BY: KNC  
CHECKED BY:  
ONE INCH  
AT FULL SIZE IF NOT ONE  
INCH SCALE ACCORDINGLY  
LAST UPDATED: 3/5/2019

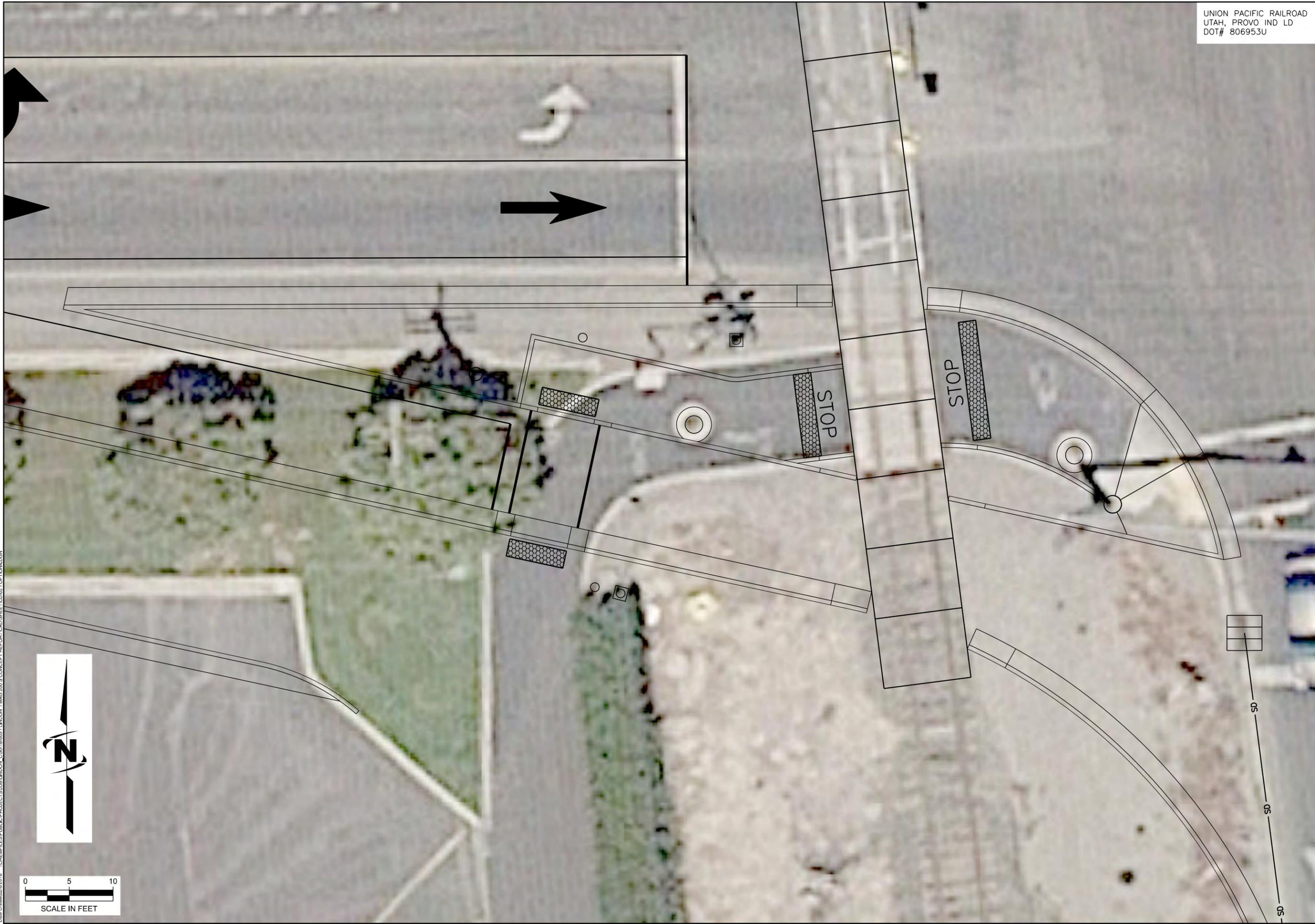
SHEET NUMBER:  
**1**



Plot Date: Plotted By: Kenneth Clark  
 Date Created: 2/26/2019 10:06 AM  
 PROJECT: LINDON CITY CORPORATION - MAG 200 S CONCEPT REPORT CAD SHEET 001 - OPTION 4

UNION PACIFIC RAILROAD  
UTAH, PROVO IND LD  
DOT# 806953U

Plot Date: Plotted By: Kenneth Clark  
Date Created: 2/26/2018 10:06:11 AM PROJECTS\JUB\INDON - MAG 200 S CONCEPT REPORT\CD\SHEET\CD-02 - OPTION4.DGN



UNION PACIFIC RAILROAD  
UTAH, PROVO IND LD  
DOT# 806953U



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AGENCY

REVIEW

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NO.	DESCRIPTION	BY	DATE

MAG CONCEPT REPORT  
LINDON CITY CORPORATION  
200 S GENEVA ROAD INTERSECTION

FILE: CD-02 - OPTION4  
JUB PROJ. #: 150-18-005  
DRAWN BY: KNC  
DESIGN BY: KNC  
CHECKED BY:  
ONE INCH  
AT FULL SIZE IF NOT ONE  
INCH SCALE ACCORDINGLY  
LAST UPDATED: 3/9/2018

SHEET NUMBER:  
2

**PIN: PROJECT # PROJECT NAME:  
Cost Estimate - Concept Level**

Prepared By: \_\_\_\_\_ Date 3/8/2018

**Proposed Project Scope:**

Approximate Route Reference Mile Post (BEGIN) =	NA	(END) =	NA
Project Length =		miles	ft
Current FY Year (July-June) =	2018		
Assumed Construction FY Year =	2022		
Construction Items Inflation Factor =	1.19	4 yrs for inflation	
Assumed Yearly Inflation for Engineering Services (PE and CE) (%/yr) =	3.0%		
Assumed Yearly Inflation for Right of Way (%/yr) =	3.0%		
Items not Estimated (% of Construction) =	20.0%		
Preliminary Engineering (% of Construction + Incentives) =	16.0%		
Construction Engineering (% of Construction + Incentives) =	16.0%		

Construction Items	Cost	Remarks
Roadway	\$315,524	
Drainage	\$10,500	
Public Involvement	\$5,000	
Traffic and Safety	\$75,900	
Environmental Mitigation	\$8,300	
Right-of-Way	\$17,000	
	Subtotal	
	\$432,224	
	Items not Estimated (20%)	
	\$86,445	
	<b>Construction Subtotal</b>	
	<b>\$518,669</b>	
P.E. Cost	P.E. Subtotal	16%
	<b>\$82,987</b>	
C.E. Cost	C.E. Subtotal	16%
	<b>\$82,987</b>	
Right of Way	Right of Way Subtotal	
	\$17,000	
Utilities	Utilities Subtotal	
	\$0	
Incentives	Incentives Subtotal	
	\$0	
Miscellaneous	Miscellaneous Subtotal	
	\$0	

Cost Estimate (ePM screen 505)	2018	2022
P.E.	\$83,000	\$93,000
Right of Way	\$17,000	\$19,000
Utilities	\$0	\$0
Construction	\$519,000	\$616,000
C.E.	\$83,000	\$93,000
Incentives	\$0	\$0
Aesthetics	0.75% \$4,000	\$5,000
Change Order Contingency	10.00% \$52,000	\$62,000
UDOT Oversight	3.00% \$15,560	\$18,000
Miscellaneous	\$0	\$0
<b>TOTAL</b>	<b>\$773,560</b>	<b>\$906,000</b>

<b>PROPOSED COMMISSION REQUEST</b>	<b>TOTAL \$773,560</b>	<b>TOTAL \$906,000</b>
------------------------------------	------------------------	------------------------

**Project Assumptions/Risks**

1 No wetland mitigation required.	8
2 _____	9
3 _____	10
4 _____	11
5 _____	12
6 _____	13
7 _____	14

**9. Discussion Item — Insurance Coverage***(20 minutes)*

Staff will update the City Council on insurance coverages that the City has in place and will discuss issues associated with various claims made against the City that may arise from time to time. Feedback will be given but no motions made.

**General information will be provided at the meeting. No motion needed.**

**10. Public Hearing — Ordinance Change; Lindon City Code 13.12; Ord. #2018-18-O** (5 minutes)

*This item was advertised for the Dec. 4, 2018 meeting and was continued to this meeting but is not ready for discussion and will be continued to a future City Council meeting.*

The Lindon City Council will review and consider Ordinance #2018-18-O amending sections of LCC 13.12 'Administration of Water and Sewer Service'.

**Sample Motion:** I move to continue this item to a future City Council meeting.

**II. Council Reports:**

- A) MAG, COG, UIA, Utah Lake Commission, ULCT, NUVAS, IHC Outreach, Budget Committee
- B) Public Works, Irrigation/water, City Buildings
- C) Planning, BD of Adjustments, General Plan, Budget Committee
- D) Parks & Recreation, Trails, Tree Board, Cemetery
- E) Public Safety, Court, Lindon Days, Transfer Station/Solid Waste
- F) Admin., Community Center, Historic Comm., PG/Lindon Chamber, Budget Committee

**(20 minutes)**

- Jeff Acerson
- Van Broderick
- Matt Bean
- Carolyn Lundberg
- (vacant)
- Jacob Hoyt

## **I2. Administrator's Report**

(10 minutes)

### **Misc Updates:**

- December City newsletter: [https://media.rainpos.com/442/december18final\\_20181130163634.pdf](https://media.rainpos.com/442/december18final_20181130163634.pdf)
- January newsletter article: **Carolyn Lundberg** - Article due to Kathy before Christmas holiday.
- FYI - A city water line replacement project on Geneva Road between 200 South and Center Street is open for bids and will be completed before UDOT resurfaces Geneva Road this spring/summer (2019).
- Staff attended a kick-off meeting with UDOT, MAG, UTA, Orem, PG, and American Fork to start the process of a comprehensive transportation study centered on the PG Blvd interchange area. The frontage road concepts will be part of this study. The study incorporates the I-15 corridor area from 1600 North Orem to American Fork Main Street.
- Misc. Items:

### **Upcoming Meetings & Events:**

- Dec 10<sup>th</sup> through January 7<sup>th</sup>: advertise Councilmember vacancy. Applications due Jan 7<sup>th</sup> at 5pm. Interview & select new Councilmember on January 15<sup>th</sup>.
- Dec 21<sup>st</sup> City offices closed at Noon
- Dec 24<sup>th</sup>-25<sup>th</sup> – City offices closed for Christmas holiday.
- Tuesday, January 1<sup>st</sup> – City offices closed for New Year's holiday. No Council meeting.
- Jan. 2<sup>nd</sup> through Jan. 13<sup>th</sup> – dumpster available at Aquatics Center parking lot for Christmas tree disposal (curb-side Christmas tree pick up service is no longer provided by our waste hauler)

# **Adjourn**